



Installation Instructions for Gulfstream I/II Monorail Sunvisor System R1780000

(Kit RGI/II-300-1)

This is an FAA STC'd installation requiring a logbook entry upon completion.

Doc: 9041-0178-001

| Rev | Date | Approved |
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Please read through these instructions completely before beginning.

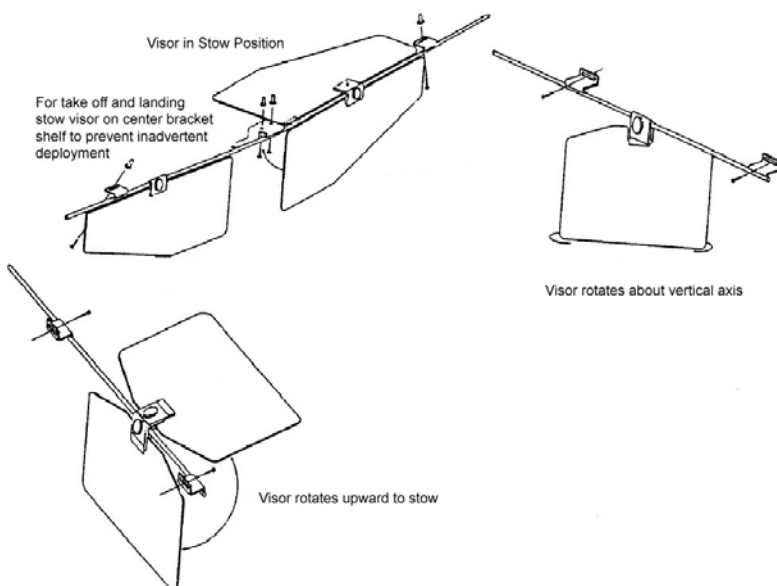
Installation Hardware (included):

- 8 AN526C832R9 #8-32 x 9/16 Screws
- 8 A8K75 #8 Rivnuts
- 1 3/32 Hex Key
- 1 7/64 Hex Key
- 4 Snap rings (e-clip)

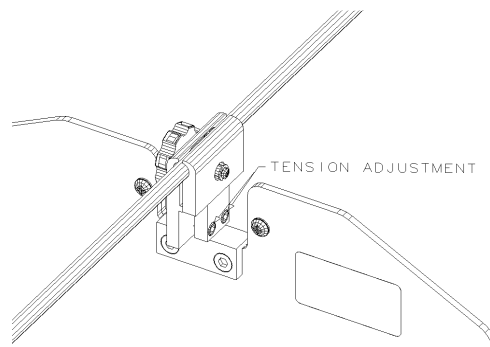
- The G-I/II unit is a three rail, four visor combination since the sliding window and associated electrical connections do not permit a full wrap around rail as in the G-III.

- This installation is straight forward since each side rail uses existing fasteners in the trim above the window line. Since Gulfstreams are completed at various facilities not all fastener locations will be the same. Four additional A8K75 rivnuts and AN526C832R9 screw fasteners are provided if necessary

- Install the side rails approximately 1/2 inch behind the window electrical connection. There should also be approximately 1/2 inch clearance to the aft bulkhead. **DO NOT DRILL INTO THE AIRCRAFT STRUCTURE.** Use existing fasteners or install using the A8K75 rivnuts and provided screws. The rail should sit high enough so that no light comes over the rail.
- The front visors are designed to provide maximum coverage without interfering with the pilot's line of sight. The lenses are profiled to fit the front windscreen when stowed and there is a stow shelf on the center bracket to ensure the visors will not deploy during take off and landing.
- To install the front visor system place the entire unit under the overhead panel with the visor units stowed on the shelf. Each visor must be outboard enough to miss the compass but still sit on the shelf. Move the entire unit forward until the visors touch the windscreen. Move back approximately 1/2 inch for clearance and mark the mounting bracket holes. Since the bottom of the overhead panel is slanted, the closer the rail is to the front windscreen the more hidden it becomes.



- If you are familiar with the aircraft the A8K75 rivnuts and AN526C832R9 machine screws can be installed without dropping the bottom of the overhead panel. If you are not familiar with the equipment located in the vicinity of and adjacent to the mounting holes drop the panel and check for possible obstructions or interference. **DO NOT DRILL INTO THE AIRCRAFT STRUCTURE.**
- 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, 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 sections 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.