



# ROSEN PRODUCT DEVELOPMENT INC.

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## INSTALLATION INSTRUCTIONS

for

### GULFSTREAM-IV MONORAIL SUNVISOR SYSTEM

Drawing #RG-IV-400

- The enclosed monorail sunvisor system from Rosen Product Development is manufactured to fit closely to the G-IV close-outs as designed by Gulfstream Aerospace. The flexibility of the rail and the ability to shim existing brackets allows other than the Gulfstream completion center to adapt it to their individual close-out details.
- During installation of your Rosen monorail sunvisor system, refer to the mounting brackets by number as shown in Figure A.

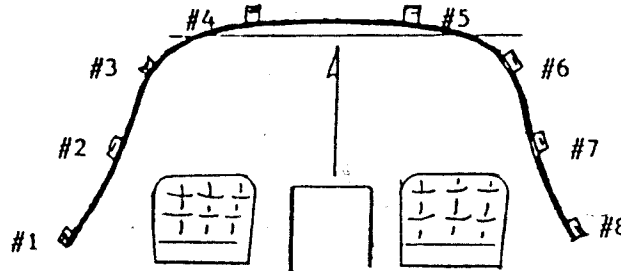


Figure A

- The G-IV monorail comes in two halves, but joins together in the middle to operate and to appear as one continuous rail.
- To begin locating the rail mounting position, we want to place some temporary marks on the bottom of the front overhead panel that is found above the glare shield. This location is shown in Figure B.

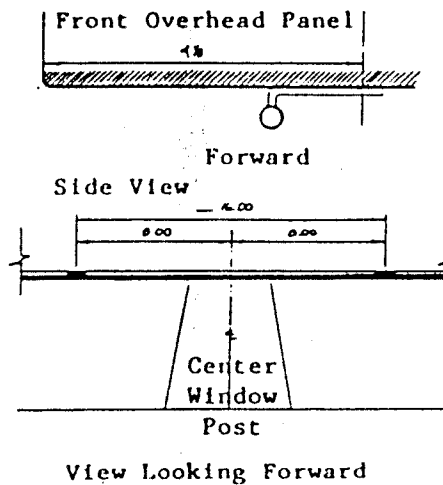


Figure B

- Place a mark 4-1/8" from the front of the overhead panel and 8" on either side of the aircraft centerline.

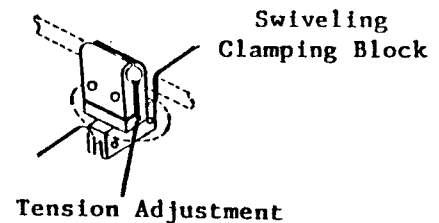
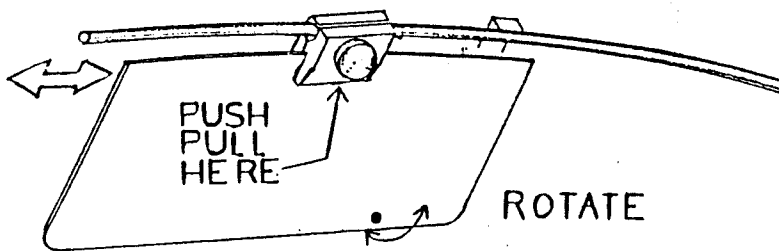
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- With the pilot's side of the rail, hold Bracket #4 up to the left-hand mark while running the left-hand side of the rail above the window trim. In most aircraft the rear portion of the rail will have a slight upward slope. All brackets should be making contact or close to making contact with the cockpit side trim.
  - Temporarily mark the center of each bracket slot. Repeat this procedure for the copilot's side.
  - Now, with an assistant, assemble the right and left side and hold up to your marks.
  - If the rail needs to be bent slightly, remember that the process of silver soldering the brackets to the tubing has annealed the 330 brass at that point and it will bend most easily there. A small bend will work but a large one will cause the chrome plating to wrinkle. If a slight additional bend is necessary, use care.
  - When checking for fit also keep in mind that the minimum clearances of the rail as it runs underneath the front overhead panel is .200" and that the rail should not be installed at such a height on the sides that the visor does not cover all the horizon as viewed from the pilot's perspective.
  - Sufficient room has been left above the rear portion of the rail on both sides so that the visor assembly can rotate upward to stow without hitting any obstructions or covering any equipment.
  - If, in your installation, a bracket does not fit snugly to the side wall, you may want to consider a plastic shim.
  - Compare both sides to insure that the rail will be mounted symmetrically and then permanently mark Brackets #1, #4, #5, and #8.
  - If the shell has not been covered yet you have some leeway in rail location. Drill a locating hole for the A8K75 rivnuts (supplied) in the #1, #4, #5, and #8 bracket locations and use a cleco clamp to hold the rail in place while you double check hole locations for Brackets #2, #3, #6, and #7. Take one of the visor assemblies and, while holding the thumb tension knob, loosely slide it around the rail to insure proper clearances.
- If the location of the rail is satisfactory, drill and install rivnuts or appropriate nut plates.
- Install the rail with the AN526C-8/32R9's provided.

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### OPERATING INSTRUCTIONS

- Attach the two visor assemblies to the rail with the thumb tension knob inboard. After installation, install the snap rings on the rear of the thumb tension screw (this prevents the pilots from excessively loosening the visor assembly).
- To move visors, the thumb tension knob needs to be turned in a counterclockwise direction and, grasping the thumb tension knob, slide the visor smoothly along the monorail. Your monorail system is equipped with a swivel action so that the visor can be rotated in the vertical axis. Rotational tension can be increased or decreased simply by turning the set screw in the side of the clamping block assembly. Prior to moving along the track the visor should be returned to the straight fore and aft position.



- To stow, the visor should be tensioned in the down position and then stowed by simply rotating the visor up. Sufficient tension can be applied in the down position so that the visor will stay in place even in turbulent air. The visor itself provides enough leverage to rotate down when necessary, thereby eliminating a costly double knob tension system.
- As this is a one-piece monorail system when installed, either visor can move the entire length of the system allowing complete sun shielding previously not possible.
- A retaining ring is to be installed on the rear of the thumb tension knob as an indicator that no more counterclockwise movement of the knob should be attempted.
- Enjoy your new visor system. We welcome any comments you might have to improve our product.