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So I got a new car and put my old setup in (skar lp1000 monoblock, Jensen w12 4 ohm single coil, 4 gauge), whenever I turn up the volume slightly my amp goes to protect. Multimeter says battery isn't dropping voltage but when I check at the amp I can drop from 12 to 9.5 on a small bump, ground and all wiring is fine. Battery not discharging fast enough maybe? Would adding a second small battery help with this? Really can't figure this one out. Alternator and vehicle battery are possibly in need of replacement, you are possibly pulling alot of current [amperes] when it hit's ! The battery voltage dropping so quickly may mean the previous owner had a sound system that put a hurtin on electrical system. So I got a new car and put my old setup in . Multimeter says battery isn't dropping voltage but when I check at the amp I can drop from 12 to 9.5 on a small bump, ground and all wiring is fine. Battery not discharging fast enough maybe? Q: Are Skar Audio amplifiers 0.5 Ohm Stable? A: Skar Audio amplifiers are not. 5 Ohm stable. Running your amplifier at this Ohm load can cause irreversible damage as well as void your warranty. This amp is 1 ohm stable min.Q: How do I reset my amplifier's protection circuitry? A: To take your SKAR Audio amplifier out of "protection mode" you will have to complete disconnect all wiring that is going into the unit. This include the remote wire, RCA's, speaker wire and both the ground and power wire. The unit will have to sit, completely disconnected, for several hours. If you add a second power wire from battery to amplifier distributionblock it will "lessen" the resistance to flow of amperes. A new battery may solve your problem ? Get someone else to check the connections. Is the wire sized correctly for the current draw and length of run? If the battery is bad enough to cause your issue, you would likely have problems with the car not starting, IMO. I've had situations where one strand of wire was sticking out and contacting ground or another terminal. It wasn't until I turned on the voltage (volume) that it created enough problem to be noticed. Matt z34, Did resetting your amp help ? [FONT=""]Just bought a Honda Civic for the wife. This is the base model lx with a rather terrible stock system. I wanted to give her something nice for Christmas, so I figured I would upgrade the sound system for her. This build is going to be rather simple, so no crazy a pillars or large class AB amps. I went with smaller footprint class d amps. Hopefully I can have this build done before Christmas comes. [/FONT] Equipment Emotiva BTR-1 Bluetooth System (Source - Coaxial Output) MiniDSP C-DSP 6x8 (Processor) Skar Audio SK-M4004D (Amplifier - Tweeters & Midbass) Skar Audio SK-M4004D (Amplifier - Rear Fill & Sub) Skar Audio FSX6.5 (Midbass) Peerless XT25SC90-04 Dual Ring Radiator (Tweeter) JL Audio 10w0v3-4 (Subwoofer) KnuKonceptz Bassik 0 Gauge Amplifier Kit Since most of the equipment is still on the way, I decided to start the fiberglass enclosure in the trunk. I was able to fill the enclosure with some sand mixed with resin and bondo. The enclosure is really heavy and rock solid. I got pretty lucky finding a spot to bolt the enclosure to the car. I didn't have to drill into the sheet metal and the mounting point is right behind the enclosure. I could shake the entire car from the enclosure once it was mounted. The grill that I had did not fit very well. I will probably end up swapping it out with something else. Hello everyone! I just got done installing a Skar SKx2 200.4D amp and a taramps smart 3 amp in my 2004 dodge ram 2500 quad cab. It had the factory infinity system, but I replaced all the speakers with some cheaper Polk DB+ and jbl stadium speakers since my old ones were blown. For my subs I got a fox box with 2 12" skar evl d4. I have sound deadened the entire cab of the truck besides the doors for right now, I have put down kill mat on all surfaces with 100% coverage, 2lb per sq ft MLV on top of 100% coverage of ccf. The roof has old and hydrophobic melamine foam and panels are covered in old, ccf and foam. Back wall has 2 layers of the mlv on top of foam, ccf and old. So sound deadening is done besides doors which will get the same treatment. What I need is help with picking speakers. I'm currently looking at the Morel Tempo Ultra MKII 692 6x9 components for the front door soakers with tweeters in the sail panel. For rear door soakers I was looking at the Morel Hybrid MW6 MKII mid range speakers. The dash corners I was thinking of Morel CDM 700 3 1/2 speakers, they are also midrange speakers, should i go with them in the dash corners? Shouldi do something different for the dash corners? Reason for choosing Morel is because from what I've read they are warmer speakers, especially their tweeters, I hate bright and harsh. My main goal is sound quality, which I know is ironic with the skar subs, but I love loud thumping sub bass. May eventually put in some image dynamics or JL W6 subs in the future. I was also thinking of adding a DSP (Helix, mini, ect.), to help get better sound quality. What does everyone think? Is this a good setup [FONT=""]I purchased the car about a year ago & the first thing I did was completely overhaul the entire system. When I bought the car it did already have some audio upgrades which was quite convenient. It had an alpine bluetooth radio with mic installed, a kicker 2 channel amplifier and a set of focal 2 way component speakers(crossovers were hidden behind the midranges in the kick panels, pretty small). However what was interesting is the prior 2 way speaker install tapped into the factory bmw stock amplifier. It was quite [/FONT][FONT=""]Istrange.This[/FONT][FONT=""] car came factory with a 3 way speaker system in each door, two 6.5 "subs" behind the seat, and two 4" midranges above that. The car sounded terrible for several reasons: [/FONT][FONT=""]11. The new focal's and tweeters were powered by the 2 channel kicker amp, but the factory midranges were powered off the head unit. (dumb) [/FONT][FONT=""]12. I'm not even sure it was wired up correctly. [/FONT][FONT=""]13. The stock subs are a complete joke. I mean everything was a joke, but still. [/FONT][FONT=""]14. The kicker amp was like 10 years out dated and put something like 30w per channel. [/FONT][FONT=""]15. So as you can see, it did not sound good. [/FONT][FONT=""]Pros: All of the amplifier wiring (the power/ground/remote, and 1 set of rca's was already wired from the front to the rear. [/FONT][FONT=""]I ultimately ran another 4 channel to have 6 channels(even though at the moment I am only using 4) and I ran a 9 wire to the rear, even though I only needed a 5 wire. [/FONT][FONT=""]I kept the 6.5 Focals to use as the midranges, threw in an old set of dome powerbass 3" midranges from an old 3 way set I had laying around, and seas neo tweeters. I found a really beefy 3 way passive system crossover from china with crossover points I thought would be suitable. The crossovers nearly weighed a pound! Total out of pocket cost for this 3 way setup was about \$50 for the crossovers. AIYIMA LX GM1 3 way crossovers : [/FONT][FONT=""]JUS \$25.45 18% OFF[/FONT][FONT=""]AIYIMA Crossover Board Tweeter Midrange Bass SubWoofor 3way Frequency Divider Enthusiast DIY Car Modification Stereo Crossover[crossover board]bass board[/diy subwoofer - AliExpress[FONT=""] (I bought mine on eBay, cant seem to find them on eBay anymore) [/FONT][FONT=""]I decided to swap out the older alpine unit for a Pioneer DEH-S6120BS that was about \$60. Interestingly enough these newer pioneer units seem to be really darn good for the money. I'm still eyeing a DEH-80PRS though....I really don't think I need it though! Even though it is my all time favorite head unit. [/FONT][FONT=""]I swapped out the rear 6.5" "subwoofers" with Skar Audio EVL-65 D4 6.5" Subwoofers. I wired these up to 2 ohms each. They were a DIRECT fit! I think I paid \$60 each for them new. There's a couple of them on eBay refurbished now for \$45 a piece. Considering the cabin is so small, this adds quite the punch! [/FONT] Skar Audio EVL-65 D4 6.5" 400 Watt Max Power Dual 4 Ohm Car Subwoofer:Amazon [FONT=""]The amplifier I chose for this setup was recommended to me by one of the members here. It's the JAD800.4 4 channel. This thing is certified to put out 750+ watts @ 4 ohms, and nearly 1200+ watts at 2 ohms for all 4 channels! The footprint of the amp is also really small. I was looking for a recommendation to an amp similar to the one I had, but I found the P900.4, apparently this is near identical. I paid \$175 for the amp new: [FONT=""]AD800.4 | Full Range Class D 4-Channel Car Amplifier | NVX [FONT=""]Oh yeah, I ended up selling the factory amplifier on eBay for \$350! Which seemed on the higher end of what they were selling for. I fully expected to sell this thing for closer to \$200, so I'll take the win! [/FONT][FONT=""]So I paid 175 for the NVX, 50 for the crossovers, 120 for the skar 6.5 subs, 60 for the new pioneer headunit, \$40 for 4 more channels of rca and 9 wire, = \$445! [/FONT][FONT=""]IRe-used the focals, brought in older dome midrange & seas neo's(amazing tweeters) [/FONT][FONT=""]I sold the stock amplifier for 350! [/FONT][FONT=""]So all in I paid a little over \$100 to have a completely rejuvenated system properly wired. [/FONT][FONT=""]I couldn't be happier with the results. If anything, I may add a larger subwoofer in the trunk at some point in the future. I just have not been able to figure something out really not practical for space reasons, but budget friendly, and loud! [/FONT][FONT=""]I also still have all of the stock speakers I removed to resell on eBay. So ultimately when I get around to selling those everything should pay for itself. Oh yeah, and the kicker amp sold for like \$50-100 as well. [/FONT][FONT=""]I've included a bunch of random pictures of the install here. If anyone has one of these cars and needs any help figuring anything out I will do my best to answer. [/FONT][FONT=""]If anyone has any comments, or suggestions, I'm all ears. Always looking to learn. Thank you to everyone who has helped me over the years learn this incredibly fun hobby! [/FONT] As the title says, I was just wondering if anyone has ever heard of SKAR audio. If so, what is your experience with them? I hear they sell B-stock as new, and edit any posts that make them look bad. :sam: Woohoooo maybe full SKAR for my next system. I have a SKAR on my head from a barfight. Don't shave my forehead..... yet. You've been using nature's electrolysis -bootyshake. You must log in or register to reply here. You are using an out of date browser. It may not display this or other websites correctly. You should upgrade or use an alternative browser. Thread starter steelwindmachine Start date Aug 30, 2022 Finally getting around to trying to fit one of the dual 15s in the rear quarter panel. After so long with the dual 15s sealed, I don't think a single 15 IB will satisfy my asshead needs. I think an 18" can fix it. I'll find out soon. The Skar SDR 18" is just \$138 delivered and seems like a good IB candidate. I'll just need to cram it in there and cut enough metal for 1/2 the cone area. 90 sqin. This should be fun. Some picture progress of project IB sub in the van. Original plan was for a 15" so that hole will need to be enlarged. Pre-made some baffle rings for the 18 on the way. 2 should be enough to account for the mounting depth. The inner ring has a smaller inner cutout to add some more structure since the main baffle barely has enough width to accommodate the 18's cutout diameter. Shit happens when changes are made in the middle of building. Current cutout is about 9"x8", which means I'll have to cutout 2 more inches towards the bottom to get the desired 90in"2 for the sub to vent I did a little test run with an IDQ 15 IB. It blends well with the midbasses, but more output is desired. After some more measuring and some thought, the Skar SDR-18 will be returned for the SI HT-18. It costs just a little bit more, but it has almost 2x the xmax. Some more modification and work will be needed to fit the depth of the HT-18, but it's doable. Last edited: Jan 17, 2025 I think you'll be happy with the SI I think you'll be happy with the SI The IDQ 15 IB is barely enough. The HT-18 with more cone area and Xmax should give me that extra output I'm missing. I'd rather not have my sub be the weakest link of the system. The dash pods need to be re-done. I want them more on axis. The L/R highs responses differ too much in this current setup and it lacks... sparkle. Instead of making new pods from scratch, I'll cut the current ones and glass in a new baffle with better aim. Dash pods 1.5 started. Made some new baffles. Recessing the speakers this time for possible grills. I'm aiming to go as on-axis as possible while having symmetry. 15" off at most. The tweeter will be placed near the sail panels for width, which lacked in the previous configuration. With this baffle, keeping both mid and tweet on the same plane and more on-axis, the pictured placement is the only way to keep the drivers furthest away and wide as possible. The original pods lacked in width, but had amazing height, slightly above the rearview mirror, with the usual rainbow effect. So I'm expecting the new aiming and placement will have better width with decreased height, which I would welcome. If it levels out the soundstage to not have such an arcing rainbow effect. Maybe a smaller arc with a center image at the center of the windshield. I'm not sure what to expect in terms of reflections with the new placement other than the tweets reflecting off the door windows. Mock, measure, cut... Repeat x100 Slowly getting there. A pair of Dayton Audio RS12ST-8 were purchased because my dumb ass thought I messed up the Seas mids... But it was just distorting/clipping from having the gains too high, trying to squeeze out as much output out of them. The "noob" badge under my s/n is legit. They sound very similar with the Dayton's being more aesthetically pleasing. Last edited: Jan 22, 2025 Dayton Reference are seriously hard to beat, especially for the cost of them!! Some progress done on the dash pods and sub stage. The previous pods were hacked up to accommodate the new aiming position. I cut the previous dash pods to allow for more visibility while driving, even though it didn't give me any problems before with this giant windshield. This is my first time trying the wooden puzzle technique to shape these pods. Scrap birch, popsicle sticks, and small wooden dowels were used. They're current sitting with a layer of Bondo glass and some milk shake added to the inside. Also some plain resin to sealed up some harder to reach areas. The pods will be molded to be one with the a-pillars for a cleaner look, OEM, TRd Sienna XLE limited edition. Ready for sanding, layer, sand, then finish with regular body filler before wrapping, painting, or flocking. Undecided for now. No pictures of the sub progress, but I was able to modify the enclosure/manifold to fit the SI HT-18. Half a day was spent on test fitting and cutting until it finally fit. What's left is to bolt down the enclosure and seal off around the enclosure with expanding foam. Then cut the covering panel and make a grill/beauty panel to hide it. Last edited: Jan 25, 2025 Sub progress: I had to increase the depth of the enclosure to fit the depth of the HT-18 which is just over 9" At the thinnest portion of the rear wall is only 1/8" No more space to add more depth Almost there! I should be done after this is. Meaning no more messing around with the system unless something breaks and needs replacing. I made the dashpods and the door enclosures to fit possible replacement of drivers if needed. I almost needed to replace the 10" midbasses, because one stopped working due to a tinsel lead breaking loose. Some strong adhesive fixed it. What's left is some more bondo and sanding off the dash/pillar pods, and wrapping it with the same grill cloth as the door enclosures. Bolted down the sub baffle. It has 4 bolt locations so it's sturdy and ready to transfer all that low frequency energy. The last two bolt locations were originally for the piece that holds on to the bumper. Now I have to fill in some gaps with some expanding foam. I have some cans that are extremely old and I hope they still work. Last edited: Jan 26, 2025 USPS flat rate. If it fits, it ships Setup complete. Time to put the rest of the vehicle back together, tune and enjoy... until some rattles need to be chased down. No up close shots of the pods/pillars as I fudged so areas with too much spray adhesive and it seeped through a bit. It's not perfect, but satisfying enough for me. Behind the tweets are also a bit fugly. I don't know I'm supposed to wrap such a rounded shape. I might try to make it look pretty in the future with somebody filler and paint. Last edited: Jan 28, 2025 Ground Zero GZDSP 6-8x acquired. Now I can finally tweak and tune my subwoofer directly. Time to make more RCAs and tune, tune, tune. After it gets installed, there will no more tuning while driving... It'll be installed where the OEM JBL used to be. The OEM amp has been gutted so I can use the mounts from it. And.... It's in One problem: there's some noise with the front input/outputs. I've been slowly tuning by ear to the best of my ability with various techniques and it's satisfactory for the most part, but I broke down and ordered a umik-1. I want to get things squared away and just enjoy this system to the fullest without constantly trying to critically listen for issues, which quickly causes listening fatigue. I'm still battling the 80hz issues almost everyone has with door mounted drivers. It's a weird one where 80hz playing from the left would focus on the B-pillar right where my left ear is*(was). 80hz from the right MB would focus left of center, directly in front of me. So it's not a complete null as 80hz beats on my left ear with the force of Bruce Lee's right leg. A compromise/fix I found was to move my seat forward, instead of having it all the way back and low. With an 80hz test tone playing, I noticed a huge change when I leaned forward to change the volume on the HU. I guess I'm just closer to the front row of this concert, losing some depth, but gaining some perceived width. So I'm back to where I'm sitting prior to the install. I went with the assumption that far back and low was best as I've seen and experienced with all the competition cars I've demo'd. Interesting - yeah it usually seems everyone slides the seat all the way down and back for listening. Loving the Image Dynamics sub. They just sound soooo different mounted IB (in a great way). Interesting - yeah it usually seems everyone slides the seat all the way down and back for listening. Loving the Image Dynamics sub. They just sound soooo different mounted IB (in a great way). ID sub? I did run a pair of iDmax 12s trunk baffle before, but there's no ID subs here. If allowed, I do prefer to listen all the way back, but in this case, the right midbass makes it unbearable. If I can't figure out a remedy with tuning or a slight install change, a front sub will be necessary. There's currently just some funky jacked up cancellations or whatever it is to make the left midbass sound weird and causes my left ear much discomfort. I don't recall the right midbass having a similar affect when I'm in the passenger seat giving demos. More tinkering and diagnosing needed. I foresee the front sub inevitably coming into play.... So where should I put it (diyma R12), crammed in the footwell, facing firewall (if I can get enough air space), or the center console, where some amps currently are. If I got with the center console, I'm wondering if I can make some kind of waveguide for the sub. Having the sub face down and angled forward towards the dash, can I make some type of tunnel towards the dash? Or should I just down fire straight down? Page 2 My left midbass went kapoot. This FatialPro 10FE200 will be the new upper midbasses. I chose these for the 4 ohm pro audio output capabilities and as a reason to install the DIYMA R12 to fill in the gap between the HT-18 and these 10's. Being 4 ohm, these new 10's won't need to be bridged on the DI1200.4 amp, which will free up 2 channels to bridge the R12 which is also 4 ohm. The R12 will be in a .73cuft net sealed enclosure in the center console location. I made the R12 enclosure and got the R12 out to test fit after cutting the mounting hole... to noticed there were 3 small tears/cuts in the surround where it meets the cone. A few thin layers of E6000 was applied on both sides. It's not pretty, but I'll be downfiring. Being as old as it is, I should probably plan for possible future replacements. Oh dang. As thin as the cone and surround on those are, I mean... still hate it though. Really hoping this works out as you're hoping, as the idea sounds fantastic. Oh dang. As thin as the cone and surround on those are, I mean... still hate it though. Really hoping this works out as you're hoping, as the idea sounds fantastic. I was going back and forth on which 10's to get. It was between the Fatial 10FE200 or the Peerless SLS 10 (which I already had in the doors of a '96 Camry, so I wanted to try something new). With an F3 of 47hz in 1cuft, the Peerless SLS would have been more flexible with this install and I could run those with or without a front sub. These FatialPros, with an F3 of 85hz, definitely need to paired with front sub, at least in this setup as the HT-18 drops off around 60hz. After seeing the tears in the surround of the R12, I thought I should have ordered the SLS 10s. As long as the R12 and the e6000 glue holds up for a good amount of time for me to enjoy it, I'll be happy. The best possible replacement I can find for the R12 would be a Dayton HF 12 for the same enclosure size. Last edited: Feb 26, 2025 Testing, Testing, 1, 2, 3. I'm liking this center console front sub other than the current look of the test box. The enclosure is 0.7cuft, but doesn't extend very low, so the bottom end does not follow the target curve. I think porting it would solve that issue to get lower extension to anchor the 18" up front even more. The test box is 0.7cuft I will up the size to a 1cuft net port tuned to 43hz. This box will also accommodate a Dayton HO 12 if the R12 ever fails or dies by my user error. Porting the R12 should give it more output to keep up with the 18" and the 10FE200 (when they come). More efficiency is always nice. Ported vs Sealed in winisd: Enclosure plans: 1.05 cuft net tuned to 43hz Sub and port will be as far forward to the dash as possible. Adding multiple braces to try to minimize any resonance and tactile feel from the enclosure. The port is also split in two so the median will also act like a brace. 24 m/s port velocity. After installing the FatialPro 10FE200s and started to try and level match both sides, I noticed how much louder the left side is compared to the right (playing 100hz -200hz). I didn't have time to use the mic, but I had to adjust the left -20 to match with the right, which seems much quieter than it should be with these high sensitivity drivers. They're not broken in yet so that may be a factor. Anyhow, I'm really disliking the door locations for midbass. The left side is difficult to tame. The phase is weird with the door midbasses. With normal polarity, the sound is low as if they're not summing. When flipping the polarity on one side, it gets louder, but all the sound gets focused on the left side only. T/A does nothing to remedy the midbasses focused on the left. Normal polarity with lower volume seems to be the best balance. At least the sound is coming from the stage. In any situation, the left midbass still needs to a lot of attenuation to not over power the right side. I'm not sure if the units are in db, but the left is -20 and right is 0. I hope to find out more when I do another tuning session with the mic to get the new midbasses dialed in after break in. I don't know when this started , but for some reason front sub signal was going to the right midbass and the right midbass was going to the front sub. Double checking the RCA input on the amp both speakers are on and everything looks right. Midbass RCAs to amp's input 1+2. Front sub single RCA out to amp's input 3+4 (with y splitter). The only way where right midbass and front sub gets the correct signal is: Midbass RCAs to amp's 1+3 input Front sub to amp's 2+4 input. The speaker outputs are as they should with midbasses on channels 1+2 and front sub bridged on 3+4. WTF? A- tweeter left B- tweeter right C- midrange left D- midrange right E- midbass left F- midbass right G- front sub H- sub Recoil DI1200.4 Channels 1&2 - L+R midbasses Channels 3&4 - bridged to front sub Did another tuning session with the mic last night. Apparently, both the midbasses have a 200hz null. I crossed the midranges lower to help remedy that. I prefer to cross the mids higher to be on the safer side and to keep excursion down. All other drivers have safe crossover points (don't need any more blown drivers). Acoustic xover points that is. It's interesting how far off digital and acoustic xovers can be, both frequency and slope. The left midbass is just about tamed now. Having both midbasses leveled on on the rta just doesn't work in this setup. Left has to be a few dbs lower. Also, the midbass likes to center to the left of center. I can't seem to shift it dead center. The only way that seems to get it centered is if I turn off the left midbass entirely or roll down my windows. Anyhow, last thing left is to build the ported box for the front sub and redo the whole center console area to accommodate the box and amps. I don't know when this started , but for some reason front sub signal was going to the right midbass and the right midbass was going to the front sub. Double checking the RCA input on the amp both speakers are on and everything looks right. Midbass RCAs to amp's input 1+2. Front sub single RCA out to amp's input 3+4 (with y splitter). The only way where right midbass and front sub gets the correct signal is: Midbass RCAs to amp's 1+3 input Front sub to amp's 2+4 input. The speaker outputs are as they should with midbasses on channels 1+2 and front sub bridged on 3+4. WTF? A- tweeter left B- tweeter right C- midrange left D- midrange right E- midbass left F- midbass right G- front sub H- sub Recoil DI1200.4 Channels 1&2 - L+R midbasses Channels 3&4 - bridged to front sub Did another tuning session while tired at night: you mix up speaker wires and think it's an RCA problem. Was able to get some work in on the ported enclosure for the center console sub. Amps and board removed Ported enclosure will be bolted to this metal frame that once held center console assembly Piece of wood will help level out the sub box Bottom Baffle bolt testing Top port piece with access hole to bolt/mount the box Top of man hole: All but one side showing braces to stiffen up the panels: View thru the glory hole Now I need to carpet it, reconnect and mount the amps, and tune. Last edited: Mar 19, 2025 That is AMAZING work! Lots of ingenuity and craftsmanship into that enclosure. Thanks. I'm hoping all the brace pieces won't have too much of a negative effects on the sub's performance. The sketchup originally had the braces perpendicular to the panels, but I felt it would hinder the air movement too much, so I decided to have them flat against the panels. With the port, my goal is to have slightly lower extension and lower excursion. I have this constant fear of the R12's cone folding, even though it's only getting 600w. The port will lower the excursion around the port tune, but I think port causes more pressure on cone. In terms of the safety and longevity of the sub, I'm not sure if I'll be better off or worse going ported Baby steps. Used the smallest straight bit I have to put a false rabbit to prep for carpeting the enclosure. I'll have the back, top and front port area as one piece of carpet to then fold and tuck the excess in the rabbit, then carpet the sides separately. I have a large roll of charcoal gray carpet which won't really match the rest of the front, but oh well. I might some moulding afterwards, painted black to somewhat help match the rest of the front. Carpeted: Mounting: Cornholo: f stance: Kid tested, mother approved: Amps' new location: Full tune done after putting in the ported center console sub Also worked on eliminating some rattles from the roof console with some felt tape and ccf. The last thing to tackle are some rattles from the rear of the van. Otherwise, it's just time to rock out while driving and hope nothing blows... again. All seems to be well within their capabilities: 3.2khz hp/pd on the mids & tweets 190hz hp on the midranges to help with the 200hz cancellations from the midbasses. Though, there's a big dip around from 250-300hz when both midranges sum. 90-190hz on the midbasses. Both midbasses have a dip around 200hz, when played separate and summed. 37-90hz front sub.