COCKPIT AREA SAFETY CHECK

**WARNING**

The following items are the normal preflight positions of the canopy and ejection seat components (in both cockpits), and must be checked prior to each flight. Failure of any of the items to be in the proper position can endanger the life of the aircraft by preventing the proper ejection sequence or loss of the canopy in flight.

1. Ejection seat safety pin assembly. Refer to ejection seat safety devices. Assembly must be removed prior to flight.

2. On seats equipped with drogue gun cocked indicator.

3. Drogue shackle.

4. Drogue shackle safe-tie cord routed correctly and secure.

5. Flap securing pin and safe-tie cord secure.

6. Canopy seat interlock block in place (hammered end forward) and cable firmly attached to canopy.

**NOTES**

- Canopy - Static in block nose (chambered) and stay equipped drogue gun cocked indicator.

- Banana links pin engaged in firing mechanism seal.

- Canopy seat interlock block in place (hammered end forward) and cable firmly attached to canopy.

- Drogue shackle.

- Drogue shackle safe-tie cord routed correctly and secure.

- Flap securing pin and safe-tie cord secure.

- Canopy seat ejection block removed by the canopy during the ejection sequence.
PERSONNEL PARACHUTE WITHDRAWAL LINE CONNECTOR FOR PROPER CONNECTION AND SWIVEL ACTION.

Release pin

IFF Switch Bracket
Release pin installed properly.

Emergency oxygen pressure at least 1800 psi.

WARNING

When red color band is visible above faster barrel, seat is not properly installed.

Drogue gun cocked indicator in cocked position.

Drogue gun cocked indicator

Drogue gun trip rod bolted to anchor beam and engaged to gun.

Canopy initiator firing links secure.

End cockpit mounted initiator (typical for both cockpits).
EXTERNAL STORES DANGER AREAS

**WARNING**

All aircraft and ordnance are carried externally. Areas to the fore and aft of all missiles and/or rocket motors, and directly forward of all gun pods, must be considered potentially dangerous areas. Aircraft carrying munitions will be loaded, unloaded, and/or parked in designated explosives parking areas. Refer to T.O. 1A-1-120. Ground handling of aircraft containing ammunition and explosive material must be considered dangerous for personnel. Aircraft carrying munitions will be loaded, unloaded, and/or parked in designated explosives parking areas. Immediate areas must be considered dangerous for maintenance personnel. Refer to External Stores Safety Devices.

1. Illustration is not intended to show operational mix of loads of stores and weapons but to indicate optional station loading.

2. External fuel tanks, conventional munitions, racks, and/or missile launchers attached to the wing pylon stations or to the centreline rack are dropable when explosive cartridges are loaded. Immediate areas must be considered dangerous for maintenance personnel. Refer to External Stores Safety Devices.

**NOTES**

- F-4C-15 thru F-4C-23 64-276 price to incorporation of T.O. 1A-4517.
- F-4C-23 66,265 and subsequent F-4D and F-4E, also F-4C-15 thru F-4C-23 64-276 after incorporation of T.O. 1A-4517.

**LEGEND**

- **Droppable Stores**
  - Explosive cartridges (internally loaded)
  - Explosive cartridges (pylon loaded)

- **External Centreline Fuel Tank of Other Stores** F-4 and RF-4
- **Missile Pylon**
- **External Wing Fuel Tanks** F-4 and RF-4
- **Multiple Weapons (MER) Rack Installed on Outboard Armament Pylons**
- **Multiple Weapons (TER) Rack Installed on Inboard Armament Pylon**
- **ALU-34/4/5 Launchers Installed on Inboard Armament Pylons**
- **ALU-34/4/5 Launchers Installed on Outboard Armament Pylons**
- **Centreline Adapter with Multiple Weapons (MER) Racks - F-4**
WARNING

PERSONNEL SHOULD REMAIN CLEAR OF AREAS INDICATED IN RED WHILE EXTERNAL POWER IS APPLIED TO THE AIRCRAFT OR ENGINES ARE BEING OPERATED. REFER TO "ENGINE RUN-UP DANGER AREAS" FOR NATURE AND EXTENT OF ENGINE RUN-UP HAZARDS.

DO NOT APPROACH AREA

DRAG CHUTE DOOR

RUDDER

DO NOT APPROACH AREA

AIRFRAME DANGER AREAS

DETAIl A

TIRE DANGER

MLG TIRES (L & R) (SEE DETAIL A)

HAND...

BOTTOM VIEW

MOISTURE SEPARATOR DOWN POSITION VALVE EXHAUST STOP

BATTERY

ACCESS DOOR NO. 500

STARTER EXHAUST DUCT DOOR 80

AIRFRAME DANGER AREAS

ENGINE AUX AIR DOOR BIL

TIMES GENERATOR OVERBOARD VENT (CASSETTE EJECTION)

DETAIl B

BE-4C PLACES

BATTERY VENT

ACCESS DOOR NO. 500

STARTER EXHAUST DUCT DOOR 80

AIRFRAME DANGER AREAS

ENGINE AUX AIR DOOR BIL

82
ENGINE, INTAKE AND EXHAUST AND STARTER CARTRIDGE EXHAUST DANGER AREAS

**WARNING**
DO NOT ENTER THE DANGER AREA IMMEDIATELY AFT OF THE ENGINE TAILPIPES FOR 15 MINUTES AFTER ENGINE SHUTDOWN.

**NOTES**
1. ALL RATINGS GIVEN ARE FOR A STATIC AIRCRAFT AT SEA LEVEL ON A STANDARD DAY.
2. FOR CLARITY ONLY ONE ENGINE JET WAKE IS SHOWN.

**SCALE USED TO DETERMINE TEMPERATURE DISPERSION LIMIT DURING OPERATION AT MINIMUM/STANDARD AFTERBURNER.**
WARNING

Personnel exposed to high noise levels resulting from jet engine operation can suffer physical injury or possible permanent impairment of hearing. Appropriate ear defenders must be worn.

NOISE LEVEL HAZARDS

1. If engines are to be operated on the ground for more than 5 minutes, aircraft should be moved to an isolated area or in a noise suppression facility. Noise patterns shown are based on calculated data. Intermediate power settings, obstructions, reflections, and weather conditions can cause the patterns to vary.

2. Personnel required to work in areas with noise levels above 110 decibels (dB) must wear protective helmet or headset in addition to ear plugs, and period of exposure must be held as short as possible.

3. Noise levels above 110 dB but less than 125 dB, require the use of ear defenders, appropriate ear plugs or sound barrier ear muffs (ANSI-179, CLARK DAVID CO. or equivalent) should be worn.

4. Noise levels of 83 dB and below are considered safe without special precautions or protection.
NOTE

Noise patterns are estimated outwards of 200 ft. radius. Intermediate power settings, obstructions, reflections, and weather conditions can cause the patterns to vary.
NOTE

Noise patterns are estimated outward of 200 ft. radius. Intermediate power settings, obstructions, reflections, and weather conditions can cause the patterns to vary.
IN ADDITION TO RF RADIATION HAZARD ZONES AS SHOWN, GROUND OPERATION OF AN/ARC-115 HF RADAR (99-4C) CAN RESULT IN ACCIDENTAL FIRING OF EXPLODED ELECTRO-EXPLOSIVE DEVICES (EDS) UP TO 1200 FEET DISTANCE FROM ANTENNA. ASSAMED VEHICLES WITH EED INSTALLED UP TO 120 FEET DISTANCE FROM ANTENNA. ALL RF OPERATING EQUIPMENT SHALL BE TURNED OFF BEFORE BRINGING EED INTO AREA. REFER TO RADIATION HAZARD DISTANCE CHARTS.

**NOTES**

1. SIMULTANEOUS OPERATION OF APG AND APA TRANSMITTERS OF FIRE CONTROL RADAR.
2. OPERATION OF EITHER APG OR APA TRANSMITTER OF FIRE CONTROL RADAR.
3. OPERATION OF AN/APC-99 RADAR.
4. OPERATION OF AN/APG-115 RADAR MAPPING SET. REFER TO GROUND SAFETY DEVICES FOR INSTALLATION OF RADIATION COVERS.
5. HF COMMUNICATIONS ANTENNA, AN/ARC-115 HF RADIO.
6. OPERATION OF AN/APO-120 RADAR SYSTEM.
TOWING

NOTE

Given dimensions are for aircraft only, the length of the tow bar and tractor have not been included.

TOWING PREPARATION
A. Remove nose landing gear locking safety pin from nose wheel steering power unit if applicable.
B. Install both main landing gear actuator safety struts and the nose landing gear actuator safety struts.
C. Check emergency wheel brake pressure gauge (rear, top right corner of nose landing gear wheel wells) for reading of 2700 psi or greater. If pressure is below 2700 psi, recharge emergency brake accumulator through the utility hydraulic system.
D. Close or secure access doors before towing.

CAUTION

Minimum structural access doors specified in T.O. 1F-4C-5-25-11. Aircraft familiarization should be installed to prevent structural damage to aircraft.
E. Install wing fold Jury strut if aircraft is to be towed with wings folded.

TOW BAR HOOK-UP
A. Roll tow bar up to nose gear wheels with adjustable arms positioned to provide the widest possible opening between axle pins.
B. Adjust height of arms by turning tow bar elevation crank until arms are aligned horizontally with nose gear axle.
C. Rotate tow bar adjustable arm crank until towing pins completely engage axle recess.

CAUTION

It is important that tow bar is properly locked on nose wheel before towing.
D. Rotate elevation crank to raise tow bar wheels high enough to clear ground level throughout towing operation.

TOWING OPERATION
A. Ensure that all external power is removed from the aircraft (refer to T.O. 1F-4C-5-25-2, aircraft familiarization) and that all obstacles are clear of the towing area.
B. Station one (1) man at each wingtip, tail, tractor, forward cockpit, and operation director positioned in view of all members of crew.

CAUTION

To prevent possible damage to the nose gear or related structure, the aircraft should not be towed up an incline in excess of 7.5 degrees (approximately 1.3 inches rise per foot). Aircraft can be loaded with internal fuel and full external wing tanks, or equivalent weight in other stores, for towing on incline defined above.

CAUTION

The aircraft should not be moved for a period of approximately 3 minutes after electrical power has been turned off, or damage to gyro stop pins may result.
C. Turning the tow bar 90° to the axis of the aircraft will provide the shortest overall turn radius.
D. Do not start or stop suddenly, or tow in excess of 3 mph. Weather and surface conditions must govern degree of caution for towing.
E. Use emergency brake system for towing. Full emergency brake handle, in cockpit and actuate brake pedals in normal manner. A fully charged brake accumulator will allow approximately 12 to 18 brake applications.
F. On completion of towing or recharging utility hydraulic system return emergency brake handle by pressing aft, releasing ratchet, and allowing handle to move forward and seat.
G. Lower tow bar wheels and release tow bar from nose gear.
**PUSHING**

**NOTE**

1. NUMBER OF MEN SHOWN IS NOT REPRESENTATIVE OF ACTUAL MANPOWER REQUIREMENTS.

**CAUTION**

PUSHING AGAINST LEADING EDGE FLAPS IS PERMISSIBLE ONLY IF FLAPS ARE FULLY RETRACTED.

**LEGEND**

- NO PUSH AREAS
- PUSH ONLY IF LEADING EDGE FLAPS ARE FULLY RETRACTED
- NO PUSH AREA IF WINGS ARE FOLDED

**WINGFOLD PUSH AREA**

SPECIAL TOOLS AND TEST EQUIPMENT

- ADJUSTABLE WHEEL CHOCKS (1 REQ'D) 4206194-2
- NOSE LANDING GEAR ACTUATOR SAFETY STRUTS MDE3204-205
- MAIN LANDING GEAR ACTUATOR SAFETY STRUTS MDE3204-205
- NOSE LANDING GEAR DOOR U/BLOCK LOCK PIN 5032014-1
- MAIN LANDING GEAR INBOARD DOOR LOCK PIN MDE3214-1
- WING FOLD JURY STRUT (2 REQ'D IF WINGS ARE FOLDED) MDE3207-1

MANPOWER REQUIREMENTS

15 MEN ARE REQUIRED TO PUSH THE AIRCRAFT LOADED WITH INTERNAL FUEL AND ON A HORIZONTAL SURFACE.

PUSHING OPERATION

**CAUTION**

- USE EMERGENCY BRAKE SYSTEM FOR ALL AIRCRAFT WHEEL BRAKE APPLICATION WHEN PUSHING OR TOWING. A FULLY CHARGED EMERGENCY BRAKE SYSTEM IS GOOD FOR APPROXIMATELY 14 TO 16 BRAKE APPLICATIONS.

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**NOTE**

- NO PUSH AREAS
JACKING

JACKING POINT (TYPICAL BOTH WINGS) JACKING HEIGHT SHOWN CORRESPONDS WITH GROUND CLEARANCE OF ONE INCH.

WING AND FORWARD FUSELAGE JACK PAD ASSEMBLY

DETAIL A

JACKING AIRCRAFT WITHOUT CENTERLINE STORE (3 JACK METHOD) SEE PAGE 92

TYPICAL TRIPOD JACK

JACKING AIRCRAFT WITH CENTERLINE STORE (4 JACK METHOD) SEE PAGE 93
MAIN LANDING GEAR AXLE JACKING

SEE PAGE 92

JACK PAD
ACCESS DOOR
MAIN LANDING
GEAR STRUT
DOOR

JACK PAD
JACK RAM
15 TON
CAPACITY
AXLE JACK

JACK RELEASE
VALVE

NOSE LANDING GEAR AXLE JACKING

SEE PAGE 92

NOSE LANDING
GEAR AXLE JACKING

JACKPAD LATCH
JACKPAD
JACK PAD LATCH
JACK PAD
JACK HANDLE

15 TON
CAPACITY
AXLE JACK

NOSE GEAR JACKING
LOCK PIN (M102782-1)

NOSE GEAR STEERING
POWER UNIT

DETAILS

DETAIL A
(WHEELS NOT SHOWN)
MAIN LANDING GEAR AXLE JACKING

SPECIAL TOOLS AND EQUIPMENT

HYDRAULIC AXLE JACK

ADJUSTABLE WHEEL CHOCK

MAIN LANDING GEAR ACTUATOR SAFETY STRUT

MAIN LANDING GEAR INBOARD DOOR LOCK PIN

NOSE LANDING GEAR ACTUATOR SAFETY STRUT

NOSE LANDING GEAR DOOR UPLATCH SAFETY PIN

AIRCRAFT PREPARATION

A. INSTALL LANDING GEAR ACTUATOR SAFETY STRUTS, MAIN LANDING GEAR DOOR LOCK PINS, AND NOSE LANDING GEAR DOOR UPLATCH SAFETY PIN.

B. IF ACCESS DOORS HAVE BEEN REMOVED, INSTALL THE MINIMUM STRUCTURAL ACCESS DOORS REQUIRED FOR JACKING, REFER TO T.O. 1F-4C-2-25, AIRCRAFT FAMILIARIZATION.

C. IF ACCESS DOORS HAVE BEEN REMOVED, INSTALL THE MINIMUM STRUCTURAL ACCESS DOORS REQUIRED FOR JACKING, REFER TO T.O. 1F-4C-2-25, AIRCRAFT FAMILIARIZATION.

D. CHOOSE THE HOE LANDING GEAR WHEELS AND THE OPPOSITE MAIN LANDING GEAR WHEEL.

JACKING PROCEDURE

A. OPEN HINGED ACCESS DOOR ON OUTBOARD LOWER EDGE OF MAIN LANDING GEAR STRUT.

B. RELEASE LATCH AND MANUALLY WITHDRAW JACK PAD FROM AXLE.

C. IF ACCESS DOORS HAVE BEEN REMOVED, INSTALL THE MINIMUM STRUCTURAL ACCESS DOORS REQUIRED.

D. CHOOSE THE MAIN LANDING GEAR WHEEL TO A MINIMUM REQUIRED HEIGHT.

NOTE

FOR REMOVAL AND INSTALLATION OF ACCESS DOORS WHILE AIRCRAFT IS ON JACKS, REFER TO T.O. 1F-4C-2-25, AIRCRAFT FAMILIARIZATION.

LOWERING PROCEDURE

A. IF ACCESS DOORS HAVE BEEN REMOVED, INSTALL THE MINIMUM STRUCTURAL ACCESS DOORS REQUIRED FOR JACKING, REFER TO T.O. 1F-4C-2-25, AIRCRAFT FAMILIARIZATION.

B. CLEAR AREA BENEATH AIRCRAFT AND LOWER NOSE LANDING GEAR WHEELS SOMELY.

C. REMOVE JACK AND PULL SPRING LOADED JACK PAD LATCH DOWN.

D. PULL UP ON JACK PAD FITTING AND THEN LOWER UNTIL ENGAGED WITH AND INTO THE LATCH.

E. REMOVE LOCK PIN FROM STEERING UNIT (DETAIL B).

QUALITY ASSURANCE SUMMARY

A. JACI<ING FITTINGS LATCHED IN RETRACTED POSITION.

B. CHOOSE ACCESS DOORS ACCORDING TO JACKING.

C. REFER TO "JACKING AIRCRAFT WITH CENTERLINE STORE."
JACKING AIRCRAFT WITH CENTERLINE STORES

I. CLEAR ALL OBSTRUCTIONS BENEATH AIRCRAFT AND INSTALL STRUCTURAL ACCESS DOORS (IF REMOVED). REFER TO T.O., IF-4C-2-2S, AIRCRAFT FAMILIARIZATION.

II. SLOWLY LOWER AIRCRAFT BY ALL FOUR JACKS. ADAPTER BAR MUST BE HELD LEVEL BY THE TWO CENTER JACKS. RATE OF LOWERING MUST BE CONTROLLED BY OPERATION DIRECTORS. KEEP JACK RAM LOCKNUTS NEAR THE LOCKED POSITION. REMOVE CENTER JACKS WITH ADAPTER BAR, WING JACKS AND JACK PAD ASSEMBLIES.

III. RESET CIRCUIT breakERS IF APPLICABLE.

QUALITY ASSURANCE SUMMARY

A. JACK PAD ASSEMBLY REMOVED.
B. CIRCUIT BREAKERS SET IF APPLICABLE.

AIRCRAFT PREPARATION

A. INSTALL LANDING GEAR ACTUATOR SAFETY STRUT, MAIN LANDING GEAR INBOARD DOOR LOCK PIN AND NOSE LANDING GEAR DOOR UPLATCH SAFETY PIN. REFER TO T.O., IF-4C-2-2S, AIRCRAFT FAMILIARIZATION. B. INSTALL JACK PAD ASSEMBLIES (SEE DETAIL A). C. REFER TO T.O., IF-4C-2-2S, AIRCRAFT FAMILIARIZATION, FOR MINIMUM STRUCTURAL ACCESS DOOR REQUIREMENTS FOR JACKING AND LOWERING AIRCRAFT.

D. IF ELECTRICAL POWER IS TO BE APPLIED TO THE AIRCRAFT WHILE ON JACKS, PULL THE FOLLOWING CIRCUIT BREAKERS.

1. AOA PROBE HEATER CONTROL (F-4) NO. 3 C.B. PANEL.
2. PROBE HEATER POWER (F-4) NO. 3 C.B. PANEL.
3. BELLMOUTH PITOT HEATER (F-4) NO. 3 C.B. PANEL.
4. BELLMOUTH PITOT HEATER (F-4C) NO. 3 C.B. PANEL.
5. ANGLE OF ATTACK X-WTR CASE HEATER (F-4C) NO. 2 C.B., PANEL.

JACKING PROCEDURE

MAXIMUM JACKING WEIGHT IS 45,000 POUNDS. THE AIRCRAFT CAN BE JACKED WITH ANY COMBINATION OF ARMAMENT AND EXTERNAL FUEL TANKS WITHIN THIS WEIGHT LIMIT.

IN WINDS IN EXCESS OF 40 KNOTS THE AIRCRAFT SHOULD BE REMOVED FROM JACKS OR ADJUSTED TO LEVEL DOWN PROPERLY.

A. EXTEND THE JACK RAM ON TWO 20 TON JACKS APPROXIMATELY TEN INCHES.
B. LOWER ADAPTER BAR ON TO THE TWO JACKS SO THAT JACK RAM ENDS FIT INTO ADAPTER.
C. ROLL JACKS WITH ADAPTER BAR INTO POSITION UNDER FUSELAGE SO THAT SPHERICAL CENTER OF AIRCRAFT IS BENEATH FUSELAGE JACK POINT AND CENTER FUEL TANK IN GUN POD IS BETWEEN JACKS.
D. RAISE JACKS WITH ADAPTER BAR EVENLY SO THAT ADAPTER IS IN LEVEL CONDITION AND CENTER OF ADAPTER BAR ENGAGES THE JACK PAD FIRMLY.
E. INSTALL WING JACKS AND RAISE JACK RAM UNTIL SNUG AGAINST JACK PADS.

CAUTION

OPERATION DIRECTOR MUST OBSERVE ADAPTER BAR DURING RAISING AND LOWERING TO PREVENT END OF ADAPTER BAR FROM DAMAGING UNDERSIDES OF AIRCRAFT DUE TO UNEVEN JACKING.

F. RAISE ALL FOUR JACKS EVENLY KEEPING EACH JACK RAM LOCKNUT NEAR LOCKED POSITION.
G. RAISE AIRCRAFT TO DESIRED HEIGHT. IF AIRCRAFT IS NOT TO BE BORESIGHTED, LEVEL AIRCRAFT. REFER TO "LEVELING AIRCRAFT" IN THIS SECTION, TIGHTEN JACK RAM LOCKNUTS.
H. IF AIRCRAFT IS TO BE BORESIGHTED, NOISE UP ANGLE FOR BORESIGHTING CAN BE OBTAINED AFTER AIRCRAFT IS UP ON ALL FOUR JACKS, TIGHTEN JACK RAM LOCKNUTS. REFER TO T.O., IF-4C-2-18, ARMAMENT SYSTEMS.

NOTE

THE LANDING GEAR MAY BE RETRACTED OR CYCLED WHILE AIRCRAFT IS JACKED ON CENTERLINE ADAPTER (SEE FIG. 6).

IF NORMAL PRECAUTIONS ARE OBSERVED.

CAUTION

STRUCTURAL ACCESS DOORS CAN BE REMOVED WHILE THE AIRCRAFT IS AT REST ON JACKS. IF WEIGHT IS OVER 40,000 LBS., THE FRONT SPAR INBOARD DOORS (B & E) AND ENGINE COMPARTMENT DROPOUT LINKS MUST REMAIN INSTALLED.
HOISTING

NOTES

1. Maximum aircraft weight for hoisting is 42,000 lbs.
2. The aircraft C.G. must be between FS 309 and FS 330 when hoisting.
3. The aircraft can be hoisted with fuel and/or external stores aboard providing total weight and C.G. are within limits specified.

CAUTION

The line of action of the lifting crane on the hoisting ring must fall within the pyramid outlined by four cables of the hoisting sling.

TOOLS AND EQUIPMENT
HOISTING SLING MDE32184-1
MANPOWER REQUIREMENTS
THREE MEN REQUIRED
HOISTING PROCEDURE

ALERT

DETERMINE THAT THE MINIMUM STRUCTURAL ACCESS DOOR REQUIREMENTS SPECIFIED IN T.O. 1F-4C-2-25, AIRCRAFT FAMILIARIZATION, ARE MET OR STRUCTURAL DAMAGE TO THE AIRCRAFT MAY RESULT.
A. Place landing gear control handle in down position.
B. Remove forward and aft fuselage hoisting fitting covers.

NOTE

Inspect aircraft hoist fitting, both before and after the hoisting operation for cracks, distortion, and bolt hole elongation.
C. Attach each of the cables of the sling to the aircraft with the longer cables at the forward hoist points, tighten threaded handle assemblies into aircraft hoist fittings.
D. Attach at least 3 guy lines from the aircraft tie down fittings to the crane to steady the aircraft.
E. Take up the slack in the hoisting cables, then hoist and/or lower the aircraft smoothly to avoid excessive load factor.
STABILATOR HOISTING

SPECIAL TOOLS AND TEST EQUIPMENT

STABILATOR INSTALLATION ADAPTER .......... MDEJ2226-1
STABILATOR HOISTING SLING .................. MDEJ2277-1
EXT. STORES HANDLING ADAPTER .......... MDEJ2118-1
RING ASS'Y ..................................... MDEJ3288-13
EXT. STORES HANDLING SPACER BAR ........ MDEJ2226-1
AIR LOGISTICS TRAILER .......................... 4000A

MAN POWER REQUIREMENTS
THREE MEN ARE REQUIRED.

HOISTING PROCEDURE

A INSTALL RING ASSEMBLIES ON THE AIR LOGISTICS TRAILER.
INSTALL STABILATOR INSTALLATION ADAPTER MDEJ2226-1 AND
SPACE BARS TO RING ASSEMBLIES SHOWN IN DETAIL A.

NOTE

FOR STABILATOR REMOVAL AND INSTALLATION,
AND RELATED PROCEDURES, REFER TO T.O. 1F-4C-2-4, FLIGHT CONTROL SYSTEMS.

B REMOVE SLING ADAPTER ATTACHED BETWEEN CRADLES WITH FOUR BAL-LOC PINS.

C POSITION AND ADJUST TRAILER TO SUPPORT WEIGHT OF STABILATOR ON PADDED CRADLES AND BUMPERS.
SECURE STABILATOR TO CRADLES WITH STRAPS.

D MOVE TRAILER TO CLEAR AIRCRAFT AREA AND REINSTALL SLING ADAPTER REMOVED IN STEP B.

E UNSCREW SCREW JACKS TO SPREAD CLAMP ON STABILATOR HOIST SLING MDEJ2277-1. MOUNT THE HOISTING SLING TO THE UNDERSIDE OF THE STABILATOR WITH THE FORWARD CROSS MEMBER RECLAMPED IN VYOS OF THE SLING ADAPTER AS SHOWN IN DETAIL B. TIGHTEN SCREW JACKS TO CLAMP SLING TO CENTER SECTION OF STABILATOR.

F TO HOIST STABILATOR IN HORIZONTAL POSITION, INSTALL BAL-LOC PIN IN AFT HOLE WITH HOISTING RING IN VERTICAL POSITION AS SHOWN IN DETAIL B. UNFASTEN STRAPS TO FREE STABILATOR FROM ADAPTER.

G TO HOIST STABILATOR IN VERTICAL POSITION, INSTALL BALL-LOC PIN IN AFT HOLE SO HOISTING RING CAN ROTATE IN ARM. REMOVE TIE-ROD, ROTATE ARM TO POSITION SHOWN IN DETAIL C AND REINSTALL TIE-ROD. UNFASTEN STRAPS TO FREE STABILATOR FROM ADAPTER. HOIST SLOWLY PREVENTING FORWARD CROSS MEMBER TO ROTATE IN VYOS OF THE SLING ADAPTER UNTIL VERTICAL POSITION IS ACHIEVED.

H TO PLACE STABILATOR ON INSTALLATION ADAPTER PRIOR TO INSTALLATION ON THE AIRCRAFT, REVERSE THE APPLICABLE PROCEDURE ABOVE.

DETAIL A
STABILATOR ON INSTALLATION ADAPTER MDEJ2226-12

DETAIL B
HOISTING STABILATOR IN HORIZONTAL POSITION WITH HOISTING SLING MDEJ2277-1

INNER RING PINS (IN INSERTED)
BAL-LOC PIN

DETAIL C
HOISTING STABILATOR IN VERTICAL POSITION WITH HOISTING SLING MDEJ2277-1

Screw Jacks
BAL-LOC PIN (TIE-ROD)
OUTER WING HOISTING
SPECIAL TOOLS AND TEST EQUIPMENT
SLING, OUTER WING HOIST
MAN POWER REQUIREMENTS
TWO MEN ARE REQUIRED.

HOISTING PROCEDURE
A. REMOVE SCREWS FROM THE THREE DESIGNATED OUTER WING HOIST FITTING POINTS ON THE OUTER WING PANEL.

NOTE
SCREWS SHOULD BE CAREFULLY TAGGED AS REMOVED TO ASSURE REINSTALLATION IN CORRECT LOCATION.

B. REMOVE CAPS FROM SCREWS FROM THE SLING HOIST FITTINGS AND ATTACH THE SLING TO THE WING PANEL ATTACH POINTS PROVIDED BY STEP A. ADJUSTABLE LEG OF THE SLING MUST BE ATTACHED AT THE AFT OUTBOARD HOISTING POINT.

C. ADJUST OUTBOARD LEG OF SLING TO TAKE UP SLACK, OR TO SUPPORT THE WING PANEL IN ANY POSITION FROM HORIZONTAL TO 45 DEGREES UP AT THE TIP, AS REQUIRED TO FACILITATE MAINTENANCE OPERATION.

D. AFTER REMOVAL OF SLING, REINSTALL AND TORQUE STRUCTURAL SCREWS REMOVED IN STEP A. QUALITY ASSURANCE: REPLACE CAPS ON SCREWS OF SLING HOIST FITTINGS TO PROTECT THREADS.

SEAT HOISTING
SPECIAL TOOLS AND TEST EQUIPMENT
HOISTING BAR, EJECTION SEAT
HANDWHEEL
SEAT CRADLE
MAN POWER REQUIREMENTS
THREE MEN ARE REQUIRED.

HOISTING PROCEDURE
WARNING
THE SEAT MUST BE DISARMED PRIOR TO REMOVAL OR FIRING OF THE SEAT MAY OCCUR. FOR REMOVAL PROCEDURE, REFER TO "EJECTION SEAT REPLACEMENT AND ADJUSTMENT", TC, 1F-4E-2-5, SEAT AND CANOPY SYSTEMS.
FCS RADAR HANDLING PACKAGE 53E260023-1 (F.4C/D)

PURPOSE
The radar handling dolly is used to remove or install the nose radar package in the aircraft, the shipping container, and the test bench, and transportation of the package.

INSTALLATION

NOTE

The radar handling dolly should be used for both installation and removal of the radar package.

A. Disconnect all electrical and utility hydraulic power from the aircraft, and lock the radome in the open position. Disconnect and cover hydraulic lines from the radar package.

NOTE

For preparation of the radar package for removal from the aircraft, refer to T.O. 1F.4C-3-20, Fire Control system (F-40), or T.O. 11.4G-2-19, Fire Control system (F-40).

B. Move the dolly into position in front of the radar package and remove the radar package adapter from its stowed position on the right side of the cradle assembly. Attach the adapter to the radar package by inserting the pins on the adapter in the holes provided on the top of the radar package (detail B). Install lock pin (130) in forward attaching to secure the adapter to the radar package.

C. Close the hydraulic control valve and actuate the hand pump (detail C) to elevate the left arm sufficiently for the adapter attachment block to align with the adapter. Lower the pin (34) in the base of the extension tube can be loosened to allow the left arm to swing approximately 5° either right or left of center position, swivel the rear casters to the ast position and lock.

D. Move the dolly left and lower left arm as necessary to align holes in adapter attachment block with the index numbered holes in the adapter. Loosen the hand knob for the lift arm rail lock and position index pointer on adapter attachment block to the correct center of gravity index hole. Refer to applicable fire control system manual for correct center of gravity of the radar package.

NOTE

To determine correct center of gravity setting for radar package which has components removed, refer to T.O. 1F.4C-3-20, Fire Control system (F-40); or T.O. 1F.4G-2-19, Fire Control system (F-40); or T.O. 11.4G-2-19, Fire Control system (F-40), Select indexed hole number corresponding to applicable package configuration.

E. Insert ball-loc pins (21) to secure adapter attachment block to the adapter. Tighten the hand knobs for the lift arm rail lock. Move ball-loc pin (16) to the numbered hole corresponding to the hole number on the adapter.

F. Apply left and right rear wheel brakes, elevate the lift arm until the weight of the radar package is carried by the dolly.

CAUTION

Do not unlatch the latches on the radar support rail prior to making certain that the radar package is fully supported by the dolly.

G. Remove the cotter pins and unlatch the radar package from the support rails (4 places). Lower the lift arm slightly to clear the rail, then move the rail back to its stowed position, release the back on the dolly and move forward to clear the aircraft. Replace ball-loc pin (24) in the base.

H. Lower the radar package slowly, aligning it with the cradle. Align antenna cross arm between locating plates on the forward end of the cradle and insert ball-loc pin (23). Slowly attach wiring harness in the pan located on the cradle.

I. To install the radar package in the shipping container, omit step H. With the radar package supported by the left arm, remove four ball-loc pins (22) and lift the cradle assembly off the dolly. This permits the dolly to be stowed in the shipping container. Lower the radar package slowly until it can be aligned with and supported by the support rail in the container.

CAUTION

Radar package shipping container base should be weighted down to prevent possible tip-over when the package is extended on the rail.
ELECTRICAL POWER CONNECTION

**EXTERNAL ELECTRICAL POWER REQUIREMENTS**

<table>
<thead>
<tr>
<th>Aircraft</th>
<th>Aircraft Power Requirements</th>
<th>Mobile Electrical Power Plant</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-II</td>
<td>200/115V AC ± 2% 3 Phase, 400 x 4 Cycles, 20 KVA</td>
<td>AF/M320-1A</td>
</tr>
<tr>
<td>III &amp; V</td>
<td>200/115V AC ± 2% 3 Phase, 400 x 4 Cycles, 20 KVA</td>
<td>AF/M320-1B</td>
</tr>
<tr>
<td>IV-AC</td>
<td>300/347V AC ± 2% 3 Phase, 400 x 4 Cycles, 20 KVA</td>
<td>AF/M320-1C</td>
</tr>
</tbody>
</table>

**Access Door**

**WARNING**

**CAUTION**

TO PREVENT DAMAGE TO THE AIRCRAFT ELECTRICAL SYSTEM, THE OUTPUT OF THE POWER UNIT MUST BE AS FOLLOWS:

- **AC Voltage**: 115 ± 2.5 Vols.
- **AC Frequency**: 400 ± 4 Cycles.

**APPLYING POWER**

A CHECK TO MAKE CERTAIN THAT SWITCHES AND CONTROLS IN "GROUND CHECKLIST" AND CIRCUIT BREAKERS IN "CIRCUIT BREAKER CHECKLIST" ARE POSITIONED AS SPECIFIED.

**WARNING**

DO NOT APPLY HYDRAULIC POWER TO THE UTILITY HYDRAULIC SYSTEM PRIOR TO APPLICATION OF ELECTRICAL POWER.

**CONNECTING POWER UNIT**

**WARNING**

WHEN USING AN430-1A, -1B, -2, OR -7 CABLE, MAKE CERTAIN THAT PIN 8 IN THE CABLE IS INSULATED FROM GROUND AND ALL OTHER CIRCUITS.

**SPECIAL TOOLS AND TEST EQUIPMENT**

GAS TURBINE ENGINE DRIVER GENERATOR SET . . . . . . . . AF/M320-1A

**REMINDERS**

**CAUTION**

IF THE "ENGINE MASTER" SWITCH HAS BEEN ENGAGED FOR GROUND MAINTENANCE, THE SWITCH MUST BE RETURNED TO ITS NORMAL POSITION PRIOR TO PLACING THE GENERATOR CONTROL SWITCHES TO OFF. IF THE EXTERNAL POWER SOURCE REMAINS ENERGIZED, THE INSTRUMENT BUS REMAINS ENERGIZED.

**DISCONNECTING POWER UNIT**

A) TURN APPLICABLE POWER UNIT OUTPUT SWITCHES OFF AND DISCONNECT CABLE AND PLUG ASSEMBLY FROM AIRCRAFT RECEPTACLE.

B) CLOSE AND SECURE ACCESS DOOR 26-1.
### Electrical Power Connection (Cont)

#### Ground Check List (Prior to Applying External Electrical Power)

<table>
<thead>
<tr>
<th>Controls</th>
<th>Location</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>White Flood Switch</strong></td>
<td>Cockpit lights control panel—right console</td>
<td>Off</td>
</tr>
<tr>
<td><strong>Inst Panel Control</strong></td>
<td>Cockpit lights control panel—right console</td>
<td>Rotate clockwise from Off</td>
</tr>
<tr>
<td><strong>Wing STA Switch</strong></td>
<td>Fuel system control panel—left console</td>
<td>Normal (guard closed)</td>
</tr>
<tr>
<td><strong>Int Wing Dump Switch</strong></td>
<td>Fuel system control panel—left console</td>
<td>Normal</td>
</tr>
<tr>
<td><strong>Air Refuel Switch</strong></td>
<td>Fuel system control panel—left console</td>
<td>Agree with receptacle position</td>
</tr>
<tr>
<td><strong>Flaps Switch</strong></td>
<td>Immediately above engine control panel (outboard)—left console</td>
<td>Agree with flaps position</td>
</tr>
<tr>
<td><strong>Engine Throttles</strong></td>
<td>Engine control panel—left console</td>
<td>Off</td>
</tr>
<tr>
<td><strong>Engine Master Switches</strong></td>
<td>Engine control panel—left console</td>
<td>Off</td>
</tr>
<tr>
<td>(left &amp; right)</td>
<td></td>
<td>Down</td>
</tr>
<tr>
<td><strong>Ground Fueling Switch</strong></td>
<td>Right wheel well switch panel</td>
<td>Safe</td>
</tr>
<tr>
<td><strong>Landing Gear Control Handle</strong></td>
<td>Left side of main instrument panel</td>
<td>Off</td>
</tr>
<tr>
<td><strong>Arm-Safe Switch</strong></td>
<td>Missile control panel—main instrument panel</td>
<td>Safe</td>
</tr>
<tr>
<td>(F-4C, F-4D &amp; F-4E)</td>
<td></td>
<td>Agree with speed</td>
</tr>
<tr>
<td><strong>Push to Jett Switch</strong></td>
<td>Missile status panel—main instrument panel</td>
<td>Safe</td>
</tr>
<tr>
<td>(F-4C, F-4D &amp; F-4E)</td>
<td></td>
<td>Agree with hook position</td>
</tr>
<tr>
<td><strong>Master Arm-Safe Switch</strong></td>
<td>Station and weapon select panel—pedestal panel</td>
<td>Off</td>
</tr>
<tr>
<td>(F-4D)</td>
<td></td>
<td>Off</td>
</tr>
<tr>
<td><strong>Arresting Gear Control Handle</strong></td>
<td>Right side of main instrument panel</td>
<td>Agree with speed</td>
</tr>
<tr>
<td><strong>L, Gen and R. Gen Switches</strong></td>
<td>Generator control switch panel—right console</td>
<td>SAFE (2)</td>
</tr>
<tr>
<td><strong>Pitot Heat Switch</strong></td>
<td>Right utility panel—right console</td>
<td>SAFE</td>
</tr>
<tr>
<td><strong>Speed Brake Switch</strong></td>
<td>Inboard side of right throttle lever</td>
<td>SAFE (2)</td>
</tr>
<tr>
<td><strong>Push to Test-On-Inc Control</strong></td>
<td>Height indicator ID-1090/ARIN-155 (radar altimeter indicator) located on left side of main instrument panel</td>
<td>SAFE (2)</td>
</tr>
<tr>
<td>(F-4C &amp; F-4D)</td>
<td></td>
<td>SAFE (2)</td>
</tr>
<tr>
<td><strong>Selective Missile Jettison Switch</strong></td>
<td>Single status panel</td>
<td>SAFE (2)</td>
</tr>
<tr>
<td><strong>WPN SEL Switch</strong> (F-4C)</td>
<td>Pedestal panel</td>
<td>Bomb single</td>
</tr>
<tr>
<td><strong>WPN SEL Switch</strong> (F-4D/E)</td>
<td>Pedestal panel</td>
<td>Off</td>
</tr>
<tr>
<td><strong>STA SEL Switch</strong> (F-4C)</td>
<td>Pedestal panel</td>
<td>Out</td>
</tr>
<tr>
<td><strong>STA SEL Switch</strong> (F-4D)</td>
<td>Pedestal panel</td>
<td>Off</td>
</tr>
<tr>
<td><strong>MA Switch</strong> (F-4C)</td>
<td>Pedestal panel</td>
<td>Off</td>
</tr>
<tr>
<td><strong>MASTER Switch</strong> (F-4D)</td>
<td>Pedestal panel</td>
<td>Off</td>
</tr>
<tr>
<td><strong>Bomb Control Switch</strong> (F-4C)</td>
<td>Bomb control panel</td>
<td>Normal</td>
</tr>
<tr>
<td><strong>LAB/WPN Rel Switch</strong> (F-4D)</td>
<td>Weapons control panel</td>
<td>Safe</td>
</tr>
<tr>
<td><strong>Guns and Stores Switch</strong> (F-4D)</td>
<td>Pedestal panel</td>
<td>Safe (2)</td>
</tr>
<tr>
<td><strong>Bomb Arm Switch</strong></td>
<td>Pedestal panel</td>
<td>Safe (2)</td>
</tr>
<tr>
<td><strong>Ext. Stores SEL</strong> (F-4C/B/E)</td>
<td>Sub panel</td>
<td>Safe (2)</td>
</tr>
<tr>
<td><strong>Ext. Tanks Emer. Rel.</strong> (F-4C)</td>
<td>Sub panel</td>
<td>Safe (2)</td>
</tr>
</tbody>
</table>
**ELECTRICAL POWER CONNECTION (CONT)**

**GROUND CHECK LIST (PRIOR TO APPLYING EXTERNAL ELECTRICAL POWER)**

<table>
<thead>
<tr>
<th>CONTROLS</th>
<th>LOCATION POSITION</th>
</tr>
</thead>
<tbody>
<tr>
<td>WHITE FLOODS SWITCH</td>
<td>COCKPIT LIGHTS CONTROL PANEL-RIGHT CONSOLE</td>
</tr>
<tr>
<td>(INSTR PANEL CONTROL (RF-4C))</td>
<td>OFF</td>
</tr>
<tr>
<td>F.C.S., RADAR POWER SWITCHES (RF-4C, F-4D &amp; F-4E)</td>
<td>RADAR SET CONTROL PANEL-LEFT CONSOLE</td>
</tr>
<tr>
<td>SPEED BRAKE SWITCH</td>
<td>INBOARD SIDE OF RIGHT THROTTLE LEVER</td>
</tr>
<tr>
<td>MODE SELECT SWITCH (RF-4C)</td>
<td></td>
</tr>
<tr>
<td>NUCL STORE CONSENT SWITCH</td>
<td>NUCL STORE CONSENT SWITCH PANEL</td>
</tr>
<tr>
<td>OFF-STBY-TEST SWITCH (RF-4C)</td>
<td>RADAR MAPPING SENSOR CONTROL PANEL-RIGHT CONSOLE TURN TO OFF</td>
</tr>
<tr>
<td>MODE SELECT SWITCH (RF-4C)</td>
<td>HF RADIO SET CONTROLS-RIGHT VERTICAL PANEL</td>
</tr>
</tbody>
</table>

**LEFT MAIN LANDING GEAR WHEEL WELL**

<table>
<thead>
<tr>
<th>WING FOLD CONTROL SWITCH (RF-4C, F-4D &amp; RF-4C)</th>
<th>WHEEL WELL SWITCH PANEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>AGREE WITH WING POSITION</td>
<td></td>
</tr>
</tbody>
</table>

**RIGHT MAIN LANDING GEAR WHEEL WELL**

<table>
<thead>
<tr>
<th>GROUND FUELING SWITCH</th>
<th>WHEEL WELL SWITCH PANEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>OFF</td>
<td></td>
</tr>
</tbody>
</table>

**ELECTRICAL POWER CONNECTION (CONT)**

**CIRCUIT BREAKER CHECKLIST (PRIOR TO APPLYING EXTERNAL ELECTRICAL POWER)**

**A** SET THE FOLLOWING CIRCUIT BREAKERS.

<table>
<thead>
<tr>
<th>REF DES</th>
<th>NOMENCLATURE</th>
<th>C.B. PANEL</th>
<th>ZONE</th>
<th>BUS ENERGIZED</th>
</tr>
</thead>
<tbody>
<tr>
<td>3-CB349</td>
<td>EXTP WPR</td>
<td>1</td>
<td>11D</td>
<td>L 14 V AC AND L 28 V AC</td>
</tr>
<tr>
<td>4-CB305</td>
<td>LH 28V XMFR</td>
<td>2</td>
<td>5A</td>
<td>INST 28 V AC</td>
</tr>
<tr>
<td>4-CB306</td>
<td>INSTR 28V AUTO XMFR</td>
<td>2</td>
<td>5B</td>
<td>R 28 V AC</td>
</tr>
<tr>
<td>4-CB307</td>
<td>RH 28V XMFR</td>
<td>2</td>
<td>3C</td>
<td>INST 28 V AC</td>
</tr>
<tr>
<td>4-CB308</td>
<td>RH XMFR RECT</td>
<td>2</td>
<td>7A</td>
<td>R 28 V AC</td>
</tr>
<tr>
<td>4-CB312</td>
<td>RH XMFR RECT</td>
<td>2</td>
<td>7B</td>
<td>R 28 V DC AND ESS 28 V DC</td>
</tr>
<tr>
<td>4-CB327</td>
<td>RH XMFR RECT</td>
<td>2</td>
<td>5C</td>
<td>MAIN 28 VDC AND ESS 28 VDC</td>
</tr>
<tr>
<td>4-CB328</td>
<td>LH XMFR RECT</td>
<td>2</td>
<td>6A</td>
<td>MAIN 28 VDC AND ESS 28 VDC</td>
</tr>
<tr>
<td>4-CB329</td>
<td>LH XMFR RECT</td>
<td>2</td>
<td>6B</td>
<td>MAIN 28 VDC AND ESS 28 VDC</td>
</tr>
<tr>
<td>4-CB330</td>
<td>LH XMFR RECT</td>
<td>2</td>
<td>4C</td>
<td>MAIN 28 VDC AND ESS 28 VDC</td>
</tr>
<tr>
<td>49-CB392</td>
<td>WARNING LT PWR</td>
<td>3</td>
<td>3C</td>
<td>L 28 V DC</td>
</tr>
<tr>
<td>49-CB303</td>
<td>WARNING LT CONTROL</td>
<td>3</td>
<td>2C</td>
<td>WARNING LT POWER</td>
</tr>
<tr>
<td>49-CB303</td>
<td>WARNING LT CONTROL</td>
<td>3</td>
<td>2C</td>
<td>WARNING LT POWER</td>
</tr>
</tbody>
</table>

**F-4C AND F-4D**

<table>
<thead>
<tr>
<th>REF DES</th>
<th>NOMENCLATURE</th>
<th>C.B. PANEL</th>
<th>ZONE</th>
<th>BUS ENERGIZED</th>
</tr>
</thead>
<tbody>
<tr>
<td>3-CB342</td>
<td>EXTP WPR</td>
<td>1</td>
<td>11D</td>
<td>L 14 V AC AND L 28 V AC</td>
</tr>
<tr>
<td>4-CB305</td>
<td>LH 28V XMFR</td>
<td>2</td>
<td>7A</td>
<td>INST 28 V AC</td>
</tr>
<tr>
<td>4-CB306</td>
<td>INSTR 28V AUTO XMFR</td>
<td>2</td>
<td>7B</td>
<td>R 28 V AC</td>
</tr>
<tr>
<td>4-CB307</td>
<td>RH 28V XMFR</td>
<td>2</td>
<td>3C</td>
<td>INST 28 V AC</td>
</tr>
<tr>
<td>4-CB308</td>
<td>RH XMFR RECT</td>
<td>2</td>
<td>6A</td>
<td>MAIN 28 VDC AND ESS 28 VDC</td>
</tr>
<tr>
<td>4-CB327</td>
<td>RH XMFR RECT</td>
<td>2</td>
<td>6B</td>
<td>MAIN 28 VDC AND ESS 28 VDC</td>
</tr>
<tr>
<td>4-CB328</td>
<td>LH XMFR RECT</td>
<td>2</td>
<td>5A</td>
<td>MAIN 28 VDC AND ESS 28 VDC</td>
</tr>
<tr>
<td>4-CB329</td>
<td>LH XMFR RECT</td>
<td>2</td>
<td>5B</td>
<td>MAIN 28 VDC AND ESS 28 VDC</td>
</tr>
<tr>
<td>4-CB330</td>
<td>LH XMFR RECT</td>
<td>2</td>
<td>5C</td>
<td>MAIN 28 VDC AND ESS 28 VDC</td>
</tr>
<tr>
<td>49-CB302</td>
<td>WARNING LT PWR</td>
<td>3</td>
<td>3C</td>
<td>MAIN 28 VDC AND ESS 28 VDC</td>
</tr>
<tr>
<td>49-CB303</td>
<td>WARNING LT CONT</td>
<td>3</td>
<td>2C</td>
<td>MAIN 28 VDC AND ESS 28 VDC</td>
</tr>
</tbody>
</table>

**F-4E**

<table>
<thead>
<tr>
<th>REF DES</th>
<th>NOMENCLATURE</th>
<th>C.B. PANEL</th>
<th>ZONE</th>
<th>BUS ENERGIZED</th>
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</thead>
<tbody>
<tr>
<td>3-CB342</td>
<td>EXTP WPR</td>
<td>1</td>
<td>11D</td>
<td>L 14 V AC AND L 28 V AC</td>
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<tr>
<td>4-CB305</td>
<td>LH 28V XMFR</td>
<td>2</td>
<td>7A</td>
<td>INST 28 V AC</td>
</tr>
<tr>
<td>4-CB306</td>
<td>INSTR 28V AUTO XMFR</td>
<td>2</td>
<td>7B</td>
<td>R 28 V AC</td>
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<tr>
<td>4-CB307</td>
<td>RH 28V XMFR</td>
<td>2</td>
<td>3C</td>
<td>INST 28 V AC</td>
</tr>
<tr>
<td>4-CB308</td>
<td>RH XMFR RECT</td>
<td>2</td>
<td>6A</td>
<td>MAIN 28 VDC AND ESS 28 VDC</td>
</tr>
<tr>
<td>4-CB327</td>
<td>RH XMFR RECT</td>
<td>2</td>
<td>6B</td>
<td>MAIN 28 VDC AND ESS 28 VDC</td>
</tr>
<tr>
<td>4-CB328</td>
<td>LH XMFR RECT</td>
<td>2</td>
<td>5A</td>
<td>MAIN 28 VDC AND ESS 28 VDC</td>
</tr>
<tr>
<td>4-CB329</td>
<td>LH XMFR RECT</td>
<td>2</td>
<td>5B</td>
<td>MAIN 28 VDC AND ESS 28 VDC</td>
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<tr>
<td>4-CB330</td>
<td>LH XMFR RECT</td>
<td>2</td>
<td>5C</td>
<td>MAIN 28 VDC AND ESS 28 VDC</td>
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<tr>
<td>49-CB302</td>
<td>WARNING LT PWR</td>
<td>3</td>
<td>3C</td>
<td>MAIN 28 VDC AND ESS 28 VDC</td>
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<tr>
<td>49-CB303</td>
<td>WARNING LT CONT</td>
<td>3</td>
<td>2C</td>
<td>MAIN 28 VDC AND ESS 28 VDC</td>
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</tbody>
</table>
### ELECTRICAL POWER CONNECTION (CONT)

#### REF DES | NOMENCLATURE | C.B. PANEL | ZONE
--- | --- | --- | ---
4-CIB06 | 28 V AC AUTO X-FORMER | 2 | 7A
4-CIB07 | RH 28 V AC DC X-FORMER | 2 | 7A
4-CIB08 | LH 14/36 V AC X-FORMER | 2 | 7A
4-CIB13 | RH X-FORMER RECT RC | 2 | 2X
4-CIB14 | RH X-FORMER RECT RC | 2 | 2X
4-CIB16 | RH X-FORMER RECT RC | 2 | 2X
4-CIB21 | LH X-FORMER RECT RC | 2 | 2X
4-CIB22 | LH X-FORMER RECT RC | 2 | 2X
4-CIB24 | LH X-FORMER RECT RC | 1 | 4D
4-CIB31 | WARN LTS | 2 | 1H
4-CIB32 | WARN LTS CONT | 2 | 1H
47-CIB37 | CAMBR WARN & GO | 4 | 5F

**B** Pull the following circuit breakers as required.

#### REF DES | NOMENCLATURE | C.B. PANEL | ZONE | PURPOSE
--- | --- | --- | --- | ---
45-CIB07 | AOA PROBE CONT | 3 | 7C | Pull to prevent energizing angle of attack probe heater if aircraft is on jacks. Refer to t.o. 14-41-2-7-2, ground handling, servicing, and airframe maintenance.
71-CIB16 | AOA PROBE HT CONT | 3 | 6C | Pull to prevent energizing angle of attack probe heater if aircraft is on jacks. Refer to t.o. 14-41-2-7-2, ground handling, servicing, and airframe maintenance.
29-CIB07 | CPT HEAT & VENT | 3 | 6D | Pull to reduce ground operation time if extended use of ground power is anticipated.
29-CIB08 | CPT HEAT & VENT | 3 | 6C | Pull to reduce ground operation time if extended use of ground power is anticipated.
29-CIB08 | EQUIP COOLING | 3 | 6B | Pull to prevent damage to oxygen gaging system if box converter is not installed.
33-CIB01 | OXYGEN GAGE | 3 | 12B | Pull to prevent landing gear light flasher from cycling unnecessarily during maintenance.
14-CIB16 | APU | 4 | A11 | Pull to prevent energizing stabilator power.
14-CIB17 | APU | 4 | A11 | Pull to prevent energizing stabilator power.
14-CIB18 | APU | 4 | A11 | Pull to prevent energizing stabilator power.
14-CIB19 | APU | 4 | A11 | Pull to prevent energizing stabilator power.
45-CIB07 | ANGLE OF ATTACK HEATER | 2 | 11F | Pull to prevent energizing angle of attack probe heater if aircraft is on jacks. Refer to t.o. 14-41-2-7-2, ground handling, servicing, and airframe maintenance.
71-CIB16 | ANGLE OF ATK X-MTR CASE HEATER | 2 | 10F | Pull to prevent energizing angle of attack probe heater if aircraft is on jacks. Refer to t.o. 14-41-2-7-2, ground handling, servicing, and airframe maintenance.
89-CIB04 | DATA ANNOT | 1 | 9F | Pull to reduce ground operation time if extended use of ground power is anticipated.
89-CIB05 | DATA ANNOT & INTERVALOMETER | 1 | 9F | Pull to reduce ground operation time if extended use of ground power is anticipated.
29-CIB07 | CPT HEAT & VENT | 2 | 12C | Pull to prevent energizing stabilator power.
29-CIB07 | CPT HEAT & VENT | 2 | 12C | Pull to prevent energizing stabilator power.
33-CIB01 | OXYGEN GAGE | 3 | 140 | Pull to prevent energizing stabilator power.
16-CIB02 | LEG GR AND FLAPS POS IND | 3 | 10C | Pull to prevent energizing stabilator power.
14-CIB16 | APU | 4 | A11 | Pull to prevent energizing stabilator power.
14-CIB17 | APU | 4 | A11 | Pull to prevent energizing stabilator power.
14-CIB18 | APU | 4 | A11 | Pull to prevent energizing stabilator power.
14-CIB19 | APU | 4 | A11 | Pull to prevent energizing stabilator power.
## GROUND POWER SWITCHES

<table>
<thead>
<tr>
<th>AIRCRAFT</th>
<th>SWITCH NOMENCLATURE</th>
<th>POSITIONS</th>
<th>DIRECTION OF HANDLE MOVEMENT</th>
<th>LOCATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>F-4C</td>
<td>INST GRD PWR SWITCH</td>
<td>NOT IDENTIFIED</td>
<td>UP</td>
<td>NO. 2 CIRCUIT BREAKER PANEL</td>
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<tr>
<td>RF-4C</td>
<td>INST BUS GRD PWR SWITCH</td>
<td>TEST</td>
<td>FORWARD</td>
<td>NO. 2 CIRCUIT BREAKER PANEL</td>
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<td></td>
<td>RECON BUS GRD PWR SWITCH</td>
<td>NORM</td>
<td>AFT</td>
<td>NO. 2 CIRCUIT BREAKER PANEL</td>
</tr>
<tr>
<td>F-4D AND F-4E</td>
<td>INST GRD PWR SWITCH</td>
<td>TEST</td>
<td>UP</td>
<td>NO. 2 CIRCUIT BREAKER PANEL</td>
</tr>
<tr>
<td></td>
<td></td>
<td>NORM</td>
<td>DOWN</td>
<td></td>
</tr>
</tbody>
</table>

### NOTES

1. F-4E.
2. WITH POWER APPLIED TO THE UTILITY HYDRAULIC SYSTEM INADVERTENT RETRACTION OF SPEED BRAKES AND CLOSING OF AUXILIARY AIR DOORS CAN BE INITIATED AS THE RESULT OF DISRUPTED CONTINUITY IN THE APPLICABLE ELECTRICAL SYSTEM.
3. ALL SOURCES OF DANGEROUS RF EMISSIONS MUST BE TURNED OFF PRIOR TO APPLICATION OF ELECTRICAL POWER.
4. F-4C-1562-12199 THRU F-4C-1963-7597.
5. F-4C-2063-7598 AND UP, AND F-4D.
6. RF-4C-1763-7740 THRU RF-4C-2064-1017.
7. RF-4C-2164-1018 AND UP.
8. RF-4C-1763-7740 THRU RF-4C-1963-7763 AND RF-4C-2264-1038 AND UP.
9. RF-4C-2064-997 THRU AND RF-4C-2164-1037.
10. THE SWITCH POSITIONS ARE NOT IDENTIFIED ON RF-4C-1763-7740 THRU RF-4C-2164-1038.
12. BUS ENERGIZED FOR GROUND OPERATION.
13. F-4E, F-4D, AND F-4C-2064-997 AND UP.
14. F-4E-4068-432 AND UP.
15. RF-4C-4068-594 AND UP.
16. F-4D-3968-6912 AND UP.
17. F-4E-3968-410 AND UP.
18. RF-4C-3968-577 AND UP.
19. BLACK/ALUMINUM COLOR VISIBLE (SAFE), YELLOW COLOR VISIBLE (UNSAFE).

25MH53-10558M 5-5