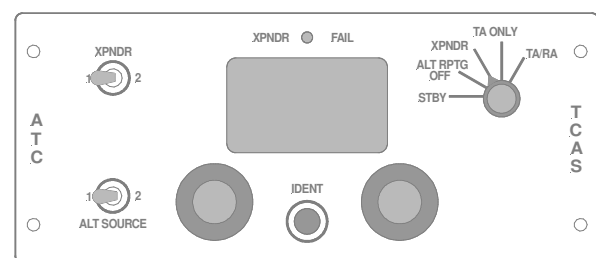
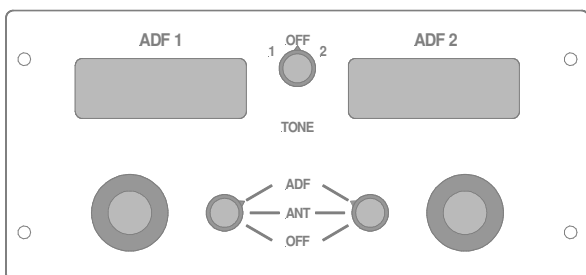
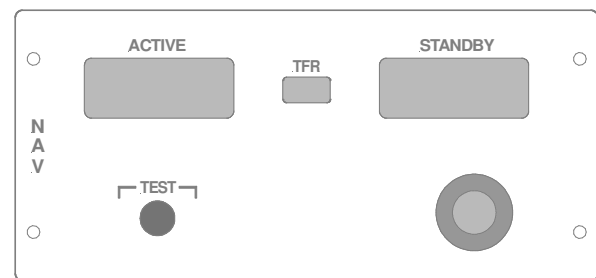
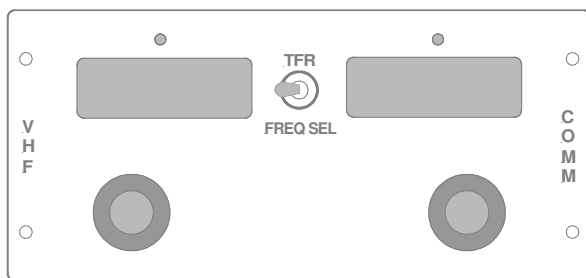


# COM737

# NAV737

# ADF737

# ATC737



This manual is intended for Flight Simulator use only and may not be used in any real world aviation application. The authors are not responsible for any errors or omissions.

## FOREWORD

COM737, NAV737, ADF737 and ATC737 reproduces the main radio devices placed on the center console of the Boeing 737. Depending from the aircraft model, flight company etc. there are different type of panels and also different layout on the center console. The usual layout use 2 COM radios, 2 NAV, 1 ADF and 1 ATC (Transponder) besides some other panels like the audio selector panel, rudder and aileron trim, GPWS and other.

### IMPORTANT NOTE!

**Cpflight radio are “add-on modules” and has to be considered as an extension of the CPflight MCP737. Cpflight radio can operate only in conjunction with it.**

**Due to constructive reasons there are some differences with respect to the original panels in the look functioning and dimensions.**

To make the radio add-on modules function, the MCP737 firmware revision has to be at least 1.01. If you have a previous version installed in your MCP, upgrade it to last version, you may find it at our web-site download page (<http://www.cpflight.com/sito/downloads/downloads.asp>). The file is in a compressed archive (zip format), unzip the files in a temporary folder and read carefully the enclosed "Readme" document. To check which firmware release you have on your MCP737, switch it on (see also "MCP737 Operations Manual") and look at IAS/MACH display during the start-up; the firmware release number appears for some seconds.

## HARDWARE INSTALLATION

Cpflight radio panels are designed for panel mounting. At the bottom of manual you may find a draw with mechanical dimensions. To fix the panel to your structure, use four wires in the holes located at the corners of the front panel; do not extremely tighten the wires as you may damage the coating.

## SETTING AND CONNECTIONS

**IMPORTANT NOTE:** *Switch-off and disconnect power supply from the MCP before connecting any module. If you change anything in your module connections, you have to “reset” the MCP (disconnect and reconnect power supply); external modules are detected by the MCP during the “reset” phase.*

### GENERAL

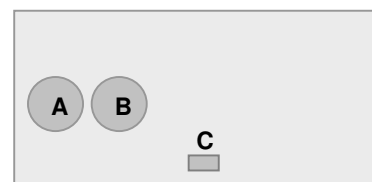
Sockets for radio modules connection are on the back of panel. Modules are arranged for daisy-chain connection so there are only two sockets (Figure 1 “A” and “B”). Radio modules does not require an external power supply adapter since they are directly supplied by the MCP.

Connect a terminal of the enclosed 5 pole cable to one of the 5 pole sockets (it make no difference to which of two you connect) and the other side of cable to the AUX socket of the MCP. If you have other modules (for instance an EFIS selector) you will connect it to the second socket of the EFIS and so on (see Figure 2).

COM737 may operate as COMM1 or COMM2. To select COMM1 insert the link “C” (Figure 1) to the “1” position; obviously you will insert the link to the “2” position to make it work as COMM2. The same may be considered for NAV737 (NAV1 or NAV2); ADF and Transponder are instead single stations and the link “C” in this case is not used.

If you have two COM737 (or two NAV737) connected in the chain pay attention to not assign the same number (link C), since this may generate a communication conflict.

Radio modules do not require any software configuration; you may reconnect MCP power supply and start it up, the MCP will scan the line and recognize your connected modules.



**Figure 1:** Connectors and setting (bottom view)

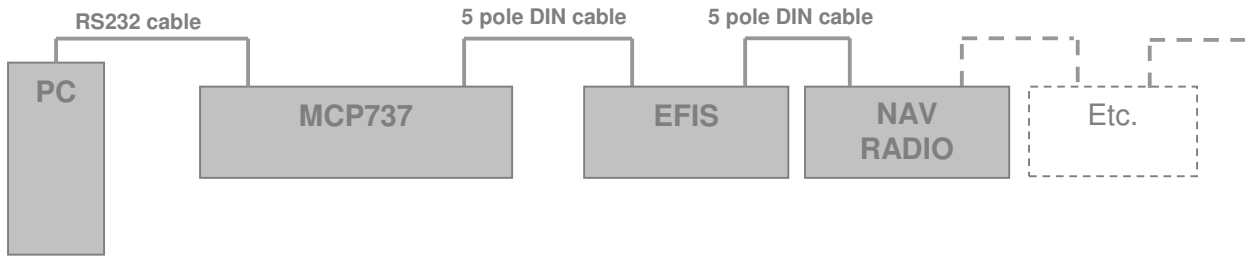


Figure 2: Connection diagram

## FUNCTIONING OVERVIEW

This section describes the functioning and the differences respect the FS default radios. Some selections are affected by the aircraft. Radio have a backlit panel; backlight is controlled by the MCP and will light up with it.

### COM737

Refer to Figure 3 for functioning description. Descriptions are referred to both COMM1 and/or COMM2.

Differently from the FS default VHF transceiver, there is not a display dedicated to the “Active” frequency and one for the “Stand-by” frequency. You may tune two different frequencies on the displays (1, 2) through two independent frequency selectors (6, 7). The TFR switch (5) is used to select which frequency is active; the LED’s (3, 4) located above the displays also indicates the active frequency.

Knobs (6, 7) tune the frequencies of the respective VHF transceiver; rotate the selector to change the decimal number frequency; push the knob and rotate holding pressed to change the whole number frequency.

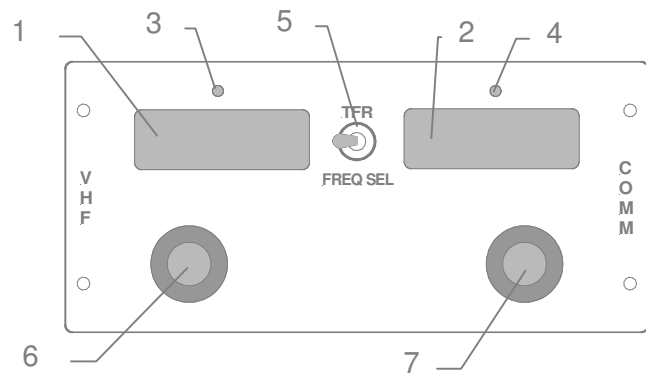


Figure 3

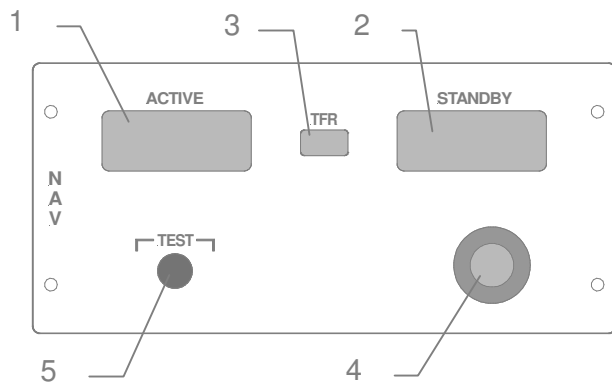


Figure 4

### NAV737

Refer to Figure 4 for functioning description. Descriptions are referred to both NAV1 and/or NAV2.

Functioning is not different respect the default FS NAV radio; the display on the left shows the active frequency (1) where the right one (2) shows the stand-by frequency. Stand-by frequency is tuned through the selector knob (4); rotate the selector to change the decimal number frequency; push and rotate holding pressed to change the whole number frequency.

The TFR pushbutton (3) swap the active and stand-by frequencies.

The TEST button (5) is provided for future development and at present is not operating.

## ADF737

Refer to Figure 5 for functioning description. ADF737 supports two receivers in a single unit; the second receiver only operate with aircraft equipped by dual ADF system and with FS2004 only.

You may tune two different frequencies on the displays (1, 2) through two independent frequency selectors (4, 5). Rotate the selector to “fine” tune the frequency; if you hold pressed the knob during the rotation you ahev a “coarse” tuning (the increment or decrement is multiplied for 100 in order to approach more quickly the frequency).

The “TONE” knob (3) allows to select which of the two ADF receive the audio morse code. The two MODE knobs (6) are not operating.

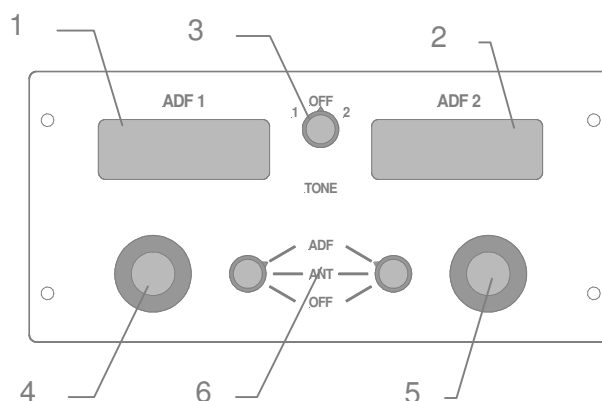


Figure 5

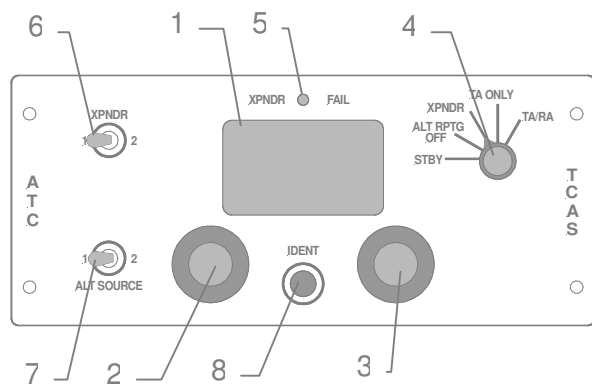


Figure 6

## ATC737

Refer to Figure 6 for functioning description.

Air Traffic Code (ATC) is indicated in the 4 digits display (1), the code is settled by two digital encoders with push-in switch (2, 3); left knob selects 1st digit (rotating) and 2nd digit (push and rotating), right one select 3rd and 4th digits. Traffic Code is not sent to FS when the mode selector (4) is in stand-by position; stand-by condition is also indicated by the “Fail” indicator lamp (5). Other position of mode selector (4), switches (6, 7) and IDENT button (8) are provided for future development and at present are not operating.

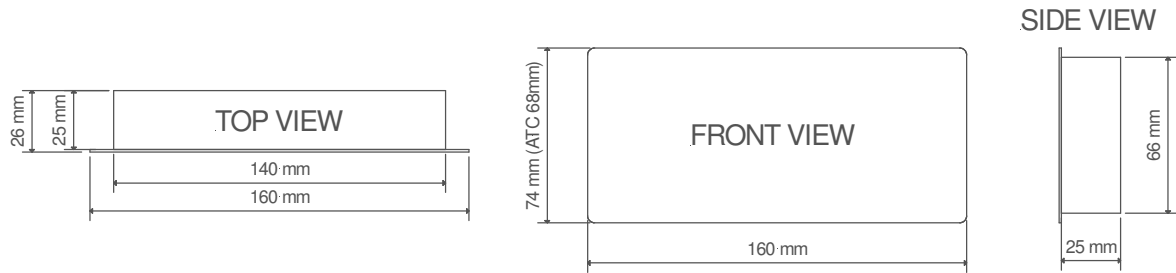


Figure 7: Dimensions

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## LINKS/REFERENCES

Web site: <http://www.cpflight.com>  
Info: [info@cpflight.com](mailto:info@cpflight.com)  
Support: [support@cpflight.com](mailto:support@cpflight.com)

Project Magenta Web Site: <http://www.projectmagenta.com>

FSUIPC software and upgrade: <http://www.schiratti.com/dowson.html>