



## Installation Instructions for Cessna Single Engine Aircraft (Except 177)

**Kit RCS-300-1, -2**  
(R1180001, R1180002)

This is an FAA STC'd installation requiring a logbook entry in the aircraft maintenance manual

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The basic visor style in the original Cessna line determines which Rosen NSA system is to be used. With the exception of the 150, 152, 170, 180, and the 210 (non-pressurized) with the factory system, it is a simple matter of unbolting the original visor and bolting on the Rosen unit. The models mentioned above will take Part #RCS-300-1 but since there are no fasteners to pick up, a mechanic will need to install the rivnuts that are supplied.

Please review the following diagrams to insure that you have received the correct part number and then proceed to your particular instructions.

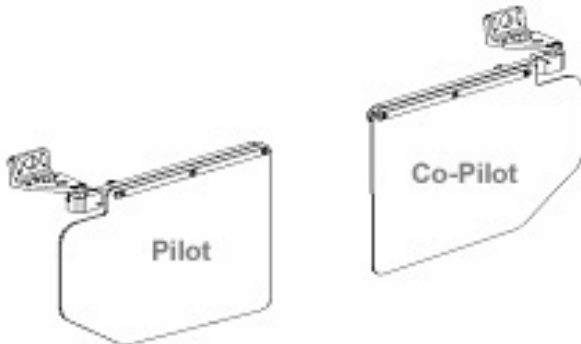


Figure – A 150-207 (RCS-300-1)  
*Models prior to 1980 and  
some early 1960 210s.*

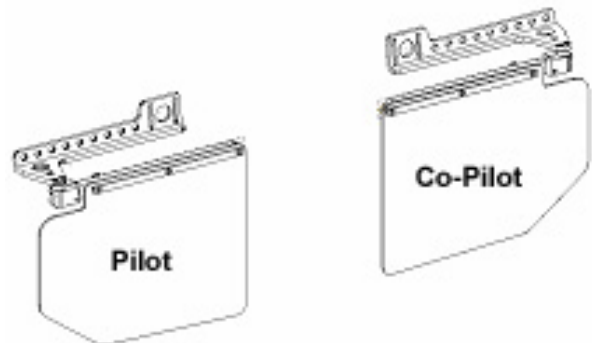


Figure – B 172-207(RCS-300-2)  
*1980 and later models*

**For Models 172 – 207 Built Prior to 1980 :**

**Installation of Rosen NSA Sunvisor System**

Part # RCS-300-1 (R1180001)

**Tools Required:**

Short Phillips screwdriver  
9/64 Allen Key  
5/32 Allen Key

**Installation Hardware (included):**

Qty: (4) #10-32 x 1 Socket Head Cap Screws  
(4) #10 washers

- Remove the #10 screws holding the original Cessna visor on the side of the front spar. The screws may be difficult to remove if the aircraft has been stored outside but a short Phillips screwdriver and a little elbow grease should prove successful.
- Take the visor assembly marked “pilot’s side” and, using the #10 socket head cap screws and black anodized washers, install the unit so that the bracket fits tight up against the overhead.

Note: The red slide tensioning knob should point toward the windshield.

- The same hard points are used as the original visor. (An Allen Key is provided for your convenience.) You will notice that the cap screws are much easier to work with than the old screw that was just removed.
- Securely tighten the unit.
- Repeat the same procedure for the copilot’s side.
- Installation is now complete and, if you were looking aft through the front windshield, the visors should appear the same as in Figure C.
- Now turn to the Operating Instructions on Page 5.

From Windshield Looking Aft  
Old Style Mount

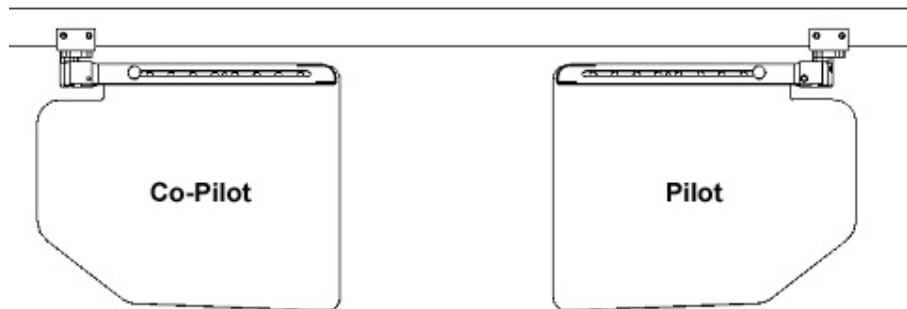


Figure C

**For 150, 152, 170, and 180 Models – All Years**  
**For 210 Models with External Wing Struts**

**Installation of Rosen NSA Sunvisor System**  
**For 150, 152, 170, and 180 (and some early model 210s) as shown in Figure C**

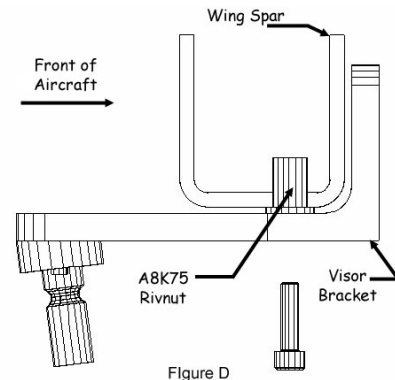
Part # RCS-300-1 (R1180001)

**Tools Required:**

Phillips screwdriver.  
9/64 Hex Key  
5/32 Hex Key

**Installation Hardware(included):**

Qty: (4) #8-32 x 1 Socket Head Cap Screws  
(4) A8K75Rivnuts  
(4) #8 washers



- Remove the original visors from the center mount and, taking the unit marked “pilot’s side,” slide the bracket as far outboard on the front spar as possible. Mark the outline of the bracket on the overhead trim. See Figure D.
- Holding the bracket in that same position, rotate the visor to the side and extend it to the rear. This is to ensure that the bracket position is not so far outboard that there is a problem moving the visor to the side position.
- Now move the visor to the front and retracted position (keeping the bracket in the same marked position.) Rotate the visor as if you were going to stow it to the rear and make sure it will not hit the top center console.
- When the visor is positioned correctly, mark the location for two rivnut holes in the bottom of the bracket and install the A8K75 rivnuts provided. After installation of the rivnuts, install the pilots visor assembly with the socket head cap screws provided.

**NOTE:** Proper experience and tools are required for rivnut installation.

- Repeat this same procedure for the copilot’s side.
- Turn to the Operating Instructions on Page 5.

**For 172 – 206 1980 and Later Models**  
**Installation of Rosen NSA Sunvisor System**  
Part # RCS-300-2 (R1180002)

**Tools Required:**

Short Phillips screwdriver  
9/64 Allen Key  
5/32 Allen Key

**Hardware:**

4 #10-32 x 1 Socket Head Cap Screws  
4 #10 washers

- The main difference between the –2 part and the –1 part is the length of the bracket which picks up the Cessna visor mounting holes. Since these are newer aircraft it will be less of a problem removing the screws securing the present system. Do so at this time. A short Phillips screwdriver will make fast work of removing the #10 fasteners from the center of the plastic type Cessna visor.
- Using the #10 socket head cap screws, washers and 9/64" Allen Key provided, attach the visor assembly marked "pilot's side" by inserting the screw through the slots at the end of the bracket.

Note: The red slide tensioning knob should point toward the windshield.

- Insure that the bracket fits tight against the overhead.
- Repeat the same procedure for the copilot's visor assembly.
- The installation is now complete and, if you were to look aft through the front windshield, the –2 part number should appear as it does in this Figure E.

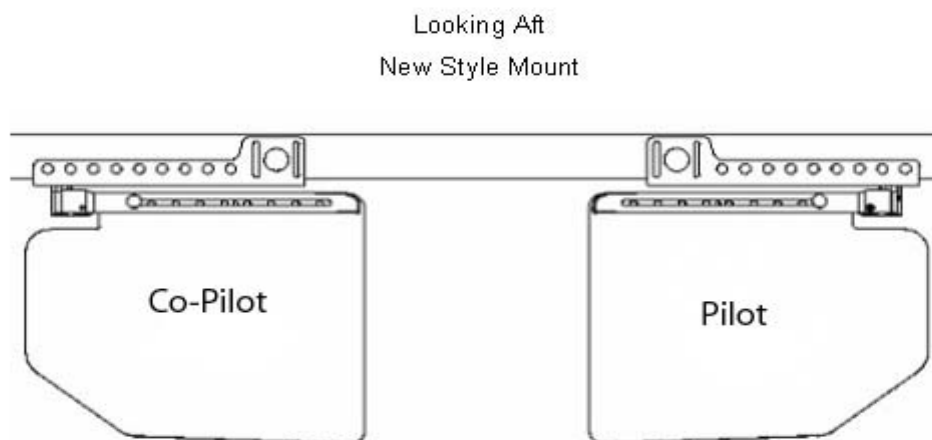


Figure E

**Operating Instructions**

- The Rosen NSA Sunvisor System™ for the Cessna single engine line has two-axis pivot and, although level when placed across the front windshield, it rotates down at about a 10° incline as you rotate it to the side. This incline is to give the Cessna pilot more coverage low on the sides for that late or early morning sun.

- Rotational tension can be adjusted by turning the socket head cap screws in the side or front of the main swivel block as shown in this Figure F. The side screw increases tension as you rotate the lens up or down.

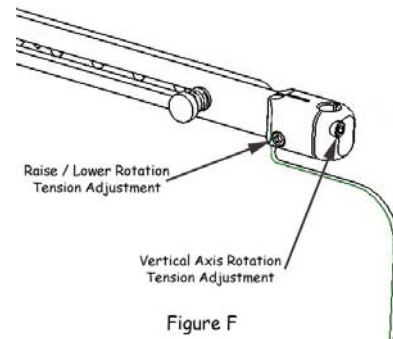


Figure F

- When installed correctly, the slide tension knob is located inboard when the visors are rotated to either side of the aircraft. Tension can be adjusted on the slide to make it easier or more difficult to operate.



Figure G

- Standard visor placements are shown in Figures G and H.



Figure H

In flight the visors can be placed fully forward or aft as shown in Figure I, but for flight-line stowing the visor must be left in the overhead or rearward position.

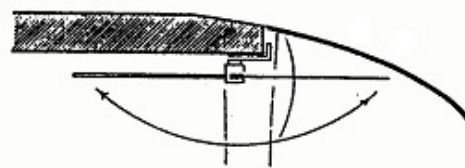


Figure I

Note: Do not use your Rosen Sunvisors for heat protection when parked on the ground for extended periods. The visors should be left in the stow position when not in use.

**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.