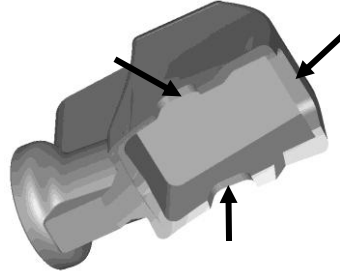


TIPS & F.A.Q.

- 1) The threaded holes in the amplifier cavity and under the speaker are used in the molding process and mean nothing for your install.
- 2) Armor-All® or equivalent will shine and protect the plastic of your Intra-Pod.
- 3) Follow your Kicker® manuals for proper wiring of the amplifier, subwoofer, and remote bass level controller.

Note: RUN RCA's FROM THE HEAD UNIT TO THE AMPLIFIER **AWAY FROM YOUR AMP'S POWER AND REMOTE WIRES**, TO REMOVE INTERFERENCE (i.e. noise or 'hum' coming through speakers.) BRING THE REMOTE AND POWER WIRE IN THROUGH A SEPARATE VENT.



- 4) The best place to run the amplifier power wire through the firewall and to your Jeep's battery is on the bottom right-hand corner of the firewall on the passenger's side, just above where the floor slopes upward and meets the firewall. You'll see a little metal area that's exposed, that's where you want to drill a hole to run the amplifier power wire through. Mount the power wire's fuse block in the engine compartment, above your battery. Drill two pilot holes in the firewall and run two screws through the fuse block and into the firewall.
- 5) **The ground wire for the amplifier should be as short as possible.** For best results, mount it by way of a ring terminal to one of the seat bolts that mount the seats to the floor. Large ring terminals such as this can be purchased at your local car audio or auto parts store. Or you can use the smaller ring terminal that comes with the amplifier wiring kit and drill a smaller hole, use a smaller screw and run it into the floor of the vehicle. Either way, make sure the terminal is sitting on bare metal, so remove a little paint if necessary. **FOLLOWING THIS METHOD WILL ENSURE A GREAT GROUND! We also recommend that you ground your radio at the same place as the amplifier.** This can be accomplished by cutting the ground wire at the back of the radio and attaching it to a new wire, which is run from your radio to the amplifier's ground location. This method will reduce all ground loops between your radio and amplifier, reducing the risk of alternator 'whine'.
- 6) Don't go nuts fastening the Intra-Pod to the floor, just enough to hold it securely without splitting the two tabs up front. The third and final screw is mounted through the base of the Intra-Pod and into the floor, behind the speaker; this one can go in tighter since it won't split the plastic.
- 7) Use solder for wire connections, if possible.
- 8) Make sure to seal any extra space around the speaker wires where they go through the grommet hole of the Intra-Pod with a glue gun, wax, etc. so no air escapes and the internal space is completely sealed. If air can escape there it can result in a vibration noise or whistling noise.

INSTALLATION - PART 1

Please note: If you purchased the Intra-Pod with audio components included: Note that the Kicker amplifier is a mono amp and is capable of running in 2-ohm or 4-ohm.. The included subwoofer is a 4-ohm model and provides you with up to 150 watts of continuous power from your amplifier to your subwoofer. This is safe for the woofer and makes the amplifier work at a lower temperature than if it ran at a 2-ohm load. Given the tight quarters in the recess of the Intra-Pod, this is better for the amplifier's lifespan.

First, place the Intra-Pod between the seats as it will be when installed. Make sure you can shift into 2nd, 4th, and reverse without hitting the front of the unit. (A select few may have to install the unit slightly toward the rear of the vehicle.) Next, mark where two slits in the carpet will be made, one for PWR, GRD, REM. wires, and one for RCA inputs and Bass Controller wires. Place the Kicker amplifier in the cavity and you'll see that the slit for the PWR., etc. should be made by the passenger side vent. The slit for the RCA's and bass controller should be made by the larger front vent to line up and enter at good spots to connect to the amp.

Next, run the RCA input wires, Bass Controller wire, REM., BATT. and GND wires from their points of origin through the slits in carpet, pulling enough wire through to connect to the amplifier sitting somewhere near its final resting position but not actually installed in the console underbelly yet. This will make the wiring as short as it can be for now so you can fuss with the dials on the amp and tune it. (Once the amp's in the underbelly, getting to the controls to change settings isn't as easy, although the Kicker amp isn't too bad -they can be accessed from the front vent area.) The passenger seat is a pretty good spot to set the amp for now. Next, connect about 4 ft. of speaker wire to woofer. (enough to run to the amp for now). Pull the speaker wire through the grommet hole in the console and attach woofer to pod **temporarily** for tuning purposes. (Yes, you'll have to remove the woofer later to attach the console to the Jeep, sorry.)

INSTALLATION - PART 1 (continued)

The idea is to have everything wired up, the Intra-Pod in place between the seats with subwoofer installed, and the amplifier wired but with slack so it can sit in the passenger seat or somewhere for now to do sound tests and you can manipulate the controls on the amplifier as well as the Bass Controller. Once this is completed, it's time to fine tune / sound test, and get the settings exactly where you want them. Try various music types and make sure that you test the sound at levels as it would be driving with the top down. You want everything to sound as good as it can at this typical listening level. Test FM, Ipod's, MP3's, everything.

INSTALLATION – PART 2

Check for and remove any debris inside the Intra-Pod and remove it before installing the unit. Debris left inside could vibrate and compromise sound quality. Also, using Armor-All® or an equivalent can give the pod a darker black, glossy appearance now and in the future.

Attach amp to pod leaving room on each end for wire connections. It should sit approximately in the middle of the cavity. Shorten speaker wire so it can reach from amp to subwoofer with about 6 inches of excess. Leave excess right behind sub for now. Don't glue around grommet yet either. Place console in final installed position, making sure it's not resting on any of the excess wire and check that you can shift into 2nd, 4th, and Reverse.

Pulling excess wire: From another point of entry, get your hand under the carpet near the carpet slits you made and pull excess wiring away from amp and console. If you have a friend that can help, they can pull the wires as you hold the console off the floor and guide it into place, or vice-versa. All excess can be gathered and zip ties can be used for tidiness. Carpet hides all wiring. Bass Controller can be installed at bottom of dash or wherever you'd like.

When console is in final resting place, it's time to affix the pod to the floor. HINT: It can help to pre-drill small holes in the tabs and into the floor with a small drill bit first. Drill through on a slight angle, *far inside* the tab so the tabs won't split from screw pressure later. Use the torx screws on the two front tabs on each side of the console. The third and final torx screw goes behind the subwoofer - it'll need to be removed. (This is the reason for the slight excess of speaker wire.) Remove the sub, run the screw through the plastic bottom of the pod (in front of that "bump" of plastic on the console bottom) and into the vehicle floor. Replace the subwoofer as explained below.

Installing the Subwoofer and Grille:

Installing the subwoofer and grille must be done in a specific way. After hooking up the speaker wires to the subwoofer, place it in the pod and run the (4) shorter phillips screws in at every other screw hole on the woofer. Next, put the back plate on top of the subwoofer with the plate holes flush against it and the edge of the back plate facing upward. Do it so the (4) holes in the back plate line up with the unused (4) holes on the subwoofer. Use the remaining (4) longer phillips screws to attach the back plate. Lastly, push the mesh grille cover on over top of the back plate. Most subwoofers won't fit inside the back plate anyway, and it's also done this way so that the speaker is far enough away from the mesh grille and won't hit the grille on bass notes which would completely ruin sound quality.



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