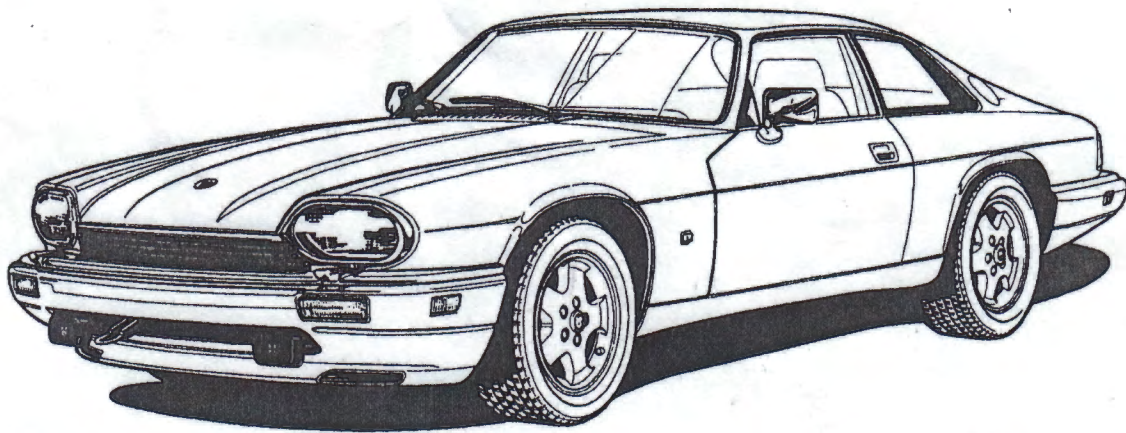




## LHD-4120-AA INSTALLATION INSTRUCTIONS



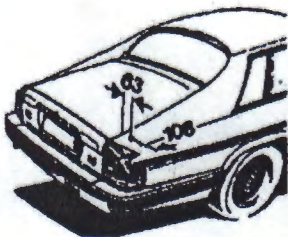
Jaguar used rubber 'grommet' type seals or fittings to install car aerials from the mid 1980's to achieve a quick and efficient method of assembly on the production line, and ensure a good water-tight seal. To fit the grommet access to the underside of the wing panel is required. Unscrew the aerial assemblies lower fastening(s), and using firm pressure, carefully free the ball top fitting from the grommet by pulling it in a downward direction. Once free, remove the existing grommet and clean around the opening.

**Installation:** The grommet is designed to mount in the factory cut circular hole. The grommet should be inserted in the panel from above. Make sure the panel edge is securely located in the recess/groove of the grommet around its whole circumference. Orientate the grommet to follow the panel angle. Then apply pressure to the grommet from outside to prevent it being pushed out and insert the aerials ball top neck into the grommet from below. Ensure the ball top is correctly located in the internal curved groove to ensure a neat finish and correct sealing.

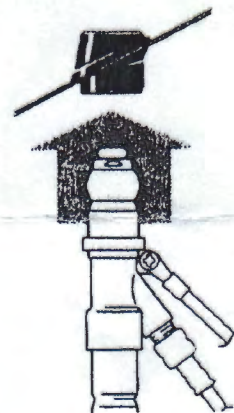
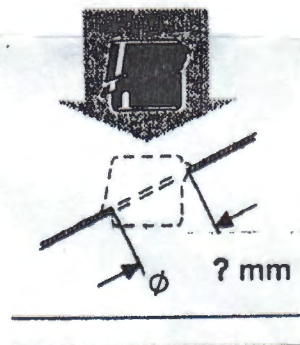
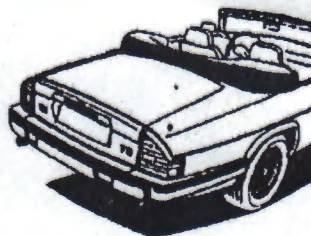
**Note:** If you have difficulty fitting the grommet through the panel, or inserting the aerial ball top, it may help to warm the parts in hot water, and use a lubricant or soap on the contact areas.

**Jaguar XJS, XJ-S Coupe & Convertible models  
25 mm Diameter hole angled at 16°**

Jaguar XJ-S Coupé 85 →



Jaguar XJ-S Cabriolet



The XJS grommet we supply (marked Ø 25 /16° on the lower sleeve) was supplied by the aerial antenna suppliers to Jaguar cars for Original Equipment (OE) installation on the production line. When manufactured it was precision molded to fine tolerances to fit in the factory cut 25 mm diameter circular hole. With age it may have lost some elasticity and may therefore be difficult to fit, especially to XJS's that have been re-finished/re-sprayed and may have additional layers of paint increasing the panel thickness and reducing the hole size. If you have difficulty in fitting the OE grommet, we also supply an after-market pattern part which is more flexible and normally found easier to fit.



## Automatic Aerial (Antenna) Instructions

Please ensure before you commence fitting that you are sufficiently proficient to undertake the work. Ensure adequate 'good practice' safety precautions are followed. If in doubt, please leave to a qualified auto electrician or car audio fitting specialist.

Please read all instructions through before beginning installation.

This aerial is designed to be a suitable replacement for most cars with a 12 Volt Negative (-) Earth electrical system, to replace most electric aerials fitted as Original Equipment (OE) or to upgrade from a manual aerial. It is either supplied with an adjustable base (head kit) suitable for wing angles up to approximately 30°, or fitted using an additional fixed angle fitting, or rubber grommet seal for specific applications. The aerial is also designed to accommodate some OE bases and mounting brackets and this may be preferred where the existing aerial fitting is vehicle specific, or more exactly follows the contour of the body. When fitted the aerial tip should sit almost flush, or 1 or 2 mm proud of the top of the top nut or base when fully retracted. On some applications a combination of the original vehicles fitting, and the new aerials fittings may achieve the best results.

### Fitting

A perforated mounting strap, right angled bracket and fastenings are supplied that should ensure the motor unit can be securely mounted and achieve the desired angle and rake. If you wish to retain the OE bracket it may be necessary on occasions to re-align mounting holes by re-drilling or filing the bracket. Most brackets are mild steel, so this should be straight forward. With the components supplied it should be possible to achieve a secure mounting that gives a neat and safe installation that is professional in appearance.

### Connections and Wiring

If wiring is not already in place, extension leads will be required for rear wing/boot installation. Because manufacturers use a number of different electrical connectors, we supply pre-terminated wires that can be plugged into many existing looms. If these do not match the existing wire terminations, or terminal blocks, we also supply additional male/female crimp terminals, and these can be used to connect directly to the aerial wiring. Where these are used you must ensure the terminals are firmly crimped, adequately insulated and secure. Also ensure all connectors and wiring are secure and routed carefully so they are and not vulnerable to chaffing, damage or interfere with any moving components, especially steering, pedal controls, convertible roof mechanisms etc.

**The red wire on the new aerial requires a 12 Volt (+) permanent feed. An in-line fuse rated at 5 Amps is required if the feed is not already protected by a 5 Amp fuse.**

**The black wire is the earth or chassis connection (-) negative**

The control or trigger wire on the new aerial is either **blue** or **green**, depending on the aerial model supplied, and should ideally be connected to a 12 Volt (+) feed from the radio, so that the aerial extends only when the radio is switched on. To identify the appropriate feed from the radio, connect a 12 Volt test bulb or meter between the wire and earth; the bulb should be illuminated only when the radio is switched on.

If you are unable to connect directly to the radio, the trigger wire (blue or green) may be connected to an ignition-controlled feed at the rear of the ignition switch, the fuse box or other convenient point. This will extend the mast only when the ignition is on. Alternatively, it can be connected via a switch for manual operation. **Please note;** this is a fully automatic aerial, with microprocessor control so on some early "classic" cars, with a semi-automatic aerial controlled via a manually operated switch, the switch needs to be taken out of circuit, or replaced with an on/off switch.

Before replacing trim, please double check the coax connection and all wiring connections are secure and terminals well insulated. Use the cable tie to secure any loose excess cabling.