CONTENTS

Universal Bypass Operations ........................................... 1
Before You Begin ....................................................... 1
Passkey (VATS) Installation (GM only) ......................... 1
Passlock I Installation (GM only) ................................. 1-2
Passlock II Installation (GM only) ............................... 2
Transponder Installation (all others) ............................. 2
Making Connections ..................................................... 2-3
The Bulldog Model 791 interface module is used when installing remote start products in any vehicle equipped with an anti-theft system including BMW, Audi, Volvo and Mercedes. The Ford PATS, GMs PK3, VATS, Passlock I, Passlock II or any other transponder systems. This model allows easy interfacing while maintaining the OEM system’s integrity. The Model 791 has no affect on factory anti-theft system when the remote start is not in use. The factory anti-theft system remains fully functional.

BEFORE YOU BEGIN

Refer to your system’s instruction manual, and our website at www.bulldogsecurity.com to determine what type of anti-theft system your vehicle is equipped with.

It will be necessary to open the 791 Module to remove the wiring harness before installation. To do so, simply insert a straight shank screwdriver into the two wide slot holes in the bottom of the module. Plug the wiring harness into the module. NOTE: If you are using the 791 Module as a transponder bypass you must insert a spare ignition key inside the plastic ribbon coil (as illustrated on page 3) then snap both halves of the module back together.

PASSKEY (VATS) INSTALLATION (GM only)

This FUEL SYSTEM shutdown anti-theft system is based on a pellet (resistor) built into the steel shaft of the ignition key. When the key is inserted into the ignition switch, the VATS (vehicle anti-theft system) computer reads the value of the resistor to make sure that it matches the programmed code and then turns on the fuel system so the vehicle can be started.

1. Locate two (2) wires in an orange vinyl tube coming down from the ignition switch. This tube will contain two (2) WHITE 22 ga. wires or one WHITE and one PURPLE wire.
2. If you have the PURPLE and the WHITE wires, cut the WHITE wire in two. If your vehicle has two (2) WHITE wires, you will need to test both of these wires with the ignition key turned to the ON or RUN position. One will show ground and the other will show positive voltage. Cut the WHITE wire that shows voltage in two.
3. Attach the GREEN wire to the key switch end of the cut WHITE wire. See Making Connections. Page 2, figure 1.
4. Attach the YELLOW wire to the remaining end of the cut WHITE wire.
5. Attach the WHITE wire to the ignition I wire (white heavy gauge wire from the remote starter or from the 4-relay pack) that is tied into the ignition wire on the vehicle’s ignition switch harness.
6. Attach the ORANGE wire securely to ground.
7. Attach the RED wire to a constant +12V wire fused at 3 amps.
8. Attach the BLUE wire to the smaller of the two (2) WHITE wires on the remote starter.
9. The PURPLE and the YELLOW with BLACK stripe wires are not used and should be taped up.
10. Turn off the vehicle and the system has learned the resistor value.

NOTE: If the light does not illuminate on the 791 when you first plug it in, you need to erase the memory. See page 3. Never cut, or probe into a small yellow tube as this controls the airbag.

PASSLOCK I INSTALLATION (GM only)

This FUEL SYSTEM shutdown anti-theft system is based on a resistor built into the ignition switch. The system is recognized by a security light on the dashboard cluster.

1. Locate the harness coming from the ignition switch inside, find the three small wires YELLOW, BLACK and WHITE wire or (1) BLACK WITH WHITE STRIPE wire and (2) BLACK wires.
2. If your vehicle has the WHITE, BLACK, and YELLOW wires, cut the YELLOW wire in two. If your vehicle has the BLACK WITH WHITE STRIPE wire and two (2) BLACK wires, you will need to test both of these wires with the ignition key turned to the ON or RUN position. Test both of these wires, one will show ground and the other will show positive, cut the BLACK wire that shows positive in two.
3. Attach the GREEN wire to the ignition switch side of the cut YELLOW or BLACK wire. See Making Connections, page 2, figure 2.
4. Attach the YELLOW wire to the remaining end of the cut YELLOW or BLACK wire.
5. Attach the ORANGE wire to ground.
6. Attach the RED wire to a constant +12V wire fused at 3 amps.
7. Attach the VIOLET wire to the bulb check wire. A 22 ga. BLACK wire in slot “D” or “E” coming from the ignition switch on the left hand side of the steering column located along with the heavy RED power wires in the ignition switch harness. This wire will test negative only during cranking.
8. Attach the BLUE wire to the smaller of the two (2) WHITE wires on the remote starter.
9. Attach the YELLOW WITH BLACK STRIPE wire to the larger of the two (2) YELLOW WITH BLACK STRIPE wires on the remote starter.
10. Attach the WHITE wire from the bypass module to the larger of the two (2) WHITE wires on the remote starter.
11. Put the key in the ignition and start the vehicle.
PASSLOCK II INSTALLATION (GM only)

1. Locate the wire harness coming from the ignition switch. Inside, find three (3) small gauge wires, a RED WITH WHITE STRIPE wire, an ORANGE WITH BLACK STRIPE wire, and a YELLOW wire on trucks, vans and SUVs. On cars find a BLACK wire, a YELLOW wire and a WHITE wire. Cut the YELLOW wire in two.
2. Attach the GREEN wire to the key switch side of the cut YELLOW wire. See Making Connections, figure 3 below.
3. Attach the YELLOW wire to the remaining end of the cut YELLOW wire.
4. Attach the RED wire to a constant +12V wire fused at 3 amps.
5. Connect the ORANGE wire to ground.
6. Connect the BLUE wire to the smaller of the two (2) WHITE wires on the remote starter.
7. Attach the WHITE wire to larger of the two (2) WHITE wires on the remote starter.
8. The PURPLE and YELLOW WITH BLACK STRIPE wires are not used. Tape these wires up and do not use.
9. Put the key in the ignition switch and start the vehicle.
10. Wait until the LED light on the 791 goes out.
11. Turn off the vehicle, the system has learned the resistor value.

NOTE: If the light does not illuminate on the 791 when you first plug it in, you need to erase the memory. See page 3.

MAKING CONNECTIONS (Non-transponder)

1. You must have a spare transponder key. If not, you must get one from your dealer. You will need to insert this spare key inside the module. See page 3, figure 5 for this procedure.
2. The wiring loop needs to be positioned so that there are five loops around the ignition switch. Slide the heat-shrink tube up toward the ignition switch to tighten the loops - you can heat the heat-shrink or use tape to hold in place. Place the transponder loop around the ignition switch and as close to the key hole as possible.
3. Connect the RED wire from the module to a fused +12V constant wire making sure to fuse this wire at 3 amps.
4. Connect the BLUE wire to the smallest of the two (2) WHITE wires on the remote starter.
5. Connect the ORANGE wire to ground.
6. Connect the WHITE wire to the remaining end of the cut YELLOW wire.
7. Attach the WHITE wire to the vehicle's starter/crank wire. (The heavy gauge YELLOW WITH BLACK STRIPE crank wire from your remote starter.)

TRANSPONDER INSTALLATION

For trucks, vans and SUVs find a BLACK wire, a YELLOW wire and a WHITE wire or (1) BLACK WITH WHITE STRIPE wire, an ORANGE WITH BLACK STRIPE wire, and a YELLOW wire on trucks, vans and SUVs. On cars find a BLACK wire, a YELLOW wire and a WHITE wire. Cut the YELLOW wire in two.

NOTE: Do not plug the WHITE loop connector into the module unless your vehicle is equipped with a transponder system.

NOTE: Do not plug the WHITE loop connector into the module unless your vehicle is equipped with a transponder system.
ERASING MEMORY

To Erase the Memory
Ground the BLUE wire and power up the unit. When the red light illuminates, unhook the power and the BLUE wire. The module is now ready to learn a new system.