



**INSTALLATION NOTES  
BONANZA YOKE ARM MOUNT  
MODEL 241 020**

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 AND 3 ALLEN KEYS.
2. FIT THE 4-WAY AMPS PLATE (PART # 12) TO THE PLATE MOUNT (PART # 4) WITH THE TWO 10-32 COUNTERSUNK SCREWS (PART # 7). TIGHTEN THE SCREWS WITH THE 1/8" (MEDIUM) ALLEN KEY.
3. FIT THE SUB-ASSEMBLY YOU JUST MADE TO THE ARM (PART # 3). 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 # 10) AND WASHER (PART # 9). YOU'LL NEED THE 5/32" (LARGE) ALLEN KEY TO DO UP THE BOLT.
4. NOTE THAT THE TAPER PROVIDES AN EXTREMELY RELIABLE, VIBRATION PROOF CONNECTION BETWEEN PARTS. THE BOLT'S FUNCTION IS SIMPLY TO PRESS THE TAPERS TOGETHER AND IT DOESN'T NEED TO BE VERY TIGHT TO DO IT. IN FACT, IF YOU DO OVERTIGHTEN THE BOLT, YOU MIGHT NEVER BE ABLE TO GET THE MOUNT APART TO ADJUST IT. ACTUALLY, THIS IS WHY WE SUPPLY SHORT ALLEN KEYS. WE SUGGEST PRACTICING WITH THE PARTS IN YOUR HAND TO GET A FEEL FOR THIS BEFORE FITTING THE MOUNT TO YOUR PLANE.
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 # 8) 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 # 6) AND WASHERS (PART # 5). THREAD THE SCREWS IN JUST FAR ENOUGH THAT THEIR END IS FLUSH WITH THE BACK FACE OF THE RETAINER.
8. SITTING IN THE PLANE, REMOVE THE FACTORY SPRING STEEL COVER FROM THE INSPECTION HOLE ON THE BACK OF YOUR YOKE. IN OUR

EXPERIENCE, ABOUT HALF THE TIME, THE FACTORY DUST COVER IS MISSING. IF IT IS THERE, YOU CAN USUALLY PRY IT OUT 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.

9. 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.
10. 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.
11. AS YOU PROBABLY KNOW, THERE IS A CHAIN INSIDE YOUR YOKE ASSEMBLY THAT TRANSMITS THE 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, **MAKE SURE THERE IS NO INTERFERENCE WITH YOUR AILERON CONTROLS BY OPERATING THEM THROUGH THEIR WHOLE RANGE.** IF YOU FEEL ANY INTERFERENCE AT ALL, INVESTIGATE THE REASONS THOROUGHLY AND FIX THEM **BEFORE** GOING FLYING.
12. UNSCREW THE GPS CRADLE (PART # 15) FROM GARMIN'S YOKE MOUNT AND, WITH THE SAME FOUR 6-32 COUNTERSUNK SCREWS (PART # 13), SCREW IT TO THE 4-WAY AMPS PLATE. IF YOU GOT THE ORIENTATION OF THE AMPS PLATE WRONG, SIMPLY SCREW IT TO THE PLATE MOUNT WITH THE USING THE OTHER TWO HOLES. IF YOU'RE MOUNTING SOMETHING OTHER THAN A GARMIN GPS, WE FURNISH 4 6-32 X 7/16 SOCKET HEAD CAP SCREWS AND WASHERS TO ALLOW YOU TO DO SO.
13. CLIP THE GPS INTO THE CRADLE AND ADJUST THE ANGLE AND TILT TO YOUR PREFERENCE AT THE APPROPRIATE END OF THE ARM. PLEASE RESPECT THE COMMENTS ABOVE ABOUT THE TAPER – THE 1/4" BUTTON HEAD SCREWS NEED BE ONLY LIGHTLY TIGHTENED TO HOLD JUST FINE. GENERALLY, ONCE SET YOU'LL NEVER WANT TO ADJUST THE MOUNT.
14. REMEMBER TO **MAKE SURE THE GPS DOES NOT GET IN THE WAY OF OPERATING THE YOKE OR ANY OTHER CONTROLS.** IF YOU'VE FITTED THE MOUNT TO A THROW-OVER YOKE, PLEASE ALSO MAKE SURE IT'S CLEAR ON THE CO-PILOT'S SIDE. IT SHOULD BE BUT CHECK ANYWAY. PLEASE, BE **ABSOLUTELY CERTAIN THERE IS NO CONFLICT**
15. 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 THE RETAINER 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!