

4. Insert new diaphragm assembly in its center; in order to restore the same driver performance, the properly number of shims must used; refer to the below procedure to calculate them:
  - a. check the original diaphragm depth displacement (OD) written on back side of aluminium ring
  - b. check the new diaphragm depth displacement (ND) written on back side of aluminium ring
  - c. make the difference and multiplied by tenn  $((OD)-(ND)) * 10$
  - d. approximate the result to the closest integer
  - e. this is the number of shims that you must added or removed from the original number

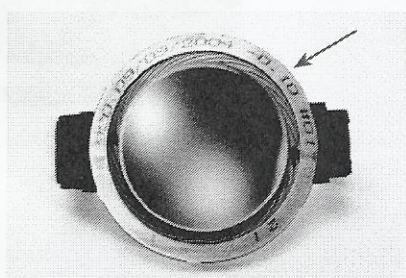
*example*

- shims number in the original driver are 2

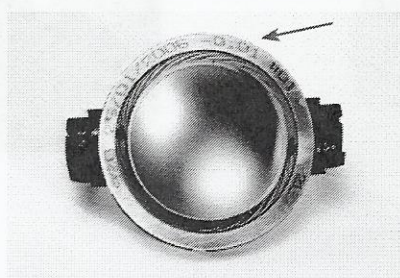
- OD is -0.10mm

- ND is -0.01mm

$((-0.10)-(-0.01)) * 10 = -0.9mm$  >>> -1 is the closest integer >>> you must remove 1 shim from the original assemblies; the original shims number was 2 >>>> you must use only one shim

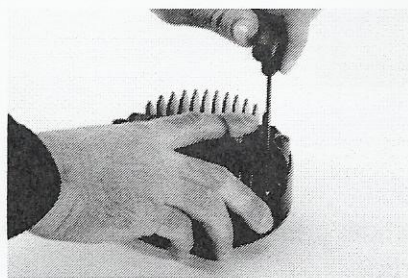


*original diaphragm*



*new diaphragm*

5. Screw the driver cup's without apply to much force (you must position the positive terminal signed by "+" or red color in the positive cover holes shined by "+")



6. It is advisable to do an acoustic test to verify the properly diaphragm replacement: apply a 3V rms sinusoidal signal sweep between 200Hz and 1kHz. During the test you should not hear any noise or strange vibration. If not, it is possible that some particles were left in the gap. Open driver again and repeat procedure from step 3.



**the rules of sound**

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