

**DD AUDIO**  
dD AUDIO SS Series  
Class D Monoblock and  
Full Range Amplifiers



# dD AUDIO SS Series Class D Monoblock and Full Range Amplifiers Owner's Manual

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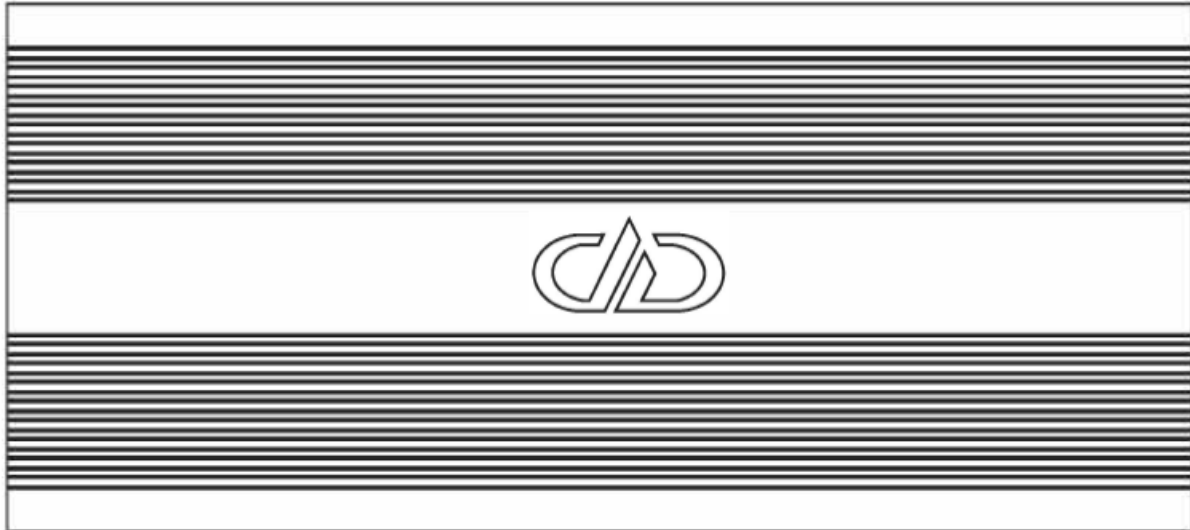
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**DD AUDIO**

**dD AUDIO SS Series Class D Monoblock and Full Range Amplifiers**



## INTRODUCTION



Thank you for purchasing a DD AUDIO® amplifier. All of our products are proudly developed at our headquarters in Oklahoma City, USA where day in and day out we dedicate ourselves to the mission of providing our customers with products that meet or exceed our stringent standards of reliability and performance. All of our products are painstakingly designed to provide years of listening pleasure. To help ensure your satisfaction and the longevity of your equipment, it is highly recommended that you read this Owner's Manual and familiarize yourself with the many features of your amplifier.

To achieve optimum performance we suggest you have your amplifier installed by an Authorized DD AUDIO® Dealer. We hope you enjoy using this DD AUDIO product, and if you have any questions regarding setup or installation after reading this manual, please contact the DD AUDIO technical support team.



### **WARNING**

DD AUDIO™ amps are built to play at high volumes beyond what your ears can safely handle for extended periods of time. Prolonged exposure to excessively high volume can cause permanent damage to your hearing. In addition, operation of a motor vehicle while listening to audio equipment at high volume levels may impair your ability to hear external sounds such as: horns, warning signals, or emergency vehicles; thus, constituting to a potential traffic hazard. You may also find your state has laws governing the volume of an audio system in a car. Please be aware of all local and state laws in your area. So, be smart, and behave yourself ... As much as possible.

## **SS SERIES DESIGN FEATURES**

- MOSFET POWER SUPPLY AMPLIFIER
- 4-GAUGE SET SCREW POWER TERMINALS (SEE SPECS TABLE FOR SPECIFIC GAUGES)
- 0-GAUGE SET SCREW POWER TERMINALS (SEE SPECS TABLE FOR SPECIFIC GAUGES)
- 12-GAUGE SET SCREW SPEAKER TERMINALS (SEE SPECS TABLE FOR SPECIFIC GAUGES)
- 8-GAUGE SET SCREW SPEAKER TERMINALS (SEE SPECS TABLE FOR SPECIFIC GAUGES)
- VARIABLE 12DB/OCT CROSSOVERS
- REMOTE SUBWOOFER CONTROL (SEE SPECS TABLE FOR SPECIFIC GAUGES)
- 5-WAY PROTECTION: SPEAKER SHORT, THERMAL, OVERLOAD, HI/LOW VOLTAGE, DC OFFSET

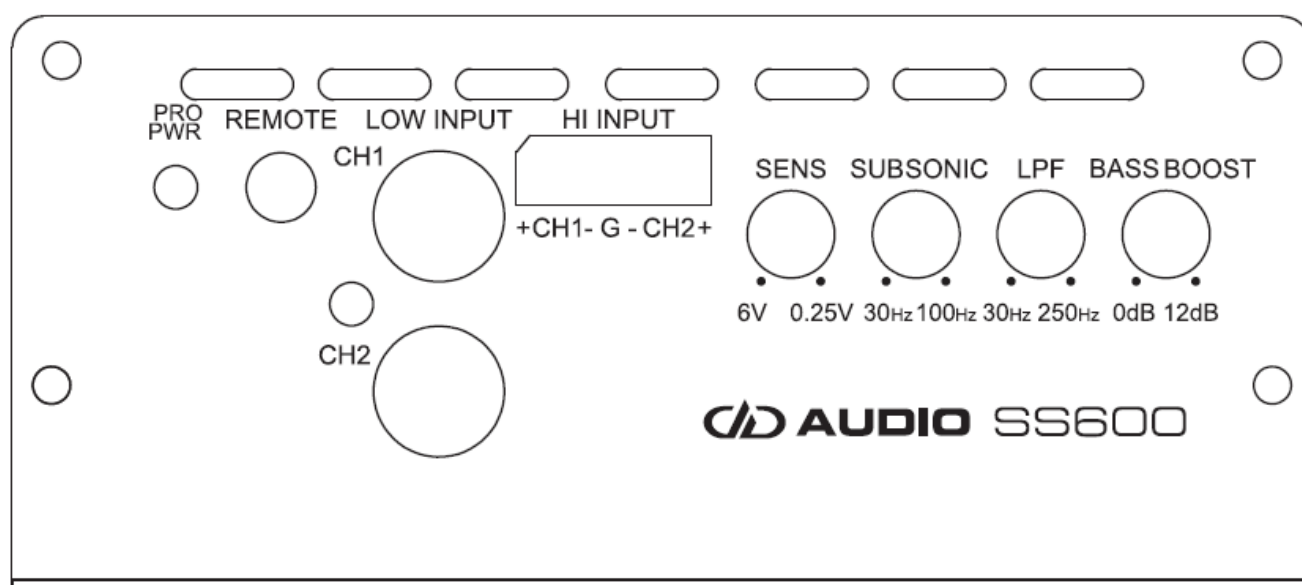
## **TECHNICAL SPECIFICATIONS**

	<b>5S4.500</b>	<b>5S600</b>	<b>5S4.1300</b>	<b>5S2000</b>	<b>5S3000</b>
<b>Operating Voltage</b>	9-16	9-16	9-16	9-16	9-16
<b>Test Voltage</b>	14.4	14.4	14.4/24	14.4	14.4 / 24
<b>Input Channels</b>	4	2	4	2	2
<b>Output Channels</b>	4		4		
<b>Continuous Wattage @ 4 Ohm</b>	75×4	250	180×4		
<b>Continuous Wattage @ 2 Ohm</b>	125×4	350	325×4	1400	2200
<b>Continuous Wattage @ 1 Ohm</b>		600		2000	3000
<b>Max Current Draw (Amps)</b>	40	60	150	200	300
RCA Input Voltage Sensitivity	6- 0.25	6-0.25	6-0.25 4 – 0.4 (24v)	6-0.25	6-0.25 4 – 0.4 (24v)
<b>High Level Input Voltage Sensitivity</b>	20 -1.1	20-1.1	20 -1.1		
RCA Input S/N (dB)	>95	>95	>95	>95	>95
<b>Damping Factor</b>	>100	>100	>100	>100	>100
<b>THD</b>	<1.0%	<1.0%	<1.0%	<1.0%	<1.0
<b>Boost Level (dB)</b>		12			
<b>Frequency Response (Hz)</b>	20- 20K	20- 20K	20- 20K	20- 20K	20 -20K
<b>High Pass Filter (Hz)</b>	35 -250		35 -600		
<b>Subsonic Filter (Hz)</b>		30 -100		20-80	20-80
<b>Low-Pass Filter (Hz)</b>	35 -600	35 -250	35 -600	80- 20K	80 -20K
<b>Remote Subwoofer Control</b>		YES		YES	YES
<b>ZVL Input?</b>				YES	

<b>Power Wire Gauge</b>	4	4	4	0	0
<b>Speaker Wire Gauge</b>	12	8	14	4	4
<b>Dimensions (in)</b>	5.5 X 4.6 X 2	5.75 X 4.6 X 2	6.25 X 4.6 X 2	7.8 X 7.3 X 2.4	8.7 X 7.3 X 2.4
<b>Dimensions (mm)</b>	141 X 117 x50	141 x117x50	159x 117x50	195x 185x 60	221 X 185x60

## CONTROL AND CONNECTION FOR SS SERIES AMPLIFIERS

### S5600 CONTROL PANEL



#### PRO/PWR:

When illuminated blue indicates the amplifier is grounded, receiving +12V and REM power, and the outputs are active. When illuminated red indicates a general malfunction due to speaker short, faulty connection or thermal protection.

#### REMOTE:

Use this port to connect the included remote level control knob.

#### LOW INPUT:

Used for connecting low level RCA signal cables from the source unit to the amplifier.

#### HI INPUT:

Used for connecting high level speaker cables from the source unit to the amplifier when there is no low level RCA output available.

**NOTE:** The middle wire in the HI INPUT harness labeled G is a chassis ground wire only used for integrating with chassis ground speaker systems where only a positive signal wire is going to the speaker. Do not use it if your speaker has positive and negative speaker wires.

**SENS:**

Adjust to match the amplifier's input sensitivity to the output voltage of the source signal.

**SUBSONIC:**

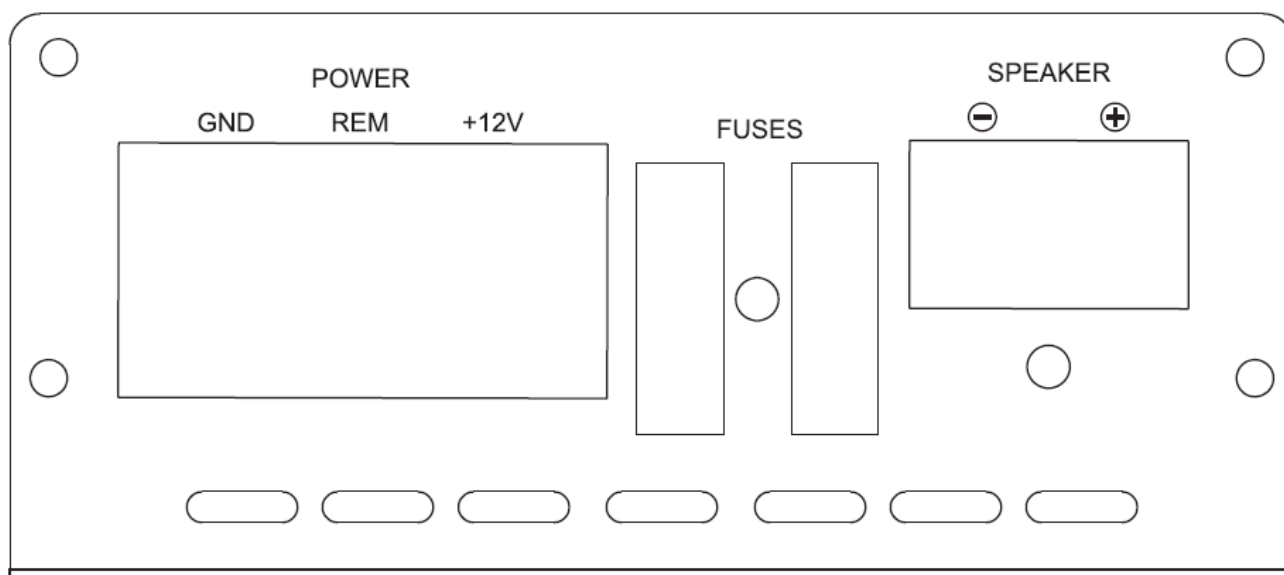
Attenuates unwanted low frequency output below the selected frequency. Eliminating inaudible low frequencies increases amplifier efficiency and prevents subwoofer damage.

**LPF:**

Attenuates unwanted high frequency output above the selected frequency.

**BASS BOOST:**

Use to increase the output in frequencies centered around 45Hz. Most commonly used when the source material doesn't contain high peak levels of bass in the source material. Setting the boost level to high can cause severe clipping and damage to the subwoofer and/or amplifier. Use in conjunction with the HPF and Subsonic filters to maximize the output of the subwoofer portion of the system.

**S5600 CONNECTION PANEL****GND:**

Connect to a ground wire going directly to the chassis of your vehicle. Minimum cable size is 4 gauge.

**REM:**

Connect to a switched +12V cable.

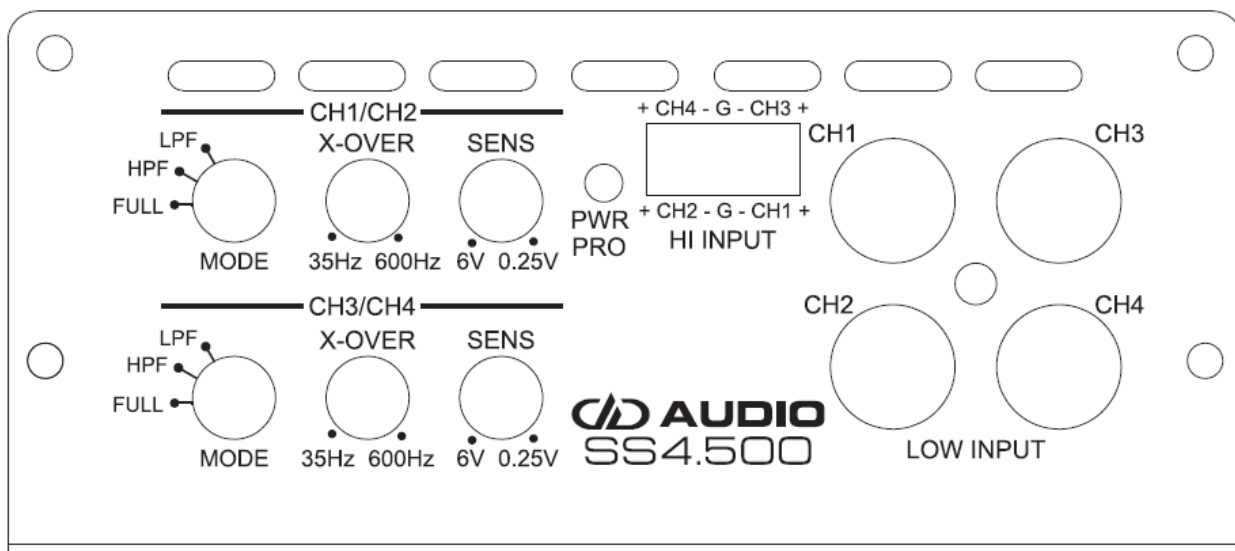
**+12V:**

Connect to a fused +12V cable from the battery. Minimum power cable size is 4 gauge.

**SPEAKER OUTPUT:**

Connect to the + and – speaker terminals. Minimum suggested speaker cable size is 12 gauge.

**S54.500 CONTROL PANEL**



#### MODE:

When set to FULL all frequencies will pass without any attenuation. When set to HPF the preamp will attenuate unwanted low frequencies. Used for mid and high frequency speakers. When set to LPF the preamp will attenuate unwanted high frequency output to bass speakers.

#### X-OVER:

Used to set the frequency cutoff point for the speaker outputs when the LPF/FULUHPF switch is set to LPF or HPF. When the switch is set to FULL the X-OVER setting will have no effect on the audio.

#### SENS:

Adjust to match the amplifier's input sensitivity to the output voltage of the source signal.

#### PWR/PRO:

When illuminated blue indicates the amplifier is grounded, receiving +12V and REM power, and the outputs are active. When illuminated red indicates a general malfunction due to speaker short, faulty connection or thermal protection.

#### HI INPUT:

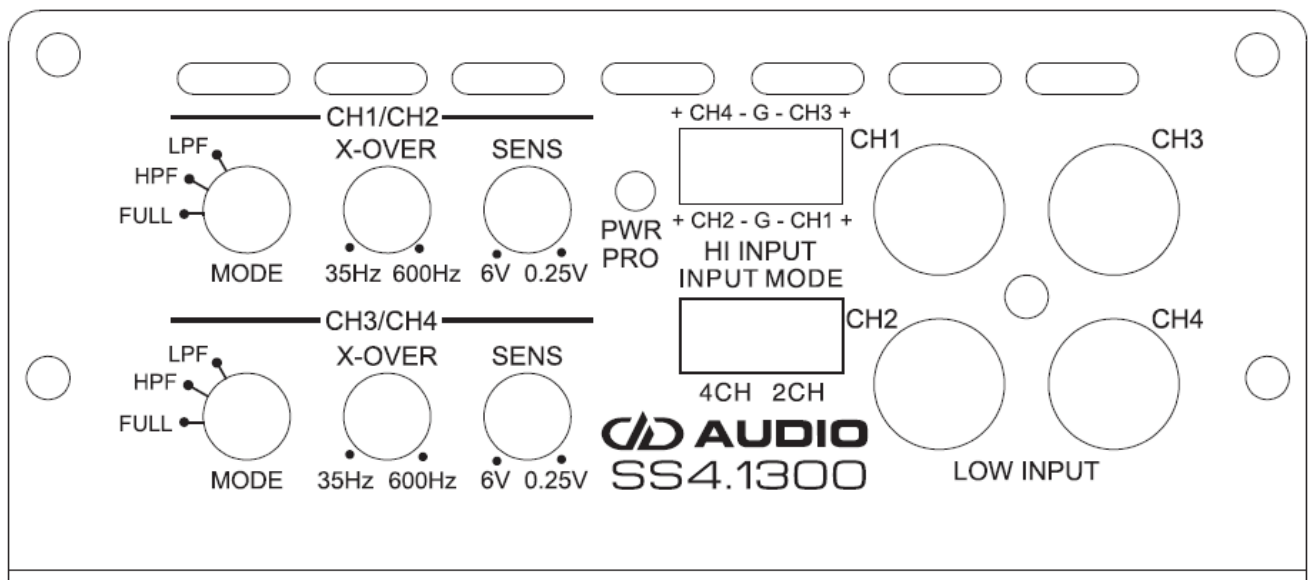
Used for connecting high level speaker cables from the source unit to the amplifier when there is no low level RCA output available.

**NOTE:** The middle wire in the HI INPUT harness labeled G is a chassis ground wire only used for integrating with chassis ground speaker systems where only a positive signal wire is going to the speaker. Do not use it if your speaker has positive and negative speaker wires.

#### INPUT:

Used for connecting low level RCA preamp signal cables from the source unit to the amplifier.

### 5S4.1300 CONTROL PANEL



#### MODE:

When set to FULL all frequencies will pass without any attenuation. When set to HPF the preamp will attenuate unwanted low frequencies. Used for mid and high frequency speakers. When set to LPF the preamp will attenuate unwanted high frequency output to bass speakers.

#### X-OVER:

Used to set the frequency cutoff point for the speaker outputs when the LPF/FULUHPF switch is set to LPF or HPF. When the switch is set to FULL the X-OVER setting will have no effect on the audio.

#### SENS:

Adjust to match the amplifier's input sensitivity to the output voltage of the source signal.

#### PWR/PRO:

When illuminated blue indicates the amplifier is grounded, receiving +12V and REM power, and the outputs are active. When illuminated red indicates a general malfunction due to speaker short, faulty connection or thermal protection.

#### HI INPUT:

Used for connecting high level speaker cables from the source unit to the amplifier when there is no low level RCA output available.

**NOTE:** The middle wire in the HI INPUT harness labeled G is a chassis ground wire only used for integrating with chassis ground speaker systems where only a positive signal wire is going to the speaker. Do not use it if your speaker has positive and negative speaker wires.

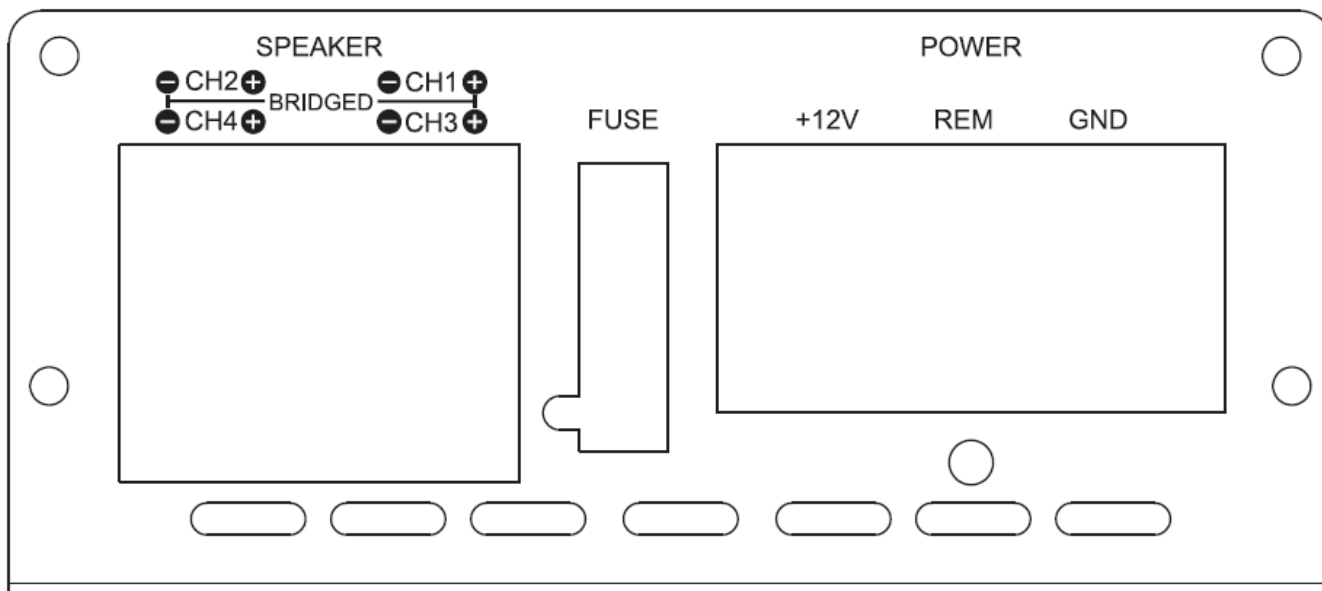
#### INPUT MODE:

Allows either 2 or 4 channels of RCA signal input. Audio output is through all 4 channels for both modes.

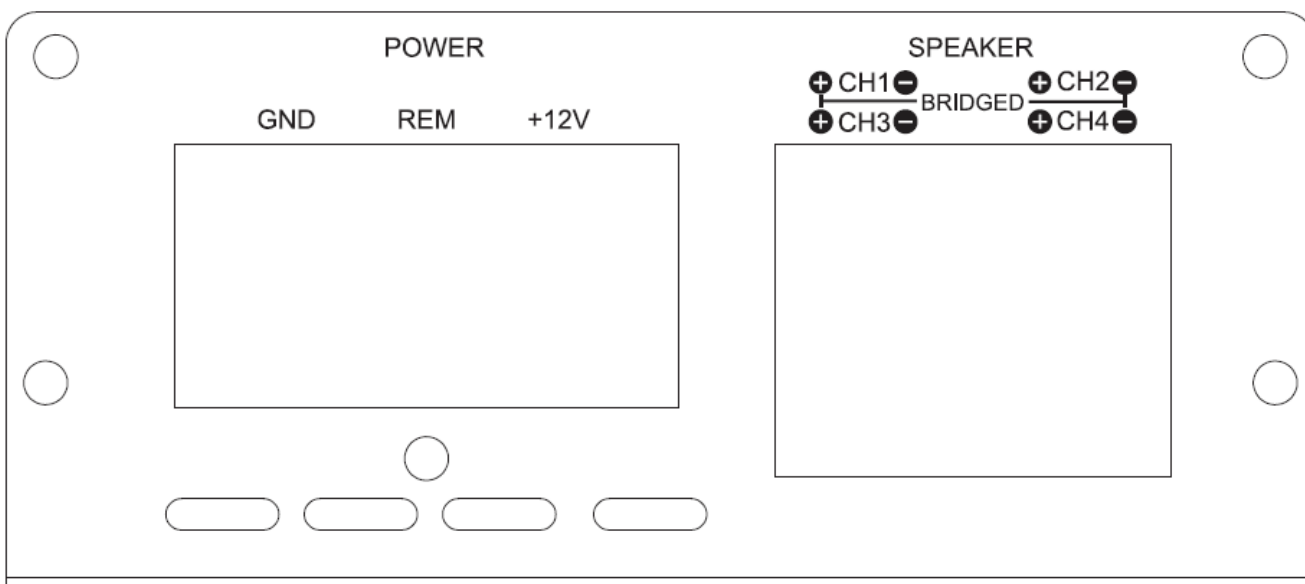
#### INPUT:

Used for connecting low level RCA preamp signal cables from the source unit to the amplifier.

#### S54.500 CONNECTION PANEL



#### S54.1300 CONNECTION PANEL



#### SPEAKER OUTPUT:

Connect to the + and – speaker terminals. Minimum suggested speaker cable size is 12 gauge. When bridging the outputs connect the -L and the +R terminals to a 2 Ohm minimum load.

#### REM:

Connect to a switched +12V cable.

#### +12V:

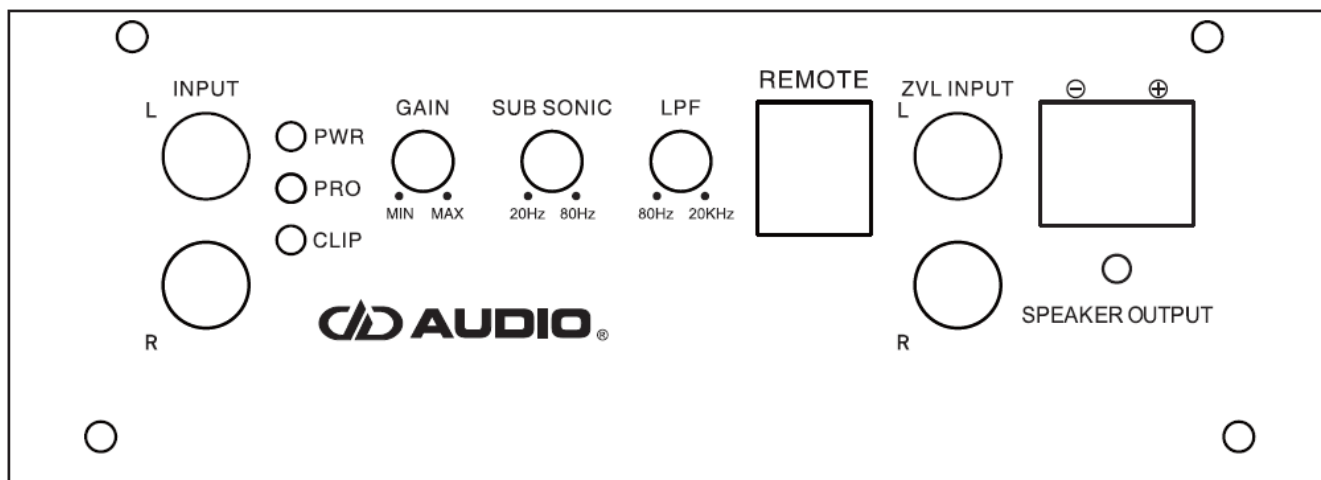
Connect to a fused +12V cable from the battery. Minimum power cable size is 4 gauge.

**NOTE:** Power and remote connections are the same when connecting a 24V amp to a 24V charging system.

**GND:** Connect to a ground wire going directly to the chassis of your vehicle. Minimum cable size is 4 gauge.

#### SS2000/SS3000 CONTROL PANEL





#### **INPUT:**

Used for connecting low level RCA signal cables from the source unit to the amplifier.

#### **PWR:**

When illuminated the PWR LED indicates the amplifier is grounded, receiving +12V and REM power, and the outputs are active.

#### **PRO:**

When illuminated the PRO LED indicates a general malfunction due to speaker short, faulty connection or thermal protection.

#### **CLIP:**

When illuminated the CLIP LED indicates that the amplifier is being overdriven. When illuminated the user should decrease the volume to avoid damage to the speakers and/or amplifier.

#### **GAIN:**

Adjust to match the amplifier's input sensitivity to the output voltage of the source signal.

#### **SUBSONIC:**

Attenuates unwanted low frequency output below the selected frequency. Eliminating inaudible low frequencies increases amplifier efficiency and prevents subwoofer damage.

#### **LPF:**

Attenuates unwanted high frequency output above the selected frequency.

#### **REMOTE:**

This port is for connecting the included remote control.

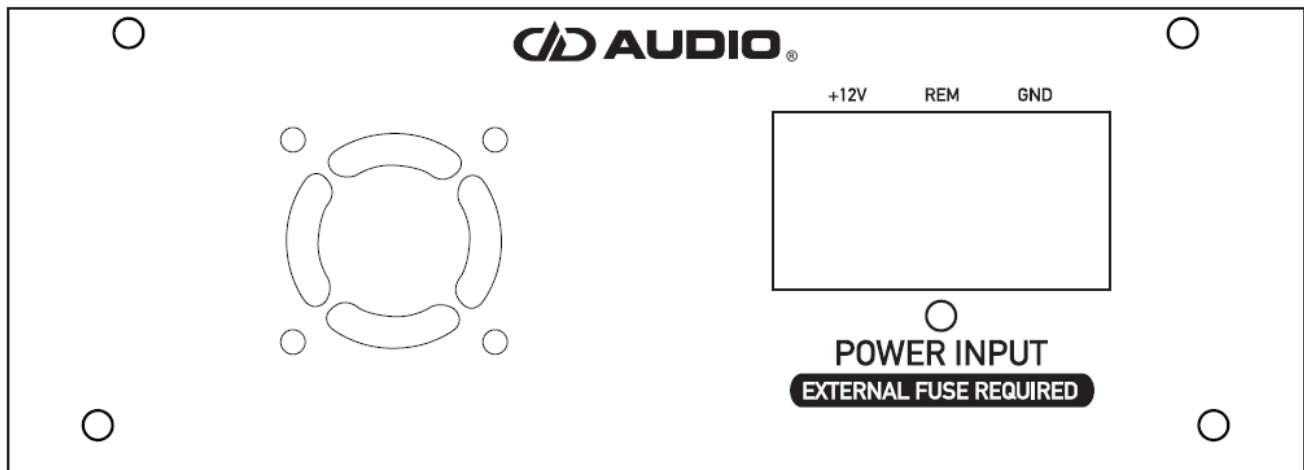
#### **ZVL INPUT (552000 ONLY):**

Used when the amplifier is installed in conjunction with a ZVL module. The ZVL module will allow you to link or strap multiple amplifiers while synching their preamps. When using the ZVL INPUT the amplifier's gain control and crossovers will have no effect on the audio. These functions will be controlled by the ZVL module's settings. Do not simultaneously connect signals to the INPUT and the ZVL INPUT.

#### **SPEAKER OUTPUT:**

Connect to the + and – speaker terminals. Minimum suggested speaker cable size is 8 gauge. When bridging the outputs connect the -L and the +R terminals to a 1 Ohm minimum load.

#### **SS2000/SS3000 POWER PANEL**



#### **+12V:**

Connect to a fused +12V cable from the battery. Minimum power cable size is 0 gauge.

**NOTE:** Power and remote connections are the same when connecting a 24V amp to a 24V charging system.

#### **REM:**

Connect to a switched +12V cable.

**GND:** Connect to a ground wire going directly to the chassis of your vehicle. Minimum cable size is 0 gauge.

### **MOUNTING YOUR AMPLIFIER**

- Mount your amplifier in a dry, well-ventilated environment.
- Before mounting the amplifier be sure the mounting location and screw placement will not present a hazard to any cables, wiring, fuel lines, fuel tanks, hydraulic lines or other vehicle systems or components.
- Securely mount the amplifier using appropriate hardware so that it does not come loose in the event of a collision or a sudden jolt to the vehicle.
- Do not mount the amplifier to any area that may have excessive vibration (like the subwoofer box).
- Take into consideration your vehicle's safety equipment (air bags, seat belt systems, ABS brake systems, etc.) and avoid interfering with such equipment.

### **POWERING YOUR AMPLIFIER**



Make sure your vehicle's charging system is adequate for the amplifier you're installing. Amplifiers don't make power, they simply convert the current and voltage you give them into wattage. If your charging system is insufficient, your amp will not produce its full rated output. If the current or voltage supply drops too low, even for milliseconds, damage can be caused resulting in amplifier failure. This type of failure is not considered a manufacturer's defect. The addition of even a small amplifier will increase the demand on your charging system. If you are unsure or have questions about your charging system, have it tested by a professional technician to determine its capability.



## INSTALLATION

1. Disconnect the negative cable from the car battery.
2. Due to the power requirements of any aftermarket amplifier, the +12V connection should be made directly to the positive(+) terminal of the battery. For safety measures, install an in-line fuse (not included) as close to the battery's positive(+) terminal as possible. The fuse ampere rating should not exceed the total value of the amplifier's rated maximum current draw. If the fuse is further than 18 inches (wire length) from the battery you should re-evaluate the wire and fuse placement. Run the power wire from the battery to the amplifier's mounting location. To avoid a potential short to the body and a possible fire, this cable should never be run outside of the vehicle. You will also need to make sure no trim screws or sharp body metal will penetrate the power cable shielding. Don't install the fuse yet. This will be the last thing you do.
3. Connect a ground wire directly to the chassis of your vehicle. The grounding location should be made on metal as close to the amplifier as possible and should be no longer than 3 feet from your amplifier's mounting location. Remove all paint, sound deadener, etc. from the area of grounding connection. Do not use seat belt bolts for grounding. It is advisable to test the ground with an ohmmeter. Test between the grounding point and the negative battery cable to insure a good low resistance connection ( $<0.5$  Ohm).
4. For SS Series amplifiers REM is the only turn on/off method available.
  - REM: If there is a Turn On Mode selector set it to REM then run an 18 gauge wire from an ignition controlled +12V source. This will be connected to the REM terminal on the amplifier and used to turn "ON/OFF" the amplifier remotely. Generally this will connect to the REM output of your source unit.
5. Run RCA signal cables from your signal source.
6. Run the speaker wire from the speakers to be powered to the amplifier's mounting location. It is advised that you leave some extra length of wire at this point to ensure there is enough wire to easily make your connections once the amp is mounted. You can "clean it up" later.
7. Connect the power and ground wires to the amplifier. Make sure the polarity ( + and -) is correct to avoid damaging the amplifier. Only after this step should you install the fuse at the battery.
8. Connect the remote wire to the amplifier. At this time you should turn on the amp and make sure it turns on properly.
9. Turn the amplifier off and connect the speaker wires to the amp. Pay attention to the polarity(+ and -). If hooked up incorrectly it can cause poor sound due to phasing issues.
10. Connect the RCA signal cables.
11. Double check the amplifier's crossover controls to verify they are roughly set for your system application. E.g. subwoofer, tweeters, midrange.
12. Now you can turn on the system and begin the fine tuning process. Turn the amp gain all the way down. Turn the head unit volume to somewhere around 75%. While playing a musical track, similar to the content that will most commonly be played on the system, turn the GAIN or SENS up until you see the corresponding clipping indicator on the amplifier or the remote gain knob begin to flash on the music.
13. Take your time and make only one adjustment at a time. It may take some time to get the system fully adjusted. During this time the amp is drawing current from the battery. You should check the battery voltage from time to time and re-charge it if it gets low. Low battery voltage can affect the way the amplifier performs.
14. If installing the amplifier with new speakers you may notice a slight change in your sound due to the natural

breaking in of your speakers. At this time you may want to do some slight re-tuning to optimize your systems performance.



## **TROUBLESHOOTING**

### **NO POWER**

- Check GND connection.
- Check voltage at the amplifier's +12V and REM terminals.
- Check fuses.

### **NO SOUND ( NO OUTPUT )**

- Check the signal cables and speaker outputs with a test tone, 50Hz (sub amps) or 1 kHz (full range), and AC Voltmeter to see if there is voltage present at the output of the signal cables.
- Check all cable routing for shorts or faulty connections.
- Check speakers to verify they are in proper operating condition.

### **PROTECTION (MOST COMMON CAUSES)**

- **SPEAKER SHORT:** A connected speaker has a shorted or damaged speaker lead or voice coil.
- **THERMAL:** The amplifier overheated. The amplifier will automatically return to normal operation once its temperature drops below the thermal shutoff temperature. Make sure there is proper airflow with no obstructions around the amplifier to avoid further issues. In some applications an external fan may be required to keep the amplifier temperature below the thermal protection level.
- **OVERLOAD:** The connected speaker/s has too low of an impedance.
- **HI/LOW VOLTAGE:** The power input voltage has gone outside the voltage range of 9V-16V.
- **DC Offset:** There is a damaged transistor in the output section.

### **DISTORTION**

- Make sure the input gain level is set appropriately. Also check the speaker quality when playing on another amplifier.

### **POOR BASS RESPONSE**

- Check the crossover sections for incorrect settings and check the speaker cables for reversed polarity connections.

### **BUZZING SOUND**

- Check the amplifier and source unit ground connections.

- Check RCA cable connections and possibly replace RCA cables with a better shielded cable or reroute RCA cables away from power cables.


## ALTERNATOR/ ENGINE NOISE

- This type of noise is caused by grounding issues. This can be related to the amplifier, source unit, signal processor, battery or alternator. If you can remove the signal cables from the amplifier and the noise goes away the sound is not being generated by your amplifier, but by an external grounding issue. If you can feed a signal into the amp from an external source unit and the noise is not present the sound is not being generated by your amplifier.

If you have any questions regarding setup, installation or warranty please contact the DD AUDIO® technical support team by email at [service@ddaudio.com](mailto:service@ddaudio.com) or by phone at [405-239-2800](tel:405-239-2800).  
4025 NW 36th St., Oklahoma City, OK 73112

- [405) 239-2800
- [AUDIO.COM](http://AUDIO.COM)

## Documents / Resources

	<p><a href="#">dD AUDIO SS Series Class D Monoblock and Full Range Amplifiers</a> [pdf] Owner's Manual 24V, SS Series Class D Monoblock and Full Range Amplifiers, SS Series, Class D Monoblock and Full Range Amplifiers, Monoblock and Full Range Amplifiers, Full Range Amplifiers, Range Amplifiers, Amplifiers</p>
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## References

- [User Manual](#)

[Manuals+](#), [Privacy Policy](#)

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