PWK8.1 8AWG 10mm High Flex 12v Amplifier Power Wiring Kit



Instruction manual

Thank you for choosing Bassface. From the simplest connector to our top of the range amplifier - every element of these products has been designed to give you the best possible performance for your money. Please take the time to read these instructions carefully as they contain useful and important information. Modern high power audio systems can generate voltages at the speaker similar to mains operated equipment – for some reason everyone seems to ignore or forget this. Your wiring needs to be good to be safe. Please remember this and take your time. Please exercise caution when setting volume levels – powerful audio equipment can easily produce enough sound to permanently damage hearing. Remember that audio competitors use ear protection when operating and competing. Do remember that incorrect installation or abuse is not covered under warranty – please make sure that your installation and any partnered product is suitable and compatible. If you are unsure please seek qualified advice before proceeding. Always use appropriate hand and eye protection when working with tools, and always work within your capabilties as an installer. We offer a 12 month manufacturer warranty via your distributor or retailer. Please retain your purchase receipt as proof of purchase. Please note that Bassface operates a policy of continuous product development and we reserve the right to change specification without prior notice. You can follow our process on our website by reviewing the version history information.

Please note that we sometimes include information inside these manuals which we feel is of potential value to the client on related subjects such as conversion charts, capacitance values or wiring diagrams. Please feel free to copy any of this information since it is in the public domain.

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. The fuse needs to be fitted not more than 50cm - 18” away from the battery for optimum protection. It is recommended you use a terminal crimp tool to achieve the best connection and most secure fit using the supplied ring and spade terminals. You can get both hydraulic and manual ones. The manual ones are very reansonable on price and can be picked up online easily. You can fit the terminals without one, using a vice, mole grips or something else that is able to apply very high pressure to crimp the ends to the bare wire. If you do use this method, we recommend soldering over the end until saturation point on the end closest to the ring. This will ensure a good connection. Alway lay out the wire first to ensure you have the right lengths before you make any cuts or add any terminals. 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 any RCA’s from the headunit back to the amp too, along with any speaker cables going back the other way FROM the amplifier. If you only have a 2 channel RCA output on your head unit then you can run only one RCA and split them using Y leads in the boot. Where possible always run the RCA cables along one side of the car and the power on the other to avoid interferance.

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 is not 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.

There are many ways to install the speaker wires, its your choice which you use and depends on speaker locations. In some cases, if you want to upgrade from the stock speaker wire (which for most applications is perfectly adequate) then you will need to wire through the existing door wire loom protection. If you do plan to do this then go online and research to see what and how other people have achieved this as every car is different. If you are happy running the OEM speaker wire to the door speakers, then run the wire back from the amplifier up to back of the head unit and use terminals blocks or solder joints to connect to the standard speaker wire that are connected to the ISO block that connects to the head unit.

It is easy to forget, working with car electrical systems which are nominally 12V, that high power audio systems use thick cable capable of drawing large amounts of current. In addition, voltages at the speaker terminals can easily be many times the DC input voltage - it is very possible to get hurt, cause a fire or other damage if you don't pay proper attention and work in a careful, skillful way. If there is any doubt about your ability to complete the task at hand we insist you consult a qualified 12V professional.