



Installation Instructions for King Air NSA Sunvisor System

RBKA-300-NSA-1
(R1160006-0)

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

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Rev	Date	Approved
B	4/19/2007	GH

Installing your Rosen Sunvisor System is easily performed and should take approximately 15 minutes.

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

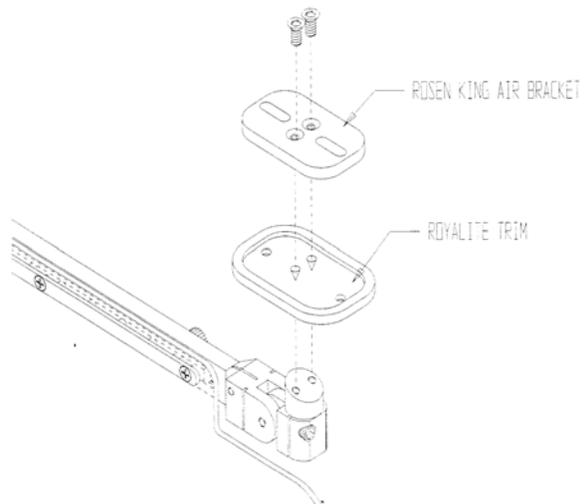
Tools required:

Phillips screwdriver
3/32 Hex Key
5/32 Hex Key
9/64 Hex Key

Installation Hardware (included):

Qty:	(4)	A8K75	8-32 Rivnut
	(4)	AN526C832R10	8-32x5/8 PHTSS
	(4)	AN526C832R12	8-32x3/4 PHTSS
	(4)	MS24671-14BP	8-32x1/2 FSHCS
	(2)	1160103	Mounting Bracket

- These units are screw-in replacements for any older King Air with the ball joint style arm visor.
- Rivnuts are supplied to allow them to be installed in newer King Air's that have the Beech rail system.
- In older aircrafts, simply remove the original equipment and replace them with the Rosen units, installing the visors as marked for pilot and co-pilot side.
- If you have the royalite trim covering the mounting plate on the original equipment, you may elect to remove this and install between the Rosen mounting plate and swivel.
- Mark holes for the attach screws for the Rosen swivel and drill Royalite trim piece and then reinstall
- For aircraft that use the later Beech 1/2" diameter rail, rivnuts are included.
- You may have extra screws.



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 requires 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.