

Cellular Mount Installation Considerations

Magnetic Mount, Dual Band, VHF/UHF Antennas

MGNT-DB-VHF/UHFL

MGNT-DB-VHF/UHFM

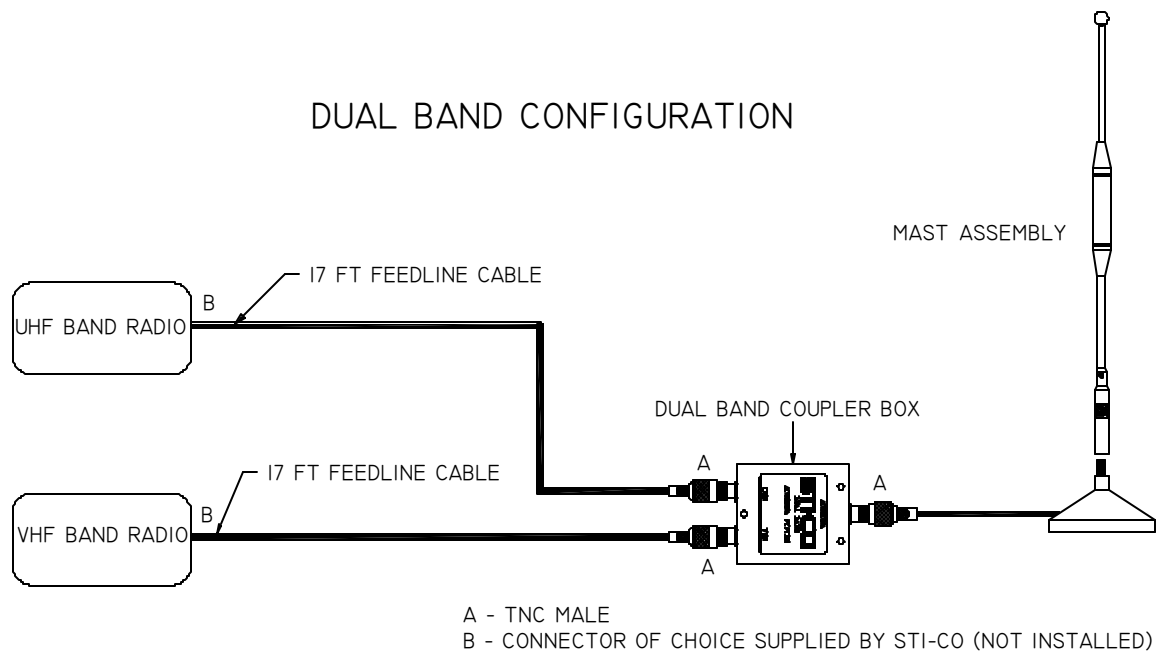
VERIFY:

1. **Part List:** The system package includes antenna, cable(s), coupler(s), connector(s), and hardware. Use only the components supplied with the antenna. I.e. mast, couplers, and cables.

INSTALLATION:

1. **Placement:** Select a desired location for the antenna; it may be mounted in the center of the trunk nearest to the rear window or center of roof. If the antenna comes into contact with the window when raising the trunk lid, you may move it to either side of the trunk lid, away from the AM/FM radio antenna. Keep in mind that some vehicles will have aluminum or composite trunk lids.
2. **How to attach:** Route coaxial cable with TNC connector through raised trunk lid. Avoid pinching the cable.

Note: Be careful not to tear the sheath of cable when pulling through sharp body panels. If a hole appears in the cable's sheath, cover with several layers of a high quality electrical tape.



3. **Interconnect:** Refer to the dual band assembly configuration diagram. Do not tape or secure any feedlines to data or vehicle cables during installation. Remove red fit caps and connect the VHF radio to the port marked "VHF" and the UHF radio to the "UHF" port.



4. **Cable Cutting: Do not cut the impedance matching cable.** Cut the feedline cable to the appropriate length required to reach the transmitter. Note: The feedline cable may be cut at any point between the duplexer unit and the transmitter.
5. **Install Connectors:** Refer to Cable Stripping Dimensions diagram.

TESTING:

Installation testing, if required, must take place at the transmitter side of the feedline. This will ensure that the cable connectors and cables have the proper continuity. Make sure all doors, hood, and trunk are closed. The duplexer can is part of the tuning network and needs to be in line for proper test results.

***Note:** Some vehicles are sensitive to VHF frequencies. STI-CO suggests that you isolate feedlines and check for unwanted interference with the ignition switch on. If problems persist, call STI-CO and ask for Technical Support*

1. **Reflective Power** - A measurement of reflective power using a wattmeter, you can expect up to 11% reflected power. When results are greater than 11%, recheck grounding.
2. **SWR** - A measurement of SWR (standing wave ratio) will yield better than 2:1. If greater than 2:1, recheck grounding.

CAUTION: *The mast must be removed at the knurled portion of the mast assembly before entering a car wash.*