RE AUDIO

OWNER'S MANUAL

MT EVEREST 10K

XTX 10K

CLASS-D LINKABLE MONO BLOCK AMPLIFIER

CE

FEATURES

*Digital class-D linkable mono block amplifier
*Daisy-chain through output RCA
*Dual MOS-FET PWM power supplies
*Stable into 1 ohm and 2 ohm parallel amplifier connection
*Variable 24 dB low pass (LPF) crossover
*Variable 18 dB bass boost equalization control
*Variable 180 degree adjustable phase shift
*Variable 24 dB subsonic filter
*Selectable switch for MASTER and SLAVE operation
*Speaker short, over current, thermal, and DC protection circuit
*RCA line input and line out
*Heavy duty copper layer double sided epoxy PCB
*2 x 0 Guage (AWG) battery input connectors
*Efficiency: 86% at 4 ohm, 100 Hz
*Tested voltage & THD : 14.4V and less than 1% THD at 4 ohm RMS watt
*Operating voltage: DC 10V ~ 18V power input
*Damping factor: >350 into 1 ohm
*Wired remote bass gain controller with 5 meter flat cable : optional

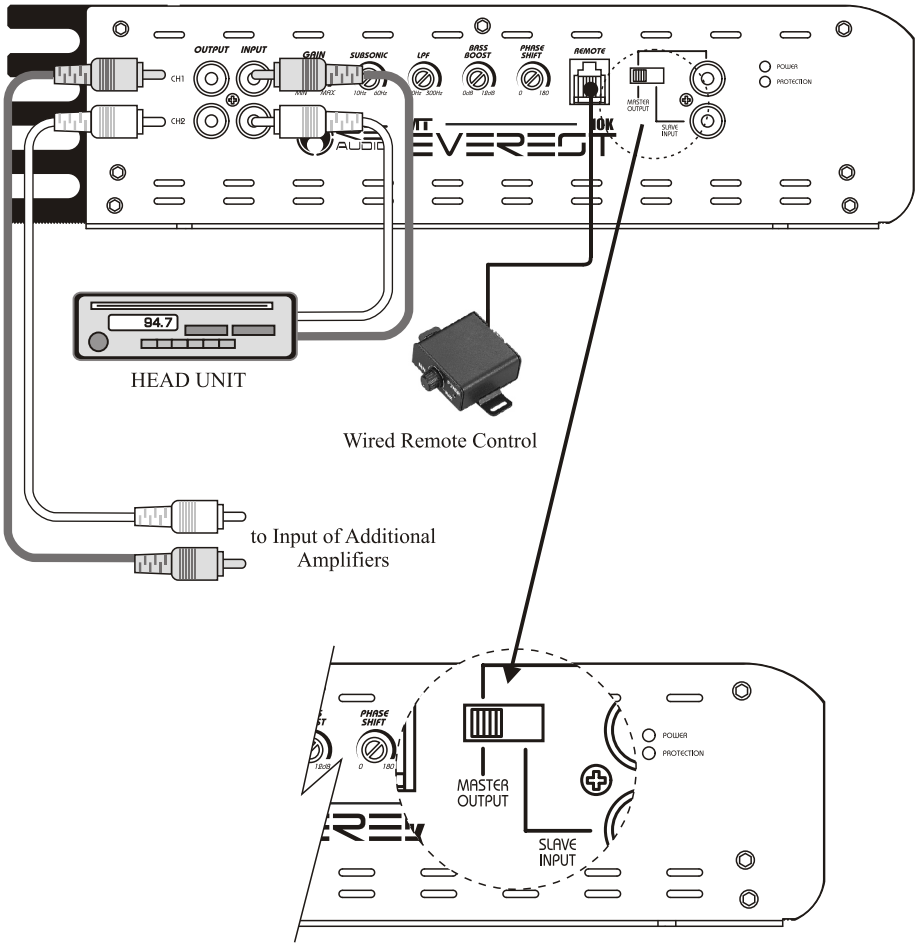
SPECIFICATIONS

Rated power output	
-RMS power, 1 ohm (12.0V)	**3400W x 1CH**
-RMS power, 1 ohm (14.4V)	**5000W x 1CH**
-RMS power, 1 ohm (16.0V)	**5900W x 1CH**
-RMS power, 1 ohm (18.0V)	**7500W x 1CH**
2 Same Units Linked in Parallel	
-RMS power, 2 ohm (14.4V)	**9900W x 1CH**
-RMS power, 2 ohm (16.0V)	**11800W x 1CH**
-RMS power, 2 ohm (18.0V)	**14900W x 1CH**
Signal to Noise Ratio	**>100dB**
Low pass frequency crossover	**35Hz~300Hz**
Subsonic filter	**10Hz~60Hz**
Bass boost @ 45Hz	**0~18dB**
Phase shift control	**0~180 degree**
Frequency response	**10Hz~350Hz (+/- 1dB)**
T.H.D @ 4 ohm	**<1.0%**
Efficiency @ 4 ohm	**86%**
Fuse rating	**250A x 2(external type fuse)**
Input Sensitivity	**200mV to 6V (+/- 5%)**
Dimensions	**300(W) x 72.5(H) x 620(L) mm**

Due to continuing product improvement, specifications are subject to change without notice.

RCA CONNECTION

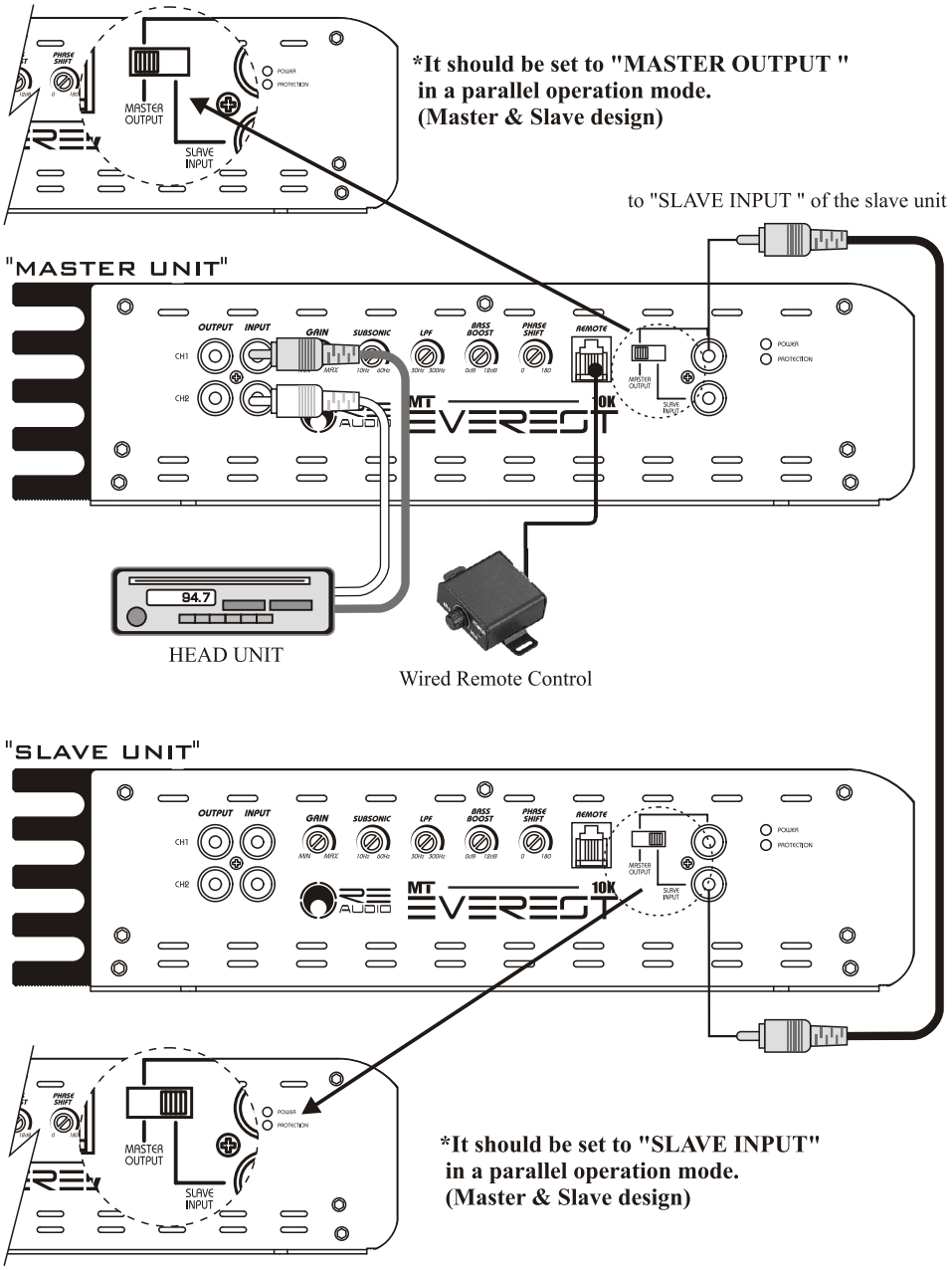
Single Amp Input Connection



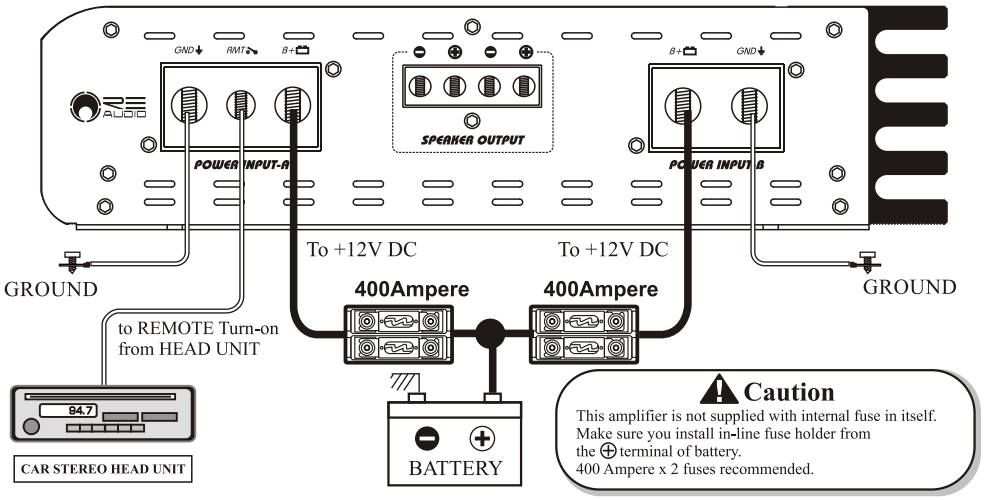
***It should be set to "MASTER OUTPUT" in a single unit mode.**

RCA CONNECTION

DUAL AMP INPUT CONNECTION (DAISY-CHAIN RCA CONNECTION)



POWER CONNECTION

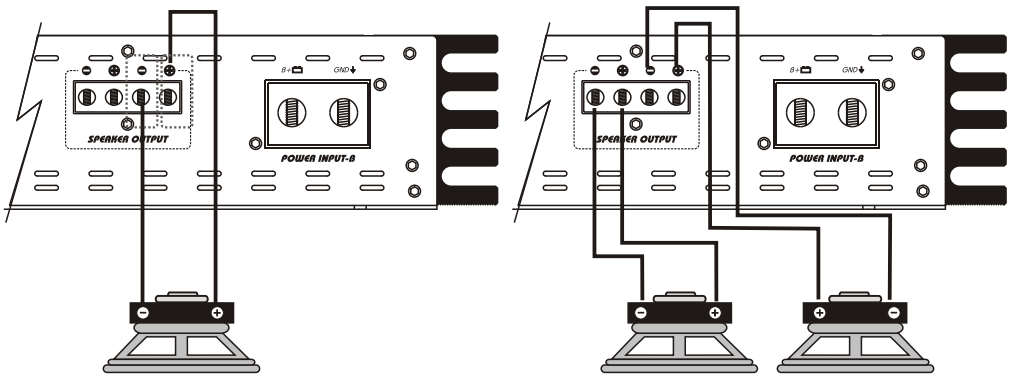


+12V Power
Connect the +12V terminal of the amplifier to the + terminal of the battery using a large gauge power wire (preferably 1/0 gauge). It is critical to utilize an in-line fuse within 8 inches of the battery to ensure safe operation of the amplifier and to prevent possible injury or damage.

GROUND
Disconnect the battery and connect the GND (ground) terminal to the cars chassis. Keep this cable as short as possible (not longer than 10 inches). Be certain that the chassis ground point is free of rust, paint, and grime to ensure a solid electrical connection.

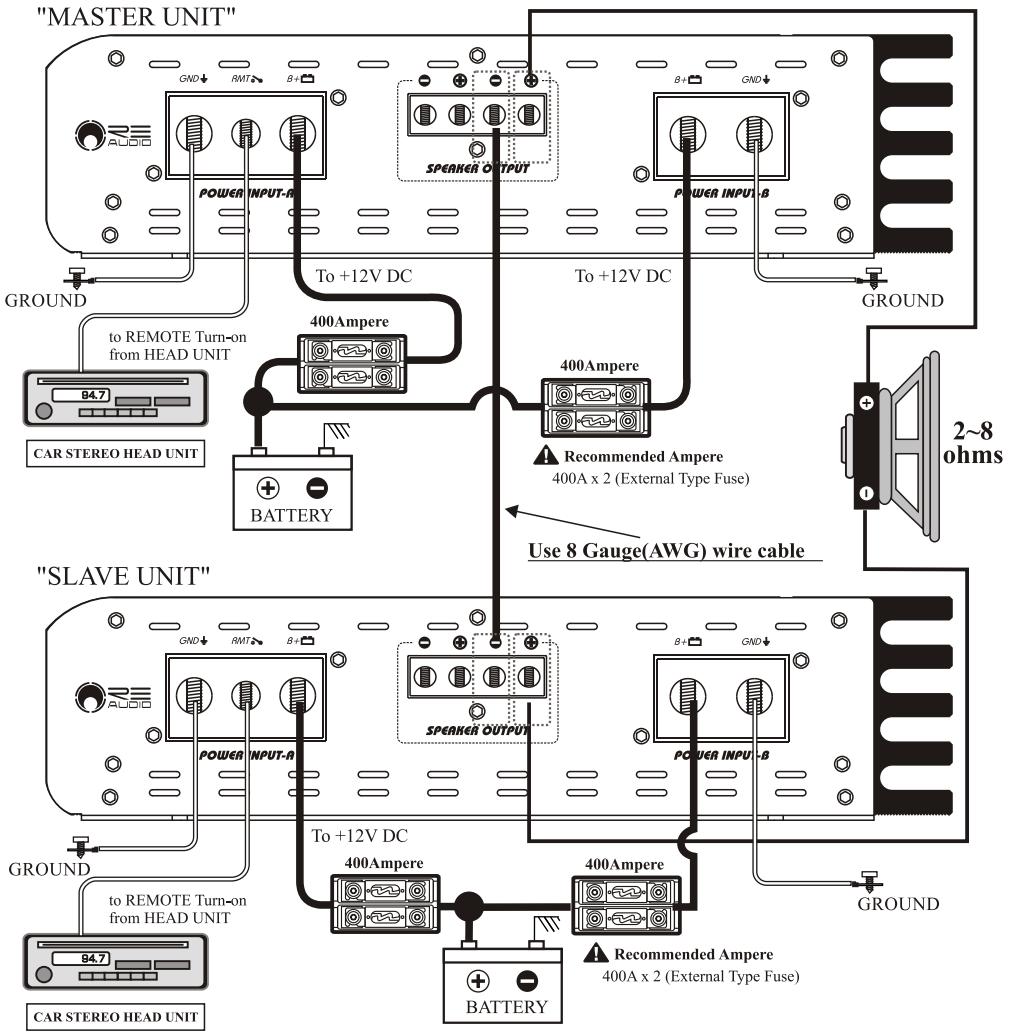
REMOTE
Connect the REM terminal to either the remote output lead from the head unit or another switched 12V supply such as the power antenna wire.

SINGLE AMP POWER AND SPEAKER CONNECTION



1~4 ohms **2~8 ohms**

DUAL AMP POWER AND SPEAKER CONNECTION (LINKABLE)



Using a dual amplifier configuration, the MASTER amplifier has total control over the SLAVE amplifier. The positive terminal of the subwoofer's voice coil must be connected to the positive terminal of the MASTER Amplifier and the negative terminal of the subwoofer'sm voice coil must be connected to positive terminal of the SLAVE Amplifier. Since the dual amplifier configuration has tremendous output potential, please ensure that your subwoofers can handle such a large amount of power.

⚠ Caution

When utilizing the dual amplifier configuration, it is important to note that the connected speakers' load cannot be lower than 2 ohms. Connecting a lower impedance load can damage the amplifier and void your warranty.

simply allow the amplifier

TROUBLE SHOOTING

This power amplifier has protection features to prevent any damages from misuse or faulty conditions.
If the unit senses excessive heat, short circuited speakers or overload, the protection indicators will be lit and the system will be turned off. Prior to checking the wiring for any fault, you should turn all level controls down and turn off power. If the amplifier shuts down due to excessive heat, the protection indicators will not be lit : simply allow the amplifier to cool down.
Before removing your amplifier, refer to the list below and follow the suggested procedures.
Always test the speakers and their wires first.

AMPLIFIER IS NOT POWERED UP

- Check if at least +12V DC is present on the battery power terminal.
- Check if at least +13.8V DC is present on the remote terminal.
- Check if a good ground connection is present.
- Check if the protection LED is not lit.

PROTECTION LED ILLUMINATES WHEN AMPLIFIER IS POWERED UP

- Check to see if speaker wires are short-circuited.
- Remove speaker wires and reset the amplifier. If the protection LED still comes on, then the amplifier is faulty.

FUSE BLOWING

- Check if the minimum speaker impedance is met.
- Check for short-circuits on power cable and vehicle chassis.

OVERHEATING

- Check if the minimum speaker impedance is met.
- Check speakers for short-circuits.
- Check if there is good airflow around the amplifier.

SOUND TOO LOW-DISTORTED SOUND

- Check if the input level control is set to match the output level of the unit.
- Check the head unit's volume.
- Check speakers for short-circuits
- Check if crossover frequencies have been properly set.

HIGH HISSING NOISE - ENGINE NOISE IN SPEAKERS

- Check if a good ground connection is present and check speakers for short-circuits.
- Disconnect all RCA inputs from the amplifier. If hissing / engine noise disappears, replace the RCA connectors and re-check. Then check the component driving the amplifier.

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