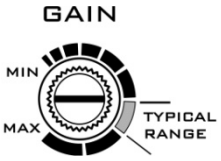
READ THIS FIRST

CAUTION!

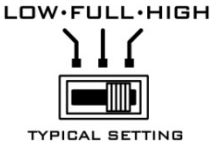
PLEASE READ THESE NOTES BEFORE YOU BEGIN YOUR INSTALLATION. WE ALSO STRONGLY RECOMMEND THAT YOU THOROUGHLY READ AND UNDERSTAND THE INSTALLATION INSTRUCTIONS INCLUDED AS WELL.

THIS STUFF IS IMPORTANT TO YOUR WARRANTY COVERAGE!

AVOID OVER-DRIVING YOUR SPEAKERS



THESE AMPLIFIERS PACK ENOUGH PUNCH TO MELT DOWN THE BEST 5¼ SPEAKERS THE PLANET HAS TO OFFER. FOLLOW THE INSTRUCTIONS GIVEN TO PROPERLY SET GAIN AND FREQUENCY ADJUSTMENTS.



IF YOUR SYSTEM CONFIGURATION RESULTS IN SETTINGS OUTSIDE THE TYPICAL RANGES AND YOU FEEL SOMETHING IS WRONG, JUST GIVE US A CALL AT 510.894.2999.

CHECK YOUR BATTERY AND ELECTRICAL SYSTEM

LOW BATTERY CONDITIONS AND POOR ELECTRICAL SYSTEMS SHOULD BE DIAGNOSED AND CORRECTED BEFORE INSTALLING THESE AMPLIFIERS. OLD BATTERIES MAY BE GOOD ENOUGH TO START YOUR ENGINE AND GET YOU DOWN THE ROAD, BUT MIGHT NOT BE UP TO THE TASK OF POWERING A HIGH-OUTPUT AUDIO SYSTEM. RUNNING THESE AMPLIFIERS IN A LOW-VOLTAGE SITUATION CAN CAUSE PREMATURE DISTORTION, FUSE BLOWOUT, AND SYSTEM SHUTDOWN.

ENSURE PROPER POWER AND GROUND CONNECTIONS

NEVER CONNECT OR DISCONNECT THE CONTROL CABLES WITH THE AMPLFIER(S) POWERED ON!
ALWAYS DISCONNECT YOUR BATTERY BEFORE WORKING WITH YOUR ELECTRICAL SYSTEM, AND KEEP IT DISCONNECTED UNTIL YOU ARE READY TO TEST. COVER ALL EXPOSED WIRES TO AVOID SHORTS. MAKE YOUR POWER AND GROUND CONNECTIONS EXACTLY AS THE INSTRUCTIONS SPECIFY.

USE COMMON SENSE WHILE RIDING AND PLAY IT SAFE

RIDING A MOTORCYCLE INVOLVES A CERTAIN AMOUNT OF RISK. RIDING WITH YOUR TUNES CRANKED UP ADDS EVEN MORE TO THAT RISK. BE AWARE OF YOUR SURROUNDINGS AT ALL TIMES, AND TURN DOWN THE VOLUME WHEN NAVIGATING. WHAT LITTLE YOU COULD HEAR BEFORE INSTALLING THIS SYSTEM WILL BE COMPLETELY DIMINISHED WITH YOUR HAWG WIRED PROPER. ALWAYS ASSUME THE OTHER MOTORIST DOESN'T SEE YOU, AND FOR JUSTIN'S SAKE, CHECK YOUR TIRE PRESSURE!

TIPS AND TRICKS

TYPICAL TOOLS NEEDED
T-40 TORX® WRENCH
T-27 TORX® WRENCH
T-25 TORX® WRENCH
1/2" HAND WRENCH
7/16" HAND WRENCH
3/16" ALLEN HEX WRENCH
P2 PHILLIPS SCREW DRIVER
TERMINAL CRIMPING TOOL
WIRE STRIPPERS
WIRE CUTTERS

LOSE THE SPARK

DISCONNECT THE NEGATIVE BATTERY TERMINAL BEFORE DOING ANY ELECTRICAL WORK ON YOUR MOTORCYCLE. ALWAYS DISCONNECT THE NEGATIVE (–) BATTERY POST FIRST, FOLLOWED BY THE POSITIVE (+), AND WHEN IT'S TIME TO GO BACK TOGETHER, CONNECT THE POSITIVE (+) POST FIRST, FOLLOWED BY THE NEGATIVE (–). THIS CAN MINIMIZE THE CHANCE OF SPARKS AND VOLTAGE SPIKES, AND IS A GOOD GENERAL PRACTICE WHEN DEALING WITH ANY DC ELECTRICAL SYSTEM (CAR, BOAT, MOTORCYCLE, ETC.).

BE WELL GROUNDED

BAD GROUNDS UNDER THE FAIRING HAVE PROVEN TO BE THE NUMBER ONE CAUSE OF PROBLEM INSTALLS. THE BEST PLACE FOR CONNECTING TO CHASSIS GROUND IS **ALWAYS** DIRECTLY TO THE FRAME ON A CLEAN SURFACE FREE OF PAINT, RUST, OR OTHER CONTAMINANTS.

- ALWAYS USE THE SHORTEST LENGTH OF GROUND WIRE POSSIBLE BETWEEN CHASSIS GROUND AND THE AMPLIFIER. NEVER USE A GROUND WIRE LONGER THAN THE ONE WE PROVIDE.
- BATWING FAIRINGS, AMONG OTHERS, ARE NOT DIRECTLY MOUNTED TO THE BIKE FRAME, SO YOU MUST RUN THE GROUND WIRE BACK THROUGH THE FAIRING TO THE FRAME.
- THE GROUND WIRE **AND** POWER WIRE ARE EQUALLY IMPORTANT; IF EITHER ONE OF THEM IS COMPROMISED, THE AMPLIFIER'S PERFORMANCE WILL DEGRADE OR CEASE TO FUNCTION.

USE PROTECTION EVERY TIME

ALWAYS INSTALL A MASTER FUSE WITHIN 12" OF THE BATTERY FOR ANY ADDITIONAL EQUIPMENT ADDED TO YOUR MOTORCYCLE'S ELECTRICAL SYSTEM. THE MINI-FUSE INSTALLED ON THE MAIN AMPLIFIER ONLY PROTECTS THE INTERNAL CIRCUITRY, NOT THE WIRING. IN THE EVENT OF A SHORT, FAILURE TO INSTALL A FUSE NEAR THE BATTERY CAN CAUSE DAMAGE TO YOUR ELECTRICAL SYSTEM, OR WORSE YET, THE POSSIBILITY OF FIRE. AND SINCE THE POWER WIRE FOR THE AMPLIFIER RUNS DIRECTLY BENEATH YOUR GAS TANK, DON'T EVEN THINK ABOUT CUTTING THESE CORNERS.

CHECK YOUR POLARITY

THE WAY SPEAKER WIRES ARE MARKED FOR POLARITY (+/–) VARIES FROM BRAND TO BRAND. RED AND BLACK COLORED WIRES ARE TYPICALLY POSITIVE (+) AND NEGATIVE (–) RESPECTIVELY, BUT WHEN IT COMES TO WIRE PAIRS WITH ONE STRIPE, THINGS GET MESSY. SOME MANUFACTURES USE THE STRIPE AS POSITIVE (+), WHILE OTHERS USE THE STRIPE AS NEGATIVE (–). BE SURE TO CHECK THE DOCUMENTATION OF EACH COMPONENT YOU'RE DEALING WITH BEFORE MAKING CONNECTIONS.

THINK BEFORE YOU CUT

ALWAYS ROUTE WIRES AND CABLES SAFELY, AVOIDING SHARP EDGES AND BURRS ALONG THE WAY. USE WIRE LOOM WHEN POSSIBLE. CHECK FOR PROPER LENGTH TO BOTH TERMINATION POINTS, KNOWING WHERE EACH COMPONENT MOUNTS, BEFORE YOU CUT ANYTHING.

PROTECT THAT PAINT

IF YOU'RE LUCKY ENOUGH TO HAVE FENDER AND TANK COVERS, USE THEM EVERY TIME. IF YOU DON'T, TOWELS, RAGS, EVEN AN OLD BLANKET WILL DO IN A PINCH. YOU ONLY HAVE TO DROP A TOOL AND CHIP YOUR PAINT ONCE TO REGRET IT FOREVER.

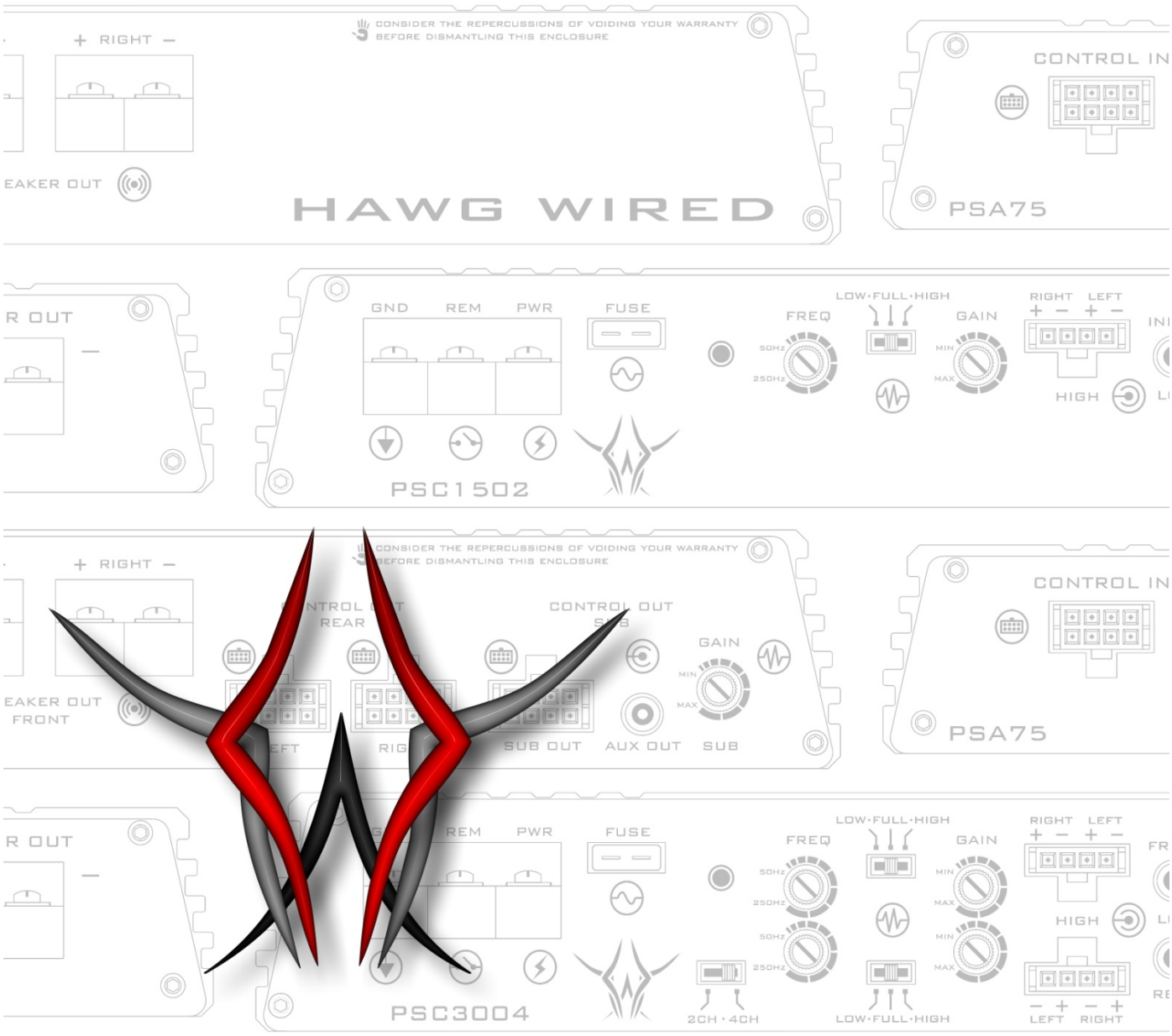
READY TO GET SERIOUS ABOUT YOUR BIKE'S SOUND SYSTEM? SO ARE WE

REV.4A PRINTED IN THE U.S.A.

DESIGNED AND BUILT IN THE U.S.A.

HAWG WIRED

PSC1502
AMPLIFIER SYSTEMS



INSTALLATION GUIDE

INTRODUCTION

CONGRATULATIONS! YOU'VE JUST PURCHASED WHAT WE CONSIDER TO BE THE FINEST MOTORCYCLE AUDIO EQUIPMENT AVAILABLE. WE TAKE PRIDE IN THE FACT THAT YOU'VE CHOSEN HAWG WIRED PRODUCTS, AND WELCOME YOU TO OUR FAMILY OF AUDIOPHILE ENTHUSIASTS. OUR GOAL HERE IS SIMPLE – TO BRING HIGH PERFORMANCE AUDIO FIDELITY TO YOU, THE RIDER, WITHOUT COMPROMISING YOUR BIKE'S ELECTRICAL SYSTEM OR STORAGE SPACE. SOME SIDE EFFECTS MAY OCCUR HOWEVER, INCLUDING BUT NOT LIMITED TO; PUZZLED LOOKS FROM OTHER MOTORISTS, OCCASIONAL SHOUTS FROM YOUR NEIGHBORS, AND THE ENVY OF YOUR FRIENDS. AFTER YEARS OF DESIGN AND ENGINEERING, CUSTOM CRAFTSMANSHIP, AND A CRAVE FOR CLEAN, CLEAR, LOUD MUSIC, WE BELIEVE WE'VE NAILED THIS STUFF DOWN RIGHT.

THANK YOU FOR YOUR SUPPORT
THE HAWG WIRED TEAM

SERIAL NUMBER

PLEASE RECORD THE MODEL AND SERIAL NUMBER[S] OF YOUR EQUIPMENT IN THE SPACE PROVIDED BELOW AS YOUR PERMANENT RECORD. THESE NUMBERS CAN BE FOUND ON THE FRONT AND/OR BOTTOM OF EACH COMPONENT. THIS WILL ASSIST US WITH YOUR FACTORY WARRANTY COVERAGE, AND MAY BE USEFUL TO YOU IN THE UNFORTUNATE EVENT THAT IT'S STOLEN.

MODEL NUMBER[S]:	SERIAL NUMBER[S]:

KIT CONTENTS

KIT ITEMS INCLUDED (BY QUANTITY):	PSC1502
PSC1502 2 CHANNEL MAIN AMPLIFIER	1
6' 10 AWG POWER WIRE W/BLACK SLEEVE	1
24" 10 AWG GROUND WIRE	1
36" REMOTE TURN-ON WIRE	1
24" HIGH LEVEL INPUT CABLE	1
LOW LEVEL (RCA TO PHONO) INPUT CABLE	1
LARGE VELCRO PAD	1
25 AMP ATC FUSE	1
18 AWG BARREL CRIMP	8
8" BLACK ZIP TIE	6
DIELECTRIC GREASE PACKET	1
ALCOHOL CLEANING PAD	2

BEFORE YOU BEGIN

THIS SECTION IS INTENDED TO BRING YOU UP TO SPEED WITH OUR DOCUMENTATION CONVENTIONS. WE RECOMMEND READING THIS MANUAL THOROUGHLY BEFORE BEGINNING YOUR INSTALLATION TO ACHIEVE A TROUBLE FREE, LONG LASTING OUTCOME.

TERMINOLOGY USED IN THIS MANUAL:

SOURCE UNIT	REFERS TO THE DEVICE THAT SUPPLIES THE AMPLIFIER WITH AUDIO INPUT, TYPICALLY YOUR RADIO, HEAD UNIT, MEDIA DEVICE, ETC.
MAIN AMPLIFIER	PSC1502, MASTER 2 CHANNEL AMPLIFIER THAT FUNCTIONS STANDALONE. THE BIG RED BOX IN THE KIT.
REMOTE TURN-ON WIRE	USED TO SWITCH THE AMPLIFIER SYSTEM ON/OFF, USUALLY CONTROLLED BY YOUR IGNITION SYSTEM (CIGARETTE LIGHTER METHOD), OR BY THE REMOTE LEAD OF AN AFTERMARKET SOURCE UNIT.
LOW LEVEL INPUT CABLE	USED WHEN RCA CONNECTORS ARE THE SOURCE OF INPUT TO THE AMPLIFIER, TYPICALLY USED WITH AFTERMARKET SOURCE UNITS (PREFERRED METHOD).
HIGH LEVEL INPUT CABLE	USED WHEN SPEAKER WIRES ARE THE ONLY SOURCE OF INPUT TO THE AMPLIFIER, TYPICALLY USED WITH A FACTORY SOURCE UNIT.
BATWING FAIRING	HARLEY-DAVIDSON® TERM FOR THE FAIRINGS ON ELECTRA GLIDE (FLHT) MODELS, FORK MOUNTED, SINGLE HEADLIGHT STYLE.
SHARKNOSE FAIRING	HARLEY-DAVIDSON® TERM FOR THE FAIRINGS ON ROAD GLIDE (FLTR) MODELS, FRAME MOUNTED (FIXED), DUAL HEADLIGHT STYLE.
MANUFACTURER INSTRUCTIONS	REFERS TO ANY DOCUMENTATION PROVIDED BY A MANUFACTURER OTHER THAN HAWG WIRED (IE. HARLEY-DAVIDSON® SHOP REPAIR MANUAL, AFTERMARKET SOURCE UNIT OR SPEAKER MANUAL, ETC.).

QUICK CONNECT SYMBOLS:

KEEP AN EYE OUT FOR THE "QUICK CONNECT" SYMBOLS THROUGHOUT THIS MANUAL; THEY PROVIDE A VISUAL LINK BETWEEN INSTRUCTIONS, DIAGRAMS, AND THE SYSTEM COMPONENTS.

POWER		BATTERY POSITIVE (+12VDC)
GROUND		BATTERY NEGATIVE (–), CHASSIS GROUND
REMOTE		REMOTE TURN-ON LEAD ACTIVATED BY +12VDC
FUSE		ESSENTIAL PROTECTION FROM SHORTS
LINE-IN		SOURCE INPUT, LOW LEVEL OR HIGH LEVEL INPUT
SPEAKER		TERMINAL BLOCK CONNECTIONS FOR SPEAKER OUTPUT
CONFIGURE		AMPLIFIER CONFIGURATION FEATURES (GAIN, CROSSOVERS, ETC.)

NOTE: IF ANYTHING ABOUT THE INSTRUCTION OR INFORMATION PROVIDED IN THIS MANUAL IS UNCLEAR, QUESTIONABLE, OR YOU THINK WE'RE DEAD WRONG ABOUT SOMETHING, PLEASE CONTACT US.

INSTALLATION INSTRUCTIONS

INITIAL TEAR-DOWN

IF YOU HAVEN'T ALREADY, GET FAMILIAR WITH YOUR NEW SYSTEM BY BROWSING THE "USER GUIDE" SECTION OF THIS MANUAL. UNDERSTANDING YOUR EQUIPMENT FIRST CAN MAKE THE INSTALLATION INSTRUCTIONS EASIER TO FOLLOW.

1. WITH THE IGNITION SWITCH OFF, REMOVE THE SEAT.

   WARNING: KEEP THE IGNITION SWITCH OFF THROUGHOUT THE ENTIRE INSTALLATION PROCESS.
   TIP: REFER TO MANUFACTURER INSTRUCTIONS IF NECESSARY.

2. DISCONNECT THE NEGATIVE (–) SIDE OF THE BATTERY, FOLLOWED BY THE POSITIVE (+) SIDE.

   WARNING: BE SURE TO PREVENT THE LOOSE BATTERY CABLES FROM CONTACTING THE EXPOSED BATTERY TERMINALS ACCIDENTALLY DURING THE INSTALLATION PROCESS.

3. CAREFULLY REMOVE THE FRONT FAIRING COVER, NOTING SPECIFICALLY WHICH HOLE EACH SCREW COMES FROM AS LENGTHS AND SIZES MAY DIFFER.

   TIP: REFER TO MANUFACTURER INSTRUCTIONS IF NECESSARY, AND DON'T FORGET TO COVER YOUR FENDER.

WHILE YOU HAVE THIS THING APART, TAKE A MINUTE TO CHECK A FEW THINGS AT THE SAME TIME. BURNT OUT GAUGE BULBS, LOOSE HARNESS CONNECTORS CAUSING RATTLES, THAT SEAL THAT NEVER FAILS TO FALL OFF THE EDGE OF THE INNER FAIRING WITHOUT SOME TRIM ADHESIVE, INSTALLING THOSE NEW GAUGES YOU'VE BEEN WANTING TO GET...

4. DISCONNECT THE SPEAKER WIRES FROM THE FACTORY SPEAKERS IN THE FAIRING AND PUT ASIDE FOR **HIGH-LEVEL INPUT** USE LATER.

   TIP: CUTTING A FEW WIRE TIES AND PULLING BACK LOOM CAN MAKE YOUR HARNESS EASIER TO WORK WITH.

AT THIS POINT, TAKE A VISUAL INVENTORY OF YOUR INNER FAIRING. SECURE ANY LOOSE WIRES OR LOOMS AWAY FROM MOUNTING LOCATIONS WITH ZIP TIES. WITH THE MAIN AMPLIFIER TEMPORARILY IN PLACE, PERFORM A TEST FIT OF THE FRONT FAIRING COVER TO ENSURE THAT NO CONTACT OCCURS BEFORE PROCEEDING.

INSTALLATION INSTRUCTIONS [CONTINUED]

COMPONENT MOUNTING

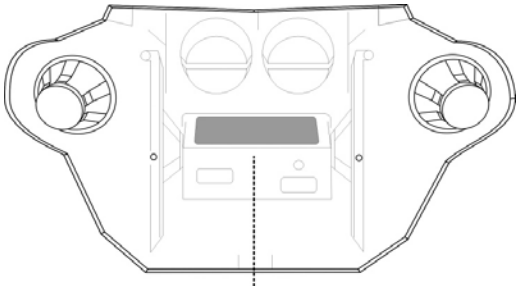
USING VELCRO® AS A MOUNTING METHOD HAS THE FOLLOWING ADVANTAGES; IT HOLDS WELL UNDER EXTREME VIBRATION CONDITIONS, PROVIDES A MEASURE OF SHOCK ABSORPTION, AND ALLOWS FOR SIMPLE INSTALLATION, REMOVAL, AND ADJUSTMENT. HOWEVER, ONCE YOU STICK THOSE TWO SIDES TOGETHER WITH SOME PRESSURE, YOU'D DO WELL TO USE A PUTTY KNIFE SEPARATING THE TWO AGAIN. USING A PIECE OF PAPER OR THIN CARDBOARD BETWEEN THE 2 PIECES OF VELCRO WHEN TEST FITTING CAN MAKE THINGS A LOT EASIER.

NOTE: BE SURE TO CLEAN ALL ADHESIVE MATING SURFACES WITH THE INCLUDED ALCOHOL PADS BEFORE ATTACHING THE ADHESIVE VELCRO® PATCHES. ONCE THE ADHESIVE SIDE IS APPLIED TO A CLEAN SURFACE, WORK OUT THE AIR POCKETS WITH YOUR FINGER TIPS FOR MAXIMUM HOLDING STRENGTH AND LONGEVITY.

5. DETERMINE THE MOUNTING LOCATION FOR THE AMPLIFIER BASED ON YOUR FAIRING:

5.1. <u>BATWING FAIRINGS</u>

MOUNT THE **AMPLIFIER** ON TOP OF THE SOURCE UNIT USING ONE OF THESE METHODS:



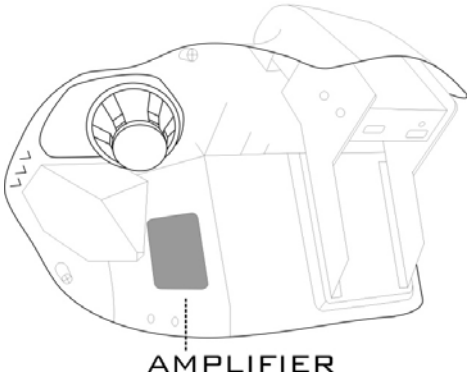
2005 AND OLDER - USE THE LARGE VELCRO® PATCH PROVIDED.

2006 AND NEWER - CUT THE LARGE VELCRO® PATCH IN HALF AND CHOOSE THE APPROPRIATE METHOD BELOW:

WITH BOTH FACTORY XM AND CB MODULES INSTALLED ABOVE THE SOURCE UNIT, USE THE TWO PATCH HALVES, ONE ON EACH MODULE.

WITH NO FACTORY MODULES INSTALLED ABOVE THE SOURCE UNIT, USE THE TWO PATCH HALVES, ONE ON EACH SIDE OF THE RIB RUNNING DOWN THE MIDDLE OF THE SOURCE UNIT.

WITH ONLY ONE FACTORY MODULE INSTALLED ABOVE THE SOURCE UNIT, INSTALL THE **HKA150** ADAPTER BRACKET (SOLD SEPARATELY) IN THE BLANK MODULE SLOT, AND THEN USE THE TWO PATCH HALVES, ONE ON EACH MODULE.



5.2. <u>SHARKNOSE FAIRINGS</u>

MOUNT THE **AMPLIFIER** ON THE FLAT SPACE BEHIND THE GLOVE BOX USING THE LARGE VELCRO® PATCH PROVIDED.

5.3. <u>CUSTOM INSTALLS</u> - MOUNTING LOCATIONS CAN VARY, AND MUST BE TEST FIT ON A ONE-BY-ONE BASIS. CHECK FOR PROPER CLEARANCES BEFORE CONTINUING WITH THE INSTALLATION. THE WIRING KIT MAY NOT INCLUDE LONG ENOUGH WIRING NEEDED TO COMPLETE SOME CUSTOM INSTALLATIONS.

FOR ALL "TOP OF THE SOURCE UNIT" INSTALLATIONS, ENSURE THAT THE MAIN AMPLIFIER IS POSITIONED AS FAR BACK TOWARDS THE INNER FAIRING AS POSSIBLE, LEAVING JUST ENOUGH ROOM FOR THE SPEAKER WIRING AS NEEDED.

INSTALLATION INSTRUCTIONS [CONTINUED]

WIRING THE MAIN AMPLIFIER

SOME BIKES MAY REQUIRE THAT THE GAS TANK BE LOOSENED OR REMOVED TO PROPERLY ROUTE THE POWER WIRE. PLEASE TAKE EVERY POSSIBLE PRECAUTION NECESSARY WHEN DEALING WITH YOUR GAS TANK! DEFINITELY REFER TO MANUFACTURER INSTRUCTIONS IF NECESSARY.

6. ROUTE AND CONNECT THE POWER WIRE (**WITHOUT THE IN-LINE FUSE INSTALLED**) FROM THE POSITIVE (+) BATTERY TERMINAL (**FIG. 6.A**), UNDER THE RIGHT (THROTTLE) SIDE OF THE GAS TANK, THROUGH THE FAIRING, AND TO THE MAIN AMPLIFIER TERMINAL LABELED **PWR**. THE BLACK SLEEVE SHOULD END UP COVERING THE EXPOSED POWER WIRE BETWEEN THE GAS TANK AND THE FAIRING.

   WARNING: DO NOT INSTALL THE IN-LINE FUSE UNTIL INSTRUCTED TO DO SO.

   NOTE: ON 2006 AND NEWER, WE RECOMMEND UTILIZING THE FACTORY WIRING HARNESS CHANNEL UNDER THE TANK WITH A SUITABLE WIRE FEEDING TOOL OR DEVICE. USE OF A COAT HANGER IS AT YOUR OWN RISK.

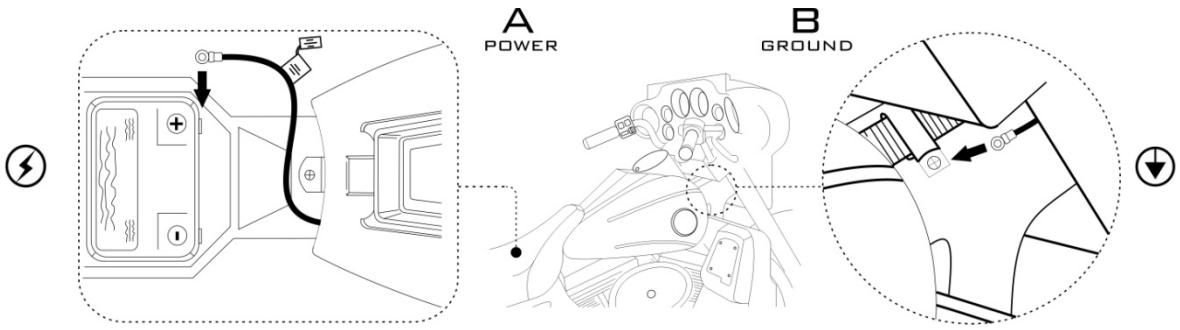


FIGURE 6 – POWER AND GROUND ROUTING AND CONNECTIONS

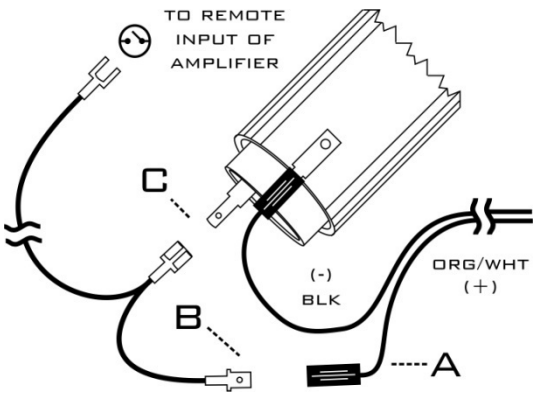
7. ROUTE AND CONNECT THE GROUND WIRE FROM CHASSIS GROUND (**FIG. 8.B**), TO THE AMPLIFIER TERMINAL LABELED **GND**. TYPICALLY AN EXISTING SCREW OR NUT ON THE BIKE FRAME SHOULD BE USED, PREFERABLY WHERE A FACTORY GROUND STRAP ALREADY EXISTS.

   TIP: THE MAJORITY OF PROBLEM INSTALLS ARE THE RESULT OF A POOR GROUND. REFER TO "BE WELL GROUNDED" IN THE INSTALLATION CONSIDERATIONS SECTION FOR MORE INFORMATION.

8. ROUTE AND CONNECT THE REMOTE TURN-ON WIRE FROM THE AMPLIFIER TERMINAL LABELED **REM** TO ONE OF THE FOLLOWING LOCATIONS:

   8.1. FACTORY SOURCE UNITS – TO UTILIZE THE **CIGARETTE LIGHTER METHOD**, DISCONNECT THE POWER TERMINAL FROM THE BACK OF THE LIGHTER (**FIG. 8.A**) AND CONNECT IT TO THE MALE TERMINAL OF THE REMOTE TURN-ON WIRE (**FIG. 8.B**). THEN CONNECT THE FEMALE TERMINAL TO THE LIGHTER TERMINAL (**FIG. 8.C**). THIS WILL TURN THE AMPLIFIER ON/OFF WITH THE IGNITION SWITCH.

FIGURE 8 – CIGARETTE LIGHTER METHOD



   8.2. AFTERMARKET SOURCE UNITS - REFER TO YOUR SOURCE UNIT INSTRUCTIONS TO DETERMINE IT'S REMOTE TURN-ON LEAD. THIS WILL TURN THE AMPLIFIER ON/OFF WITH THE SOURCE UNIT POWER SWITCH.

INSTALLATION INSTRUCTIONS [CONTINUED]

WIRING THE MAIN AMPLIFIER (CONTINUED)

9. DETERMINE AND CONNECT YOUR SOURCE UNIT OUTPUT TO THE AMPLIFIER INPUT CABLE(S) USING ONE OF THE FOLLOWING **HIGH OR LOW LEVEL INPUT** METHODS:

   9.1. FACTORY SOURCE UNITS - **HIGH LEVEL INPUT** (NO RCA CONNECTORS AVAILABLE) CONNECT THE **FRONT** SPEAKER OUTPUT WIRES FROM THE SOURCE UNIT TO THE HIGH LEVEL INPUT CABLE (USE ATTACHED TERMINALS TO CONNECT INPUT WIRES TO THE SPEAKER WIRE TERMINALS IF POSSIBLE).

   NOTE: FOR CUSTOM WIRING CONNECTIONS, WE RECOMMEND CRIMP, SOLDER, AND HEAT SHRINK.

HIGH LEVEL INPUT CABLE(S)		CONNECT TOGETHER	H-D® SOURCE UNIT MODELS		
2 CHANNEL – USE FRONT ONLY 4 CHANNEL – USE BOTH			1998-2005 8 OHM	1998-20XX CVO[1]	2006-20XX 2 OHM
FRONT LEFT +	WHT	▬▶⊙◀▬	WHT/ORG (PIN 16)	WHT/ORG (PIN 16)	WHT/ORG (PIN 16)
FRONT LEFT –	BLK (WHT TWIST)	▬▶⊙◀▬	L.GRN/WHT (PIN 17)	L.GRN/WHT (PIN 17)	L.GRN/WHT (PIN 17)
FRONT RIGHT +	RED	▬▶⊙◀▬	GRY/RED (PIN 18)	GRY/RED (PIN 18)	GRY/RED (PIN 18)
FRONT RIGHT –	BLK (RED TWIST)	▬▶⊙◀▬	L.GRN/BLK (PIN 1)	L.GRN/BLK (PIN 1)	L.GRN/BLK (PIN 1)
PIN NUMBERS APPLY TO H-D MAIN HARNESS CONNECTOR					

NOTE[1]: CVO BIKES MAY BE EQUIPPED WITH A HIGH-OUTPUT SOURCE UNIT; **DO NOT USE THE FOLLOWING WIRE COLORS: WHT/PNK, PNK, WHT/GRY, GRY.** THESE OUTPUTS CAN DAMAGE THE AMPLIFIER INPUTS.

   9.2. AFTERMARKET SOURCE UNITS - **LOW LEVEL INPUT** (RCA CONNECTORS AVAILABLE) CONNECT THE **FRONT** RCA OUTPUT CONNECTORS FROM THE SOURCE UNIT TO THE LOW LEVEL INPUT CABLE AND INPUT JACK ON THE FRONT OF THE AMPLIFIER.

NOTE: VERY LITTLE DIELECTRIC GREASE IS NEEDED TO KEEP YOUR CONNECTIONS CORROSION FREE. VERY LITTLE MOISTURE IS NEEDED TO CORRODE CONTACTS NOT COVERED WITH DIELECTRIC GREASE.

10. PLUG THE CHOSEN INPUT CABLE INTO THE CORRESPONDING CONNECTOR OF THE MAIN AMPLIFIER LABELED **HIGH** OR **LOW** ACCORDINGLY.

WIRING THE SPEAKERS

11. REMOVE STOCK SPEAKERS FROM THE BIKE AND INSTALL 4 OHM SPEAKERS OF YOUR CHOICE.
    NOTE: IF YOU ARE INSTALLING HAWG WIRED SPEAKERS, REFER TO THE INSTALLATION INSTRUCTIONS THAT CAME WITH THEM. IF INSTALLING ANOTHER BRAND OF SPEAKERS, REFER TO THOSE SPECIFIC MANUFACTURER INSTRUCTIONS IF NECESSARY.

12. ROUTE AND CONNECT THE SPEAKER WIRES FROM EACH SPEAKER OF YOUR SYSTEM TO THE CORRESPONDING SPEAKER OUTPUT TERMINAL BLOCK ON THE AMPLIFIER (RIGHT/LEFT).

    NOTE: KEEP THE POLARITIES (+/–) OF EACH WIRE PAIR CORRECT BETWEEN THE AMPLIFIER(S) AND SPEAKERS. IF YOU ARE INSTALLING HAWG WIRED SPEAKERS, REFER TO THE INSTALLATION INSTRUCTIONS THAT CAME WITH THEM. IF INSTALLING ANOTHER BRAND OF SPEAKERS, REFER TO THOSE SPECIFIC MANUFACTURER INSTRUCTIONS IF NECESSARY.

INSTALLATION INSTRUCTIONS [CONTINUED]

TESTING AND TUNING THE SYSTEM

13. RE-CONNECT THE POSITIVE (+) SIDE OF THE BATTERY, FOLLOWED BY THE NEGATIVE (-) SIDE.
    WARNING: DO NOT INSTALL THE IN-LINE FUSE UNTIL AFTER THIS STEP.

THIS IS A GOOD TIME TO RE-CHECK YOUR CONNECTIONS **BEFORE INSTALLING THE FUSE**. MAKE SURE THAT ALL CONTROL CABLES ARE COMPLETELY SEATED AND LATCHED IN THEIR RESPECTIVE CONNECTORS, AND THAT POWER AND GROUND ARE PROPERLY CONNECTED TO THE MAIN AMPLIFIER.

14. INSTALL THE 25 AMP ATC FUSE INTO THE IN-LINE FUSE HOLDER ON THE POWER WIRE.
    NOTE: IF THE FUSE DOESN'T BLOW WHEN YOU PLUG IT IN, YOU'VE PASSED THE INITIAL SMOKE TEST.

15. PERFORM A BASIC SYSTEM TEST. TURN THE KEY TO THE ACCESSORY POSITION AND VERIFY THAT THE AMPLIFIER(S) POWER UP (LED ON EACH COMPONENT SHOULD LIGHT) AND THAT THE SPEAKERS FUNCTION PROPERLY. IF NOT, PROCEED DIRECTLY TO "**TROUBLESHOOTING**" IN THE **USER GUIDE** SECTION.

16. CONFIGURE, TEST, AND TUNE YOUR SYSTEM BY FOLLOWING THE "**TEST AND TUNE**" INSTRUCTIONS GIVEN IN THE "**USER GUIDE**" SECTION OF THIS MANUAL. WHEN YOU'VE COMPLETED THESES INSTRUCTIONS AND ARE READY TO ROCK AND ROLL, RETURN HERE TO COMPLETE THE INSTALLATION.

NOW IT'S TIME TO START ROTATING KNOBS AND FLIPPING SWITCHES TO GET THE MOST OUT OF YOUR NEW SYSTEM. IF YOU RUN INTO ANY SNAGS ALONG THE WAY, LET US KNOW SO WE CAN HELP GET YOU UP AND RUNNING.

WRAPPING IT UP

17. WITH THE IGNITION OFF, CAREFULLY INSTALL THE FAIRING COVER, ENSURING THAT EACH ATTACHING SCREW GOES BACK INTO THE HOLE IT CAME OUT OF. ONCE YOU HAVE EVERYTHING LINED UP AND ALL SCREWS LOOSELY INSTALLED, TIGHTEN EACH SCREW IN AN EVEN PATTERN TO AVOID BINDING.
    WARNING: AVOID OVER-TIGHTENING; PLASTIC THREADS HAVE A TENDENCY TO PULL OUT EASILY. REFER TO MANUFACTURER INSTRUCTIONS IF NECESSARY.

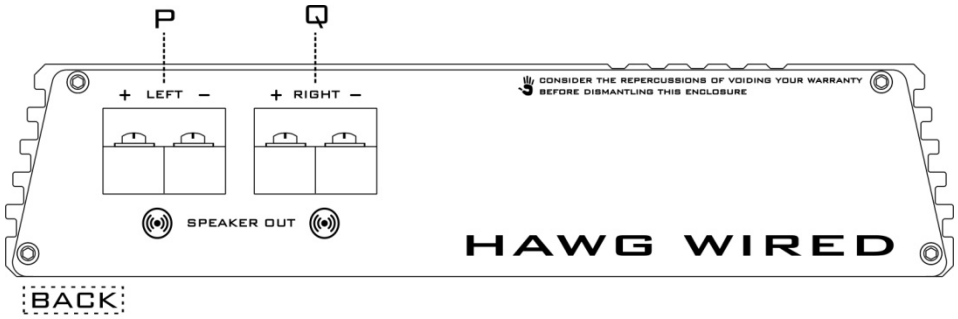
18. INSTALL THE SEAT, TAKING CARE NOT TO DAMAGE OR PINCH YOUR FACTORY WIRING HARNESS OR NEW AMPLIFIER POWER WIRE.
    TIP: BE SURE THAT BOTH BATTERY TERMINALS ARE CONNECTED AND TIGHT, AND THAT ANY GAS TANK BOLTS LOOSENED EARLIER ARE NOW TIGHT. REFER TO MANUFACTURER INSTRUCTIONS IF NECESSARY.

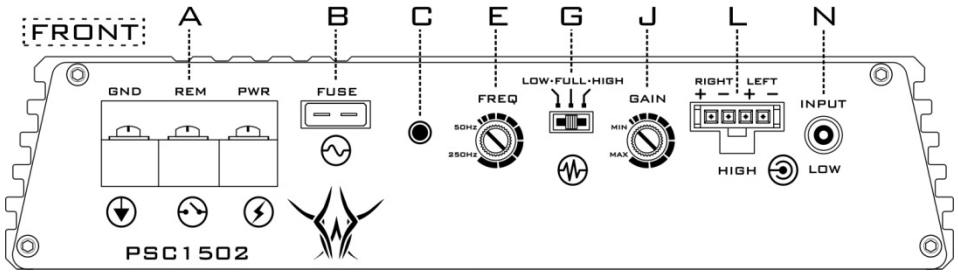
19. PERFORM A FINAL SYSTEM TEST. TURN THE KEY TO THE ACCESSORY POSITION AND VERIFY THAT ALL COMPONENTS STILL FUNCTION PROPERLY.

20. PERFORM A TEST RIDE AND AGAIN VERIFY THAT THE SYSTEM IS OK, AND THAT YOUR FRIENDS ARE SUFFICIENTLY JEALOUS.
    TIP: JUSTIN WOULD LIKE TO REMIND YOU TO CHECK YOUR TIRE PRESSURE, AND FROM THE ENTIRE HAWG WIRED TEAM, THANKS FOR MAKING THIS POSSIBLE, KEEP THE RUBBER SIDE DOWN, AND CRANK IT!

USER GUIDE

CONNECTORS AND CONTROLS





PLANNING YOUR SYSTEM CONFIGURATION IS THE FIRST STEP TOWARDS HI-FI HAPPINESS, AND IT'S TIME YOU GET FAMILIAR WITH ALL THE BELLS AND WHISTLES ON YOUR NEW AMPLIFIER(S). THE TABLE BELOW LISTS THE CONTROLS AND CONNECTORS OF THE PSC1502 AMPLIFIER.

A	MAIN POWER TERMINALS	G	CROSSOVER MODE SWITCH	N	LOW LEVEL INPUT
B	AMPLIFIER PROTECTION FUSE	J	INPUT GAIN ADJUST	P	LEFT SPEAKER OUT
C	POWER INDICATOR	L	HIGH LEVEL INPUT	Q	RIGHT SPEAKER OUT
E	CROSSOVER FILTER ADJUST				

CONNECTORS DEFINED

HIGH LEVEL INPUT CONNECTOR:

THIS CONNECTOR ALLOWS THE AMPLIFIER TO USE SPEAKER OUTPUTS FROM A SOURCE UNIT AS INPUTS TO THE AMPLIFIER. THIS IS THE ONLY WAY TO CONNECT A FACTORY HARLEY-DAVIDSON® SOURCE UNIT TO THIS SYSTEM.

WIRE COLORS FOR THE HIGH LEVEL INPUT CABLE(S):

	LEFT (+)	LEFT (−)	RIGHT (+)	RIGHT (−)
HIGH LEVEL CABLE	WHITE	BLACK/ TWISTED WITH WHITE	RED	BLACK/ TWISTED WITH RED

LOW LEVEL INPUT CONNECTOR:

THIS CONNECTOR ALLOWS THE AMPLIFIER TO USE INDUSTRY STANDARD RCA OUTPUTS FROM AN AFTERMARKET SOURCE UNIT AS INPUTS TO THE AMPLIFIER. THIS IS THE PREFERRED METHOD WHEN RCA OUTPUTS ARE AVAILABLE, AND WILL PRODUCE THE CLEANEST SOURCE SIGNAL TO THE AMPLIFIER.

NOTE: WE USE INDUSTRY STANDARD 3.5MM HEADPHONE STYLE JACKS ON THE AMPLIFIER DUE TO THE SPACE CONSTRAINTS (2 3.5MM PHONO-JACKS ARE A LOT SMALLER THAN 4 RCA JACKS). ALTHOUGH WE HIGHLY RECOMMEND USING THE LOW LEVEL INPUT CABLES WE SUPPLY WITH THE KIT, TECHNICALLY YOU SHOULD BE ABLE TO UTILIZE ANY STANDARD RCA TO PHONO ADAPTER CABLE FOUND AT YOUR LOCAL ELECTRONIC STORE TO MAKE THESE CONNECTIONS. IT'S OUR GOAL TO KEEP THINGS SIMPLE AND STANDARD IF AT ALL POSSIBLE.

USER GUIDE [CONTINUED]

CONTROLS DEFINED

INPUT GAIN ADJUSTMENT:

A COMMON MISCONCEPTION ABOUT GAIN ADJUSTMENT ON AMPLIFIERS IS THAT "MORE GAIN = MORE VOLUME". ACTUALLY, IT'S NOT THE VOLUME THAT'S BEING INCREASED, BUT RATHER THE AMPLIFIER'S SENSITIVITY TO THE SOURCE INPUT. BY INCREASING THE GAIN LEVEL, YOU'RE INCREASING HOW SENSITIVE THE AMPLIFIER IS TO THE SIGNAL IT RECEIVES FROM THE SOURCE UNIT. THIS IS WHY IT'S IMPORTANT TO SET THE GAIN PROPERLY, RATHER THAN SIMPLY TURNING THE KNOB UNTIL IT'S REALLY LOUD.

GAIN ALLOWS THE FOLLOWING NOMINAL OPERATING LEVEL ADJUSTMENTS:
LOW LEVEL INPUT (RCA LINE-IN) - 250MV TO 2.5V
HIGH LEVEL INPUT (SPEAKER-IN) - 500MV TO 5V

THESE VOLTAGE LEVELS CAN ACCOMMODATE VIRTUALLY ANY HARLEY-DAVIDSON® OR OTHER BRAND OF CAR, MARINE, OR MOTORCYCLE SOURCE UNITS, AS WELL AS JUST ABOUT ANYTHING THAT HAS RCA OR LINE-OUT STYLE OUTPUTS.

WARNING: SETTING THE GAIN TOO HIGH IN AN ATTEMPT TO GET "MORE VOLUME" CAN NOT ONLY CAUSE PREMATURE DISTORTION, BUT CAN ALSO DAMAGE YOUR SPEAKERS. **IF YOUR SYSTEM CONFIGURATION RESULTS IN YOUR GAIN CONTROL BEING SET OUTSIDE THE TYPICAL RANGE AS INDICATED ABOVE, CALL US TO RESOLVE THE PROBLEM.**

CROSSOVER MODE SWITCH:

THIS SWITCH SELECTS WHICH RANGE OF FREQUENCIES THAT THE BUILT-IN CROSSOVER WILL FILTER. EACH MODE IS EQUIPPED WITH 12DB PER OCTAVE ELECTRONIC FILTERS FOR PRECISE FREQUENCY ATTENUATION WITH MINIMAL PHASE DISTORTION. THE OPTIONS ARE AS FOLLOWS:

LOW – LOW-PASS – USED WHEN SPEAKER OUTPUTS WILL DRIVE SUBWOOFERS, OR LOW RANGE SPEAKERS ONLY.

HIGH – HIGH-PASS (DEFAULT) – USED WHEN SPEAKER OUTPUTS WILL DRIVE MIDDLE TO HIGH RANGE SPEAKERS ONLY **(RECOMMENDED SETTING FOR ALL 5.25" SPEAKERS)**.

FULL – FULL-RANGE – USED WHEN SPEAKER OUTPUTS WILL DRIVE FULL RANGE SPEAKERS ONLY. THIS BY-PASSES AND DISABLES THE CROSSOVER CIRCUIT.
NOTE: CHANGING THE CROSSOVER FILTER CONTROL WILL PRODUCE NO EFFECT IN THIS MODE.

USER GUIDE [CONTINUED]

CONTROLS DEFINED (CONTINUED)

CROSSOVER FILTER ADJUSTMENT:

THE PURPOSE OF A CROSSOVER CIRCUIT IS TO FILTER OUT A SPECIFIC RANGE OF FREQUENCIES FROM A SPEAKER'S INPUT TO MAXIMIZE ITS PERFORMANCE. FOR A TWEETER, THE GOAL IS TO FILTER OUT LOW (BASS) RANGE FREQUENCIES TO MAXIMIZE THE HIGH RANGE (TREBLE) RESPONSE. CONVERSELY, FOR A SUBWOOFER, THE GOAL IS TO FILTER OUT THE HIGH AND MID RANGE FREQUENCIES, LEAVING ONLY LOW FREQUENCIES TO PLAY THROUGH THE WOOFER.

THERE ARE TWO KINDS OF CROSSOVER IMPLEMENTATIONS, **ACTIVE** OR **PASSIVE**:

ACTIVE CROSSOVER – THIS FILTERS SELECTED FREQUENCIES **BEFORE** THE AUDIO SIGNAL IS AMPLIFIED, BETWEEN THE SOURCE UNIT AND AMPLIFIER. OUR BUILT-IN CROSSOVERS ARE AN EXAMPLE OF THIS TYPE OF CROSSOVER.

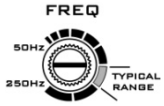
THE GOOD - BY REMOVING UNWANTED FREQUENCIES FROM THE SIGNAL **BEFORE** IT'S AMPLIFIED, YOUR OUTPUT BECOMES MORE EFFICIENT, ONLY WORKING TO AMPLIFY THE DESIRED RANGE OF FREQUENCIES.
THE BAD - BY REMOVING UNWANTED FREQUENCIES FROM THE SIGNAL **BEFORE** IT'S AMPLIFIED, YOU ARE DEDICATING THOSE FILTERED CHANNELS TO ONLY PROVIDE A CERTAIN FREQUENCY RANGE.

PASSIVE CROSSOVER – THIS FILTERS SELECTED FREQUENCIES **AFTER** THE AUDIO SIGNAL HAS BEEN AMPLIFIED, BETWEEN THE AMPLIFIER AND SPEAKER. SOME SPEAKERS ARE SOLD WITH PASSIVE CROSSOVERS INCLUDED, TYPICALLY A SMALL PLASTIC ENCLOSURE (LIKE OUR COMPONENT SERIES), OR CAPACITORS AND/OR COILS MOUNTED DIRECTLY TO THE SPEAKER (LIKE OUR UPGRADE AND PERFORMANCE SERIES).

THE GOOD - BY REMOVING UNWANTED FREQUENCIES FROM THE SIGNAL **AFTER** IT'S AMPLIFIED, YOUR AMPLIFIER'S OUTPUT IS STILL FULL RANGE, ALLOWING MORE FLEXIBLE USE, ABLE TO DRIVE TWEETERS, MID-RANGE, AND SUBWOOFERS ALIKE.
THE BAD - BY REMOVING UNWANTED FREQUENCIES FROM THE SIGNAL **AFTER** IT'S AMPLIFIED, YOU ARE FORCING THE FULL RANGE OF FREQUENCIES TO BE AMPLIFIED, REDUCING THE AMPLIFIER'S MAXIMUM POSSIBLE EFFICIENCY.

OUR BUILT-IN ACTIVE CROSSOVER(S) ARE FULLY ADJUSTABLE FROM 50HZ TO 250HZ, USING EITHER A **LOW-PASS MODE** (BASS ONLY) OR **HIGH-PASS MODE** (MIDRANGE AND HIGHS ONLY) TO EASILY MAXIMIZE YOUR SPEAKER'S POTENTIAL.

DEFAULT: WHEN USING ANY HAWG WIRED 5.25" SPEAKERS, THE RECOMMEND SETTINGS ARE HIGH PASS MODE WITH THE FREQUENCY FILTER SET AT OR ABOVE 150HZ.



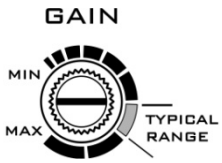
USER GUIDE [CONTINUED]

TEST AND TUNE

SETTING THE GAIN:

WITH THE SYSTEM FUNCTIONING PROPERLY, FOLLOW THESE STEPS TO SET THE GAIN CONTROL:

1. TURN THE GAIN CONTROL(S) ALL THE WAY DOWN (COUNTER-CLOCKWISE).
2. TURN THE KEY TO THE ACCESSORY POSITION, AND THEN TURN THE SOURCE UNIT ON.
3. SET ALL **TONE** (BASS, TREBLE) AND **EQUALIZATION** CONTROLS (BALANCE, FADE) ON THE SOURCE UNIT TO "FLAT" OR "0", AND TURN OFF "LOUD" OR "LOUDNESS". IF A SEPARATE EQUALIZER IS USED, DISABLE OR SET ALL OF IT'S CONTROLS TO "FLAT" OR "0".
4. WHILE PLAYING A STANDARD NON-MP3 CD[1], SET THE SOURCE UNIT'S VOLUME CONTROL TO 75% OF MAXIMUM LEVEL.
5. SLOWLY INCREASE TO GAIN CONTROL UNTIL YOU HEAR A SLIGHT DISTORTION OF THE AUDIO PLAYBACK. THIS SHOULD RESULT IN THE TYPICAL RANGE.

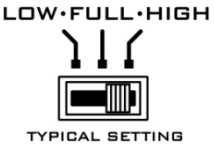


WARNING: SETTING THE GAIN TOO HIGH IN AN ATTEMPT TO GET "MORE VOLUME" CAN NOT ONLY CAUSE PREMATURE DISTORTION, BUT CAN ALSO DAMAGE YOUR SPEAKERS. **IF YOUR SYSTEM CONFIGURATION RESULTS IN YOUR GAIN CONTROL BEING SET OUTSIDE THE TYPICAL RANGE AS INDICATED ABOVE, CALL US TO RESOLVE THE PROBLEM.**

SETTING THE CROSSOVER:

WITH THE SYSTEM FUNCTIONING PROPERLY, FOLLOW THESE STEPS TO SET THE CROSSOVERS:

1. SELECT THE DESIRED MODE FOR EACH CROSSOVER MODE SWITCH; **LOW** FOR **LOW-PASS MODE** OR **HIGH** FOR **HIGH-PASS MODE (DEFAULT)**.
   NOTE: IF THE DESIRED MODE IS **FULL** FOR **FULL-RANGE**, CHANGING THE CROSSOVER FILTER CONTROL WILL PRODUCE NO EFFECT IN THIS MODE.



2. SET ALL TONE (BASS, TREBLE) AND EQUALIZATION CONTROLS (BALANCE, FADE) ON THE SOURCE UNIT TO "FLAT" OR "0", AND TURN OFF "LOUD" OR "LOUDNESS". IF A SEPARATE EQUALIZER IS USED, DISABLE OR SET ALL OF IT'S CONTROLS TO "FLAT" OR "0".
3. WHILE PLAYING A STANDARD NON-MP3 CD[1], SET THE CROSSOVER FILTER ADJUSTER TO THE DESIRED FREQUENCY **(150HZ OR ABOVE DEFAULT)**.

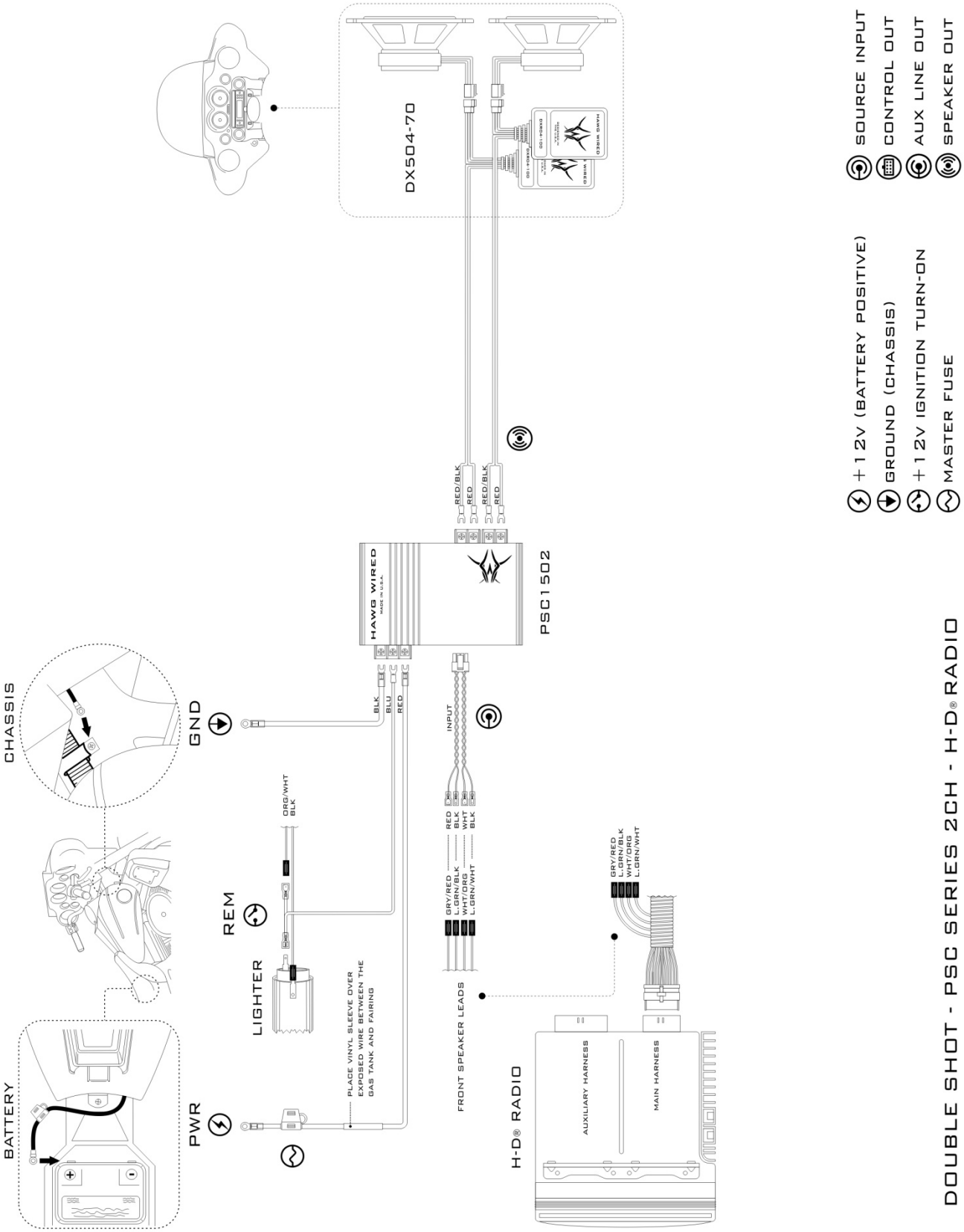
NOTE[1]: THIS IS THE PREFERRED AUDIO TESTING SOURCE METHOD, AS MP3, XM, FM, AND AM ALL HAVE SOME LEVEL OF COMPRESSION OR DEGRADATION INVOLVED, WHICH CAN LEAD TO VARYING RESULTS. IF THE PREFERRED METHOD IS NOT AVAILABLE, USE THE MOST COMMON PLAYBACK METHOD YOU USE WHILE RIDING.

USER GUIDE [CONTINUED]

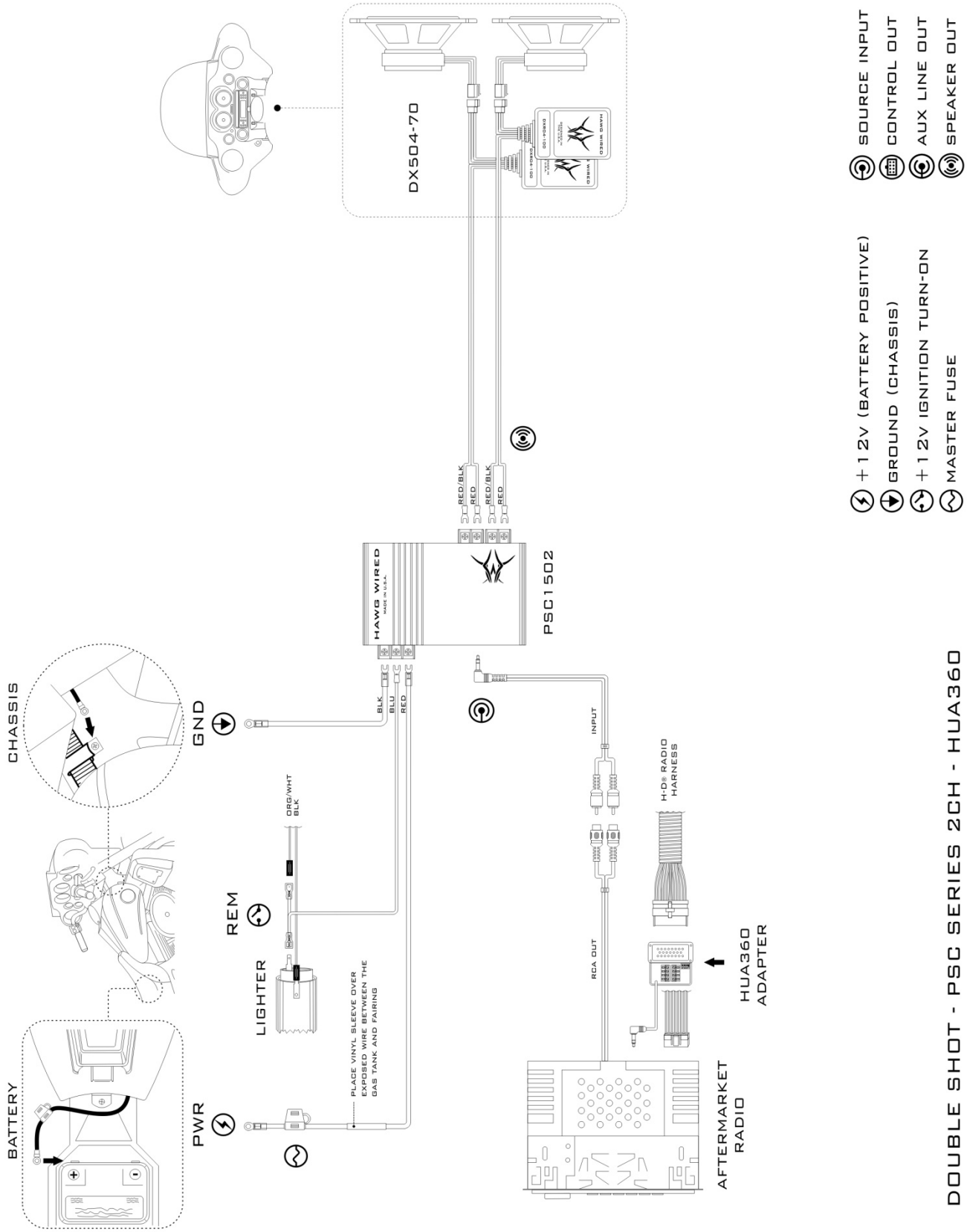
TROUBLESHOOTING

INFRACTION	PROBABLE CAUSE	RESTITUTION
AMPLIFIER DOESN'T POWER UP (LED IS **OFF**)	REM WIRE IS NOT GETTING +12V TO THE AMPLIFIER	CHECK YOUR WIRING OF THE REMOTE TURN-ON WIRE. MAKE SURE THE TURN-ON SOURCE IS PROVIDING +12V.
	PWR WIRE IS NOT GETTING +12V TO THE AMPLIFIER	CHECK THIS WIRE ALL THE WAY TO THE BATTERY. MAKE SURE THE IN-LINE FUSE IS INSTALLED AND NOT BLOWN.
	GND WIRE IS NOT GETTING GROUND TO THE AMPLIFIER	MAKE SURE THE GROUND LOCATION SELECTED IS PROVIDING A GOOD, CLEAN CHASSIS GROUND.
AMPLIFIER POWERS UP, BUT MAKES NO SOUND (LED IS **ON**)	SPEAKER WIRES ARE NOT CONNECTED OR SHORTED	CHECK YOUR WIRING FROM THE AMPLIFIERS TO EACH SPEAKER IN THE SYSTEM. MAKE SURE THAT THE WIRE TERMINALS ARE NOT SHORTING TO THE BIKE CHASSIS OR OTHER WIRES.
	INPUT FROM SOURCE UNIT NOT CONNECTED PROPERLY	CHECK YOUR **HIGH** OR **LOW** LEVEL INPUT WIRING FROM THE SOURCE UNIT TO THE MAIN AMPLIFIER.
	SOURCE UNIT HAS NO OUTPUT	CHECK THAT YOUR SOURCE UNIT IS FUNCTIONING PROPERLY. REFER TO MANUFACTURER INSTRUCTIONS IF NECESSARY.
SPEAKER OUTPUT SOUNDS LOW OR DISTORTED	INPUT GAIN LEVEL SET INCORRECTLY	SET THE GAIN LEVEL(S) USING THE INSTRUCTIONS IN "**TEST AND TUNE**". IF YOU'VE ALREADY COMPLETED THIS STEP, TRY LOWERING THE GAIN SLIGHTLY UNTIL THE DISTORTION STOPS.
	LOW BATTERY CONDITION	CHECK YOUR BATTERY FOR PROPER CHARGE AND REPLACE IF NECESSARY.

SYSTEM DIAGRAMS



SYSTEM DIAGRAMS [CONTINUED]



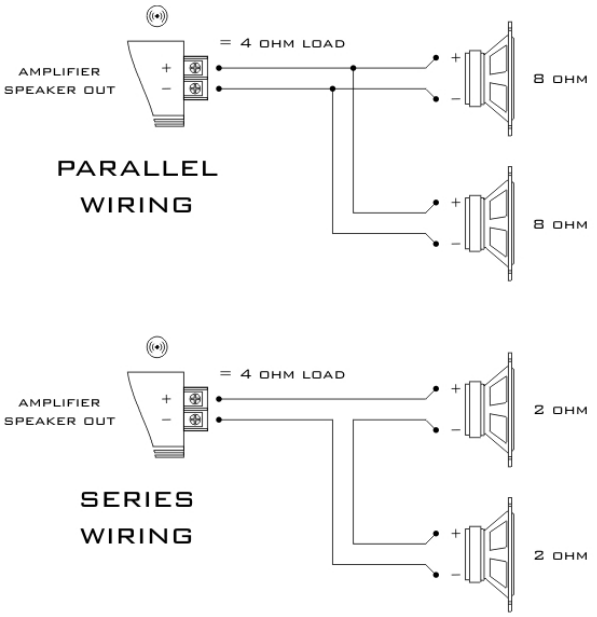
SYSTEM DIAGRAMS [CONTINUED]

MISCELLANEOUS / CUSTOM WIRING SOLUTIONS

POWERING TWO SPEAKERS WITH A SINGLE AMPLIFIER CHANNEL

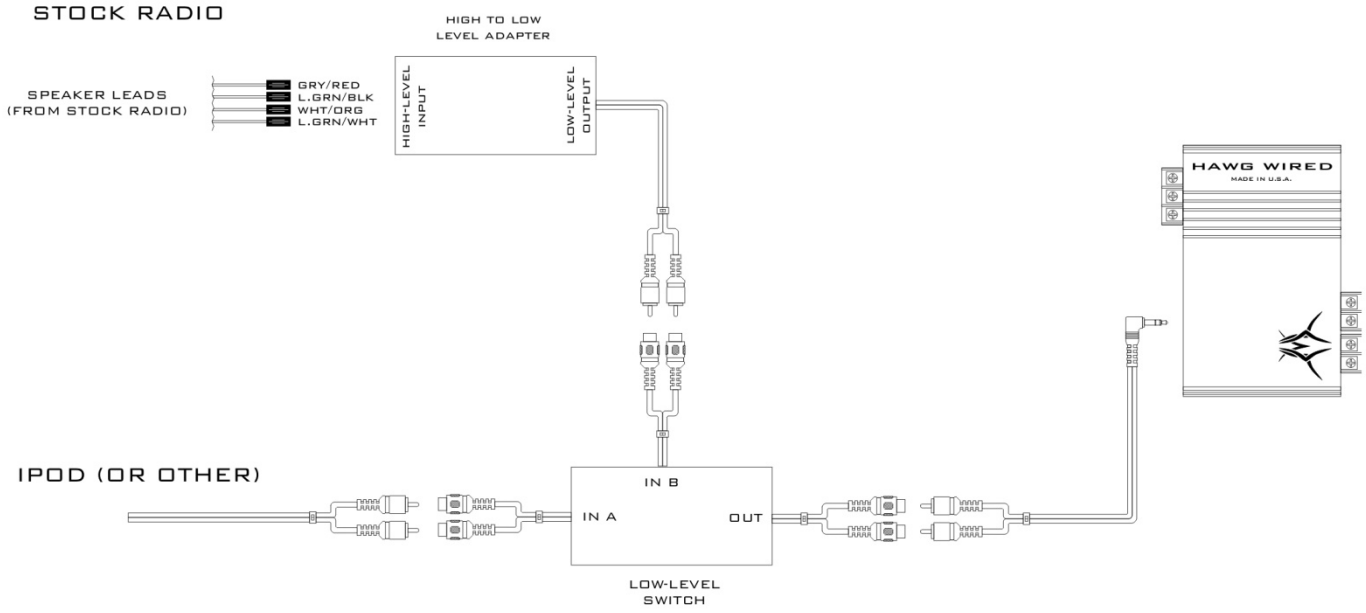
IN SOME CASES, THERE MIGHT BE A NEED TO DRIVE TWO SPEAKERS WITH A SINGLE AMPLIFIER CHANNEL. THIS CONFIGURATION IS POSSIBLE PROVIDING THAT A 4 OHM LOAD IS MAINTAINED AT THE AMPLIFIER OUTPUT.

TO THE RIGHT ARE EXAMPLES OF BOTH PARALLEL AND SERIES WIRING APPLICATIONS FOR PROPER IMPEDANCE MATCHING. NOTE THE WAY THAT WHILE PARALLEL WIRING DIVIDES EACH SPEAKERS IMPEDANCE, SERIES WIRING ADDS EACH SPEAKER IMPEDANCE TOGETHER.



UTILIZING A MULTI-INPUT SWITCH WITH A STOCK SOURCE UNIT

IN ORDER TO UTILIZE A LOW-LEVEL AFTERMARKET INPUT SWITCH, IT'S NECESSARY TO CONVERT THE STOCK HIGH-LEVEL OUTPUTS TO LOW-LEVEL BEFORE THE INPUT SWITCH ITSELF. THE DIAGRAM BELOW SHOWS AN EXAMPLE OF THIS KIND OF SWITCHED INPUT.



SPECIFICATIONS

PSC1502

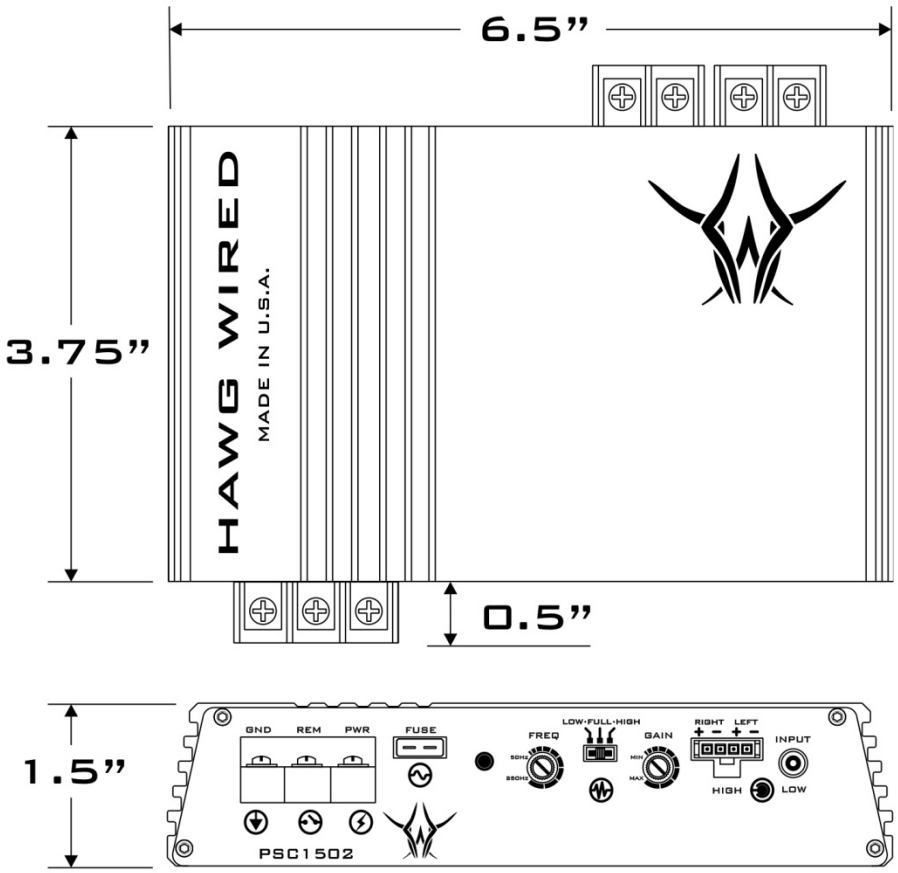
INPUT CHANNELS: ..... 2 HIGH AND LOW LEVEL
OUTPUT CHANNELS: ..... 2 CHANNELS
NOMINAL OUTPUT IMPEDANCE: ..... 4 OHMS
NOMINAL POWER OUTPUT (WATTS RMS): ..... 150 (2 X 75) WATTS
FREQUENCY RESPONSE: 10HZ-50KHZ
LOW LEVEL (RCA LINE-IN) SENSITIVITY: ..... 200MV – 6V
HIGH LEVEL (SPEAKER-IN) SENSITIVITY: ..... 400MV – 12V
INPUT IMPEDANCE: ..... 33K OHMS

CASE DIMENSIONS

MAIN AMPLIFIER: ..... 6.50" W X 3.75" D X 1.50" H

TYPICAL SOUND REPRODUCTION QUALITY: ..... 0.005% THD+N @ 70W 4Ω
..... 0.010% THD+N @ 75W 4Ω
..... 10.0% THD+N @ 117W 4Ω

SPECIFICATIONS ARE SUBJECT TO CHANGE WITHOUT NOTICE



PSC1502

DIMENSIONS IN INCHES

WARRANTY INFORMATION

HAWG WIRED OFFERS A LIMITED WARRANTY OF OUR PRODUCTS ON THE FOLLOWING TERMS:

• LENGTH OF WARRANTY
1 YEAR ON AUDIO SYSTEMS, ELECTRONICS, SPEAKERS, AND ACCESSORIES (RECEIPT REQUIRED).

• COVERAGE
THIS WARRANTY COVERS ONLY THE ORIGINAL PURCHASER OF A HAWG WIRED PRODUCT PURCHASED FROM AN AUTHORIZED HAWG WIRED DEALER IN THE UNITED STATES. IN ORDER TO RECEIVE SERVICE, THE PURCHASER MUST PROVIDE HAWG WIRED WITH A COPY OF THE RECEIPT STATING THE CUSTOMER NAME, DEALER NAME, PRODUCT PURCHASED AND DATE OF PURCHASE.

• DEFECTIVE PRODUCTS
PRODUCTS FOUND TO BE DEFECTIVE DURING THE WARRANTY PERIOD WILL BE REPAIRED OR REPLACED (WITH A PRODUCT DEEMED TO BE EQUIVALENT) AT HAWG WIRED'S DISCRETION.

• WHAT IS NOT COVERED
DAMAGE CAUSED BY ACCIDENT, ABUSE, IMPROPER OPERATIONS, WATER, THEFT
ANY COST OR EXPENSE RELATED TO THE REMOVAL OR REINSTALLATION OF PRODUCT
SERVICE PERFORMED BY ANYONE OTHER THAN AN AUTHORIZED HAWG WIRED SERVICE CENTER
ANY PRODUCT WITH THE SERIAL NUMBER OR TAMPER LABELS DEFACED, ALTERED, OR REMOVED
SUBSEQUENT DAMAGE TO OTHER COMPONENTS
ANY PRODUCT PURCHASED OUTSIDE THE U.S.
ANY PRODUCT NOT PURCHASED FROM AN AUTHORIZED HAWG WIRED DEALER

• LIMIT ON IMPLIED WARRANTIES
ANY IMPLIED WARRANTIES INCLUDING WARRANTIES OF FITNESS FOR USE AND MERCHANTABILITY ARE LIMITED IN DURATION TO THE PERIOD OF THE EXPRESS WARRANTY SET FORTH ABOVE. SOME STATES DO NOT ALLOW LIMITATIONS ON THE LENGTH OF AN IMPLIED WARRANTY, SO THIS LIMITATION MAY NOT APPLY. NO PERSON IS AUTHORIZED TO ASSUME FOR HAWG WIRED ANY OTHER LIABILITY IN CONNECTION WITH THE SALE OF THE PRODUCT.

• HOW TO OBTAIN SERVICE
PLEASE CALL 510.894.2999 FOR HAWG WIRED CUSTOMER SERVICE. YOU MUST OBTAIN A RETURN MATERIAL AUTHORIZATION NUMBER (RMA) TO RETURN ANY PRODUCT TO HAWG WIRED. YOU ARE RESPONSIBLE FOR SHIPPING CHARGES OF RETURNED PRODUCTS TO HAWG WIRED.

• MADE IN THE USA
OUR PRODUCTS ARE PROUDLY DESIGNED, DEVELOPED AND BUILT IN THE USA*. THE MAJORITY OF THE COMPONENTS USED IN THE CONSTRUCTION OF OUR PRODUCTS ARE PRODUCED BY AMERICAN COMPANIES. HOWEVER, DUE TO THE GLOBAL NATURE OF MODERN MANUFACTURING AND THE ELECTRONICS INDUSTRY IN GENERAL, SOME PARTS MAY BE MANUFACTURED IN OTHER COUNTRIES.
*OUR SPEAKERS ARE PROUDLY DESIGNED AND DEVELOPED IN THE USA. HOWEVER, DUE TO THE GLOBAL NATURE OF LOUDSPEAKER MANUFACTURING, OUR SPEAKERS ARE MANUFACTURED IN OTHER COUNTRIES.

HAWG WIRED, INC.

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