
Subject: Driver parameter shifts on horns

Posted by [Ralph](#) on Sat, 11 Sep 2004 17:55:10 GMT

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I am doing some research and I think I've learned just enough to be dangerous. I understand driver parameters are shifted by the cabinet and/or horn but don't know how to determine the shift on a horn. Understanding a sealed box rear chamber is pretty easy, but what if the a back horn, transmission line or vented rear chamber is used? Speaker tuning becomes more complex and there's more to it than reactance annulling. Maybe it is best to tune the back horn or rear chamber broadly so it is insensitive to driver parameter shifts? How do you determine the shift in driver F_s and Q_{ms} (or CMS, RMS and MMD with air load) when a driver is mounted on a horn? Must T/S specs be measured with the driver mounted on the horn or is there a way to calculate them?
