



INTEGRAL AUDIO

INSTALLATION GUIDE MODEL 1101S SUBWOOFER SYSTEM



MINI Cooper Hardtop 2007+ (R56) WITH REAR AMPLIFIER MOUNT

INSTALLATION
TIME

4 Hrs

INSTALLATION
DIFFICULTY

3 OUT OF **5**

SKILL LEVEL
REQUIRED

DIY

! IMPORTANT

- Read this Installation Guide completely before beginning the installation.
- This is a guide – your vehicle may vary. ALWAYS check behind panels & components before drilling, cutting, or screwing into any part of a vehicle.

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Overview

THIS GUIDE COVERS INSTALLATION OF THE 1101S SUBWOOFER SYSTEM IN VEHICLES THAT REQUIRE THE REAR-AMPLIFIER MOUNTING CONFIGURATION. THIS INCLUDES 2007 & UP MINI COOPER HARDTOPS (R56) WITH THE SMALL STORAGE COMPARTMENT ON THE RIGHT SIDE OF THE BOOT. IT DOES NOT COVER VEHICLES WITHOUT THE STORAGE COMPARTMENT - INCLUDING SOME JCW HARDTOPS, SOME VEHICLES WITH SATELLITE OR HD RADIO OPTIONS, AND SOME NON-NORTH AMERICAN MODELS. IF YOU HAVE ONE OF THESE OTHER VEHICLES, PLEASE REFER TO THE UNDER-SEAT AMP INSTALLATION GUIDE.

USE THIS GUIDE:

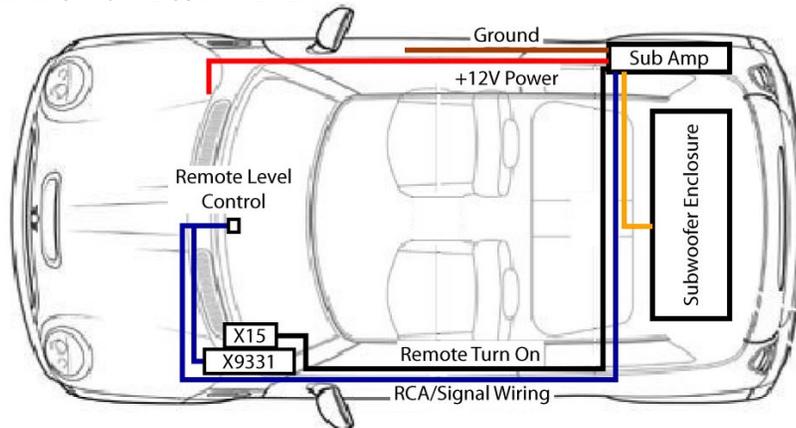


USE THE UNDERSEAT GUIDE:



THE SUBWOOFER ENCLOSURE INSTALLS IN THE FLOOR OF THE LUGGAGE COMPARTMENT (AKA THE "BOOT"). THE SUB AMPLIFIER INSTALLS IN THE SMALL COMPARTMENT ON THE RIGHT SIDE OF THE BOOT AND MOUNTS TO AN INCLUDED ALUMINUM BRACKET. A REMOTE LEVEL CONTROL INSTALLS AT THE DASH FOR ON-THE-FLY SUBWOOFER ADJUSTMENT.

POWER & GROUND WIRES ARE PRE-TERMINATED AND ASSEMBLED AND ARE RUN DOWN THE LEFT SIDE OF THE VEHICLE. THE AUDIO INPUT SIGNAL AND TURN-ON SIGNAL ARE TAPPED IN THE DRIVER'S FOOTWELL AREA USING THE INCLUDED X9331 HARNESS. THE SIGNAL WIRING IS RUN TO THE DASH-MOUNTED REMOTE LEVEL CONTROL AND THEN BACK TO THE SUB AMPLIFIER.



Before You Begin!

- READ THESE INSTRUCTIONS COMPLETELY. TWICE!
- DISCONNECT THE NEGATIVE BATTERY TERMINAL
- GATHER ALL REQUIRED TOOLS
- LAYOUT & IDENTIFY ALL COMPONENTS & HARDWARE. USE EXTRA CARE TO BE CERTAIN YOU HAVE PROPERLY IDENTIFIED EACH SCREW.
- NOTE: EACH KIT MAY APPLY TO MORE THAN ONE VEHICLE MODEL AND MAY INCLUDE EXTRA ITEMS. DISREGARD ANY ITEMS NOT MENTIONED IN THE INSTRUCTIONS FOR YOUR VEHICLE.
- NOTE: DO NOT DEVIATE FROM THESE INSTRUCTIONS OR THE INCLUDED HARDWARE. EVERY COMPONENT OF THIS SYSTEM HAS BEEN CAREFULLY SELECTED BY OUR ENGINEERS. FAILURE TO FOLLOW THESE INSTRUCTIONS OR CORRECTLY IDENTIFY AND USE THE SUPPLIED HARDWARE MAY RESULT IN POOR PERFORMANCE AND POSSIBLE SAFETY HAZARDS.

What's In The Box

I. MODEL 1101S SUBWOOFER ENCLOSURE

II. INTEGRAL AUDIO IASW26-4 10" SUBWOOFER

III. ARC AUDIO KS125.2 MINI AMPLIFIER

IV. CARPTED COVER PANEL

V. SUBWOOFER ENCLOSURE HARDWARE KIT

1. NEUTRIK SPEAK-ON CONNECTOR W/GASKET
2. #10 x 2.5" PAN HEAD SCREW (3)
3. #10 x 1.5" PAN HEAD SCREW (6)
4. 1/4" x 1" HEX HEAD BOLT
5. #10 x 1" BLACK PAN HEAD SCREW (8)
6. #10 x 3/4" PAN HEAD SCREW (8)
7. #4 x 3/4" BLACK PAN HEAD SCREW (4)
8. THREADED INSERT (3)
9. THREADED INSERT INSTALLATION WRENCH
10. CUP WASHER (6)
11. RUBBER STAND-OFF (9)
12. PRE-TERMINATED SUBWOOFER INTERNAL WIRING
13. SUBWOOFER MOUNTING BRACKET (2)
14. ROSETTE THUMBSCREW (2)

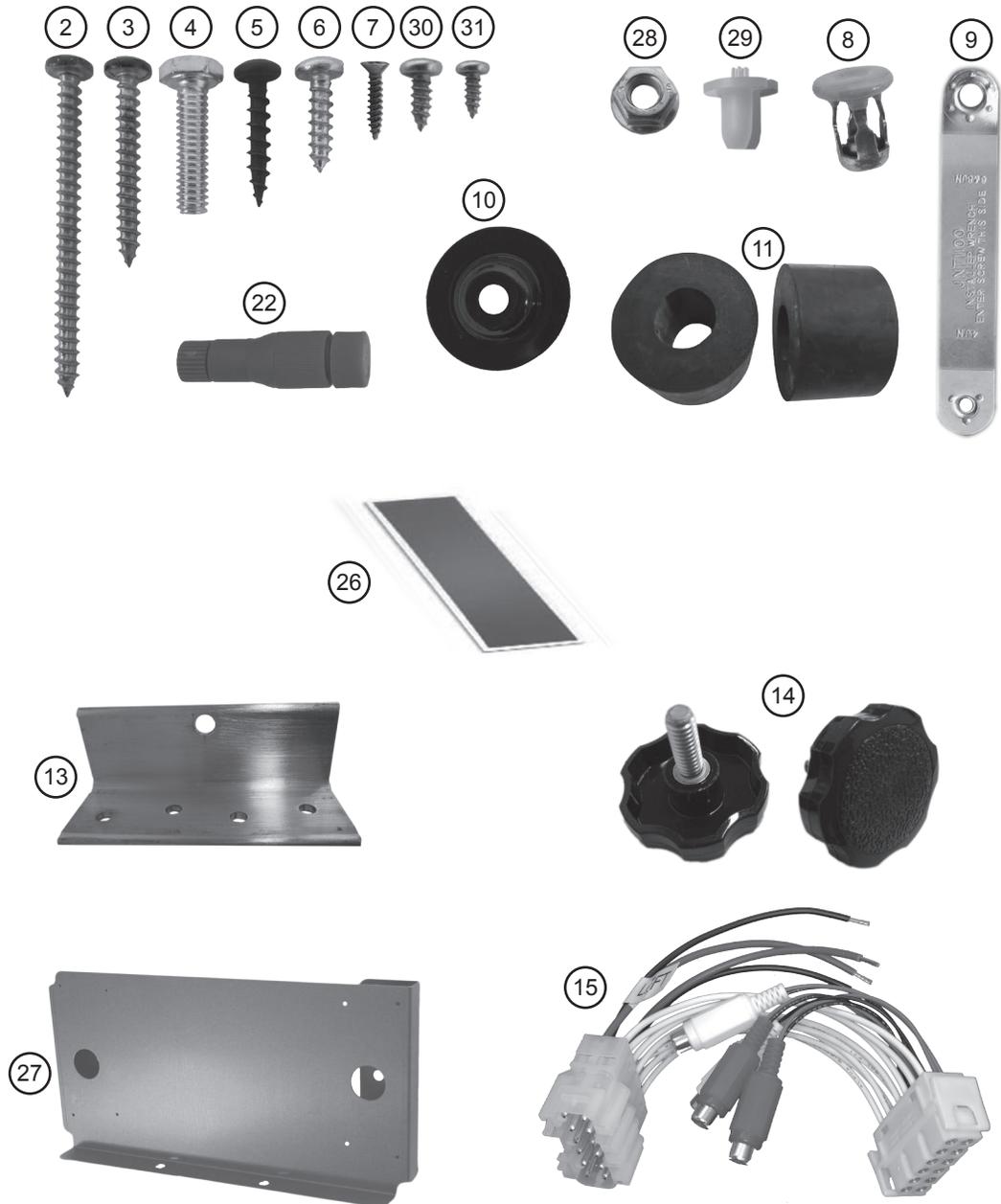
VI. AMPLIFIER INSTALLATION & WIRING KIT

15. X9331 PLUG-N-PLAY SIGNAL WIRING HARNESS
16. PRE-ASSEMBLED & TERMINATED POWER WIRE W/FUSE
17. PRE-ASSEMBLED GROUND WIRE
18. 18 AWG WHITE REMOTE TURN-ON WIRE
19. 16 AWG RED/BLACK SPEAKER WIRE
20. PAC LC1 REMOTE LEVEL CONTROL
21. PREMIUM RCA INTERCONNECTS (3FT & 17FT)
22. THREADLOCK WIRE TAP CONNECTOR (1)
23. CABLE TIES (10)
24. ALCOHOL PREP WIPE
25. 3M ELECTRICAL TAPE
26. 3M VHB MOUNTING TAPE

VII. AMPLIFIER MOUNTING KIT (REAR MOUNT)

27. AMPLIFIER MOUNTING BRACKET
28. M6 FLANGE NUT (1) & WASHERS (2)
29. SCREW GROMMET
30. #8 x 1/2" TRUSS HEAD SCREW (1)
31. #6 x 3/8" PAN HEAD SCREW (4)

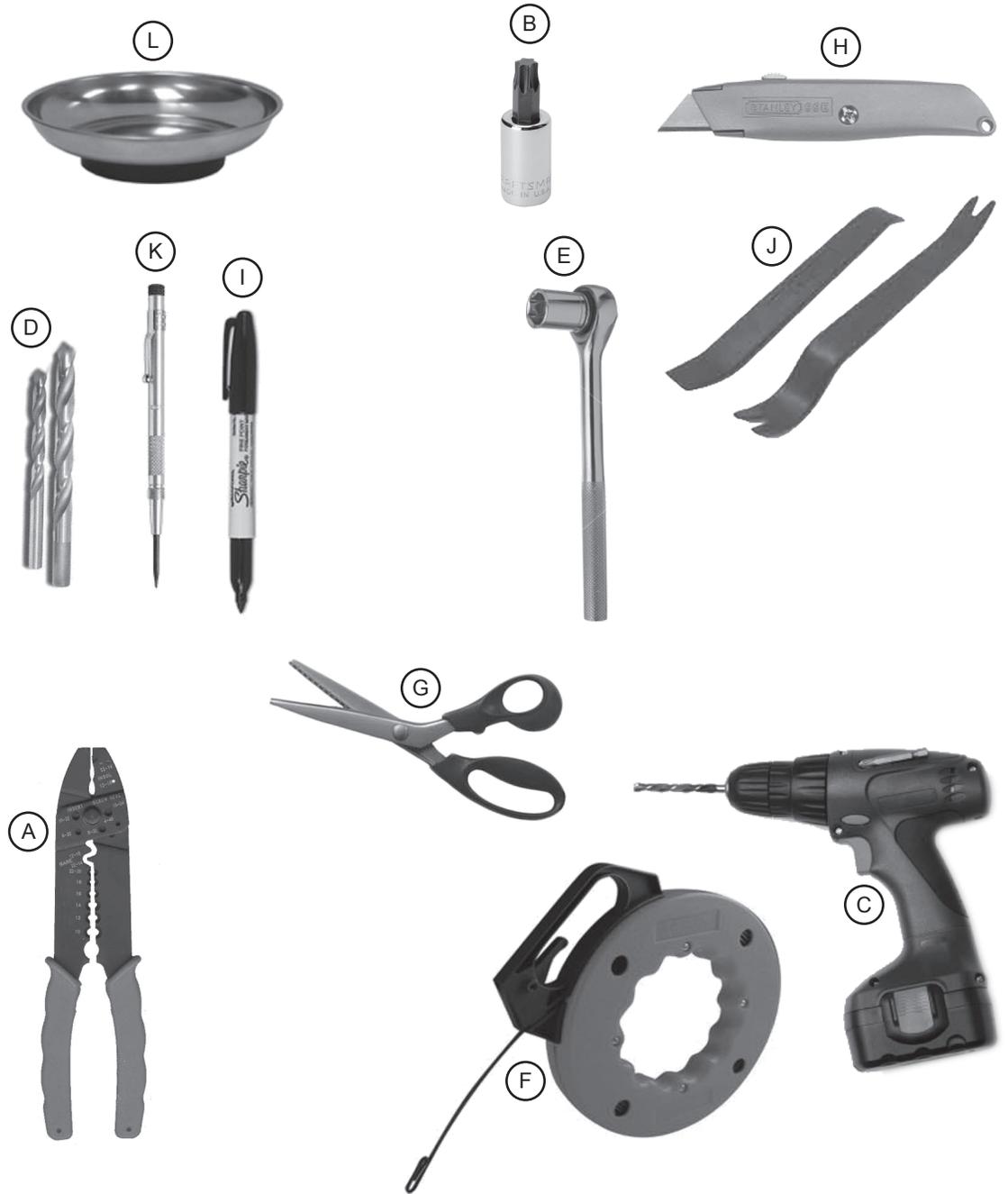
*SELECT COMPONENTS FOR IDENTIFICATION - NOT ALL COMPONENTS SHOWN BELOW



IMAGES NOT TO SCALE

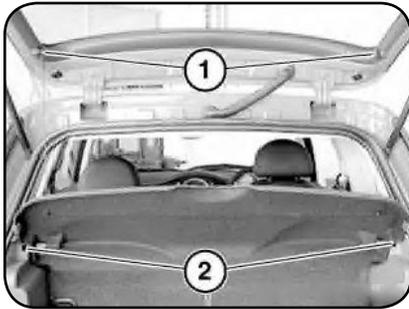
Tools You Will Need

- A. **WIRE STRIPPER/CUTTER**
- B. **TORX BITS:**
 - T50
- C. **ELECTRIC DRILL**
- D. **DRILL BITS:**
 - 7/16"
- E. **WRENCHES OR SOCKETS:**
 - 7/16"
 - 8MM
 - 10MM
 - 19MM
- F. **ELECTRICIAN'S WIRE FISH**
- G. **SCISSORS**
- H. **UTILITY KNIFE**
- I. **PENCIL OR FINE-TIP MARKER**
- J. **PANEL REMOVAL TOOLS**
- K. **CENTER PUNCH**
- L. **MAGNETIC PARTS TRAY**



IMAGES NOT TO SCALE

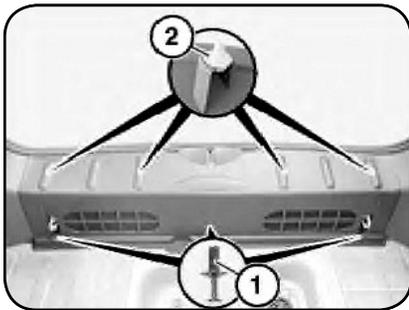
A. PREP VEHICLE



1. REMOVE REAR PARCEL SHELF & FLOOR PANEL

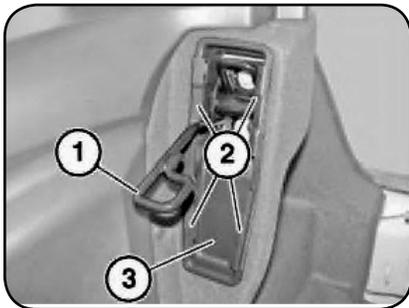
Detach straps (1) and slide the parcel shelf out of guides (2).

Remove the luggage compartment floor panel. The floor panel will not be placed back into the vehicle and can be stored.



2. REMOVE REAR SILL

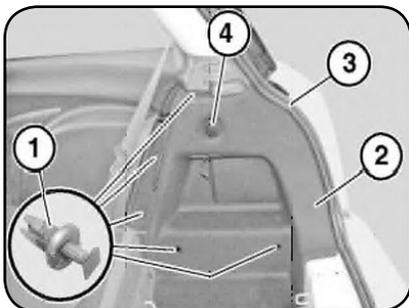
Locate the three expansion rivets (1) at the lower edge of the rear sill. Remove the center-pin of each expansion rivet with a flat screwdriver or panel removal tool. Pry out the base of the expansion rivet. Pull the bottom of the rear sill toward the front of the vehicle to clear the luggage "D" rings. Pull the whole panel upwards, releasing the friction clips (2). Keep the center-pins with the expansion rivets to avoid confusion with similar pins removed in later steps.



3. REMOVE RIGHT WHEEL ARCH TRIM (PART 1)

{DOES NOT APPLY TO 2010+} Fold down the rear seats. Lift the seat catch (1) up halfway. Using a 90 degree pick or other fine-edged tool, pry the retaining clips (2) inwards and upwards to release them. Remove the trim piece (3).

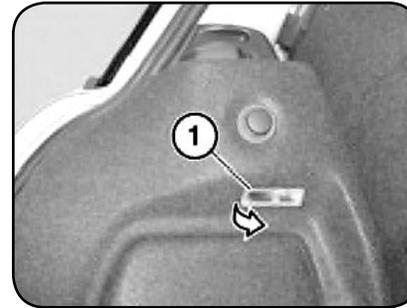
NOTE: This step can be tedious. If you are careful, you can remove the arch trim without removing this trim piece by angling the panel and sliding it over the seat catch.



4. REMOVE RIGHT WHEEL ARCH TRIM (PART 2)

Remove the five expansion rivets (1). Feed out the Wheel Arch Trim panel (2).

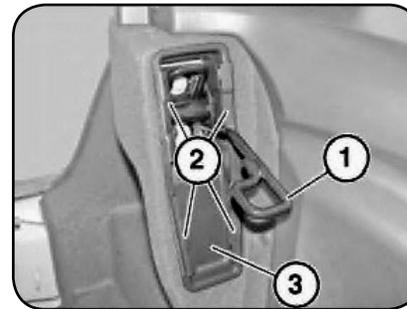
NOTE: When re-installing the panel, make sure to feed the seal (3) over the top of the edge of the trim panel (2).



5. REMOVE LEFT WHEEL ARCH TRIM (PART 1)

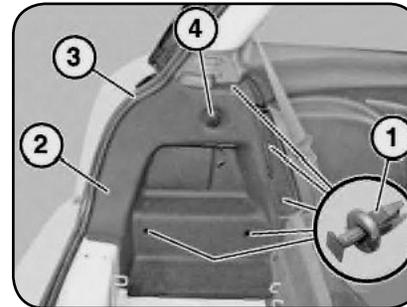
Remove the luggage compartment light (1) by prying the rear edge down and forward. On some vehicles the light may be reversed - if the rear edge does not release, try the front edge. Unplug the light.

CAUTION: the light can get quite hot!



6. REMOVE LEFT WHEEL ARCH TRIM (PART 2)

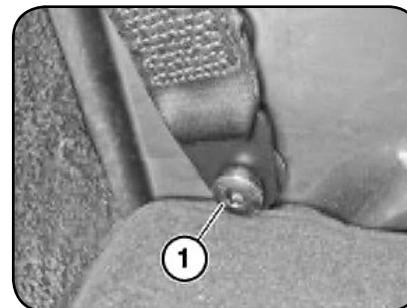
Same as Right Side. Fold down the rear seats. Lift the seat catch (1) up halfway. Using a 90 degree pick or other fine-edged tool, pry the retaining clips (2) inwards and upwards to release them. Remove the trim piece (3).



7. REMOVE LEFT WHEEL ARCH TRIM (PART 3)

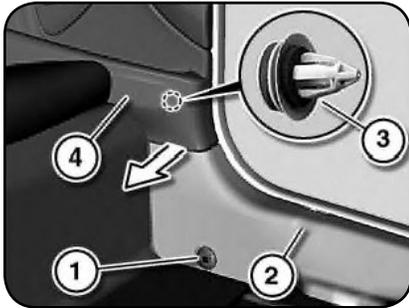
Remove the five expansion rivets (1). Feed out the Wheel Arch Trim panel (2). Disconnect the 12V plug (4). NOTE: When re-installing the panel, make sure to feed the seal (3) over the top of the edge of the trim panel (2).

Don't forget to reconnect the 12V plug on reinstall.



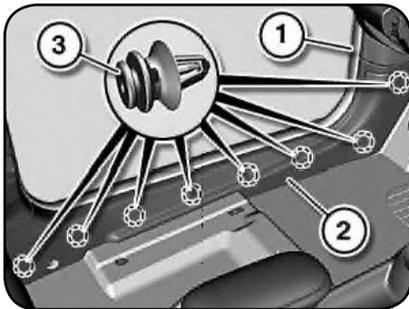
8. REMOVE LEFT DOOR SILL TRIM (PART 1)

Using a Torx T-50 bit, remove the seat belt screw (1) where it passes through the rear of the door sill trim.



9. REMOVE LEFT DOOR SILL TRIM (PART 2)

Remove metal seat belt bushing (1) if not removed in the previous step. Pull Rear Side Trim Panel (4) in, releasing clip (3) and freeing tab of Door Sill (2) located behind Side Panel (4).



10. REMOVE LEFT DOOR SILL TRIM (PART 3)

[Seat shown removed for clarity]

Remove the door seal over the entire length of the right door sill by lifting it up and off. Pull up/loosen the rubber door seal gasket along the length of the door. Pull Door Sill Panel (2) inward, releasing clips (3). This requires a firm pull at each of the clip locations. Remove the small trim piece (1) by pulling it toward the rear of the vehicle, releasing spring clip.



11. REMOVE THE RIGHT DOOR SILL TRIM

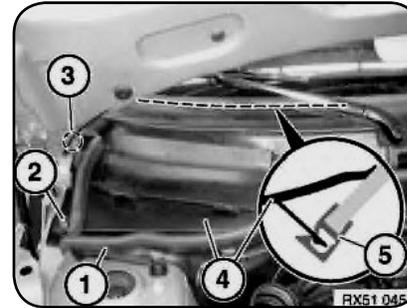
Repeat the previous three steps for the Right Side of the vehicle.



12. REMOVE THE REAR SEAT BOTTOM

Pull up firmly on the front of the edge of the rear seat bottom to release. The back of the seat is attached by wire rod loops hooked into down-ward facing tabs. Press down on the back edge of the seat bottom and pull forward to release .

B. POWER & GROUND WIRING



13. REMOVE RIGHT COWL PANEL

Open the Bonnet (aka the hood!). Remove the black plastic Cowl covering the battery by releasing nuts (2) and (3) with a 10mm socket. Remove the cowl.

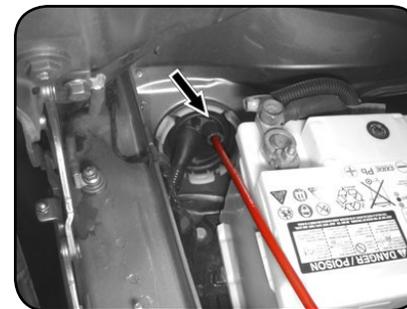
NOTE: When replacing the cowl, be sure the seal (1) is seated properly and that the secondary tab of the cowl (4) is inserted into the plastic channel (5) that attaches to the bottom of the windshield.



14. REMOVE THRU-WALL COVER

Remove the battery.

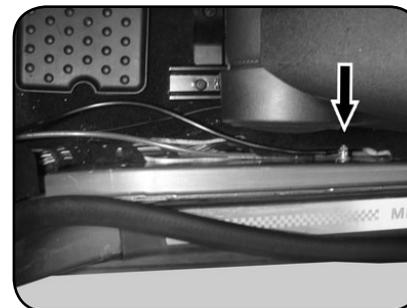
Locate the thru-wall bushing behind the battery. Using a flat screwdriver, release the indicated retaining tabs then remove the plastic thru-wall cover to expose the thru-wall opening.



15. POWER WIRE

Locate the Power Wire (with fuse holder) in the amp wiring kit. **REMOVE THE FUSE IF INSTALLED IN THE HOLDER!** Feed the Red Power Wire through the spare wiring nipple and into the cabin. From inside the vehicle, locate the wire coming in. Feed the wire around the fuse box and along the Right Door Sill.

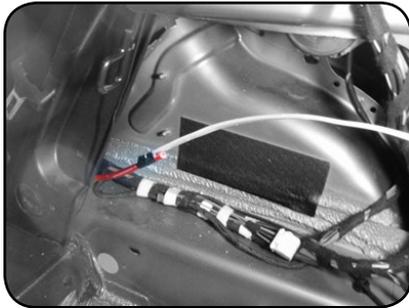
Remove the auxiliary nut on the battery post with a 19mm socket and attach the ring terminal on the end of the power wire.



16. GROUND WIRE

Locate the Common Ground point under the Right Door Sill. Remove the nut with a 10mm socket. Attach the ring terminal of the Black Ground Wire to the Common Ground point.

NOTE: On some vehicles the common ground is located a bit further forward. Enough ground wire is included to reach either location.

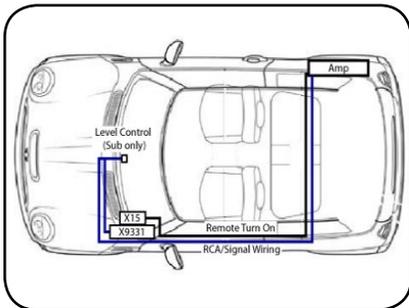


17. FISH POWER & GROUND WIRES TO BOOT

From the rear of the vehicle, insert the Wire Fish behind the Right Side Interior Panel until it exits near the Right Door Sill. Use the Wire Fish to pull both the Power & Ground Wires from the door sill area to the luggage compartment.

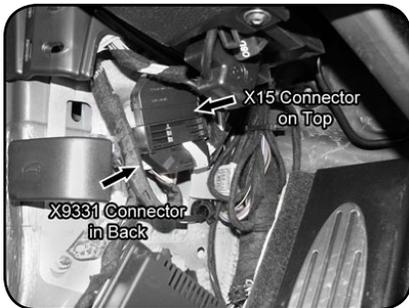
NOTE: Leave enough slack in the Power wire to be able to reinstall the Thru-wall cover and the Door Sill.

C. SIGNAL WIRING



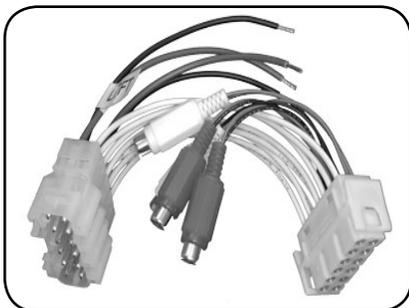
18. SIGNAL WIRING (OVERVIEW)

The factory audio signal is pulled from the X9331 connector in the driver-side footwell, described below. The included custom T-harness plugs into each side of the factory connector. RCA interconnects are run to the remote-level control for the subwoofer and then to the amplifier. The power-on signal for the amplifier is obtained from pin 1 of the X15 connector.



19. ACCESS X9331 & X15 CONNECTORS

Locate these connectors in the left footwell. The X9331 is behind and attached to the larger X15. Remove both by twisting counter-clockwise ¼ turn and pulling outwards. Separate the X9331 from the X15 by releasing the locking tabs on the connector joining them.



20. CONNECT X9331 T-HARNESS

Unplug the X9331 connector and connect the T-Harness. The RCA Jacks are the OUTPUT from the factory stereo - they will be connected to the INPUT on the remote level control. Red = Right Channel, White or Black = Left Channel. If your harness has 2 pairs of RCA jacks, use the included electrical tape to tape off the exposed metal ends of one pair of red and white jacks.



21. REMOTE LEVEL CONTROL

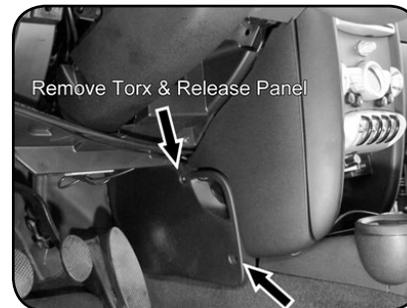
Attach the 3M VHB double-sided adhesive (this is the green 3in length) to the top of the Remote Level Control. Trim extra length from the VHB, if necessary. Wipe the surface with one of the Alcohol Prep Pad before applying.



22. MOUNT REMOTE LEVEL CONTROL

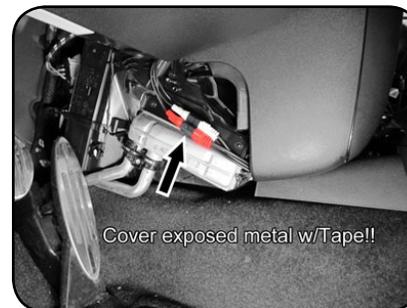
Mount the Remote Level Control below the toggle switches. Wipe the surface with the Alcohol Prep Pad before applying.

Do a dry-run to check the placement and be sure you know exactly where you'd like the control. You will find that you can place it more toward the front of the recess for easier access, or toward the rear for a more hidden look.



23. REMOVE FOOTWELL PANEL

Remove the panel next to gas pedal by releasing the Torx T-25 screws and pulling the panel out and towards the rear of the vehicle.



24. CONNECT REMOTE LEVEL CONTROL

Feed the Remote Level Control leads under the bottom edge of the center stack and around to the area under the panel you just removed.

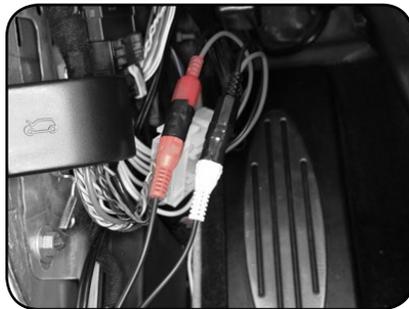
Connect the 3FT RCAs to the "IN" leads on the Remote Level Control, and one of the 17FT RCAs to the "OUT" leads. Wrap the exposed metal of the RCAs with electrical tape!



25. ROUTE RCA INTERCONNECTS

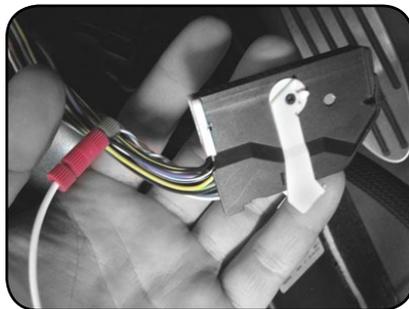
Pull firmly on the top of the plastic panel under the steering wheel to release the top edge of the panel.

Feed the RCAs along and under the knee bolster and secure with cable ties. Be sure the wires are clear of any moving parts or pinch points.



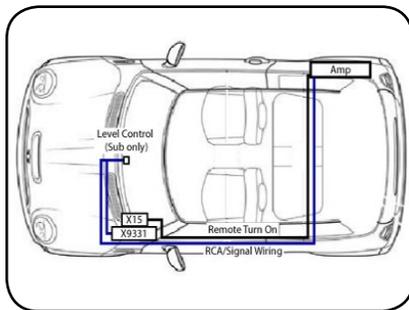
26. X9331 SIGNAL CONNECTIONS

Connect the 3FT RCA from the "IN" on the Remote Level Control to one red/white pair of RCA jacks on the X9331 harness. If you plan to add the Soundstage upgrade at a later date, mark the 17FT RCA coming from the Remote Level as "SUB" on both ends so you can identify it when making connections to the amplifier.



27. REMOTE TURN-ON WIRE

Identify the solid black wire coming out of pin 1 of the X15 connector (see step 21). Strip 3/8" of insulation from one end of the 18AWG White Turn-on Lead wire. Unscrew both ends of the Posi-tap (the Posi-tap has a hole in only one end, the Posi-lock used later has a hole in each end). Slip the "U"-shaped bottom around the signal wire to be tapped. Carefully thread the body of the Posi-tap onto this and tighten firmly. Be sure not to cross-thread the Posi-tap.



28. FISH WIRING TO BOOT

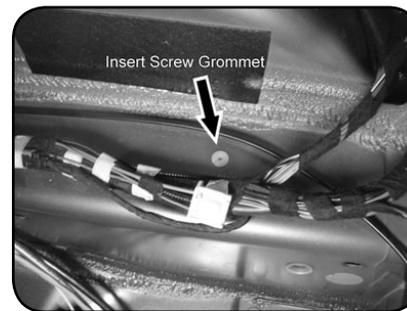
Beginning in the left (driver's) side footwell, run the RCAs and remote turn-on along the door sill, behind the left rear panel and to the luggage compartment area by repeating the process you used to fish the power/ground wires. Run the wires under the carpet trim at the base of the rear seat backs, exiting at the right (passenger's) side of the luggage compartment. Be sure the wiring is clear of all pinch points, including the Seat Belt screw.

D. AMPLIFIER INSTALLATION & CONNECTIONS



29. AMPLIFIER MOUNTING (OVERVIEW)

The amplifier bracket mounts against the side of the right rear wheel well, with the flange on the long side of the bracket facing down. The large hole in the upper left (towards the front of the vehicle) slides over the lower threaded stud at the front the wheel well area. The rear hole in the bottom flange aligns with the hole in the sheet metal below.



30. INSTALL THE AMPLIFIER BRACKET (PART 1)

Loosen the wire bundle running along the bottom of the right rear wheel well area. Insert the Screw Grommet into the hole in the horizontal section of sheet metal as shown. Place the bracket with rear horizontal hole aligned with the screw grommet and the forward hole over the threaded stud. You may need to bend the bracket slightly to get it to fit.



31. INSTALL THE AMPLIFIER BRACKET (PART 2)

Fasten the #8 X 1/2" Screw through the rear hole in the bracket and into the Screw Grommet. If the Grommet turns, use a straight pick or small screwdriver inserted into the split in the Grommet to keep it from turning.

Attach the bracket to the threaded stud protruding through the hole at the forward end (towards the front of the car) with the M6 nut. A deep socket is helpful for this step.

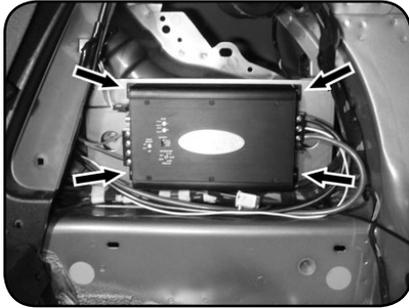


32. AMPLIFIER POWER & SIGNAL CONNECTIONS

Connect the Power, Ground, and Remote Turn-on wires to the amplifier (trim to length/strip if needed).

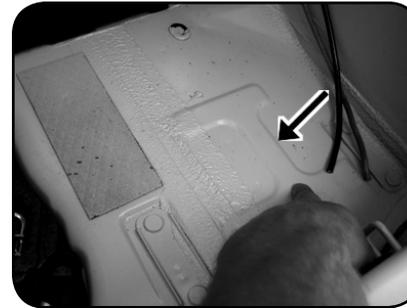
Connect the RCA Interconnects. Set the Signal input selector on the amp to "RCA". Refer to the Amp manual if needed.

Split & strip one end of the 10ft length of speaker wire. Connect the wire to the rear channels in the "bridged" configuration as shown on amp.



33. ATTACH AMPLIFIER TO BRACKET

Mount the Amplifier to the bracket using the (4) #6 x 3/8" screws. Use the pre-drilled hole locations. Place the wire bundle (that was loosened earlier) in the gap between the amp and the sheet metal.



37. MARK FOR THREADED INSERT PLACEMENT

Temporarily replace the Wheel Arch Trim Panels and Rear Sill, if previously removed. Center the enclosure in the boot. Using a center punch (or marker), mark the center of the mounting bracket hole in the sheet metal below. Keep the hole at least 3/8" away from the edges of the raised area of the sheet metal. Cut a notch in the carpet edge if necessary. Mark the center with a marker or center punch.

F. SUBWOOFER ASSEMBLY & MOUNTING



34. INSTALL NEUTRIK SPEAK-ON PLUG

Split and strip the other end of the 10ft length of Subwoofer Speaker wire. Identify the cable-mount portion of the Neutrik connector. Remove the blue portion and strain relief, and insert the speaker wire through both. Loosen the terminal clamping screws, insert each wire (observing the polarity markings on the connector), and tighten the screw. Screw the blue portion onto the housing.



38. INSTALL THREADED INSERTS (PART 1)

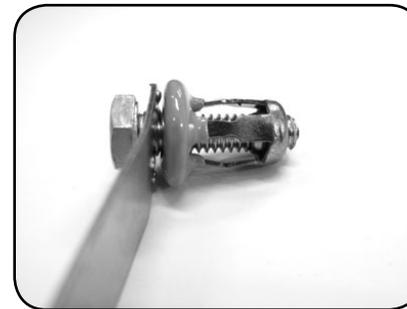
Using a 7/16" bit (NOT a 1/2" bit!), drill holes in the 2 positions marked on the boot floor. Do not let the drill bit penetrate more than 1/4" through the sheet metal. You may find it helpful to use a cut-to-length wood block as a stop for the drill. It is important to drill the holes EXACTLY where they were marked.

Remove any metal burrs - the hole must have clean edges.



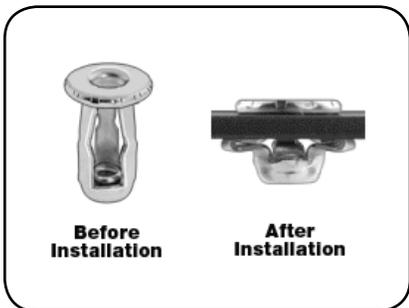
35. ATTACH THE MOUNTING BRACKETS

Align the Mounting Brackets over the pre-drilled pilot holes and attach using the (8) #10 screws.



39. INSTALL THREADED INSERTS (PART 2)

Using a utility knife, carefully trim the PVC jacket out of the center of the Self-Sealing Threaded Inserts as shown. Insert the 1" Hex Bolt through the Installation Tool. Then thread the 1" Hex Bolt into the Threaded Insert. Be sure the "nubs" on the Installation Tool face the top of the Threaded Insert. These "nubs" are what grip the Insert and prevent it from turning during installation.



36. THREADED INSERTS (OVERVIEW)

Self-Sealing Threaded Inserts are used to secure the enclosure to the vehicle. It is important that you follow these installation steps carefully and completely. An extra Insert is provided in case you run into trouble.



40. INSTALL THREADED INSERTS (PART 3)

Insert the Threaded Inserts into the holes drilled in the previous step. Keep the Insert vertical and keep the head of the Insert flush against the sheet metal and carefully tighten the bolt by hand with a wrench (do not use a powered tool of any kind) until you begin to feel resistance and the insert is secure. Take your time - do not over-tighten. Remove the 1" Hex bolt. If you have trouble with an Insert, you can remove it by partially unthreading the 1" Hex bolt and tapping it with a hammer.



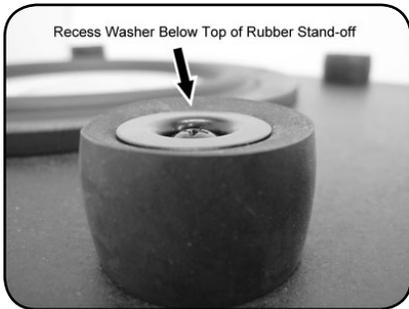
41. WIRING & TERMINAL

Connect the subwoofer internal wiring harness to the back of the Neutrik Speak-on connector (observing correct +/- polarity). Place the Speak-on gasket on the connector, thread the wire through the mounting hole, and mount the Speak-on connector using the (2) #4 x 1/2" screws..



42. MOUNT THE SPEAKER

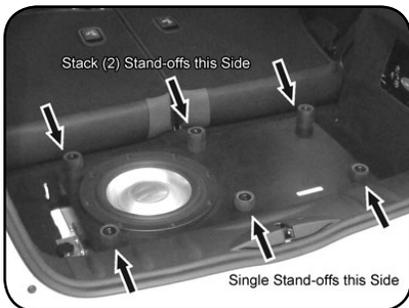
Connect the wiring harness to the subwoofer terminals. Mount the speaker with the #10 x 1" Black Pan Head Screws, using the pre-drilled pilot holes. Tighten the screws in a "star" pattern, go slowly and take care not to strip them. Make sure the speaker flange is flush against the enclosure – the gasket on the back of the speaker flange MUST make an airtight seal.



43. MOUNT THE FLOOR SUPPORTS (PART 1)

The 3 front supports are assembled with one Rubber Stand-off, one Cup Washer, and one #10 x 1.5" Pan Head Screw. The rear supports are twice as tall and are assembled with two Stand-offs (stacked), one Cup Washer, and one 2.5" Pan Head Screw.

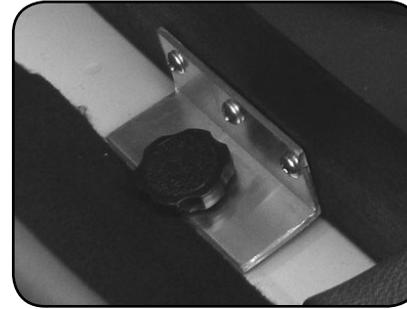
NOTE: The Stand-offs may have warped in transit. To get them to stack cleanly, wrap a few turns of electrical tape around them at the seam. Remove after installation.



44. MOUNT THE FLOOR SUPPORTS (PART 2)

Mount the Stand-offs in the pre-drilled pilot holes as indicated.

IMPORTANT: Tighten the screws until the metal Washer is recessed below the top of the Rubber Stand-off, providing a soft surface for the False Floor. If this is not done, the floor will rattle on the washer/ screw-head.



45. INSTALL THE ENCLOSURE

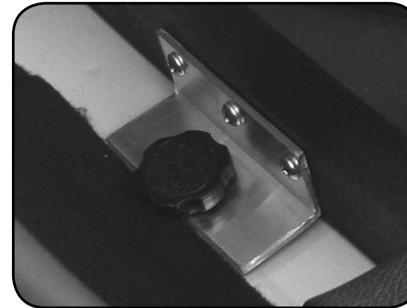
Place the enclosure back into the boot. Connect the Speak-on connector. Insert the Rosette Thumbscrews through the Mounting Brackets and screw into the Threaded Inserts.

NOTE: We recommend coating the threads of the Rosette Thumbscrews with grease to keep them operating smoothly and avoid corrosion.



46. HOW TO REMOVE THE FALSE FLOOR

The False Floor Panel slides through the hatch opening and rests on the floor supports. To remove, simply push down on the edge near the rear seat backs, lift, and remove – clean, simple, easy!



47. HOW TO REMOVE THE ENCLOSURE

To remove the enclosure, simply disconnect the Neutrik connector, unscrew the Rosette Thumbscrews, and remove.

E. TESTING & RECOMMENDED INITIAL SETTINGS



48. RECONNECT THE BATTERY & INSTALL FUSE

Reconnect the Battery Negative Terminal and install the fuse in the fuse holder.

TEST!

49. TEST FOR CORRECT OPERATION

Turn on the system and check for correct operation at a low volume level. Once you have confirmed that everything is operating correctly and the subwoofer is producing sound, proceed with settings and tuning described below.



50. RECOMMENDED INITIAL SETTINGS

The following steps list initial recommended settings. Use these settings as a starting point and adjust from there.

IMPORTANT: Depending on the source input/material the head unit is capable of delivering voltages that can drive the amp to clipping and damage the speakers and/or subwoofer - exercise caution and listen for signs of distortion or distress at high volumes, especially with overly synthesized or bass-intensive music.



51. AMPLIFIER SETTINGS (HiFi-EQUIPPED VEHICLES)

Gain: 90% (see ARC manual)
Output: LOW (low-pass crossover)
Crossover: 75 Hz
Bass Boost: 0 **[THIS MUST BE ZERO!]**
Input: RCA In (button should be OUT)
Factory Radio Bass Level: -2



52. AMPLIFIER SETTINGS (H/K-EQUIPPED VEHICLES)

Gain: 90% (see ARC manual)
Output: LOW (low-pass crossover)
Crossover: 70 Hz
Bass Boost: 0 **[THIS MUST BE ZERO!]**
Input: RCA In (button should be OUT)
Factory Radio Bass Level: -1



53. AMPLIFIER SETTINGS (STD 6 SPKR STEREO)

Gain: 80% (see ARC manual)
Output: LOW (low-pass crossover)
Crossover: 90 Hz
Bass Boost: 0 **[THIS MUST BE ZERO!]**
Input: RCA In (button should be OUT)
Factory Radio Bass Level: -3



54. AUX INPUT VOLUME

The volume setting for the AUX input on the headunit can be accessed by pressing and holding the right side of the 4th button from the right. The factory default is 2. We recommend a starting setting of 4.

Nav or MINI Connected vehicles refer to the radio manual for instructions on how to adjust the AUX level.

REFER TO IMAGES FROM PREVIOUS STEPS!

55. REPLACE ALL PANELS & TRIM

Once you've completed settings and tuning, you can replace interior panels and trim. All parts, panels, and trim install in the opposite manner/order that they were removed.

Take care when replacing panels not to pinch, disturb, or otherwise disconnect any of the connections you made during installation.

Notes:

- **TUNING & PERFORMANCE:** The factory audio system is “tuned” to provide exaggerated bass at around 60Hz, giving the temporary illusion of better bass performance. Unfortunately the factory speakers aren’t capable of producing this exaggerated level of bass without creating distortion that affects the other frequencies the speaker is asked to produce. The Integral Audio subwoofer system allows the correction of this factory “tuning”. Because the subwoofer system has an independent volume control, the “Bass” EQ setting on the headunit can be lowered. This reduces the exaggerated bass level being sent to the factory speakers and eliminates the greatest source of distortion in the system, improving the transient response of the factory speakers. The recommended initial settings listed earlier will give nearly flat frequency response in the sub-bass region.
- **AMPLIFIER TURN-ON:** You will notice that the amplifier turns on before the head unit, and remains on after the head unit is off. This is normal and necessary. The sound output system needs to be energized to play your door chimes, PDC sounds, bluetooth, etc. The amp will turn on from the moment the doors are unlocked or opened, and remain on from between 30 seconds and as much as 20 minutes after the car is locked. Again, this is normal factory operation. The idle current on the ARC amp is virtually zero and will not cause any issues with battery drain.
- **SIGNAL SOURCE QUALITY:** A poor quality signal will always sound poor no matter how good an audio system is. If you are using MP3s or home-burned CDs it is critical that you understand the limitations and impacts of digital compression methods. MP3s at less than 256kbps will have noticeable loss of quality. Satellite radio is also compressed and will have similar quality issues. Non-commercially obtained music (especially downloaded via P2P file-sharing) recordings are often re-mixed by third parties and will have been compressed in an unknown and uncontrolled manner. If you want good quality sound, use only commercial CDs or MP3s compressed at 256kbps or 320kbps.
- **FACTORY RADIO SETTINGS:** Please note that the settings (Bass, Treble, Fade, Balance, AUX input level, etc.) are stored on the Key FOB & are specific to the Source (Radio, CD, AUX). You will need to edit and save the settings for each source and each FOB to have consistent sound.
- **PLEASE LISTEN RESPONSIBLY:** Your new Integral Audio system is capable of delivering Sound Pressure Levels that can damage your hearing. It also delivers very clean, low-distortion sound reproduction. Because distortion sounds bad to your ears, and low-distortion sounds good, you are much more likely to listen at high levels with your new system. Please exercise caution - we want you to enjoy a lifetime of great sound!

Troubleshooting

Having Trouble? The best thing to do is contact us at support@integralaudio.com or via the phone number listed on the receipt that was emailed to you. We'll get you fixed up quick, fast, and in a hurry!



www.integralaudio.com

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