

Klipschorn Time Line

Date	Event
1930	While working In Chile, S.A. PWK was an amateur radio enthusiast. Comparing various types of radio speakers, he recognized the superior efficiency of horns.
1933	Back in the U.S. at Stanford University, PWK made note of a classmates comment that "speakers sound better in a corner".
1934	Still at Stanford, PWK read the Symposium on Auditory Perspective by Bell Telephone Laboratories.
1939-41	The above mentioned facts were blended into a design philosophy. PWK drew pictures and built paper models that were to become the "Klipschorn®".
Feb. 5, 1940	Paul applies for a patent on his first prototype cornerhorn, the X-1. It was during patent "negotiations" that he first learned of prior art cornerhorns. There were several.
1941	While stationed at the Aberdeen Proving Grounds, PWK reviewed and corrected his first manuscript on corner horns.
May 1942	The first successful prototype (X-3) was built in PWK's garage using only hand tools. This basic corner woofer has changed little over the years. This was serial number 1.
Oct. 3, 1942	Paul applied for a patent on X3.
Feb. 9, 1943	Paul received a patent on his first (unsuccessful) prototype, the X-1.
April 17, 1945	A patent was granted for the third prototype (X3) which was to become the Klipschorn.
June 15, 1945	Another patent was applied for describing Paul's second high frequency horn (X-5). This later became the K-5-H horn.
1946	Klipsch and Associates was founded.
Early 1947	The first production run of 12 units (S/N 2 - 13) were built to Paul's specifications by the Baldwin Piano & Organ Company of Cincinnati Ohio. The high frequency driver in these was the WE713A. At least one of the woofers was a JBL.
Late 1947 Early 1948	Seven more (S/N 14-20) were built by hand in a local cabinet shop. Paul recalls that no more than two were alike. It was during these "experiments" that the LF horn's "sinus" cavities were added to the woofer's back air chamber to maximize acoustic capacitance. Component Designations: High frequency Western Electric 713A, Woofer unknown.
June 1, 1948	The first Klipschorn to be built in the first actual Klipsch factory was S/N 121. The building was formerly the telephone exchange building for the Southwest Proving Grounds and is currently the Klipsch Museum of Audio History. Component Designations: The early production logs (1949) first make reference to the use of the Jensen P-15-LL woofer. The production log makes reference to a total of 26 Klipschorns built this year.
1949	The Stephens P52LX2 becomes the primary woofer. This driver is used through August of 1953 when the transition to the Stephens 103LX2 was made. The Stephens P15 High frequency driver starts appearing in the logbook.
Aug 1950	The Electrovoice EV 15WK woofer is first referenced in the production logs and is used interchangeably with both of the Stephens woofers and the early K-33-J woofers until March of 1961
1951	The University SAHF replaces the Stephens P15 as the primary high frequency driver.

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June 2, 1951	The first three-way Klipschorn incorporated a Jensen RP203 tweeter. This tweeter came from the famous Jensen G-610 Triaxial 15" driver and required considerable negotiations with Jensen. It was not until mid-1952 that all Klipschorns were three-way. A two-way Klipschorn with response to 12Khz was generally adequate for program material up to that time. The University MID-T-4401 replaced the Jensen unit as the tweeter of choice later in 1951.
July 25, 1952	The original K-5-H high frequency horn of the patent was modified to become the K-5-J. This involved changing the vertical taper so that the dividers ("boats") could be removed. This resulted in a production cost savings, not an acoustical improvement.
Sept 2, 1952	A cardboard shipping container was used for the first time. Prior to this all Klipschorns® were shipped in wooden crates. The last wood crate was used on S/N 912 on June 13, 1955
Aug 1953 - 1955	The Stephens 103LX2 Woofer starts to be used K-500 / 5000 network phased out in favor of the 1 RC (Type A network)
Nov 25, 1957 - May 5, 1958	This was the transition period between the University 4401 tweeter and the ElectroVoice Alnico magnet T-35 (K-77) which yielded substantially flat response to 17Khz
Aug 26, 1959	The first shipment of ElectroVoice T-35 tweeters designated as K-77 is received. The K-77 is first used in S/N 1445 on Oct 15, 1959
Nov 14, 1958	Driver polarities were first observed and made consistent. This practice was initiated due to marginal improvements noted during listening tests by Carolyn Davis (Don Davis' wife).
Apr 1960	Transition to the K-33-J Woofer (Jensen) from the EV 15WK began. And University SAHF mid-range drivers started to be designated and labeled as K-55
May 31 - Sept 18, 1961	This was the transition period between the 6" high woofer horn throat and the current 3" high throat. This boosted output in the 400 - 500 Hz range further smoothing the response. Multi-tapered wedges were also added to the woofer throat (opposite side of the motor board from the driver) to further improve the response in this region. The use of these wedges was soon abandoned but the smaller throat dimensions were retained and are in use today.
Nov 14, 1961	The Atlas K-55-V Alnico magnet mid-range driver is introduced. This driver was patterned after the famous Western Electric 555-W.
1963 - May 15, 1964	The K-5-J mid-range horn was replaced with the K-400 resulting in a flatter overall spectral balance, particularly in both crossover regions.
Oct. 24, 1966	The designation for the Type 1RC crossover network was changed to Type A.
Sept 1967	Transition to the K-33-M. The records are not clear as to the origin of this driver but it is believed to be an Eminence driver with an Alnico magnet.
Jan 1968	Transition to The K-33-P Woofer (CTS Paducah KY)
July 1971	The Type AA crossover network was introduced featuring Zenor diode tweeter protection.
1975	Transition to The K-33-B Woofer (CTS Brownsville TX)

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1975? - 1979	K-33-E (Eminence) and the K-33-B were used interchangeably. The records are not specific about the actual start date for the K-33-E but it is believed to be in the early to mid 1970's
1979	The Eminence K-33-E woofer is used exclusively
Feb 1, 1983	The two piece Type-AK crossover network was introduced incorporating fusing and steeper filter slopes for enhanced tweeter protection and smoother response in the crossover regions. Heavy gauge (10 AWG) internal wiring was used throughout and binding posts replaced the traditional screw type barrier block as input terminals. The tweeter was flush mounted in the baffle using "Z" brackets. Rubber wall gaskets were added to the sides of the tailboard to improve the seal to less than perfect wall surfaces.
Oct 19, 1983	The Type AK-2 network was introduced to accommodate the new ceramic magnet K-55-M mid-range driver. This ElectroVoice sourced driver was essentially the same as the previous K-55-V with a ceramic magnet and a smoother response
Apr 1, 1987	The "D" style decorator cabinet (no cosmetic panels or grilles) was discontinued.
Nov 20, 1987	The Aluminum K-400 horn was replaced with the K-401 structural foam horn resulting in slightly improved distortion figures.
Oct 1, 1989	The AK-3 network was introduced to correct for a shift in the output of the K-55-M mid-range driver.
1995	A limited edition of the Klipschorn is produced to mark the 50th anniversary of the company and the Klipschorn. A total of 150 pairs were offered in three different finishes but less than 50 pairs total were sold. The only changes to this model were cosmetic.
Aug 1, 1995	The "C" style cabinet (no intermediate collar or kick plate) was discontinued
2000	ElectroVoice ceases production of the K-77-M and K-55-M tweeter and mid-range drivers. The search for replacement drivers and the acquisition of the EV tooling is sought. Very limited production of a few pairs occurs at the end of 2000 and the early months of 2001 using existing part stocks
May 2001	The Atlas PD-5VH (Current version of the previous K-55-V) is modified slightly and christened the K-55-X. The various components of the K-77-M tweeter are either retooled or sourced from the new owners of the tooling and assembled by a third party. This variant of the tweeter is designated the K-77-F. An entirely new one piece network, located on the woofer door, (AK-4) was created to accommodate these driver changes. Fusing is eliminated in favor of a polyswitch for tweeter protection and a trap circuit was added to tame the longstanding response peak in the middle of the woofer's pass band, resulting in an improved spectral balance. The number of variants available was reduced by the elimination of the Brown and Cane grille cloths and oil finishes.

