



TA7804 Owner's Manual

Introduction

Thank you for choosing MTX to help reach the ultimate goal with your vehicle. Adding MTX amplifiers and matching MTX speakers and subwoofers with StreetWires connections will put you in a better position to hear, feel, and experience all of the music the artist intended.

Specifications

Primary Ratings:

Power Output: 100 watts RMS x 4-channels at 4 ohm and $\leq 1\%$ THD+N

Signal-to-Noise Ratio (1 watt): 75dB

Secondary Ratings:

Power Output: 200 watts RMS x 4-channels at 2 ohm and $\leq 1\%$ THD+N

Power Output: 400 watts RMS x 2 bridged at 4 ohm and $\leq 1\%$ THD+N

Power Output: 800 watts RMS x 1 bridged at 1 ohm and $\leq 1\%$ THD+N

THD+Noise (Distortion) (1 watt): $\leq .25\%$

Frequency Response (-3dB): 20Hz-20kHz

Maximum Input Signal: 10V

Maximum Sensitivity: 100mV

Dimensions: 9-5/8" x 20-11/16" x 2-1/2" (245mm x 525mm x 65mm)

Smart Engage™ Auto-Turn-On (Patent No: US06556683)

Patented Pure N-Channel Technology (Patent No: US05631608, US05783970)

Patented Power Supply (US05598325)

Input Sensitivity Switch: 100mV-1V/1V-10V

Summed Front Rear Line Level Output

Crossover: Hi, 12dB / Low, 24dB Mono @ 40Hz-350Hz, Defeatable

ThunderEQ: Boost 0-18dB, Freq. 40Hz

ARC: Cut 0-15dB, Freq. 200Hz

Remote Subwoofer Level Control (Rear channels only)

Dual Mono Output (Low pass on 4 channels)

Features

1. Prizm EFX – All MTX amplifiers include backlit adjustment controls on the top surface of the product.
 - Color – The backlit controls offer unlimited colors on the display -- from RED, GREEN, and BLUE to any color in between.
 - EFX – You can switch Prizm EFX lighting to “pulsate” with the beat of the music.
2. Xtant Technology Cooling (XTC) – A thermal-regulated turbo-charged intercooler supplies fan forced cool air evenly and constantly through tightly packed bonded fins. Fan speed is continuously variable and controlled by the amplifier's output load, temperature of heatsink, and transformers. Exhaust from the internal heatsink is strategically positioned to cool the transformers to maintain maximum performance at all volumes.
3. Bi-Level Inputs with Smart Engage™ – All MTX amplifiers feature RCA type input connections. All MTX amplifiers allow both high level and line level input into the RCA type input connections.
 - Low Level Input – Source units with an output signal level of 100mV–10V may be used. See “Input Sensitivity” for proper voltage level setting.
 - High Level Inputs with Smart Engage™ – All MTX amplifiers allow high level inputs through RCA type input connections using provided high level adapters. Source units with an output signal level of 100mV–10V may be used. See “Input Sensitivity” for proper voltage level setting.
 - Smart-Engage™ Auto-Turn-On - An auto-turn-on circuit is included within the amplifier. A remote turn-on wire is not necessary when connecting the amplifier's high level input to a high-powered source unit (car stereo). The amplifier will automatically turn on when music is received through this type of connection.

Note: Smart Engage™ is only active on the left input.

4. Input Sensitivity – The Input Sensitivity switch is used to set the proper input voltage range:

X1 POSITION: 100mV–1V (Typically for RCA Input)

X10 POSITION: 1V–10V (Typically for Speaker Level Input)

5. Stereo Gain Control – This feature is used to fine-tune the input sensitivity of the amplifier to the source unit's output level.
6. Variable Hi, 12dB / Low, 24dB Mono @40Hz–350Hz X-over – This control allows the user to choose the exact low pass or high pass frequency range the amplifier will play for the best possible performance. A high pass or full range output may be selected for the front output. A high pass, low pass, or full range output may be selected for the rear output. The upper end of the low pass crossover range can be selected from 40Hz–350Hz at 24dB per octave with a mono output. The lower end of the high pass crossover range can be selected from 40Hz–350Hz at 12dB per octave with a stereo output.
7. ThunderEQ (Variable) – This feature will add up to 18dB of low frequency impact to the audio system. The Bass Boost is centered at 40Hz.
8. A.R.C. – The Active Resonance Control (A.R.C.) is a level adjustment that reduces the resonant frequencies inside the vehicle to improve the midrange sound quality. Turn this in either direction until the vocals of the music are up front and centered in the vehicle. The midrange sound should be smooth and detailed.
9. Remote Subwoofer Level Control (Remote Gain) – This port allows the use of the optional “remote level control”. The Remote Subwoofer Level Control is a bass control module that can be installed in any location within the vehicle for remote adjustments.
10. Dual Mono Output (low pass only) – This feature is used when driving subwoofers and the amp is wired in a bridged front and bridged rear configuration (2-channel) or all channels combined configuration (1-channel) to ensure all channels receive the same signal.
11. Summed Front/Rear Line Level Output – This line level output is used to send a signal to an additional amplifier. The signal is not affected by front/rear fading.
12. StreetWires Connectors – All MTX amplifiers include StreetWires connectors for efficient current and maximum voltage transfer.
13. Speaker Connection – These output terminals are individually labeled for proper speaker connections. When bridging the amplifier, use the left positive terminal and the right negative terminal only. Warning, do not bridge the amplifier with an impedance lower than 4 ohms.
14. Power Terminals – This is the main power connection for the amplifier. The power and ground wire size should be the same gauge.
 - GND – The ground wire from this connection must be attached to bare metal on the vehicle. The distance to the ground should be as short as possible and no more than 18”.
 - REM – To turn the amplifier on/off, this terminal must be connected to the source unit's “remote or electric antenna” wire.
 - +12V – The power wire from this connection must be attached to the positive side of the vehicle's battery.
 - CAP+ - Capacitor Positive Input - The ideal connection point for the positive side of the capacitor to increase the amplifier's performance.
 - CAP- - Capacitor Negative Input - The ideal connection point for the negative side of the capacitor to increase the amplifier's performance.

Before Starting

MTX recommends that you have your new Thunder amplifiers installed by an authorized MTX retailer, preferably MECP certified. If you do decide to do it yourself, make sure you have read the instructions carefully and have the following tools:

- Electric drill
- Phillips bit or screwdriver
- 1/8” bit
- Wire cutters/crimpers
- Safety glasses
- X-Acto knife

Disconnect the vehicle's negative battery connection. Any deviation from the recommended connection procedures may cause serious damage to the amplifier, speakers, and/or vehicle electrical system. Please double check the connections before turning the system on.

Installation Mounting

Place your Thunder amplifier at the predetermined mounting location. Use a felt pen to mark the exact position of the mounting holes on the mounting surface. Set the amplifier aside. Then with a sharp, precise blade cut small circles in the carpet and padding around the four marks denoting your mounting holes to expose the metal underneath. Use a center punch to make an indentation in the metal to ensure that you drill the exact position for the screws.

Note: Please use common sense and make sure that all vehicle wires, gas lines, brake lines, etc. are clear and will not interfere with the installation. ALWAYS WEAR PROPER SAFETY GLASSES.

Connections

1. Bi-Level Inputs (Low/High Level Input) with Smart Engage™ – Both a low and high level signal can be used. Be sure to lay the signal wire away from all power cables and vehicle computers. Use high quality twisted pair interconnect cables to decrease the possibility of radiated noise entering the system.

- Using RCA Connections: If the source unit has RCA outputs, simply attach a signal cable from the source unit to the amp's RCA input. This will provide signal to the amp.

- Using Speaker Level Connections: If the source unit does not have RCA outputs, a high level signal can be used instead by taking the supplied high level RCA adapter cables and connecting the bare wire ends to the vehicle's rear speaker wiring. Connect the left negative speaker wire to the green with black stripe wire on the supplied high level RCA adapter. Connect the left positive speaker wire to the solid green wire. Do the same for the right speaker connection using the purple wire. Now plug the RCA connectors located on opposite end of the supplied high-level RCA cables into the amp's inputs. When connecting the front channel, use the included grey and white high level RCA adapter cables. The grey wire is used for the front left and the white wire is used for the front right.

2. Speaker Wire Connections –

When installing the speaker wires, please take proper measures to protect them. For example, when connecting the door speakers, the speaker wire should run from the amplifier's output terminals, under the carpet, and through the factory rubber boot (loom) that protects the wires in the inner door jam. If the factory boot cannot be used, take other measures to protect these wires. Sometimes the door has to be completely removed to use the factory boot. If this is something that you do not feel comfortable doing, please ask a professional to help you.

When connecting the speaker wires to the amplifier please observe the printed polarity markings on the amplifier's StreetWires connector. Failing to wire the speakers in proper phase could result in a loss of bass response or poor overall sound quality.

These amps will have eight speaker terminals: front left positive, front left negative, front right positive, front right negative, rear left positive, rear left negative, rear right positive, and rear right negative.

- Stereo (4-channel) Connection: This configuration is typically used with full range or high frequency speakers. Each channel can drive a minimum of a 2 ohm load.

- Front Stereo/Rear Bridged (3-channel) Connection: This configuration is typically used with full range speakers connected to the front outputs and subwoofer(s) connected to the rear outputs. Each front channel can drive a minimum of a 2 ohm load. The rear bridged configuration can drive a minimum of a 4 ohm load.

- Bridged (2-channel) Connection: This configuration is typically used with subwoofers. Both the front and rear outputs can be bridged individually and each can drive a minimum of a 4 ohm load.

- Dual Mono (1-channel) Connection: This configuration is typically used with subwoofers. All channels can be combined for max power (both the front and rear outputs can be bridged together) and can drive a minimum of a 2 ohm load.

Note: Please pay attention and make sure the speakers or woofers are the correct IMPEDANCE (OHMS) BEFORE attaching to the amplifier.

3. Power Terminals – Please take proper measures during installation to protect the power wires as best you can. For example, when running the power cable from the vehicle's battery through the firewall, use a firewall bushing for protection. Run the power wire through the interior of the vehicle, under the carpet, and to the amplifier. If this is something that you do not feel comfortable doing, please ask a professional to help you. Be sure to lay the power wire away from all signal cables. When connecting the power wires to the amplifier please observe the printed markings on the amplifier's StreetWires power connector. Failing to wire the power cables properly could result in amplifier damage.

- **+12V:** This is the main power input for the amplifier and must be connected directly to the positive terminal of the car battery for the amplifier to operate properly. It is important that a main fuse is installed a maximum of 18" from the battery.

- **GND:** This is the ground connection for the amplifier and must be connected directly to the metal chassis of the vehicle for the amplifier to operate properly. A properly grounded amplifier can be run harder and longer than a poorly grounded amplifier. The ground on the amplifier should be as short as possible and be connected directly to the vehicle's metal chassis. Do not connect to factory bolts of ANY kind. When attaching the ground to the chassis, sand all the paint away from the contact point. A grounding block like the StreetWires GT4 should be used whenever possible as this piece of equipment has 5 times the surface area of a normal screw.

The gauge of the power and ground wire is often an overlooked aspect of amplifier installation. The more power the amplifier receives, the more power it will produce. Power cables have a natural resistance, and will lose voltage by the time the power makes its way to the amplifier. The larger gauge (diameter) wire will hold more voltage over longer runs. Also, by having a larger diameter ground wire, the amplifier can run more efficiently. MTX recommends using a minimum of 4 gauge power and ground cables to get the best performance.

- **REM:** This connection turns the amplifier on and off and needs to be connected to a remote turn-on wire from your source unit if you are using a low level input connection.

Note: When numerous amplifiers are used in the same system, look into using a relay with a separate power wire connected to an alternative power source to take the strain off the source unit. Normal source units can only keep a constant 12 volts to 2 or possibly 3 amps. This wire should also be run away from the RCA cables.

- **CAP+:** This 8 gauge terminal is internally wired in parallel with the +12V on the StreetWires Power connector. It is the ideal connection point for the positive side of a capacitor to increase the amplifier's performance.

- **CAP-:** This 8 gauge terminal is internally wired in parallel with the GND on the StreetWires Power connector. It is the ideal connection point for the negative side of the capacitor to increase the amplifier's performance.

Double check all the previous connection installation steps, in particular the speaker and power wiring. Securely mount the amplifier. If everything is in order, reconnect the vehicle's negative battery connection and begin following the feature setup and adjustment steps.

Feature Setup and Adjustments

1. **Selecting the Input Sensitivity Range** – Before you turn on your system, you must select the proper input sensitivity range on your amp using the button labeled INPUT SENS located in the GAIN CONTROL section of the control panel.

- **Setting for Aftermarket Source Units:** Refer to your aftermarket owner's manual for line level output specification. If the specification is not available, please follow the instructions listed below.

X1 POSITION: 100mV–1V (Typically for RCA Input)

- **Setting for Factory (OEM) Source Units:** To check the amount of voltage that is present from the source unit, take a multi meter, or a volt/ohm meter, on the AC setting, (range from 100mV up to 10 volts) attach the positive and negative leads directly to any exposed speaker. It will not matter if the polarity is correct, it will read the same amount of voltage.

X10 POSITION: 1V–10V (Typically for Speaker Level Input)

Note: It is important not to have the amp set up to receive a low voltage signal and give it a high voltage signal. Doing this can cause damage to the amp.

2. **Adjusting the Gain Control** – Before you start setting your amp gains, be sure to defeat all EQs ("off" position). You want to set the gain levels properly BEFORE applying any equalization.

Start with the source unit's volume around $\frac{3}{4}$ of the way up, and the gain on the amp all the way down (counter-clockwise). Slowly increase the gain clockwise until the speaker starts to distort. Immediately decrease gain until the distortion goes away. This will be a good reference point on the volume control to where the signal starts to distort. Remember every CD will be different; use common sense and constantly listen for obvious distortion and adjust volume accordingly. The gain on the amp has nothing to do with how much power the amp can produce, just how fast the amp puts out max power. Just like in an automobile, full throttle is very rarely needed.

3. Adjusting the Hi, 12dB / Low, 24dB Mono @ 40Hz–350Hz Variable X-over Frequency Controls –
 - Setting for Subwoofers: First enable the electronic crossover by selecting the “ON” position of the X-OVER switch, and then select the “L-PASS” (low pass) position on the L-PASS/H-PASS switch. Next, using “L-PASS FREQ” you have control over what frequency you want your amp to start crossing over your signal. By turning this control all the way counter-clockwise you are crossing the signal over at 40Hz (the range is counter-clockwise 40Hz to clockwise 350Hz). This means that the amp will send the woofers frequencies from 20Hz to 40Hz and then start to taper down as the frequencies go over 40Hz (octave roll off). The industry standard for low pass crossover point is right around 90Hz. However, by experimenting with the crossover point (higher or lower) you will find what sounds best in this install. This amp uses a 24 decibel per octave roll off, which is pretty steep, or tapers off fairly quickly from the crossover point. This design complements both the subwoofer and the mid to provide greater musical detail.
 - Setting for Components and Separates: First enable the electronic crossover by selecting the “ON” position of the X-OVER switch, and then select the “H-PASS” (high pass) position on the L-PASS/H-PASS switch. Next, using “H-PASS FREQ” you have control over what frequency you want your amp to start crossing over your signal. By turning this control all the way counter-clockwise you are crossing the signal over at 40Hz (the range is counter-clockwise 40Hz to clockwise 350Hz). This means that the amp will send the components or separates frequencies from 40Hz to 20kHz and then start to taper down as the frequencies go under 40Hz (octave roll off). The industry standard for high pass setting or crossover point is around 120Hz. When the amp is in HP setting and the crossover point is set to 120Hz, this means the amp is sending the speakers frequencies from 120Hz to 20kHz. This crossover network allows the drivers to recreate the frequencies within a precisely designed range so that the speakers do not become distorted by trying to reproduce frequencies that they are physically unable to reproduce. This feature ensures that the components or separates do not receive low bass notes. The 12dB/oct means the slope, or the amount of other frequencies that will be affected, is fairly narrow. This design complements both the subwoofer and the mid to provide greater musical detail.
 - Setting for Full Range (No Crossover): To disable the electronic crossover, select the “OFF” position of the X-OVER switch. This setting will allow the amplifier to play all frequencies.
4. Adjusting The Variable ThunderEQ – Adjust the Pot clockwise to add the desired amount of bass boost. There is a lot of boost available, 18dB of 40Hz, but begin with a low boost setting (around 3dB) and try to stay below 6dB whenever possible. Remember that for every 3dB of additional boost you dial in, you are asking the amplifier to double its power output for this boost region.
5. Adjusting the Active Resonance Control (A.R.C.) Feature – This feature will be needed when mounting speakers lower in the door or in kick panels. Most vehicles have a natural peak that occurs at about 200Hz. By turning the Pot, located on the top control panel, clockwise you CUT 200Hz up to 15dB. This allows you to remove the unwanted peaks in your mids and highs that occur in most vehicles.
6. Remote Subwoofer Level Control (Remote Gain) – Let’s say the amplifier’s gain is set at halfway. When the remote subwoofer level control is plugged in, you have external control of the gain from zero to halfway. The installation of this level control is NOT necessary to get full power from the amplifier.
7. Prizm EFX – Now that you have completed adjusting all your amplifier settings, you can set the lighting effects to your personal taste.
 - Selecting Colors: You can change the backlit colors simply by turning the dial labeled PRIZM COLOR, located in the MTX PRIZM EFX section of the control panel, left or right. Starting at the left most position, the colors range from RED to GREEN, BLUE, and then RED again. You can choose any color in between making the combinations unlimited.
 - Selecting the EFX Feature: You can switch Prizm EFX lighting to “pulsate” with the beat of the music. Simply depress the button labeled PRIZM EFX located in the in the MTX PRIZM EFX section of the control panel to turn this feature on or off.

Trouble Shooting

Read this if you want to be a do-it-yourselfer or give us a call at 800-CALLMTX.

PROBLEM	CAUSE	SOLUTION
No LED indication	No +12V at remote connection No +12V at Power connection Insufficient ground connection Blown power fuse	Supply +12V to terminal Supply +12V to terminal Verify ground connection Replace fuse
LED on, no output	Volume on head unit off Speaker connections not made Gain control on amplifier off Signal processing units off All speakers blown	Increase volume on head unit Make speaker connections Turn up gain Apply power to signal processor Replace speakers
Output distorted	Head unit volume set too high Amplifier gain set too high	Lower head unit volume Lower amplifier gain
Balance reversed	Speakers wired L + R reversed RCA inputs reversed	Wire speakers with correct orientation Reverse RCA input
Bass is weak	Speakers wired out phase Not using MTX woofers	Wire with correct of phase Buy MTX woofers
Blowing fuses	Excessive output levels Amplifier defective	Lower volume Return for service

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