



K2 A2B Ford Amplifier Ranger Install Guide.

Kit Contents:

1. K2 Amplifier
2. Power cable to run from the battery with fuse and 10mm nut
3. Factory patch harness from the B&O connections to the K2
4. K2 Mounting plate with 4x low profile M6 bolts
5. K2 Mounting plate four M6 5mm bushes
6. A2B HSAutolink extension cable to plug into factory B&O
7. RHS Tweeter harness
8. LHS Tweeter harness
9. 10x Cable ties
10. USB Mini cable

Tools required:

1. Plastic trim removal tool
2. 10mm socket
3. 7mm socket
4. Socket extension
5. T50 Torx
6. M4 Allen key

Step 1:

Fold the rear seats forward using the strap at the top of the back seat. The back seat will then fold forward.



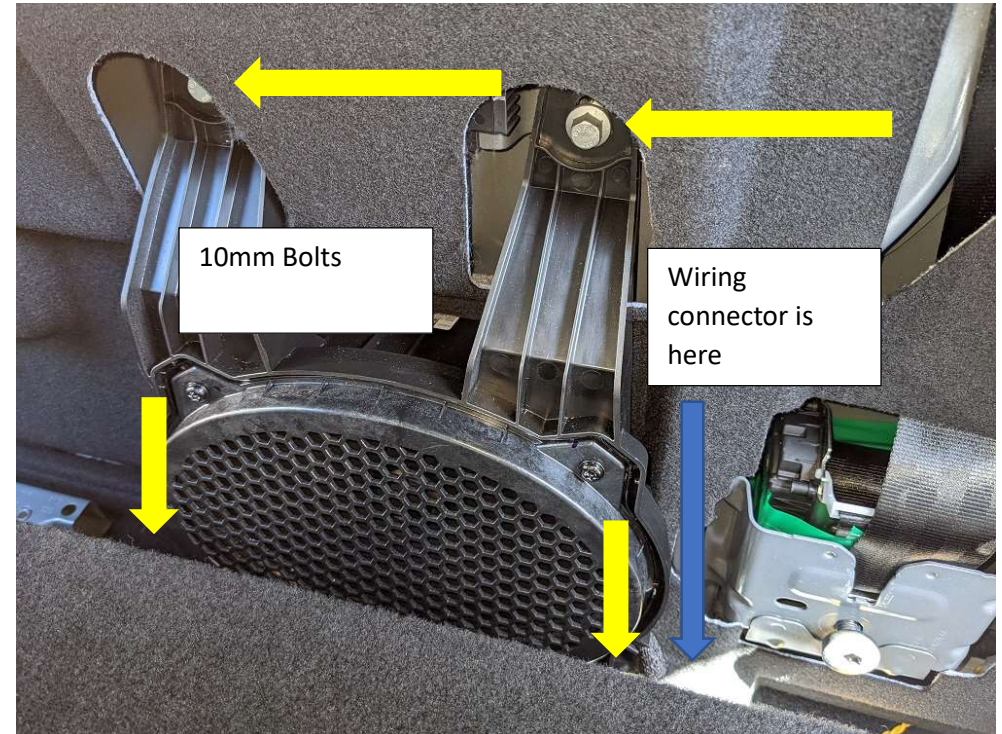
Step 2:

You will now need to remove the trim and the carpet from around the rear firewall. To do this you will need to remove the top trim which is held in place by nine clips evenly spaced across the length. We highly recommend a plastic removal tool for this job to slowly work your way across the trim.



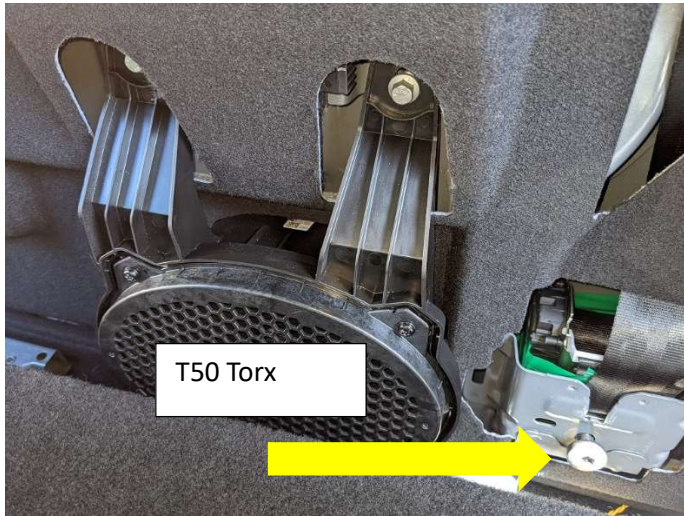
Step 3:

Remove factory subwoofer. This is anchored with four 10mm nuts. Two at the top and two at the base. The two at the base can be a little difficult to get to so we suggest an extension on a socket. The subwoofer vents into the firewall so it needs a bit of wiggling to take it out. You will also need to disconnect the wiring connector on this subwoofer.



Step 4:

You will need to under the anchor bolt from the middle seatbelt to allow the carpet to be removed. This hex bolt is a T50. Please be aware that the seatbelt with auto retract once freed and can be difficult to wind back out again. You can tape the seatbelt up so it does not retract and this will avoid the frustrating of trying to unwind it later.



Step 5:

Remove the LHS rear trim which. Not only do we need to do this to remove the carpet but it also gives us access to the rear sill to run the main power cable and the LHS tweeter cabling.

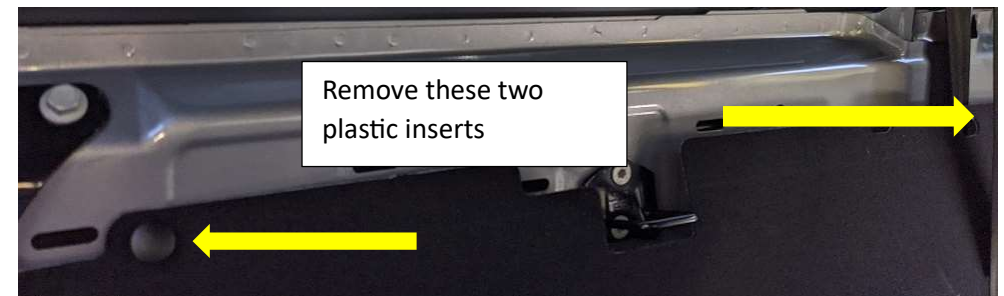
Start by removing the rubber surround around the door frame. You can elect to take it off completely or just lift off the part you need to remove the trim piece. We found it easier to completely take it off.

Again this is held in place with some inserts. The plastic removal tool will be needed.



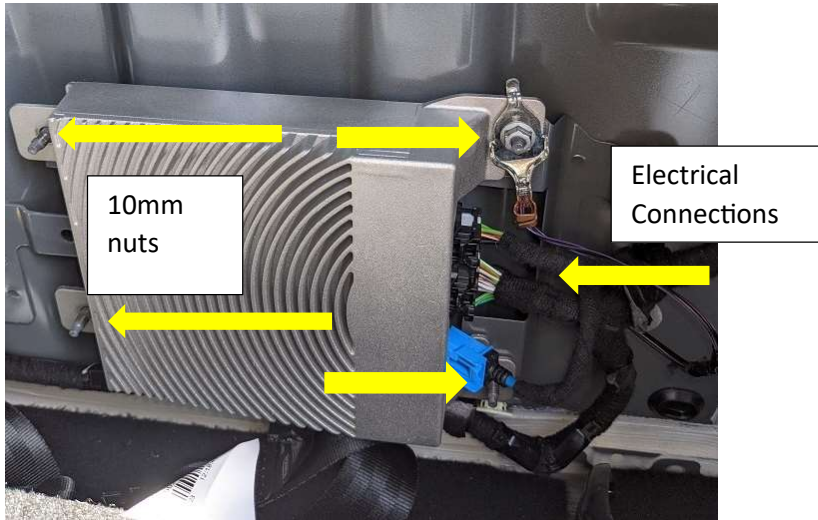
Step 6:

Remove the two plastic inserts holding the carpet in place at the top of the firewall. There is also the spare jack screwed in on the RHS and this will need to be removed also.



Step 7:

Once the plastic trim, subwoofer, seatbelt anchor, jack and carpet has now been removed you will now have access to the factory B&O amplifier. This amplifier is held in place with four 10mm nuts. Remove the factory B&O amplifier and unplug the electrical connections.



Step 8:

It's now time to run all the wiring. We will start with the LHS tweeter wiring. The tweeters are driven from what's known as the ACM (Audio Control Module) which is the CD/Radio module. This is very difficult and time consuming to insert a patch harness into and it is far easier to run new tweeter wiring down through the vehicle.

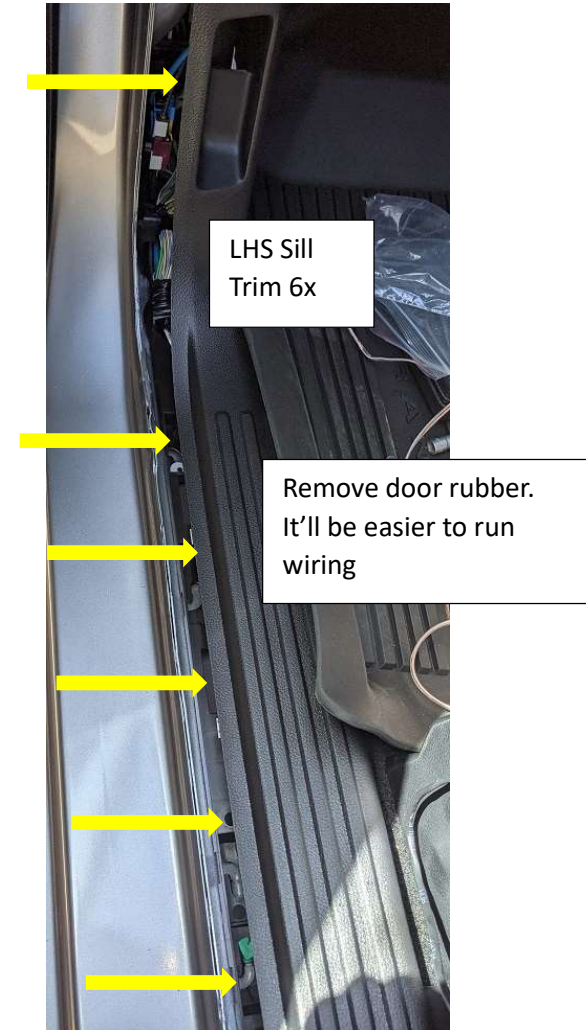
We first start by removing the remaining sill trim down the LHS at the front and B pillar. There is an existing electrical wiring channel there already and we need to run both the battery and LHS tweeter wiring.

The LHS Tweeter wiring is the white white/silver twisted pair.

Remove the front LHS door rubber surround. Then remove the front sill trim with the trim removal tool on the clips.

The front sill trim is also incorporating the front kick panel. There are 5 clips in the sill itself and a single clip at the top of the kick panel.

There is also a plastic insert plug right up the back corner of the kick panel.



Step 9:

We now need to remove the A pillar trim to get access to the tweeter. We do this by taking the A pillar grab handle off. Gently pop the plastic covers off the screw holes.

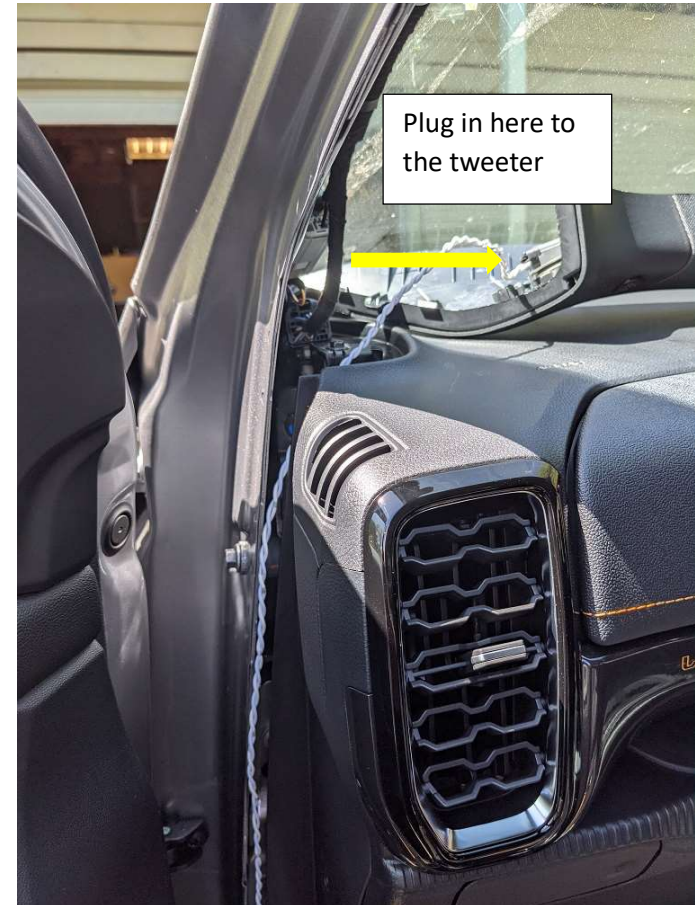


Using a 7mm socket you will now be able to remove the grab handle. The A pillar trim has a single clip at the top of the trim. Be gentle with this clip and use the removal tool.

Once this clip has been removed the trim will angle and lift out from. At the bottom of the trim there is only locating lugs so these just lift out.

Step 10:

Unplug the factory tweeter wiring and plug the LHS twisted pair of white & white/silver into the tweeter.



Step 11:

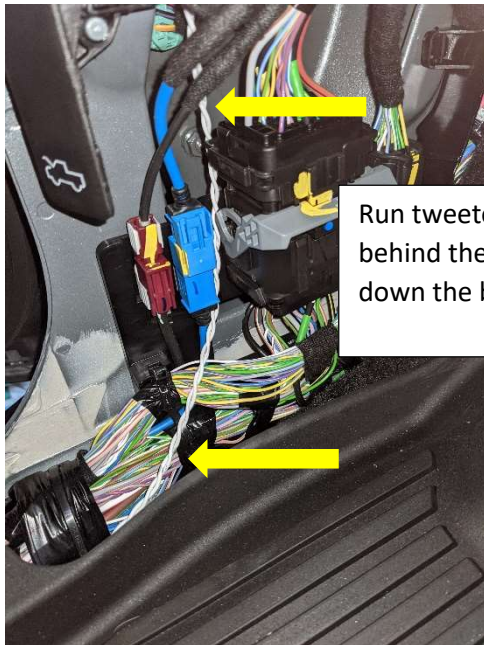
Once the tweeter is connected to the K2 you can put the LHS A pillar trim back in place. Locating from the bottom first it should clip in at the top with a quick tape. Put the grab handle back in.

Now we are going to run that tweeter wire all the way down the LHS side of the vehicle. Tuck the wiring down beside the dash.



Run tweeter wiring down side of dash.

Run the wiring behind the kick panel bundle of cabling.

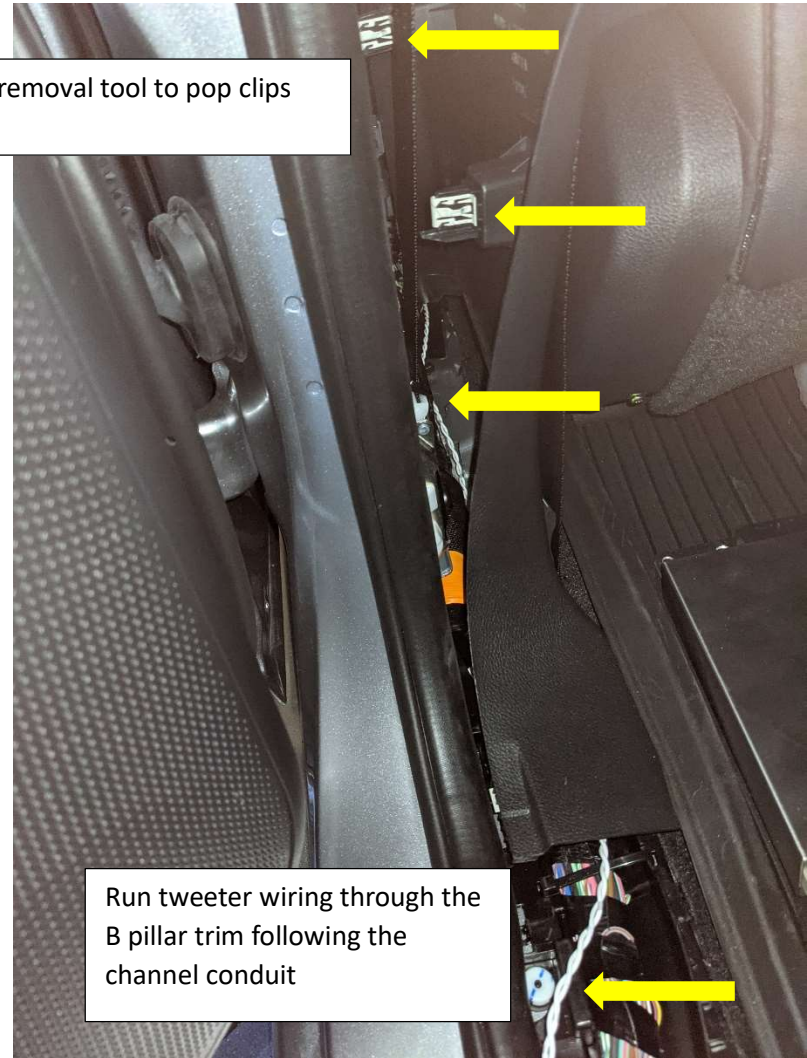


Run tweeter wiring down behind the cables and out down the bottom.

Run the tweeter wiring down the existing electrical conduit in the sill.

Step 12:

Remove B pillar trim at the bottom by using the trim removal tool and prising the trim away. There is no need to take it all off as we only need to feed some wiring through.

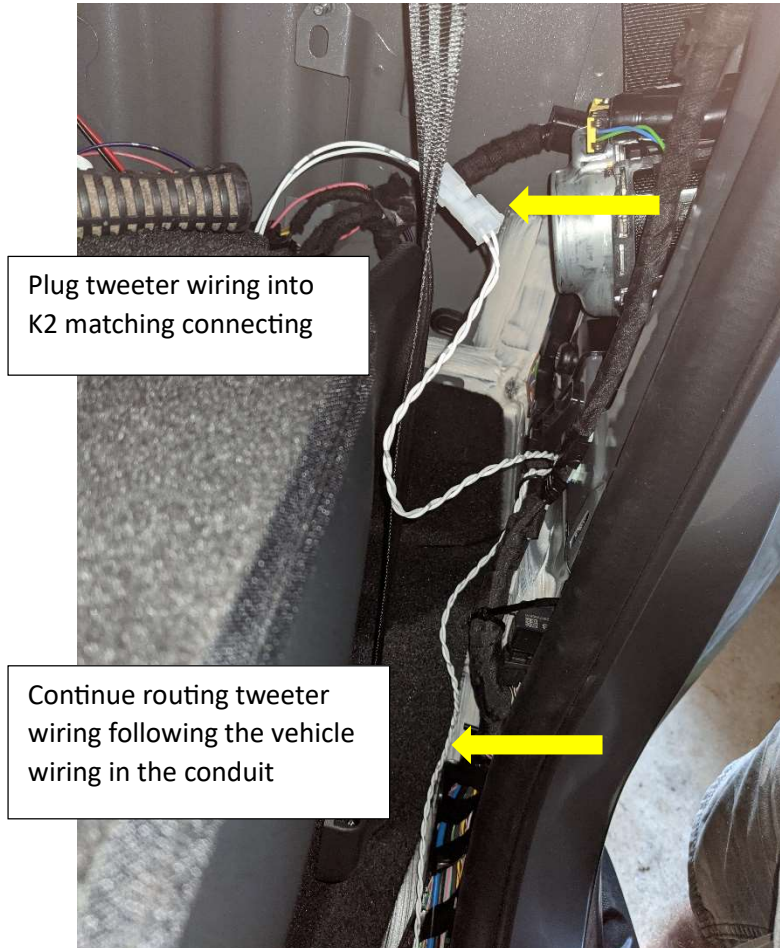


Use removal tool to pop clips out.

Run tweeter wiring through the B pillar trim following the channel conduit

Step 13:

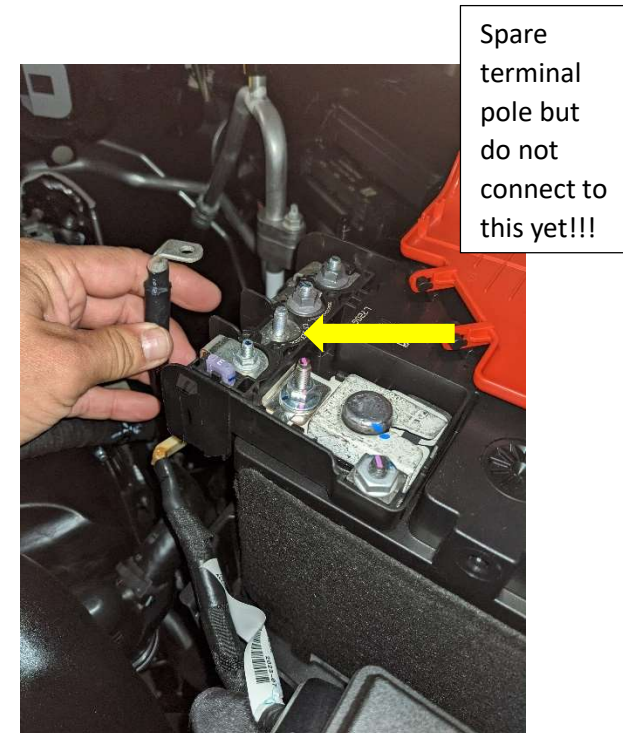
Continuing running the LHS tweeter wiring following the factory wiring through the rear sill and up and connect into the K2 with the matching wire colours. The connector is coded so can only go in one way.



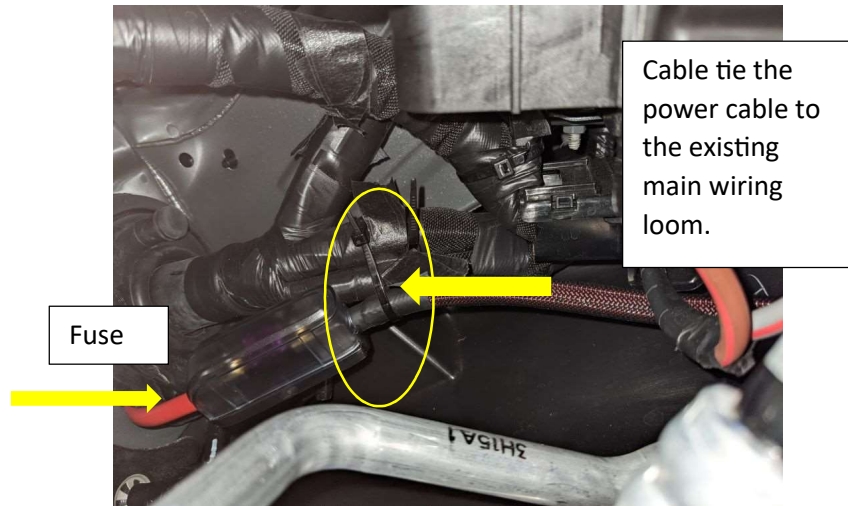
Step 14:

It's time to run the battery cable. This will also run down the LHS side so while the trim is off we want to run the wiring and get it all in place and cable tied down.

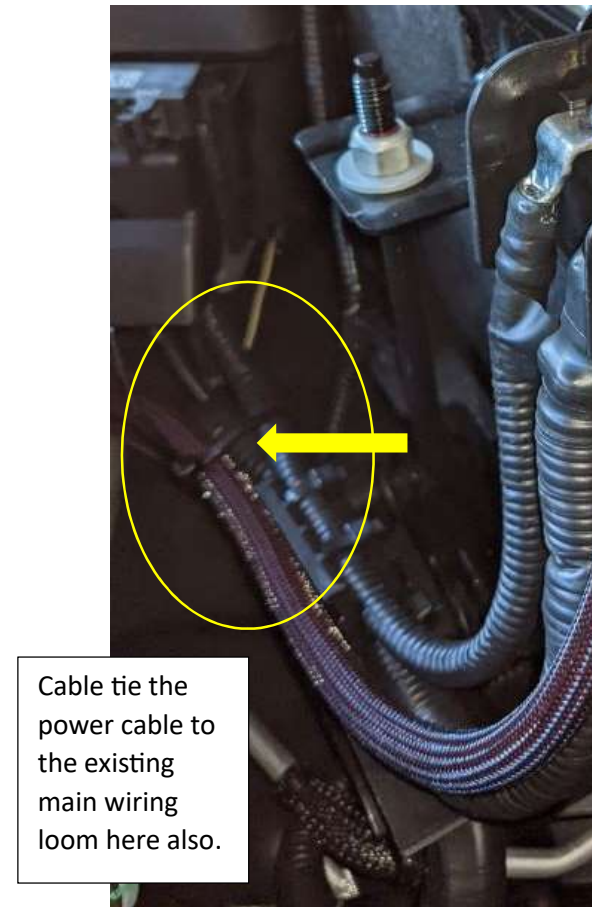
You need to run the power cable through the firewall grommet.



DO NOT CONNECT THE POSITIVE RING TERMINAL TO THE BATTERY YET.



Use a cable tie to secure the power harness to the main wiring harness just in front of the rubber grommet.



Step 15:

Drill a hole through the grommet in the firewall, make sure it is slightly too small for the cable. Force end through with the jack style connector on it.

Step 16:

Pull the cable through the grommet from the LHS foot well, Route the cable next to the existing loom along the door sills all the way to the back.



Pull the power cable through from the engine bay through the rubber grommet.

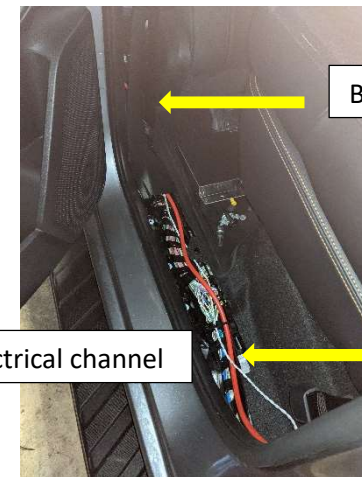
Step 17:

Route the cable along the vehicle wiring channel, through the B pillar and down to the rear where the amplifier will be sitting. We will come back to connecting it up later.



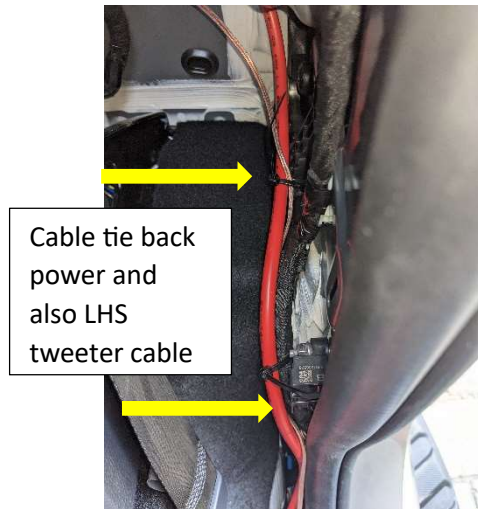
Run the power cable down the vehicles electrical channel

Now run the power cable through the LHS B pillar trim.



B pillar trim

Vehicle electrical channel



Cable tie back power and also LHS tweeter cable

Continue running the power and tweeter cable following the vehicles existing electrical wiring. It is a good idea to use some cable ties that are supplied to tie back the new wiring.

Leave the power cable for now as we will come back to it.

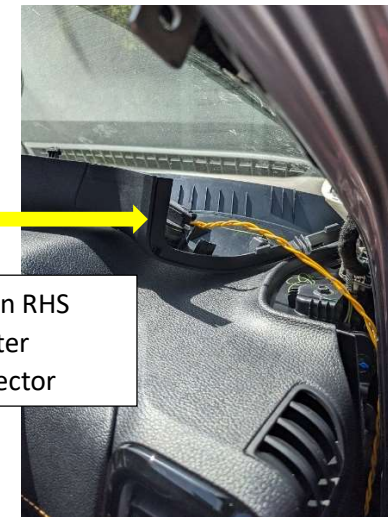
Step 18:

We now have to run the RHS tweeter cable. The RHS cable is a twisted pair of yellow & yellow/silver.

There is no need to totally remove the RHS rear trim as we only need to feed the wires underneath it.

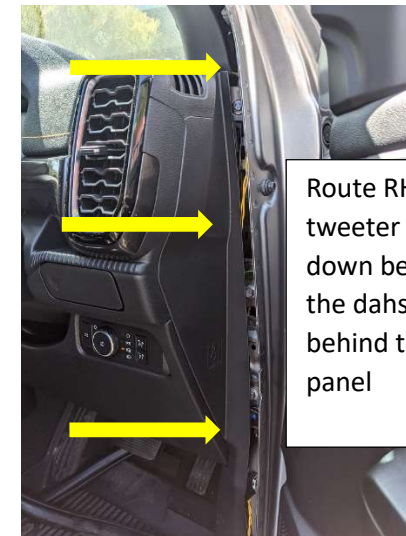
The steps on the RHS are the same as the LHS:

- Remove door rubbers to take trim off
- Remove the RHS grab handle with a 7mm socket
- Remove trim on the B pillar and the front sill trim
- Lift rear trim to allow wiring to pass underneath
- Route wiring down existing electrical channel



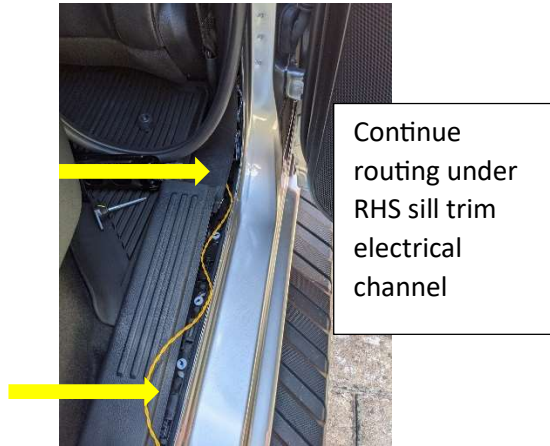
Plug in RHS tweeter connector

RHS A pillar trim removed. Plug the yellow twisted pair cable into the factory speaker location.

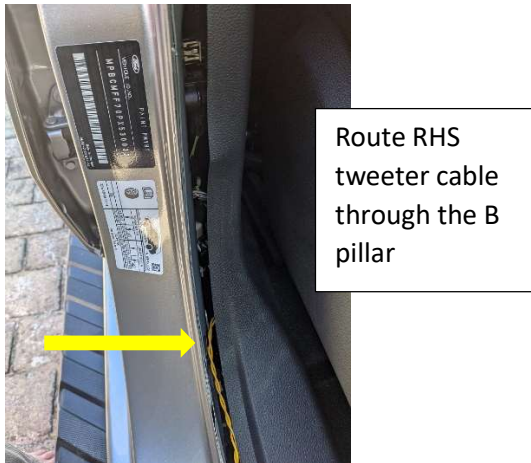


Route RHS tweeter cable down beside the dash behind trim panel

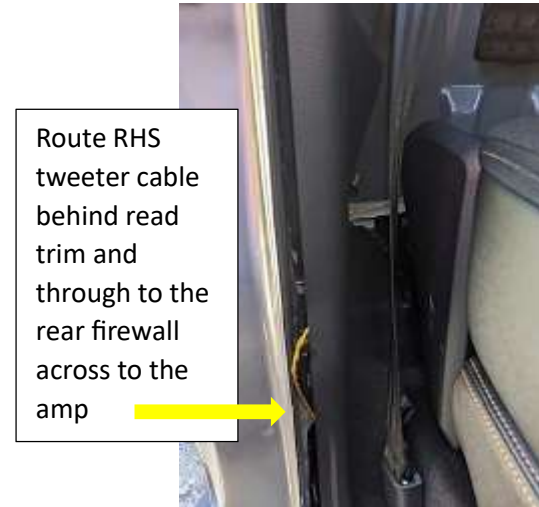
Route RHS tweeter wire down the side of the dash.



Continue running tweeter wiring down under the RHS sill trim.



Continue running the RHS tweeter wiring through the B pillar trim. No need to completely take this trim off.



Remove the rear trim on the RHS rear just enough to be able to thread the tweeter wiring through. Then run the tweeter wire across to the amplifier location.

Step 19:

Connect the RHS tweeter harness up to the main K2 wiring harness matching yellow & yellow/silver. The connectors are keyed so they can't be plugged in back the front.

Step 20:

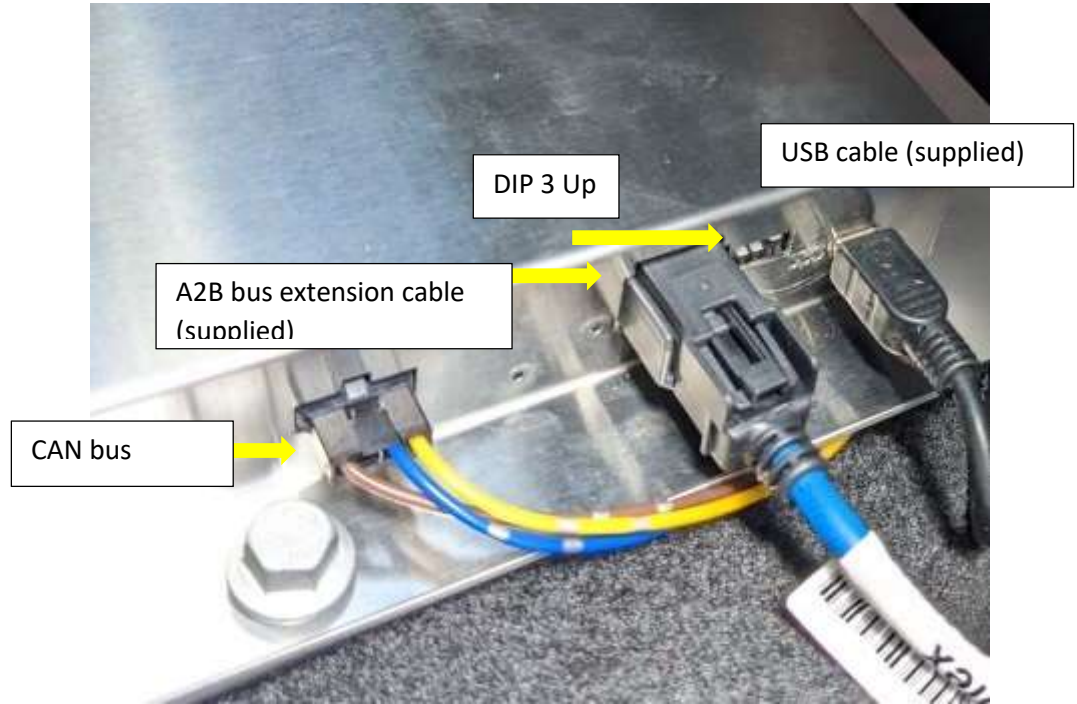
You can now go ahead and mount the K2 amplifier to its mounting plate. There are four M6 hex head bolts that require a 4mm Allen key tool to faster the screws down.



Step 21:

Before mounting the K2 and plate into the Ford factory B&O M6 location on the mounting studs, it is a good idea to connect the K2 wiring into place now as it is easy to get to. Go ahead and connect the CAN bus connection, A2B bus connection and USB cable connection for tuning. We suggest leaving the USB cable in place for easy access later for tuning.

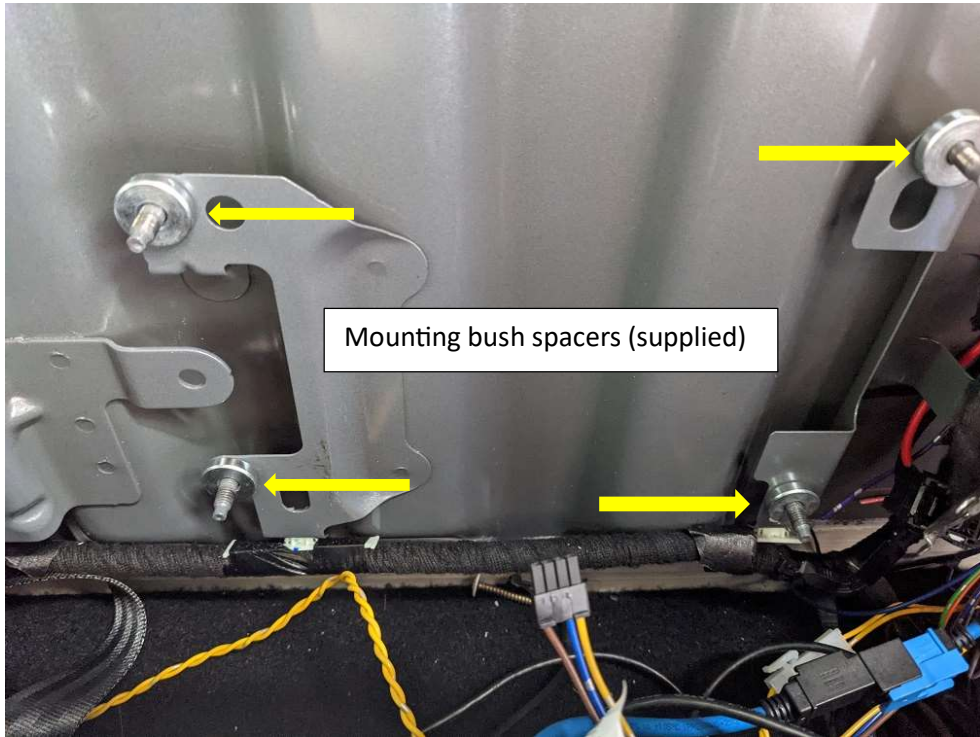
Also at this stage you should set the DIP switches for the Ranger. This is dip switch 3 in the up position.



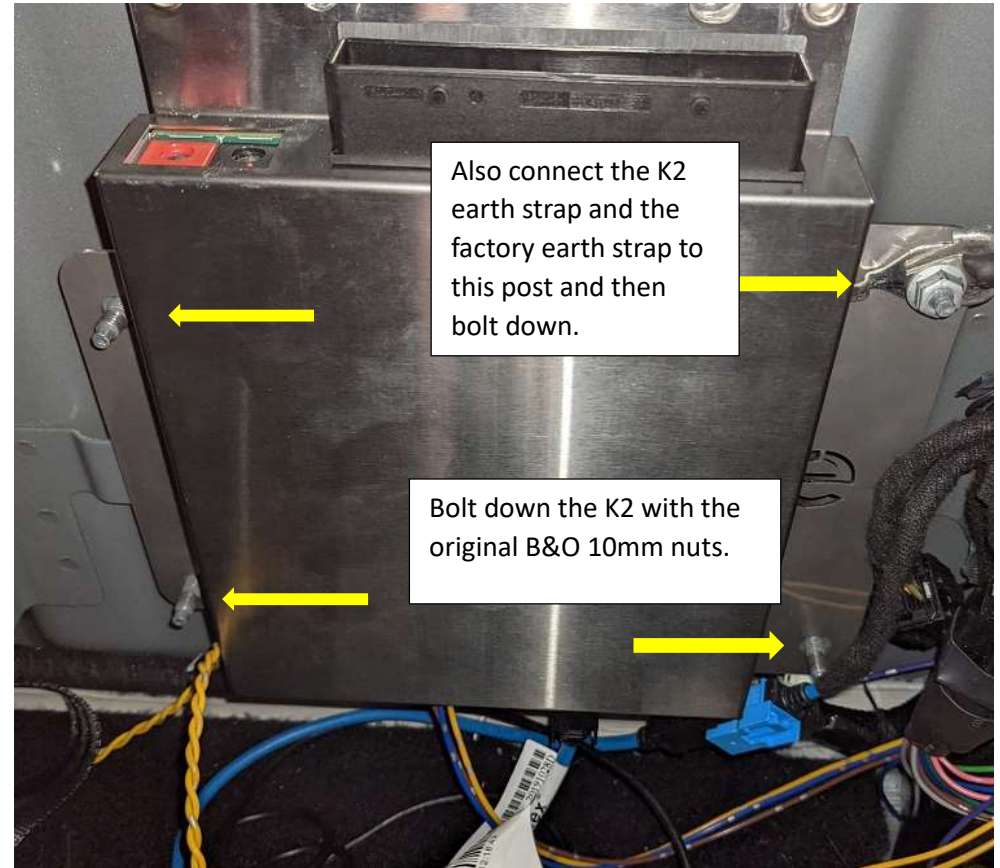
Step 22:

With the amplifier CAN bus, A2B and USB cables connected we can go ahead and mount the K2 into the factory location.

There are four supplied M6 5mm thick bushes that first need to be placed over the B&O mounting posts. This is to raise the plate 5mm so that the K2 adapter plate nutserts can clear the firewall.



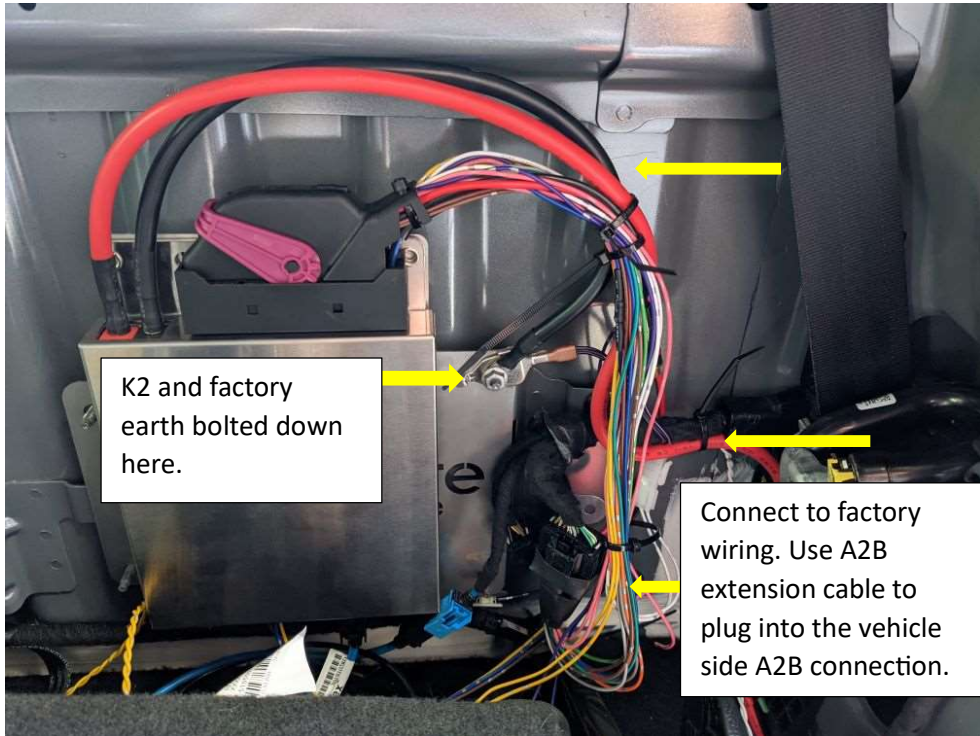
Once these mounting bushes are in place we can go ahead and mount the K2. There is an earth strap in the factory wiring loom and the K2 earth also needs to be bolted down. We recommend the top RHS post.



Step 23:

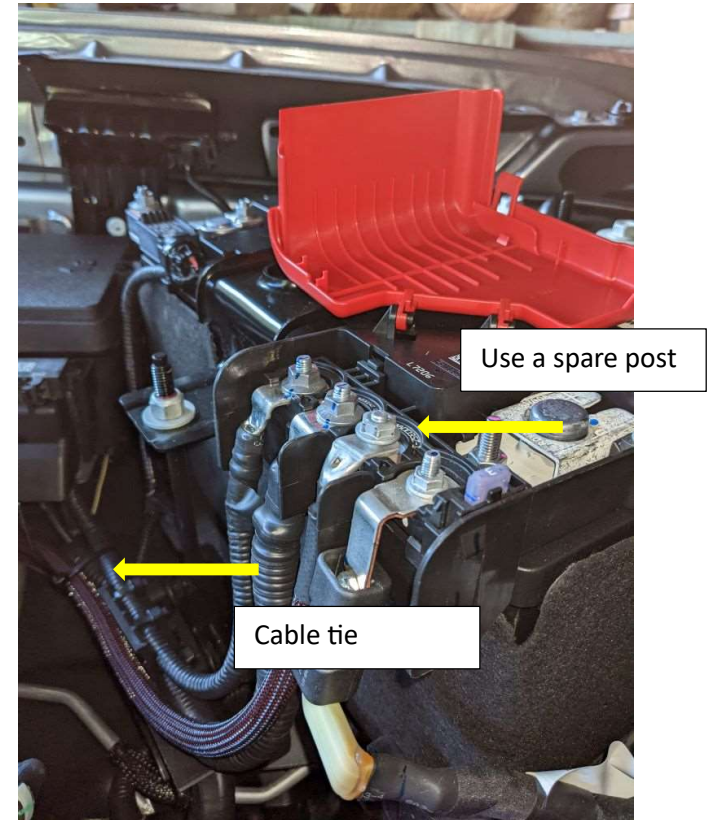
Now that the K2 has been mounted and in place we can go ahead and connect the rest of the wiring. Connect the main K2 connector, thick gauge power and ground push in plugs and connect to the vehicles main vehicle harness.

The main vehicle harness also has power and ground so please be aware that the amplifier is now powered. The secondary thick gauge wire from the battery will not be live also once plugged in so ensure at the engine bay end that it is not flapping about.



Step 27:

Now you can connect the positive terminal to the battery under the hood. Use the supplied nut on the spare terminal post.



Turn on the head unit and check for audio!

If no audio, make sure dip switch 3 is flicked up (closer to the edge of the amp). If problem still persists, contact support

mobridge.us/support

Now you can reassemble the vehicle.