



Specialized ECU Repair

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Ferrari Immobilizer Bypass Module

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Our new Immobilizer Bypass Module eliminates the “drive-block” function in your USA production Ferrari with Motronic ECU system (M5.2 in F355, 550, 456 models), (M7.3.2 in 575 models) and (ME7.3 in 360 models).

This means that you will not need your key fobs to start the car.

You will now have peace of mind that you will never be inconvenienced or incur in additional expenses if you loose or break your Ferrari remotes.



Notes about the Immobilizer Bypass Module:

- With this module installed you can still use your remotes to open or close the doors.
 - The Immobilizer Bypass Module is not meant to prevent the “alarm / siren” from getting triggered.
- The Alarm/Siren is a separate device from the Immobilizer Module.** If the alarm/siren gets triggered, the car may not start until it is deactivated by the remote.

- The car’s OEM Immobilizer “Module” (Ferrari Part No. 176004 or, 167067) must remain connected to the car so that the door locks, security system, windows, horn and interior lights work properly.
- If the alarm gets triggered unexpectedly, there might be a separate problem in the Alarm/Siren module, or in one of the micro-switch contacts of the security system (doors, trunks, glove box, etc.).

***WARNING:** We recommend that you only install our Immobilizer Bypass Module if your car’s security system is in perfect working condition. Use this generic checklist to test your system. See your Ferrari Owner’s Manual to find out the exact features of your car’s security system.

- Test that you can start your car.
- Verify that the Alarm/Siren works.
- Check the horn in the car.
- Verify that you can open and close the hood and trunk (bonnet) easily.
- Close the doors, hood and trunk. Wait 2 minutes to see the red blinking light on the dash.
- Test that your remotes and keys can lock and unlock the doors.
- Check that your interior map (dome) lights work (not all models).
- Test your turning blinking (signal) lights (not all models).
- Verify that you can roll your windows up and down (not all models).



Ferrari Immobilizer Bypass Module

Please read all of the instructions before installing the Immobilizer Bypass Module.

Step 1. Find the OEM Immobilizer "Interface" (Ferrari Part No. 168 509 or, 165 012).

***Note:** The location of the Immobilizer "Interface" is different in every Ferrari model. Therefore, to keep these instructions short, we only provided 1 reference picture of the location of the Immobilizer Interface. We recommend that you get help from your mechanic or someone that has the skills, knowledge, and tools to find this part.

Ferrari F355, 1996 - 1999

Behind the driver's seat rear wall carpet, covered by a metal plate.



Ferrari 360, 1999 - 2005

Behind the driver's seat rear floor carpet, covered by a metal plate.



Ferrari 456, 1996 - 2003

Behind the passenger side rear-side panel.



Ferrari 550, 1996 - 2001

Below the carpet, under the passenger's seat, covered by a metal plate.



Ferrari 575, from 2002-2006

Behind the passenger's seat rear wall carpet, covered by a metal plate.



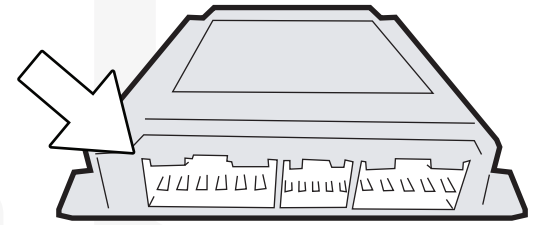


Ferrari Immobilizer Bypass Module

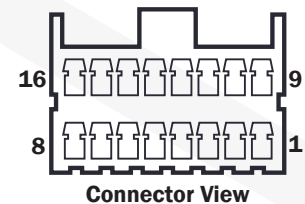
Step 2. Replace the OEM Immobilizer "Interface" (Ferrari Part No. 168 509 or, 165 012) from your car with our Bypass Module.

***Note:** If you have trouble fitting our Bypass Module because of the metals covers or the plastic flanges, trim or cutoff part of the flanges until it fits perfectly.

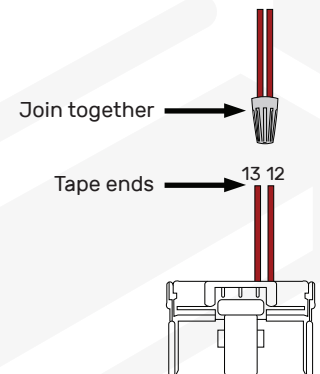
Step 3. You should see the OEM Immobilizer "Module" (Ferrari Part No. 176004 or, 167067) next to where the OEM Immobilizer "Interface" was disconnect the 16 pin connector (the first one from the left) from this module.



Step 4. Cut the wire at pin #12 and pin #13 at about 2 inches away from the connector.



Step 5. Peel the insulation from these 2 wires that come from the harness of the car, and join them together with the twist-on wire connector. (This will give direct power to the Starter Motor when you turn the key to start the car.)



Step 6. Cover the 2 hanging wires from the connector with electrical tape. DO NOT join these wires together.

Step 7. Reconnect the harness to the OEM Immobilizer "Module".

Step 8. Test that our Immobilizer Bypass Module works correctly.

- Use the Key to start the car without pressing the button in the remote.
- Close all the doors, hood, and trunk. Lock the car (with the key on the door, or with the remote) and wait 2 minutes until you see the red alarm light blink on the dashboard. Then unlock the car (with the key on the door, or with the remote) and start the car without pressing the button in the remote.

Step 9. If everything is working correctly, put the car back together.

