



The KICKER KEY amplifier is designed for a standard “base level” audio system. Four channels of audio in the standard locations around the vehicle. The most common factory speaker locations are:

- One full range speaker in each front door and two full range speakers in the rear (4 speakers total). Each of the four speakers are powered from a separate full-range channel.
- One woofer in each front door, one separate tweeter in each front door or a-pillar, and two full range speakers in the rear (6 speakers total). Each front woofer and respective tweeter are powered from THE SAME channel and are passively split and crossed-over in the door/elsewhere.

Either of these scenarios are extremely common and are perfect for the KEY amplifier. Even if the vehicle has a factory amplifier, if it's still only 4 channels of full-range audio, you should have no issues. But there will always be those problem vehicles. The following is a short list of scenarios that will throw the KEY amp for a loop and some possible solutions to make the KEY amp work properly in those situations:

- The vehicle is equipped with Active Noise Cancelling (ANC). The solution, as when installing any aftermarket audio system, is to disable the ANC system by unplugging the microphone or via software.
- The vehicle is equipped with a factory or aftermarket subwoofer. The solution is to temporarily disconnect/disable the subwoofer while the KEY amplifier runs Auto-Setup. Once Auto-Setup is complete, reconnect the subwoofer and tune KEY's HPF/Subwoofer's LPF to taste.
- The source of the audio has sound shaping features built-in. Ensure everything upstream from the KEY amplifier (head unit, factory amp, etc) has all EQ options, bass boost, loudness, phase, time alignment, etc set to disabled/flat. While the KEY is fully capable of smoothing wild factory EQ curves, there is a limit to how much it boosts/cuts. Also, it cannot measure for factory time alignment or phase. If the vehicle is believed to have factory time alignment, run the Auto-Setup process as normal. Once completed, flip the Time Delay DIP switch to the Defeat position. This will prevent the KEY from stacking additional time delay where it is not needed.
- The vehicle has many speakers powered separately by 5+ audio channels.
 - If the factory amplifier just has separate outputs for the front woofer and tweeter (6 channels total), you can disconnect the rear speakers, flip the KEY's BI-AMP DIP switch on the enable position, and connect the front woofers and tweeters to the KEY. Once the Auto-Setup process has completed, it's the listener's discretion if they wish to reconnect the rear speakers. The listener can use the KEY's gain and the fader on the source unit to help blend front to rear if desired.
 - If the only “extra” channel is a center channel speaker, you can disconnect that center speaker permanently (as the KEY will rebuild a solid center stage) or you can disconnect the center speaker temporarily, run the Auto-Setup process, and then reconnect the center speaker and adjust gains on the KEY to help blend everything together.
 - In extreme cases, where the vehicle contains 8-10-12+ speakers all powered on separate channels, all the channels should be put through an aftermarket signal summing device before being input to the KEY. The speakers connected to the KEY's outputs will depend on the speaker location, impedance of the factory speakers, and will be case-by-case at the installer's discretion.