

Installation Instructions for Piper Aerostar 600, 601, 601P, 602, 602P, and 700 (Kit RPAS-300-2)

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

Doc: 9041-0133-001

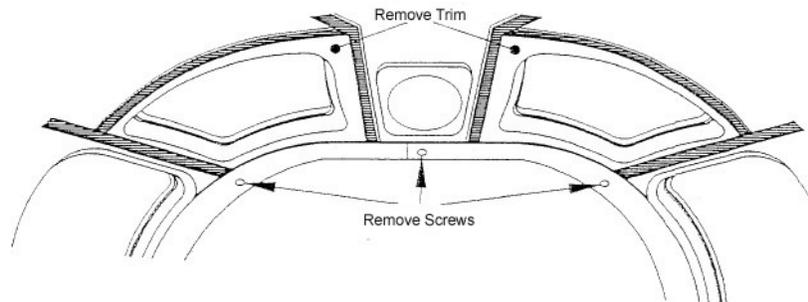
Rev	Date	Approved
C	2/17/10	GH

Please read through these instructions completely before beginning.

Hardware:

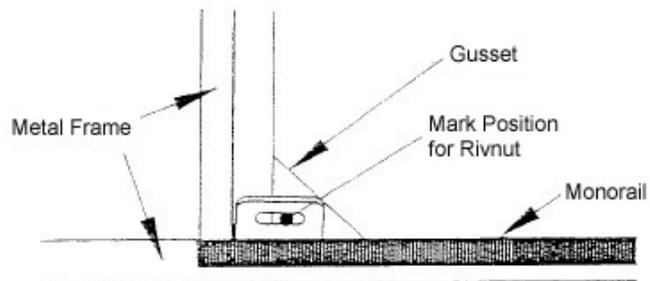
4	MS24693-C51B	#8-32 X 5/8 Stainless Steel Flat Head Phillips Screw
2	AN526C832R10	#8-32 x 5/8 Screw
1	A8K75	#8 Rivnut
1	3/32 Hex Key	
1	7/64 Hex Key	

- Remove existing Visors.
- Remove screw from center of windscreen trim and the screws from each side of the windscreen trim.



- Move windscreen trim so you can remove the overhead windscreen trim. Be very careful not to crack or break the trim.
- Remove both overhead window trim pieces. Be very careful not to crack or break them.
- Temporarily re-install the windscreen trim using the center screw.

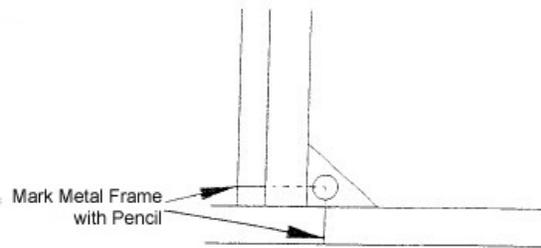
- Temporarily attach the front brackets of the visor monorail with 4 counter-sunk screws where the old visors were mounted. You may have to apply a little pressure in the area of the rail to attach. This is normal. Do not tighten. Slide visor monorail to center the counter-sunk screws in the bracket slots. Position side of monorail brackets on the edges of the metal frame as shown.



- Mark the position of hole for rivnut in the bracket slot on the gusset for both pilot and co-pilot side.

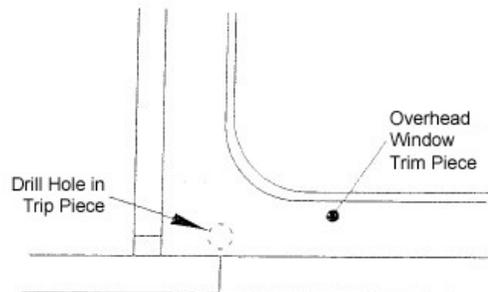
- Remove the monorail.
- Using a 7/32" drill with a 1/8" depth stop, or a piece of scrap steel behind the gusset to prevent drilling into the aircraft skin, drill through the gusset at the marked location on both sides. **Be careful not to drill into the aircraft skin.**
- Install the rivnuts.

- Mark the position of the rivnuts on the metal frame with a pencil so you can accurately drill the trim pieces on re-installation.



- Re-install the overhead window trim. Make sure they are correctly and firmly seated in the metal frame.

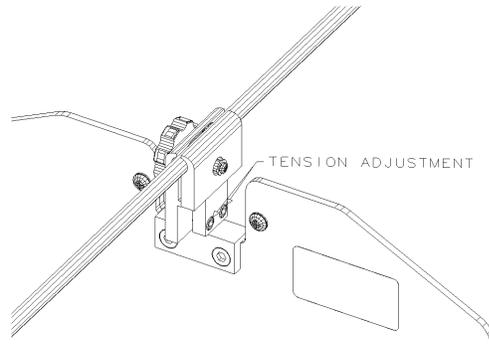
- Use a 1/8" drill with a 1/8" drill stop to drill through the overhead window trim pieces at the locations indicated by the marks on the metal frames. **Be Careful not to drill into the rivnuts.**



- Attach the front brackets of the monorail with 4 counter-sunk screws where the old visors were mounted. You may have to apply a little pressure in the center of the rail to attach. This is normal. Do not tighten yet. Position monorail to center the counter-sunk screws in the bracket slots.
- Attach side brackets with 2 flat head screws.
- Make sure everything is properly aligned and tighten all 6 screws.
- 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 be slid 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.
- As this is a one piece monorail system either visor can move the entire length of the system allowing complete sun shielding not previously available.

Continued Airworthiness Instructions:

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