PCAR Products

*F*1 Master/Slave Key Fobs

All New Design for Ferrari 355,360,456,550 and 575

User's Guide

Designed and Engineered by PCAR Products

Your *F*1 fob is a modern redesign of the OEM Ferrari fob using state-of-the-art technology that offers improved reliability while retaining the familiar look, feel and functionality of the original. The alkaline battery and problematic terminals of the original design have been replaced with a durable lithium coin cell featuring a 10-yr shelf life and capacity for over 30,000 operations.

The *F*1 is guaranteed to be fully compatible with the Ferrari 355,360,456,550 and 575 OEM fobs and is available in Master, Master + Slave and Master + 2 Slave sets in 315MHz and 433MHz frequencies. If not sure what frequency you need see note at end.

Take a moment to open the fob and jot down the serial number located on the back of the circuit board. If your *F*1 is ever lost or damaged, you can use this number to order a replacement that will work without requiring re-programming.

USING YOUR *F*1

Before use, you will need to program it to your immobilizer. To do this, you will need the car's 4-digit PIN code and follow the procedure in your Owner's Manual.

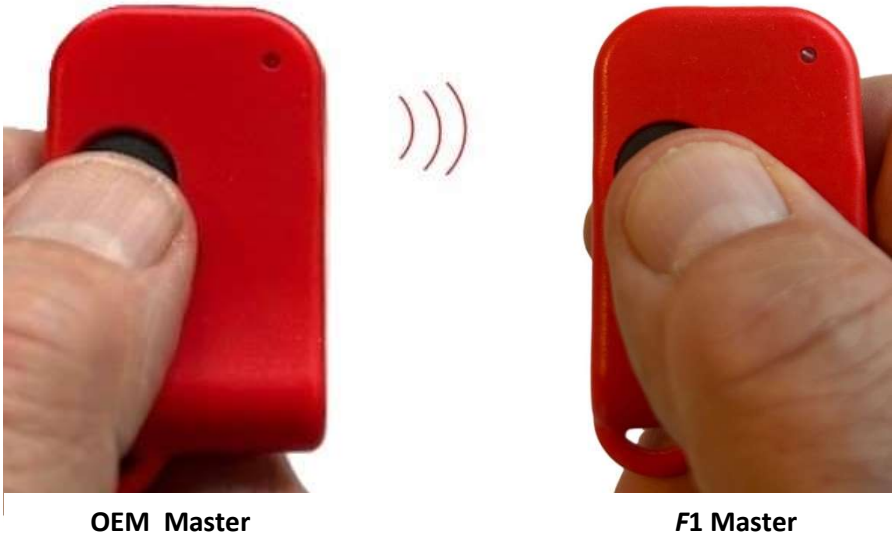
If you don't know your PIN code the *F*1 Master can retrieve it from your Master in seconds.

If you don't know your PIN and don't have a Master to retrieve it from, you can add our "Self-Programming" *F*2 fob without it and without any programming.

BONUS FEATURE: PIN CODE RETRIEVAL

An exclusive feature of all *F*1 Masters is their ability to retrieve the PIN code from another Master. If you have a Master that's already paired to your car, it contains the PIN you need to program additional fobs. Here's how to do it:

- **Move out of range of the car**[1]
- Hold your OEM Master fob in one hand and the *F*1 Master in the other.
- Press and hold both buttons down until the *F*1 LED starts flashing[2].
- Release both buttons
- After the flashing stops, count the number of LED flashes in each of the 4 groups that follow.
- Write the number down. This is your pin. (10 flashes = 0.)
- If you miss a count, repeat the procedure.



OEM Master **F1 Master**

[1] If you do this close to the car you will set off the panic alarm. This is normal behavior when a fob is pressed for more than 3 seconds. If you do trigger the alarm, reset it by simply pressing the fob for an additional 3 seconds.

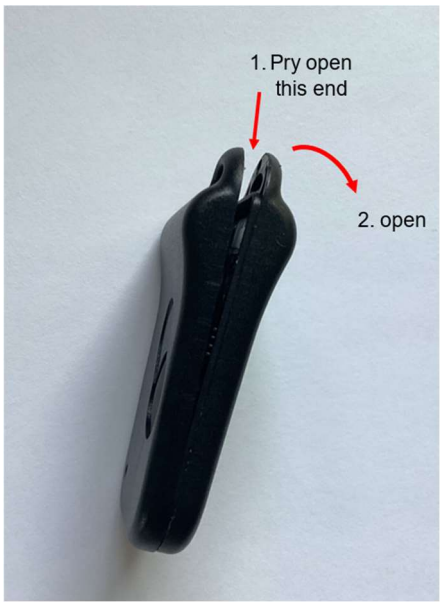
[2] Some aftermarket fobs automatically stop transmitting before the retrieval can complete. If you are retrieving the PIN from an aftermarket Master, press *F*1 for at least 5 seconds before pressing the aftermarket Master.

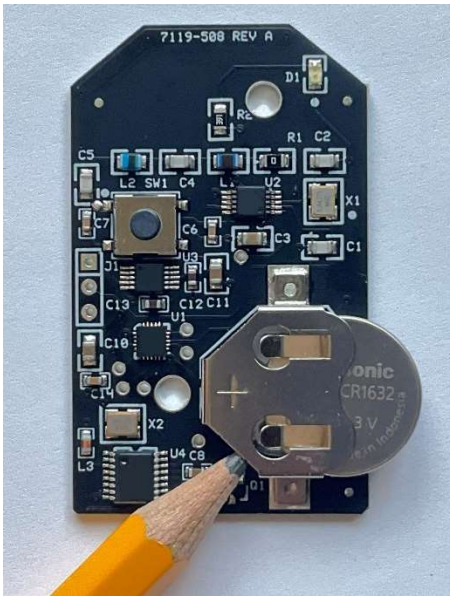
The *F*1 comes in a housing identical to the OEM housing:

BATTERY SERVICING

The *F*1 uses a standard CR1632 lithium coin cell. The one provided has a 10-year shelf- life and a capacity for over 30,000 operations. When replacing, use only high-quality batteries from reputable sources such as Panasonic, Toshiba, Murata, or Energizer, as quality of lesser-known brands can vary significantly.

To replace the battery, remove the small Phillips screw on the back of the case, and carefully pry it open at the key ring end as illustrated.



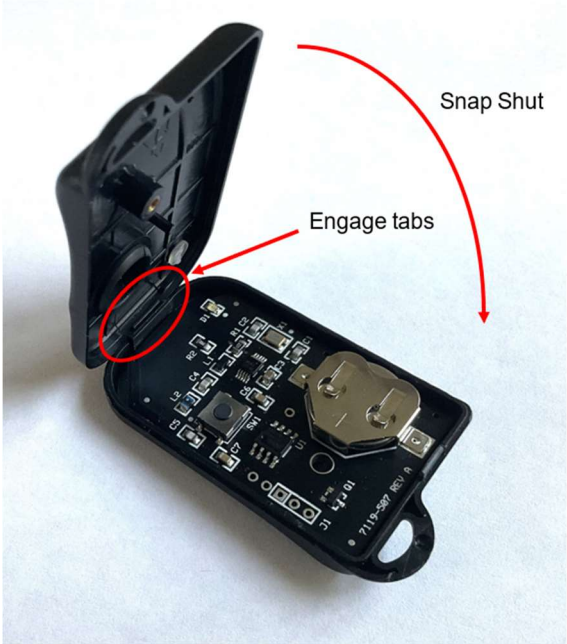


Remove the board from the case and push the old battery out from the side. Avoid contacting electrical components. (This is a good time to inspect the battery contacts and clean if necessary). Install the new battery + side UP.

CAUTION

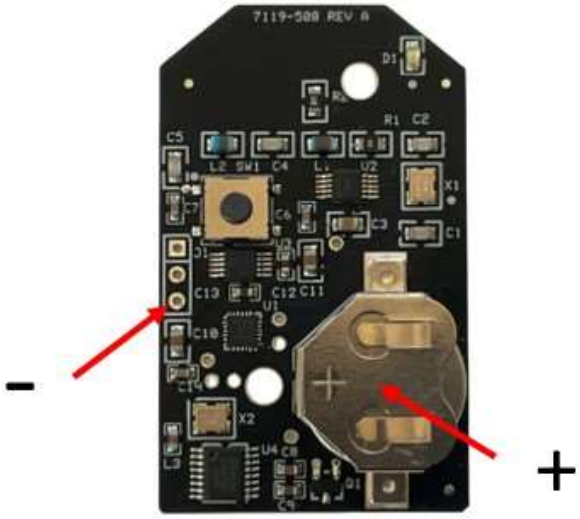
Installing the battery upside down will short it out and reduce its capacity. While the battery may still function, we recommend replacing any battery that has been installed backwards to ensure maximum longevity.

Before closing the case, press the button and make sure the LED illuminates. If OK, close the case by engaging the tabs as shown, then rotate the cover down, snap it shut and re-install the screw.



If the LED doesn't illuminate, double-check that the battery is installed "+" side up and make sure the voltage is above the required minimum of 1.8v. Use a digital voltmeter to probe the fob as shown below.

Due to the unique discharge characteristics of lithium coin cells, it is imperative that you measure voltage with the button pressed.



FOB Range

People often ask, "How far away will my *F*1 work?" It's a difficult question to answer because range depends on many factors – the fob, the immobilizer, the surrounding environment, how the fob is held, orientation relative to the vehicle, condition of the battery, etc.

A more meaningful question is, "How does the *F*1 range compare to my current fob?" Feedback from users show that in side-by-side comparisons*, the F1 generally operates at a greater distance than OEM fobs* and up to four times the distance of competing aftermarket fobs. We'd love to hear your results.

WHAT FREQUENCY DO I NEED?

North American market vehicles use 315MHz fobs. Most other countries use 433Mhz. Check the label on the back of your fob. If it says "RK116" or "RKY116" you have a 315MHz system. If it says "RK114" or "RKY114" you have a 433MHz system. If your fob doesn't have a label, open the case and look at the label on the small metal can. On 315MHz fobs it will normally be labeled "R2622". On 433MHz fobs it will normally be labeled "R2632". If you have any questions, let us know.

Determining fob frequency

Questions? Drop us a line at: support@EZIMMOBLOCK.com, or call: 860-271-1826

