

# Replacing Clock Battery on "Non-S" Systems

Serial Numbers: 60,000-60,999

## Overview

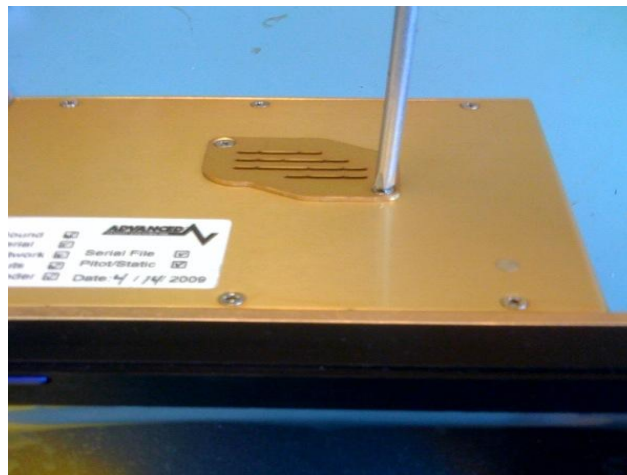
This document will step you through replacing your clock battery. You will need access to the top of your AFS unit. You will need a needle nose pliers and a Philips screw driver. A Clock Battery (P/N: BR-1225) can be shipped from AFS or purchased locally.

## Procedure

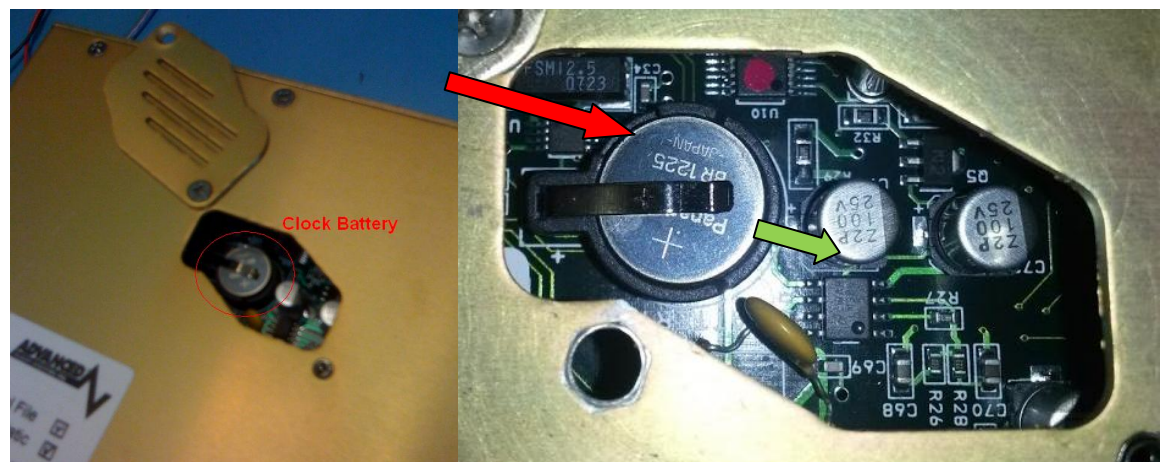
1. Write down your autopilot gain settings if applicable. EFIS -> AF/FD -> SETTINGS

LATERAL	LATERAL	VERTICAL	VERTICAL	VERTICAL		
ROLLGAIN	LOCGAIN	ALTGAIN	GSGAIN	FDGAIN	MIN SPD	MAX SPD

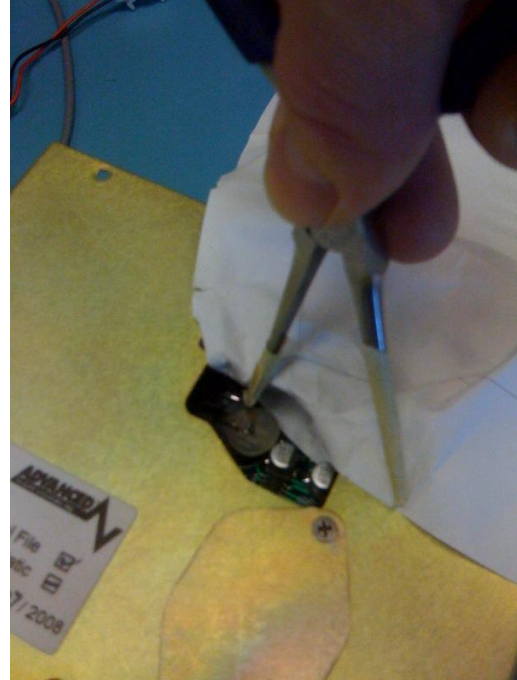
2. Remove one clock battery screw from the top case as shown below and loosen the remaining screw.



3. Locate the battery



4. Tape your needle nose pliers as shown below. Place some paper around the battery in case the battery tries to fall deep into the unit.  
**\*\* If the battery falls inside the unit remove the lower rear backup battery plate and lightly shake the battery out. Powering the unit with the battery loose inside will damage the unit.**



5. The battery will slide towards the silver can shown in the right picture and can be removed by sliding it around the silver “can” or component shown in the picture.  
**\*\* Do not put too much pressure on the silver component.**  
**\*\* The battery holder’s arm should not be lifted.**
6. Reinstall the display into the aircraft.
7. Press and hold button 5 during boot or CHECK -> MAINT -> ADMIN -> Hold CALIBRATION
8. SELECT into Admin Settings
9. NEXT down to Administrator Mode
10. ADJUST the number to 1010
11. NEXT down to Set Clock NVRAM Defaults
12. SELECT to reset
13. PREV to Administrator Mode
14. ADJUST the number to 1011
15. SELECT to clear admin mode
16. RETURN to exit calibration
17. Re-enter your autopilot gain settings

**If you have followed all of the steps above and are still having problems  
please contact Advanced Flight Systems, Inc. for further support.**