



Installation Instructions for Gulfstream III Monorail Sunvisor System

1790000(2 axis), 1790001(3 axis)

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

Doc: 9041-0179-001

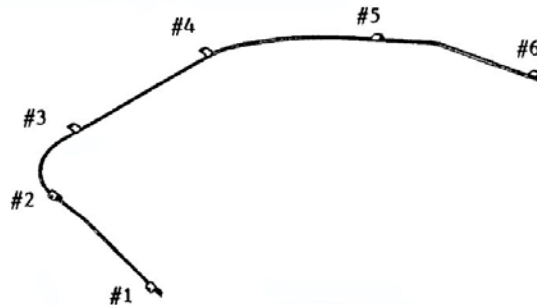
Rev	Date	Approved
C	10/28/08	GH

Please read through these instructions completely before beginning.

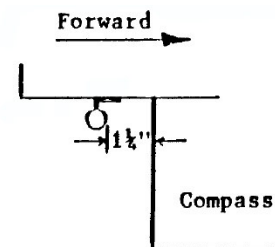
Hardware:

- 6 AN526C832R10 #8-32X5/8 Screws
- 6 A8K75 #8 Rivnuts
- 1 3/32 Hex Key
- 1 7/64 Hex Key
- 2 PCS-1000-14-STZO E-Clips

- During installation of your Rosen Monorail Sunvisor System refer to the illustration below:

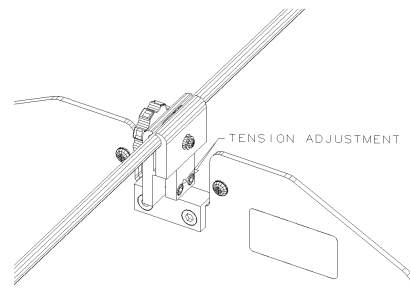


- Since the G-III is delivered 'green' and is completed by various modification centers around the country, there may be some subtle differences between completed aircraft. These differences can be compensated for in most cases by shimming individual brackets as required.
- The Rosen Monorail for the G-III does not pick up existing fasteners so A8K75 rivnuts are provided for fastening the rail into the fiberglass headliner shell. Some may prefer to use appropriate nut plates in lieu of rivnuts.
- To determine the approximate position for fastener installation start by centering the front two brackets (#3 & #4) underneath the front overhead panel so the rail is approximately 1 1/4" in front of the compass as shown.
- With an assistant holding the monorail, check to see if the rear part of the rail over the side window is approximately 20 - 3/8" from the bottom sill. Again, this dimension will vary from aircraft to aircraft because of completion at different modification centers.
- One good check for proper placement of the rail is to make sure the visor is at least below the horizon line when viewed from the pilot's normal sitting position.



Note: If the rear of the rail is brought too low then the front quarters may protrude into the front windscreen space which is annoying to pilots. The monorail should be clear of their forward vision.

- In positioning the rail keep in mind that a minimum of .15" is required for clearance.
- When the rail is correctly positioned mark the front two bracket holes (#3 and #4) and install the A8K75 rivnuts provided or proper nut plates. **Do not drill into the aircraft structure.**
- Loosely fasten brackets #3 and #4 with the AN526C832R10 (#8-32X5/8 screws) and check for correct positioning of brackets #1, #2, #5, and #6.
- Repeat the rivnut or nut plate installation. **Again, do not drill into the aircraft structure.**
- Install the remaining four AN526C832R10 screw fasteners and securely tighten.
- Install both visor assemblies by unscrewing the thumb tension knobs until the clamping blocks can be slipped over the rails. Tighten the thumb tension knobs until the snap ring can be installed onto the snap ring groove on the back. Install the provided snap ring. This snap ring prevents inadvertent over loosening of the tensioning knob and acts as a tactile indicator that further loosening must not be attempted.
- When the visor is on the rail the tensioning knob should face the pilots.
- To move the visors loosen the thumb tensioning knob until the clamp is loose enough to slide along the monorail while holding the thumb knob. To move past the mounting brackets the visor must be positioned so the clamps pass over the brackets.
- Your monorail system is equipped with a swivel design that allows rotation about the axis of the lens. Rotational tension can be adjusted by adjusting one or both of the hex socket head cap screws on the back side of the clamp block and below the thumb knob screw.
- The visor should be aligned with the clamp block before sliding along the monorail.



Continued Airworthiness Instructions:

- **(On the ground only)**
 - Periodically clean the lenses with a soft cloth and Rosen Cleaner, Polisher & Protectant, or mild soap and water. Do not use abrasives on the lens.
 - Periodically adjust the pivot tensions on the visor assemblies.
 - Periodically clean rail with a non-residual cleaner and an absorbent cloth.
- 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.

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.