



**INSTALLATION NOTES
GARMIN 696 MOUNT FOR BARON
MODEL 241 045 MOUNT**

THANK YOU FOR BUYING THIS MOUNT FROM US. WE TRY TO TAKE GREAT CARE WITH, AND ARE PROUD OF, THE FIT, FINISH, AND BUILD QUALITY OF OUR PRODUCTS. IF YOU FIND THAT THE THE QUALITY OF ANYTHING YOU SEE IN THIS KIT IS NOT SATISFACTORY, WE WOULD LIKE TO KNOW ABOUT IT.

THESE NOTES ARE INTENDED TO ACCOMPANY THE EXPLODED PARTS DIAGRAM. PLEASE READ THEM THOROUGHLY AND REVIEW THE DIAGRAM BEFORE BEGINNING TO ASSEMBLE YOUR MOUNT.

WE SUGGEST THE FOLLOWING ASSEMBLY SEQUENCE:

1. BEFORE YOU BEGIN, PLEASE MAKE SURE YOUR KIT IS COMPLETE: THERE SHOULD BE 5 ALUMINUM PARTS, A PACKET OF BOLTS, WASHERS AND AN O-RING AND 3 HEXAGON "ALLEN" KEYS. THE EXPLODED VIEW SHOWS ALL PARTS CORRECTLY ORIENTED FROM THE PILOT'S POINT OF VIEW.
2. THE MOUNT IS ATTACHED TO THE AIRPLANE WITH THE YOKE ARM ADAPTOR (PART #1) THAT IS DESIGNED TO FIT THE INSPECTION HOLE ON THE BACK FACE OF BEECH YOKE CROSSBARS. STRETCH THE O-RING (PART #3) OVER THE LIPS AND LOOSELY FIT THE RETAINER (PART #8) WITH THE 10-32 SOCKET CAP HEAD SCREWS AND WASHERS (PART # 4 & 5). EXTRACT THE FACTORY DUST COVER FROM THE HOLE ON THE PILOT'S SIDE (OFTEN IT'S MISSING). WRIGGLE THE RETAINER INSIDE THE YOKE CROSSBAR, SETTLE THE YOKE ARM ADAPTOR INTO THE HOLE WITH THE OPEN END OF THE TAPER FACING DOWN AND DO UP THE BOLTS. THIS IS MUCH EASIER TO DO THAN WRITE ABOUT AND YOU'LL FIND IT WILL GO QUITE EASILY. WHEN IT'S IN, YOU'LL SEE THAT THE O-RING IS THERE TO BE THE DUST SEAL.
3. INTO THE YOKE ARM ADAPTOR'S TAPERED HOLE FIT THE SHORT END OF THE BARON 696 ARM (PART #2) SUCH THAT THE LONG END POINTS OVER TO THE CO-PILOT'S SIDE. RETAIN IT WITH A 1/4" BUTTON HEAD BOLT (PART #7) AND WASHER (PART #6). FIT THE THREADED PLATE MOUNT (PART #9) ON THE OPPOSITE END AND RETAIN IT WITH THE SECOND 1/4" BUTTON HEAD BOLT AND WASHER. THE OPEN END OF THE ARM WILL BE CLOSE TO THE AIRPLANE'S CENTRE LINE.
4. A GARMIN 696 IS SHOWN IN THE EXPLODED VIEW THAT ACCOMPANIES THESE NOTES. THIS GPS IS REPRESENTATIVE OF THE KIND OF UNIT THIS MOUNT IS INTENDED TO HOLD. GARMIN, LIKE THE VAST MAJORITY OF SMALL ELECTRONICS MANUFACTURERS, PROVIDE MOUNTING HOLES ON THEIR PRODUCTS ON AN INDUSTRY STANDARD CALLED THE AMPS PATTERN. ALTHOUGH THE HOLE PATTERN IS STANDARD, HOW IT IS ORIENTED AND WHERE THE HOLES ARE ON THE GPS VARIES A LOT. THE MULTI AMPS PLATE (PART #10) PROVIDES THE OPPORTUNITY TO RECONCILE THE GPS WITH THE INSTALLATION WITH THE APPROPRIATE USE OF THE OPTIONS IT OFFERS. A FEW MOMENTS' STUDY OF THE PART WILL MAKE THIS CLEAR.

5. WHEN YOU'VE DECIDED HOW AND WHERE YOU WANT TO HOLD YOUR GPS, BOLT PART #10 TO PART #9 WITH THE TWO 10-32 COUNTERSUNK SCREWS (PART #11). BOLT THE GPS OR IN SOME CASES ITS CRADLE WITH THE FOUR 6-32 BOLTS AND WASHERS (PARTS 12 & 13).
6. ADJUST THE MOUNT TO YOUR PREFERENCE AND FOR ADEQUATE CLEARANCE TO YOUR INSTRUMENT PANEL AND CONTROLS. WHEN IT'S HOW YOU WANT IT, MAKE SURE ALL THE BOLTS ARE TIGHT.
7. THE PRICE OF FITTING A MOUNT TO BEECH'S "THROW OVER" YOKE IS THAT THE GPS GETS THROWN OVER AS WELL. OBVIOUSLY, IT WILL BE UPSIDE-DOWN IF/WHEN YOU DO SO. MORE SERIOUSLY, THERE IS A RISK THE GPS MIGHT FOUL CONTROLS OR YOUR RADIO STACK ON THE RIGHT SIDE. GENERALLY, IT DOESN'T BUT PLEASE CHECK ON THE GROUND BEFORE DOING IT IN THE AIR AND FIX ANY ISSUE YOU FIND.
8. ANGEROLE, INC MOUNTS ARE MADE FROM 6061 T6, A HIGH STRENGTH ALUMINUM ALLOY COMMONLY USED IN STRUCTURAL APPLICATIONS. THE GOLD FINISH IS "ALODINE", A CHEMICAL CORROSION-RESISTANT SURFACE TREATMENT FREQUENTLY USED IN THE AIRCRAFT INDUSTRY. ONE OF ALODINE'S MANY VIRTUES IS THAT IT'S A VERY GOOD BASE FOR PAINT. IF YOU DON'T LIKE THE GOLD, YOU CAN EASILY PAINT IT ANY COLOR YOU WANT. KRYLON OR SIMILAR AEROSOL PAINT WORKS GREAT. IT'S BEST TO MASK THE ACTUAL MATING SURFACES IF YOU DO DECIDE TO PAINT IT.
9. AS YOU PROBABLY KNOW, THERE IS A CHAIN INSIDE YOUR YOKE BAR TO TRANSMIT THE AILERON MOTION FROM THE ACTUAL YOKE TO THE CENTRE. BY DESIGN THERE IS PLENTY OF CLEARANCE BETWEEN THE RETAINER AND THE CHAIN. HOWEVER, AFTER YOU'VE INSTALLED THIS MOUNT, PLEASE CHECK YOUR CONTROLS ARE ABSOLUTELY FREE THROUGH THEIR ENTIRE RANGE OF TRAVEL AND IF ANY RESISTANCE OR CATCHING IS FELT, BE CERTAIN YOU HAVE FOUND AND CORRECTED THE CAUSE BEFORE GOING FLYING.

NO SET OF INSTRUCTIONS CAN SUBSTITUTE FOR COMMON SENSE. IT IS THE SOLE RESPONSIBILITY OF THE OWNER/OPERATOR OF THE AIRCRAFT TO PLACE THIS MOUNT AND SECURE THE UNIT SO THAT IT WILL NOT INTERFERE WITH THE AIRCRAFT'S OPERATING CONTROLS AND SAFETY DEVICES, OR CAUSE DAMAGE OR PERSONAL INJURY IN THE EVENT OF AN ACCIDENT OR TURBULENCE. DO NOT MOUNT YOUR DEVICE WHERE THE PILOT OR PASSENGERS ARE LIKELY TO IMPACT IT IN AN ACCIDENT, COLLISION, OR TURBULENCE. THIS MOUNTING HARDWARE IS NOT WARRANTED AGAINST TURBULENCE, COLLISION DAMAGE, OR RELATED CONSEQUENCES. AFTER INSTALLING YOUR MOUNT, MAKE SURE THAT THE AIRCRAFT FLIGHT CONTROLS ARE FREE AND CLEAR AND THAT THE DEVICE, THE MOUNT AND WIRING DO NOT CAUSE ANY INTERFERENCE WITH THE FLIGHT CONTROLS.

PLEASE WRITE TO US AT FAX@ANGEROLE.COM WITH ANY QUESTIONS YOU MAY HAVE. GOOD LUCK AND ENJOY!