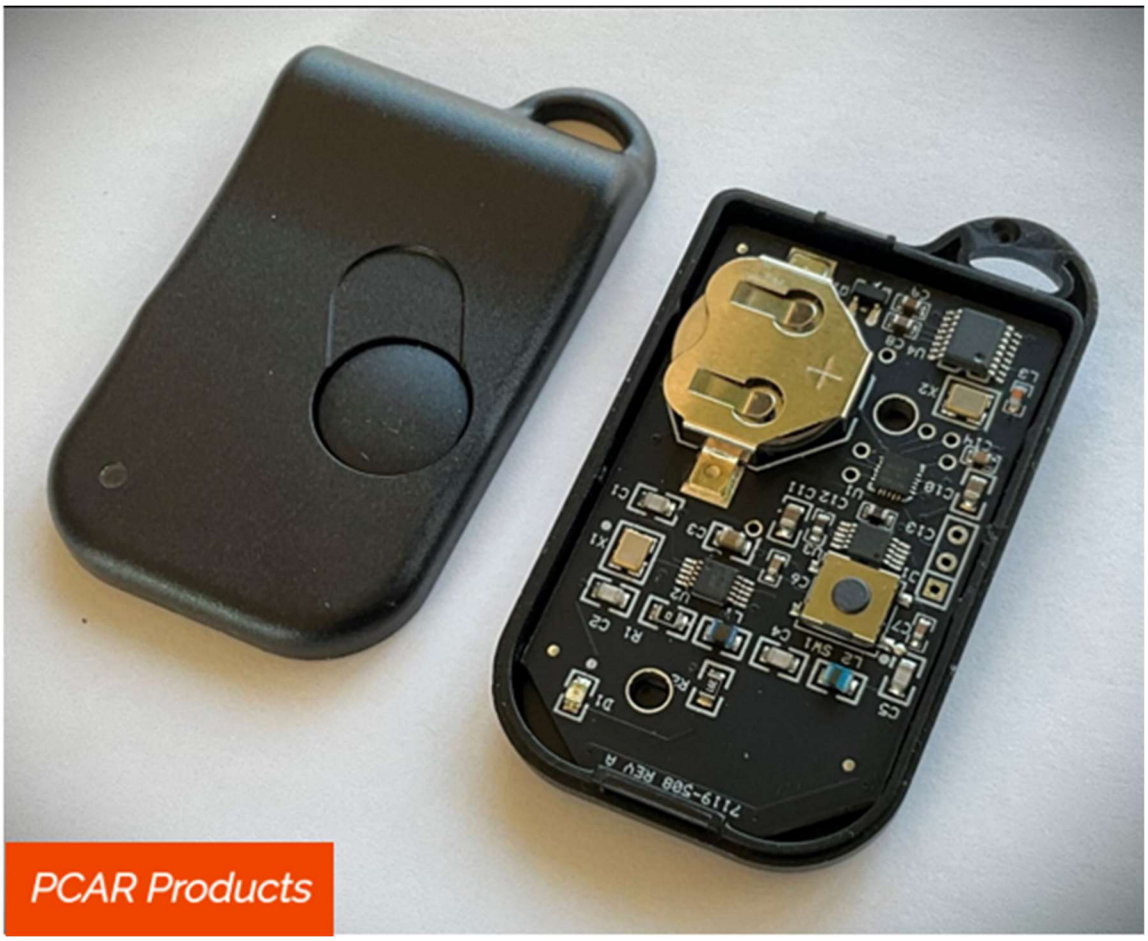


*F*1 Key Fob

All New Design for the Porsche 993

User's Guide

Designed and Engineered by PCAR Products

Your *F*1 fob is a modern redesign of the original OEM 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 315MHz *F*1 is fully compatible with Porsche P/N 993.618.259.02, and the 433MHz *F*1 is fully compatible with Porsche fob P/N 993.618.259.01. Both program to your 993 using the standard Porsche procedure. (See note at end for how to determine which frequency you need).

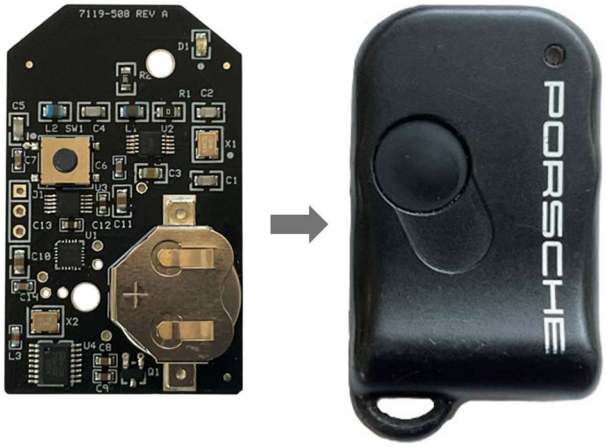
Take a moment to open the fob and jot down the serial number located on the back of the circuit board. If your *F*1 is ever lost or damaged, you can use this number to order a replacement that will work without requiring re-programming.

USING YOUR *F*1

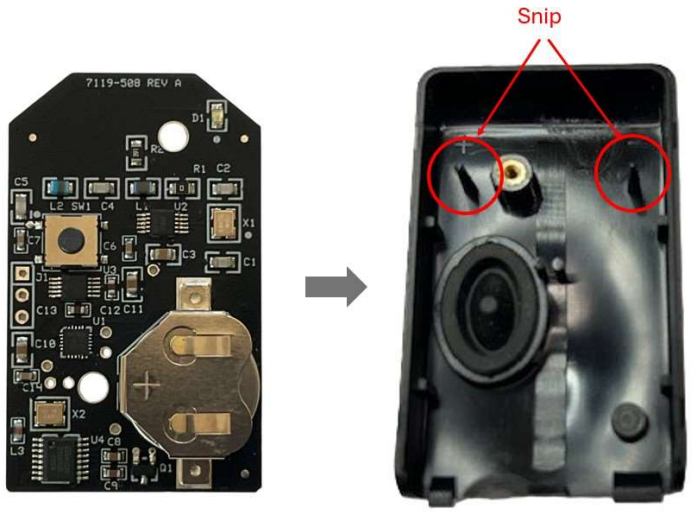
Before use, you will need to program it to your immobilizer. You can use the procedure in your 993 Owner's Manual or the expanded version at the end of this guide. After programming your *F*1 will work just like your OEM key fob: one press to lock, one press to unlock.

Some 993's cannot program fobs due to a problem with ignition lock assembly that prevents the immobilizer from entering learn mode. If you encounter this, the *F*1 EZ, which requires no programming may be a better choice. Contact us about replacement options.

The *F*1 is housed in a mini fob case identical to the Porsche case, except for the logo. If you prefer the "Porsche look," simply transfer the *F*1 board into your OEM housing.



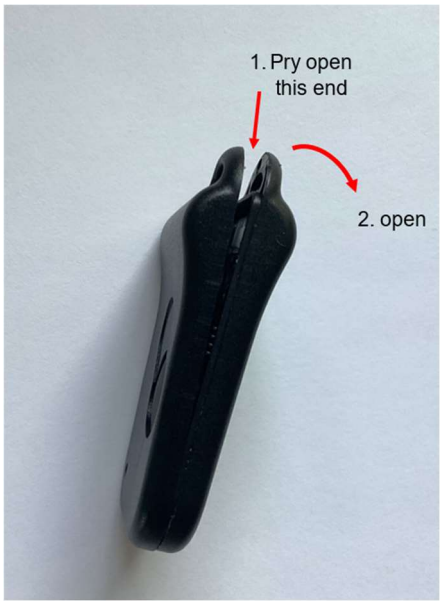
It will also fit the OEM switchblade housing. Simply snip off the 2 plastic posts in the top cover and install the *F*1 board

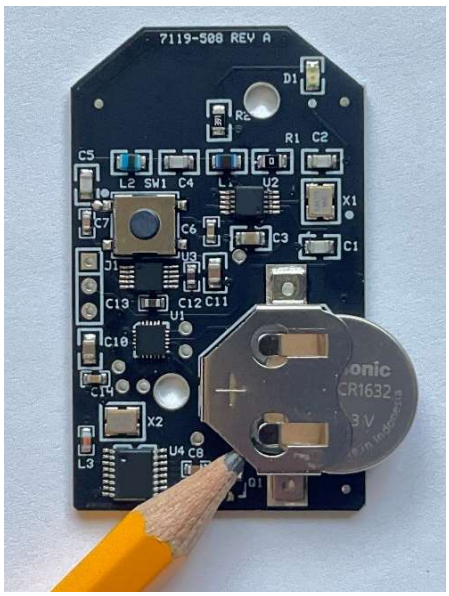


BATTERY SERVICING

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.



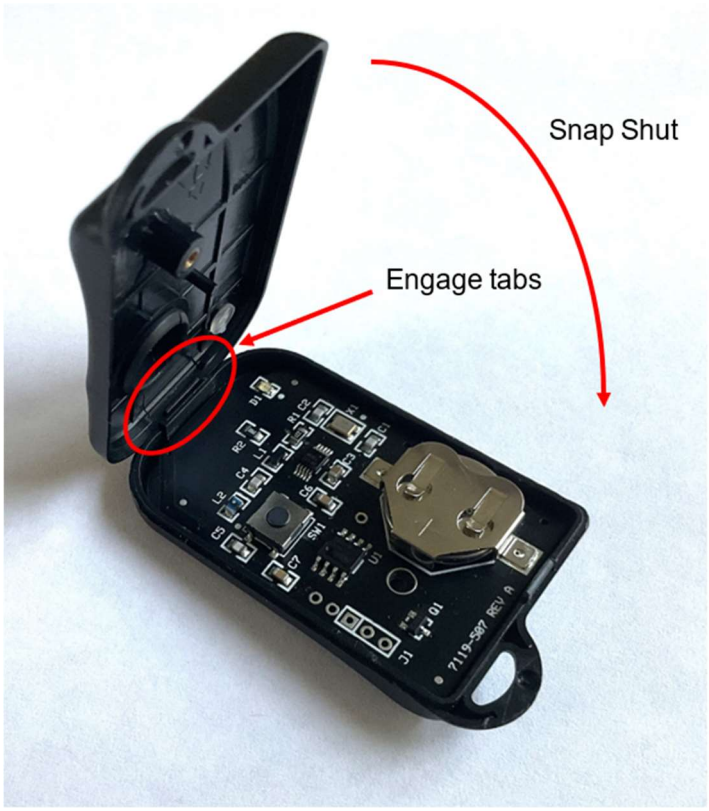


Remove the board from the case and push the old battery out from the side. Avoid contacting electrical components. (This is a good time to inspect the battery contacts and clean if necessary). Install the new battery + side UP.

CAUTION

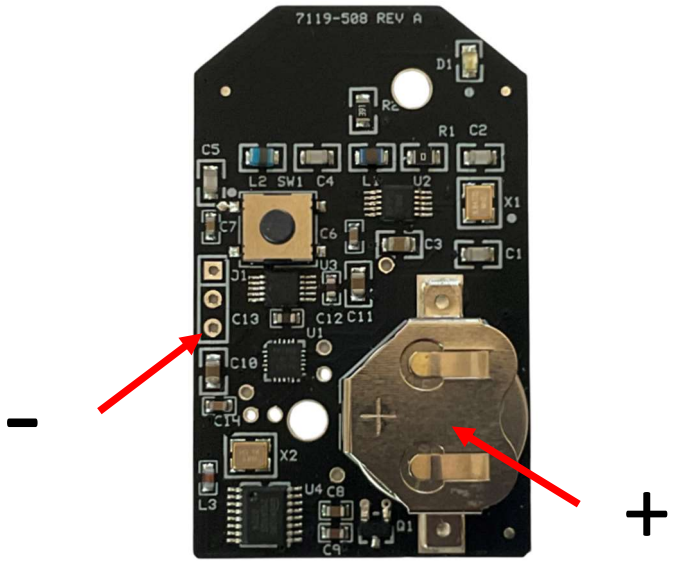
Installing the battery upside down will short it out and reduce its capacity. While the battery may still function, we recommend replacing any battery that has been installed backwards to ensure maximum longevity.

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 tough question because range depends on a number of other factors – primarily the immobilizer radio receiver, but also such things as 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 *F*1 generally operates at a greater distance than OEM fobs and up to four times the distance of competing aftermarket fobs.

PROGRAMMING

The following procedure is based on the instructions in your Owner's Manual. You'll need your 4-digit immobilizer PIN code to proceed. If you don't have the code, a Porsche dealer can retrieve it for you with proof of ownership. Note: in this procedure, "warning light" refers to the immobilizer warning light in the clock at the 4 o'clock position.

REMEMBER:

When you program a fob to the car, all currently paired fobs must be re-programmed at the same time or they will no longer work. Before continuing, have all fobs you want to program ready.

Begin with the car locked with the fob (Note 1).

STEP 1

Using the key, unlock/lock and unlock the door all within **5 seconds**. Open door and get in.

STEP 2

Switch the ignition on within **10 seconds.**

The warning light in the clock should come on, then go off after **15 seconds.**

If the warning light goes off after 2 seconds, remove key, wait at least 90 seconds and repeat STEP 2.

STEP 3

Switch the ignition OFF, then ON again, within **5 seconds**.

The warning light should start to flash after **15 seconds.**

If the warning light doesn't start flashing after STEP3, STOP. See Note 2.

STEP 4

Start entering the immobilizer PIN code within **5 seconds** by cycling the ignition key OFF then ON "x" times where "x" is the first digit of the immobilizer code. ("0" = 10 times)

Example: code number **1312**

1 = Ignition OFF-ON

Wait for warning light to turn ON

3 = Ignition OFF - ON….OFF- ON….OFF - ON

Wait for warning light to turn ON

1 = Ignition OFF-ON

Wait for warning light to turn ON

2 = Ignition OFF- ON….OFF- ON

If code was entered correctly the warning light will start to flash.

If the light doesn't flash there was an error entering the PIN code, or the PIN code you are using is incorrect. Double check the number and start over at Step 1.

STEP 5

Press key FOB 1 and hold until door LED flashes. To program additional fobs, repeat this step for each (maximum 4 fobs)

STEP 6

Turn ignition off. FOB pairing complete.

Note 1 : If the car has been sitting unlocked for more than 3 minutes, you may skip STEP 1.

Note 2 : If the light doesn't flash after step 3, the immobilizer failed to enter programming mode. Start over. If light still doesn't flash, there may be a problem with the ignition switch assembly that needs to be repaired.

WHAT FREQUENCY FOB DO I NEED?

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. Some fobs don't have a label. If that's the case, open the fob 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

