



# Stinger®



#### LIMITED WARRANTY:

Stinger warrants this product to be free of defects in materials and workmanship for a period of one (1) years from the original date of purchase. This warranty is not transferable and applies only to the original purchaser from an authorized Stinger dealer in the United States of America only. Should service be necessary under this warranty for any reason due to manufacturing defect or malfunction, Stinger will (at its discretion), repair or replace the defective product with new or remanufactured product at no charge. Damage caused by the following is not covered under warranty: accident, misuse, abuse, product modification or neglect, failure to follow installation instructions, unauthorized repair attempts, misrepresentations by the seller. This warranty does not cover incidental or consequential damages and does not cover the cost of removing or reinstalling the unit(s). Cosmetic damage due to accident or normal wear and tear is not covered under warranty.

#### INTERNATIONAL WARRANTIES:

Products purchased outside the United States of America are covered only by that country's Authorized Stinger reseller and not by Stinger. Consumers needing service or warranty information for these products must contact that country's reseller for information.

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## **Installation Notes:**

- Read this installation guide thoroughly before disassembling or modifying the vehicle. Installation of this product requires technical skill, experience and specialized tools. If in doubt, it's recommended to have it professionally installed by an authorized Stinger Dealer.
- Designed for front driver or passenger under-seat amplifier locations.
- Make sure wire gauge matches amplifier power/ground inputs.
- The included 150A fuse is to protect the wiring going to the amplifier, not the amplifier itself. Refer to the amplifier manufactures recommended fuse rating for the amplifier.



## What's In The Kit

ITEM	DESCRIPTION	QTY
1	Fuse to Vehicle Battery Wire (22in)	1
2	Fuse to Amplifier Wire (17ft)	1
3	Amplifier Ground Wire (12in)	1
4	JK/JL Fuse Holder Mounting Plate	1
5	JL Mounting Bolt (M6 X 25)	1
6	Remote Turn-On Wire (10ft)	1
7	Ferrules/Heat Shrink	2
8	Fuse Holder Mounting Screws	4
9	X-Link Fuse Holder & ANL Fuse (150A)	1
10	Rubber Grommet (5/8")	1
11	X-Link X-pansion Jumper	1
12	7" Wire Ties	10
13	2-Channel RCA Cable (12ft)	1



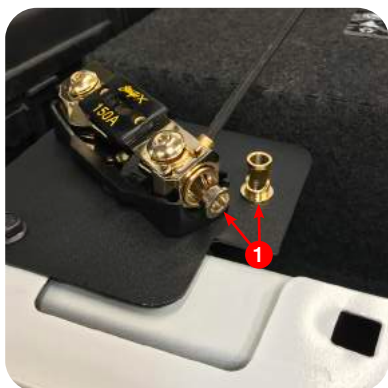
## JL/JT: Installing the Mounting Plate and Fuse Holder

(For JK installation, start on Page 20)



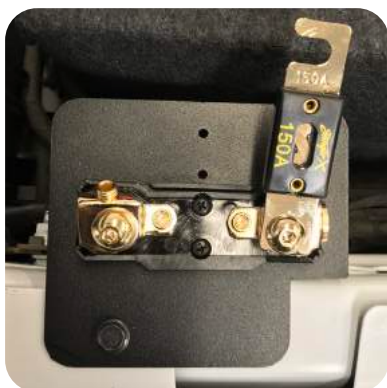
1. The fuse mounting plate will be attached to the passenger side fender near the battery using the threaded hole indicated.

2. Using the supplied M6 x 25 bolt attach the fuse mounting plate in the direction shown above.



3. If installing the 4GA kit, remove the 8GA inserts (1) from both ends of the fuse holder by loosening the 4mm wire set screws.

4. Temporarily loosen the 4mm fuse set screws and move the fuse to access the two mounting holes in the base.



5. Align the mounting holes to the plate and install two of the supplied screws.



6. Reinstall the fuse and tighten the set screws.

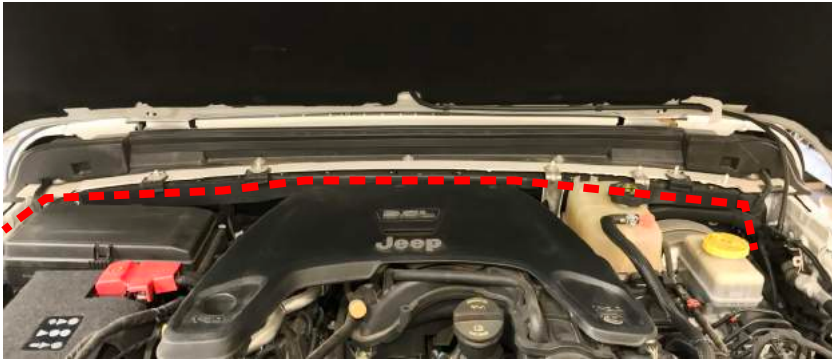


7. Insert the braided sleeved end of the XX power cable into the left side of the fuse holder and tighten the 4mm set screw.

NOTE: The 22in power lead from the fuse holder to the battery will be installed last, after all amplifier connections have been completed.

## JL/JT: Routing the Power Wire into the Vehicle

NOTE: For this installation, the power wire will be ran across the engine compartment inside the factory plastic wire housing, to a plastic grommet on the driver's side of the vehicle. The kit provides enough power wire to be ran from the battery to either the front driver's or passenger's seat. NOTE: If you want to take a different route to the inside of the vehicle, have at it. Just be sure the power wire is safely routed and always use the supplied rubber grommet when passing through metal or rigid plastic.



1. Remove the five 10mm nuts securing the plastic wire cover and coolant reservoir.





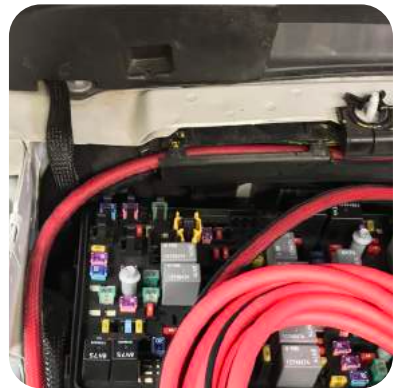
2. Unclip the hose attached to the coolant reservoir.



3. Lift the reservoir off the studs and position out of the way.



4. Starting on either side, use a flat blade screwdriver to release the locking tabs along the top of the wire cover.

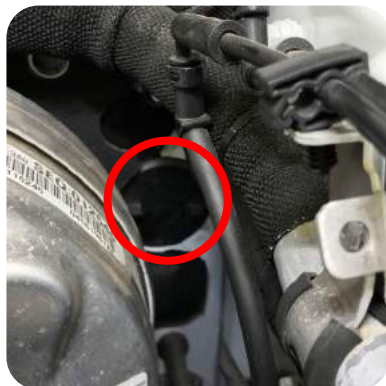


5. Starting at the fuse holder, route the power wire inside the wire cover.

## JL/JT: Routing the Power Wire into the Vehicle (cont.)



6. Continue routing the power wire inside the plastic cover to the driver's side of the vehicle.



7. Remove the plastic insert located to the right of the brake booster.



8. Drill a 5/8" hole in the plastic and install the supplied rubber grommet.



9. Run the power wire through the grommet and into the vehicle. Reinstall the plastic insert in the firewall.

## JL/JT: Disassembly

NOTE: Disassembly is the same for either side of the vehicle.



1. Remove the kick panel access cover (1), remove the 10mm nut (2) and unhook the door check strap.



2. Using a trim tool, unclip the electrical connector from the body.



3. Disengage the red lock and disconnect the connector.



4. Remove the kick/door jamb panel by pulling it towards the center of the vehicle.

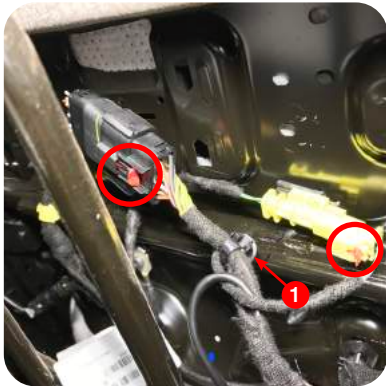
## JL/JT: Disassembly (cont.)



1. Move the seat to the rear and remove the two front Torx T50 seat bolts.



2. Move the seat to the front and remove the two rear Torx T50 seat bolts.



3. Tilt the seat back and disconnect the two electrical connectors on the bottom. Unclip the wire harness (1).

4. At this point, you can remove the seat from the vehicle, or lean it all the way back out the way.

### **NOTE!**

Do not turn on the ignition or start the vehicle with the yellow air bag connector on the seat bottom unplugged. You will get a fault code!

## JL/JT: In-Vehicle Wire Routing



1. Inside the vehicle, secure the power wire to the factory wire harness on the left side. If mounting the amplifier under the drivers seat, skip to Page 13.



2. If mounting the amp under the passenger seat, route the power wire across the lower dash. Follow the factory wire harnesses and secure with zipties.

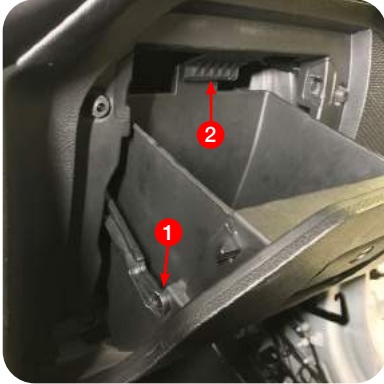


3. Unsnap and pull back the carpet at the front of the center console on the driver's side. Feed the power wire across to the passenger side.

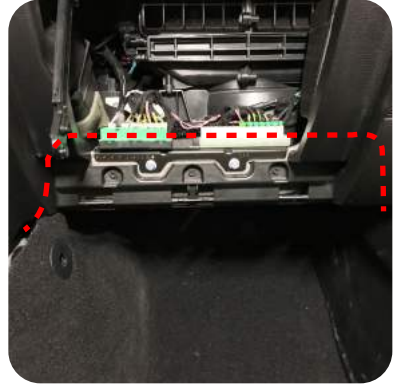


4. Unsnap and pull back the carpet on the passenger side of the center console and pull the length of wire through to the passenger side.

## JL/JT: In-Vehicle Wire Routing (cont.)



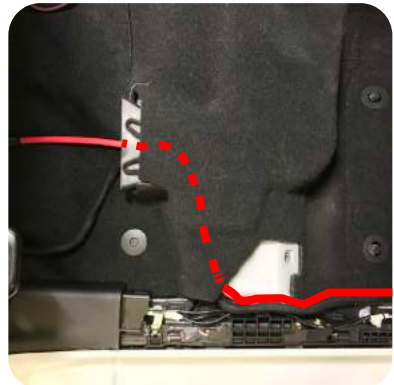
5. Remove the glove box by detaching the arm on the left side (1), and then pushing up on the stop at the top (2). Lower fully to unhinge at the bottom.



6. Route the power across the glove box opening following the factory wire harness running behind the green and white distribution blocks. Secure with zip ties.



7A. PASSENGER SIDE: Route the power wire down from the glove box area to the kick panel harnesses, then along the door jamb, and finally out under the seat through the air vent opening.

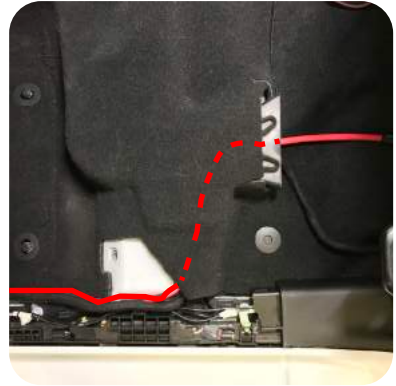


Continue on Step 8 next page.

## JL/JT: In-Vehicle Wire Routing (cont.)



7B. DRIVER SIDE: Route the power wire down from the upper dash area to the kick panel harnesses, then along the door jamb, and finally out under the seat through the air vent opening.



8. On both sides of the console there will be a factory ground point. Remove the 10mm nut and attached the Black 12in Ground lead. Retighten the nut securely.



9. Route the ground wire under the carpet and out the air vent opening.

## JL/JT: In-Vehicle Wire Routing

NOTE: In this installation example the RCA cable and the blue Remote Turn On wire are both routed forward for a typical aftermarket radio or Line Output Converter (LOC) connection. If your RCA and/or turn-on is in a different location, route these wires accordingly.



3. Route the RCA cable and the terminated end of the blue Remote Turn On wire under the carpet from the side of the center console to the air vent opening.



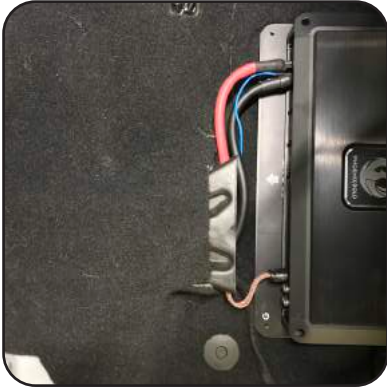
4. Route the cables forward, tucking them behind the center console side panel and carpet. NOTE: Complete Step 1 on the next page before routing the wires any further.

5. These are the basic connections for the amplifier. You will also need to run speaker wire (not included) to the amp location. And, if the amp has a level control knob, that should also be routed to the amp mounting location.





## JL/JT: Amplifier Wiring



1. At this point, the amplifier should be set in place. If using an amp mounting bracket, the amplifier should be attached to the bracket and then set in place. For each connection, ensure there is the proper amount of wire length.



2. If the power wire is too long, it can be cut to length and a new ferrule installed (see below). If the power wire is just a bit too long, there is plenty of room under the carpet to store some slack and leave the factory installed ferrule attached.

NOTE: Some amplifier power terminals will not be large enough or are not designed to use ferrules. If that is the case, simply cut off the ferrule and attach the wire the old fashioned way.

3. To install a new ferrule, shorten the wire to the proper length, strip 3/4" of insulation, slide the ferrule onto the wire and then slide the heat shrink onto the ferrule. The heat shrink should be positioned as shown so it will keep the ferrule attached to the wire until it is "crimped" by the amplifier set screw when installed.

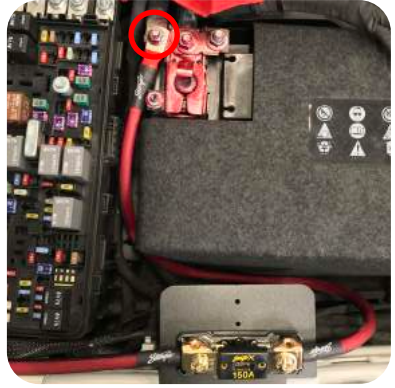


## JL/JT: Connecting Power

NOTE: Once both power and ground connections are connected to the amplifier, you can safely connect the power wire to the battery.



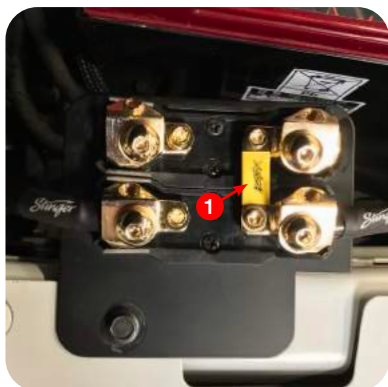
1. Using a 4mm allen, securely connect the ferrule end of the 22in Fuse to Battery cable to the right side of the fuse holder. Route the eyelet end to the positive battery terminal.



2. Remove the 10mm bolt on the positive battery terminal. Install the eyelet on the terminal stud. Reinstall the 10mm nut and tighten securely.

## Adding an Optional Second X-Link Fuse Block

The fuse mounting plate is designed to hold an optional second X-Link fuse holder.



1. To connect the two X-Links, align the locking channels on the bases and press together. Install the two mounting screws. You can run a new power wire to the second X-Link, or you can use the X-Pansion Jumper (1) to pass power from the first X-Link to the second.

2. X-Link inputs and outputs can accept 0/1, 4 and 8 GA wire. ANL or MIDI fuses can be used, or a combination of both as shown above.

## JK: Installing the Mounting Plate and Fuse Holder



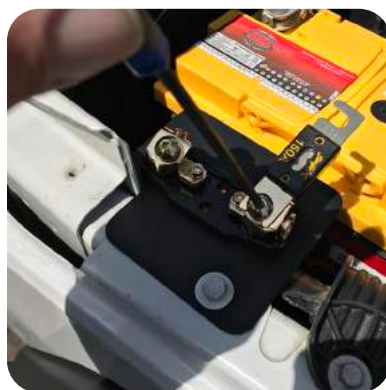
1. The fuse mounting plate will be attached to the passenger side fender near the battery using the 10mm bolt indicated.



2. Remove the 10mm bolt and attach the fuse mounting plate in the direction shown above.



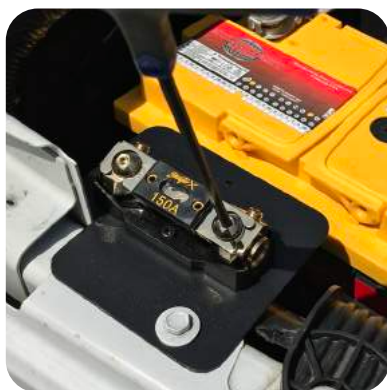
3. If installing the 4GA kit, remove the 8GA inserts (1) from both ends of the fuse holder by loosening the 4mm wire set screws.



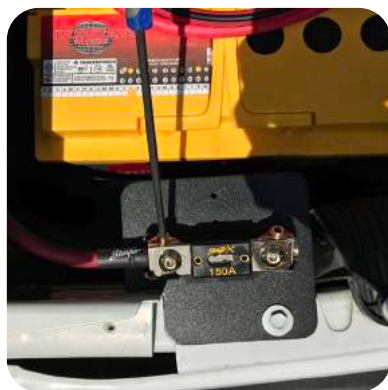
4. Temporarily loosen the 4mm fuse set screws and move the fuse to access the two mounting holes in the base.



5. Align the mounting holes to the plate and install two of the supplied screws.



6. Reinstall the fuse and tighten the set screws.



7. Insert the braided sleeved end of the XX power cable into the left side of the fuse holder and tighten the 4mm set screw.

NOTE: The 22in power lead from the fuse holder to the battery will be installed last, after all amplifier connections have been completed.

## JK: Routing the Power Wire into the Vehicle

NOTE: For this installation, the power wire will be ran across the engine compartment, behind the factory harness that runs along the firewall, to the driver's side of the vehicle. The kit provides enough power wire to be ran from the battery to either the front driver's or passenger's seat. NOTE: If you want to take a different route to the inside of the vehicle, have at it. Just be sure the power wire is safely routed and always use the supplied rubber grommet when passing through metal or rigid plastic.



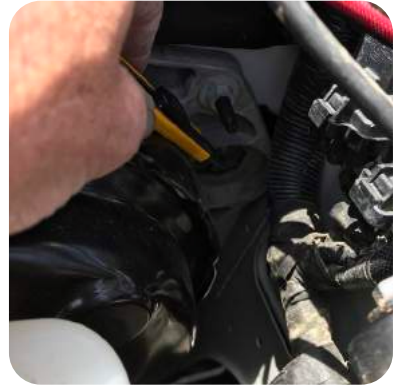
1. Starting at the fuse, route the power wire along the factory harness running across the rear of the engine compartment.



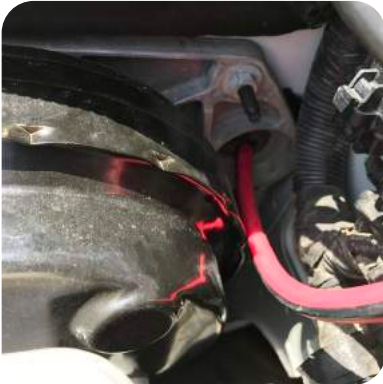
2. Running the wire on the top of the harness provides the most protection and least visibility.



3. Continue to the driver's side and secure power wire with zip ties.



4. On the driver's side, locate the rubber membrane to the right of the brake booster.



5. Cut or poke a hole in the membrane. Run the power wire through the membrane into the vehicle.



6. Inside the vehicle, to the left of the brake pedal, pull the length of the power wire into the vehicle.

## JK: Disassembly

NOTE: Disassembly is the same for either side of the vehicle.



1. Remove the three push fasteners on the door sill panel and lower B pillar trim.



2. Starting at the front, pull the kick/door sill panel towards the center of the vehicle to release the retaining clips and remove.

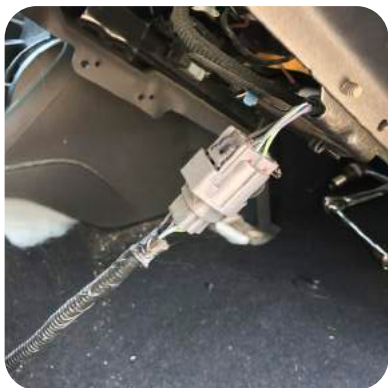


3. Place the seat in the full rearward position and remove the two 18mm front seat bolts.



4. Move the seat to the forward position and remove the two 18mm rear seat bolts.





5. Tilt the seat up and disconnect the electrical connector.

At this point, you can remove the seat from the vehicle, or lean it all the way back out the way.

## JK: In-Vehicle Wire Routing

If mounting the amplifier under the drivers seat, skip to Step 6B.

1. If mounting the amp under the passenger seat, route the power wire down from the firewall entry point and across the lower dash. Follow the factory wire harnesses and secure with zip ties. Keep clear of moving parts (brake pedal, steering column) and sharp edges.



## JK: In-Vehicle Wire Routing (cont.)



2. Pull back the carpet at the front of the center console on the driver's side. Feed the power wire across to the passenger side.



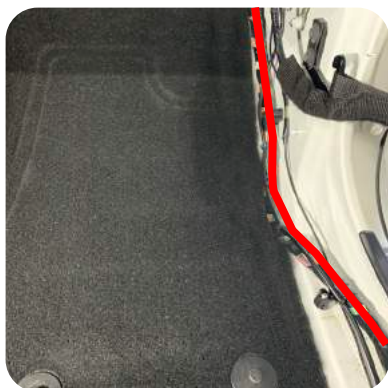
3. Pull back the carpet on the passenger side of the center console and pull the length of wire through to the passenger side.



4. Remove the glove box by pushing inward on both sides and lowering to unhinge the bottom.



5. Route the power wire across the glove box opening following the factory wire harness. Secure with zip ties.



6A. PASSENGER SIDE: Route the power wire down from the glove box area to the kick panel harnesses, then along the door jamb, and finally out under the seat through the opening in the carpet.



6B. DRIVER SIDE: Route the power wire down from the upper dash area where it enters the vehicle, to the kick panel harnesses, then along the door jamb, and finally out under the seat through the opening in the carpet.

## JK: In-Vehicle Wire Routing (cont.)



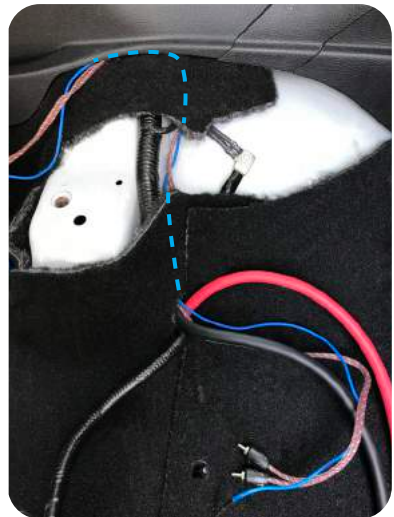
7. On both sides of the center console there will be a factory ground point. Remove the 10mm nut and attached the Black 12in Ground lead. Retighten the nut securely.

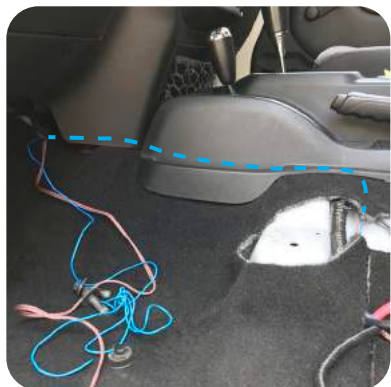


8. Route the ground wire under the carpet and out the opening in the carpet.

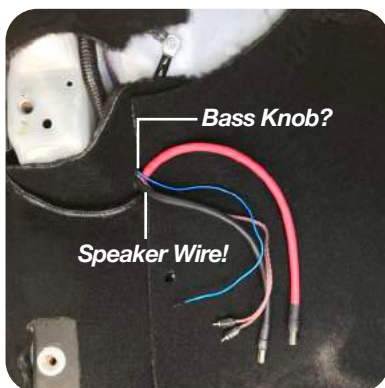
NOTE: In this installation example the RCA cable and the blue Remote Turn On wire are both routed forward for a typical aftermarket radio or Line Output Converter (LOC) connection. If your RCA and/or turn-on is in a different location, route these wires accordingly.

9. Route the RCA cable and the terminated end of the blue Remote Turn On wire under the carpet from the side of the center console to the air vent opening.





10. Route the cables forward, tucking them behind the center console side panel and carpet. NOTE: Complete Step 1 on the next page before routing the wires any further.



11. These are the basic connections for the amplifier. You will also need to run speaker wire (not included), and possibly the level control knob to the amp mounting location.

## JK: Amplifier Wiring

1. At this point, the amplifier should be set in place. If using an amp mounting bracket, the amplifier should be attached to the bracket and then set in place. For each connection, ensure there is the proper amount of wire length.



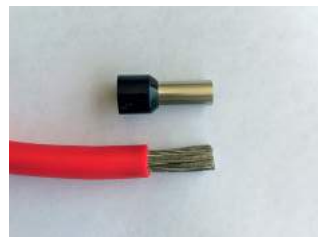
## JK: Amplifier Wiring (cont.)

2. If the power wire is too long, it can be cut to length and a new ferrule installed (see below). If the power wire is just a bit too long, there is plenty of room under the carpet to store some slack and leave the factory installed ferrule attached.



NOTE: Some amplifier power terminals will not be large enough or are not designed to use ferrules. If that is the case, simply cut off the ferrule and attach the wire the old fashioned way.

3. To install a new ferrule, shorten the wire to the proper length, strip 3/4" of insulation, slide the ferrule onto the wire and then slide the heat shrink onto the ferrule. The heat shrink should be positioned as shown so it will keep the ferrule attached to the wire until it is "crimped" by the amplifier set screw when installed.



## JK: Connecting Power

NOTE: Once both power and ground connections are connected to the amplifier, you can safely connect the power wire to the battery.



1. Using a 4mm allen, securley connect the ferrule end of the 22in Fuse to Battery cable to the right side of the fuse holder. Route the eyelet end to the posive battery terminal.



2. Remove the 10mm bolt on the positive battery terminal. Install the eyelet on the terminal stud. Reinstall the 10mm nut and tighten securely.

**Stinger**<sup>®</sup>



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— ADVANCING VEHICLE TECHNOLOGY —

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