

speakers

Kaption
Audio MPT 6.5



Since I was first offered the opportunity to audition Kaption's line of amplifiers last year, my fondness for the company has grown steadily. A few weeks back, an inconspicuous black and silver box arrived on my desk bearing the Kaption name and the MPT 6.5 model number.



by Dave MacKinnon

The Multi-Point 6.5-inch components contained within did more than simply raise an eyebrow: they drove me to pick up the phone and make a phone call. Tony Infantino of Kaption dropped by the office a few weeks later so I could audition these very speakers in his Honda Civic. With a Pioneer DEX-P9 head unit, Kaption HO 50.4 amplifier and these speakers mounted in the doors with their accompanying tweeters in the kick panels, I didn't expect to hear anything different than what I do with most components.

The results of my hour-long listening session were far from what I expected. I spent more than five minutes of the listening session with my head turned sideways, trying to pinpoint the location of a subwoofer; however, I could find none. That's right, these speakers played down low. Very, very low.

Design

A quick look at the woofer lets you know this is no average speaker. The basket is cast aluminum. The four pairs of spokes extending from the spider mounting plateau to the upper lip have vertical protrusions that improve rigidity. The basket has a textured matte black finish. Affixed to the top lip is a rubber surround, which is bonded to the glass fiber cone. The cone design is quite rigid and low in mass for excellent transient response.

Where the coolness of this woofer starts to really shine is when you look

at the magnet structure. The MPT 6.5 uses a pair of chromed top and bottom plates, between which are five neodymium magnet pucks. This design allows for a very strong magnetic field around the voice coil, and also allows for excellent cooling characteristics. If you look at the side of the magnet structure you can easily see the one-inch copper voice coil on its former.

The tweeter that is supplied with the kit has a one-inch diameter silk diaphragm attached to an aluminum voice coil former of the same size. Inside the voice coil is a neodymium magnet. The tweeter has an integrated mesh grill, and electrical connections are made by permanently affixed pigtailed. The passive crossover network is a two-way second-order design. Both the woofer and tweeter have iron-core inductors, and high-quality Soundcap capacitors and Soundres resistors. A jumper wire and three terminals allow you to pad the tweeter output by -3dB or -6dB. Electrical connections are made by a gold-plated terminal block and the whole unit is housed in a clear acrylic plastic case.

Testing

As I mentioned, I was lucky enough to get a listen to a well broken-in set of these speakers in Tony's car. To back up what I heard in the car, I set the drivers up in my reference system to make some measurements. As you can see from the attached graph, my measure-

ments indeed support my low frequency output observations. Other than a little dip at 60Hz due to the test enclosure, the drivers don't start to roll off until 50Hz. You will also notice the red curve, which has the tweeter at 0dB, is a bit strong in terms of output in the area above 4,000Hz. I moved the jumper on the crossover to the -6dB position and repeated the test. The blue line shows the improved response. I would still like to see and hear a bit less from the tweeter in the 7-10kHz range, and Tony assures me there's a modification in the works for next year. Overall, the system sounds excellent over the entire frequency range in terms of dynamics and tonal accuracy.

I think you are going to see these components show up in a lot of vehicles in the next little while. This system takes up-front bass performance to a level that is rarely experienced in a car that hasn't undergone major surgery. You can own this system and not have to consider adding a subwoofer. That saves a great deal of money and weight, and is well worth considering for modern performance vehicles. **P**

