

Make: Ford
Model: Taurus
Year: 1996
 This Database Was Last Updated On: 2/9/2005
 Index #: 8079

Alarm		
Constant 12 volts	L GREEN/PURPLE (2) &	YELLOW (2) IGNITION SWITCH HARNESS
Ignition 12 volts	RED/L GREEN	IGNITION SWITCH HARNESS
Starter	RED/L BLUE	IGNITION SWITCH HARNESS
Dome Light	BLACK/L BLUE (+)	COURTESY LIGHT UNDER DASH
Trunk Pin Switch	WHITE/PURPLE (-)	AT LIGHT IN TRUNK
Parking Lamp	BROWN (+)	AT HEADLIGHT SWITCH
Power Lock	PINK/YELLOW	EITHER KICK #201
Power Unlock	PINK/L GREEN	PANEL

#201- See Negative Pulse Door Lock Diagram.

Accessories		
Window Up	D\ WHT/BLK P\ WHT/YEL D\ YEL/BLU P\ YEL/BLK @ MAIN #211	
Window Down	F/ ORG/WHT F/ TAN/BLU R/ GRY/ORG R/ RED/BLK SWITCH	
Ign Key Warn	BLACK/PINK (-)	IGNITION SWITCH HARNESS
Trunk Release	GRAY/RED (+)	AT TRUNK RELEASE SWITCH * #231
OEM Horn	PURPLE/ORANGE (-)	STEERING COLUMN HARNESS **
Headlights	RED/YELLOW (+)	AT HEADLIGHT SWITCH
OEM Alarm Arm	N/A	PASSIVE ANTI-THEFT SYSTEM
OEM Alarm Disarm	PINK/WHITE (-)	DRIVER KICK PANEL

#211- See Reversal Rest At Ground Power Window Diagram. * With Keyless Entry Trunk Release Is PINK/ORANGE (-) At Keyless Entry Module Or PINK/YELLOW (-) At Trunk Release Switch. #231- See Positive PULSE Trunk Release Diagram. ** Horn Circuit Also Found As PURPLE In Steering Column Harness.

Remote Start		
Tach Signal	TAN/YELLOW	AT POWERTRAIN CONTROL MODULE *
Ignition #2	GRAY/YELLOW	IGNITION SWITCH HARNESS ** #235
Ignition #3	RED/L BLUE	IGNITION SWITCH HARNESS **
Accessory	BLACK/L GREEN	IGNITION SWITCH HARNESS ***
Neutral Safety	NOT GROUNDING TYPE -	OEM SWITCH OPENS STARTER CIRCUIT
Brake Light	RED/GREEN (+)	AT SWITCH ABOVE BRAKE PEDAL
Reverse Light	BLACK/PINK (+)	AT SWITCH ON TRANSAXLE
Rear Window Defrost	D BLUE/ORANGE (-)	AT REAR WINDOW DEFROSTER SWITCH

If Equipped With Ford's New Passive Anti-Theft Security System (Standard On LX Models) Please See Note #236. See Tech Notes!! * Powertrain Control Module Located On Passenger Rear Of Engine On Firewall. TAN/YELLOW Wire Located At Pin #48. ** GRAY/YELLOW Powers Blower Motor, RED/L BLUE Powers Heat/Ac Controls. *** If Radio Shuts Off Upon Shifting,Relay Isolate Starter Wire Of Remote Unit

InterConnect Harnesses			
Function	Part#	Avail	Location
StrInt,+12,Gnd,Ign	2270	yes	AT IGNITION SWITCH ON STEERING COLUMN
Horn Honk		no	
Lock & Unlock	2362	yes	GRAY 4 PIN ROUND CONNECTOR *
Light Flash		no	
Dome Light		no	
Trunk Switch		no	
AL-100 / VIP-4000		no	
Remote Start		no	

* This Connector Is Located At The Edge Of The Door Boot As It Enters The Door high In The Passenger Kick Panel.

AL 100 / ULTIMATE		
RKE Module	LOCATION NOT NEEDED	
Motor Lock	PNK/BLK	AT LOCK RELAY *
Motor Unlock	PNK/ORG	AT ALL UNLOCK RELAY *
Drv Door Unlock	PNK/ORG	AT INSTRUMENT PANEL FUSE PANEL **
OEM Relays	BEHIND DRIVER DASH TO RIGHT OF STEERING COLUMN	
Addon Security Type	#5 CONNECTION #225	

* Circuit Type: Reversal Rest At Ground ** Driver Door Only Unlock Wire Also Found As RED/WHITE In Driver Kick Panel. Circuit Type - Reversal Rest At Ground. #225 See AL-100/VIP-4000 Type 5 Diagram

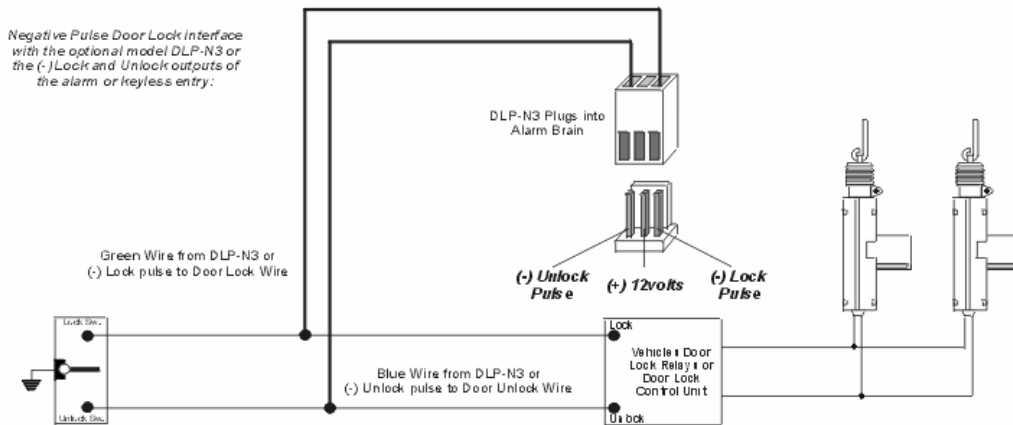
Tech Notes					
Driver		Passenger		Size	Location
ORANGE/LT GREEN	(+)	WHITE/LT GREEN	Front	6 X 8"	FRONT DOORS
LT BLUE/WHITE	(-)	DK GREEN/ORANGE			
GRAY/LT BLUE	(+)	ORANGE/RED	Rear	6 X 8"	** SEE NOTES
TAN/YELLOW	(-)	BROWN/PINK			

#235- See Powering Extra Ignitions Diagram. Ignition #3 - RED/L BLUE Also Found As RED/BLACK (From Install). * Omega OEM Front - BU-68.3, BU-68.7, BU-68.10 Replacement Rear - BU-68.3, BU-68.7, BU-68.10 Speakers: ** Sedans Have 6 X 8" Rear Speakers In Rear Deck, Wagons Have 6 X 8" Rear Speakers In Tailgate.

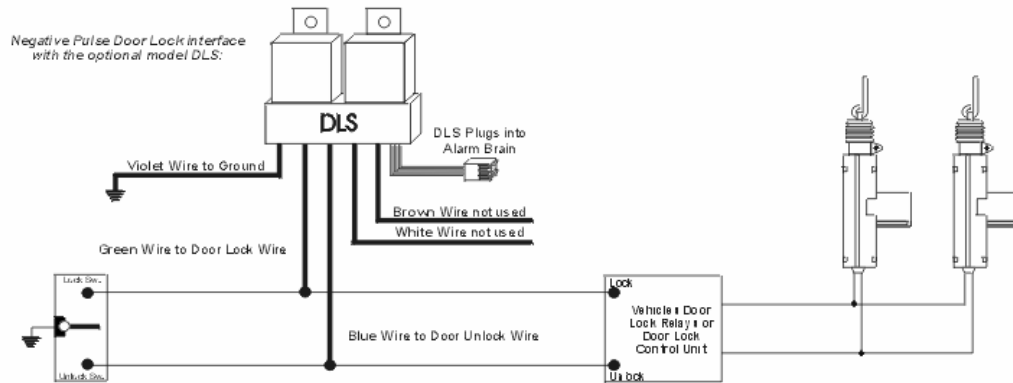
Note #201 - Negative Pulse Door Lock Circuit

The negative pulse power doorlock system is indicated by the presence of three wires at the switch. Of these, one will show constant ground, regardless of whether the switch is being operated or not operated (at rest). Of the remaining two wires, one will show ground when the switch is pushed to the "lock" position, and the other wire will show ground when the switch is pushed to the "unlock" position. With the switch at rest, these two wires will read voltage, usually 12 volt positive, but in some cases less. The wires from the switches operate doorlock relays or a doorlock control unit with built-in relays. The correct connection point is between the switches and the relays. Once identified, the wires can usually be found in the driver's kick panel in the harness that enters the cowl area from the driver's door. If the existing relays are easily accessible, the security system's doorlock interface connections may be made at that location.

Most vehicles that have this type of power doorlock system may be wired direct, because all that is required to operate the vehicle's relays is negative pulses. In this case the optional harness, DLP-N3 (which is a 3-pin 2-wire plug-in harness) can be used or the three or four pin blank connector and terminals that are included with the alarm or keyless entry may be used to utilize the negative output of the alarm or keyless entry to operate the door lock system in the vehicle. Some doorlock systems, however, require more than the 250 ma. ground output that the security system's control module accommodates. In these cases the optional model DLS and two relays must be used. If the alarm or keyless entry offers a 4-pin door lock plug with the driver's door priority unlock feature, then Note # 218 can be used to utilize the driver's door priority unlock option with a negative pulse door lock circuit.



CONNECTION: The diagram above shows how to connect the optional model "DLP-N3" or the (-) Lock and Unlock outputs of the alarm or keyless entry to a Negative Pulse type door lock system. If the door lock system requires more than the 250 ma. door lock outputs from the alarm or keyless entry, then use the diagram below to wire the optional model "DLS" to the door lock system in the vehicle.



CONNECTION: The diagram above shows how to connect the optional model "DLS" to a Negative Pulse type door lock system. If the relays are going to be wired directly without the optional model "DLS", then use the "DLS" wiring diagram NOTE #200 to see how the relay coils are wired to the alarm brain outputs & how the wires from the relay contacts are wired to interface with the door lock system.