



Installation Instructions for Grumman Tiger Aircraft Sunvisor System (Kit RGT-300-1)

Doc: 9050-0165-001

Rev	Date	Approved
B	8/15/03	GH

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

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

Installation Hardware (included)

- Qty: (4) #8-32 × 7/16 Hex 100° Flat Head Screw with Adhesive Patch
 (1) 5/32 Allen Key for #10-32 Cap Screw
 (1) 9/64 Allen Key
 (1) 3/32 Allen Key For #8-32 Flat head screw

If your aircraft does not have the visors use **Installation Option A** for canopy mount type visors, or **Installation Option B** for windshield mount type visors.

If your aircraft has the original automotive-type visors please remove the visors and brackets (two machine screws beneath the canopy seal) from your aircraft with a Phillips screwdriver.

Carefully lift the rubber seal that covers the screws to provide access.

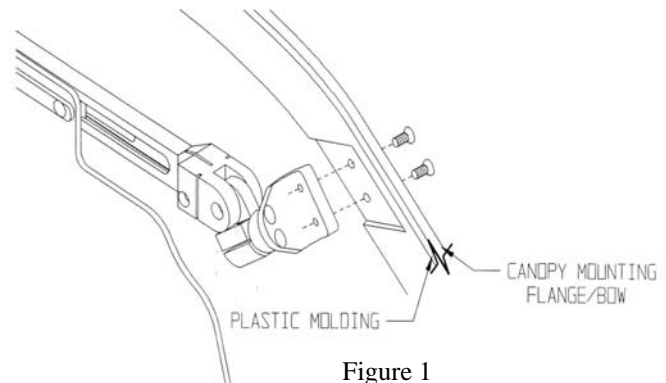


Figure 1

Using the #8-32 × 7/16 Adhesive Patch Flat head Hex Screws included in your hardware packet install the new **Rosen NSA Visors**. Install each visor, marked either pilot or co-pilot, in the same location as your old visors using the same mounting points as shown in **Figure 1**.

Installation Option A: (Canopy Mount)

Loosen the front rubber canopy seal at the location shown in **Figure 2**. If the two factory holes are present use a #18 (0.170" diameter) and drill clear through to the plastic molding using the factory holes as guides. If the factory holes are missing use the information in **Figure 2** to create the mounting locations.

Drill through the metal flange/bow clear through the plastic molding. After the holes have been drilled a 100° countersink will need to be added to the outside under the flange/bow rubber seal for the screws.

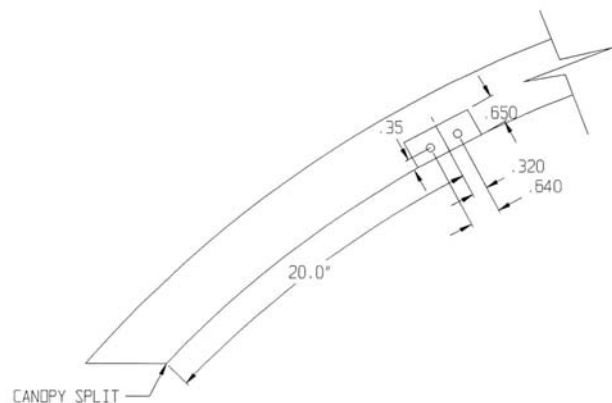


Figure 2

Locate the drilled holes that have penetrated through the plastic molding and position the mounting bracket against the inside molding aligning the holes. When everything is lined up, trace the outline of the bracket on to the molding by scoring the plastic.

After the outline has been transferred over, cut out the area inside the marks. **Note:** Only remove the top layer of the plastic molding. See **Figure 3**.

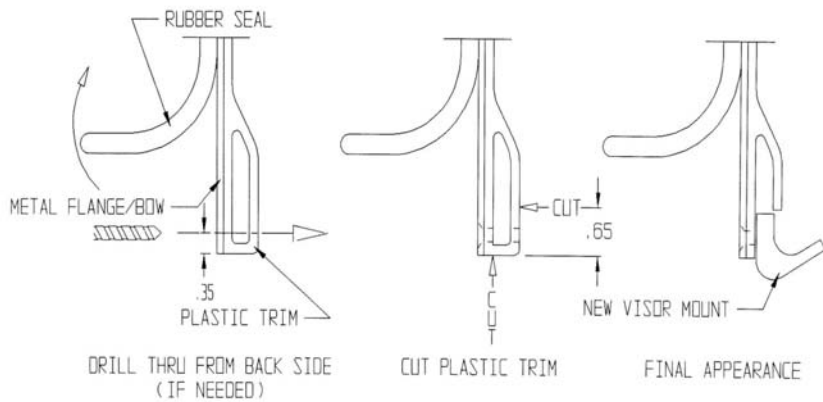


Figure 3

Using the #8-32 x 7/16 Adhesive Patch Flat head Hex Screws, included in your hardware packet, install the new **Rosen NSA Visors**. Install each visor, marked either pilot or co-pilot, in the cut out area that you have just completed.

Reseal the rubber canopy seal over the mounting screws. The installation is now complete for **Installation Option A**. Please refer to the **General Information** section on page 3.

Installation Option B:
Windshield Mount

Carefully lift up the rubber seal at the bottom of the location illustrated in **Figure 2**. If there are existing screws or holes in the flange/bow at the location utilize one of them as a guide for mounting your new **Rosen NSA Visors**.

With the rubber seal removed to reveal the metal frame locate the mounting hole positions under the bow seal using the information in **Figure 2** (viewed from the outside). Use a #18 drill (0.170" diameter) to drill through the metal flange/bow clear through the windshield mounting flange. After the holes have been drilled a 100° countersink will need to be added on the outside under the flange/bow rubber seal for the #8-32 x 7/16 Adhesive Patch Flat head Hex Screws.

Using the #8-32 x 7/16 Adhesive Patch Flat head Hex Screws install the new **Rosen NSA Visors**. Install each visor, marked either pilot or co-pilot, using the mounting points you have just completed. See **Figure 4**.

Re-seal the rubber windshield bow seal over the mounting screws. The installation is now complete for **Installation Option B**. Please refer to the **General Information** section on page 3.

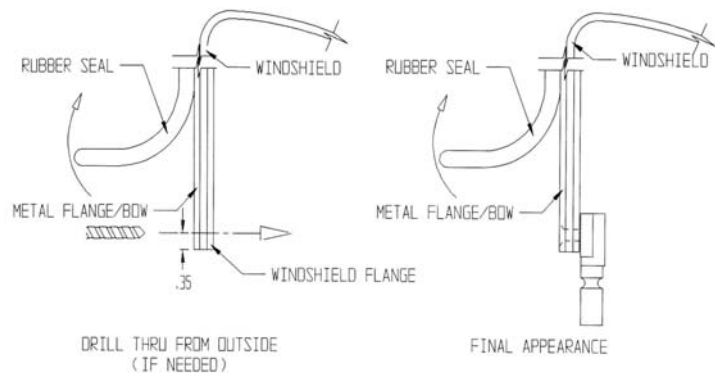


Figure 4

General Information

Your new **Rosen NSA Sunvisor System** has been designed to cover all those areas the factory system missed, especially the complete side of the face. The visor slides, or extends, towards the rear of the aircraft by holding the thumb extension screw which is spring loaded to ensure it does not move even when the aircraft is climbing or descending. See **Figure 5**. When the visor has been moved to the side window, simply slide it to the position most desirable and rotate it into the window area for more clearance.

Tension in the rotating axis can be adjusted to give the desired stiffness of movement. An Allen wrench of appropriate size is included for adjustments as desired. The tension has been pre-adjusted at our factory, but any drooping can be eliminated by tightening the appropriate clamping screw. The locations of the appropriate tensioning screws are identified in **Figure 5**.

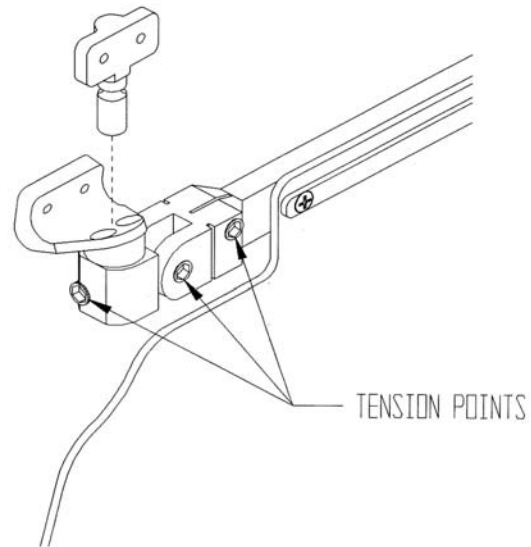


Figure 5

Stow the visor in the front forward or side operating position during take-off and landing to clear the canopy release handle. See **Figure 6**.

IMPORTANT (Canopy mount only): Visor must be stowed correctly during operation of the canopy (exit) to avoid hitting the rear cabin roof frame when the canopy is slid to the rear optimal open position.

For the first time you will be able to see your traffic while still cutting the sun's glare reducing pilot fatigue. The visors are designed to cut more than 99% of the ultra-violet in the harmful range and 75% of the infrared light, which is the heat you feel.

Your system has a three year warranty. You must complete and return the enclosed warranty card within 30 days of purchase.

We welcome your comments and suggestions relating to this product or other improvements you may wish to have developed for your aircraft.

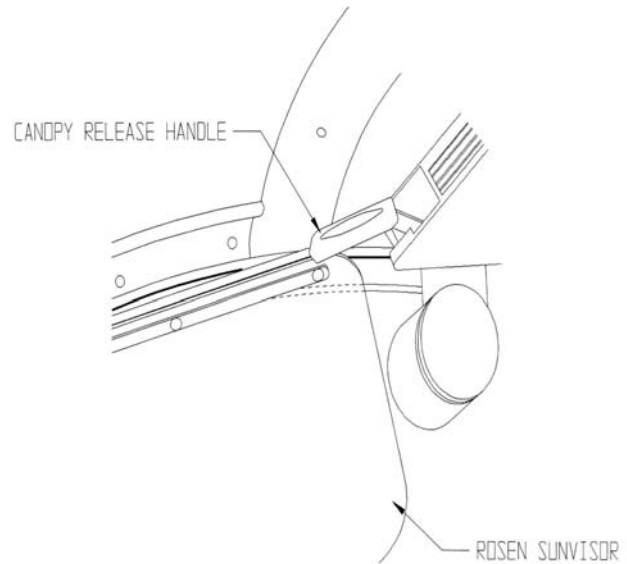


Figure 6

For continued airworthiness clean lenses periodically with a mild detergent and soft cloth. Apply a light lubricant to the rotating axis regularly. Adjust tension on rotating axes using the hex keys provided as necessary.