

Make: Ford
Model: Taurus
Year: 1999
 This Database Was Last Updated On: 2/9/2005
 Index #: 2591

Alarm		
Constant 12 volts	YELLOW or GREEN/VIOLET	IGNITION SWITCH HARNESS
Ignition 12 volts	RED/L GREEN	IGNITION SWITCH HARENSS
Starter	RED/L BLUE	IGNITION SWITCH AHRNESS
Dome Light	BLACK/L BLUE (+)	EITHER KICK PANEL *
Trunk Pin Switch	WHITE/VIOLET(-)	AT SWITCH OR LIGHT IN TRUNK
Parking Lamp	BROWN (+)	AT HEADLIGHT SWITCH *
Power Lock	PINK/YELLOW	EITHER KICK #201
Power Unlock	PINK/L GREEN	PANEL

- BLACK/L BLUE (+) Dome Light Wire And BROWN (+) Parking Light Wire Are Also Located At Instrument Panel Fuse Block. #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 (-)	STEERING COLUMN HARNESS
Trunk Release	GRAY/RED (+)	AT TRUNK RELEASE SWITCH * #231
OEM Horn	D BLUE OR VIO/ORG (-)	STEERING COLUMN HARNESS
Headlights	RED/YELLOW (+)	AT HEADLIGHT SWITCH
OEM Alarm Arm	N/A	
OEM Alarm Disarm	PINK/WHITE	DRIVER KICK PANEL **

#211- See Reversal Rest At Ground Power Window Circuit Diagram. #231- See Positive Pulse Trunk Release Diagram. * With OEM Keyless Entry, Trunk Release Is PURPLE/YELLOW (-) At Trunk Release Switch. ** PINK/WHITE (-) Wire Also Found At OEM Alarm (RAP) Module Located Behind The Driver Dash Above Gas Pedal.

Remote Start		
Tach Signal	TAN/YELLOW	AT POWERTRAIN CONTROL MODULE * #236
Ignition #2	RED/L BLUE	IGNITION SWITCH HARNESS **
Ignition #3	GRAY/YELLOW	IGNITION SWITCH HARNESS
Accessory	BLACK/L GREEN	IGNITION SWITCH HARNESS
Neutral Safety	NOT GROUNDING TYPE -	OEM SWITCH OPENS STARTER CIRCUIT
Brake Light	RED/L GREEN (+)	AT SWITCH ABOVE BRAKE PEDEL
Reverse Light	BLACK/PINK (+)	AT SWITCH ON TRANSMISSION
Rear Window Defrost	D BLUE/ORANGE (-)	AT REAR WINDOW DEFOGGER SWITCH

* Powertrain Control Module Is Located On Passenger Rear Of Engine Compartment On Firewall. ** If Radio Shuts Down When Vehicle Is Put Into Gear See Tech Notes. #236 - See Ford Passive Anti Theft System Diagram.

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 CONN. IN KICK PANEL *
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.

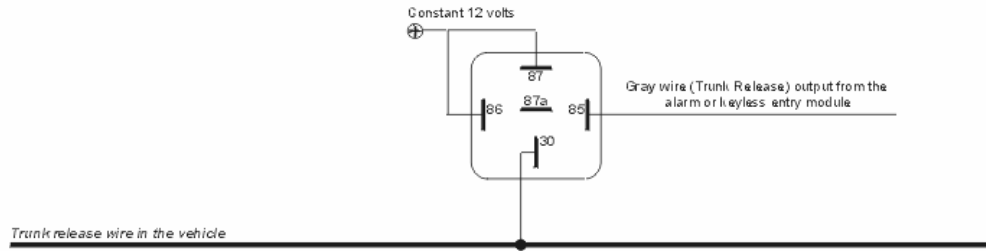
AL 100 / ULTIMATE		
RKE Module	"RAP" MODULE IS LOCATED BEHIND DRIVER DASH ABOVE GAS PEDAL	
Motor Lock	PINK/BLACK *	DRIVER KICK OR AT RELAYS **
Motor Unlock	PINK/ORANGE *	PASSENGER KICK OR AT RELAYS **
Drv Door Unlock	RED/WHITE *	DRIVER KICK OR AT FUSE PANEL **
OEM Relays	LOCATED AT RELAY BLOCK BEHIND DR. DASH NEXT TO RAP MODULE **	
Addon Security Type	#5 CONNECTION #225	

* Circuit Type - Reversal Rest At Ground. ** All Door Lock And Unlock Relays Are Located At Relay Block Above Gas Pedal Next To The RAP Module. Driver Only Unlock Relay Is Located In Instrument Panel Fuse Block. #225 - See Al-100/VIP-4000 Type #5 Connection.

Tech Notes					
Driver		Passenger		Size	Location
ORANGE/L GREEN	(+)	WHITE/L GREEN	Front		IN FRONT DOORS
L BLUE/WHITE	(-)	D GREEN/ORANGE			
GRAY/L BLUE	(+)	ORANGE/RED	Rear		IN REAR DECK
TAN/YELLOW	(-)	BROWN/PINK			

** If Radio Shuts Down When Vehicle Is Put Into Gear You Must Isolate Any Wire Connected To the Vehicles Starter Wire. Alarm = Diode Isolate The ORANGE Starter Kill Wire from the Alarm. Remote Starter = Relay Isolate The GREEN Starter Wire.

Note #231 - Positive Pulse Trunk Release Circuit



• The Positive Pulse Trunk Release Circuit is used on those vehicles which switch a positive pulse to the trunk release relay or trunk release solenoid. The correct wire in the vehicle will show a positive pulse when the trunk release switch is pressed. A relay must be used to change the negative trunk release output of the alarm or keyless entry to positive.

CONNECTION: The diagram above shows how to connect a Single Pole Double Throw (SPDT) relay to a positive pulse trunk release circuit.

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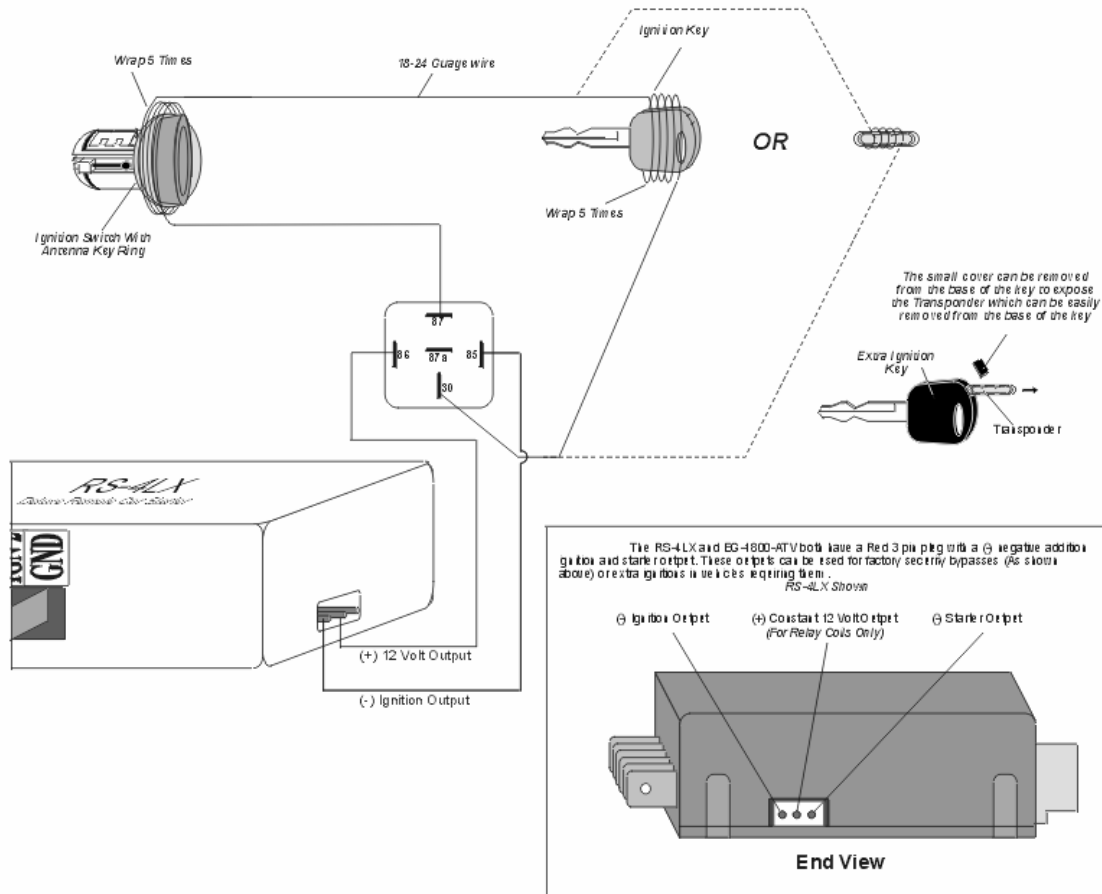


Note #236 - Ford Passive Anti-Theft System (P.A.T.S.)

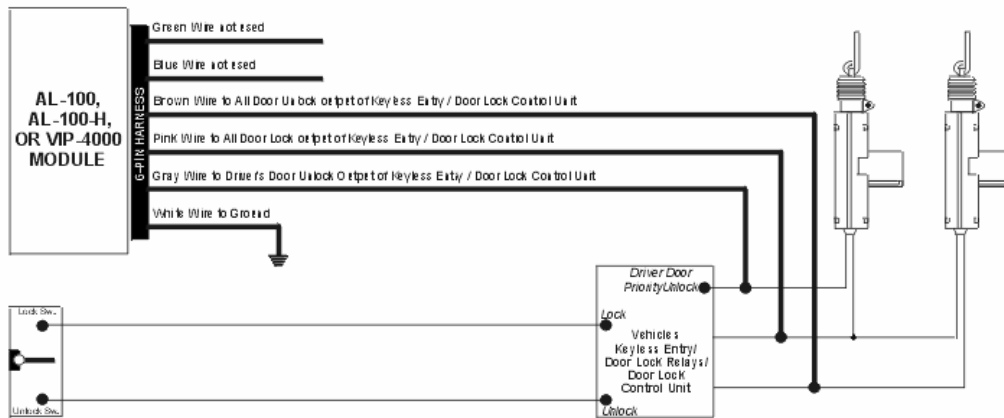
In 1996 Ford Motor company introduced a new security system on some vehicles called the Ford Passive Anti-Theft System (P.A.T.S.) Ignition Lock. This new security system will not allow the vehicle to start unless a properly coded Ignition key is used. The key used in the system contains a transponder (a small sealed glass vial about the size of an automotive glass fuse) which holds the electronic circuitry to produce one of a trillion possible electronic codes. When the Ignition switch is turned to the Run position while the key is inserted into the key cylinder, the transponder becomes activated and sends a signal to a disc-shaped antenna surrounding the ignition key cylinder housing behind the shroud on the steering column. The signal is then routed to the control module, which will allow the vehicle to start if the right code is produced. If the wrong key is introduced to the system or if someone attempts to hot wire the vehicle, it will not start. This security system will not allow the vehicle to start unless the proper key code is introduced to the P.A.T.S. Module. This coded signal can only be produced by the Antenna Key Ring while the Ignition Key is inserted or close to the Antenna Key Ring. The only way to bypass this system when remote starting is to introduce a coded signal to the P.A.T.S. Module while the remote start is operating the ignition system in the vehicle. This can be done by acquiring an extra Antenna Key Ring and Ignition Key and learning the extra Ignition Key code into the P.A.T.S. Module's EEPROM memory. The Ignition Key can be acquired from a FORD dealer. The Ford dealer can cut and code the new Ignition Key into the system's memory for use on the vehicle. Once the extra part is acquired, it can be interfaced into the system using the following steps and the diagram below.

1. Access the Ignition switch by removing the shroud surrounding the steering column.
 2. Wrap 18-24 gauge wire at least 5 times around the base of the extra Ignition key and secure tightly.
- OR**
2. Wrap 18-24 gauge wire at least 5 times around the transponder that can be removed from the head of the original key and secure tightly.
 3. Wrap the same 18-24 gauge wire at least 5 times around the Ignition switch and secure tightly.
 4. Route both ends of the wire to pins #87 and #30 on your S.P.D.T. Relay.
 5. Safely secure the extra Ignition key or transponder at least one foot away from the Ignition switch.

Note: Now Available PASS-3 Bypass Module For Ford P.A.T.S. System



Note #225 - Type #5 Factory Keyless Entry Interface



• The Type #5 Factory Keyless Entry Interface is a universal type that will interface with any factory keyless entry system which provides a driver's door priority unlock by remote. This means that the factory remote will unlock the driver's door first when the unlock button is pressed, then, after the driver's door is unlocked, a second press of the remote unlock button will unlock all of the doors.

• The 6-pin harness of the AL-100, AL-100-H, and VIP-4000 contains the principal wires which are wired into the factory keyless entry door lock system to allow the unit to arm and disarm from the factory keyless entry remote.

CONNECTION: The diagram above shows how to connect the 6-pin harness from the AL-100, AL-100-H, or VIP-4000 to a factory keyless entry using the Type #5 system. Notice that a connection to the switch input wires is not required in this system. The Gray wire is connected to the driver door unlock output, the Brown wire is connected to the all door unlock output, and the Pink wire is connected to the lock output from the keyless entry module / door lock control module. The Green and Blue wires are not used in this system.