

Additional Apollo Mounting Tube Considerations

The following information provides additional details concerning the mounting tube installation for your Apollo products and supplements the supplied installation manual. Use the supplied installation manual for procedure specific to the unit. Proper care in installing the mounting tube will ensure ease of installation.

Mounting Tube Installation

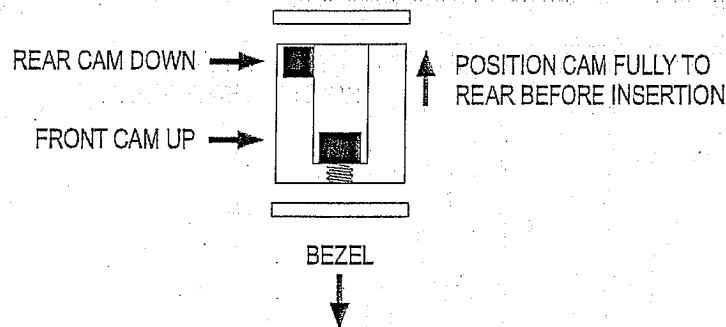
Care must be taken when installing the mounting tube to ensure you can properly insert and secure the unit.

The mounting tube should be flush to the instrument panel and allow sufficient clearance for the back of the bezel of the unit to mount flush to the mounting tube. Sufficient clearance must exist in the instrument panel opening to allow ease of insertion and removal of the unit. **If the back of the unit bezel does not mount flush to the mounting tube, the connector may not engage fully.**

Secure the mounting tube to the instrument panel structure. Mounting screw heads must not protrude into the mounting tube. Be sure to use the appropriate screws so the unit will slide in and out freely. The screws attaching the mounting tube to the instrument panel structure must not interfere with the insertion of the unit. Failure to prevent interference will result in damage to the unit or prevent its insertion. Take care that the mounting tube is not distorted when it is attached to the instrument panel and structural supports. Shims may be necessary to properly install the mounting tube. If the mounting tube is distorted out of square, the unit may either bind when being inserted or the cam lock may not engage.

Unit Insertion

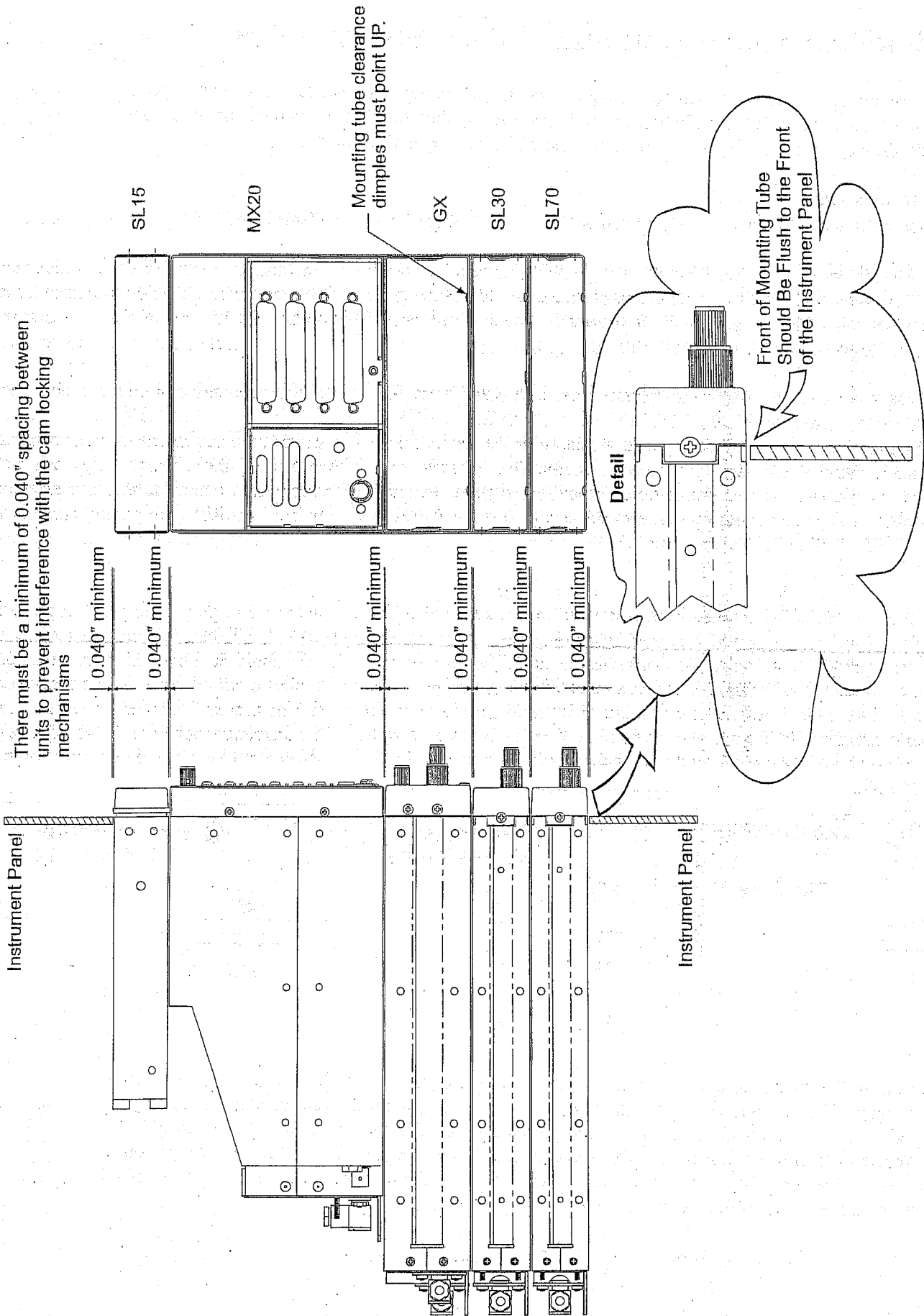
Position the cam lock as shown below. The front lobe of the cam should be vertical. The cam lock mechanism should be fully unscrewed (turned counter-clockwise). Slide the unit into the frame. Turn (clockwise) and carefully **hand-tighten** (4 in-lb max.) the cam lock mechanism using **only** the 3/32" hex driver provided in the installation package. Using a larger tool than the one provided makes it easy to exceed the allowable torque on the cam lock resulting in damage to the unit. The unit will be pulled into the frame securing the unit and the connectors will fully engage. **Do NOT overtighten.** The back of the bezel must only be flush to the mounting tube. If the cam lock is hard to turn or the unit does not seat fully, the unit is probably binding and the mounting tube should be checked.



Unit Removal

To remove the unit from the mounting frame, turn the screw counter-clockwise with the hex driver to unscrew the cam lock mechanism. The unit will begin to pull away from the mounting tube. Turn the screw until slight resistance is felt and then pull the unit from the frame. **Do not exert excessive turning force at the end of the cam lock travel or the unit may be damaged.** With the cam lock fully disengaged, pull the unit straight out holding onto the sides of the bezel. It is not recommended that you pull the unit out by the rotary knobs. No special extraction tools are required, if the mounting tube is properly installed.

See sample installation illustration on reverse side.



Cam Lock Instruction Label

Please apply the enclosed cam lock instructions label in a conspicuous location in the User's Guide for the unit. The inside of the front cover of the binder is recommended as the first choice for applying the label. If the first choice is not available, select another conspicuous location.

After applying the label, inform the user of the instruction label location. Also, instruct the user in proper insertion and removal of the unit from the mounting tube.

December 2000

561-0272-00

UNIT REMOVAL

Using the 3/32" hex driver supplied, turn counterclockwise until meeting increased resistance. Unit is ready to be removed.

Warning: Do not use 'T' handle driver to apply additional torque. Unit damage will result from over torque.
Maximum removal torque 4 in/lb



GARMIN P/N *013-00120-00*

SL30 MANUAL KIT



AT P/N *564-0064-300 E*

Apollo[®]

Model SL30 NAV/COMM

Installation Manual

August 2003
560-0404-03a



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