

## 2025 Porsche Macan EV BOSE Audio upgrade

It's common knowledge that the Bose system while not horrible leaves a bit to be desired - like smoother highs and deeper lows. The jump to full Burmester is a big one cost wise and for those like us who bought a car off the lot you get what's installed. I can't help but see this as a challenge.

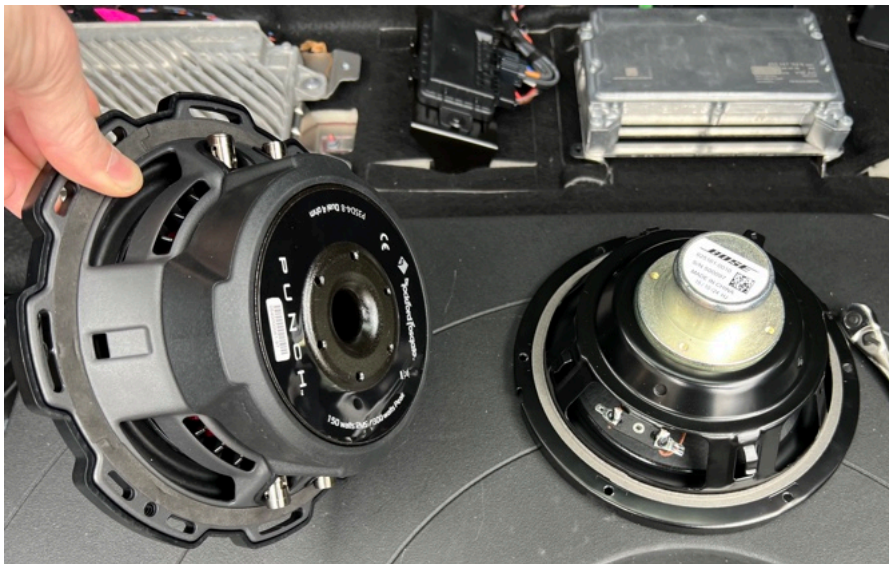
First part of the job was to reduce the harshness of the dash speakers. I replaced the center channel with a 2-way Audio Fisher Match 3.5 that I already had. The grill just popped out with a plastic tool and it dropped right in. It has a slightly higher impedance than stock so it dropped the level by a bit - which may be a plus.

The right and left tweeters were a PIA. The grills can't be removed until you take out the A-pillar trim - removal and install requires a lot of twisting and bending of the trim so it's a bit nerve wracking. Once the A pillar was removed the grills came up easily with the plastic tool. I replaced the tweeters with Burmester rear door tweeters - the fronts are much more expensive and harder to install. The lower picture shows the difference between the Macan EV Bose 3/4" (4 bars), Bose from my 718, and 1" Burmester. I purchased. The large dome / better materials makes these play smoother than the Bose. You need to pry the 3 clips back to remove the old one and new ones requires a wiring adapter but then they drop in.

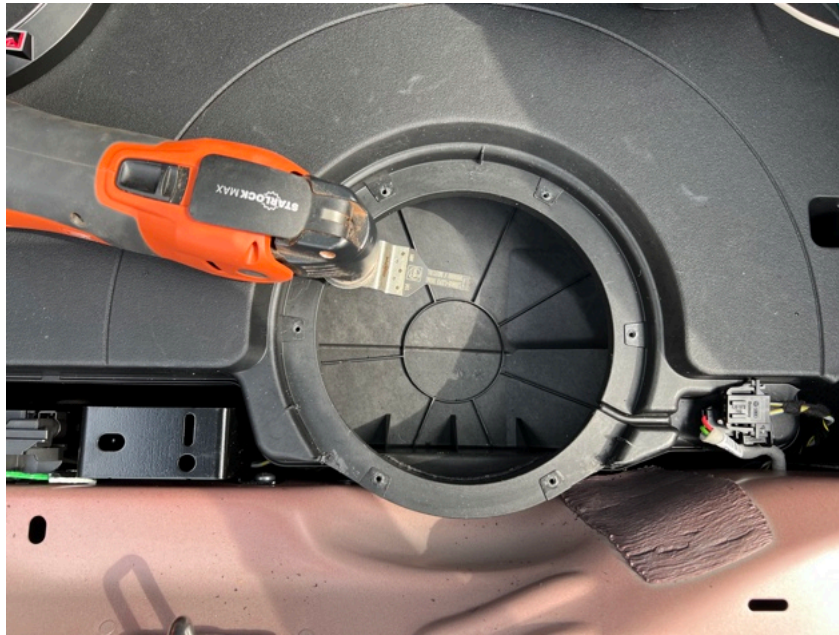


Next up is the Bass. The stock subwoofer in the hatch doesn't go very low so you need to turn up the Bass control to make up for it. This also makes the door speakers get boomy since they are trying to go lower than they can. To access the sub, just pull up the back hatch cover and give it a bit of a tug and it will pop right out.

I replaced the sub driver with a Rockford Fosgate Punch P3SD4-8. From the top the Bose (right) looks like it's a quality unit - the large dust cap makes it look like it should have a massive voice coil / magnet - like a high end home sub. Once you flip it over you realize how cheap the driver is - the Punch weights 9 lb and the Bose maybe 1 lb.



The Sub enclosure is a vented style of about .75 Cu ft. which this driver is perfectly suited for. To access it you will need to pull up on the metal rear tailgate trim. You then need to trim a couple of tabs located at 4 o'clock and 8 - a multi tool makes this a quick job.



I purchased a subwoofer wiring adapter from [rennspec.com](http://rennspec.com) which worked great. I wired the two voice coils of the sub in parallel to get a 3.2 ohm impedance - make sure the the polarity is the same - red to red , black to black - it flips from side to side and will produce no sound if you wire it wrong - ask me how I know.



The results exceeded my expectation - I now have the the bass and treble set to 0 and the surround mode set to stereo - no more boomy mid-bass and the mids and highs sound great. Instead of the door panels vibrating as the door speakers struggle, the bass can now be felt in the structure of the car and the seat of your pants. The folks at Rennspec were very helpful with all aspects - I purchased the tweeters and adapters from them. They also suggested trying the Punch subwoofer based on their experience with ICE Macan - which they don't even sell. The Bose amp has more the enough power to drive it deep and clean. As my wife put it on her first drive "Momma's got boom boom WOW" - it's her car :)

