

**KING**  
KX 170B/KX 175B  
NAVIGATION RECEIVER/  
COMMUNICATIONS TRANSCEIVER

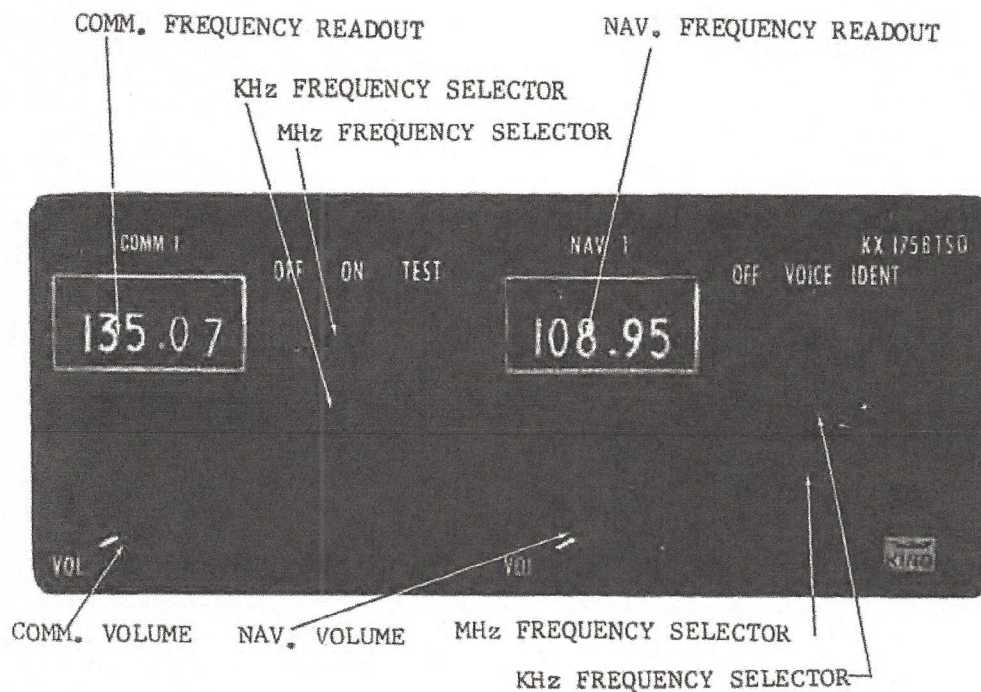


FIGURE 3-1 KX 170B/175B CONTROL FUNCTIONS

### 3.3 POST-INSTALLATION CHECKOUT

An operational performance flight test is recommended after the installation is completed to insure satisfactory performance of the equipment in its normal environment.

To check the communications transceiver, maintain an appropriate altitude and contact a ground station facility at a range of at least fifty nautical miles. Contact a ground station close in. Place the squelch knob in the test position and listen for any unusual electrical noise which would reduce the COMM receiver sensitivity by increasing the squelch threshold. If possible, verify the communications capability on both the HIGH and LOW ends of the VHF COMM band.

To check the VOR/ILS System select a VOR frequency within a forty nautical mile range. Listen to the VOR audio and insure that no electrical interference such as magneto noise is present. Check the tone identifier filter operation. Fly inbound or outbound on a selected VOR radial and check for proper LEFT-RIGHT and TO-FROM indications. Check the VOR accuracy.

—NOTE—

At low altitudes VOR ground station  
scalloping may be present.

Flight test the ILS operation by flying a simulated ILS approach. Check localizer LEFT-RIGHT deflection and, if applicable, glideslope deflection. Check the localizer accuracy in relation to the ILS runway. Check the glideslope accuracy in relation to the published ILS approach altitude.