



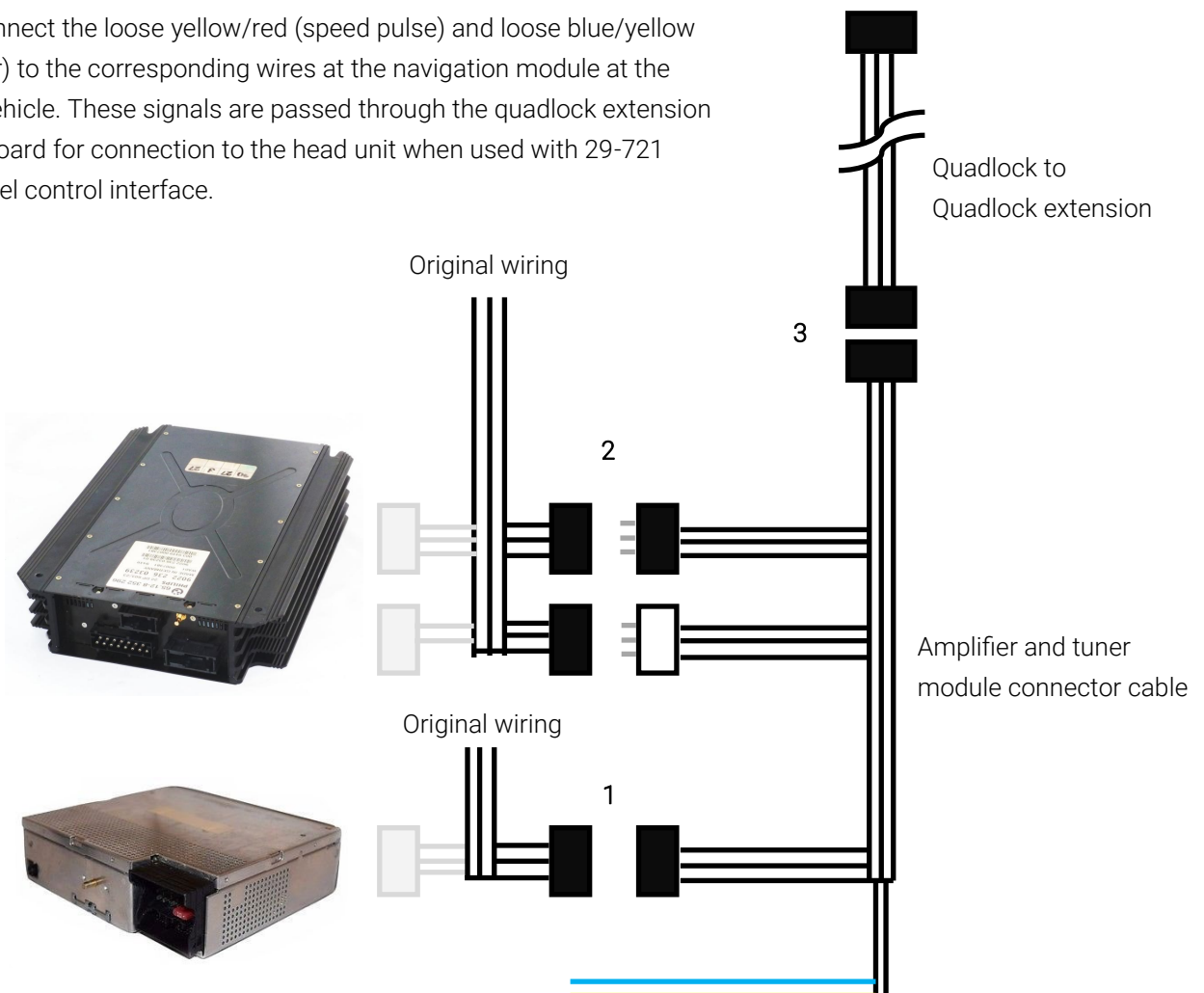
Amplifier bypass cable for BMW X5 E53 and Range Rover L322 cars with an original DSP amplifier.

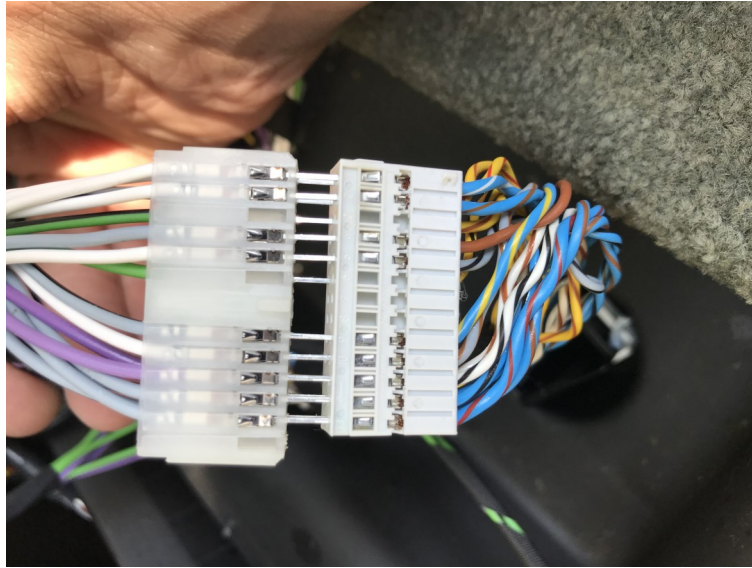
Disconnect the quadlock connector from the original tuner module. In a BMW X5 this is under the boot floor, in a Range Rover it is in the rear left quarter panel. Connect the original quadlock from the tuner to the quadlock of the amplifier and tuner adapter cable. (1).

Disconnect the two audio connectors from the amplifier. Connect these connectors to the amplifier bypass cable. (2). Take care to make sure the terminals on the adapter cable align with the terminals in the original connectors, see image overleaf. Once connected, it is recommended to use cable ties and insulation tape to secure these connections.

Connect the remaining quadlock on the bypass cable to the quadlock extension lead (3). Run the quadlock extension cable from the rear of the vehicle to the dashboard for connecting to an ISO lead or steering control interface (supplied separately).

Optional. Connect the loose yellow/red (speed pulse) and loose blue/yellow (reverse gear) to the corresponding wires at the navigation module at the rear of the vehicle. These signals are passed through the quadlock extension to the dashboard for connection to the head unit when used with 29-721 steering wheel control interface.





The above image shows how the connector on the 20-316 lead to the left mates with the original connector on the right.

Note that the original connector has been removed from the connector housing to better show the wiring positions.