Subject: Re: Whats wrong with sealed?
Posted by Wayne Parham on Wed, 26 Jun 2002 17:24:46 GMT
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The things I would want from a high-fidelity car subwoofer are response that conjugates cabin gain and compact size. Normally, making a subwoofer small means efficiency must be sacrificed but in this case, the cabin gain makes it possible to use an overdamped vented alignment in a relatively small box. You could also do that with a sealed box, as you've said. But with the very small space limits imposed on Scott's subwoofer - with only 0.25 cubic feet to work with - I'd probably go with a slightly overdamped vented alignment. The woofer drivers he's using work perfectly like this with the right vent, but seal the box and it becomes underdamped, exactly what you don't want in a car sub.