



**INSTALLATION NOTES
GARMIN 796 MOUNT FOR BARON
MODEL 241 053**

THANK YOU FOR BUYING THIS MOUNT FROM ANGEROLE. 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 AND 2 ALLEN KEYS
2. HOOK THE O-RING (PART #14) OVER THE LIPS OF THE YOKE ARM ADAPTOR (PART #1). IT'S EASY TO DO WITH YOUR FINGERS. THE O-RING IS THE SEAL TO KEEP DUST AND DIRT OUT OF YOUR CONTROL YOKE
3. ATTACH THE RETAINER (PART #2) TO THE YOKE ARM ADAPTOR WITH THE TWO 10-32 SOCKET CAP HEAD SCREWS (PART #13) AND WASHERS (PART #12). THREAD THE SCREWS IN JUST FAR ENOUGH THAT THEIR END IS FLUSH WITH THE BACK FACE OF THE RETAINER.
4. SITTING IN YOUR AIRPLANE, 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.
5. HOLD THE YOKE ARM ADAPTOR SO THAT THE WIDER END OF THE TAPERED CENTER HOLE IS FACING UP. 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 10-32 SCREWS WITH THE LARGE ALLEN KEY. THIS IS MUCH EASIER TO DO THAN DESCRIBE AND SHOULD TAKE ONLY A FEW SECONDS.
6. 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.
7. IF YOU EVER 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 COMPLETELY UNDO THE RETAINER - IT MIGHT DROP INSIDE THE YOKE AND IT WILL BE A BEAR TO GET OUT.

8. FIT THE END OF THE G796 BARON ARM (PART #3) TO THE YOKE ARM ADAPTOR BY ENGAGING THE TAPERED SECTION IN THE HOLE, INSERTING A ¼ UNC BUTTON HEAD SCREW (PART #10) AND WASHER (PART #9) FROM UNDERNEATH THE YOKE ARM ADAPTOR. TIGHTEN THIS SCREW JUST ENOUGH TO KEEP IT IN PLACE, WITH YOUR FINGERS ONLY FOR NOW.
9. FIT THE AMPS PLATE (PART #5) TO THE PLATE MOUNT (PART #4) WITH THE TWO 10-32 COUNTERSUNK SCREWS (PART #11). THREAD THE GARMIN-SUPPLIED HARDWARE THROUGH THE SLOTTED HOLES IN THE AMPS PLATE AND INTO THE BACK OF THE 796 CRADLE AND TIGHTEN THEM A LITTLE. THE SLOTTED HOLES IN THE AMPS PLATE ALLOW PRECISE VERTICAL ORIENTATION OF THE GPS UNIT.
10. FIT THE SUB-ASSEMBLY YOU JUST MADE TO THE 796 BARON ARM. THE TAPERED END OF THE ARM END ENGAGES WITH THE CORRESPONDING TAPERED HOLE IN THE PLATE MOUNT AND IS RETAINED BY A ¼ UNC BUTTON HEAD SCREW AND WASHER. YOU'LL NEED THE 5/32" (LARGE) ALLEN KEY TO TIGHTEN UP THE BOLT - JUST BARELY SNUG FOR NOW.
11. ADJUST THE ANGLE, TILT AND VERTICAL ORIENTATION OF THE GPS TO YOUR LIKING BY LOOSENING AND RETIGHTENING THE ¼" BUTTON HEAD SCREWS AT THE APPROPRIATE ENDS OF THE ARM AND THE CRADLE SCREWS. WHEN YOU HAVE EVERYTHING SET THE WAY YOU WANT IT, TIGHTEN ALL THE HARDWARE. GENERALLY, ONCE SET, YOU'LL NEVER WANT TO ADJUST THIS AGAIN.
12. 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. IF YOU'VE FITTED THE MOUNT TO A THROW-OVER YOKE, PLEASE ALSO MAKE SURE IT'S CLEAR ON THE CO-PILOT'S SIDE. DEPENDING ON ADJUSTMENT, IT SHOULD BE, BUT CHECK ANYWAY.

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!