

## EF Johnson 5300

### Radio Installation

Revised: 27 November 2013

#### General Instructions

- Do not cut wires unless necessary. If the radio needs to be reassigned or moved to a different vehicle, you may need the additional wire.
- Never cut off fuse holders or connectors.
- Do not splice wires unless absolutely necessary, and then use a wire-wrap splice, then use electrical tape or heat shrink tubing for insulation. Do not use crimp-on splices.
- EFJ 5300 series radios have a female type "N" connector for the antenna. While it looks similar to a SO-239 (or UHF) connector, using the wrong connector WILL damage the radio! Be sure you have the correct connectors before attempting to connect antennas.

#### Base Power Supply

- Connect both red wires to the positive side of the power supply. The radio will not power up without both wires being connected.
- Connect the black wire to the negative side of the power supply.
- Do not turn off radio by turning off power supply - this can cause the programming to be corrupted. Always turn off the radio first and wait for it to shut down, then the power supply.

#### Vehicle Installation

- Connect the heavy red (positive) and heavy black (negative) wires directly to the battery. Do not connect them to the fuse block or use cigarette lighter plugs. The in-line fuse on the heavy red wire should be as close to the battery as possible.
- Connect the thin red wire to an accessory fuse in the fuse block that is switched on and off with the vehicle. This allows the radio to be left on and it will turn on with the vehicle and off shortly after shutting off the vehicle. Do not connect the thin red wire to the battery or the other red wire.

#### Vehicle deinstallation

- When possible, disconnect all three wires at their termination points so wire can be reused. If this is not possible, cut existing wires as far as possible from the radio. Never cut wires between the radio and the supplied connector.