



INTEGRAL AUDIO

INSTALLATION GUIDE

MINI COOPER MODEL 1101S SUBWOOFER SYSTEM



R57 Convertible (2009+)
R56 JCW Hardtop (2007-2009)
R58 Coupe (All Years)
R59 Roadster (All Years)

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.

Contents

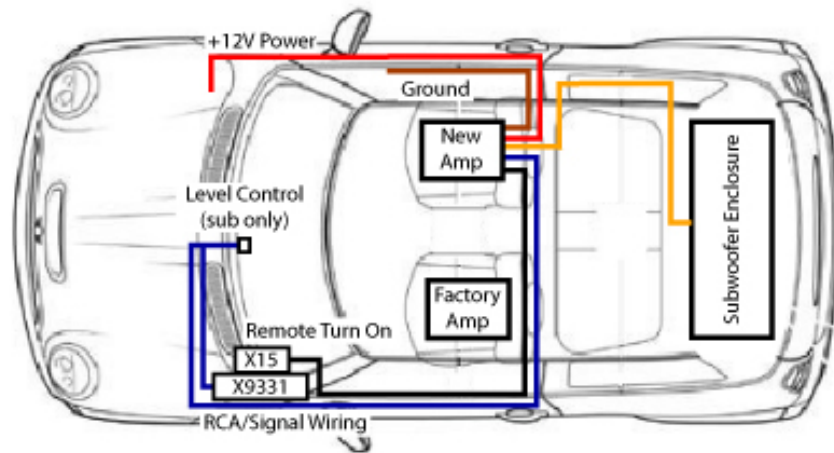
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Overview

THIS GUIDE COVERS INSTALLATION OF THE MODEL 1101S SUBWOOFER SYSTEM IN 2009 & UP MINI COOPER R57 CONVERTIBLES, R58 COUPES, R59 ROADSTERS, AND R56 HARDTOPS THAT DO NOT HAVE THE SMALL STORAGE COMPARTMENT ON THE RIGHT SIDE OF THE BOOT.

THE SUBWOOFER ENCLOSURE INSTALLS IN THE FLOOR OF THE LUGGAGE COMPARTMENT (AKA THE "BOOT"). THE SUB AMPLIFIER INSTALLS UNDER THE PASSENGER'S SEAT. A REMOTE LEVEL CONTROL INSTALLS AT THE DASH FOR ON-THE-FLY SUBWOOFER ADJUSTMENT.

POWER & GROUND WIRES ARE CONNECTED TO THE BATTERY AND A CHASSIS GROUND POINT AND RUN DOWN THE PASSENGER SIDE OF THE VEHICLE AND TO THE AMPLIFIER. THE AUDIO SIGNAL AND AMPLIFIER TURN-ON SIGNAL COME FROM THE X9331 & X15 CONNECTORS IN THE LEFT FOOTWELL. THE SIGNAL WIRING IS RUN FROM THE LEFT FOOTWELL TO THE DASH-MOUNTED REMOTE LEVEL CONTROL AND THEN TO THE SUB AMPLIFIER.



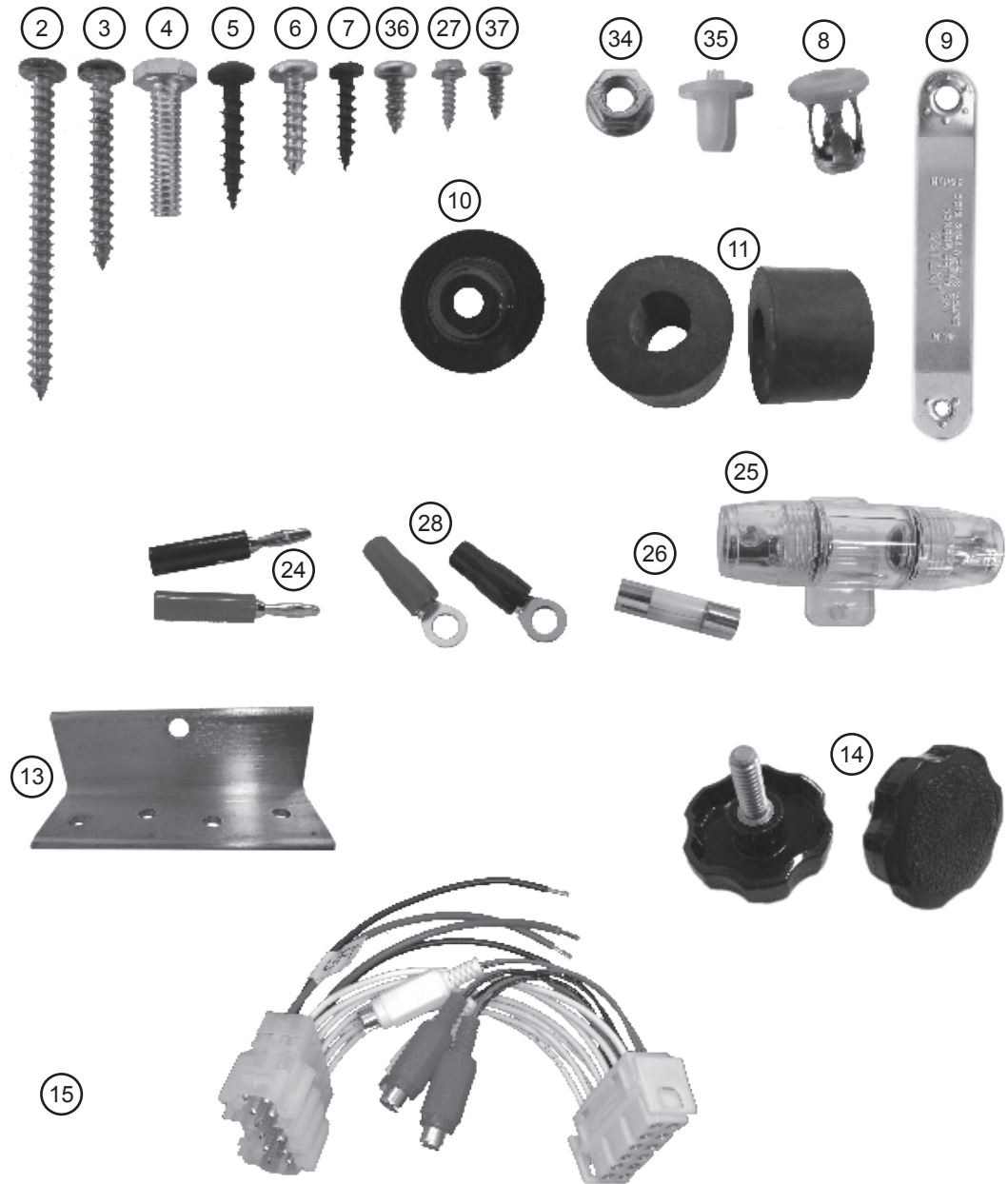
Before You Begin!

- READ THESE INSTRUCTIONS COMPLETELY FROM START TO FINISH **BEFORE** GOING NEAR THE CAR!!
- INSTALLATION VARIES DEPENDING ON VEHICLE MODEL AND EQUIPMENT. MAKE SURE YOU HAVE PROPERLY IDENTIFIED YOUR VEHICLE AND NOTE WHICH INSTALLATION STEPS APPLY. STEPS LABELED AS FOLLOWS:
 - [R5X ONLY] APPLY ONLY TO THE SPECIFIC MODEL LISTED. MAKE SURE YOU KNOW WHAT DESIGNATION YOUR VEHICLE IS.
 - IF NO VEHICLE DESIGNATION IS LISTED, THE INSTALLATION STEP APPLIES TO ALL VEHICLES
- DISCONNECT THE NEGATIVE BATTERY TERMINAL
- GATHER ALL REQUIRED TOOLS
- LAYOUT & IDENTIFY ALL COMPONENTS & HARDWARE. MAKE SURE YOU HAVE ALL THE COMPONENTS REQUIRED FOR YOUR INSTALLATION.
- NOTE: Do NOT PUT THE KEY FOB IN THE IGNITION IF THE ELECTRICAL CONNECTOR TO EITHER FRONT SEAT DISCONNECTED!! YOU WILL SET OFF THE SRS/AIRBAG LIGHT AND WILL HAVE TO HAVE IT RESET BY THE DEALER!
- 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. IF IN DOUBT, CONTACT US AND WE WILL BE HAPPY TO HELP YOU.

What's In The Box

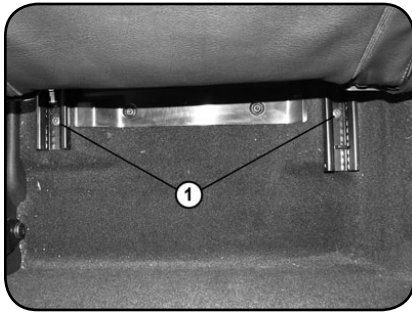
- I. **MODEL 1101S SUBWOOFER ENCLOSURE**
- II. **SB ACOUSTICS 10" SUBWOOFER**
- III. **ARC AUDIO KS125.2 MINI AMPLIFIER**
- IV. **FALSE FLOOR PANEL**
- V. **SUBWOOFER ENCLOSURE HARDWARE KIT**
 1. TERMINAL CUP W/ GOLD BINDING POSTS
 2. #10 x 2.5" PAN HEAD SCREW (3)
 3. #10 x 1.5" PAN HEAD SCREW (6)
 4. 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. #6 x 3/4" BLACK PAN HEAD SCREW (4)
 8. THREADED INSERT (3)
 9. THREADED INSERT INSTALLATION TOOL
 10. CUP WASHER (6)
 11. RUBBER STAND-OFF (9)
 12. SUBWOOFER WIRING HARNESS
 13. SUBWOOFER MOUNTING BRACKET (2)
 14. ROSETTE THUMBSCREW (2)
- VI. **AMPLIFIER INSTALLATION & WIRING KIT**
 15. X9331 WIRING HARNESS
 16. PAC LC1 REMOTE LEVEL CONTROL
 17. PREMIUM RCA INTERCONNECTS
 18. CABLE TIES (5)
 19. ALCOHOL PREP WIPE (3)
 20. 3M DOUBLE-SIDED FOAM TAPE
 21. 3M ELECTRICAL TAPE
 22. BANANA PLUGS – 1 PAIR [RED & BLACK]
 23. WATERPROOF AGU FUSE HOLDER
 24. 30 AMP AGU FUSE (2)
 25. #6 x 1/2" HEX WASHER SCREW, STAINLESS (3)
 26. 5/16" GOLD RING TERMINAL – 1 PAIR [RED & BLACK]
 27. 8 AWG RED ULTRAFLEX POWER WIRE (15 FEET)
 28. 8 AWG BLACK ULTRAFLEX GROUND WIRE (7 FEET)
 29. 18 AWG WHITE REMOTE TURN-ON WIRE (15 FEET)
 30. 16 AWG RED/BLACK SPEAKER WIRE (8 + 2 FEET)
 31. UNDER-SEAT AMPLIFIER MOUNTING PLATE
 32. UNDER-SEAT MULTI-FUNCTION BOX COVER

*SELECT COMPONENTS FOR IDENTIFICATION - NOT ALL COMPONENTS SHOWN BELOW



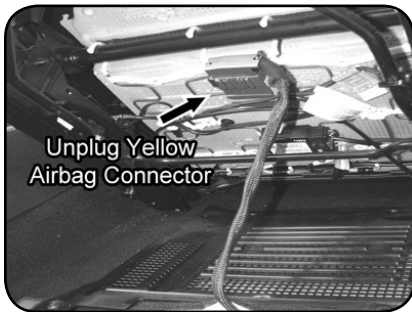
IMAGES NOT TO SCALE

A. PREP VEHICLE



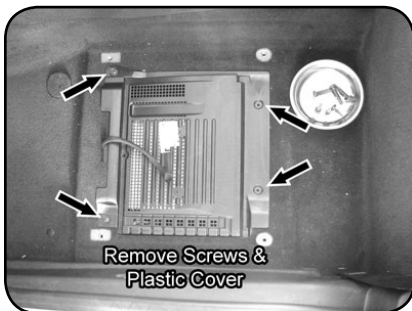
1. REMOVE PASSENGER SEAT

Slide the seat forward. Using a Torx T-40, remove the two screws holding the rear of the seat (1). Slide the seat backward and repeat for the two front screws.



2. REMOVE PASSENGER SEAT (PART 2)

Tilt the seat back. Disconnect the airbag wiring under the seat by pulling the black slide catch on the side of the yellow plug. Disconnect the seat heater wiring if equipped. **DO NOT** put the key FOB in the ignition while this plug is disconnected. Remove the seat from the vehicle.



3. REMOVE PASSENGER SEAT (PART 3)

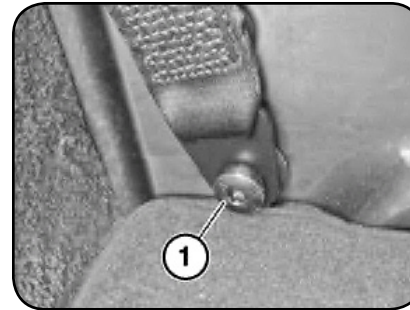
If present, remove the plastic panel under the seat.



4. REMOVE DRIVER SEAT

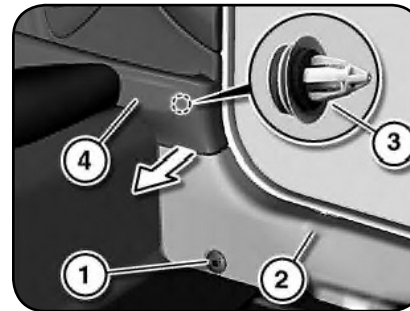
[R57 with HIFI/HK ONLY]

Repeat the previous steps to remove the Driver seat.



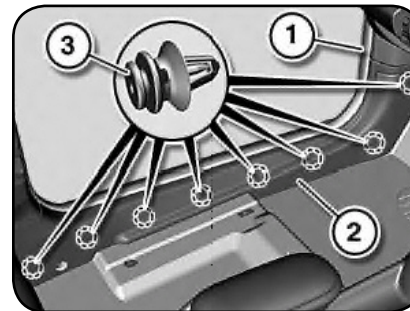
5. REMOVE LEFT DOOR SILL TRIM (PART 1)

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



6. 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).



7. 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.



8. REMOVE THE RIGHT DOOR SILL TRIM

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

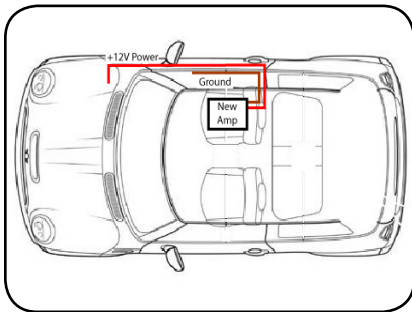


9. RELEASE FRONT OF THE REAR SEAT BOTTOM

[R55 & R56 ONLY]

Pull up firmly on the front of the edge of the rear seat bottom to release. This will allow you access to under the carpet in later steps.

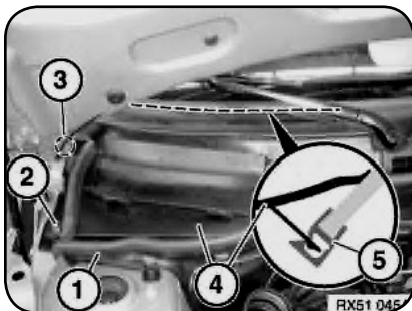
B. POWER & GROUND WIRING



10. POWER & GROUND WIRING (OVERVIEW)

The 12V+ wire runs directly from the battery to the new amplifier that installs under the passenger seat. An inline fuse is installed at the battery.

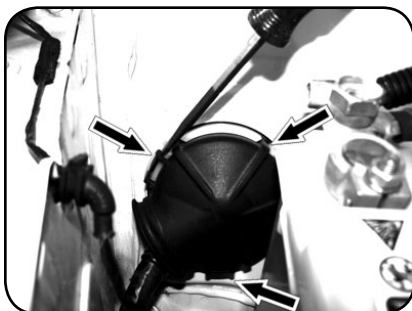
The Ground wire runs from the amplifier to one of the factory-installed common ground points along the door sill



11. 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. Loosen & remove 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.



12. REMOVE THRU-WALL COVER

OPTIONAL: The next few steps are easier if you 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.



13. INSTALL FUSE HOLDER (PART 1)

Cut approx 18" from the Power Wire to run from the fuse holder to the battery. Strip the end of the Power Wire and both ends of the 18" length. Crimp the red 5/16" Gold Ring Terminal to one end of the 18" length.

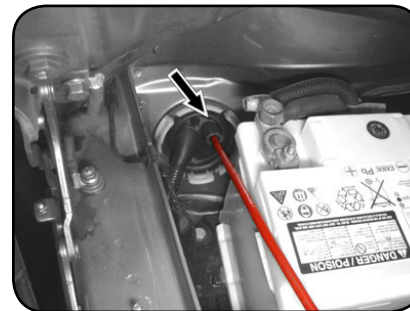
Remove one end cap of the fuse holder and insert the other end of the 18" length, then secure the gold terminal end of the fuse holder onto the wire with a 3mm Allen wrench. Repeat the process to attach the other section of wire.



14. INSTALL FUSE HOLDER (PART 2)

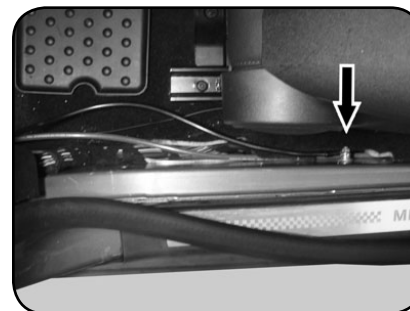
Mount the Fuse Holder to the plastic bulkhead next to the battery using 2 of the #6 x 1/2" Stainless Hex Washer Head Self-tapping screws. Use a Center Punch to form a starting hole or pre-drill the holes with a 1/8" bit.

Remove the auxiliary nut on the battery post with a 19mm socket and attach the Ring Terminal of the 18" length. Do not install the fuse into the holder yet.



15. FEED POWER WIRE INTO CABIN

Cut the end off the spare wiring nipple at the wiring bushing adjacent to the batter. Feed the 8AWG 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.

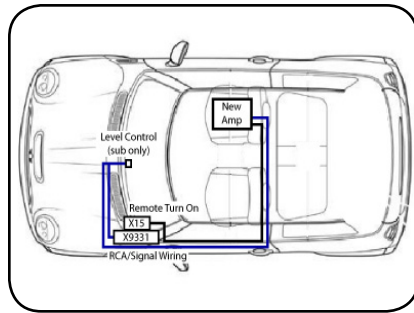


16. GROUND WIRE

Locate the Common Ground point under the Right Door Sill. Remove the nut with a 10mm socket. Strip the end of the Ground wire, crimp the black 5/16" Gold Ring Terminal to the end, and attach to the Common Ground point.

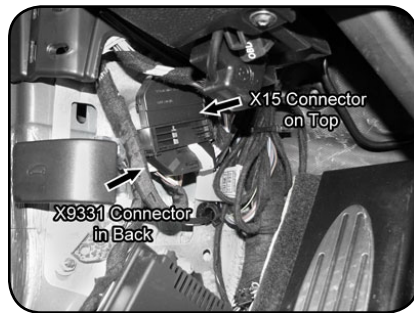
NOTE: On some vehicles the common ground is located a bit further forward. Enough ground wire is included to reach either location.

C. SIGNAL WIRING



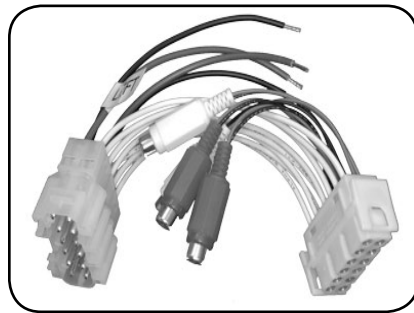
17. SIGNAL WIRING (OVERVIEW)

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 (if equipped) and to the amplifier. The power-on signal for the amplifier is obtained from pin 1 of the X15 connector.



18. 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.



19. CONNECT X9331 T-HARNESS

Unplug the X9331 connector and connect the T-Harness. The RCA Jacks are the OUTPUT from the factory stereo - in later steps they will be connected to the INPUT on the remote level control [sub only] and the amplifier. Red = Right Channel, White = Left Channel. Both reds and both whites carry the same signal and are interchangeable. The stripped wire ends are SPEAKER INPUT and will be connected to the amplifier OUTPUT. The left channel is labeled.



20. REMOTE LEVEL CONTROL

[SUB ONLY]

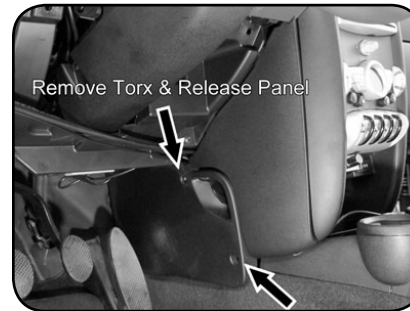
Attach the 3M VHB double-sided adhesive (this is the green 3in length) to the top of the Remote Level Control. Trim extra length from the VHB, if necessary. Wipe the surface with one of the Alcohol Prep Pad before applying.



21. MOUNT REMOTE LEVEL CONTROL

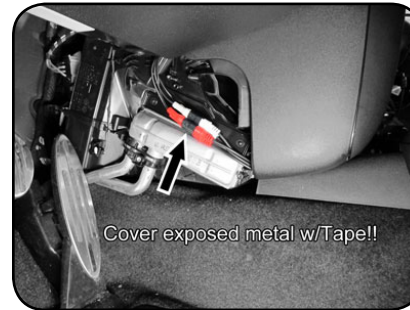
Mount the Remote Level Control below the toggle switches. Wipe the surface with the Alcohol Prep Pad before applying.

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.



22. 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.



23. 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!

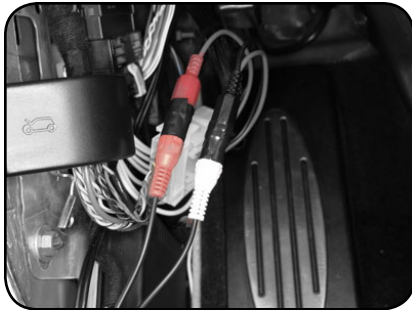


24. ROUTE RCA INTERCONNECTS

[SUB ONLY]

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

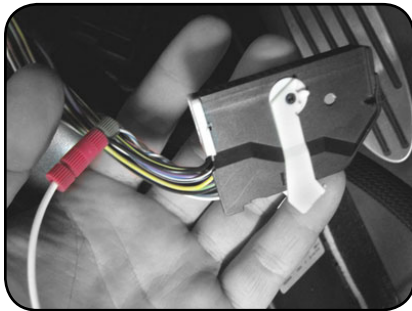
Feed the RCAs along and under the knee bolster and secure with cable ties. Be sure the wires are clear of any moving parts or pinch points.



25. X9331 SIGNAL CONNECTIONS

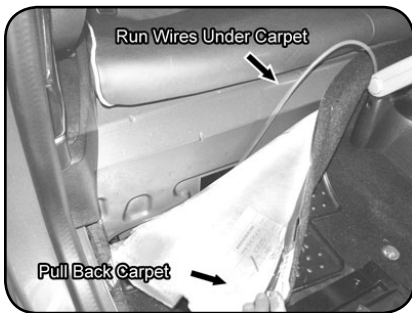
Connect the 3FT RCA from the "IN" on the Remote Level Control to one red/white pair of RCA jacks on the X9331 harness. Wrap the exposed metal of the RCAs with electrical tape!

All exposed metal of RCA and/or wire ends MUST be taped off and isolated from each other!!



26. REMOTE TURN-ON WIRE

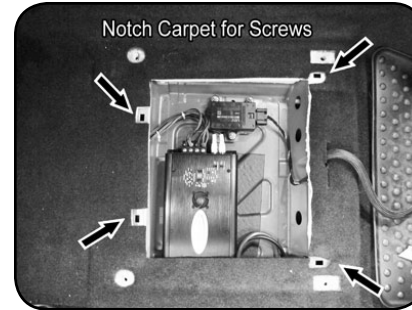
Identify the solid black wire coming out of pin 1 of the X15 connector (see step 21). Strip 3/8" of insulation from one end of the 18AWG White Turn-on Lead wire. Unscrew both ends of the Posi-tap (the Posi-tap has a hole in only one end, the Posi-lock used later has a hole in each end. Slip the "U"-shaped 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.



27. RUN SIGNAL WIRING TO AMP

Beginning in the left (driver's) side footwell, run the RCAs and remote turn-on along the door sill, and under the carpet in the rear seat footwell area. power/ground wires. Be sure the wiring is clear of all pinch points, including the Seat Belt screw.

AVOID PLACING SIGNAL WIRING DIRECTLY ADJACENT TO OR TOUCHING OTHER WIRING BUNDLES!

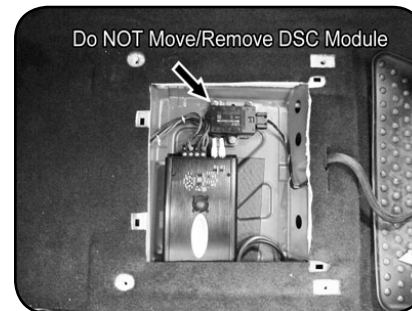


29. TRIM CARPET FOR COMPARTMENT COVER

[FOR VEHICLES WITH CARPET UNDER SEAT]

Lay the Amplifier Compartment Cover on the area underseat. Note where the carpet needs to be cut and mark with tape. Cut the carpet and foam backing with a utility knife. Cut CAREFULLY - there are wires running along the front edge of the compartment.

The carpet should be cut SMALLER than the cover or there will be exposed area. Use the driver's side as a guide. Notch the carpet in the mounting screw areas.

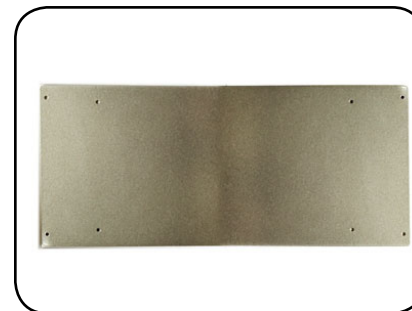


30. REMOVE THE PLASTIC TUB

[FOR VEHICLES WITH EXISTING COVER]

Remove the plastic tub liner from the compartment. Detach any equipment mounted to it.

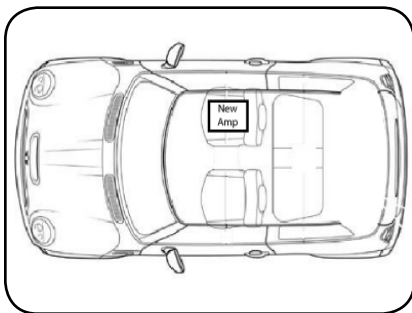
DO NOT remove or remount the DSC module (see image)



31. ATTACH AMPLIFIER MOUNTING PLATE

Attach the amplifier to the mounting plate using the #6 x 3/8" screws. Cut strips of the 3M Double-Sided Foam Mounting tape and affix one side to the back of the amp mounting plate and any original equipment from the underseat compartment. Arrange all components so that they fit. Clean all components and the sheet metal with an Alcohol Prep Pad prior to attaching the Foam Mounting Tape.

D. AMPLIFIER INSTALLATION & SUBWOOFER WIRING



28. AMPLIFIER MOUNTING (OVERVIEW)

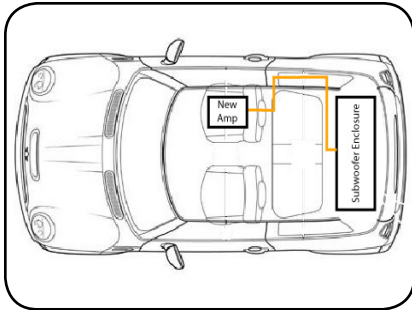
The amplifier mounts in the compartment under the passenger seat. If your vehicle does not have a compartment with cover under the seat, one has been included in your kit. You will cut the carpet, remove the foam block inside, and then mount the amp.



32. AMPLIFIER POWER & SIGNAL CONNECTIONS

Strip and connect the Power, Ground, and Remote Turn-on Lead wires to the amplifier.

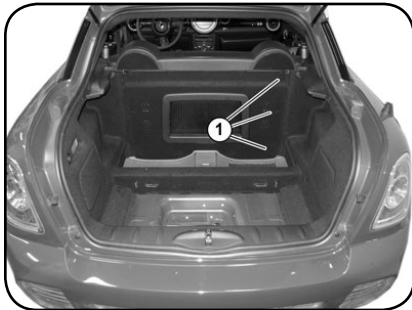
Connect the RCA Interconnects. Set the Signal input selector on the amp to "RCA". Refer to the Amp manual if needed. Do not mount or cover the amp yet - you will want it uncovered for settings adjustments.



33. RUN SUBWOOFER WIRE

[R57 & R56 JCW ONLY]

Run the speaker wire for the subwoofer to the boot. Begin at the amp, run the wire along the rear side panel (tucking it underneath the panel), and then under the trim covering the cross-beam at the front of the boot area. Exit the wire at the center of the cross-beam.



34. RUN SUBWOOFER WIRE

[R58 & R59 ONLY]

Loosen the edge of the panel by removing the three friction clips (1).



35. RUN SUBWOOFER WIRE (PART 2)

[R58 & R59 ONLY]

Lift up the rear quarter panel interior trim exposing the area underneath. Using the electrician's wire fish, fish the subwoofer wire through the area indicated.

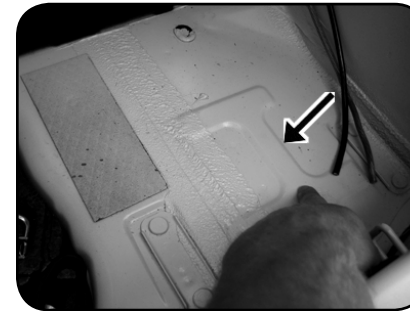
Run the wire under the trim covering the cross-beam and exit it at the center.



36. SUBWOOFER BANANA PLUGS

Split and strip the end of the Subwoofer Speaker wire. Attach the Banana Plugs to the other end by loosening the 3mm Allen screw, inserting the wire, and tightening the screw.

E. INSTALL THE SUBWOOFER



37. MARK FOR BRACKET AND THREADED INSERT

Center the enclosure in the boot. Place a Mounting Bracket on each side with the single-hole centered over the raised area of the boot floor. 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. Mark the location of the vertical sides of the bracket against the enclosure with a pencil.



38. ATTACH THE MOUNTING BRACKETS

Remove the enclosure. Align the brackets with the lines marked in the previous step. Place the bottom of the bracket approx 1/4" above the bottom edge of the enclosure. Attach the bracket with the #10 x 3/4" Pan Head Screws. Replace the enclosure and confirm hole locations are correctly marked. Remove the enclosure.



39. THREADED INSERTS (OVERVIEW)

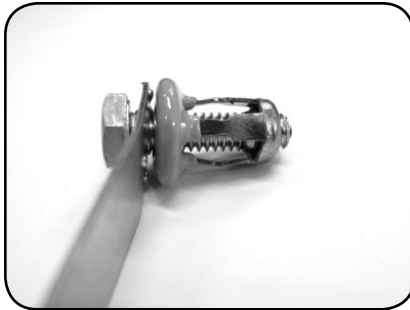
Self-Sealing Threaded Inserts are used to secure the enclosure to the vehicle. It is important that you follow these installation steps carefully and completely. An extra Insert is provided in case you run into trouble.



40. INSTALL THREADED INSERTS (PART 1)

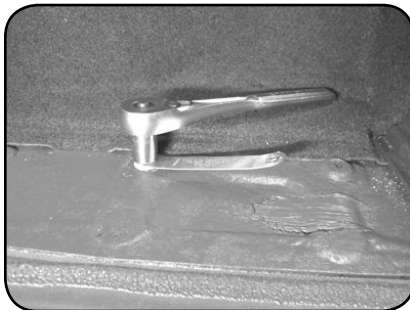
Using a 7/16" bit (NOT a 1/2" bit!), drill holes in the 2 positions marked on the boot floor. Do not let the drill bit penetrate more than 1/4" through the sheet metal. You may find it helpful to use a cut-to-length wood block as a stop for the drill. It is important to drill the holes EXACTLY where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

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



41. 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.



42. 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.



43. WIRING & TERMINAL CUP

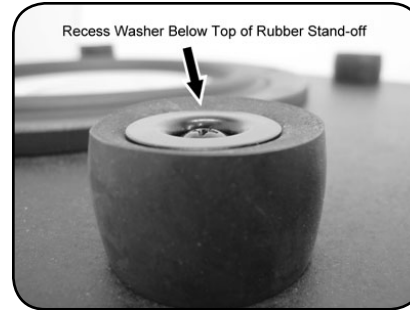
Connect the subwoofer to the terminal cup using the subwoofer connection harness. The .25" terminals connect to the subwoofer, the .205" terminals connect to the terminal cup.

Mount the Terminal Cup using the (4) #6 x 3/4" Black Pan Head Screws.



44. MOUNT THE SPEAKER

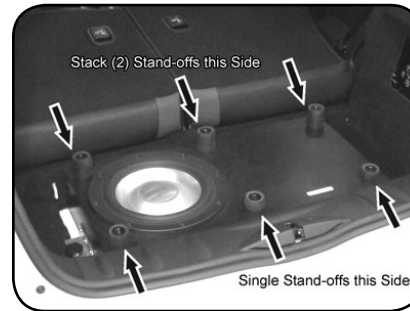
Mount the speaker with the #10 x 1" Black Pan Head Screws. The speaker is a snug fit - tap it in with a rubber mallet until the gasket flange contacts the baffle. Tighten the screws in a "star" pattern, go slowly and take care not to strip them. Make sure the speaker flange is flush against the enclosure - the gasket on the back of the speaker flange **MUST** make an airtight seal.



45. 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.

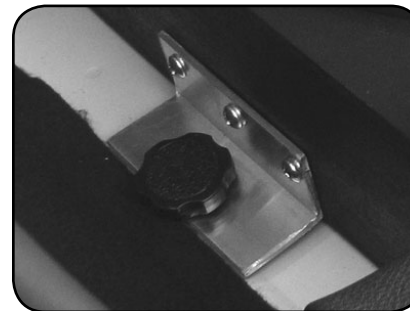
NOTE: The Stand-offs may have warped in transit. To get them to stack cleanly, wrap a few turns of electrical tape around them at the seam. Remove after installation.



46. MOUNT THE FLOOR SUPPORTS (PART 2)

Mount the Stand-offs centered approx 2" in from the edges of the enclosure. Mark and drill 1/8" pilot holes. Attach the supports with the Screws and Cup Washers.

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.



47. INSTALL THE ENCLOSURE

Place the enclosure back into the boot. Connect the Banana Plugs to the Terminal Cup. Insert the Rosette Thumbscrews through the Mounting Brackets and screw into the Threaded Inserts. If you made a mistake drilling the holes and the Thumbscrews do not line up, drill larger holes in the mounting brackets.

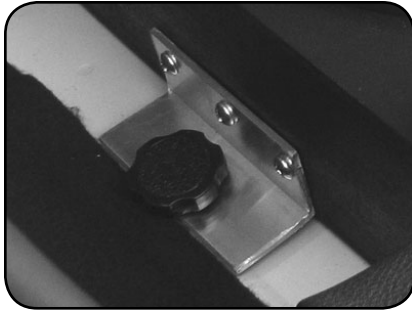
NOTE: We recommend coating the threads of the Rosette Thumbscrews with grease to keep them operating smoothly and avoid corrosion.



48. HOW TO REMOVE THE FALSE FLOOR

[R57 & R56 JCW ONLY]

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!



49. HOW TO REMOVE THE ENCLOSURE

To remove the enclosure, simply disconnect the speaker wire, unscrew the Rosette Thumbscrews, and remove.

WARNING: Try not to allow the Banana Plug connectors to short (touch each other) while the system is energized. The amp has short circuit protection and will temporarily shut down if shorted.



50. RECONNECT FRONT SEAT AIRBAG WIRING!!

IMPORTANT! IMPORTANT!

Place the front seats back in the vehicle and reconnect the yellow plug housing before placing the key FOB in the ignition or turning on the system. Failure to do this will result in setting off the Airbag light which will have to be reset by the dealer.

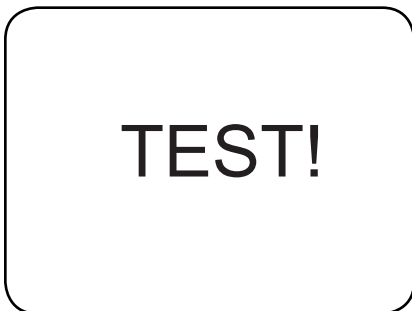
Leave the passenger seat all the way forward to allow access to the amplifier for settings adjustments in the next steps.

F. TESTING & RECOMMENDED INITIAL SETTINGS



51. RECONNECT THE BATTERY & INSTALL FUSE

Reconnect the Battery Negative Terminal and Install one of the 30 amp AGU fuses in the fuse block. A spare fuse is included.



52. TEST FOR CORRECT OPERATION

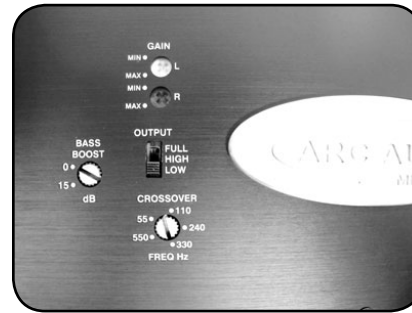
Turn on the system and check for correct operation. Once you have confirmed that everything is operating correctly, proceed with settings and tuning described below.



53. 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.



54. AMPLIFIER SETTINGS (HiFi-EQUIPPED VEHICLES)

Gain: 75% (see ARC manual)

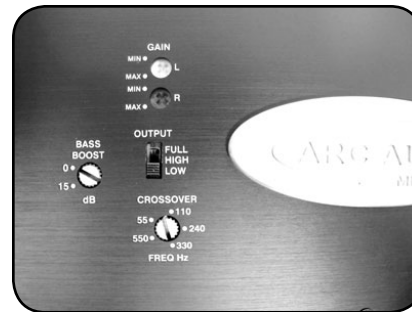
Output: LOW (low-pass crossover)

Crossover: 60 Hz

Bass Boost: 0 **[THIS MUST BE ZERO!!]**

Input: RCA In (button should be OUT)

Factory Radio Bass Level: -2



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

Gain: 90% (see ARC manual)

Output: LOW (low-pass crossover)

Crossover: 60 Hz

Bass Boost: 0 **[THIS MUST BE ZERO!!]**

Input: RCA In (button should be OUT)

Factory Radio Bass Level: -2



56. AMPLIFIER SETTINGS (STD 6 SPKR STEREO)

Gain: 60% (see ARC manual)

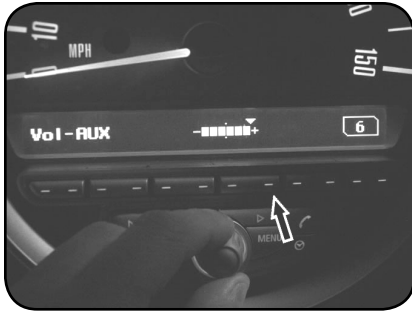
Output: LOW (low-pass crossover)

Crossover: 80 Hz

Bass Boost: 0 **[THIS MUST BE ZERO!!]**

Input: RCA In (button should be OUT)

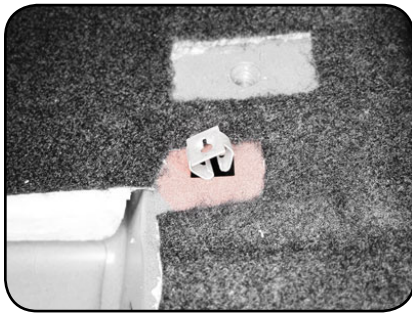
Factory Radio Bass Level: -3



57. AUX INPUT VOLUME

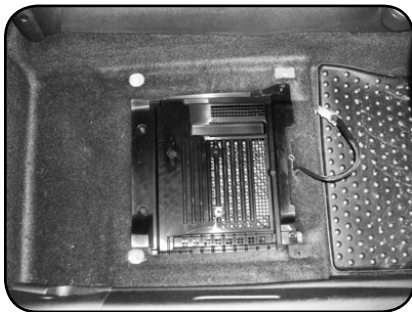
58. The volume setting for the AUX input on the head-unit can be accessed by pressing and holding the right side of the 4th button from the right. The factory default is 2. We recommend a starting setting of 4.

Please refer to the MINI Manual for setting the Aux level on NAV and MINI Connect equipped vehicles.



59. INSTALL PRESTOL CAGES FOR AMP COVER

Once you have finished the amp adjustments, you can install the amplifier cover. The mounting screws for the amp cover thread into the Prestol Cages. Insert a Prestol Cage into each of the four square holes at the corners of the under seat area. Use a hammer to tap the Prestol Cages flush.



60. INSTALL AMPLIFIER COVER

Install the amplifier cover with the either the removed factory screws or the included #10 x 1" black oxide screws.



61. REPLACE ALL PANELS & TRIM

All parts, panels, and trim install in the opposite manner and order that they were removed.

Tips & Tuning

- **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.
- **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.

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!



www.integralaudio.com

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