



Installation Instructions for Cessna Citation III Monorail Sunvisor System R1810000-3

(Kit R650-300-1)

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

Doc: 9041-0181-001

Rev	Date	Approved
B	3/8/2007	GH

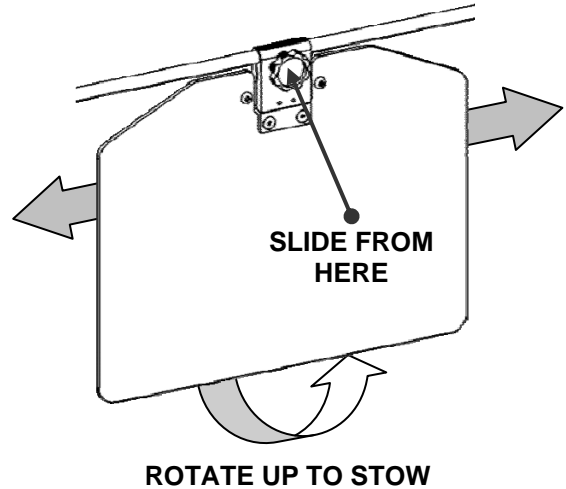
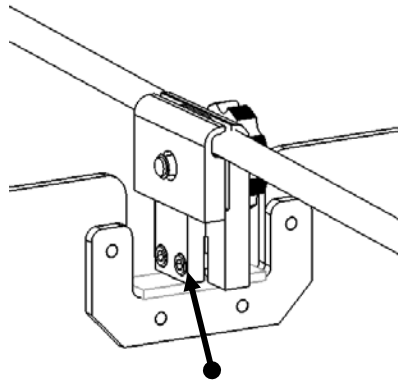
Please read through these instructions completely before beginning.

Hardware:

- 1 3/32 Hex Key
- 1 7/64 Hex Key
- 4 A10K80 Rivnuts
- 8 PS10F12CPG02NA Retaining Clips (E-clips)

- Remove present sun visors from pilot and copilot sides of the aircraft.
- Remove visors from Rosen monorail by loosening thumb knobs (retaining clips have been left off for this purpose).
- Locate the Rosen monorail by installing (2) two PS10F12CPG02NA screws through the side brackets on both sides of the aircraft. The side brackets pick up the existing hard points for the original visor. As the fasteners are tightened, any mismatch between the bracket and side wall will disappear.
- With the monorail firmly in place, make a mark centered in the aft bracket and 1" above the window trim. This mark is for locating the A10K80 rivnut. Repeat the same procedure for the opposite side of the aircraft.
- The front bracket should be flush with the center post trim. To insure this, place an upward pressure on the bracket and mark the center of each slot. These marks are to locate the two front A10K80 rivnuts.
- Remove the monorail and install (4) four A10K80 rivnuts as marked (two in front and one on each side of the cockpit). Rivnuts should be installed in the Royalite trim. No holes are to be drilled into the aircraft structure.
- Reinstall the monorail using (8) eight PS10F12CPG02NA screws as provided.
- Remount visors on the monorail and install the retaining clips ("E" clips) on the aft portion of the thumb tension knob. This will insure that the pilots do not inadvertently over-loosen the visor clamping blocks.
- To move the visors, the thumb tension knob needs to be turned in a counter-clockwise direction. Grasping the thumb tension knob, slide the visor smoothly along the monorail. To move beyond the mounting clips, the visor must be turned so that the slot in the clamping blocks can move past the monorail brackets. The mid brackets were designed so that the sliding visor would not be directly in front of the pilot's or copilot's face.

- Your monorail system is equipped with the new swivel modification so that the visor can be rotated in the vertical axis. Rotational tension can be adjusted simply by turning the socket head cap screws in the back of the clamping block assembly. Prior to moving along the track the visor should be returned to the straight fore and aft position.



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 requires 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.