

Supplemental Type Certificate

Number SA3302NM

This certificate, issued to

**Rosen Sunvisor Systems
86365 College View Road
Eugene, OR 97405**

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part 4b of the Civil Air Regulations.

Original Product—Type Certificate Number: A12EA
Make: Gulfstream Aerospace
Model: G-1159

Description of the Type Design Change: Installation of monorail sun visor system in accordance with FAA approved Rosen Product Development, Inc., Drawing List RG-I-II-00DL, Revision N/C, or later FAA approved revision.

Limitations and Conditions: The approval of this change in type design applies basically to the above model aircraft only. This approval should not be extended to aircraft of this model on which other previously approved modifications are incorporated unless it is determined that the interrelationship between this change and any of those other previously approved modifications, including changes in type design, will introduce no adverse effect upon the airworthiness of the aircraft. The resulting interior arrangement, along with the required placarding has not been evaluated and is not part of this STC. A copy of this Certificate and FAA approved Rosen Drawing List Number RG-I-II-00DL, Revision N/C, shall be maintained as part of the permanent records of the modified aircraft.

If the holder agrees to permit another person to use this certificate to alter the product, the holder shall give the other person written evidence of that permission.

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of application: September 15, 1985

Date reissued: March 24, 2003

Date of issuance: December 5, 1985

Date amended: March 24, 2003



By direction of the Administrator

[Handwritten Signature]
(Signature)
for Acting Manager, Seattle Aircraft Certification Office
(Title)

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.

This certificate may be transferred in accordance with FAR 21.47.



Gulfstream I/II Monorail
Sunvisor System

Date	Revision	Aprv
2/18/22	L	SYS

Drawing List
RG-I/II-00 DL

Doc #9040-0178-001

Drawing	Replaces	Description	Rev.
R1780000	RG-I/II-300-1	Complete Monorail System	B
1780110	RG-I/II-100-3	Forward Monorail Assembly	A
1780112		Forward Monorail	A
1780121	RG-I/II-100-5	Front Center Bracket	A
1780122	RG-I/II-100-6	Front Side Bracket	A
1780111-1,-2	RG-I/II-100-1,-2	Side Monorail Assembly(Pilot, Copilot)	A
1780113		Side Monorail	A
1780123	RG-I/II-100-4	Rear Monorail Bracket	A
R1780500	RG-I/II-300-3-1	G I/II Visor Assembly	B
1350400	R1350400	Visor Assembly, (Side)	N
1350401	R1350401	Lens	K
1780400-1, -2	RG-I/II-200-16-1 RG-I/II-300-5-1	Visor Assembly, Front (Pilot, Copilot)	C
1780401	RG-I/II-200-15-A RG-I/II-200-15-B	Lens	C
1120000-001	R1120000-001	Complete Assembly, Clamping Block (Original)	K
1120101-001	RCBS-100 RCBS-100-7A	Nut Plate - Standard	L
1120102-001	R1120101-001 RCBS-100-8AB	Clamping Block Body	L
1120104	R1120102-001	Thumb Knob – Standard	M
1120203	RCBS-300-8 R1120203	Swivel	P
1110202		Swivel Nut Plate	E
9041-0178-001	RG-I/II-400	Installation Instructions for Gulfstream I/II	C

Installation Instructions for Gulfstream I/II Monorail Sunvisor System

R1780000

(Kit RGI/II-300-1)

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

Doc: 9041-0178-001

Rev	Date	Approved
C	3/5/07	GH

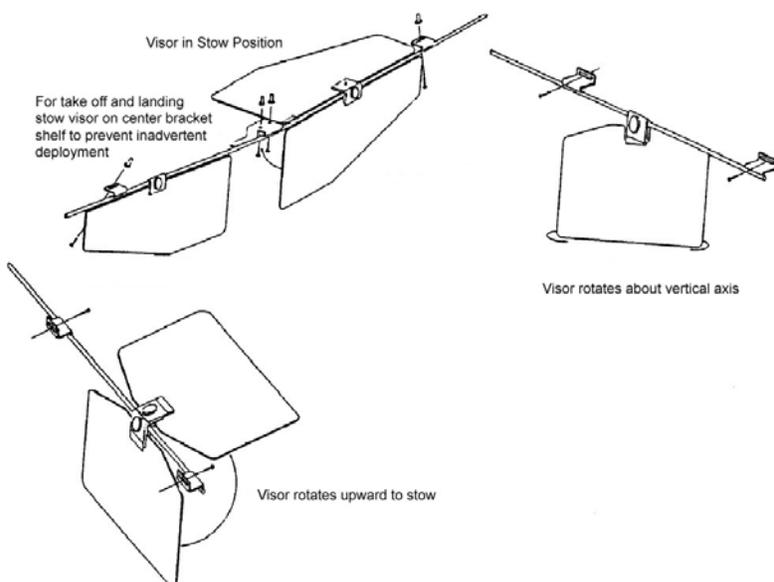
Please read through these instructions completely before beginning.

Installation Hardware (included):

- 8 AN526C832R9 #8-32 x 9/16 Screws
- 8 A8K75 #8 Rivnuts
- 1 3/32 Hex Key
- 1 7/64 Hex Key
- 4 Snap rings (e-clip)

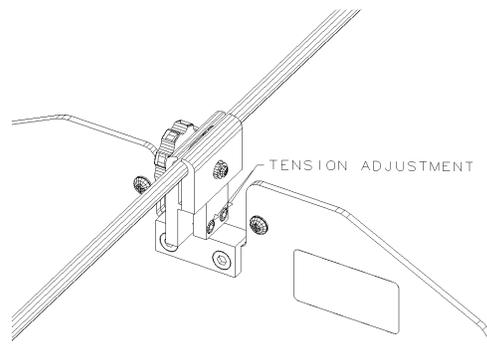
- The G-I/II unit is a three rail, four visor combination since the sliding window and associated electrical connections do not permit a full wrap around rail as in the G-III.

- This installation is straight forward since each side rail uses existing fasteners in the trim above the window line. Since Gulfstreams are completed at various facilities not all fastener locations will be the same. Four additional A8K75 rivnuts and AN526C832R9 screw fasteners are provided if necessary



- Install the side rails approximately 1/2 inch behind the window electrical connection. There should also be approximately 1/2 inch clearance to the aft bulkhead. **DO NOT DRILL INTO THE AIRCRAFT STRUCTURE.** Use existing fasteners or install using the A8K75 rivnuts and provided screws. The rail should sit high enough so that no light comes over the rail.
- The front visors are designed to provide maximum coverage without interfering with the pilot's line of sight. The lenses are profiled to fit the front windshield when stowed and there is a stow shelf on the center bracket to ensure the visors will not deploy during take off and landing.
- To install the front visor system place the entire unit under the overhead panel with the visor units stowed on the shelf. Each visor must be outboard enough to miss the compass but still sit on the shelf. Move the entire unit forward until the visors touch the windshield. Move back approximately 1/2 inch for clearance and mark the mounting bracket holes. Since the bottom of the overhead panel is slanted, the closer the rail is to the front windshield the more hidden it becomes.

- If you are familiar with the aircraft the A8K75 rivnuts and AN526C832R9 machine screws can be installed without dropping the bottom of the overhead panel. If you are not familiar with the equipment located in the vicinity of and adjacent to the mounting holes drop the panel and check for possible obstructions or interference. **DO NOT DRILL INTO THE AIRCRAFT STRUCTURE.**
- 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.
- To move the visors loosen the thumb tensioning knob until the clamp is loose enough to slide along the monorail while holding the thumb knob. To move past the mounting brackets the visor must be positioned so the clamps 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 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.



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 sections 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.