



BASS FACE

Instruction Manual



MODEL

SQI.1

!Warning!

Bass Face products can produce sound pressure levels that can permanently damage your hearing. Please exercise extreme caution when setting volume levels. Also be mindful of other listeners, they might not enjoy listening at the same levels as you. We will not be held in any way responsible for injuries caused by the misuse of our products.

Please take care when attempting any alterations or installations with the electrical system of the car. ALWAYS disconnect the positive terminal at the battery.

Bass Face operates a policy of continuous improvement and reserves the right to update and alter the content and design of both product and instructions as it sees fit. Although the information contained in the instruction manuals is given in good faith based on extensive testing and experience the final responsibility for the installation and operation of your system must rest with the installer and the operator. If you are installing your equipment yourself please be realistic about your abilities and seek professional advice if you are unsure about any aspect of the task that you are undertaking.

If you face a particular problem with your installation or product we will be happy to answer your questions. Please email info@bassfaceaudio.co.uk - please note that our response time is 2 to 3 days, and that we are closed over the weekend. For more urgent help please contact your country distributor. In the UK this is Thompsons Ltd (www.thompsonsltd.co.uk)

Please note that Bass Face is unable to process warranty support directly. For warranty support you MUST contact your distributor.

Introduction:

Firstly, thank you for your purchase. Every element of this product has been optimised to give you the best possible performance for your money. We think that Bass Face represents the highest quality to price ratio available on the market today.

Please take the time to read these instructions carefully. You will need to follow them to have a successful install and get the most from the product.

Do remember that incorrect installation or abuse is NOT covered under warranty – it is YOUR responsibility to make sure that your installation and partnered product is suitable and compatible.

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The Bass Face SQ1.1 amplifier is a high power monoblock amplifier featuring a pre amp with digital signal processing. This gives you concise and precise control over every aspect of the signal on each of the 4 channels.

Before you even get the amplifier out of the box (realistically, you will have done this already and boy it looks sweet doesn't it!) you will need to install a suitable wiring kit in your vehicle. You need to use a minimum of 4AWG wiring for this product, but we advise you use 0AWG where possible. If you are running one 10 or 12" woofer high quality 4AWG would suffice. If you are planning to run a more demanding application such as a pair of 12" or 15" Woofers and run the amplifier to maximum capacity, you will need to use 0AWG.

To begin, disconnect the car battery, taking note of any required precautions suggested by the vehicle manufacturer such as alarm or radio codes, or on board computer or AGM battery requirements.

You need to find a suitable point on the firewall (bulkhead) to run the power wire through. If you have to drill a hole, you will need to fit a rubber grommet to ensure the wire does not get damaged as a short will ruin the whole setup and can be very dangerous. The positive wire needs to go to the + positive terminal on the battery. A fuse of appropriate size to protect the cable (for a quality 4 AWG kit we suggest 100A for 0AWG we suggest 150A) needs to be fitted in line and no more than 18" from the battery.

Once you have the cable in the car, run it back to the boot or to where you intend to fit the amplifier. When you do this, be aware you will need to run the remote cable and the RCA's from the head-unit back to the amp too.

A common mistake is to forget that a car amplifier needs the remote 12V turn on cable to see power for it to even work! If you only fit power and ground you're going to get.... Nothing!

If the wires you are running have to run over or go alongside other looms of the

car, try to cross them at right angles to avoid unwanted interference in the signal, and try not to run them parallel with other cables either. If you can, run the power and the signal cables down opposite sides of the car. This isn't essential but if you do get any interference once the job is complete the first thing to look at will be separating these wires so if you can do it first it makes a lot of sense!

The absolutely most important aspect of the power install is the earth wire. This wants to be very securely bolted to the chassis of the car. We recommend drilling a hole (take care not to drill through your spare tyre, brake lines or anything else!) in the boot floor and sand off any paint to the bare metal where the wire will be connected. A bad earth is a very common flaw in installation and can cause a number of headaches later down the line so be sure to take care in doing this. Do NOT use a self tapping screw to try and screw the earth down, as it will come loose and impair performance. Other common disasters include trying to earth to rear light mounting bolts, boot lock mountings and other ways to "trap" the cable in the vein hope you might get a good earth. For every volt the amplifier doesn't see it requires TWICE the power to create the same output. That means poor performance and a possible broken amplifier.... DO THE EARTH RIGHT!

Once your power cable, RCA's and remote lead are all securely running through the car to where you want the amp and the earth wire is fastened securely, somewhere close to the amp, you can fit the amplifier.

The amp needs to be mounted on a solid surface, favourites are boot floors, backs of seats etc. Wherever you do choose to mount the amp, it needs sufficient ventilation; 2-3" around will be enough. We do not recommend mounting an amplifier on a bass box as the vibrations can cause damage to the internals of the amplifier over time.

You are now ready to connect your subwoofer! Take care that the positive on the speaker is going to the positive on the amplifier. If your speakers and subwoofer are connected "out of phase" then it can severely affect bass output as the speakers will cancel each other out acoustically where they are playing the same frequency. Sometimes, this can be a positive attribute and contribute positive effects to the sound in the car, which is why some bass amps feature a phase switch.

This bit is VERY IMPORTANT. You need to ensure that the load you subject your amplifier to is within specification and of a sensible nature. This particular amplifier is suitable for running a mono load at at minimum of 2 ohms. Just as important is to remember that as well as the actual physical impedance you need to consider the type of load you are going to subject your amplifier to. A single (or pair of) 8, 10 or 12 or even 15 inch subwoofer of an appropriately matched construction and in a nicely designed enclosure, will be fine run off a SQ1.1 amp at 4 ohms or 2 ohms in the case of the pair (assuming proper setup) but you don't want to try and

run eight massive aluminium coned dual voice coil monster woofers off it, even though on paper you might well have a 2Ohm load. You have to use a bit of common sense. This is a SQ amplifier, and, although endowed with a vast amount of power, it does have limitations.

Time to lay on some power. Connect the earth first. Then 12V power, then remote. Then connect in the RCA cables and you are done!

Now you have physically installed your amplifier and connected the speakers, you are ready for the fun bit! Please refer to the instructional videos on the Bass Face website and YouTube for quick start and advanced set up guides. You will need to connect the amplifier to either a PC with the DSP software, or the optional controller to set the controls on the amplifier.

Earthing Instructions

As explained in the previous instructions, getting a good quality connection on the earth is critical for getting your equipment working correctly. If you get it wrong, it WILL fry your amp and WONT be covered under warranty! These pictures give you very clear examples of good and bad practices.

To the left you can see what is commonly perceived to be a good earthing point. It is not, there will not be enough pressure on the ring terminal and oxidisation will occur on surfaces.



To the right here is a complete fail, the earth has been attached to painted metal and held with a washer and a self tapping screw, this will most definitely cause serious resistance and while the amp may appear to function correctly initially, at higher output levels, the amp will strain and a component within will fail very quickly. DO NOT DO YOUR EARTH LIKE THIS!!! PLEASE! :)



To the left, we see a hole drilled directly into the chassis, big enough for a bolt and with access to the nut from behind. The area has been prepared by sanding off all the paint down to the bare metal. on the contact side of the hole. Although you do not need to sand off as large an area as you see here, this was done for illustration purposes.

Here you can see the finished product, as you can see there will be ample contact between the ring terminal and the chassis of the car. The bolt is the correct size to clamp down only on the ring. It's worth mentioning at this point, a quick blow over with primer will stop the metal rusting too!

