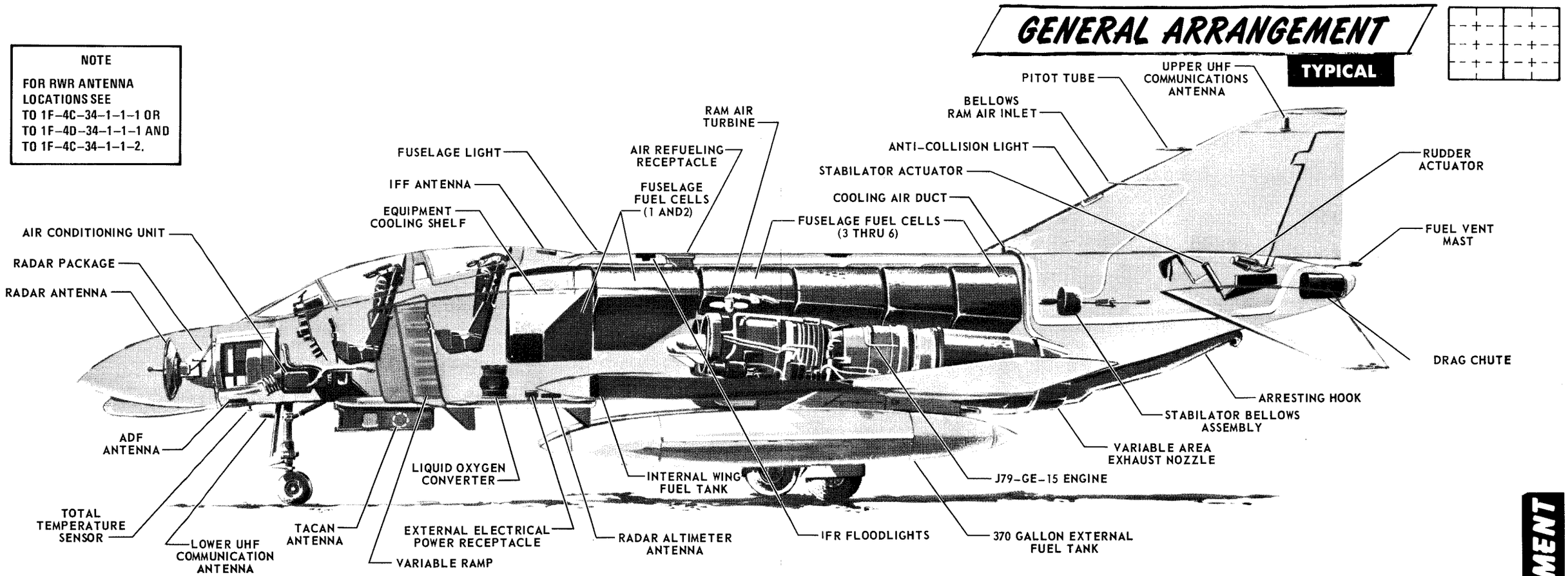
GENERAL ARRANGEMENT

TYPICAL

NOTE

FOR RWR ANTENNA LOCATIONS SEE TO 1F-4C-34-1-1-1 OR TO 1F-4D-34-1-1-1 AND TO 1F-4C-34-1-1-2.



GENERAL ARRANGEMENT

4C-1-(90)C

Figure FO-1

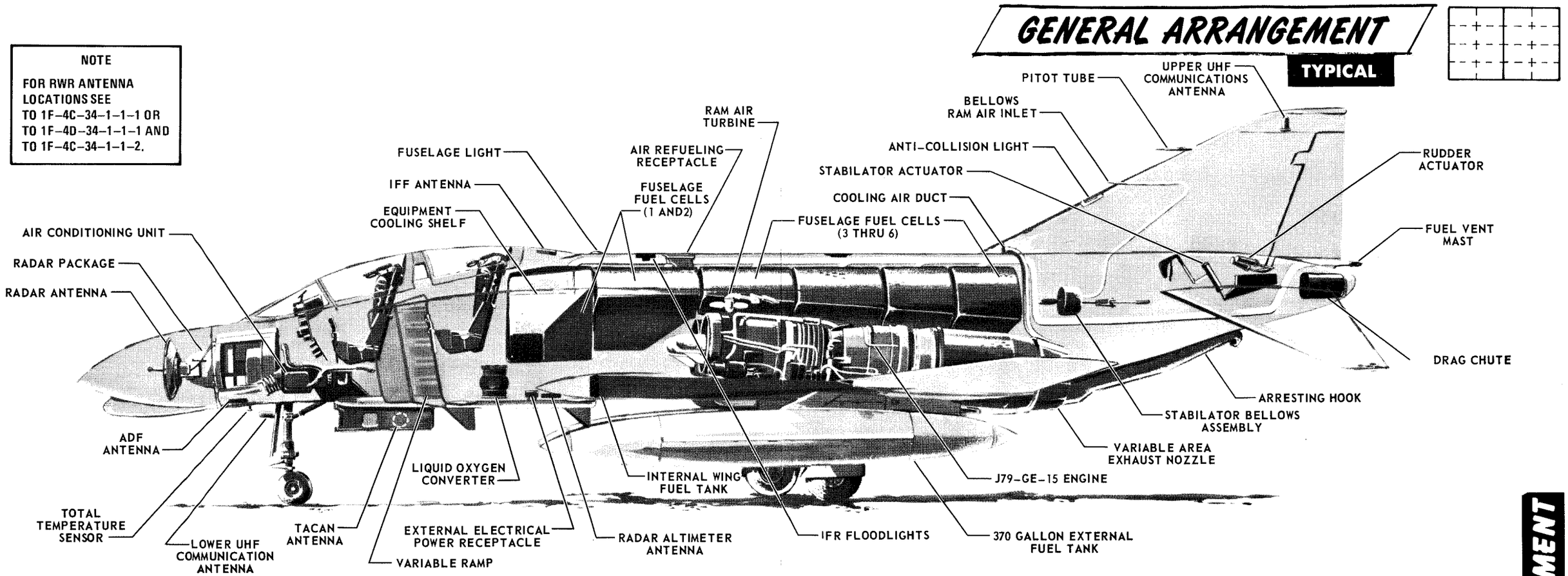
Figure FO-1

GENERAL ARRANGEMENT

TYPICAL

NOTE

FOR RWR ANTENNA LOCATIONS SEE TO 1F-4C-34-1-1-1 OR TO 1F-4D-34-1-1-1 AND TO 1F-4C-34-1-1-2.



GENERAL ARRANGEMENT

4C-1-(90)C

Figure FO-1

Figure FO-1

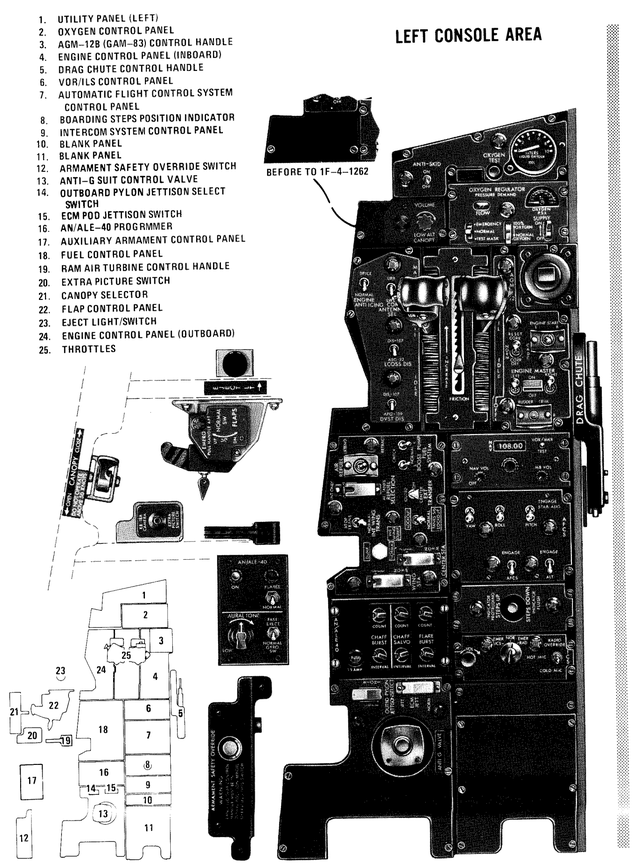
FRONT COCKPIT

AFTER TO 1F-4D-582
OR TO 1F-4D-583

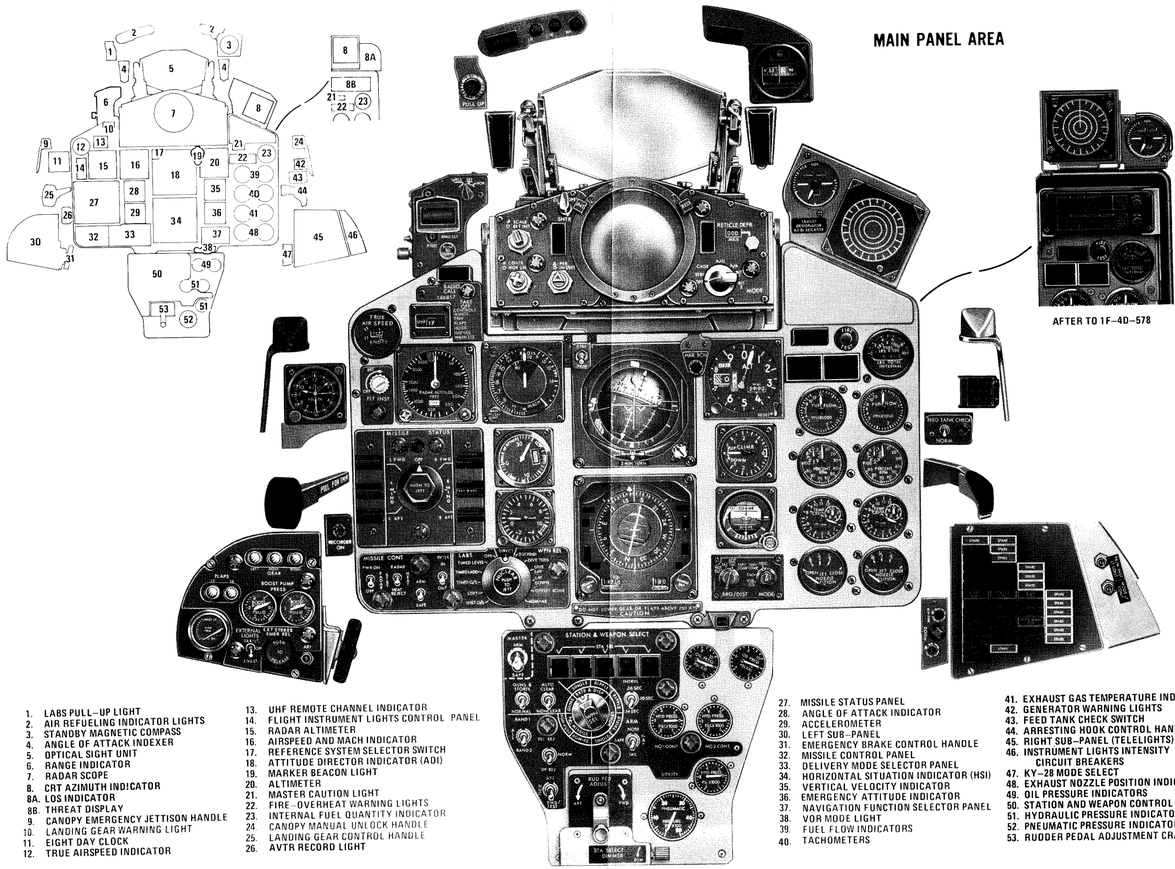
F-4D

LEFT CONSOLE AREA

1. UTILITY PANEL (LEFT)
2. OXYGEN CONTROL PANEL
3. AGM-12B (GAM-83) CONTROL HANDLE
4. ENGINE CONTROL PANEL (INBOARD)
5. DRAG CHUTE CONTROL HANDLE
6. VOR/ILS CONTROL PANEL
7. AUTOMATIC FLIGHT CONTROL SYSTEM CONTROL PANEL
8. BOARDING STEPS POSITION INDICATOR
9. INTERCOM SYSTEM CONTROL PANEL
10. BLANK PANEL
11. BLANK PANEL
12. ARMAMENT SAFETY OVERRIDE SWITCH
13. ANTI-G SUIT CONTROL VALVE
14. OUTBOARD PYLON JETTISON SELECT SWITCH
15. ECM POD JETTISON SWITCH
16. AN/ALE-40 PROGRAMMER
17. AUXILIARY ARMAMENT CONTROL PANEL
18. FUEL CONTROL PANEL
19. RAM AIR TURBINE CONTROL HANDLE
20. EXTRA PICTURE SWITCH
21. CANOPY SELECTOR
22. FLAP CONTROL PANEL
23. EJECT LIGHT/SWITCH
24. ENGINE CONTROL PANEL (OUTBOARD)
25. THROTTLES

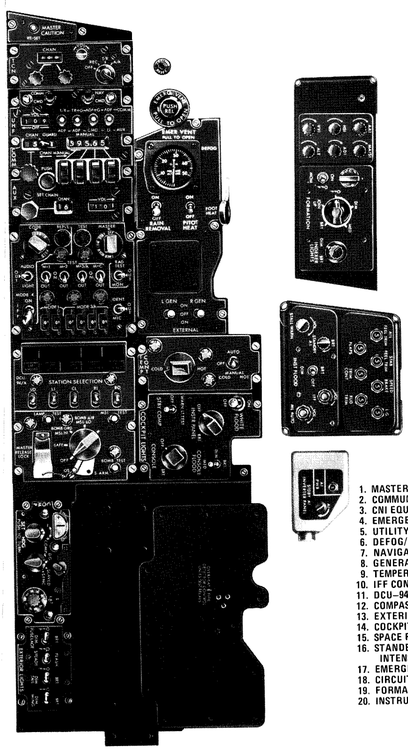


MAIN PANEL AREA



1. LABS PULL-UP LIGHT
2. AIR REFUELING INDICATOR LIGHTS
3. STANDBY MAGNETIC COMPASS
4. ANGLE OF ATTACK INDEXER
5. OPTICAL SIGHT UNIT
6. RANGE INDICATOR
7. RADAR SCOPE
8. CRT AZIMUTH INDICATOR
8A. LOS INDICATOR
8B. THREAT DISPLAY
9. CANOPY EMERGENCY JETTISON HANDLE
10. LANDING GEAR WARNING LIGHT
11. EIGHT DAY CLOCK
12. TRUE AIRSPEED INDICATOR
13. UHF REMOTE CHANNEL INDICATOR
14. FLIGHT INSTRUMENT LIGHTS CONTROL PANEL
15. RADAR ALTIMETER
16. AIRSPEED AND MACH INDICATOR
17. REFERENCE SYSTEM SELECTOR SWITCH
18. ATTITUDE DIRECTOR INDICATOR (ADI)
19. MARKER BEACON LIGHT
20. ALTIMETER
21. MASTER CAUTION LIGHT
22. FIRE-OVERHEAT WARNING LIGHTS
23. INTERNAL FUEL QUANTITY INDICATOR
24. CANOPY MANUAL UNLOCK HANDLE
25. LANDING GEAR CONTROL HANDLE
26. AVTR RECORD LIGHT
27. MISSILE STATUS PANEL
28. ANGLE OF ATTACK INDICATOR
29. ACCELEROMETER
30. LEFT SUB-PANEL
31. EMERGENCY BRAKE CONTROL HANDLE
32. MISSILE CONTROL PANEL
33. DELIVERY MODE SELECTOR PANEL
34. HORIZONTAL SITUATION INDICATOR (HSI)
35. VERTICAL VELOCITY INDICATOR
36. EMERGENCY ATTITUDE INDICATOR
37. NAVIGATION FUNCTION SELECTOR PANEL
38. VOR MODE LIGHT
39. FUEL FLOW INDICATORS
40. TACHOMETERS
41. EXHAUST GAS TEMPERATURE INDICATORS
42. GENERATOR WARNING LIGHTS
43. FEED TANK CHECK SWITCH
44. ARRESTING HOOK CONTROL HANDLE
45. RIGHT SUB-PANEL (TELELIGHTS)
46. INSTRUMENT LIGHTS INTENSITY CIRCUIT BREAKERS
47. KY-28 MODE SELECT
48. EXHAUST NOZZLE POSITION INDICATORS
49. OIL PRESSURE INDICATORS
50. STATION AND WEAPON CONTROL PANEL
51. HYDRAULIC PRESSURE INDICATORS
52. PNEUMATIC PRESSURE INDICATORS
53. RUDDER PEDAL ADJUSTMENT CRANK

RIGHT CONSOLE AREA



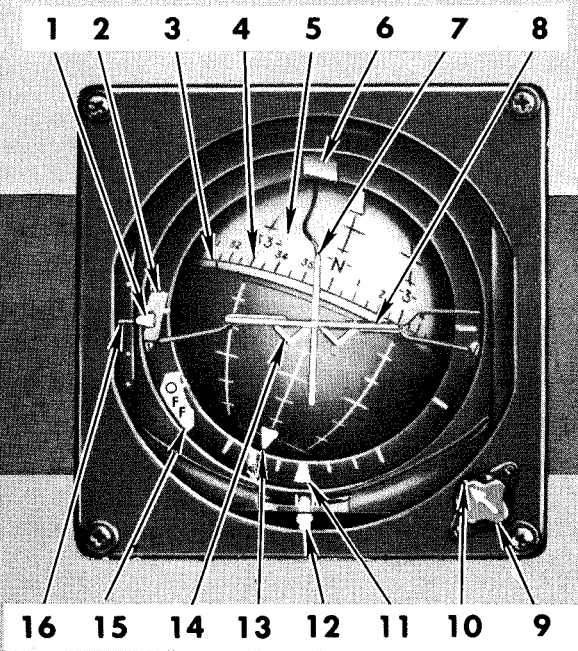
1. MASTER CAUTION RE-SET
2. COMMUNICATION CONTROL PANEL
3. CNI EQUIPMENT COOLING RESET BUTTON
4. EMERGENCY VENT HANDLE
5. UTILITY PANEL (RIGHT)
6. DEFOG/FOOT HEAT CONTROL HANDLE
7. NAVIGATION CONTROL PANEL
8. GENERATOR CONTROL SWITCHES
9. TEMPERATURE CONTROL PANEL
10. IFF CONTROL PANEL
11. DCU-94A BOMB CONTROL-MONITOR PANEL
12. COMPASS CONTROL PANEL
13. EXTERIOR LIGHTS CONTROL PANEL
14. COCKPIT LIGHTS CONTROL PANEL
15. SPACE FOR AVTR
16. STANDBY ATTITUDE CIRCUIT BREAKER AND INTENSITY CONTROL PANEL
17. EMERGENCY FLOODLIGHTS PANEL
18. CIRCUIT BREAKER PANEL
19. FORMATION LIGHTS CONTROL PANEL
20. INSTRUMENT LIGHTS INTENSITY CONTROL PANEL

FRONT COCKPIT F-4D

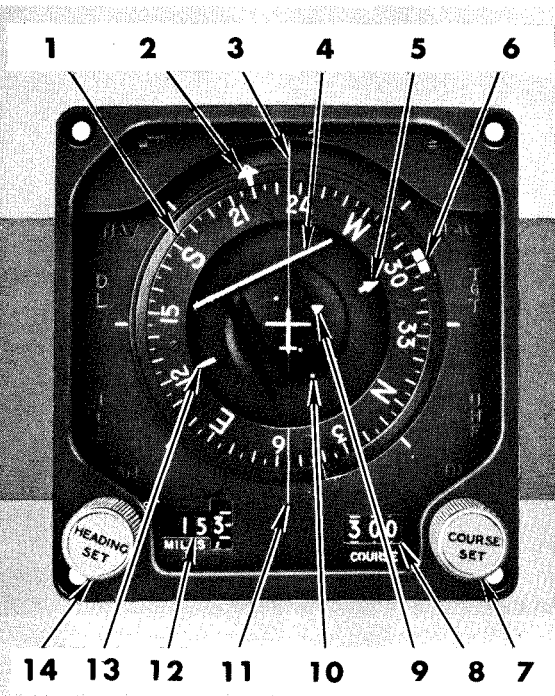
4C-1-1342IC
RGY

Figure FO-13

ADI/HSI (ATTITUDE DIRECTOR INDICATOR/ HORIZONTAL SITUATION INDICATOR)



1. GLIDE SLOPE INDICATOR
2. GLIDE SLOPE WARNING FLAG
3. HORIZON BAR
4. HEADING REFERENCE SCALE
5. ATTITUDE SPHERE
6. COURSE WARNING FLAG
7. BANK STEERING BAR
8. PITCH STEERING BAR
9. PITCH TRIM KNOB
10. PITCH TRIM INDEX
11. BANK SCALE
12. TURN AND SLIP INDICATOR
13. BANK POINTER
14. MINIATURE AIRCRAFT
15. ATTITUDE WARNING FLAG
16. GLIDE SLOPE DEVIATION SCALE



1. COMPASS CARD
2. BEARING POINTER
3. UPPER LUBBER LINE
4. COURSE DEVIATION INDICATOR
5. COURSE ARROW (HEAD)
6. HEADING MARKER
7. COURSE SET KNOB
8. COURSE SELECTOR WINDOW
9. TO-FROM INDICATOR
10. COURSE DEVIATION SCALE
11. LOWER LUBBER LINE
12. RANGE INDICATOR AND WARNING FLAG
13. COURSE ARROW (TAIL)
14. HEADING SET KNOB

4C-1-(15)

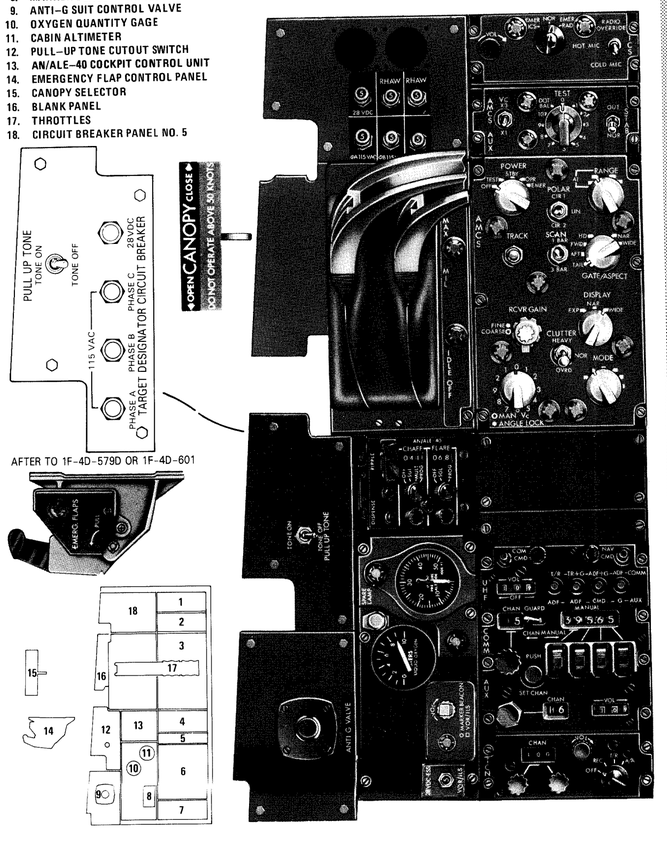
Figure 1-13

REAR COCKPIT

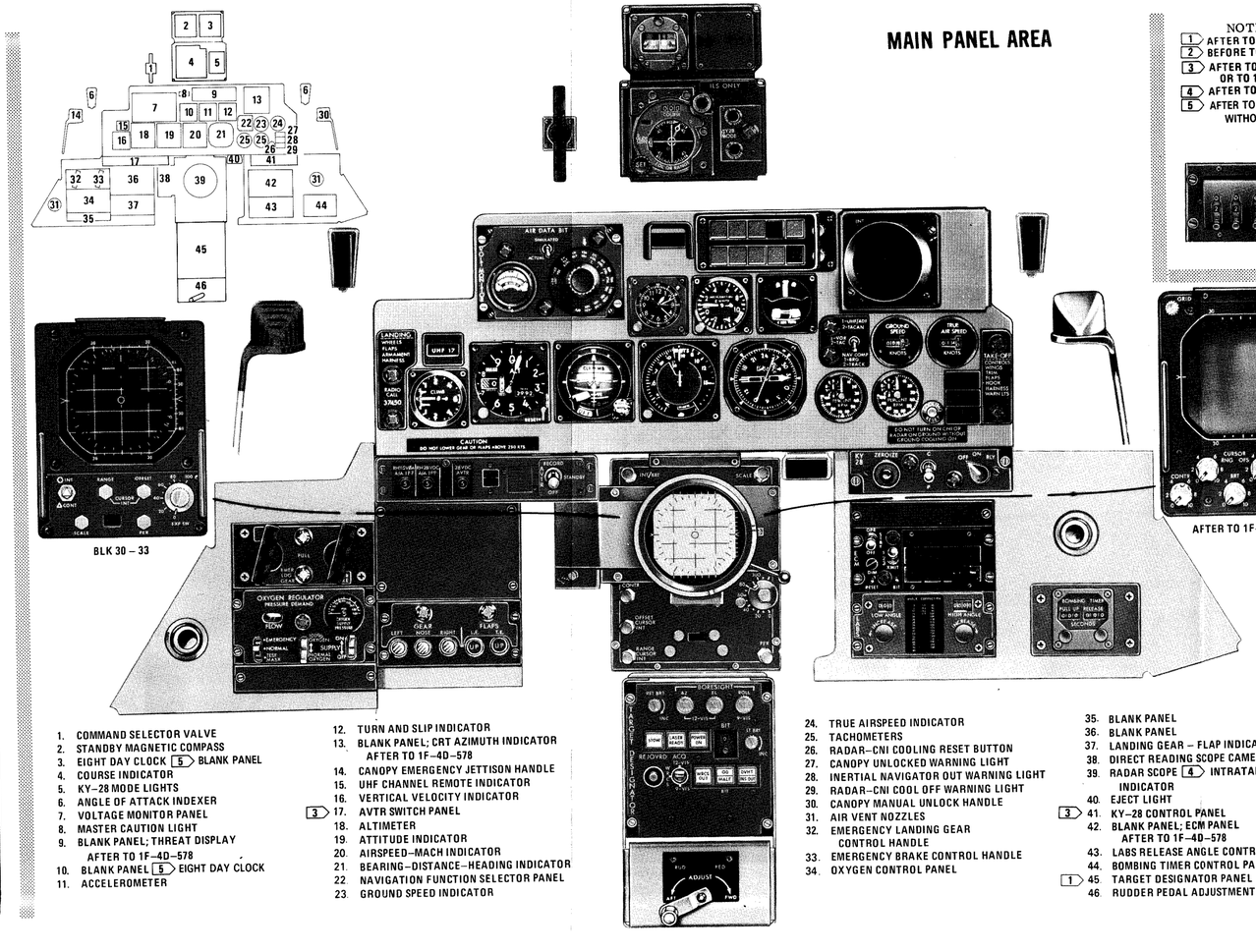
TYPICAL F-4D

LEFT CONSOLE AREA

1. INTERCOM CONTROL PANEL
2. AUXILIARY RADAR CONTROL PANEL
3. RADAR CONTROL PANEL
4. BLANK PANEL
5. BLANK PANEL
6. COMMUNICATION CONTROL PANEL
7. NAVIGATION CONTROL PANEL
8. MARKER BEACON VOR/ILS AUDIO CONTROL
9. ANTI-G SUIT CONTROL VALVE
10. OXYGEN QUANTITY GAGE
11. CABIN ALTIMETER
12. PULL-UP TONE CUTOUT SWITCH
13. AN/ALE-40 COCKPIT CONTROL UNIT
14. EMERGENCY FLAP CONTROL PANEL
15. CANOPY SELECTOR
16. BLANK PANEL
17. THROTTLES
18. CIRCUIT BREAKER PANEL NO. 5



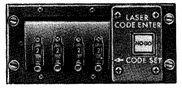
MAIN PANEL AREA

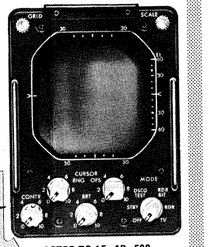


BLK 30 – 33

1. COMMAND SELECTOR VALVE
2. STANDBY MAGNETIC COMPASS
3. EIGHT DAY CLOCK [5] BLANK PANEL
4. COURSE INDICATOR
5. KY-28 MODE LIGHTS
6. ANGLE OF ATTACK INDEXER
7. VOLTAGE MONITOR PANEL
8. MASTER CAUTION LIGHT
9. BLANK PANEL; THREAT DISPLAY AFTER TO 1F-4D-578
10. BLANK PANEL [5] EIGHT DAY CLOCK
11. ACCELEROMETER
12. TURN AND SLIP INDICATOR
13. BLANK PANEL; CRT AZIMUTH INDICATOR AFTER TO 1F-4D-578
14. CANOPY EMERGENCY JETTISON HANDLE
15. UHF CHANNEL REMOTE INDICATOR
16. VERTICAL VELOCITY INDICATOR
17. [3] AVTR SWITCH PANEL
18. ALTIMETER
19. ATTITUDE INDICATOR
20. AIRSPEED–MACH INDICATOR
21. BEARING–DISTANCE–HEADING INDICATOR
22. NAVIGATION FUNCTION SELECTOR PANEL
23. GROUND SPEED INDICATOR
24. TRUE AIRSPEED INDICATOR
25. TACHOMETERS
26. RADAR–CNI COOLING RESET BUTTON
27. CANOPY UNLOCKED WARNING LIGHT
28. INERTIAL NAVIGATOR OUT WARNING LIGHT
29. RADAR–CNI COOL OFF WARNING LIGHT
30. CANOPY MANUAL UNLOCK HANDLE
31. AIR VENT NOZZLES
32. EMERGENCY LANDING GEAR CONTROL HANDLE
33. EMERGENCY BRAKE CONTROL HANDLE
34. OXYGEN CONTROL PANEL
35. BLANK PANEL
36. BLANK PANEL
37. LANDING GEAR – FLAP INDICATOR PANEL
38. DIRECT READING SCOPE CAMERA
39. RADAR SCOPE [4] INTRATARGET DATA INDICATOR
40. EJECT LIGHT
41. [3] KY-28 CONTROL PANEL
42. BLANK PANEL; ECM PANEL AFTER TO 1F-4D-578
43. LABS RELEASE ANGLE CONTROL PANEL
44. BOMBING TIMER CONTROL PANEL
45. [1] TARGET DESIGNATOR PANEL
46. RUDDER PEDAL ADJUSTMENT CRANK

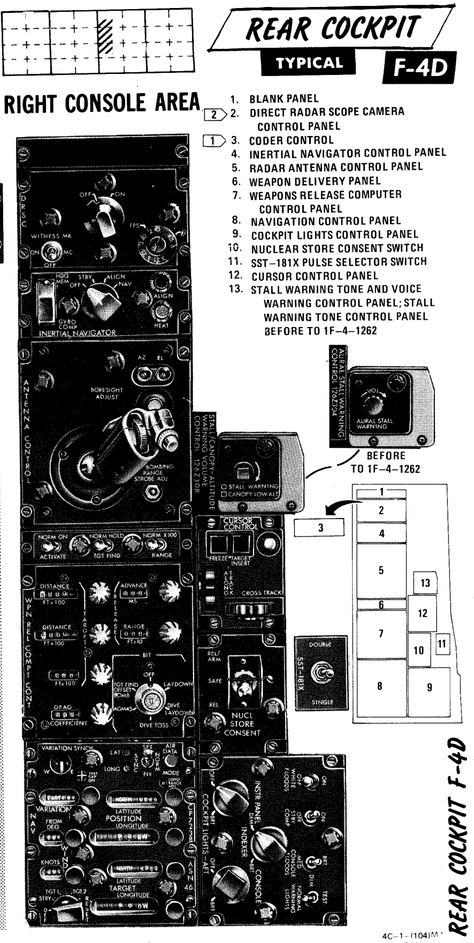
NOTES
1. AFTER TO 1F-4D-566.
2. BEFORE TO 1F-4D-566.
3. AFTER TO 1F-4D-582 OR TO 1F-4D-583
4. AFTER TO 1F-4D-580.
5. AFTER TO 1F-4D-604 WITHOUT LORAN





AFTER TO 1F-4D-580

RIGHT CONSOLE AREA



1. BLANK PANEL
2. [2] DIRECT RADAR SCOPE CAMERA CONTROL PANEL
3. [1] CODER CONTROL
4. INERTIAL NAVIGATOR CONTROL PANEL
5. RADAR ANTENNA CONTROL PANEL
6. WEAPON DELIVERY PANEL
7. WEAPONS RELEASE COMPUTER CONTROL PANEL
8. NAVIGATION CONTROL PANEL
9. COCKPIT LIGHTS CONTROL PANEL
10. NUCLEAR STORE CONSENT SWITCH
11. SST–181X PULSE SELECTOR SWITCH
12. CURSOR CONTROL PANEL
13. STALL WARNING TONE AND VOICE WARNING CONTROL PANEL; STALL WARNING TONE CONTROL PANEL BEFORE TO 1F-4-1262

BEFORE TO 1F-4-1262

Figure FO-14

4C-1-(104)M
RBY

REAR COCKPIT F-4D

Figure FO-14

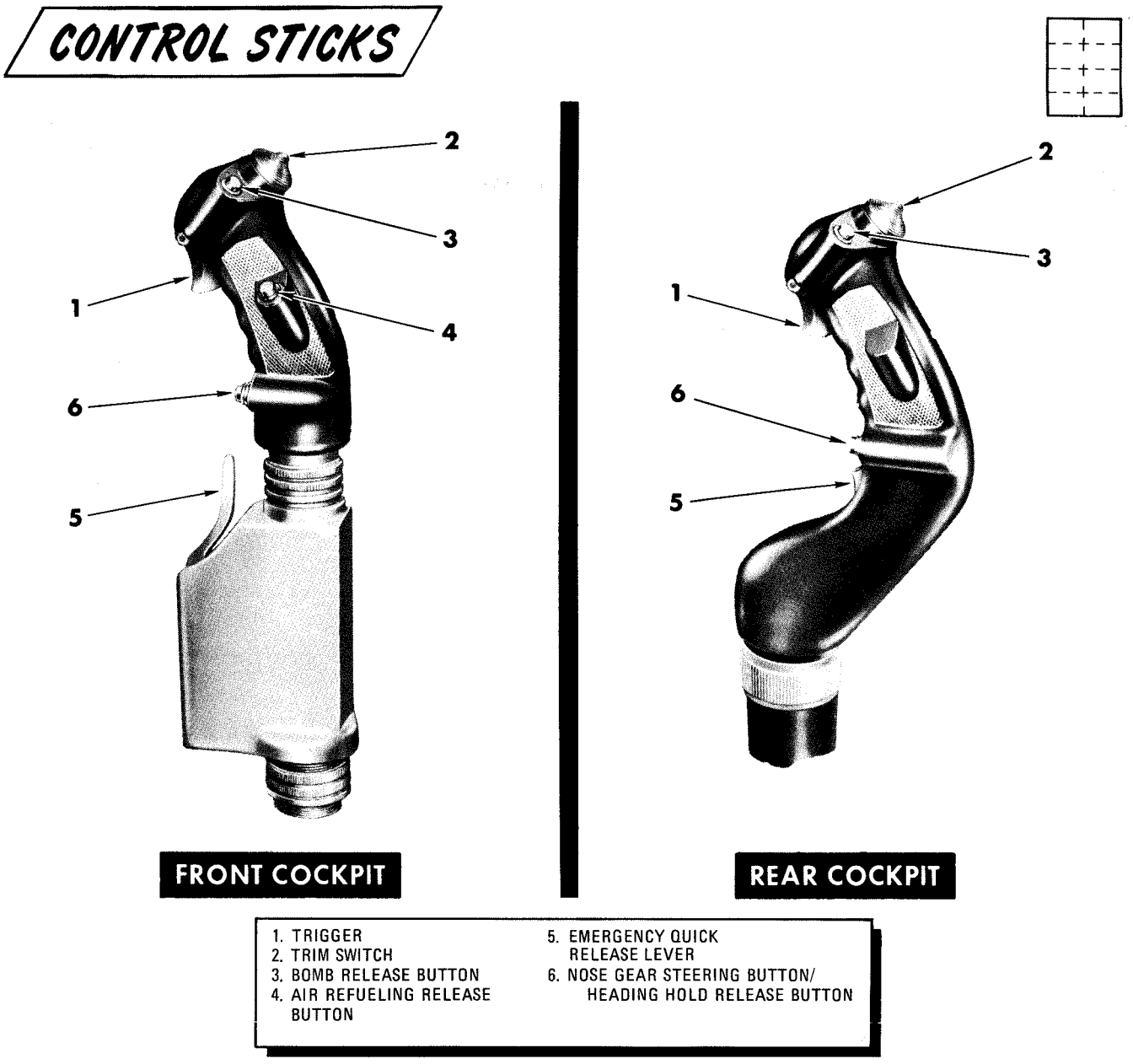


Figure 1-7

disengage switch is held pressed. When the switch is released, the ARI (10°) and the yaw stab aug (5°) rudder authority is regained. Regardless of the amount of ARI rudder authority, the pilot can easily override the ARI system with the rudder pedals.

NOTE

- To disengage the ARI, pull the rudder trim circuit breaker. This will completely disable the ARI. Rudder feel will revert to low gradient regardless of airspeed due to loss of the rudder feel trim system. The ARI may be disengaged by pulling the ARI circuit breaker on the left utility panel and turning the yaw stab aug off. The anti-skid is disabled when the ARI circuit breaker is pulled. The ARI will still have 5° of rudder authority if the yaw stab aug is not off with the ARI circuit breaker pulled.

- Rudder jumps will occur when the ARI cuts in or out with lateral control stick input. This will normally occur when flaps are raised or lowered during a turn.

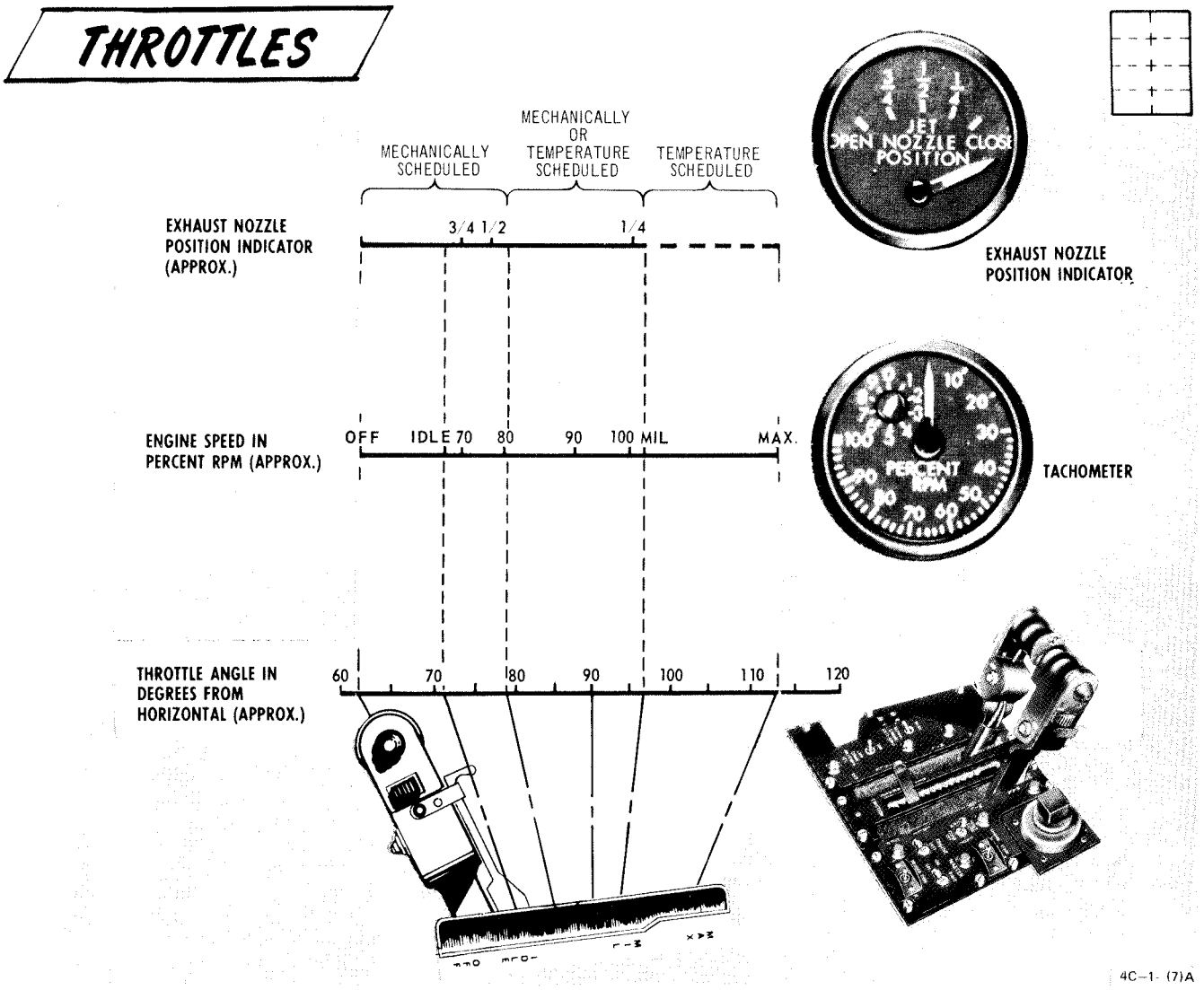
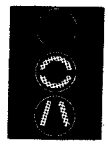
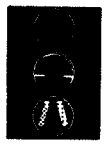
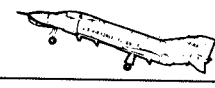
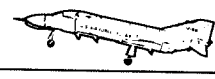
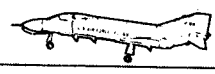
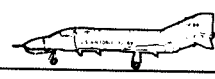


Figure 1-3

Throttles

A throttle for each engine is on the front and rear cockpit left console. Movement of the throttle is transmitted by mechanical linkage to the engine fuel control. A friction adjusting lever is mounted between the front cockpit throttles to permit adjustment of throttle friction to suit individual requirements. Afterburner light-off can be initiated anywhere within the afterburner modulation range by shifting the throttles outboard and moving forward from the MIL position. As the throttles are advanced from minimum to the maximum afterburner position, the increase in thrust will be smooth and continuous. Movement of the throttles from IDLE to OFF actuates a switch which closes the fuel shutoff valve, stopping fuel flow to the engine. Throttle movement through the cutouts is as follows: To move from OFF to IDLE or MIL, advance the throttles straight forward. To move from MIL to MAX, shift throttles outboard; throttles can then be moved forward in the afterburner range. The throttles in the front cockpit are equipped with finger lifts, enabling rapid throttle chops to IDLE while preventing inadvertent shutoff. The finger lifts, on forward side of throttles, must be raised before the throttles in either cockpit can be retarded to OFF. The rear cockpit throttles are linked to the front cockpit throttles so that only the pilot can start the engines or move the throttles into the afterburner thrust range. The rear cockpit throttles can be moved from the OFF position with no front seat assistance. The rear cockpit throttles can be used to control thrust throughout the entire range (providing the pilot selects afterburner). The throttles can be retarded from MAX to IDLE from the rear cockpit although OFF position must be selected from the front cockpit. The rear cockpit throttles each contain a load limiting device to prevent damage of the teleflex cable in the event an opposing force is applied to both front and rear cockpit throttles simultaneously. The rear cockpit throttles become disengaged from the airframe throttle system when a force of 55 to 100 pounds is applied to the rear cockpit throttles (opposing front cockpit throttles) in either the forward or aft direction. Under this condition, selection of maximum afterburner may be restricted. The rear cockpit throttles can be reset

ANGLE OF ATTACK DISPLAYS

INDICATOR	INDEXER	ANGLE OF ATTACK UNIT	AIRSPEED	ATTITUDE
		20.3-30	VERY SLOW	
		19.7-20.3	SLIGHTLY SLOW	
		18.7-19.6	ON SPEED	
		18.1-18.6	SLIGHTLY FAST	
		0-18.0	VERY FAST	

4C-1-(11)
R

Figure 1-8

at approximate cruise (7.9 units), and approach (19.2 units), and stall (30.0 units) angles of attack. The indicator reference mark set at an approximate cruise (7.9 units), pertains to maximum range cruise at optimum cruise altitude for the existing gross weight. Airflow around the AOA probe is altered by extension or retraction of the nosewheel door. As a result of this effect, with nose gear up, the actual AOA is approximately 2 units higher than indicated AOA and ON SPEED AOA is about 5 knots slow. When electrical power to the indicator is interrupted, the word OFF appears in a window in the face of the indicator. The AOA indicator contains switches that light the indexer lights and actuate the stall warning vibrator.

ANGLE OF ATTACK INDEXERS

The AOA indexers (figure 1-8), are located on each side of the windshield (front cockpit) and above the instrument panel (rear cockpit). Except for the F-4D with AGM-45 selected, the indexers provide a visual indication of aircraft AOA in relation to a pre-determined on-speed AOA by lighting appropriate symbols.

AOA AURAL TONE SYSTEM

The AOA system provides a continuous aural indication of AOA in the headsets of both crewmembers to describe the aircraft AOA (see figure 1-9). The aural tone operates directly off the AOA probe; however, there is a built in lag of about 1 second between the actual AOA and the aural tone indication. The aural tone is present under all flight conditions above 15 units AOA; however, the volume control knob, on the instrument emergency flood lights control panel in the front cockpit and another in the rear cockpit may be used to eliminate the tone up to 20.3 units AOA. Above 20.3 units AOA, the tone cannot be eliminated by the volume control and the only means of turning off the tone is by pulling the AOA probe heater control circuit breaker (C7, No. 3 panel). After TO 1F-4-1262, the rear cockpit volume control knob shares the same panel with the voice warning volume control knob.

F-4C D

V-N ENVELOPE

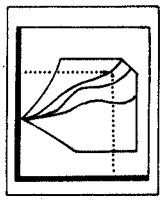
SYMMETRICAL FLIGHT

GROSS WEIGHT–37,500 POUNDS

AIRPLANE CONFIGURATION
CLEAN
OR
(4) AIM–7

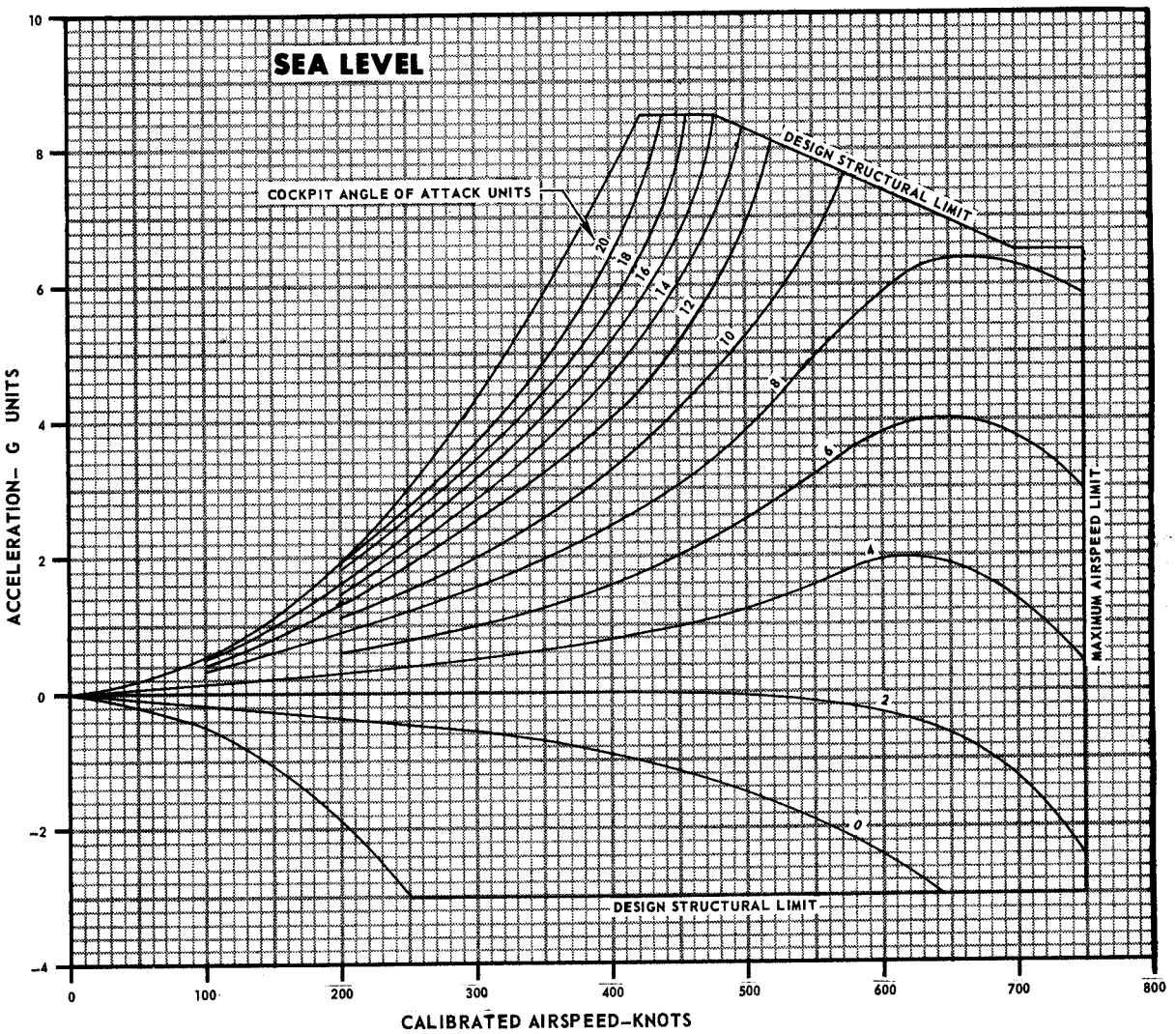
REMARKS
ENGINE(S): (2) J79–GE–15
ICAO STANDARD DAY

GUIDE



FUEL GRADE: JP–4
FUEL DENSITY: 6.5 LB/GAL

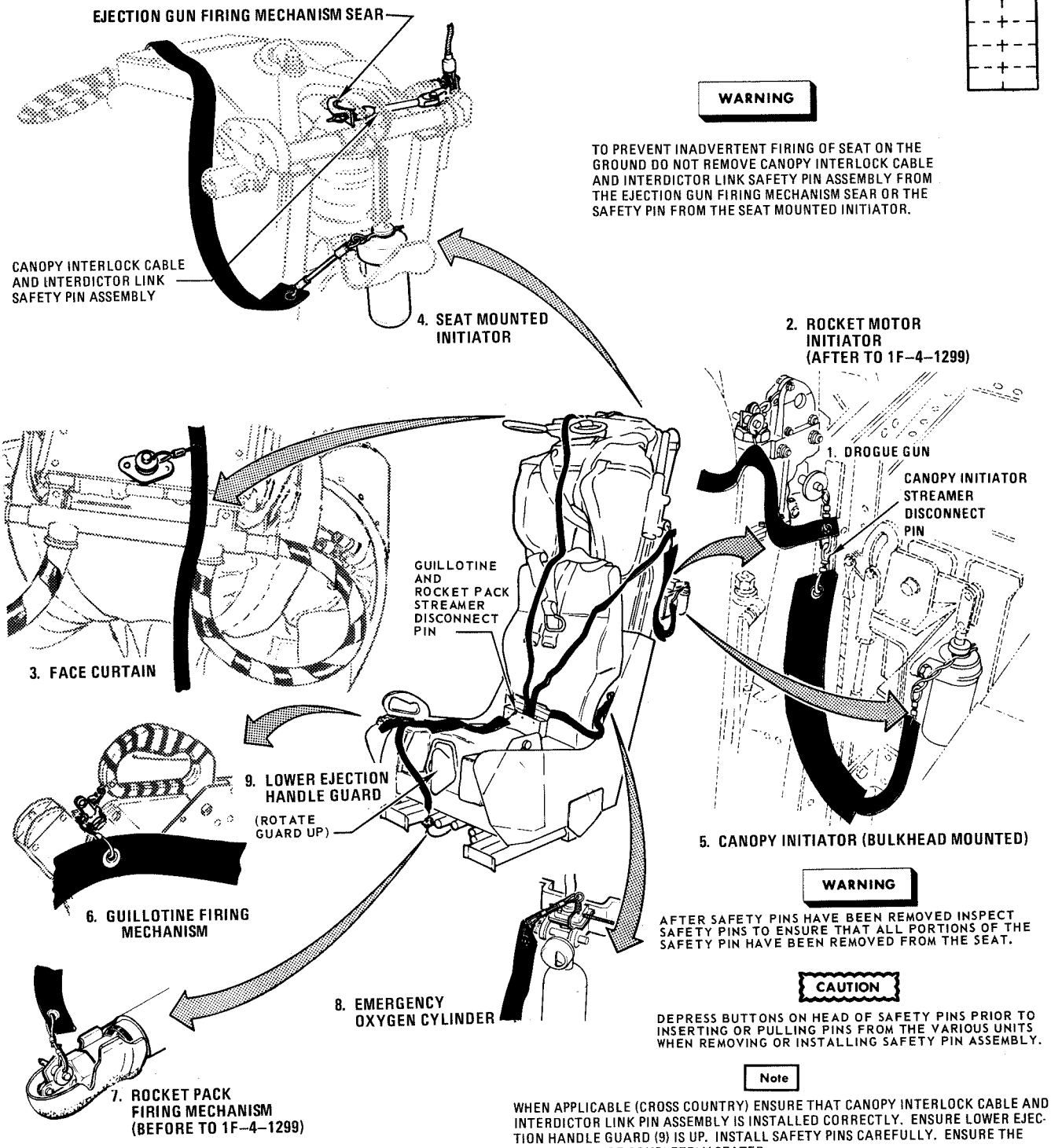
DATE: 1 AUGUST 1968
DATA BASIS: FLIGHT TEST



4C–1–(312)A

Figure A9–62

EJECTION SEAT AND CANOPY INITIATOR SAFETY PINS



WARNING

TO PREVENT INADVERTENT FIRING OF SEAT ON THE GROUND DO NOT REMOVE CANOPY INTERLOCK CABLE AND INTERDICTOR LINK SAFETY PIN ASSEMBLY FROM THE EJECTION GUN FIRING MECHANISM SEAR OR THE SAFETY PIN FROM THE SEAT MOUNTED INITIATOR.

WARNING

AFTER SAFETY PINS HAVE BEEN REMOVED INSPECT SAFETY PINS TO ENSURE THAT ALL PORTIONS OF THE SAFETY PIN HAVE BEEN REMOVED FROM THE SEAT.

CAUTION

DEPRESS BUTTONS ON HEAD OF SAFETY PINS PRIOR TO INSERTING OR PULLING PINS FROM THE VARIOUS UNITS WHEN REMOVING OR INSTALLING SAFETY PIN ASSEMBLY.

Note

WHEN APPLICABLE (CROSS COUNTRY) ENSURE THAT CANOPY INTERLOCK CABLE AND INTERDICTOR LINK PIN ASSEMBLY IS INSTALLED CORRECTLY. ENSURE LOWER EJECTION HANDLE GUARD (9) IS UP. INSTALL SAFETY PINS CAREFULLY. ENSURE THE SAFETY PINS ARE COMPLETELY SEATED.

(1) DROGUE GUN
(2) ROCKET MOTOR INITIATOR
(3) FACE CURTAIN
(4) SEAT MOUNTED INITIATOR
(5) BULKHEAD MOUNTED CANOPY INITIATOR
(6) GUILLOTINE
(7) ROCKET PACK
(8) EMERGENCY OXYGEN

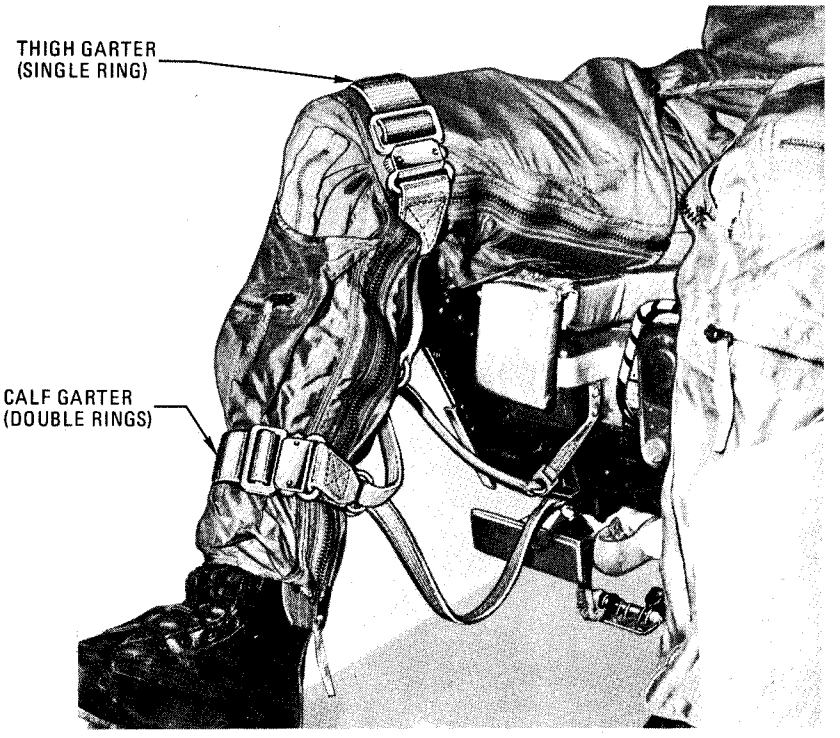
WARNING

ENSURE THAT ROCKET PACK FIRING MECHANISM SAFETY PIN IS INSTALLED AND FULLY SEATED. FAILURE TO INSTALL SAFETY PIN COULD LEAD TO ROCKET MOTOR ACTUATION AND RESULT IN SERIOUS INJURY OR DEATH TO PERSONNEL.

4C-1-(35)E
R

Figure 2-2

LEG RESTRAINERS



4C-1-(28)A

Figure 1-25

Leg Restraint Release Handle

The leg restraint release handle is on the forward left side of the seat bucket. The rear position releases the lockpins from the snubbers. The leg lines can then slide out of the garters.

Seat Positioning Switch

A contact switch on the right forward side of the seat bucket permits vertical adjustment of the seat.

Emergency Harness Release Handle

The emergency harness release handle is on the right edge of the seat bucket. It provides a single action release of the crewmember with parachute from the ejection seat. When the handle is pulled, the guillotine fires to cut the parachute withdrawal line, and the leg restraints, lap belt, shoulder harness restraints and parachute restraint straps are released. With only partial rotation, the crewmember may fire the guillotine and still have all other straps secure.

Emergency Oxygen Knob

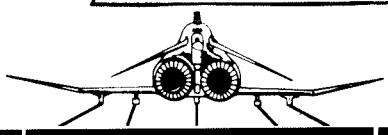
The green emergency oxygen knob is on the forward left side of the seat bucket. Emergency oxygen is actuated automatically upon ejection. It may be actuated at any time with the emergency oxygen knob. The emergency oxygen bottle provides oxygen for about 10 minutes or until the crewmember separates from the seat.

Personal Parachute

The personal parachute is in a hardshell container on the back of the seat. Springs are compressed between the container and the seat to push the container from the seat when the restraint straps are released. The container separates from the crewmember when the chute deploys. Straps are attached across the parachute risers to prevent canopy collapse if a shoulder harness fitting is disengaged. The canopy incorporates two pull down vent lines (PDVL) for faster canopy inflation and to reduce opening shock. They are designed to be broken by the parachute opening. Do not be concerned by these dangling lines. The PDVL may not break if ejecting below about 300 knots. This is not a malfunction. If the PDVL do not break, the canopy will be slightly flattened, oscillation increased and descent

EXTERNAL STORES LIMITATIONS

FUEL TANKS AND SPECIAL WEAPONS



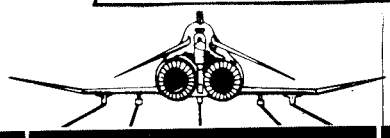
STORE	SUSPENSION	STATION LOADING					CARRIAGE				JETTISON 1G LEVEL FLIGHT JETTISON		
							AIRSPEED		ACCEL G		MIN	MAX	
		1	2	5	8	9	KNOTS	MACH	SYM.	UNSYM.	KNOTS	KNOTS	
600 Gallon High Performance Centerline Tank	BRU–5/A	Empty, Subsonic		●			660	2.0	+8.5 −2.0	+6.8 0.0		660 2.0 *	
		Empty, Supersonic		●					+6.5 −2.0	+5.2 0.0			
		Empty to Full		●					+5.0 −2.0	+4.0 0.0		560 2.0 **	
Royal Jet 600 Gallon Centerline Tank	Aero 27/A	Empty to 10% Full		●			600	1.8	+5.0 0.0	+4.0 0.0	175	425	A
		10% Full to 75% Full		●			600	1.8	+5.0 0.0	+4.0 0.0	Not Authorized		
		75% Full to Full		●			600	1.8	+3.0 0.0	+2.0 0.0	175	425	
Sargent–Fletcher 370 Gallon Wing Tank	Pylon Installed as part of Wing Tank	●	Empty to 10% Full			●	750	1.6	+6.0 −2.0	+4.8 0.0	(1G Level Flight) 175 to 375 (2G Sym Flight) 400 to 445 (3G Sym Flight) 425 to 510		B
		●	10% Full to 75% Full			●	550	1.6	+5.0 −2.0	+4.0 0.0			
		●	75% Full to Full			●	550	1.6	+4.0 −1.0	+2.0 0.0			
B43 BOMB, OR BDU–8/B PRACTICE BOMB MAXIMUM LOAD–3	Aero 27/A			●			✈	✈	+6.5 −3.0	+5.2 0.0	175	✈	C
	MAU–12 (With Adapter)		●		●		750	1.8	+5.5 −2.0	+4.4 0.0	175	750	
B57 BOMB, B57 TYPE III TRAINING BOMB OR BDU–12/B PRACTICE BOMB Maximum Load–3	Aero 27/A 30 inch			●			✈	✈	+6.5 −3.0	+5.2 0.0	175	600	D
	MAU–12 14 inch		●		●		✈	✈	+5.5 −2.0	+4.4 0.0	175	550	
	MAU–12 14 inch (With Adapter)		●		●		750	1.8	+6.0 −3.0	+4.8 0.0	175	750	
													E

4C–1–(74–2)H

Figure 5–10 (Sheet 2 of 25)

EXTERNAL STORES LIMITATIONS

SPECIAL WEAPONS AND MISSILES



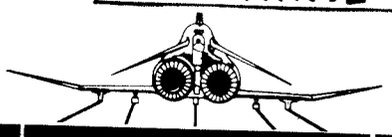
STORE	SUSPENSION	STATION LOADING					CARRIAGE				JETTISON 1G LEVEL FLIGHT		
							AIRSPEED		ACCEL G		JETTISON		
											MIN	MAX	
		1	2	5	8	9	KNOTS	MACH	SYM.	UNSYM.	KNOTS	KNOTS	
B61 Bomb, B61–( ) Type III Training Bombs or BDU–38/B Practice Bomb Maximum Load –3	Aero 27/A			●			✈	✈	+6.5 –3.0	+5.2 0.0	175	✈	
	MAU–12 (With Adapter)		●		●		750	1.8	+6.0 –3.0	+4.8 0.0	175	750	A
AIM–7E–3 and AIM–7E–3 with AN/AWM–19 Missiles Maximum Load–4	Aero–7A	MISSILE STATIONS					✈	✈	✈	✈	175	✈	
			3	4	6	7							
		FWD		●	●								
		AFT	●			●							B
AIM–9B/E/J/N/P (BASIC, –1, –2 and –3 Configuration and Captive Training Missile) Maximum Load – 4	Aero–3/B or LAU–7A/A Launcher With or Without 3–inch spacers		⊕		⊕		**	**	✈ ***	✈ ***	NA	NA	C
AGM–65A or AGM–65B (Maverick) Missile Maximum Load – 6 TGM–65 (Maverick Trainer) Maximum Load–6	LAU–88 Launcher		⊕		⊕		✈	✈	+6.0 –3.0	+4.8 0.0	175 (Maximum Jettison Altitude is 33,000 Feet)	550	D

4C–1–(74–4)E

Figure 5–10 (Sheet 4 of 25)

EXTERNAL STORES LIMITATIONS

MISSILES, MISSILES MIXED LOADS GP AND INCENDIARY BOMBS



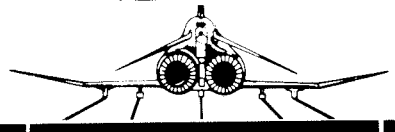
STORE	SUSPENSION	STATION LOADING					CARRIAGE				JETTISON 1G LEVEL FLIGHT JETTISON		
							AIRSPEED		ACCEL G		MIN	MAX	
		1	2	5	8	9	KNOTS	MACH	SYM.	UNSYM.	KNOTS	KNOTS	
AGM–45A, B ATM–45 Missile Maximum Load–4	LAU–34/A Launcher	✱	✱		✱	✱	✈	✈	+6.0 –3.0	+4.8 0.0	175	550	
AIM–9B/E/J/N/P (BASIC, –1, –1, AND –3 Configuration and Captive Training Missile) with ALQ–71(V)–2, 71(V)–3, ALQ–72, ALQ–87	LAU–7A/A or Aero 3/B with 3–inch spacer on MAU–12 Pylon		✱		✱		*	*	+6.0 –3.0	+4.8 0.0	175	750	A
AIM–9B/E/J/N/P (BASIC, –1, –2, AND –3 Configuration and Captive Training Missile) with ALQ–101(V)–10			✱		✱								
AIM–9 (Captive Training Missile) with BDU–33B/B, D/B	LAU–7 A/A or Aero 3/B with 3–inch spacers on MAU–12 pylon and TER		✱		✱		550	0.95	+5.0 –1.0	+4.0 0.0	175	550	B
AIM–9 (Captive Training Missile) with MXU–648 Cargo Pod	LAU–7A/A or Aero 3/B with 3–inch spacers on MAU–12 pylon.		✱		✱		500	0.95	+3.0 0.0	+2.4 +0.5	NA	NA	C
M36E2 Cluster Incendiary Bomb Maximum Load–10	MER (Fwd)			✱			550	0.9	+5.0 –1.0	+4.0 0.0	300	500	D
	TER		✱		✱						175	550	
	MAU–12	✱				✱							
Matra 250Kg Bomb (unretarded) Maximum Load –6	TER–9A		✱		✱		500	0.9	+5.0 –1.0	+4.0 0.0	175	500	E
MK–82/BSU–49/B (AIR) Maximum Load: Single–24 Ripple–21	MER (FWD) Single or ripple release	✱		✱ ✱		✱	600	1.2	+5.0 –1.0	+4.0 0.0	175	650	F
	TER		✱		✱		650	1.4	+4.0 0.0	+3.2 0.0	175	550	
MK–84/BSU–50/B (AIR) Maximum Load–4	MAU–12	✱	✱		✱	✱	600	1.3	5.5 –3.0	4.4 0.0	175	550	G
							700	1.4	3.0 0.0	2.4 0.0			

Figure 5–10 (Sheet 6 of 25)

4C–1–(74–6)L

EXTERNAL STORES LIMITATIONS

GP BOMBS



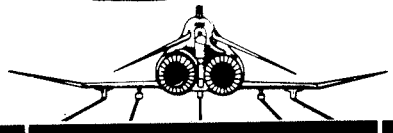
STORE	SUSPENSION		STATION LOADING 1	2	5	8	9	CARRIAGE AIRSPEED KNOTS	AIRSPEED MACH	ACCEL G SYM.	ACCEL G UNSYM.	JETTISON 1G LEVEL FLIGHT JETTISON MIN KNOTS	JETTISON MAX KNOTS	
M117 GP Bomb Maximum Load –17	MER (Fwd)							550	1.1	+5.0 –1.0	+4.0 0.0	275	550	
								600	1.3	+3.0 0.0	+2.4 0.0			
												275	450	
	TER											275	550	A
M117D (Destructor) M117R (Retarded) M117R (Low drag configuration), W/MAU–91 A/B, B/B FIN Maximum Load Single – 16 Ripple – 4	MER (Fwd)	Single Release Only						550	1.1	+5.0 –1.0	+4.0 0.0	375	500	
								600	1.3	+3.0 0.0	+2.4 0.0			
												275	450	
	TER											175	600	B
M118GP Bomb	AERO–27/A							600	1.1	+5.0 –1.0	+4.0 0.0	175	600	C
M129E1, M129E2 Leaflet Bomb Maximum Load–18	MAU–12							550	1.1	+5.0 –1.0	+4.0 0.0	175	550	
	MER (Fwd)											275	550	
												275	450	
	TER											175	550	D
MC–1 Gas Bomb Maximum Load–17	MAU–12							550	1.1	+5.0 –1.0	+4.0 0.0	175	550	
	MER (Fwd)											275	550	
												275	450	
	TER											175	550	E
MK 81 LDGP Bomb Maximum Load–24	MER (Fwd)							550	1.1	+5.0 –1.0	+4.0 0.0	275 Single Speed 275		
												175	450	
	TER											175	550	F

4C–1–(74–8)C

Figure 5–10 (Sheet 8 of 25)

EXTERNAL STORES LIMITATIONS

GP BOMBS AND GP BOMBS WITH FUZE EXTENDERS



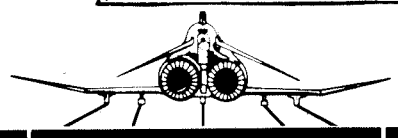
STORE	SUSPENSION		STATION LOADING 1	2	5	8	9	CARRIAGE AIRSPEED KNOTS	AIRSPEED MACH	ACCEL G SYM.	ACCEL G UNSYM.	JETTISON 1G LEVEL FLIGHT JETTISON MIN KNOTS	JETTISON MAX KNOTS	
MK 82 LDGP or MK 36 Destructor with MK–82 FIN or MK–15 (banded closed) FIN	MER (Fwd)		▽▽		▽▽		▽▽	550	1.1	+5.0 −1.0	+4.0 0.0	175	450	
								650	1.3	+3.0 0.0	+2.4 0.0			
	TER			▽		▽						175	550	
Maximum Load–24														A
MK 83 LDGP Bomb	MER (Outboard Aft)	Singles	▽		▽		▽	550	1.1	+5.0 −1.0	+4.0 0.0	175	450	
	(Centerline Fwd)													
	TER			▽		▽						175	550	
	MER	Ripple	▽		▽		▽					175	450	
	TER			▽		▽						175	550	
Maximum Load–13														B
MK 84 LDGP Bomb	MAU–12		▽				▽	600	1.3	+5.5 −3.0	+4.4 0.0	175	600	
	AERO–27/A				▽			650	1.4	+3.0 0.0	+2.4 0.0			
Maximum Load–3														C
MK 82 Snakeye 1 or MK 36 Destructor W/MK 15 Mod 3A or Mod 4 Fins (high or low drag)	MER (Fwd)	Single or ripple release	▽▽		▽▽ **		▽▽	550	1.1	+5.0 −1.0	+4.0 0.0	175	450	
	TER			▽		▽						175	550	
Maximum Load: Single–24 Ripple – 21														D
MK 81 with M1A1 Fuze Extender	MER (Fwd)				▽			550	1.1	+5.0 −1.0	+4.0 0.0	175	450	
			▽				▽					275	275	
	TER			▽		▽						175	550	
MK 82 with M1A1 Fuze Extender	MER (Fwd)		▽		▽		▽					175	450	
	TER			▽		▽						175	550	
MK 83 with M1A1 Fuze Extender	MER (Fwd)				▽							175	450	
	MER (Aft)		▽				▽							
	TER			▽		▽						175	550	
MK 84 with M1A1 Fuze Extender	Aero 27				▽							175	550	
	MAU–12		▽				▽							
M118 GP with M1A1 Fuze Extender	Aero 27				▽			600	1.1	+5.0 −1.0	+4.0 0.0	175	600	

4C–1–(74–10)EE

Figure 5–10 (Sheet 10 of 25)

EXTERNAL STORES LIMITATIONS

DISPENSERS AND CLUSTER BOMB UNITS



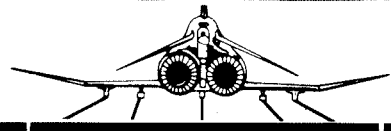
STORE	SUSPENSION		STATION LOADING 1	2	5	8	9	CARRIAGE AIRSPEED KNOTS	AIRSPEED MACH	ACCEL G SYM.	ACCEL G UNSYM.	JETTISON 1G LEVEL FLIGHT JETTISON MIN KNOTS	JETTISON MAX KNOTS	
BLU-52/B A/B (CS-1 Filled) Maximum Load-4	MER (Aft)							550	1.1	+5.0 −1.0	+4.0 0.0	275	500	
								600	1.3	+3.0 0.0	+2.4 0.0	250	500	
	MAU-12											175	550	
CBU- 12/A 12A/A 46/A, A/A; SUU- 7B/A 7C/A 7C/A Dispenser and Bomb Maximum Load-5	MER (Fwd)	FULL						550	1.1	+5.0 −1.0	+4.0 0.0	325 Single Speed 325		A
												300 Single Speed 300		
		EMPTY												
CBU- 24B/B 49B/B 52B/B 58/B, A/B 71/B, A/B; SUU- 30B/B 30B/B 30H/B 30H/B 30H/B Dispenser and Bomb Maximum Load -15	MER (Fwd)							550	1.1	+5.0 −1.0	+4.0 0.0	300	500	B
	TER							600	1.3	+3.0 0.0	+2.4 0.0	175	500	
	MER (Fwd)											375	500	
	MAU-12											175	550	
BL-755 Cluster Bomb (MK 1, MK 2 No. 1, and MK 2 No. 1A Maximum Load-6	TER							550	1.1	+5.0 −1.0	+4.0 0.0	175	550	C
	MER (Fwd)							600	1.3	+3.0 0.0	+2.4 0.0	300	500	

4C-1-(74-12)EE

Figure 5-10 (Sheet 12 of 25)

EXTERNAL STORES LIMITATIONS

DISPENSERS AND CLUSTER BOMB UNITS



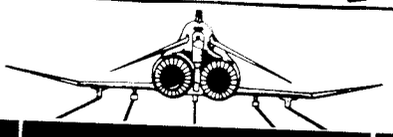
STORE	SUSPENSION		STATION LOADING 1	2	5	8	9	CARRIAGE AIRSPEED KNOTS	AIRSPEED MACH	ACCEL G SYM.	ACCEL G UNSYM.	JETTISON 1G LEVEL FLIGHT JETTISON MIN KNOTS	JETTISON MAX KNOTS	
UNFINNED CBU– / SUU–	MER (Fwd)	FULL						550	0.9	+5.0 −1.0	+4.0 0.0	275	400	
7A/A, 30/A, 38/A, 38A/A, 38B/A, C/A / 13A/A, 13/A, 13A/A, 13B/A, 13C/A														
	TER											250	500	
Dispenser and Bomb Maximum Load–18	MER (Fwd)	EMPTY						550	0.9	+5.0 −1.0	+4.0 0.0	400	400	
												275	375	
	TER											250	500	
Mk 20 Mod 2, 3, 4 CLUSTER BOMB (ROCKEYE II) Maximum Load–12	MER (Fwd)							550	1.1	+5.0 −1.0	+4.0 0.0	175	450	A
	TER											175	550	
SUU–20/A, SUU–20A/A, SUU–20 A/M, SUU-20B/A Bomb and Rocket Dispenser with MK 106, BDU –33B/B, D/B Maximum Load–2	MAU–12							550	1.2	+5.0 −2.0	+4.0 0.0	375 Single Speed 375		B
								650	1.3	+3.0 0.0	+2.4 0.0			
SUU–21/A Bomb Dispenser with MK 106 BDU–33B/B, D/B Maximum Load–5	Aero 27/A							550	1.3	+6.5 −3.0	+5.2 0.0	NA	NA	C
	MAU–12							550	1.1	+5.5 −1.0	+4.4 0.0	NA	NA	

4C–1–(74–14)E

Figure 5–10 (Sheet 14 of 25)

EXTERNAL STORES LIMITATIONS

PRACTICE BOMBS, CHAFF DISPENSER AND ROCKET LAUNCHERS (FFAR)



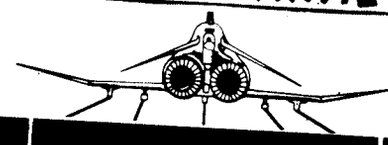
STORE	SUSPENSION	STATION LOADING					CARRIAGE				JETTISON 1G LEVEL FLIGHT JETTISON		
							AIRSPEED		ACCEL G		MIN	MAX	
		1	2	5	8	9	KNOTS	MACH	SYM.	UNSYM.	KNOTS	KNOTS	
BDU–33B/B, D/B Practice Bomb	MER (Shifted Fwd)						550	0.95	+5.0 −1.0	+4.0 0.0	350	450	
											275	450	
	TER										175	550	
ALE–38 Chaff Dispenser Maximum Load–2	MAU–12						550	1.2	+4.0 0.0	+3.2 0.0	275	375	A
ALE–40 Chaff/Flare Dispenser (2 Disp per pylon) Maximum Load–4	**MAU–12**								*	*	NA	NA	B
LAU–3/A Rocket Launcher Maximum Load–15	MER (Aft)	FULL					550	1.1	+5.0 −1.0	+4.0 0.0	175	275	C
	TER	FULL									175	450	
	MAU–12	FULL									175	450	
		FULL									250	500	
	MER (Aft)	EMPTY									250	275	
	TER	EMPTY									175	450	
	MAU–12	EMPTY									175	550	
													D

4C–1–(74–16)C

Figure 5–10 (Sheet 16 of 25)

EXTERNAL STORES LIMITATIONS

ROCKET LAUNCHERS (FFAR), FLARE DISPENSERS, CARGO AND IRCM PODS



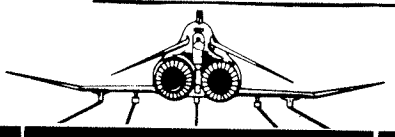
STORE	SUSPENSION	STATION LOADING					CARRIAGE				JETTISON 1G LEVEL FLIGHT JETTISON		
							AIRSPEED		ACCEL G		MIN	MAX	
		1	2	5	8	9	KNOTS	MACH	SYM.	UNSYM.	KNOTS	KNOTS	
LAU–68A/A 68B/A Maximum Load 4	TER		▽ ▽		▽ ▽		550	1.1	+5.0 –1.0	+4.0 0.0	200	450	
	MAU–12		●		●								
SUU–25B/A Flare Dispenser With LUU–1/B, –2/B, –2A/B, –2B/B, –5/B Maximum Load–6	MAU–12	●				●	550	1.1	+5.0 –1.0	+4.0 0.0	250	440	A
	MER (Fwd)			▽ ▽							200	300	
		▽ ▽				▽ ▽					400	450	
SUU–25C/A or SUU–25E/A Flare Dispenser With LUU–1/B, –2/B, –2A/B, –2B/B, –5/B Maximum Load–6	MAU–12	●				●	550	1.1	+5.0 –1.0	+4.0 0.0	325	550	B
	MER (Fwd)	▽ ▽				▽ ▽					400	450	
				▽ ▽							200	300	
MXU–648 Cargo Pod	MAU–12		●		●		500	.95	+3.0 0.0	+2.4 +0.5	NA	NA	C
CTU–2A Supply Container Maximum Load–3	MER (Fwd)	▽ ▽				▽ ▽	400	.95	+5.0 –1.0	+4.0 0.0	NA	NA	D
				▽ ▽ *									

Figure 5–10 (Sheet 18 of 25)

4C–1–(74–18) K

EXTERNAL STORES LIMITATIONS

ACMI, ECM AND GUN PODS, SPRAY TANKS AND TARGET SYSTEMS



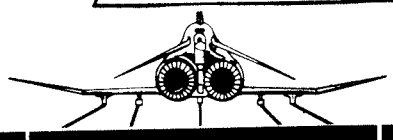
STORE	SUSPENSION	STATION LOADING					CARRIAGE				JETTISON 1G LEVEL FLIGHT JETTISON		
							AIRSPEED		ACCEL G		MIN	MAX	
		1	2	5	8	9	KNOTS	MACH	SYM.	UNSYM.	KNOTS	KNOTS	
SUU–16/A SUU–23/A Gun Pod Maximum Load–3	MAU–12	●				●	✈	✈	+6.0 –3.0	+4.8 0.0	175 **	275 **	
	℄ Adapter			●			✈	✈	✈ *	✈ *			
	MAU–12		●		●		✈	✈	+6.0 –3.0	+4.8 0.0	500	550	
TMU–28/B Spray Tank Maximum Load–2	MAU–12	●				●	550	1.1	+5.0 –1.0	+4.0 0.0	275		A
Modified A/A–37U–15 Tow Target System Maximum Load–1 Configuration limited to Tow target only; or tow target, wing tank, and/or centerline tank.	Tow Target Adapter Target Stowed	●					250	NE	+1.5 +0.5	NA	NA	NA	B
	Target Deployment	●					NA	NA	NA	NA			
	Target Towed	●					500	1.1	+5.0 –1.0	NA			
	Target Released	●					500	1.1	+5.0 –1.0	+4.0 0.0			
A/A–37U–33 Aerial Gunnery Target System Maximum Load–2	MAU–12 Target Stowed	●	●		●	●	500	0.95	+5.0 -1.0	+4.0 0.0	250 *	300	C
	Target Deployment	●	●		●	●							
	Target Towed	●				●							
	Cable Released	●				●							
ALQ–71(V)–2, –3 ALQ–72 ALQ–87 ALQ–101(V)–10 ALQ–119(V)–15, –17 ALQ–131(V)TT (D00111) QRC 80–01(V) ECM Pod	MAU–12						✈	✈	✈	✈	NA	NA	D
	Missile Well Adapter	MISSILE STATIONS 3 4 6 7											
AN/ASQ–T–11, –T–13, –T–17, –T–20, –T–21 AIS Pod (ACMI System Maximum Load–4	Aero–3/B Launcher (F–4D) LAU–7A/A (F–4C) W OR W/O 3" spacer		●		●		✈	✈	✈ *	✈ *	NA		E

4C–1–(74–20) L

Figure 5–10 (Sheet 20 of 25)

EXTERNAL STORES LIMITATIONS

SUSPENSION EQUIPMENT AND MISCELLANEOUS



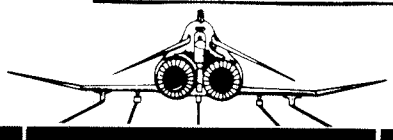
STORE	SUSPENSION	STATION LOADING					CARRIAGE				JETTISON 1G LEVEL FLIGHT JETTISON		
							AIRSPEED		ACCEL G		MIN	MAX	
		1	2	5	8	9	KNOTS	MACH	SYM.	UNSYM.	KNOTS	KNOTS	
AN/AVQ-23 Pave Spike Pod Maximum Load-1	Missile Well Adapter	MISSILE STATIONS					550	1.2	+6.0 -1.0	+4.0 0.0	NA	NA	
			3	4	6	7							
		FWD		●			600 *	1.2 *	+3.0 0.0	+2.4 0.0			A
Empty MER Maximum Load-3	MAU-12	▽▽				▽▽	✈	✈	✈ *	✈ *	350	550	
	℄ Adapter			▽▽							275	450	B
Empty TER Maximum Load-2	MAU-12		▽		▽		✈	✈	✈ *	✈ *	175	550	C
Empty Aero-3/B or LAU-7A/A Launchers	MAU-12		┼		┼		✈	✈	✈ *	✈ *	NA	NA	

4C-1-(74-22)C

Figure 5-10 (Sheet 22 of 25)

EXTERNAL STORES LIMITATIONS

GUIDED BOMBS



STORE	SUSPENSION	STATION LOADING					CARRIAGE				JETTISON 1G LEVEL FLIGHT		
							AIRSPEED		ACCEL G		JETTISON		
		1	2	5	8	9	KNOTS	MACH	SYM.	UNSYM.	MIN KNOTS	MAX KNOTS	
GBU–10/B, A/B, C/B, D/B, E/B (MK, 84 LGB) Maximum Load–4	MAU–12	●	●		●	●	550	0.95	+5.0 –1.0	+4.0 0.0	175	650	
							650	1.4	+3.0 0.0	+2.4 0.0			
GBU–8/B (MK–84EO) Maximum Load–4	MAU–12	●	●		●	●	550	0.95	+5.0 –1.0	+4.0 0.0	175	550	A
			●		●		650	1.4	+3.0 0.0	+2.4 0.0			
GBU–11A/B (M118 LGB) Maximum Load–2	MAU–12		●		●		550	0.95	+4.0 –1.0	+3.0 0.0	200	550	B
GBU–12/B, A/B, B/B C/B, D/B (MK–82 LGB) High and Low Speed Versions Maximum Load–4	MAU–12	●	●		●	●	550	1.1	+5.0 –1.0	+4.0 0.0	175	550	C
GBU 12 B/B, C/B, DB Maximum Load 6	TER		⊲⊳		⊲⊳								D

4C–1–(74–24)CC

Figure 5–10 (Sheet 24 of 25)