

Installation Instructions for Piper Comanche with Knots2U Arapaho Windshield

(Kit R1210003)

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

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Rev	Date	Approved
A	4/20/10	GH

Please read through these instructions completely before beginning.

Hardware:

6	MS24693-C48BP	#8-32 x .375 Phillips Flat Head Screw 100 (Black/Patch)
6	A8K75	#8-32 Rivnut
1	5/32 Hex Key	
1	7/64 Hex Key	
1	9/64 Hex Key	

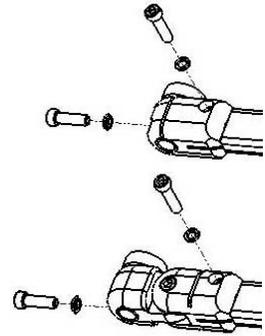
These instructions cover the installation for a Piper PA30, PA34, and PA40 with the Knots2U Arapaho windshield configuration. The longer Arapaho windshield eliminates the mounting position over the windshield.

- If there are existing visors, remove them.
- On the pilot's side remove enough of the interior linings to gain access to the aircraft interior metal structure in the upper corner where the side window meets the front window.
- Do the same on the copilot side where the door jam is.
- On each side, position the round mount against the structure and orient it so the post is as vertical as possible. Both sides should be at the same height in the aircraft.
- Mark the three mounting holes on each side.
- Drill all marked locations to .221/.226 diameter. Note: Drill only through interior sheet metal. Maximum depth must not exceed 1/4 inch.
- Use a small rat tail file to put a 1/26" notch in each hole for the key in the rivnut.
- Install the rivnut using appropriate tooling.
- Trim and or return the interior linings into position. If necessary cut a hole for each mounting screw.
- Install and tighten each mount in location with the swivel post pointing down.
- Apply a small amount of lube to the full diameter of the swivel post.
- Mount the visor assembly on each side and secure with a 8-32x.625 cap screw and #8 high collar washer. Note: The red knob is closest to the windscreen.



Note: The 8-32 mounting screw is offset and will be on the lower side when installed.

- Using the hex keys, adjust the tensions so the motion is smooth but tight.
 - Motion to the side window is controlled with the cap screw in the back of the block.
 - Motion to rotate the visor to the overhead is controlled by the socket head cap screw in the side of the block.
 - Third axis tension, if equipped, is controlled by the #10-32 nylock socket head cap screw as shown.



- The visors will extend in the slides and should move far enough to the rear to cover the entire face. Tension can be adjusted with the red thumb knob.

Note: The red knob will be towards the windscreen.

- Your visors can be stowed overhead in several different positions as indicated right.
- Because of different pilot heights and seat positions the stowage position will vary for different pilots. On the copilot's side a forward stowage position is recommended to keep clear of the doorway when open.

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.