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Book Descriptions:

boston acoustics gt-28 manual

WARNING! Subwoofer impedance must not fall below 2 ohms when in MONO mode. In this position, the amplifier will be less sensitive to the input signal from the head unit. All rights reserved. Coinslot ted screws allow a coin edge to be used as a screwdriver to remove the panel. MultiPosition Mounting Feet The mounting feet are designed to slide in both directions to clear installation obstructions on the mounting surface. Wire Connection Amplifier accepts stripped wire directly into the terminal blocks. Speaker outputs accept 8 gauge, and the DC power and ground accept 4 gauge. Tighten with supplied hex wrenches. Fuses Amplifier accepts standard AT-style automotive blade fuses. Before driving the amplifier mounting screws through any surface, be sure of what is behind that surface. Check for the gas tank, brake lines, and any vehicle wiring harness. Never run wires outside or under the vehicle or where they could become broken or interfere with the safe operation of the vehicle. Doing so will prevent. Never mount an amplifier in the engine compartment of a vehicle.

WARNING! Before driving the mounting screws through any surface, be sure of what is behind that surface. Do not allow seat padding or other obstructive material to press down on the amplifier. All Boston GT amplifiers have top panel controls. If the amplifier is mounted under a seat, position the amplifier so the cover panel can be removed with the seat forward or back to allow adjustment of the audio settings. When mounting in a trunk, Make sure that the chassis connection point is free of rust, grease, dirt, paint, and other materials that may insulate the connection. Many audiophile "test" discs have musical tracks with The volume control should be at the minimum setting. If the head unit has any equalization or bass management features such as boost, they should be defeated at this time. Turn head unit on, and verify that the GREEN status LED is lit on the amplifier. <http://the.kualalumpurpages.com/paddy.spalm.spub/temp/cool.sat-8100-hd-manual.xml>

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5 Volume With the chosen musical track playing, turn the head unit volume control. Setting the "Q" control is done in conjunction with setting the levels on the input sensitivity and highpass crossover frequency controls. You may find while setting the "Q" that bottoming may be detected in the front speakers; lowering the "Q" input sensitivity or raising the highpass crossover frequency. The volume control should be at the minimum setting. If the head unit has any equalization or bass management features such as boost, they should be deactivated at this time. Turn head unit on, and verify that the GREEN status LED is lit on the amplifier. 3 Volume With the chosen musical track playing, turn the head unit volume control. If an authorized Boston Acoustics retailer installs your amplifier, the warranty will be extended one additional year. Installation of the amplifier must be noted on the original purchase. Please check your inbox, and if you can't find it, check your spam folder to make sure it didn't end up there. Please also check your spam folder. Turn control counterclockwise to decrease the amplifier sensitivity. Highpass crossover frequency is adjustable from 20Hz to 350Hz by rotary control. Moving switch to left-hand position will bypass crossover functions. Lowpass crossover frequency is adjustable from 50Hz to 350Hz by rotary control. Moving switch to left-hand position will bypass crossover functions. When both GREEN and RED remain on, the amplifier RED only indicates a fault condition, "SAFE." Coinslot ted screws allow a coin edge to be used as a screwdriver to remove the panel. Check for the gas tank, brake lines, and any vehicle wiring harness. Page 6 6 Mechanical Functions Recessed RCA Inputs The input jacks are recessed into the body of the amplifier to provide clearance in tight mounting locations. Control Cover Removal and

Reinstallation The cover panel is secured with two 2 captive coinslotted screws. Page 7 7
Mechanical Functions cont. <http://elitedentallasvegas.com/userfiles/coolcat-manual.xml>

Amplifier Linking The design of the side panels enables multiple amplifiers to be used together without additional hardware. Wire Connection Amplifier accepts stripped wire directly into the terminal blocks. Speaker outputs accept 8gauge, and the DC power and ground accept 4gauge. Doing so will prevent damage to both the electrical system of the vehicle and the amplifier during installation. Never mount an amplifier in the engine compartment of a vehicle. WARNING! Before driving the mounting screws through any surface, be sure of what is behind that surface. Page 10 10
Passenger and Trunk Compartment Mounting If the amplifier is mounted under a seat, be sure that the vents do not become blocked. Do not allow seat padding or other obstructive material to press down on the amplifier. All Boston GT amplifiers have top panel controls. Page 12 12 Mono Subwoofer Operation When the amplifier is configured for mono operation, use the speaker output terminals marked for mono use. WARNING! Subwoofer impedance must not fall below 2 ohms when in MONO mode. Installation—Fuses and Wiring cont. Page 13 13 Setup Tuning—FullRange Speakers cont. 4
Head Unit The head unit should have all controls such as bass, treble, balance, and fader set to the at or centered position. Page 14 14 8 “Q” Control Once the highpass crossover point has been determined, use the “Q” control to increase the bass information centered around the crossover point. Setting the “Q” control is done in conjunction with setting the levels on the input sensitivity and highpass crossover frequency controls. Page 15 15 4 Input Sensitivity Control Turn control all the way counterclockwise minimum position. In this position, the amplifier will be less sensitive to the input signal from the head unit. Slowly rotate this control clockwise until maximum undistorted playing level is heard from the subwoofers. Page 17 17 System Examples cont. System C—Parallel 4. All rights reserved.

We should do this for several simple reasons First of all view first pages of the manual, you can find above. You should find there the most important technical data Boston Acoustics GT28, GT24 thus you can check whether the hardware meets your expectations. When delving into next pages of the user manual, Boston Acoustics GT28, GT24 you will learn all the available features of the product, as well as information on its operation. The information that you get Boston Acoustics GT28, GT24 will certainly help you make a decision on the purchase. You will learn then if you properly used the available features, and whether you have not made any mistakes, which can shorten the lifetime Boston Acoustics GT28, GT24. Almost always you will find there Troubleshooting, which are the most frequently occurring failures and malfunctions of the device Boston Acoustics GT28, GT24 along with tips on how to solve them. We delete comments that violate our policy, which we encourage you to read. Discussion threads can be closed at any time at our discretion. Moving switch to lefthand position will bypass crossover functions. Speaker outputs accept 8gauge, and the DC power and ground accept 4gauge. Before driving the mounting screws through any surface, be sure of what is behind that surface. Subwoofer impedance must not fall below 2 ohms when in MONO mode. I recommend a second battery because this amplifier pulls a lot of current. Be sure to have good ventilation too cause this thing can get pretty warm. One of the two cooling fans has a slight noise when its on. Please be advised, all buyers and sellers should satisfy themselves that the other party is genuine by providing the following via PM to each other after negotiations are complete and prior to dispatching goods and making payment 1 Telephone number. Call the number back at a unspecified time and make sure that it is the persons correct phone number. 2 Name and address including postal code 3 Valid email address.

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and interior were drawn to resemble of how the car was going to look, these sketches were shown months later to the public. Once sketches were finished, the Camaro was constructed as a clay model which was complete by fall 2005 and was shown to the public in early 2006. These vehicles were used for crash testing, test driving, and to handle extreme weather conditions such as in Canada, Arizona, and Australia. It was powered by a 6.0 liter LS2 V8 engine rated at 400 hp 298 kW with active fuel management. The wheelbase is 110.5 in 281 cm, which is 9 in 23 cm longer than its predecessor, but an overall length of just 186.2 in 473 cm, 7 in 18 cm shorter. The concept was inspired by the 1969 Camaro. Every surface was changed from the doorcut back. The rear fenderlines dropped off from the horizontal surface to the vertical surface a couple of inches farther out than on the coupe to maintain visual proportions. The rear spoiler was also reshaped. The 21 in 53 cm front and 22 in 56 cm rear wheels were redesigned and a thin orange line was applied to the outer edge, a nod to the redwalls available on the 1969 Camaro. The retro houndstooth pattern seats of the coupe were replaced with modern leather and orange stitching. The metal finishes, accent panels, and seats were all in different colors.

The rear seats were 6 in 15 cm closer together to make room for the tonneau cover. The clarity of the circular gauges in square frames were improved by making the faces white with black chrome numbers and a red anodized needle. The deepdish threespoke steering wheel and fourpack gauge cluster were carried over from the coupe concept. Chrome seatbelt buckles were designed to look like the iconic belts buckles in late 1960s GM automobiles. This reworked interior of the Camaro Convertible Concept was a very close representation of what would be seen in the production version of the vehicle. It was powered by the 304 hp 227 kW 3.6 L 220 cu in V6 engine. The heritage of COPOs performance history was reflected with the inclusion of a highperformance exhaust and improved headers, air intake system, and camshaft—all developed by GM Performance Parts. Other modifications included a Tremec sixspeed manual transmission, Brembo brakes, Hurst shortthrow shifter, 20 inch custom wheels, and a lowered ride height. The LS7 logo was repeated in Victory Red on top of the hood cowl. The interior had a matching color scheme with red panel trim on the doors, dash, and gages. Gloss black replaced every trim that came in silver in the final production Camaros, such as on the steering wheel, shifter knob, vent trimmings, and center console clusters. Concept was produced with input from NASCAR Race driver Dale Earnhardt Jr. The Camaro started life in SS trim and was tuned to run on higher octane E85 fuel. It featured a gray and white paint scheme with orange trim. Additional features included 21 in 533 mm fivespoke wheels, a dovetail spoiler, alternate grille, and other official GM accessory modifications. It features a carbon fiber hood, trunk lid, doors and fenders to keep weight down and is powered by an LS3 V8 engine mated to a Tremec TR6060 sixspeed manual transmission. Original plans for the car included sharing the chassis with the Impala, which was to be switched to the Zeta platform.

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The LS and LT trim levels are powered by the 3,564 cc 217 cu in GM LLT V6 engine having a power output of 312 hp 233 kW at 6,400 rpm and 273 lbft 370 Nm of torque at 5,200 rpm. The SS with manual transmission is powered by the 6.2 L 6,162 cc or 376 cu in GM LS3 V8 engine rated at 426 hp 318 kW at 5,900 rpm and 420 lbft 569 Nm of torque at 4,600 rpm while the SS with automatic transmission is powered by a new variant of the LS3 called the GM L99 which produces 400 hp 298 kW at 5,900 rpm and 410 lbft 556 Nm of torque at 4,300 rpm. The L99 V8 engine, not to be confused with the earlier LTseries L99, uses Active Fuel Management which enables the engine to run on only four cylinders during urban driving conditions, such as highway cruising, to improve fuel economy. An RS appearance package was available on LT and SS trim levels which included HID headlamps with integrated halo rings, a rear spoiler, and RSspecific taillamps and wheels. Rally and hockey stripe packages were made available in several colors as well. The extra performance is added with

virtually no penalty in fuel economy. Besides the power upgrades, the vehicle also gets an upgraded Centerforce clutch and pressure plate for the sixspeed manual transmission, an upgraded BeCool radiator, Brembo 6piston brake package, a Pedders coilover lowering kit, and a bodykit that includes a new rear diffuser as well as a revised front fascia and hood with additional vents for the brakes and engine. All accessories that were displayed on the concept Camaro were finished in the production Cyber Grey exterior color. The concept vehicle also included 21 in 530 mm wheels with a black center finish and polished rim. The concept was further enhanced with a Pedders coilover lowering kit and a set of large Brembo brakes. The interior is colorcoordinated with Jet Black and Synergy Green accent stitching, piping, interior trim kit and green ambient lighting that run along the door panels and speedometers.

Mechanically, the car is equipped with a combination of General Motor Performance Parts offroad shorty headers, Pedders suspension kit, offroad exhaust and Brembo Calipers painted in Victory Red. GM added a new exhaust system and Brembo brakes from a Camaro SS. The interior is trimmed in Jet Black and Sedona. Other interior features including footwell lighting and premium door sill plates. The concept also features advanced technology and premium audio options such as a Boston Acoustics sound system, WiFi connectivity, and cradle for an iPhone. The top four designs were produced and brought to the SEMA Show. The production units came accented by Cyber Grey Rally Stripes running the length of the Camaro hood and rear deck. The color scheme is carried over on the interior with a Synergy Green instrument panel and door inserts with green ambient lighting that run along the door panels. Synergy Green stitching also accents the Jet Black cloth seats, steering wheel, shift knob, and center console. Other standard features include paddle shifters, the Convenience and Connectivity Package which offers Bluetooth phone connectivity, a USB port for MP3 players, and remote vehicle start for models equipped with an automatic transmission. Though this edition of the Camaro has certain accessories that come available with the RS package, the RS package itself was not available to purchase with the Synergy Camaro order. The Synergy Special Edition was available in limited production from February 2010 to May 2010, a total of 2425 were sold. The Indianapolis 500 Pace Car replica is based on the 2010 Camaro 2SS Automatic 400 hp 6.2 L V8 model with RS package which includes the Inferno Orange exterior paint scheme with White Diamond rally stripes that run from front to the rear of the entire body of the car.

The event and organization logos of the Indianapolis 500 Speedway are decaled on both driver and passenger doors with special badging placed underneath both front quarter panels of the Camaro nameplate. The front grille is replaced with the heritage grille that was made available as an aftermarket accessory from GM, with the addition of an Inferno Orange trimmed engine cover. Production was limited to 294 units, the majority of which were produced in automatics and a few had manual transmissions Mostly Canadian. Out of the 294 units, 50 were sent to the Indianapolis 500 event Festival cars which could be seen during Pole Day prior to the event with each darning a license plate reflecting its number from 150. 45 other units were sent to Canada and 199 were sent to the 186 top Camaro selling dealerships based upon retail sales in the United States. The production of the 2010 Camaro was temporarily halted in April 2010 when all 294 of the Z4Z models were produced. After the 294 Z4Z models were produced, production of the standard models resumed. Please help improve this section by adding citations to reliable sources. Unsourced material may be challenged and removed. May 2018 Learn how and when to remove this template message The ZL550 would have a supercharger attached to the 6.2 L V8 boosting power from 426 to 550 hp. The 550 hp variant was mated to the 6speed automatic transmission. It would also include 20inch 5spoke red line machined spoke face with ZL center caps. A decal on the rear tail light in flat black. Heritage style SS badges on the front grill and rear panel, three ZL550 or ZL575 OEM styled exterior badges, ZL550 or ZL575 logo embroidered in the headrests and floor mats. It also included a 1250 numbered plaque on the dashboard and numbered key fobs. It also sported a cold air induction system and an axleback exhaust system with unique tips. A tweaked suspension lowered

the front by 1inch the rear by 0.8inch.

The hood of the car utilizes an RTM hood with a functional heat extractor. The ZL575 used the same 6.2 L V8 upgraded with the ZL550s supercharger rated at 575 hp. The ZL575 models came mated to the 6speed manual transmission found in the normal Camaro but was tweaked to be able to handle the increased power. An option for the ZL575 was the 6speed manual transmission would be installed with the clutch off of a Corvette ZR1 for sportier gear changes. Also, an option for the ZL550s transmission was being equipped with a 345 gear ratio. Brembo brakes were also an option. Sales began at Chevy dealers in mid2010.It features a rally stripe, front grille, door sill plate standard on SS RS.Drivers who race the Chevrolet SS in the sports top level, the Sprint Cup Series, also drive the Camaro in the Xfinity Series, including Dale Earnhardt Jr. The Xfinity Series also uses the Ford Mustang and Toyota Camry.Production, however, was shifted from SainteTherese, Quebec to Oshawa, Ontario.A headup display HUD with most of the instrument panels information would be offered. The HUD is a modified version of the Chevrolet Corvette s display. The main difference is that the version in the Corvette is able to display lateral gforces, while that amenity is not available on the Camaro.The car was developed with input from Pratt and Miller, Chevrolets partner in Corvette Racing, and Riley Technologies using parts proven in the Grand Am racing series.This edition of the Camaro was the only batch of units that were to follow trimming keys of that from the 2007 Camaro Convertible Concept with the Silver painted Window surround, interior leather trim placements, and wide spoke wheels. No Camaro Convertibles produced from the factory ever provided a different color windshield surround other than the produced body color.

This concept was to display a combination of various parts from the Chevrolet Camaros accessories catalog of both current and conceptual pieces to provide a different appearance from the other Camaro models. It was made known that the Synergy car being shown at the 2010 SEMA event was not just going to be a concept but that it would be made available to the general public to purchase for the 2011 year model run. On May 5, 2011 orders were open to those who desired to purchase the appearance package on top of the price of either a 2LT or 2SS in either a coupe or convertible plus purchase of the RS package was required.Switchblade Silver interior trim kit on dash and door panels with accented red light piping in door trim, footwells, and cup holders. Body colored ground effects, Heritage grille, Blade spoiler, and antenna. Red engine cover and redcolored Brembo brake calipers.Ordering of the appearance package began on February 17, 2011 until the end of the 2011 model and were only limited to the following exterior colors of Black, Cyber Gray Metallic, and Imperial Blue Metallic. Integrated with the purchase of the XM Accessory Appearance Package were front body colored Heritage Grille, 21inch diameter 5spoke polished aluminum wheels, Silver strip running along the side of the Camaro following the contours of the shoulders to the front with pinstriping, premium carpeted floor mats, rear spoiler without the need to purchase an RS RPO WRS package and a 12month free trial subscription to XM Satellite Radio.Imports for the fifth generation Camaro ended in 2015.Crystal Red Tintcoat replaces Red Jewel as an exterior color.At least 30 percent of the parts on the ZL1 are exclusive to the model.Power is delivered to the rear wheels by either a sixspeed manual TR6060 or a 6L90 automatic transmission.

The manual transmission has a stronger outputshaft, a more robust rear housing and an additional mainshaft roller bearing to provide 30percent more torque capacity than the automatic transmission used in the Camaro SS. To improve shift quality, there are triple synchros in some gears and a revised linkage. A new dualmass flywheel is bolted to a highcapacity twindisc clutch.Brembo supplied the braking system having six piston calipers at the front and four piston calipers at the rear. A duct system delivers air from the grille to the hardworking rotors. Damping is provided by Magnetic Ride Control units. This system can sense the need for a damping correction 1,000 times per second and make that change in only five milliseconds. The Performance Traction Management PTM system was originally engineered for the Corvette ZR1. In addition to modulating engine torque

for optimum launch performance in manualequipped ZL1s, PTM also varies the traction control and suspension damping as needed. The ZL1s rear axle includes a highcapacity castironcase differential, large asymmetrical half shafts, and extraheavyduty universal joints. To keep the lubricant temperature in line, theres an oiltooil heat exchanger built into the bottom of the differential. In addition, the engine is fitted with the same oiltocoolant heat exchanger used in the Corvette ZR1. Designed for a better fuel economy using a slightly different gear ratio, this model resembles the trim of the original LS. It was available in both a manual transmission as well as an optional 6speed automatic transmission with shift paddles on each opposite side of the steering wheel. One downside about the 2LS is that it does not contain the option for "Sports Mode".

It also has a choice of 5 body colors Flat Black, Summit White, Victory Red, Silver Ice Metallic and Ashen Gray Metallic, a solid rear axle, a full chrome moly roll cage, removal of sound deadening and power accessories, 2 racing bucket seats deletion of rear seat, a safety harness for the driver, a competition floor shifter, Chevrolet Performance gauges, Bogart racing wheels and Hoosier Racing Tires. Delivery began at the General Motors Performance Build Center in Wixom, Michigan, starting in Summer 2012. It features a supercharged LSX 5.3 L V8 engine with a 4.0 L Whipple supercharger that has a power output of 550 hp 410 kW as well as a black or Inferno Orange Metallic body colour with additional custom graphics, special interior trim and a Turbo 400 threespeed automatic transmission. Two units were made which were numbered 68 and 69. Both features were introduced on the Camaro ZL1. The convertible top color choices include black and beige. It included a choice of 4 body colors Silver Ice Metallic, Black, Rally Yellow optional, Summit White, body stripe original GT decal, fuel cap with Giovanna Edition Logo, front SS or RS emblem, rear Chevrolet bow tie decal, Giovanna Edition Logos on the head rests and door sill plates and Giovanna Wheel 20inch aluminium wheels made by WTW Corp. Changes include Dragon flames. The car is sold without a Vehicle identification number VIN though, and thus cannot be registered for highway use. Production began in April 2013, with deliveries starting in early Summer. Other additions include a functional hood vent on the Camaro SS and optional Recaro seats with microfiber suede inserts for the SS and ZL1 packages. Retrieved 20141127. Archived from the original on 20090418. Retrieved 20091105. Retrieved 20061227. Archived from the original on 20080522. Retrieved 20080320. Retrieved 20061227. Retrieved 20060823. Retrieved 20070104. Retrieved 20071001. Retrieved 20061227.

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