



Installation Instructions for Dassault Falcon 20 Monorail Sunvisor System

(Kit R1351000)

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

Doc: 9041-0135-002

Rev	Date	Approved
D	1/8/08	GH

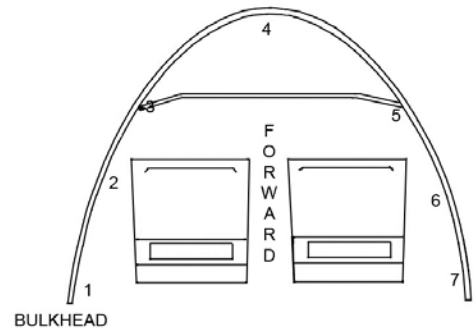
Please read through these instructions completely before beginning.

Hardware:

1	AN526C1032R9	#10-32 x 9/16 Screw
4	AN526C832R10	#8-32 x 5/8 Screw
2	AN526C832R24	#8-32 x 1-1/2 Screw
1	A10K80	#10-32 Rivnut
1	3/32 Hex Key	
1	7/64 Hex Key	

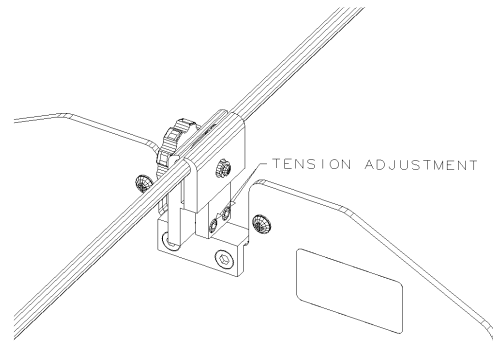
- During installation of your new monorail sun visor system, we will refer to the attach brackets as Brackets #1 through #7 as diagrammed here:

- These brackets pick up the three (3) existing #8 fasteners on either side of the aircraft above the window line. The side brackets are slotted to allow for manufacturing variance on the location of the shock mounts to which the overhead shell attaches.



- Carefully take the monorail into the cockpit. The ends can be sprung inward slightly to get it into the cockpit area.
- Remove the three (3) existing #8 fasteners and the finishing washers on the pilot's side and loosely attach one (1) AN526C832R24 (#8-32 x 1-1/2 screw) in brackets #1 and #7, and one (1) AN526C832R10 (#8-32 x 5/8 screw) in brackets #2, #3, #5 and #6. Your headliner fasteners attach to shock mounts and on older aircraft these may be loose or difficult to tighten. At your option, replace any defective shock mounts or use A8K75 rivnuts to give a good anchor to the headliner for the fasteners. The slotted brackets are wide enough so that the rivnut can be placed on the same plane as the original fastener yet not be in the way. The simplest and fastest method of installation of course, is to use the existing shock mounts.
- Prior to installing any A8K75 rivnuts, attach copilot's brackets to shock mounts in the same manner. The monorail may need to be shifted slightly as every Falcon 20 is not identical in hole location, yet the monorail should provide for these mounting differences.
- With all six (6), or as many of the side fasteners possible installed, mark the location of bracket #4 as it sits tight against the front overhead cross panel. This mark will be used to locate the hole for the installation of the A10K80 rivnut. Check that the forward part of the monorail does not hit the overhead. Bracket #4 should provide adequate clearance for the visor clamping block and mounts directly forward of the compass.
- At this point, if the installations of any rivnuts are required for the side brackets, mark their locations.
- Open pilot's sliding window and check for adequate clearance.

- Remove the monorail and drill rivnut holes as required into the fiberglass shell. If covered with fabric, consider punching the fabric so that it does not bind up and twist with the drill bit. **DO NOT DRILL INTO THE AIRCRAFT STRUCTURE.** Install rivnuts.
- The monorail may be shimmed to allow additional clearance for window opening.
- Reinstall the monorail, securing all fasteners.
- 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.
- Check for proper clearance between the visor thumb knob and the headliner by tightening the thumb knob and rotating the visor to the overhead on the side of the aircraft where it would be stowed. The thumb knob should not hit the headliner. If this is the case use the shims mentioned above.
- 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 that the clamps will 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 located 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 rail, allowing complete sun shielding not previously available.



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)

The most up to date version of this document is available on the Rosen Website. (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.