

"EuroSport" (Z) Series Now available with Zone Adapter xover!

The speakers in any audio system establish the basis for the quality of sound. After all, if the speakers themselves aren't of the best quality by design - the music, no matter how pure, will get lost in the transfer. Good speaker engineering doesn't happen by accident nor is it accomplished by expensive marketing. Years of research, engineering and critical listening go into our proprietary speaker system designs – they are the systems critically acclaimed by industry professionals, and they are built on a technology called "Contoured Dispersion".

The CDT Audio Component drivers with "Contoured Dispersion" and "Transient Optimized" Zone Adapter crossovers provide the ultimate solution to the sonically intense reverberant field car audio environment. Most factory audio speakers are located in the same place, and most of our competitors take the "shotgun" approach with a multiplicity of disparate sound sources. Our Braxial driver system provides single mounted contoured dispersion door mounted system that produces a sonic image that virtually appears "right in front" of you. It offers maximum sound definition with a minimum of drivers. This means it's also very easy to install. Simplicity at it's best. They're competition quality and they literally contour the dispersion so it immerses you in sound. Critical ears have turned to CDT Audio and you'll be a believer too.

Experience Musical Precision & "Zone Tweaking" That Borders On The Magical!



ES-420Z



ES-520Z

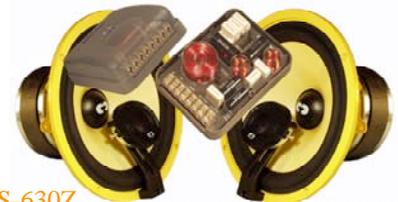


ES-620Z

Model	Woofer	Power	Freq.	Sensitiv.
ES-420	4"	100W	70-20kHz	91.0dB.
ES-520	5.25"	150W	65-20kHz	91.5dB.
ES-530	5.25"	150W	65-20kHz	91.5dB.
ES-643	4"/6.5"	200W	50-22kHz	92.6dB. 3wy
ES-620	6.5"	180W	55-20kHz	92.6dB.
ES-630	6.5"	180W	55-20kHz	92.6dB.



ES-530Z



ES-630Z

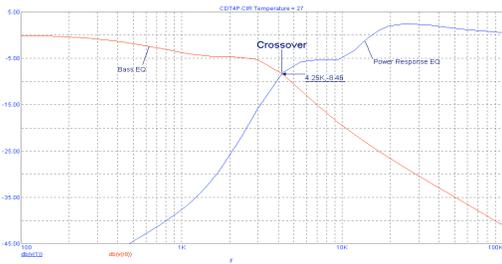
The "Transient Optimized" Elliptic Crossover Advantage

The passive crossover has a very important job in the component speaker system. It needs to divide the duties for precise musical reproduction to the appropriate drivers without introducing unmusical artifacts. Engineering a perfect compliment to the highly acclaimed CDT "EuroSport" drivers was an equally challenging task. The "Transient Optimized" crossovers called are an engineering breakthrough for car audio.

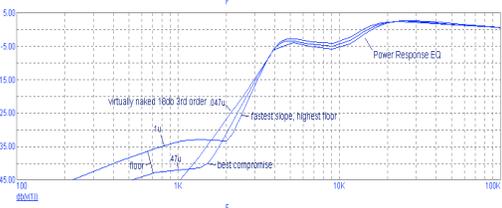
Optimizing rates and interfacing with driver qualities is required to virtually cause the music to flow forward away from the mounting positions of the drivers to produce a three dimensional image.

They are an ingeniously designed fourth order, elliptic type network that offers very distinct advantages over conventional "Butterworth" or "Linkwitz-Riley" passive filter topologies. This topology is so unique that this is the VERY FIRST TIME it has been used commercially in a car audio application. The key to performance is optimal precision, which means speed with accuracy. These are opposing principals and getting the most of both presents a challenge. Optimizing rates and interfacing with driver qualities is required to virtually cause the music to flow forward away from the mounting positions of the drivers to produce a three dimensional image.

Made For The Audiophiles

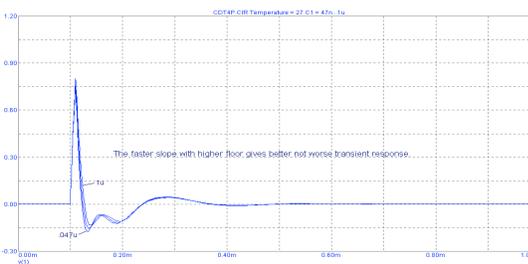


Both the tweeter extreme top end and the woofer bass end are additionally contoured for a flat tonal balance with the best snap and dimensionality. The embedded floor is an artifact that actually operates the tweeter at a very low level without degrading the transient response in return for inaudible attenuation levels.



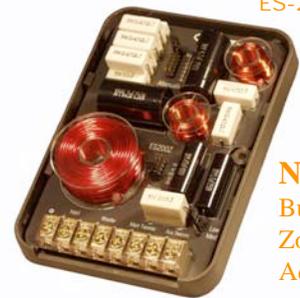
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The graphs below show how the elliptic design increases the slope in the crossover region where it counts while actually improving the impulse response.



Zone Adapter Xover

ES-200Z



Now...
Built in
Zone
Adapter

The ES-200Z xover with built in zone adapter is an optimum solution to brightness problems in autosound installations because it focuses the cure at the cause selectively. Hardness, brightness and "wolf" notes are all the result of (the vehicle interior causing) too much sound energy or output in the midrange which could fall in typically from 300Hz to 3kHz. Inexperienced users may think these sounds are tweeter related but in fact the frequencies involved are surprisingly lower. This means controlling the mid-bass driver is almost always the solution to this very common problem.



CDT Audio, Inc. 92 second St. Buellton, CA 93427 Ph:805-693-1980 Fx:805-693-1898