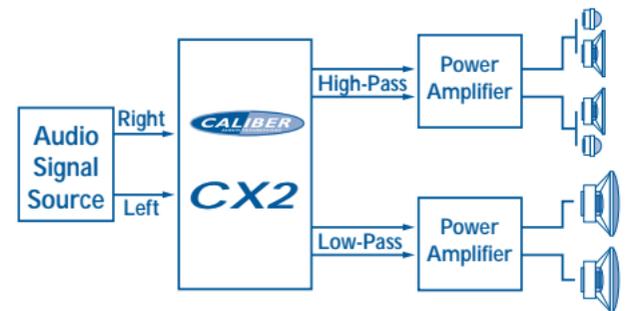


- 1. Low-Pass frequency selector.** By using this selector you can choose the Low-Pass crossover point (50/80/100/120Hz)
- 2. High-Pass frequency selector.** By using this selector you can choose the High-Pass crossover point (80/100/120/140Hz)
- 3. Level Controls.** Since the volume of each output varies upon speaker efficiency variation and main amplifier output variation, make adjustments using these controls.

- 4. Phase switch.** Allows you to change the phase of your subwoofers from 0° to 180° to help compensate for timing differences between speakers.
- 5. Mode switch.** Allows you to change the subwoofer output between stereo and mono, thus facilitating single subwoofer installations.
- 6. Input jacks.** Input from sound source RCA jacks.
- 7. High level input.** Input from sound source's speaker leads.
- 8. Low Pass output jacks.** Connect RCA cables to the subwoofer amplifier.
- 9. High Pass output jacks.** Connect RCA cables to the Mid-High amplifier.
- 10. Power connector port. B+ :** Connect to the (+) positive terminal of the car battery. Place a fuse close to the car battery to protect the vehicle.
GND: Connect to a metal part of the car, or negative (-) terminal of the car battery.
REM: Connect to the remote activating wire of the radio, or Power antenna wire.



This diagram shows you a typical configuration. Two power amplifiers are required. The Low-Pass output drives the subwoofers amplifier and the High-Pass output drives a second amplifier for your midrange-/tweeter system. They could also be full range speakers except now they are relieved of their deep bass duty which is carried entirely by the subwoofers.

Full frequency performance is accomplished by the two groups working together without any overlaps or gaps. One speaker pair picks up as the other is falling off. The cut-off frequency for each can be set independently with the multi-position switches. In most cases they should be set close to the same frequency to avoid unintentional peaks or valleys in the system response. This common cut-off frequency is called the "crossover frequency".

Connections

Make connections according to the diagram and note the following:

1. Make all connections securely and avoid stretching any wires or cables that could pull loose later on. Never make or break any connection with the power to your amplifier turned on.
2. Make sure the ground connection attaches to bare metal that is part of the car's chassis and not a insulated piece of trim. If you experience excessive noise during operation, its cause will probably trace back to a poor ground connection.
3. Make all connections to the CX2 before mounting.
4. Disconnect the car battery to prevent short circuits while making power connections. Insulate all connections to prevent short circuits.
5. Plug the radio's pre-out RCA plugs into the CX2's input jacks, **or** connect the radio's speaker outputs to the High level input on the Molex connectors and plug into item 7. **Do not use both RCA-input and High Level input at the same time.**

Mounting your CX2 Crossover:

The CX2 crossover can be mounted in any position using the 4 self-tapping screws provided.

- Vertical mounting provides the best access to the controls.
- Mount the CX2 crossover so that it is protected from vibration, possible water leakage and dust.

What to do if there are problems?

Before removing the crossover, look for the problem in the list below.

1. No output:

- A. Make sure that the RCA connectors are plugged firmly together.
- B. Check the amplifier manuals to check for problems in the amplifiers.
- C. Check the power fuse. Both the B+ and the Remote terminals must have +12V in order for the CX2 to turn on. You can use a small 12V light bulb to check for +12V from these terminals to chassis ground.

D. Make sure that the signal source (radio/cassette/CD-deck) is connected and supplying output. You can find out if the crossover is working by plugging one end of a set of RCA patch cords into the crossover inputs, and briefly tapping the center pin of each plug on the other end with a finger. This should make a noise in the speakers. **Caution:** This may be loud.

2. Only one channel works:

A. Change the position of the input RCA's. Connect the radio's right output to the crossover's left input, and the left output to the right input. If the channel that is out changes speakers, the problem is in your radio/cassette/CD-deck or the connecting cable.

3. Noise in the output:

A. If the noise is a "wining sound" that goes up and down with the engine speed, make sure that all components including the amplifier are grounded at the same chassis point, and that this point is free of paint and rust. Check for ground "loops", more than on ground path for any component. Also try putting L-C noise filters in the power wires that go to the Radio/Cassette/CD-deck.

B. If the noise is a "clicking" or "popping" that goes at a rate following engine speed, it is likely to be coming from the car's ignition. Make sure that the car has resistor plug wires and that the breaker points capacitor is in good condition.

C. If the noise occurs when blinkers, brake-lights, wipers, etc. are used, make sure that the power wires for all the audio components run straight to the battery, not to the car's fuse box. For safety reasons you should install a separate fuse box for all the components of your Car Audio System as close to the battery as possible. Speaker and input wires should not run next to wires that go to lights and other equipment, and you must also keep them away from the wires of the power supply to your Audio system.

Specifications:

Caliber CX2 2-way electronic 18dB/Oct crossover

Crossover frequency

High-Pass	80/100/120/140Hz
Low-Pass	50/80/100/120Hz

Low & High output level control

RCA or High Level Input	
Subwoofer phase shift switch (0°/180°)	
Subwoofer Mono/Stereo switch	
Frequency response	10Hz - 30 KHz
S/N ratio	100dB
Crossover slope	18dB/Octave
T.H.D.	0.02%
Output gain	+6dB (1:4)
Dimensions (WxDxH)	180 x 110 x 31mm