



## Installation Instructions for Cessna 210 without Air Conditioning KIT RCS-300-3 (R1180003)

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

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Rev	Date	Approved
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Installing your Rosen Sunvisor System is easily performed and should take approximately 1½ to 2 hours.

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

### **Tools required:**

Phillips screwdriver  
Electric drill, 3/8" bit  
Razor blade  
Hacksaw  
File  
5/32 Allen Key  
9/64 Allen Key  
1/8 Allen Key

### **Installation Hardware (included):**

Qty: (6) MS24671-14BP #8-32X1/2 FSHC BLK/Patch  
(3) 832X14C9SSSS #8-32X1/4 Cone Point BLK Set  
Screw  
(10) 1428X14CPSSA ¼-28X1/4 CPS SS BLK  
(2) 1180104 Channel Clamp

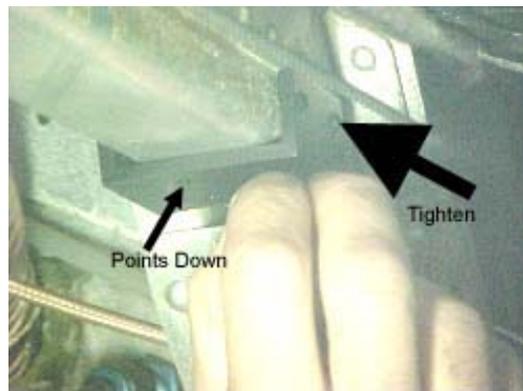
- Remove old visors mounted to overhead console.
- Remove pilot side plastic trim piece covering vertical post. Remove stall warning horn from trim piece by unscrewing cover cap and sliding warning horn out.
- Remove horizontal center trim piece running from pilot side post to co-pilot side post.
- Expose spar near corner posts by gently pulling headliner material up off of fabric hooks riveted to forward section of spar.
- While sitting in pilot seat and looking up at spar, locate gusset (or angle piece) running from top of post to spar.



Pencil mark bottom of spar  $\frac{3}{4}$ " inboard of gusset.



- Slip channel clamp (1180104) over spar, with left edge of clamp in alignment with pencil mark, and short flange facing forward.
- Uniformly tighten front and rear cone screws with  $\frac{1}{8}$ " Allen wrench provided. (Ensure that channel clamp is pushed up as close to spar as possible.)
- Install three #8 set screws with sharp point down (these screws are used to mark horizontal trim piece in order that holes can be drilled in proper locations). Screws should be installed 'finger tight' only (see figure at right), as they will be removed and re-used when installing co-pilot side visor.



- Carefully realign horizontal trim piece running across spar. When in *original* position, push firmly up against #8 pointed screws protruding from channel clamp. These marks can now be punched or drilled with  $\frac{3}{8}$ " bit. Drill *through plastic trim only*, as drilling through fabric headliner will stretch or tear material.
- Remove #8 screws and save for use on co-pilot side.
- Stretch headliner fabric back over fabric hooks on spar. Puncture fabric at same location of three holes used to attach visor bracket to channel clamp.

- Using three #8-32 Hex Flat Head screws, attach visor marked "pilot side" through headliner material to channel clamp.



- Fit vertical trim piece back on post. Top left corner will slightly overlap visor bracket.
- Carefully mark location on trim piece that will be notched out to fit around bracket. (PLEASE NOTE: It is better to make *small* cuts and repeat procedure several times, as opposed to making a notch that is too big the first time!)
- Cut out notch and file cut edges of trim piece smooth.



- Install warning horn in trim piece and re-attach trim piece to post.
- Repeat procedure for co-pilot side.



- Properly installed visor systems should hang level across windshield and swing unobstructed to side window. (See figures below)



**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 section are available on the Rosen Website. ([www.rosenvisor.com](http://www.rosenvisor.com))

The most up to date version of this document is available on the Rosen Website. ([www.rosenvisor.com](http://www.rosenvisor.com))

**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.