Subject: horn cutting adventure, murphy helped too!
Posted by Sam P. on Sat, 02 Mar 2002 11:35:02 GMT
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With the H-290/PSD2002's subbing for the pair of 511's atop the 4648a-8's, the 511's were in the way on the floor. Yesterday was the last sale day for a recip. saw, so I decided, how hard can it be, just 6 cuts, about a few inches long,haha, thru aluminum...should be easy.While picking up the saw, I discovered the sander, which had been smelling like burnt rubber, was still in warranty, so another trip ensued. Finally, ready to cut.Wife said it sounded like I was gutting a Lexus out back:) Saw came with 2 metal blades...broke the first on about the third cut.You see, once the blade passed thru the first cut, the metal snapped closed behind the blade like a mousetrap, went "snap", and the cut was closed up. I then realized, no, not 6 cuts, 12.With the 2nd and only remaining metal blade, I did the last 9 cuts...except the final half inch of the last cut..."sprangg!", the blade snapped off. Then I remembered the adjustable foot was out...moved it in, and finished with the 1 inch long stub of the blade.I hope once the cuts are refilled with rtv, they will be as quiet as the other pair I have that came cut from altec. Before being cut, they would literally ring for a couple of seconds when struck, the oem cut pair was dead when struck. Oh yeah, collectors have no fear...the pair I cut had no labels, and needed new paint...I plan to get them "hot tanked", and looking like an aluminum four barrel carb manifold casting. Then have the rear areas sprayed with truck bed liner. Now you know why eminence, et, all make horns from abs these days. and wood. wife finally confessed the new horns, H-290's, "looked too small". :) Sam