



**INSTALLATION NOTES  
IPAD MOUNT  
MODEL 241 049**

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 PIECES, SOME BOLTS AND WASHERS, A RUBBER O-RING, 2 ALLEN KEYS AND A PLASTIC CRADLE.
2. PLEASE REFER TO THE EXPLODED VIEW THAT ACCOMPANIES THESE NOTES IN ORDER TO ORIENT THE PARTS CORRECTLY. THIS MOUNT IS DESIGNED TO HOLD AN IPAD TABLET COMPUTER TO THE PILOT'S RIGHT, NEAR THE CENTRE OF THE AIRCRAFT.
3. ATTACH THE IPAD AMPS PLATE (PART #10) TO THE PLATE MOUNT (PART #3) WITH THE TWO 10-32 COUNTERSUNK SCREWS (PART #6). PART #10 IS SYMMETRICAL SO IT DOESN'T MATTER WHICH WAY IT GOES. YOU'LL NEED THE SMALLER OF THE TWO ALLEN KEYS TO TIGHTEN THE SCREWS.
4. FIT THE SUB-ASSEMBLY YOU JUST MADE TO THE IPAD ARM (PART #14). THE TAPERED END OF THE ARM END ENGAGES WITH THE CORRESPONDING TAPERED HOLE IN THE PLATE MOUNT AND IS RETAINED BY THE 1/4 UNC BUTTON HEAD SCREW (PART #9) AND WASHER (PART #8). YOU'LL NEED THE 5/32" (LARGE) ALLEN KEY TO DO UP THE BOLT.
5. FIT THE OTHER END OF THE ARM TO THE YOKE ARM ADAPTOR (PART #1) IN THE SAME WAY: ENGAGE THE TAPERED SECTION IN THE HOLE, INSERT THE SCREW AND WASHER AND TIGHTEN IT.
6. HOOK THE O-RING (PART # 7) OVER THE LIPS OF THE YOKE ARM ADAPTOR. IT'S EASY TO DO WITH YOUR FINGERS. THE O-RING IS THE SEAL TO KEEP DUST AND DIRT OUT OF YOUR CONTROL YOKE
7. ATTACH THE RETAINER (PART #2) TO THE YOKE ARM ADAPTOR WITH THE TWO 10-32 SOCKET CAP HEAD SCREWS (PART #5) AND WASHERS (PART #4). THREAD THE SCREWS IN JUST FAR ENOUGH THAT THEIR END IS FLUSH WITH THE BACK FACE OF THE RETAINER.
8. MOUNT THE CRADLE (PART #12) TO THE IPAD AMPS PLATE (PART #10) WITH THE 4 SCREWS (PART #15) AND NUTS (PART #13). THE SCREWS GO IN FROM THE BACK, THE NUTS DROP FROM THE FRONT INTO THE HEXAGONAL HOLES MOLDED INTO THE CRADLE. YOU'LL NEED A CROSS-HEAD STYLE SCREWDRIVER TO TIGHTEN THE SCREWS. NOTE THAT THE SCREW SLOTS IN THE PLATE ARE ON

A CIRCULAR PATTERN. THIS IS TO BE ABLE TO LEVEL THE IPAD IN YOUR AIRCRAFT. FOR THE TIME BEING, TIGHTEN THE SCREWS ABOUT IN THE MIDDLE.

9. SITTING IN YOUR AIRPLANE, IF IT'S STILL THERE (AND THEY'VE OFTEN BEEN LOST OVER THE YEARS), REMOVE THE FACTORY SPRING STEEL COVER FROM THE INSPECTION HOLE ON THE BACK OF YOUR YOKE. YOU CAN PROBABLY DO THIS WITH YOUR FINGERNAIL (IT'S NOT IN THERE VERY TIGHT) BUT IT MIGHT BE EASIER TO LEVER IT OFF WITH A SMALL SCREWDRIVER. NO FORCE SHOULD BE NECESSARY.
10. THREAD ONE END OF THE RETAINER THROUGH THE INSPECTION HOLE AND SLIDE THE WHOLE ASSEMBLY TO THAT SIDE UNTIL THE BOLT TOUCHES THE HOLE'S EDGE. THE OTHER END OF THE RETAINER WILL NOW BE CLEAR OF THE OTHER END OF THE HOLE AND CAN BE INSERTED. SETTLE THE ADAPTOR INTO THE HOLE AND TIGHTEN THE TWO SCREWS WITH THE LARGE ALLEN KEY. THIS IS MUCH EASIER TO DO THAN DESCRIBE AND SHOULD TAKE ONLY A FEW SECONDS.
11. WHEN THE RETAINING SCREWS ARE TIGHT, THE WHOLE ASSEMBLY WILL BE FIRM AND RIGID. LOOKING DOWN FROM ABOVE, YOU SHOULD SEE THE ADAPTOR WILL BE SETTLED COMPLETELY INTO THE INSPECTION HOLE. BECAUSE THE YOKE ARM'S BACK FACE IS CURVED, THE ADAPTOR WILL ONLY TOUCH AT THE CENTRE. THE TOP AND BOTTOM EDGES WILL BE CLEAR OF THE YOKE CASTING AND THE GAP WILL BE FILLED AND SEALED BY THE O-RING.
12. ADJUST THE ANGLE, TILT AND ROTATION OF THE IPAD TO YOUR PREFERENCE BY LOOSENING AND RETIGHTENING THE 1/4" BUTTON HEAD SCREWS (PART #9) AT THE APPROPRIATE END OF THE ARM AND/OR THE 4 CROSS-HEAD SCREWS (PART #15). GENERALLY, ONCE SET, YOU'LL NEVER WANT TO ADJUST THIS AGAIN. MAKE CERTAIN ALL SCREWS ARE FULLY TIGHT.
13. A FEW WORDS ABOUT ADJUSTMENT. BY AVIATION HANDHELD STANDARDS, THE IPAD IS A LARGE PIECE OF EQUIPMENT. THIS MOUNT CAN BE ADJUSTED TO HOLD IT IN SUCH A WAY THAT THE IPAD IS CLEAR OF ALL CONTROLS, THE YOKE AND THE PANEL AND THE AILERON TRIM THROUGH THE ENTIRE RANGE OF FLIGHT CONTROL MOTION. IT IS ALSO POSSIBLE TO ADJUST IT SO THAT THE IPAD GETS IN THE WAY AND HITS STUFF. THE DIFFERENCE IS YOUR COMMON SENSE. PLEASE, INVEST THE FEW MINUTES IT WILL TAKE TO ADJUST THE MOUNT IN SUCH A WAY THERE ARE NO INTERFERENCE ISSUES.
14. THE PRICE OF MOUNTING THE IPAD ON THE YOKE CROSSBAR IS THAT, IF YOU HAVE A THROW-OVER YOKE AND WANT TO THROW IT OVER, THE IPAD GOES OVER AS WELL. GENERALLY SPEAKING, THE MOUNT CAN BE ADJUSTED SO THAT THE IPAD WILL REMAIN CLEAR OF WHAT'S ON THE CO-PILOT'S SIDE SO THE AIRCRAFT CAN BE FLOWN FROM THE RIGHT SEAT. HOWEVER, THIS IS VERY MUCH DEPENDENT ON THE INDIVIDUAL AIRCRAFT. IT MIGHT BE THERE IS SOME COMPROMISING TO BE DONE ON THE ADJUSTMENT. THE PLACE TO SORT THIS OUT IS ON THE GROUND BEFORE GOING FLYING. PLEASE ALSO UNDERSTAND THAT WHATEVER WIRES YOU RUN TO THE IPAD, DEPENDING ON HOW THEY ARE ROUTED, MAY ALSO AFFECT WHETHER THE YOKE CAN BE "THROWN OVER". AGAIN, PLEASE, TAKE THE TIME ON THE GROUND TO DO THIS RIGHT.
15. AS YOU PROBABLY KNOW, THERE IS A CHAIN INSIDE YOUR YOKE ASSEMBLY THAT TRANSMITS THE AILERON DRIVE FROM THE YOKE TO THE CENTER COLUMN. THIS MOUNT'S RETAINER IS DESIGNED TO FIT BETWEEN THE CHAIN RUNS AND, BY DESIGN, THERE IS PLENTY OF CLEARANCE. THIS SAID, AFTER YOU'VE FITTED AND ADJUSTED THIS MOUNT, OPERATE ALL YOUR FLIGHT AND ENGINE CONTROLS THROUGH THEIR ENTIRE RANGE TO MAKE SURE THERE IS NO INTERFERENCE. IF YOU FEEL ANY INTERFERENCE AT ALL, INVESTIGATE

**THE REASONS THOROUGHLY AND BE CERTAIN THEY ARE FIXED BEFORE GOING FLYING.**

**16. IF YOU WANT TO REMOVE THE MOUNT FROM YOUR YOKE, UNDO THE SCREWS JUST ENOUGH TO WRIGGLE THE RETAINER OUT OF THE HOLE. YOU DON'T WANT TO DROP IT INSIDE THE YOKE BECAUSE IT WILL BE A BEAR TO GET OUT.**

**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](mailto:FAX@ANGEROLE.COM) WITH ANY QUESTIONS YOU MAY HAVE. GOOD LUCK AND ENJOY!**