

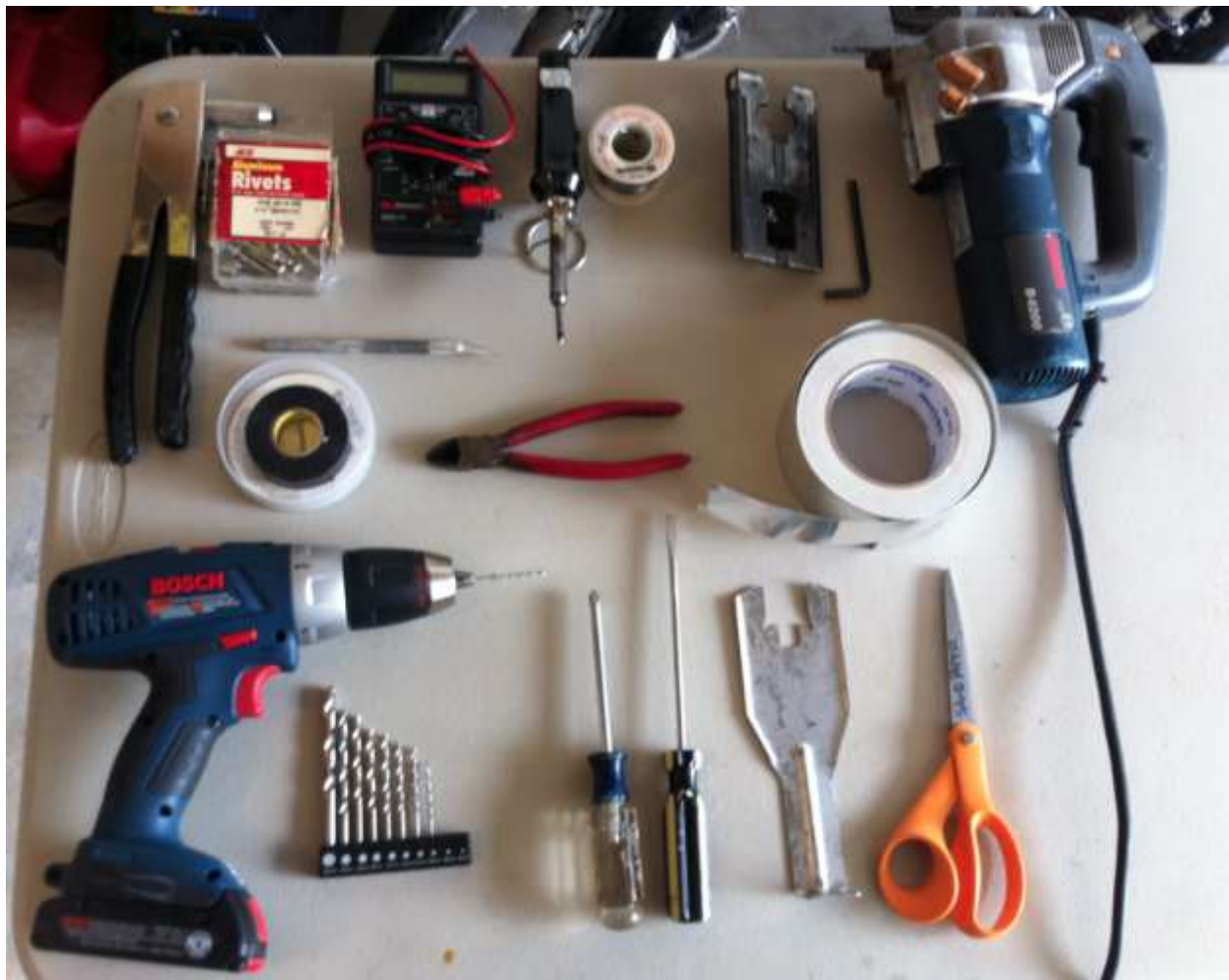
## 2011 Prius II

### Polk DB651s Speakers in Factory Rear Door Speaker Enclosures

I was disappointed with the sound quality I got after installing decent speakers using adapter plates such as those that Crutchfield delivers with an order. I think the problem is that the factory enclosure forms a “tuned port” sort of thing that controls the bass so it doesn't get lost in the door panel (yeah right, absolutely no science or engineering on my part going on here at all). When we ditch the factory speaker, we tend to ditch the fitted enclosure it lives in, too. So, after staring at a [Polk DB651s](#) speaker and factory rear door speaker enclosure for awhile, I decided that the Polk might fit the enclosure. It does.

Here's an annotated pictorial of what I did. I only did it for the rear doors and have yet to figure out the front doors.

Get out some tools and supplies. Required tools are screw drivers, drill & bits, x-acto knife, soldering iron, and a saw of some sort. The jigsaw is nice (I had to remove the foot), but you can probably get away with a hacksaw blade. I riveted the whole thing back on with 3/8” aluminum rivets with a grip range of 1/64” – 1/8”. This rivet size works, but is probably not ideal. It's what I had on hand.



Notice the indentation where the door panel grille lip meets up with the foam padding. I think this alignment supports decent sound coming out of the speakers. The adapter plates provided by Crutchfield don't support this fit. The test install of the new Polk speaker in the other door sounded really disappointing.



That factory paper speaker is looking a little nervous.



Cut it out with the x-acto knife, but be careful to keep as much of the braided wire as possible.





Use the blade to cut out the magnet housing. Then drill some holes in the side of the top ring to make a slot so you can get your blade in there to cut it off.



Bend the two enclosure contacts toward the back of the enclosure so they don't interfere with the contact board on the Polk. Then align the Polk's contact board with the enclosure contacts and check out how well it fits (like it was made to fit!).



Here's where I had to get tricky with the wiring. I used an electrical meter to test which wire in the car is really positive. In our car, it's the white wire, and the red wire is negative. The Crutchfield wiring harness presumed the red was positive and white was negative. Who knows, maybe it's supposed to be. Anyway, I had to cross the contact wires over and use some electrical tape to prevent shorting. Don't let the solder drip on the speaker cone.



Of all the stuff that came from Crutchfield with the Polks, I only used the speakers. Everything else was trash. I suggest that you consider just ordering the cheapest Polk db651s that you can find online from a reputable retailer.

I had some metal tape left over from a wrestling match with our home AC unit. There are probably about 9 good ways of affixing the Polk to the enclosure, but this is the one I used. Regular duct tape is probably just fine.



Almost looks like it was meant to be there. Sounds a lot better than with the adapter plate, too.

