



Installation Instructions for Beech Bonanza / Baron

Kit RBB-300-1
(P/N R1160004)

This is an FAA STC installation and requires an Aircraft Maintenance log entry upon completion.

Doc: 9051-0116-001

Rev	Date	Approved
C	12/14/07	GH

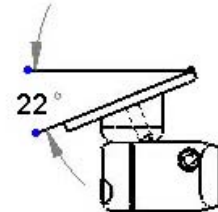
Please read these short instructions **COMPLETELY** before starting.

Installation Hardware (included):

- Qty: (1) 5/32 Allen Key for #10-32 Cap Screw
(1) 9/64 Allen Key
(6) MS24693-C54B #8-32X1 FHP BLK

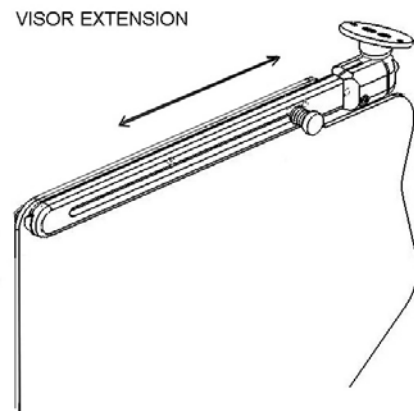
Installing your Rosen Sunvisor System is easily performed and should take approximately ½ to 1 hour.

- The Rosen NSA Sunvisor for the Beech Bonanza/Baron replaces the original equipment, so the first step is to remove those units from the aircraft with a #2 Phillips screwdriver.
- Using the machine screws provided, install the new Rosen NSA Visor on the pilot's side first. The new visor will use the same mounting points as the old unit. Orientate the mounting plate to find the most vertical position for the swivel. When installed the pivot post should be nearly vertical with respect to the aircraft.



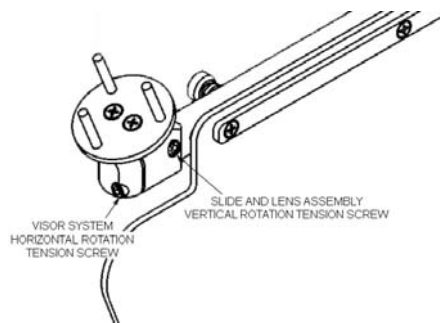
NOTE: Holding the visor so that it covers the front windscreen in front of the pilot, the red thumb tensioning knob should be towards the windscreen.

- After installing the pilot's side, note that the top of the visor should be fairly level. If it is not, the screws on the low side can be snugged to help achieve a level condition. (This should work in 99% of all cases, but washers may be fitted underneath the attachment if necessary).
- Repeat the same procedure for the copilot's side.
- Every movement of the Rosen NSA System is tensionable and is based on the clevis or slide principle and Hex Keys are provided for that purpose. Adjust tension to your preference now. All motions should be smooth, but not loose.
- To stow, the unit can be rotated straight to the overhead while in front, or moved to the side of the aircraft and rotated overhead. While in the forward position the NSA visor stows nicely overhead.
- Place the FAA STC and AML (if appropriate) in the Aircraft Maintenance Log and make an installation entry.



Continued Airworthiness Instructions:

- **(On the ground only)**
 - Periodically clean the lenses with a soft cloth, mild soap and water or an approved aviation grade windscreen cleaner. Do not use abrasives on the lens.
 - Periodically adjust the pivot tensions on the visor assemblies.
- Updates to this continued airworthiness section are available on the Rosen Website. (www.rosenvisor.com)



The most up to date version of this document is available on the Rosen Website. (www.rosenvisor.com)

Airworthiness Limitations:

The Airworthiness Limitations Section is FAA approved and specifies maintenance required under §§43.16 and 91.403 of the Federal Aviation Regulations unless an alternative program has been FAA approved.

There are no airworthiness limitations associated with this installation.

Installation Instructions for Beech Bonanza / Baron with 3rd Axis

Kit RBB-300-1A

(P/N R1160005)

This is a FAA STC installation and requires an Aircraft Maintenance log entry upon completion.

Doc: 9051-0116-002

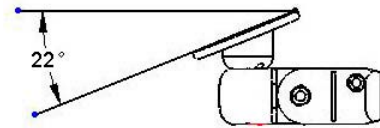
Rev	Date	Approved
C	1/17/08	GH

*Please read these short instructions **COMPLETELY** before starting.*

Installation Hardware (included):

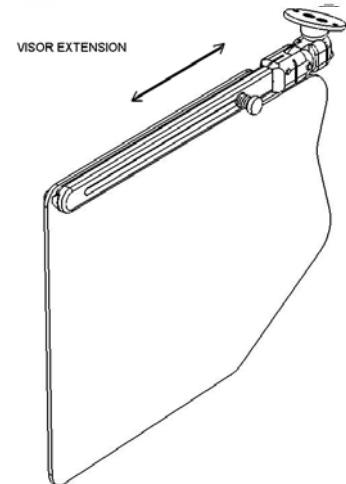
Qty: (1) 5/32 Allen Key for #10-32 Cap Screw
 (1) 9/64 Allen Key
 (6) MS24693C54B #8-32 x 1 FHP Screw

Installing your Rosen Sunvisor System is easily performed and should take approximately ½ to 1 hour.

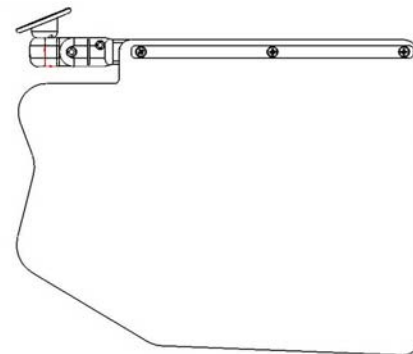


- The Rosen NSA Sunvisor for the Beech Bonanza / Baron replaces the original equipment, so the first step is to remove those units from the aircraft with a #2 Philips screwdriver.
- Using the machine screws provided, install the new Rosen NSA Visor on the pilot's side first. The new visor will use the same mounting points as the old unit. Orientate the mounting plate to find the most vertical position for the swivel. When installed the pivot post should be nearly vertical with respect to the aircraft.

NOTE: Holding the visor so that it covers the front windscreen in front of the pilot, the red thumb tensioning knob should be towards the windscreen.



- After installing the pilot's side, note that the top of the visor should be fairly level when the pivot point is straight. If it is not, the screws on the low side can be snugged to help achieve a level condition. (This should work in 99% of all cases, but if necessary washers can be fitted underneath the attachment).
- Repeat the same procedure for the co-pilot's side.
- Every movement of the Rosen NSA System is tensionable and is based on the clevis or slide principle and Hex Keys are provided for that purpose. Adjust tension to your preference now. All motions should be smooth, but not loose.
- To stow, the unit can be rotated straight to the overhead while in front, or moved to the side of the aircraft and rotated overhead. While in the forward position the NSA visor stows nicely overhead.
- Place the FAA STC and AML (if appropriate) in the Aircraft Maintenance Log and make an installation entry.

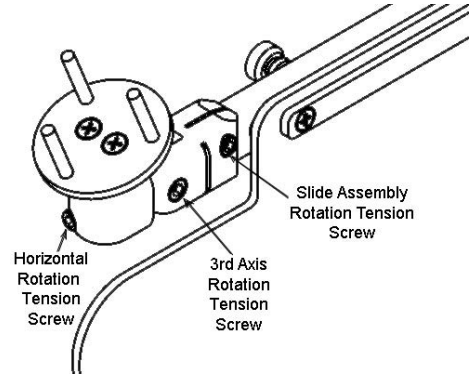


Continued Airworthiness Instructions:

- **(On the ground only)**
 - Periodically clean the lenses with a soft cloth, mild soap and water or an approved aviation grade windscreen cleaner. Do not use abrasives on the lens.
 - Periodically adjust the pivot tensions on the visor assemblies.
- Updates to this continued airworthiness section are available on the Rosen Website. (www.rosenvisor.com)

The most up to date version of this document is available on the Rosen Website (www.rosenvisor.com).

We recommend that you periodically look to make sure you are using the most current version.



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