

F-4E Upgrade Set Conversion for the Tamiya F-4C/D

CEC32024 (requires set CEC32023)

Cutting Edge®
MODELWORKS

General Notes:

Your **Cutting Edge Modelworks** conversion fits the gorgeous 1/32 Tamiya F-4C/D kit. This is the only way to get an accurate 1/32 F-4E, as the recent Revell kit, while nice in some respects, has a completely inaccurate nose and outer wings. Note that we strongly recommend using the F-4C/D kit—DO NOT use the F-4J kit, as the F-4C/D has the appropriate cockpit and other parts for a USAF F-4E which are not present in the F-4J kit. This set requires our Cutting Edge Modelworks set CEC32023, F-4E "Hard Wing" Conversion, for the gun nose and other necessary parts.

Most F-4Es were built with "hard wings" (no slats), but literally all F-4Es (and the F-4Gs derived from the F-4E) were eventually fitted with full span leading edge slats. Wing slats were effectively a postwar mod, although it is reported that about half a dozen F-4Es with slats were sent to Southeast Asia. This set allows you to add fully accurate slats, along with the ARN-101 mod and TISEO fitted to some jets. It also includes fully accurate cockpit instrument panels and consoles for a late F-4E configuration. We also give you the strike cameras fitted to many aircraft, along with the modified drag chute door. Literally all F-4Es used the Martin Baker H7 ejection seat. Currently the best 1/32 H7 seat on the market is from True Details (bet you never thought we'd say that!!!).

An upcoming **Cutting Edge Modelworks** conversion set will allow you to build an accurate F-4G from the Tamiya F-4C/D kit (F-4G Conversion Set, CEC32026).

- This is a major conversion to an expensive kit—please thoroughly read and understand the instructions before you start!
- CERTAIN PARTS ARE DELICATE! Please be careful with the slender parts.
- Dry fit all parts first. Measure twice and cut once!
- Use super glue (cyanoacrylate).

Construction Notes:

Fuselage

- This set requires **Cutting Edge Modelworks** set CEC32023, F-4E Hard Wing Conversion. The gun nose, nose wheel doors, AOA probe, 'burner nozzles, etc., are used from that set. The F-4E Hard Wing Conversion Set parts basically apply to the Tamiya fuselage. Follow the instructions for set CEC32023 to assemble those parts. All parts from CEC32023 will be used.
- You will basically follow the Tamiya instructions sequencing when assembling this conversion set.
- Assemble the fuselage per the CEC32023 and Tamiya instructions.
- The resin cockpit parts are direct replacements for kit parts F6, F7, F23, F24, F26, F28, F29, F30, and F31. Use the Tamiya kit parts for all other cockpit pieces. See Figures 1-6.
- The resin fin cap is a direct replacement for the kit parts as per Figure 7.
- The drogue chute door is a direct replacement for the kit part per Figure 8.

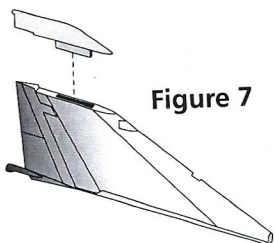


Figure 7

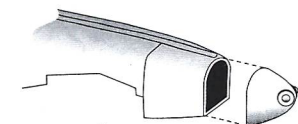


Figure 8

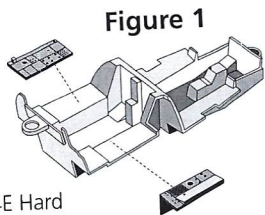
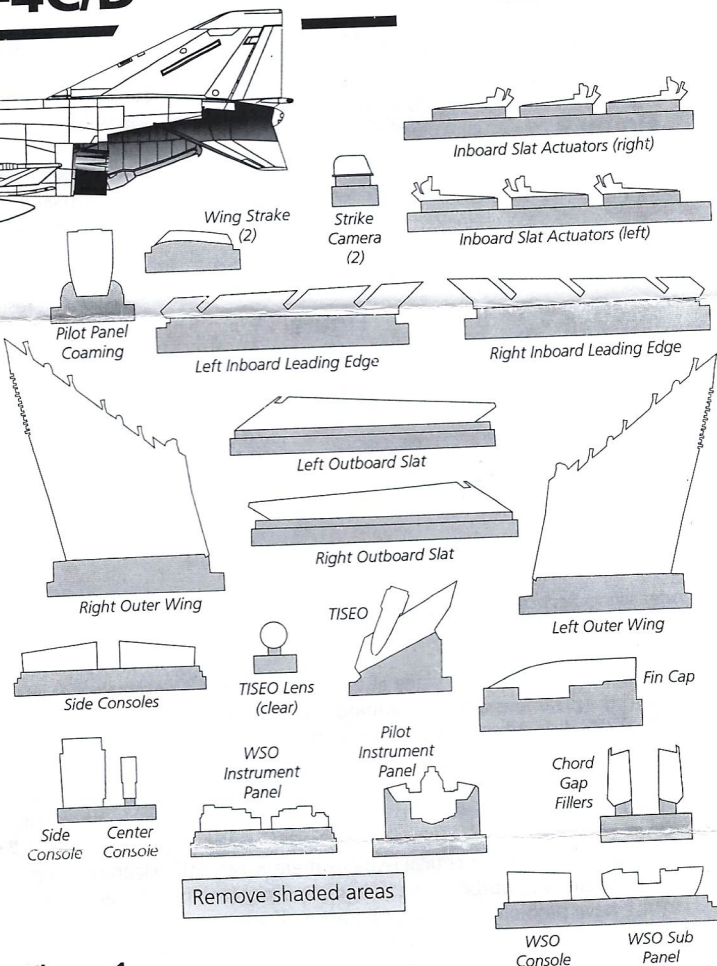


Figure 1

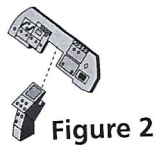


Figure 2

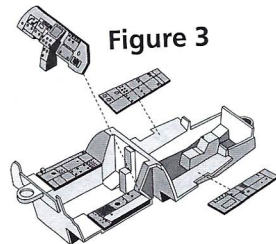


Figure 3

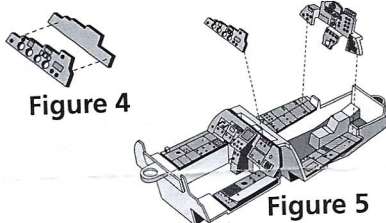


Figure 4

Figure 5

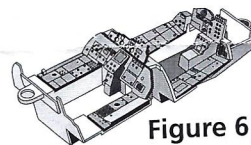


Figure 6

... proudly presented by:

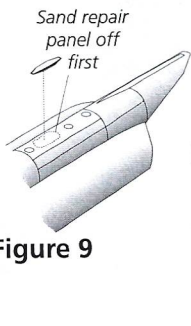
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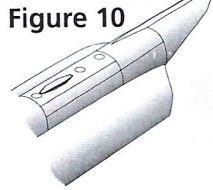
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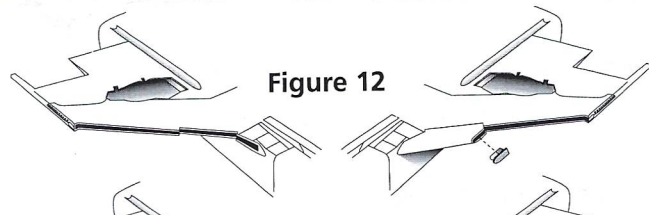
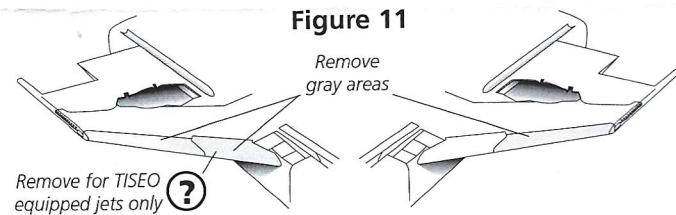


- The ARN-101 dorsal spine radome cannot be properly located until the "battle damage repair" patch is sanded off the kit fuselage. See Figures 9-10.

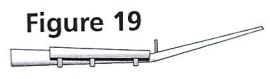
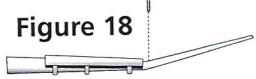
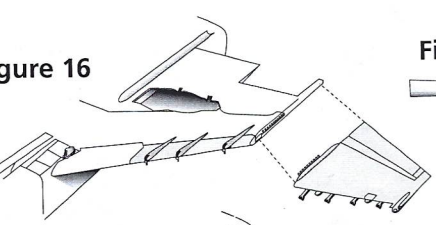
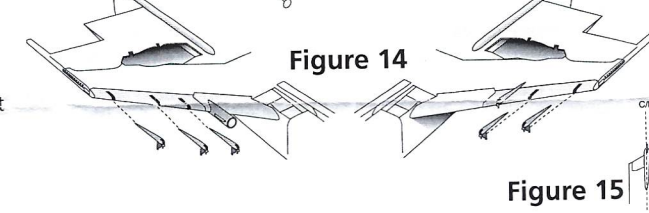
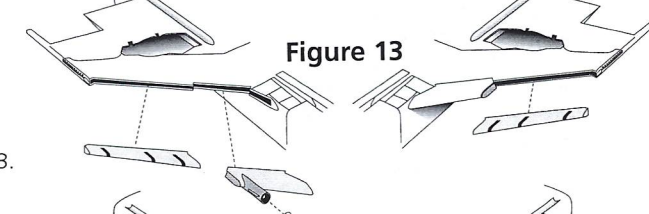


Wings

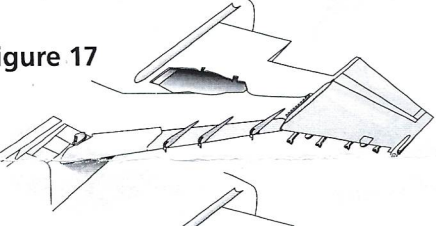
- First, determine whether the jet you're modeling was fitted with the TISEO. You cannot easily add this part after the other construction is complete, so be sure of your information.
- You will follow the kit instructions for all assemblies except the outer wing panels. Your basic wing assembly sequence is:
 - Remove leading edges from inboard wings (remove left inboard section ONLY if your jet was fitted with TISEO). See Figure 11.
 - Test fit the resin leading edge inserts to ensure you've made your cuts properly. DO NOT glue the parts at this point!
 - Assemble the inboard wings as per Steps 8 & 9 of the Tamiya instructions.
 - Glue the resin leading edges in place after the wings are attached to the fuselage (see below)



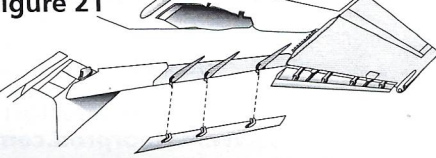
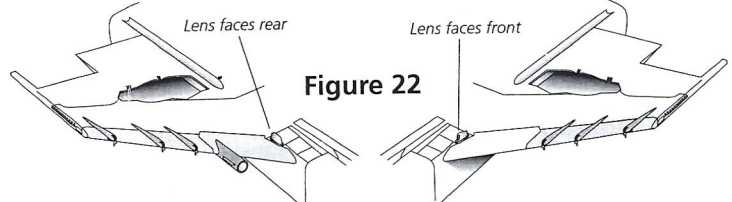
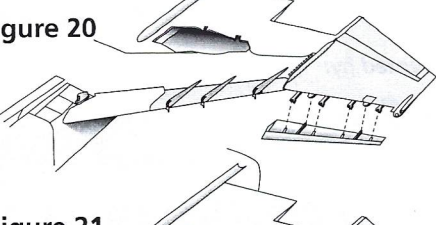
Remove Wing Section (after assembling wing to fuselage)
 Glue chord gap fillers in place (not used on left wing if the TISEO is fitted). See Figure 12.
 Glue the resin TISEO in place at the left wing root if necessary per Figure 13. Add the clear lens after all painting is complete.
 Glue the resin inboard leading edge pieces in place per Figure 14.
VERY CAREFULLY glue the six inboard slat actuators in place. All six are different, so check their scribed markings carefully and don't mix them up! It is **EXTREMELY** important to ensure all six actuators are exactly parallel to the centerline of the aircraft—if they're off center the inboard slats will not fit correctly! This is a critical issue as there is very little clearance between the inboard and outboard slats; if you misalign the inboard actuators you WILL have problems with slat clearance. If you get them properly aligned everything will fit fine and properly capture the close tolerances of the real jet. **DO NOT glue the inboard slats in place yet.** See Figures 15-16.



- Glue the resin outer wings in place per Figure 16-17. Be sure to glue them at exactly the correct angle (same as the Tamiya outer wings), as misalignment will cause fit problems with the close tolerance between the inboard and outboard slats.



- (Be prepared to read the following paragraph several times to ensure you understand exactly what to do!) Dry fit (no glue) the outboard slats in place. The left-right position of the outboard slats cannot be changed, although you will be able to select the fore-aft tip angle when you glue them on. Next, dry fit the inboard slats. Check the clearance between the outer end of the inboard slat and the inboard end of the outer slat (got that?). There should be about 1/64" clearance between them. Everything will fit fine if you properly aligned the inboard slat actuators and got the dihedral of the outer wings correct. If you've misaligned anything, you'll know it at this point. If the slats overlap, you will have to trim a slight amount off the outboard end of the inboard slat. **DO NOT trim the inboard end of the outboard slat.**
- Glue the wing fences in place per Figures 18-19. They are exactly perpendicular to the ground, NOT the outboard wing top surface!
- Glue the inboard and outboard slats in place per Figures 20-21.
- Many jets carried the combat strike cameras for Bomb Damage Assessment. They fit on top of Tamiya parts E12 & E13. The one on the left faced rearward and the one on the right faced forward. See Figure 22.



* When Tamiya copies a real aircraft, they REALLY copy that aircraft! The F-4D airframe Tamiya used as its pattern for this kit was a grounded airframe the USAF used for battle damage repair training. The kit faithfully replicates the many patches and repairs all over the airframe. This is not too bad a problem, but in the case of the spine patch in the location where the ARN-101 spine antenna goes, the patch must be sanded off before the antenna will fit correctly.