

GARMIN DATA LINK SYSTEM - REMOVAL/INSTALLATION**1. General**

- A. This section gives the removal and the installation procedures for the GDL 69A XM and GDL 69A SXM Data Link. For a general overview of the Garmin Data Link System refer to Garmin Data Link System - Description and Operation.
- B. The G1000 Integrated Avionics System uses different slightly different GPS/XM LRU's based on Airplane Software/Configuration. Make sure to read each section carefully, each software configuration uses some variants of Garmin LRU's which are NOT interchangeable between software versions. Become familiar with the installed software version, refer to Chapter 34, G1000 Integrated Avionics System - Description and Operation. The procedures in this section are typical for the G1000 v.767.XX Family and the G1000 NXi software configuration unless otherwise noted in this document.
 - (1) The G1000 Software Version v.767.XX uses the GDL 69A XM System.
 - (2) The G1000 NXi Software uses the GDL 69A SXM System.

2. Tools and Equipment

- A. Tools and Equipment
 - None.
- B. Special Consumables
 - None.
- C. Reference Material
 - Garmin Data Link System - Description and Operation
 - Garmin Data Link System - Adjustment/Test
 - Garmin G1000 Integrated Avionics System - Adjustment/Test.
 - Garmin Display Unit - Removal/installation.

3. Setup

- A. Prepare the Airplane
 - (1) Put the BATTERY switch to the OFF position.
 - (2) Put the AVIONICS switches to the OFF position.
 - (3) Disconnect external electrical power from the airplane.
 - (4) Disengage the circuit breaker given in Table 401.

Table 401. Circuit Breakers

Circuit Breaker Name	Circuit Breaker Location
XM-DATA LINK	Avionics Circuit Breaker Panel #2 Bus

4. GDL 69A Data Link Removal

NOTE: The Garmin GDL 69A XM and GDL 69A SXM procedures are typical unless otherwise noted.

- A. Remove the GDL 69A Data Link (Refer to Figure 401).
 - (1) Remove the multifunction display (MFD) from the instrument panel. Refer to Garmin Display Unit - Removal/installation.
 - (2) Loosen the lock lever screw, but do not remove from the lock lever.

NOTE: The lock lever screw is captive.
 - (3) Lift the lock lever to release the data link from the avionics rack.
 - (4) Remove the data link from the airplane.

5. GDL 69A Data Link Installation

NOTE: The Garmin GDL 69A XM and GDL 69A SXM procedures are typical unless otherwise noted.

- A. Remove the GDL 69A Data Link (Refer to Figure 401).

CAUTION: Do not use excessive force when inserting the GDL 69A in the rack. This can cause damage to occur to the connectors, unit, and/or unit rack. If strong resistance is felt during installation, stop! Remove the GDL 69A and identify the source of resistance. The unit is designed with a key and the

back plate is designed to float in the unit rack. Check to make sure that the rear plate is not blocked by the connector harness.

- (1) With the lock lever in the up position, carefully install the data link in the avionics rack.
- (2) Lower the lock lever.

CAUTION: Carefully use your fingers to start the screw in the screw hole to prevent damage to the screw or the screw hole threads. Do not apply more than 14 inch-pounds (1.6 N-m) to the screw. More than 14 inch-pounds (1.6 N-m) of torque to the screw will cause damage to the screw and the GSD 41.

- (3) Tighten the lock lever screw.
- (4) Tighten the screw in the lock lever and torque to no more than 14 inch-pounds (1.6 N-m).
- (5) Install the MFD. Refer to Garmin Display Unit - Removal/installation.
- (6) Engage the XM-DATA LINK circuit breaker.

6. GDL 69A Data Link Post-Maintenance Checks

A. Do the GDL Data Link Post-Maintenance Checks.

- (1) Do the Garmin Data Link software/configuration. Refer to Garmin G1000 Integrated Avionics System - Adjustment/Test, G1000 Option Software/Configuration Load.
- (2) Do an operational test of the GDL-69A XM Data Link. Refer to Garmin Data Link System - Adjustment/Test.

7. Closeout

A. Put the Airplane Back to its Initial Condition.

- (1) None.

Figure 401 : Sheet 1 : GDL-69A Data Link Installation

