



How to install and operate the DLS CA10, mono amplifier.



Welcome!

This owners manual is written in easy english and uses a lot of drawings to simply the installation and use of the above amplifiers.

Your DLS amplifiers must be installed correctly in order to work well. This manual will show you how to install the amplifier like a pro. Please read the entire manual before beginning the installation. Install the amplifier yourself if you feel confident with our instructions and if you have the proper tools. However if you feel unsure, turn over the installation job to someone better suited to it.

Warranty Service

This amplifier is covered by warranty, depending on the conditions in the country where it is sold. If the amplifier is returned for service, please include the original dated receipt with the product.



Technical Assistance

For technical assistance ask the shop where the product was sold or the distributor in your very country.

You can always phone the DLS Helpdesk in Sweden + 46 31 84 00 60 or send an e-mail to info@dls.se. Information can also be found on our WEB-site www.dls.se



Contents

Specifications.....	1
Features.....	2
Installation.....	2
Trouble-shooting.....	2
Tools and materials needed.....	3
Amplifier installation kit.....	3
Routing Wires.....	3
Wiring	
Power and Outputs.....	4
Inputs and controls.....	5
Input level control	5
Bass Boost,Crossovers.....	5
Phase control.....	5
Speaker wiring:	
Subwoofers.....	6
Testing.....	6
Professional tips.....	7

Specifications

DLS CLASSIC	CA 10
Number of channels	1
Power output in 4 ohm (0,2% THD)	1 x 400 W
Max output in 2 ohm (0,2% THD)	1 x 700 W
Max output in 1 ohm (0,3% THD)	1 x 1000 W
All above output power ratings at 13,8 Volt	
Signal to noise ratio, A-weighted	>100 dB
Damping factor	>100
Frequency response	10 Hz - 125 Hz
Input impedance	>10 kohm
Input sensitivity	0,25 - 5V
Phase control	0-180 degrees continuous
Bass boost adjustable gain	0 - 18 dB
Filter subsonic, 18 dB slope	25 Hz fixed*
Filter lowpass 12 db slope	40-125 Hz
* can be switched in/out	
Power consumption, idle	1,0 A
Fuse	5 x 30A
Dimensions (mm)	51,5x450x290
Dimensions (inch)	2,03x17,7x11,4
Weight	6,5 kg

We follow a policy of continuous advancement in development.
For this reason all or part of specifications & designs may be changed without prior notice.

CA10 include

- ◆ RCA input
- ◆ Continuous variable low pass crossover
- ◆ Bass boost feature with remote control
- ◆ Remote turn on / off
- ◆ Phase control continuously variable 0-180 degrees
- ◆ Electronic protection circuitry against short-circuit, DC offset and thermal overload.

Installation

Before you begin installation

Before you begin you need to read the manual, to have some tools, cables and other material available. There is one such list of material on the following page.

Amplifier location

Important

Allow air circulation around the amplifier.

The DLS Classic series of amplifiers have a compact design that allows great flexibility in mounting. You can mount it under a seat or in the trunk.

When you select a location, do remember that the amplifier generates a lot of heat.

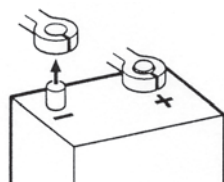
Choose a location where air can circulate freely around the amplifier. Do not cover the amplifier with carpets or hide behind trim panels.

Do not mount the amplifier in an inverted or upside down position.

Check all locations and placements carefully before making any cuts, drilling any holes or making any connections.

Disconnect Battery

Before starting the installation, always disconnect the negative terminal of the battery.



Troubleshooting

If problems occur during the installation, or later, this guide might help you to find out what's wrong.

THE AMPLIFIER IS DEAD:

1. Check power lead, ground and remote connections at the amplifier using a multi meter.
2. Check the battery terminal connections.
3. Check the power lead fuse or circuit breaker. If fuse damage continues, inspect the power lead for short circuits.
4. Check the amplifier protection fuses. Are these broken change to new ones with the same value. If short circuiting continues, contact your local DLS dealer. A fault may exist in the amplifier.
5. To start the amplifier requires a remote voltage of 9-15 volt. Check the voltage with a multi meter.

AMPLIFIER PROTECTION FUSE BLOWS AT LOW VOLUME :

1. One or more speaker cables are shorted. Make an insulation test with a multi meter. The cables must not have a connection to earth.

THE AMPLIFIER TURNS OFF AFTER 10 - 30 MINUTES.

The amplifier is overheating due to inadequate ventilation. Check mounting position is free from obstruction.

Do this:

1. Move the amplifier to a place with better ventilation.
2. Install one or two fans to cool down the heat-sink.
3. Overheating can also be caused by an impedance load below the level permitted.

NO OUTPUT FROM THE SPEAKERS:

Check the following:

1. Fader control position.
3. Speaker cable connections to both amplifier and subwoofers.
4. Signal lead plugs and cables.

Tools and material needed

Tools:

- ◆ Flat and Phillips screwdrivers
- ◆ Wire cutter
- ◆ Wire stripper
- ◆ Electric drill with drills
- ◆ Crimping tool
- ◆ Digital multimeter or test lamp
- ◆ Wire brush, scraper or a piece of an abrasive sheet to remove paint for a good ground connection
- ◆ Grease to protect the ground connection from corrosion

Material:

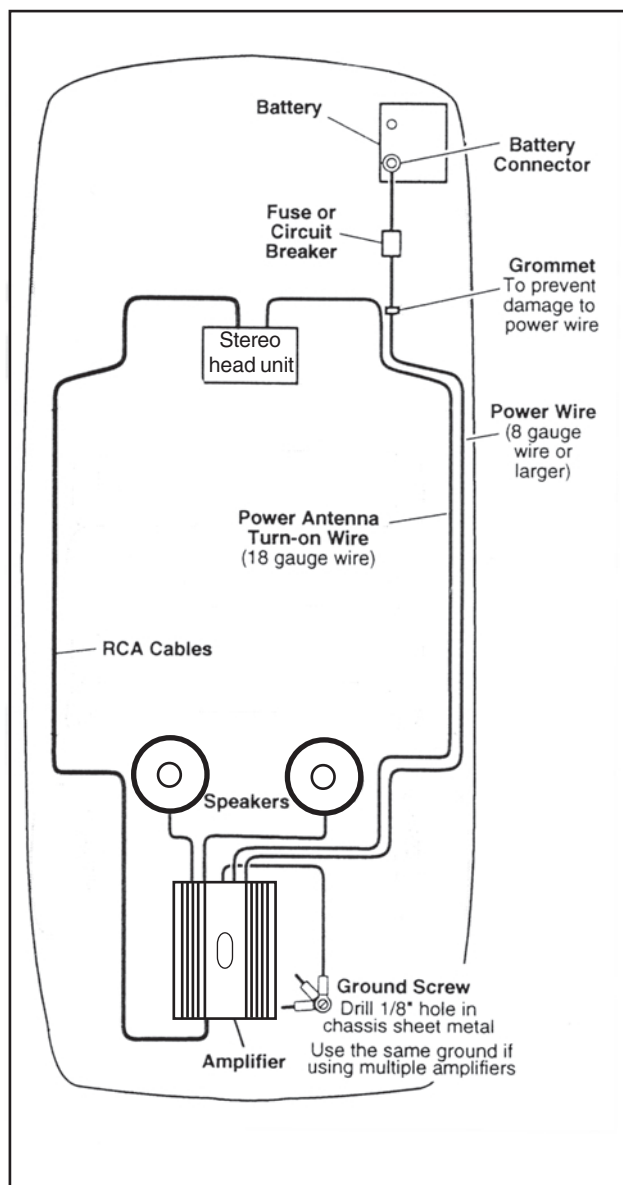
- ◆ Speaker wire: minimum 12 AWG = 4 mm² for subwoofers
- ◆ Sheet metal screws for mounting the amplifier to the amplifier board and the amplifier board to the car + some extra for fuse holder, amplifier ground etc.
- ◆ Electrical insulation tape
- ◆ ½ inch thick plywood or particle board for the amplifier to be mounted upon.

Amplifier installation kit:

If available, buy an amplifier installation kit. It contains normally all you need. This is what you have to buy if you buy the items separately

- ◆ 20- 25 feet = 6- 7.5 meter power cable, preferably AWG 4 = 21 mm² or heavier
- ◆ 1 pc of fuseholder to install close to the car battery + fuse 150 Ampere.
- ◆ 20 feet of AWG 15 = 1,5 mm² wire for remote turn on / off cable from radio.
- ◆ RCA-cable for input from radio.
 - 20 feet or 5 meter for trunk installations
 - 12 feet or 2 – 3 meter for under seat installations
- ◆ Two min. 8 gauge ring crimp terminals –one for connection to the battery plus and one for the amplifier ground connection.
- ◆ Two heavy fork crimp terminals to connect + and – to amplifier – but you do only need them if you use heavy cable or to make the installation look nicer.
- ◆ Two to four fork crimp terminals to connect the speaker cables – but you do only need them if you use heavy cables or want the installation to look nicer.
- ◆ One fork crimp terminal to connect the remote wire to the amplifier, but you need only to make it look nicer.
- ◆ Wire ties
- ◆ Insulating grommet or insulating tube

Routing wires



Professional Tip:

If amplifier installation kits are available with different size of power cable, choose the most heavy power cable to improve sound quality and to allow more amplifiers to be installed now or later.

If possible buy AWG 4 = PL 21 mm² (or heavier) cable for best performance.

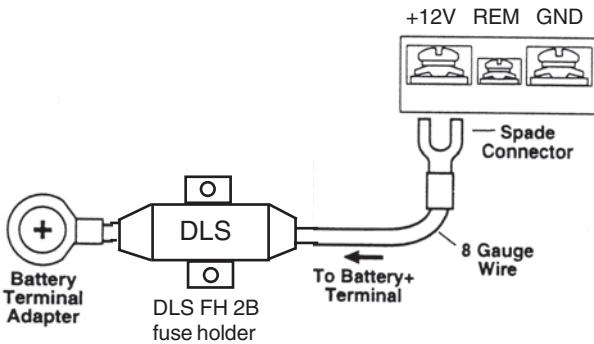


Wiring

Power and Outputs

Power terminal (+12V)

Connect the fuse holder as close to the vehicle battery + as possible, using AWG 4 = 21 mm² or heavier cable. Use ring crimp terminal cable to connect to battery +. Apply silicon grease to the fuse to prevent corrosion



Connect the battery cable by a crimp fork terminal (spade) to the +12 Volt on the amplifier. Be sure to use a rubber grommet or a plastic insulating tube where the cable passes the firewall or other places when it can easily be jammed. Use ty-wraps to secure to existing cables in the engine compartment.

Remote terminal (REM)

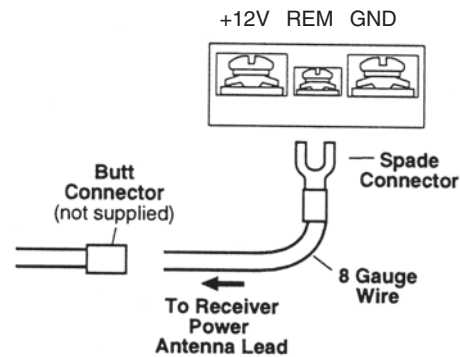
For RCA cable signal input:

Connect the radio power antenna lead = remote turn on/off from the car stereo to the amplifier remote connection. This turns on the amplifier whenever the car stereo is turned on.

You can either use the built in remote cable in the RCA cable itself or use a separate cable.

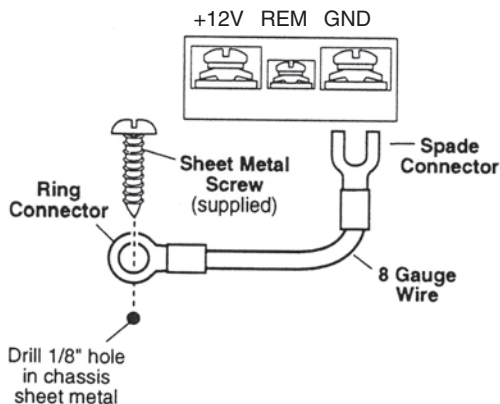
Sometimes a small disturbance may enter the amplifier coming from the remote voltage , through the built in remote wire and into the RCA cable. Thus we recommend to use a separate remote wire and run the RCA lead separate from remote wire, power cables and speaker cables.

You can either use a crimp fork terminal or insert the cable directly into the amplifier terminal. If there is no remote voltage available from the stereo, you must connect to the ignition key through the radio or any accessories fuse.



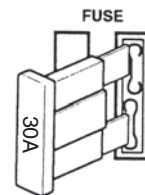
Ground Terminal (GND)

Connect to a good chasis ground. The ground connection should be clean, unpainted metal to provide a good electrical connection. Use a wire brush, a scraper or a piece of an abrasive sheet to clean the metal. Use a lock washer or two to secure contact. Protect with silicon grease or by paint applied afterwards.



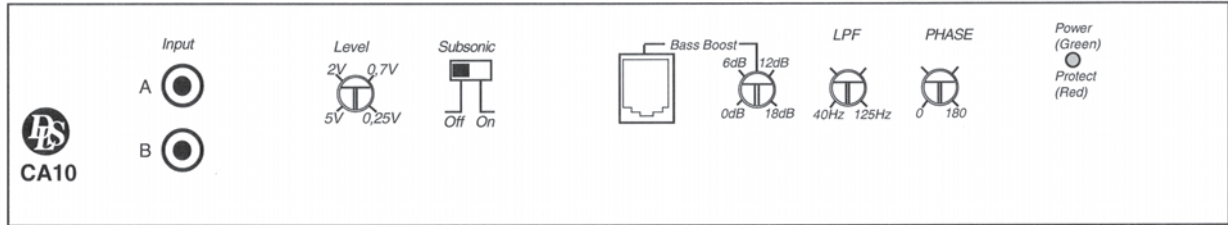
Fuses

Use only 30 ampere ATC blade type fuses. CA 10 uses five 30 ampere fuses.





Input and controls

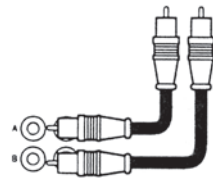


Input Wiring

Inputs may be low level from the RCA output of the car stereo. If your head unit has a separate RCA sub output we recommend that you to use it for connection with the CA10

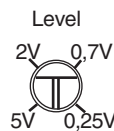
Low level input

Use a pair of shielded stereo audio cables with RCA type jack. Most trunk-mount amplifiers need a 20 feet RCA cable (appr 5 – 6 meters). Most under the seat installations require 12 feet (2 – 3 meters) RCA cables. Avoid placing the RCA cable close to speaker cables, power cables and remote control cable. Connect to input socket A & B.



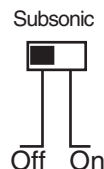
Input Level control

The input level control, 5V – 0,25 V, matches the output of your radio to the input of the amplifier. After installation is complete, make sure the input of the amplifier is turned down all the way (counter-clockwise at 5V). Play a tape or CD, make sure all bass or treble settings or equalizer are flat, and turn the volume of the radio up until you just start to hear distortion. Turn the volume control down just a bit. On the amplifier increase the input level control (clockwise or to the right) until you just start to hear distortion, then back the level control just a bit. Now your radio and amplifier levels are matched.



Subsonic filter

The **Subsonic filter** blocks the very deepest frequencies from reaching the subwoofers. It has a fixed frequency of 25 Hz and can be switched On / Off.



Power Light / Protect light

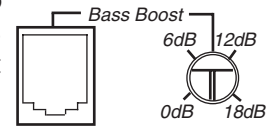
- Power (Green)
- Protect (Red)

The power light (green) comes on when the amplifier is turned on.

The protect light (red) comes on when the amplifier shuts down from overheating, or a short circuit (speaker failure)

Bass Boost on CA10

Bass Boost is used to increase the bass volume. You can select the amplification between 0 dB



(no amplification) and 18 dB (full amplification).

This function is used to compensate for the bass box function and to adjust for your own taste of bass. Set level control at 0 dB if you want it to be inoperative.

The Bass Boost level can also be adjusted from the front seat by using the remote level control box. Connect the cable coming with the amplifier between the control box and Bass Boost connector on the amplifier.



Low Pass Filter

The LPF (low pass filter) allow low frequencies only and blocks higher frequencies.

A typical setting is 60 – 80 Hz. Choose the setting that sounds best in your car.

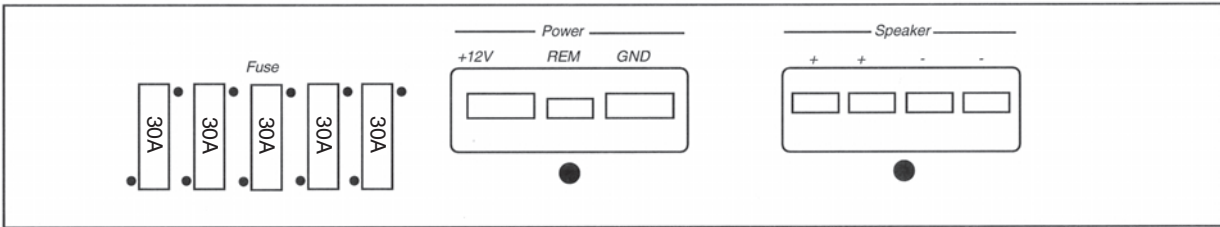


Phase control

The phase control can be set continuously from 0 - 180 degrees. This is very useful when you want to adjust the bass sound for best front stage image. Start on 0 and turn the control slowly clockwise until you experience the bass sound coming from the front.

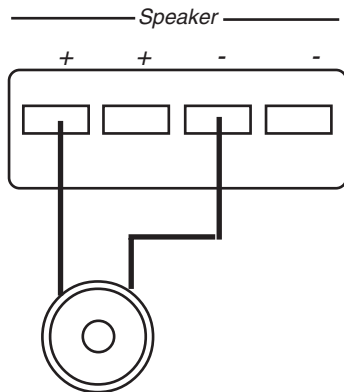
It is also useful when you have more than one CA10 and want all speakers to play in phase. You may have to change the polarity of the speaker connection to get the best result.



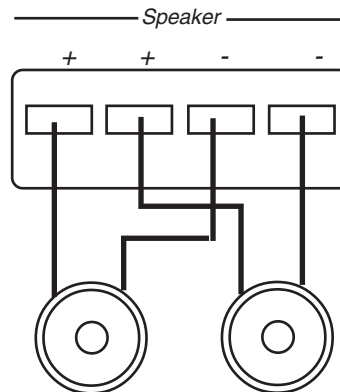


Speaker wiring CA 10

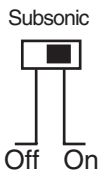
**One 4 ohm subwoofer
4 ohm load**



**Two 2 ohm subwoofers
2 ohm load**

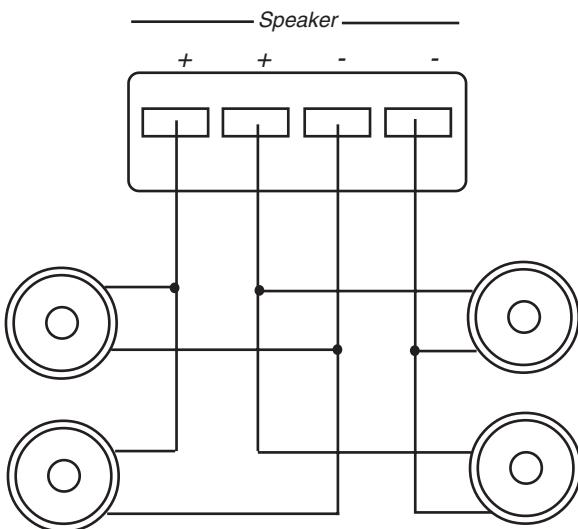


Filter settings



The Subsonic filter in ON-position and the LPF filter setting at 60-80 Hz.

**Four 4 ohm subwoofers
1 ohm load**

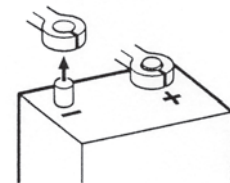


Testing

Before you finish the installation, you should do the following tests to make sure the wiring is correct and everything is operating properly.

Reconnect Battery

When wiring is complete, reconnect the battery negative terminal.



Test power wiring

1. Turn on the head unit but do not turn up the volume. The amplifier power light should come on. If not, check the remote and +12 volt wires. Also check the ground connection.
2. Turn up the head units volume slightly. All speakers should operate. If not, check wiring connections at amplifier and speakers.

Test speaker connections

Make sure the speakers are connected right. Use the balance control on the head unit to make sure right channel is on right speaker etc. If speakers don't play at all, one or both speaker wires may be disconnected.

Professional Tip:

NOISE PROBLEMS

WHINING NOISE VARYING WITH ENGINE REVOLUTIONS:

Do this:

1. Rewire the power supply (12 V) to source unit direct from battery.
2. Rewire ground wire from source unit to clean position on chassis.
3. Check all power connections to ensure that they are clean and tight.
4. Check quality of system ground connection.
5. Install a Power Cap capacitor. This can be helpful against most noise problems.

CONSTANT WHINING NOISE:

Do this:

1. Ensure that all equipment has a common ground point.
2. Check quality of earth strap connection from battery negative terminal to chassis.
3. Disconnect signal cables from amplifier to see if noise disappears. If so the leads are picking up noise. Test this by laying a new cable over the seats and reconnecting to the amplifier. If the noise does not return, re-route original cable away from source of interference.

If noise remains regardless of cable position try to use so called Quasi-balanced signal cables. DLS PRO or ULTIMATE cables are quasibalanced.

Professional Tip:

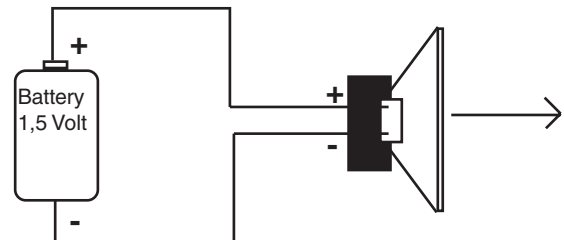
SPEAKER POLARITY CHECK.

All speakers in a car audio system should be connected in phase (the same polarity). All speaker cones must move in the same direction. Out of phase speakers will cause a lack of bass, and a poor stereo soundstage.

Checking polarity:

Hold the - connection of the speaker wire to the - terminal of a 1,5 Volt flashlight battery. Tap the + wire on to the + terminal of the battery, and observe the movement of the cone. The cone should move outwards when the wire touches the battery, and inwards when the battery is removed. If it is the other way around, the speaker has been connected backwards and it must be removed and connected correctly.

If your system also has a subwoofer connected through a passive 6 or 12 dB crossover, try to connect this with various polarity and judge what sounds best. The phase shift in passive crossovers sometimes makes it necessary to change polarity.



Professional Tip:

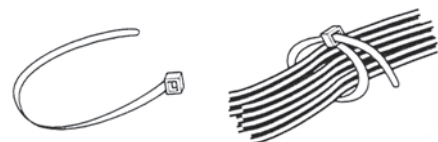
Installing in trunk

When installing the amplifier in the trunk, run the power wires along the same path as the other vehicle wiring. Many cars have insulated channels for wiring. you will have to remove the door sill trim and the carpet.

Professional Tip:

Securing wires

Use wire ties to bundle together when possible. (But never bundle speaker wires or signal cables together with power wires.)



Professional Tip:

Crimp connections

Purchase crimp connectors and crimping tool. Connectors are color coded.

1. Strip 1/4 inch (6 mm) of insulation from the wire.
2. Insert into connector
3. Crimp tightly

Professional Tip:

Speaker and power wires

Do not run speaker and power wires next to each other. Power wires can generate a "siren" sound in the speakers. Run speaker and power wires on opposite sides of the car.



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