CONTENTS

Thank you for choosing a GENESIS Project 15 Class A amplifier.

By doing so you are one of a very exclusive group who own one of only 100 of these individually hand crafted amplifiers.

The design of your GENESIS amplifier is the result of many years of listening tests and research. All GENESIS products are carefully hand crafted in England using the finest components.

Exacting attention to detail at every step of the manufacturing process ensures maximum performance and reliability.

Features:

Gold plated connectors. The speaker and power connectors are turned from solid brass, then polished and gold plated for maximum conduction and signal purity. The Input connectors are also turned from solid brass then gold plated to ensure maximum signal transfer.

High quality components. Our amplifiers are constructed with the best quality components to provide the most natural sound quality.

Project 15 is our best sounding amplifier, and is designed without compromise using the best components we could find, regardless of cost.

These top quality components are hand assembled on to Four Layer Gold Plated PTH circuit boards.

Project 15 circuit boards have copper traces four times as heavy as the industry standard. These are Gold plated to further enhance conductivity and to ensure perfect connections to each component.

Guarantee:

Your Genesis amplifier is guaranteed for ten years from the date you purchase it.
Should you experience any problems, please return it to your dealer with a clear description of the fault, and proof of purchase.

Installation:

Take some time to plan the installation carefully. Find a location for the amplifier where it will get adequate ventilation without being exposed to damp or excessive vibration. An airspace of at least 10 centimetres on all sides of the amplifier is recommended.

Class A amplifiers dissipate heat even at idle. Check the amplifier temperature after 1 hour at idle. If it is more than 50 degrees above ambient, consider an additional fan to provide air circulation around the fins on the amplifier top.
The internal fans will provide sufficient cooling up to an ambient temperature of 40 degrees providing there is sufficient air volume.

Check that there are no cable looms or brake lines behind the surface where you intend mounting the amplifier.

If the amplifier is being mounted in the boot check where the petrol tank is located, as this is often behind the rear seats, particularly on German cars.

If it is not possible to mount the amplifier using the holes provided in the pillars, consider fitting a plywood or MDF mounting board and fasten the amplifier to this. Please ensure holes are provided in the mounting board for the fan intakes of at least the same diameter as those in the amplifier base.

The screws supplied with the amplifier are self tapping - for fastening to wood, drill a 4.0mm or 5/32" pilot hole. The hex recess takes a 4mm or 5/32 hex key.

Wiring:

The power wiring should be kept as short and direct as possible to reduce voltage drop. For a total length (positive & negative cables) of up to 10 feet (3 metres) use 2 Gauge. For runs of 10 to 20 feet (3 - 6 metres) use 0 gauge. The ground wire must be of the same gauge as the power feed wire. Use red wire for battery feeds (+) and black for ground / chassis connections.

Mount a 60 amp ANL fuse in the positive line as near to the battery as possible. This fuse is to protect the cable from catching fire in case of a short circuit.

The cable between the battery and fuse pass must never pass through any holes or brackets in the body of the car.

If any cables need to be run through the metalwork of the car, drill the hole, remove any sharp edges, and fit a grommet or plastic cable gland to prevent the cable insulation chafing.

When making the connection to the positive terminal of the battery, disconnect the negative terminal first. Connect the fuseholder to the battery terminal, but leave the fuse out until the system is fully wired. Reconnect the negative terminal once the wiring to the positive terminal is complete.

Remote feeds:

There are two remote terminals on each amplifier channel. Please read the following information to ensure you are familiar with the operation of these.

A light gauge wire can be used for the remote feed. This takes less than 1 milliamp from the remote supply.

There is a preheat remote terminal, to start the heating of the tubes and reduce the time taken for the amplifier to operate. This should be connected to the central locking or interior light feeds.

It is triggered by a positive pulse. Once triggered a timer operates the tube heaters for one minute.

Operation of this feed can be easily checked - the tubes will illuminate when the circuit is triggered.

Speaker cabling:

The speakers should be connected with a good quality OFC cable of 12 Gauge or heavier. Route the speaker wiring seperately from any of the internal wiring looms in the car. Good quality cable will have a polarity marking so that the speaker polarity can be identified once the cables are laid.

Pure Silver cables are recommended for midrange and tweeter wiring. These can be of lighter gauge than copper cables as their conductivity is significantly higher.

Signal Cabling - Unbalanced mode.

All signal cabling will also need to be of good quality to prevent noise pickup.
Good quality cables will either have several shielding layers, or will be wired in quasi-balanced mode as shown on the supplementary sheet.

The mode switch under the input connectors should be set to UnBal when using the RCA /Unbal inputs.

We recommend neutrik 'PROFI' plugs with Gotham GAC-2 cable.

Twisted pair silver cables can also be used. For best noise rejection this style of cable should have an overall shield.

Signal cabling - Balanced mode

The Balanced inputs on the amplifier are designed to be fed by a balanced line transmitter.

High quality cable such as Gotham GAC-3 and Neutrik gold plated XLR connectors should be used to construct the cables, according to diagram 4.

The Mode switch should be set to ‘Balanced’ when using balanced inputs.

The smaller green control is the Common Mode Rejection Ratio control. When using balanced mode this can be adjusted to give maximum noise rejection by connecting the sending cable as shown in fig 5 and adjusting the control for minimum output.

System setup.

Your Project 15 Amplifier is designed purely for front stage applications driving either active or passive speaker systems.

When used for this type of system, it will power the front system at approximately 35 watts per channel in Class A mode at 4 ohms, and around 300W per channel in class G mode.

In class A mode the optimum load is 4 ohms. Other load impedances will receive less power in Class A mode as either the current or voltage output in this mode will be limited.

Powering up.

When all the wiring is completed, ensure the head unit is switched off. Fit the fuse to the fuseholder. A small spark will be seen, but the fuse should not blow. Switch the head unit on, and the valves should begin to glow after 2 - 3 seconds.

Power the HU down, and wait 15 seconds. Trigger the PreHeat terminal and check the valves light up for one minute, then power down.

Operate the preheat again, wait 15 seconds and turn the Head Unit on. The amplifier should operate within 3-4 seconds of the remote feed operating.

Adjust the balance (and fader if fitted) to check that all speakers are operating. When this has been determined, adjust the level controls as detailed below.

Level setting.

The correct setting of the level controls is the point where the system will give full output on all sources. Simply turning all of the gains fully clockwise will usually mean that the volume is hard to adjust at low levels, and the system balance between the sub, rear fill and front stage speakers will be all wrong, giving poor reproduction.

Begin with a 12 O'clock setting on all of the gain controls. If the sub is too loud or quiet, adjust the level to suit.
If the soundstage is too far rearwards adjust the rear fill level downwards.

The level control has a gain range of 15dB allowing very smooth and gradual control of the gain setting. Each channel is independent of the other allowing the levels to be set to give a central soundstage image.

Check the operation of the volume control. Full volume should be reached near the maximum setting. If it occurs at a much lower setting, back off each of the level controls about 1/10 of a turn. Check, and adjust further until the setting is correct.
If it is too quiet, advance the level control 1/10 of a turn & check as above.

Fault finding.

Main fuse blows on insertion: Ground and +12V terminals on amplifier not wired correctly.

Amplifier shuts off after 10 - 30 minutes, then on & off in 2-5 minute intervals. The amplifier is overheating due to inadequate ventilation. Provide amplifier with better ventilation.

Front soundstage not imaging, with a strange hollow sound: Front speakers out of phase. Check connections at amplifier and at speakers and crosssovers.

Fader & balance controls not working properly. Check interconnects are correctly wired.

One speaker not working.
Check that the conductor and not the insulation is being gripped by the screw in the amplifier connector.

Check the speaker by swapping with a unit known to be working.

Amplifier fuse blows on insertion: The amplifier has an internal fault. Return it to your dealer for servicing.

Amplifier fuse blows as soon as the head unit is switched on: Disconnect all speakers and inputs. If the fault remains, the amplifier has an internal fault. Return it to your dealer for servicing.

Specifications:

Rated Power:	4 Ω:	2 x 30 W RMS
Class A mode	2 W :	2 x 15 W RMS (This is not a misprint !)
Typical Power:	4 Ω:	2 x 300 W RMS
Class G Mode	2 Ω :	2 x 375 W RMS
	1.5Ω:	2 x 425 W RMS

Frequency response: 20Hz to 50KHz +0 -0.5dB

S/N : > 107dB

Distortion: Less than 0.1% at rated output. Typically 0.02%, second harmonic.

Input Sensitivity : 0.7 - 5.0 Volts 8.5 Volt pre-out compatible

Fuses: 2 x 40 Amps

Size: 625 x 325 x 100

Warranty: 10 years

Origin: Designed and hand - built in our factory in Essex, England.