



## TEAM 8000/X1DFR

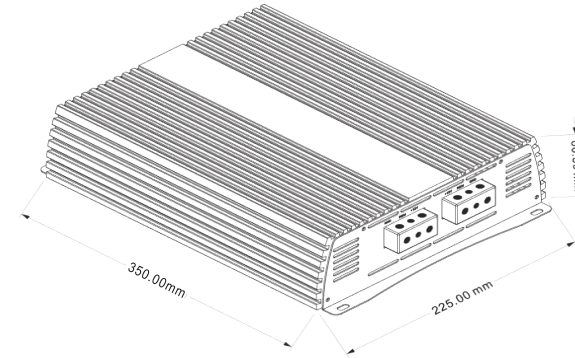
The Team8000/X1DFR features Class D Transformer technology - the most significant change ever to our power supply sections. This results in an extreme performance monoblock amplifier with astonishing power for such compact size.

## DETAILED TECHNICAL DATA

Power Output@20hm:	7000WRMS [@0.1%Thd]
Power Output@10hm:	8000WRMS [@0.1%Thd]
Minimum Load:	10hm
Input Level:	220Mv>6.5V
Frequency Response:	15Hz>20KHz
LPF:	80Hz>20KHz
Subsonic /HPF Filter:	15Hz >80Hz
Minimum Power Supply:	615Amps
Operational Power Range :	9>16Volts
Maximum Earth Impedance:	0.020hms
EQ Boost:	0>12DB
EQ Boost Frequency:	35>70Hz
Amplifier Technology:	Class D
Power Terminal:	Dual 0Awg[55mm2]
Speaker Terminal:	8Awg[10mm2]



## TECHNICAL DRAWING



Total Height:	66.5mm
Total Length:	350mm
Total Depth:	225mm
Approx Weight:	4.85Kg

## TEAM TIPS



- NEVER insert or remove ANY wires from the amplifier whilst it is powered up. The output speaker terminals have DC half rail on them. This means that if a tool shorts to the case the amplifier will be immediately damaged, even if no music is playing. This damage is NOT warrantable.
- NOTE that this amplifier only has ONE RCA INPUT. You should use a Y lead to mono a stereo input. DO NOT plug TWO RCA leads into this amplifier. One is an OUTPUT!
- Under the "Read The Manual" sticker you will find EQ boost controls. If you choose to use these controls you must allow enough gain headroom with your setup to compensate for this response bump. Removing the sticker confirms that you understand the technical limitations of this and how easy it is to damage equipment with up to 12db of boost at a given frequency. BE CAREFUL
- These are extremely powerful amplifiers and are easily damaged by lack of power supply or poor earth connections. Ensure to follow the warning on the amp body and provide adequate cable size and consistent voltage.
- USE THE SUBSONIC FILTER - By eliminating frequencies below your audible output you can add significant performance to the system whilst building a margin of safety.