

INSTALLATION AND USER MANUAL

WARNING: Experimental aircraft construction, modification, and operation involve inherent risks that may result in serious injury, death, or property damage. This product is intended for use in experimental aircraft environments only. The installer and operator acknowledge and accept that all modifications to the aircraft, including installation of this sun shield, are performed at their own risk.

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The installer is solely responsible for verifying the suitability, structural integrity, and correct installation of this product within their specific aircraft. The manufacturer assumes no responsibility for improper installation, incorrect use of tools, deviations from instructions, or modifications made during installation. Failure to follow proper aviation practices, applicable regulations, or accepted engineering standards may result in product failure or unsafe conditions.

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By installing or using this product, the user acknowledges that aircraft operation involves inherent risks and assumes full responsibility for those risks. The user agrees that they are solely responsible for determining whether the product is appropriate for their specific aircraft, flight conditions, and operational environment.

This product is not certified under any aviation authority standards and has not been approved for use in type-certificated aircraft. It is intended solely for experimental, amateur-built, or research aircraft. No representation is made that this product complies with any regulatory airworthiness standard.

The user agrees to indemnify, defend, and hold harmless the manufacturer, its affiliates, and employees from any claims, damages, liabilities, or expenses arising out of: installation or use of the product, modification of the product, integration into an aircraft system.

While every effort has been made to ensure the accuracy of this manual, errors or omissions may occur. The manufacturer does not guarantee the completeness or correctness of the information and shall not be liable for any consequences arising from reliance on this documentation.

Unauthorized modification of this product or its installation method may result in failure or unsafe operation. The manufacturer assumes no responsibility for any modifications or installations not performed in accordance with this manual.

INSTALLATION AND USE OF THIS PRODUCT CONSTITUTES ACCEPTANCE OF ALL TERMS IN THIS DISCLAIMER.

Tools and materials required (not included in the kit):

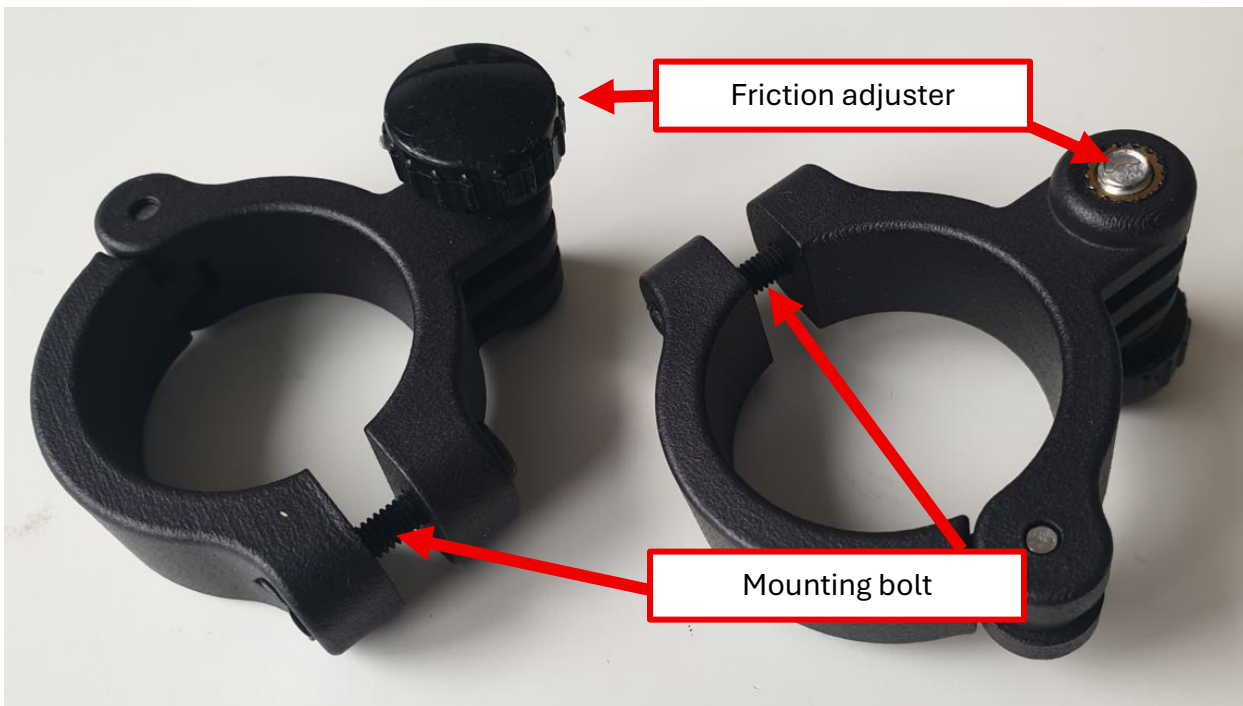
- High-strength thread locker (Loctite Threadlocker Red 271 or equivalent)
- 3 mm hex key (Allen key)

Included in the kit (single SunVisor kit):

- SunVisor with two mounting points and protective film on both sides:



- Two pipe-clips with mounting screws and friction adjusters:



INSTALLATION PROCEDURE

1. Using a 3 mm hex key, unscrew the mounting bolt and apply high-strength thread locker:



2. Clip the pipe-clip onto the horizontal pipe in the cockpit and screw in the mounting bolt. Tighten it slightly so that the position and angle can still be adjusted:



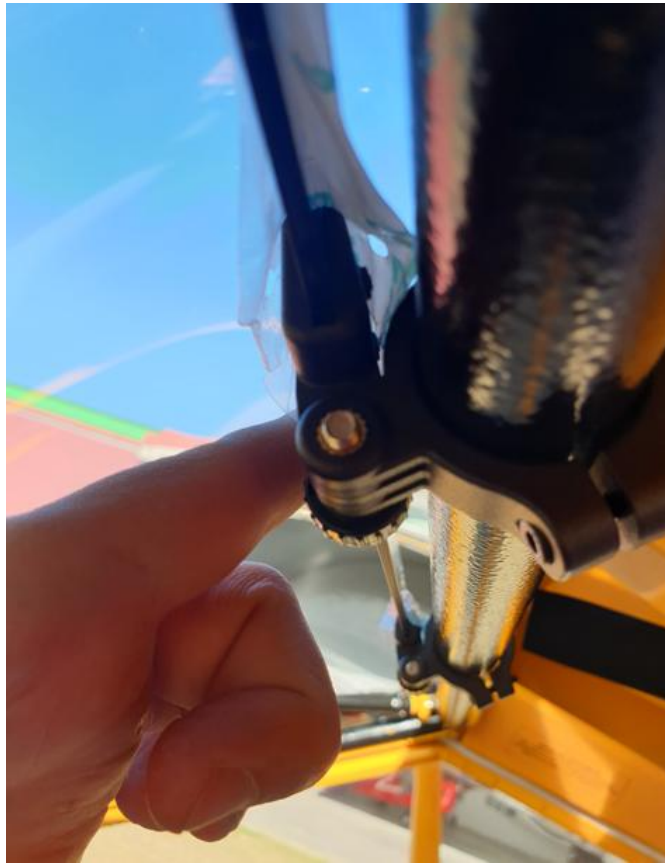
3. Repeat the steps 1-2 for the second pipe-clip.
4. Unscrew the friction adjuster as shown in the picture:



5. Insert the SunVisor mounting points into the pipe-clips and screw in the friction adjusters. Do not tighten at this stage.
6. Adjust the position on the pipe so that the SunVisor, in any deflection angle, does not interfere with windshield, flap lever, controls or any other aircraft structures or instruments:



7. Alignment of the pipe-clips could be done when the SunVisor is deflected to the maximum:



8. When the pipe-clips are aligned (the friction adjusters are in line), tighten the mounting bolts so the pipe-clips can not be moved on the pipe. Do not overtighten the bolts. Excessive tightening may damage components or reduce structural integrity.
9. Tighten the friction adjusters until the desired resistance is achieved.
10. Check again in all deflection angles if there is any interference with windshield, flaps lever, controls or any other aircraft structures or instruments. In case of interference – readjust the position.
11. In case it is not possible to find the position without interference – remove the SunVisor and contact the support. The SunVisor can not be used safely and must not be used.

12. Verify that all parts are securely mounted and free of interference. Remove the protective film from both sides of the SunVisor:



13. Repeat steps 1-12 for the second SunVisor if applicable.

PREFLIGHT INSPECTION AND USER MANUAL

Before and after each flight, the condition of the SunVisor must be checked:

- Check if all bolts and nuts are in place and tightened properly.
- Check if the all parts of SunVisor (including pipe-clips and mounting points) are free of any cracks, deformation or other damage.
- Check if SunVisor in all deflection angles is free of interference with windshield, flaps lever, controls or any other aircraft structures or instruments.
- No additional things are mounted on SunVisor.
- Friction can and must be adjusted so that the SunVisor is held in place and not swinging freely.
- Do not overtighten bolts. Excessive tightening may damage components or reduce structural integrity.

In case of a failed condition check, do not use the SunVisor in flight. Disassemble and remove it from the aircraft.

If any failure or suspected failure occurs during flight, land as soon as possible and disassemble and remove the SunVisor from the aircraft.

Do not use if the visor is cracked, scratched to the point of reduced visibility, or exposed to extreme temperatures or chemicals.

The SunVisor must not obstruct pilot visibility or access to controls at any time during operation.

Friction adjustment

The friction between the pipe clips and SunVisor mounting points can be adjusted using the friction adjuster by turning it clockwise (when viewed from the knob). Friction can be reduced by turning it counterclockwise.