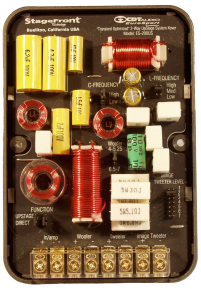

The Transient Optimized Two Way Upstage System Crossover Model ES-200US

I just opened up my new CDT crossover module with its unique upstage image tweeter. This should give me a nice spacious sound straight ahead as I'm driving. I am not sure how this is not just another pair of tweeters on the dash somewhere.

The difference seems to be in the fact that my whole existing front speakers including the tweeters are going to be crossed over to the new tweeters and these new front tweeters go as far forward as possible. This will take me to a four-way system from just a three-way.

No sweat mounting these windshield-area tweeters with the choice of brackets and mounts supplied in the kit.

The question is how does it sound. I know I have to get it adjusted right since this high end Euro sound is all about righteous precision.

I am looking at the board and in the lower left I see a pair of nested jumpers labeled that should be moved together. All this means is if I install a stock CDT front door system I should just set these to direct since I won't be using the Upstage tweeters then. I'll leave this alone then, set to "Upstage".

Just about in the middle of the board there is a jumper that says Woofer and shows two sets of mid bass driver sizes. I can move this around to cross the woofer over a little higher or lower depending on the sound. The bigger (size) woofer setting rolls it off more since most of these woofers usually have more midrange efficiency - in any case I get two choices to suit my particular situation. This will work then with or without the upstage installed.

In the upper right middle of the board I see a couple of strange looking jumpers called C-frequency and L-frequency. Actually this is the upstage crossover. The three-position L jumper moves the crossover frequency up and down from hi to low depending on how much blend I want. Hi will run the doors up then to meet the dash tweeters the most. The two position C apparently just modifies the crossover Q a bit to alter the blend, The hi setting allows the door system to flow into the upstage tweeters the most so hi and hi for both L and C gives the most blend. This way I get six positions. This will only work in the upstage mode of course.

The upstage tweeter level in the lower right is pretty obvious – I'll just start this on hi, (level 1) and drop it step by step till I get a smooth blend and the balance isn't too hot. I would want to move the C and L jumpers down toward low as I move the upstage tweeter level toward maximum attenuation (level 7) to maintain a smooth transition. Depending on the vehicle, speaker mounting positions and speaker selection these settings could look a little off-balance but that is to be expected with so many variables.

So that's about it – I'll just move these jumpers and in a few minutes I'll have my audio set up.
The rear speakers are a separate situation not typically controlled by this module.