911CHIPS Performance Chip
Installation Instructions (94-98 Porsche 993)

The following are instructions for the installation of the performance software chip for the Motronic 2.10.1 control unit in the Porsche 993 (1994-1998 55 pin DME).

If you have any questions, feel free to contact 911Chips at support@911chips.com or call (323) 819-0722.

Before beginning, you will need the following items:

- Your Porsche performance chip
- An extended 10 mm socket (about 2" long), socket wrench
- Small flathead screwdriver
- 91 or higher octane gasoline, or 93 octane (98 RON) if ordered as such

REMOVING THE DME CONTROL UNIT FROM VEHICLE:

The Motronic DME control unit is a silver metal box approximately 6"x5"x2" located under the driver's seat. It has the word 'MOTRONIC' either on a decal on top of the box or stamped on the metal cover. Slide the driver's seat all the way back, and adjust all the way upward. Remove the floor matt that covers the control unit. Using a 10mm socket and ratchet, remove the four 10mm nuts and bolts that fasten the control unit to the floor. Lift the unit up and off the studs. Your DME may be covered with a metal shield. If so you may have to remove the seat to drill through the shear bolts holding the cover down to remove it.

DISCONNECT WIRING PLUG:

Holding the Motronic box in one hand, flip back the steel-retaining tab that locks the electrical connector to the unit. Disconnect the box from the wiring plug by rotating the box out so that it pivots away from the retaining tab. When reinstalling, remember that the plastic hook at the end of the connector is installed first.

OPENING THE CONTROL UNIT:

At your workbench, using a small screwdriver, straighten the ten metal tabs on the bottom of the box; remove the cover and set it aside.

Locate the memory chip on the board that you just unfolded. It will be raised off the board a bit more than the other chips, and has a plastic "H" shaped retaining clip covering it, locking it into the socket. Use a small screwdriver and insert into one of the small slots in the plastic clip to pop that side up. Do the same for the other slot and set the

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retaining clip aside. If your car has the stock factory chip currently installed, it will have a silver foil sticker on it with a sequence of numbers going something like 1267358xxx.
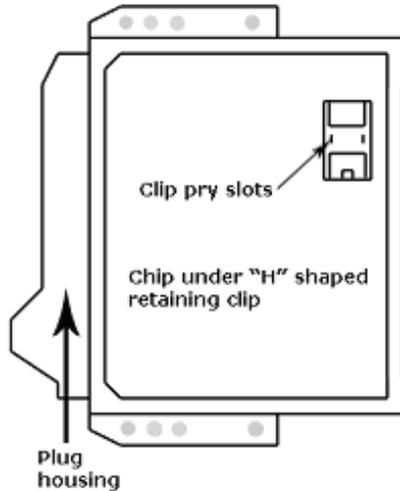
CHIP REMOVAL:

Before removing the chip, observe its orientation by locating the small notch at the end of the chip. Your performance chip must be installed with its notch facing in the same direction as the original one was. To remove the chip, slide a small screwdriver under the chip and carefully pry upwards, alternating ends frequently to avoid bending or damaging the pins. **(CAUTION: MAKE SURE YOU ARE NOT PRYING UP ON THE CHIP SOCKET WHICH IS SOLDERED TO THE CIRCUIT BOARD)** As you handle the chip, try to handle it by the black body, and not the metal pins. Place the chip you just removed on the metal cover to protect it from possible static damage.

Install the performance chip by again noting the orientation of the small notch on the end of the chip, and installing it in the same direction of the original chip. There is also a small notch on the chip socket illustrating the correct orientation. If the chip is installed backwards, damage to the control unit could result. Install one row of pins in the socket, and push gently on the other side of the chip until the other row of pins lines up with the socket. Press down and full secure the chip, double-checking that all pins are properly seated. Reinstall the plastic retaining clip. Store your original stock chip in the black antistatic box your chip came in if for some reason you wish to return your car to its stock tuning. Replace the cover and reinstall the control unit.