

MODEL E-04 PRE-INSTALLATION CHECKLIST

DO NOT

Place the red rubber cap on the ELT main switch unless it is in the ARMED position. Placing the cap on when in the off position can turn the ELT on will run down the battery and may damage the 406 MHZ amplifier.

Mount the ELT next to or near sources of RF or EMF radiation i.e., Transponders, ADS-B, Comm radios, HF radios, Strobe power supplies, Solenoids, Actuators, Battery cables, or any other source of radiated energy.

Rout the remote cable alongside or near coax or other cables that can radiate RF or EMI energy.

Mount the antenna closer than 3 feet from a comm antenna.

Mount the antenna closer than 3 feet from a ADS-B antenna.

Mount the antenna closer than 3 feet from a transponder antenna.

Mount the antenna next to a GPS antenna or when the GPS antenna will be between the comm antenna and ELT antenna. It can cause GPS signal interference when transmitting on the comm radio.

Mount the static suppressor directly to the ELT. It will damage the 406 MHz amplifier.

Mount the Remote or Audio Alert where it can be subject to water infiltration i.e., under side windows, in wing roots, where windshield leaks can occur, in the air stream of outside air vents.

Allow the RJ 11 cable connector to rest at the bottom of the fuselage where water can collect.

DO

Read the manual before starting installation.

Refer to FAA AC43.13-1B Section 12-21 ELT's and 11-106 Electromagnetic Interference

This from AC43.13B Section 11-107:

“NOTE: Electromagnetic compatibility problems which develop after installation of this equipment may result from such factors as design characteristics of previously installed systems or equipment, and the physical installation itself. It is not intended that the equipment manufacturer should design for all installation environments. The installing facility will be responsible for resolving any incompatibility between this equipment and previously installed equipment in the airplane. The various factors contributing to the incompatibility should be considered.”

Before starting the installation visit our web site www.ackavionics.com and read the installation advisories under technical support for the E-04. Especially the Soldering of the GPS DIN connector.

Install batteries in the Remote and Audio Alert.

Only use an antenna that is approved for use with our ELT. Rubber Ducky type antennas are not suitable and will damage the 406 MHz amplifier. The same goes for existing 121.5/243 MHz antennas.

Make sure the antenna has an adequate ground plane. A 14" diameter is the absolute minimum ground plane that is acceptable. This will provide full 406 MHz power. The 121.5 MHz power will remain above the minimum EIRP power required by TSO-C91a.

Install the static suppressor on the E-04.8 whip antenna. Our other approved antennas do not require it and may damage the ELT.

Make sure the base of the antenna/ground plane and the ELT mounting tray are electrically bonded together. (Common potential)

Make sure the placard is installed correctly with the black button in the TEST/RESET position and the red button in the EMG/ON position.

Apply dielectric grease on the RJ 11 telephone connectors to protect against water and corrosion.

If installed in an aircraft registered in the USA no programming is necessary.

When the installation is complete **Register your ELT for aircraft registered in the USA at:**

<https://www.sarsat.noaa.gov/beacon.html>

If the aircraft is registered outside of the USA, you must register your ELT in the country that the aircraft is registered in.

It is illegal to fly an aircraft with a 406 MHz ELT that is not registered. Doing so can result in fines and the costs of search and rescue efforts.