

General Dynamics

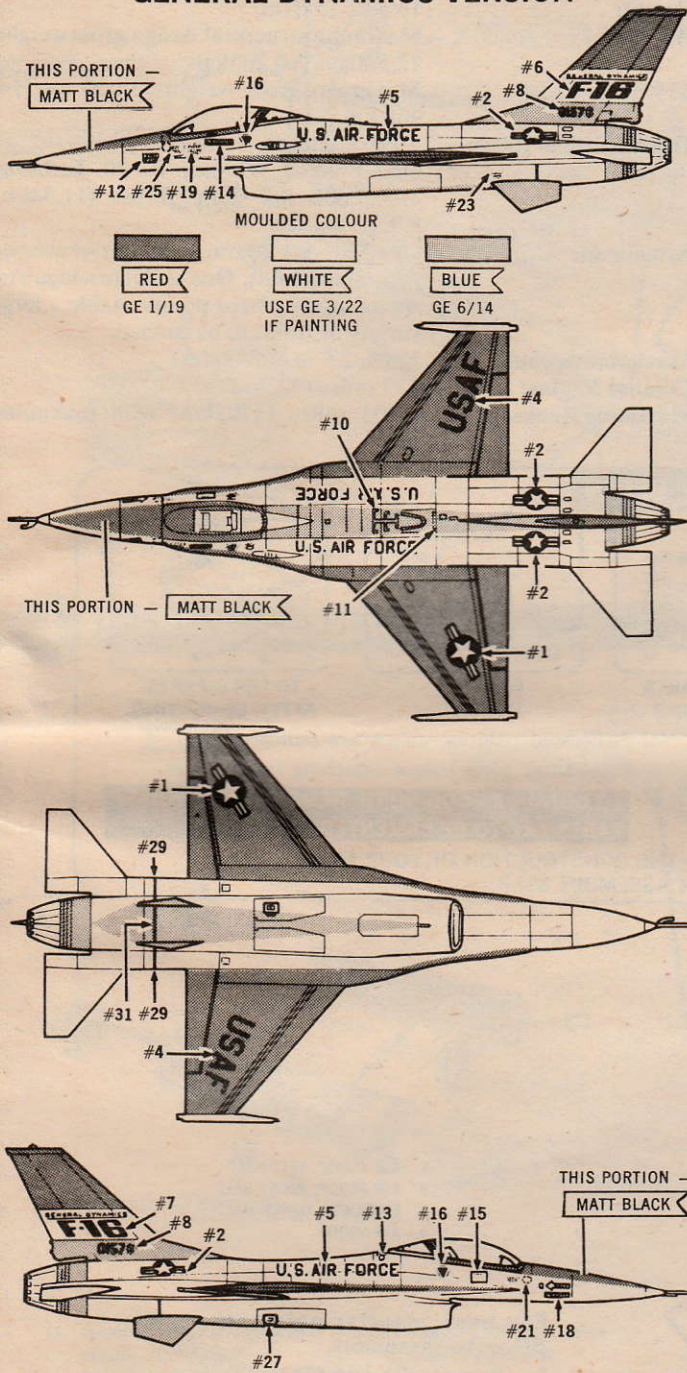
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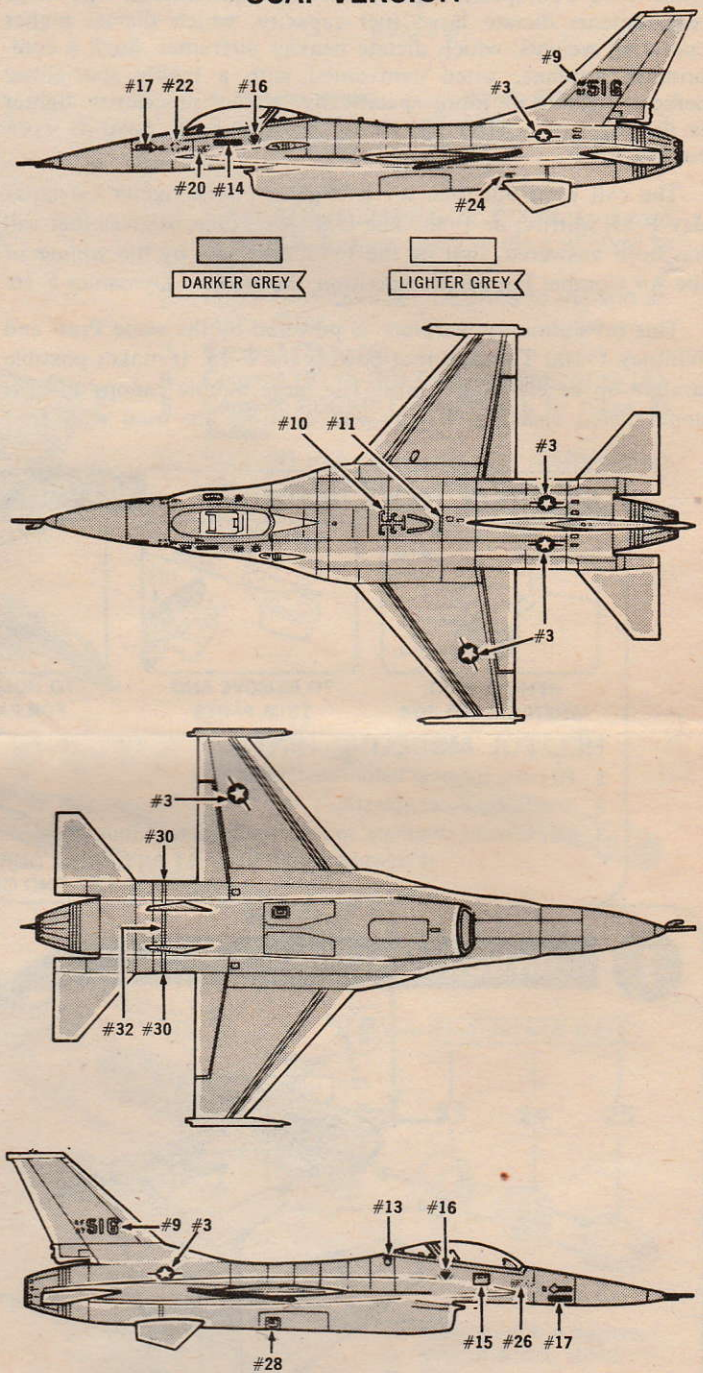
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PRINTED IN ENGLAND

GENERAL DYNAMICS VERSION


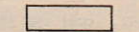









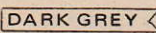
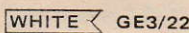
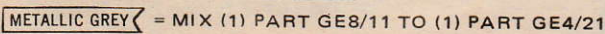
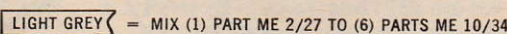
USAF VERSION



MOULDED COLOUR

 RED GE 1/19	 WHITE USE GE 3/22 IF PAINTING	 BLUE GE 6/14
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 DARKER GREY	 LIGHTER GREY
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 MATT BLACK ME 6/33	 MATT OLIVE GREEN ME 3/30	 MATT YELLOW ME 15/24	 MATT FLESH ME 7/61	 RED GE 1/19	 BLUE GE 6/14	 MATT BLUE ME 11/25
 DARK GREY GE/5		 WHITE GE3/22		GENERAL DYNAMICS		
 METALLIC GREY = MIX (1) PART GE8/11 TO (1) PART GE4/21			 LIGHT GREY = MIX (1) PART ME 2/27 TO (6) PARTS ME 10/34			

FOR THE NEW USAF COUNTER SHADED GREY CAMOUFLAGE
 MIX (10) PARTS LIGHT GREY TO (2) PARTS ME 11/25. THIS IS THE BASIC AIRCRAFT COLOUR. MIX (10) PARTS LIGHT GREY TO (1) PART ME 11/25. THIS IS THE COLOUR APPLIED TO THE EDGES OF THE AIRCRAFT. THE SHADES ARE VERY SIMILAR.

THE NEW U.S. FEDERAL STANDARDS ARE F.S. 36375 (LIGHTER GREY) F.S. 36320 (DARKER GREY)

PRINTED IN ENGLAND

Until recently, fighter design in the U.S. was trending toward large, multi-mission aircraft with the emphasis on just about everything except fighter vs. fighter capability. These highly automated "Weapons Delivery Systems" performed the jobs for which they were designed reasonably well, but in the air war in Vietnam their weaknesses showed. A multi-mission fighter-bomber tends to be a compromise of conflicting requirements; e.g., range requirements dictate large fuel capacity, which dictate higher operating weights, which dictate heavier airframes. Such a compromise airplane, when confronted with a highly specialized defense fighter, or more specifically, an air superiority fighter in the form of a MIG 17, 19, or 21, is going to have its work cut out for it.

The call went out then for a "fighter pilot's fighter", a latter day P-51, Spitfire, or F-86. The U.S. Air Force believes that call has been answered, first by the F-15, and now by the winner of the Air Combat Fighter Competition, the General Dynamics F-16.

This revolutionary warplane is powered by the same Pratt and Whitney F-100 Turbojet that powers the F-15. It makes possible straight-up accelerated climbs! The large bubble canopy affords unparalleled visibility. Fly-by-wire controls are used with four

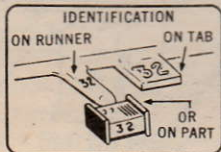
back-up systems. Your Revell model represents the **production version** of this fabulous new fighter.

SPECIFICATIONS:

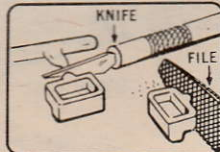
- Span:** Without missiles 31' (9.45m), with missiles 32'10" (10.01m)
- Length:** Without probe 47'7" (14.52m)
- Height:** 16'5.2" (5.01m)
- Weight:** Maximum structural design gross weight-22,500 lbs (10,205kg).
Maximum gross weight-33,000 lbs (14,968 kg).
- Thrust/Weight Ratio:** ... 1.1 to 1 (clean)
- Power:** One Pratt & Whitney F-100 Turbofan of 25,000 lbs static thrust (11,340kg S.T.).
- Armament:** One M61A-1 20mm multi-barrel cannon with 500 rounds. One underfuselage and six underwing hard points enable a large variety of stores to be carried.
- Maximum Speed:** Mach 2+ at 40,000 feet
- Combat Radius:** 575 miles (925km)
- Maximum Range:** 2,303 miles (3705km) with maximum fuel

GET YOUR TOOLS READY:

BEFORE YOU BEGIN



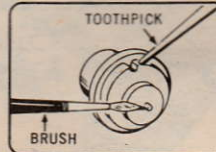
REMOVE PART WHEN CALLED FOR



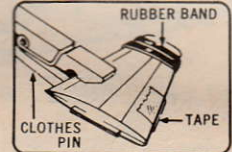
TO REMOVE AND TRIM PARTS



TO HOLD PARTS FOR PAINTING



TO APPLY CEMENT



TO HOLD PARTS AFTER CEMENTING

HELPFUL MODELING HINTS

1. Fit parts together before cementing.
2. Trim away excess plastic.
3. Use cement sparingly; too much will damage your model.

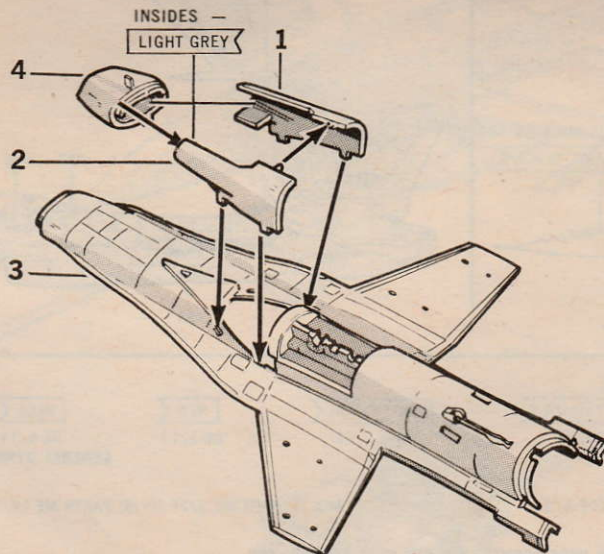
4. Suggested painting colors are indicated by . Paint small parts before detaching from runner.

5. **TO OBTAIN A GOOD BOND, REMOVE PAINT WHERE PARTS ARE TO BE CEMENTED.**

IF YOU WISH TO STOP AT ANY POINT DURING THE CONSTRUCTION OF YOUR MODEL, DO SO AT THE END OF AN ASSEMBLY STEP.

1

INTAKE ASSEMBLY

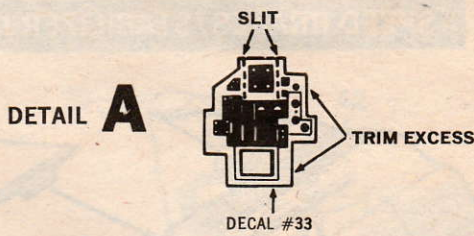
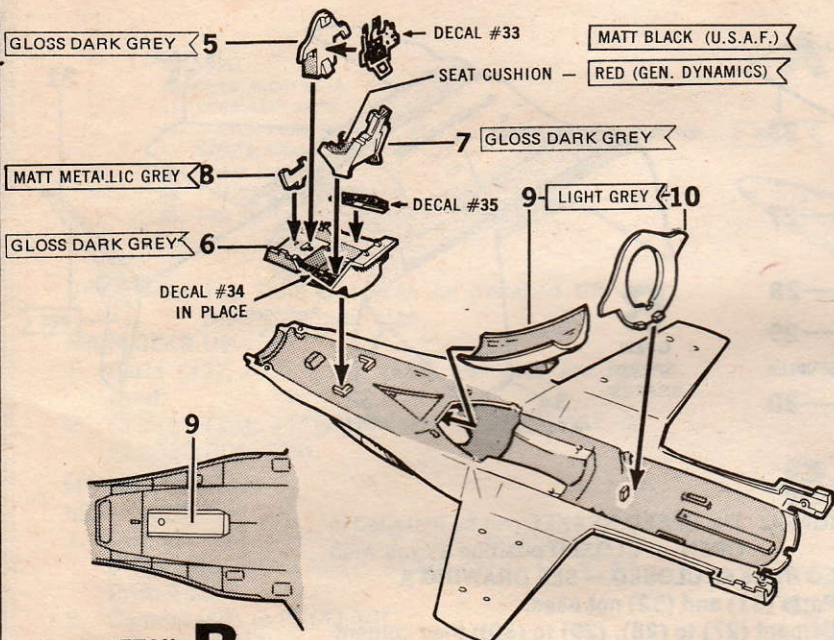


- 1 AIR SCOOP, LEFT HALF
- 2 AIR SCOOP, RIGHT HALF
- 3 FUSELAGE, LOWER HALF
- 4 AIR SCOOP

For best results; paint all parts prior to assembly.

1. Cement (1) and (2) to (3).
2. Cement (4) to (1), (2), and (3).

2 COCKPIT ASSEMBLY

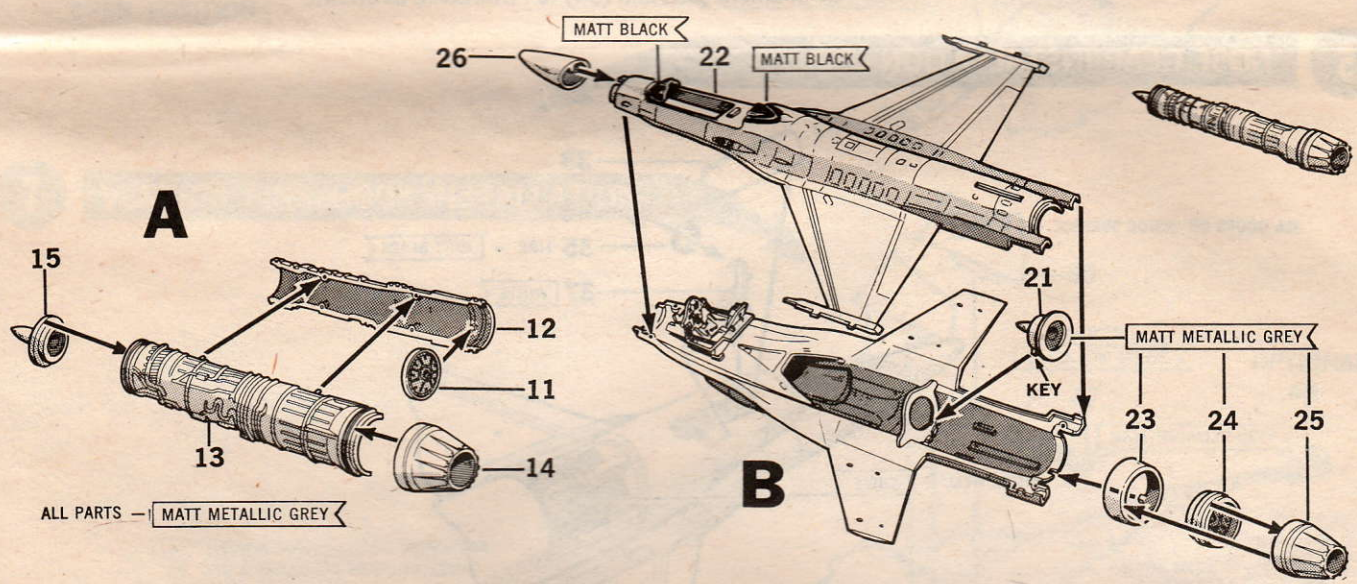


- 5 INSTRUMENT PANEL
- 6 COCKPIT FLOOR
- 7 SEAT, EJECTION
- 8 PEDALS, RUDDER
- 9 DUCT
- 10 BULKHEAD, ENGINE

1. Slit INSTRUMENT PANEL DECAL as shown in **DETAIL A**; then apply to (5) and allow to DRY.
2. Apply two CONSOLE DECALS to (6) and allow to DRY.
3. Cement (7) to (6).
4. Cement (8) to (6); then cement (5) to (6).
5. Cement COCKPIT ASSEMBLY in place as shown.
6. Slide (9) into place until it is positioned as shown in **DETAIL B**; then cement.
7. Cement (10) in place with two small tabs toward rear.

DETAIL B

3 ENGINE/FUSELAGE ASSEMBLY



- 11 FLAME HOLDER, AFTERBURNER
- 12 ENGINE, RIGHT HALF
- 13 ENGINE, LEFT HALF
- 14 EXHAUST NOZZLE, OPEN
- 15 FAN, FIRST STAGE
- 21 FAN, FIRST STAGE
- 22 FUSELAGE, UPPER HALF
- 23 ADAPTOR RING
- 24 FLAME HOLDER, AFTERBURNER
- 25 EXHAUST NOZZLE, CLOSED
- 26 NOSE

OPTIONAL: An ASSEMBLED ENGINE or Parts (21), (24), and (25) to simulate an assembled ENGINE, can be installed.

SEE DRAWING A

1. Cement (11) to (12); then cement (13) to (11) and (12).
2. Cement (14) and (15) to ENGINE.

SEE DRAWING B

WITHOUT ASSEMBLED ENGINE

1. Cement (21) into BULKHEAD.
2. Cement (22) to LOWER FUSELAGE HALF.

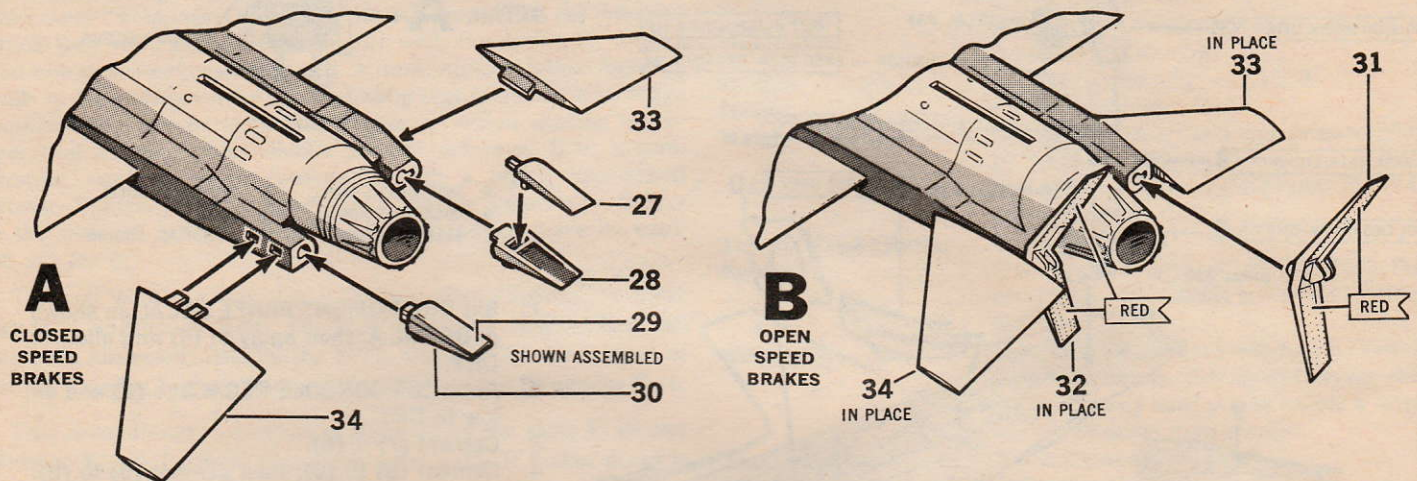
3. Cement (23) to FUSELAGE.
4. Cement (24) to (25); then cement (25) to (23).
5. Cement (26) to FUSELAGE.

WITH ASSEMBLED ENGINE

1. Parts (21), (24), and (25) are not used.
2. Cement (22) to LOWER FUSELAGE HALF.
3. Cement (23) to FUSELAGE.
4. Cement (26) to FUSELAGE.
5. Slide assembled ENGINE into FUSELAGE.

4

SPEED BRAKES/STABILIZER INSTALLATION



- 27 SPEED BRAKE, UPPER RIGHT
- 28 SPEED BRAKE, LOWER RIGHT
- 29 SPEED BRAKE, UPPER LEFT
- 30 SPEED BRAKE, LOWER LEFT
- 31 SPEED BRAKE OPEN, RIGHT
- 32 SPEED BRAKE OPEN, LEFT
- 33 STABILATOR, RIGHT
- 34 STABILATOR, LEFT

OPTIONAL: The SPEED BRAKES can be installed in OPEN or CLOSED position as you wish.

SPEED BRAKES CLOSED — SEE DRAWING A

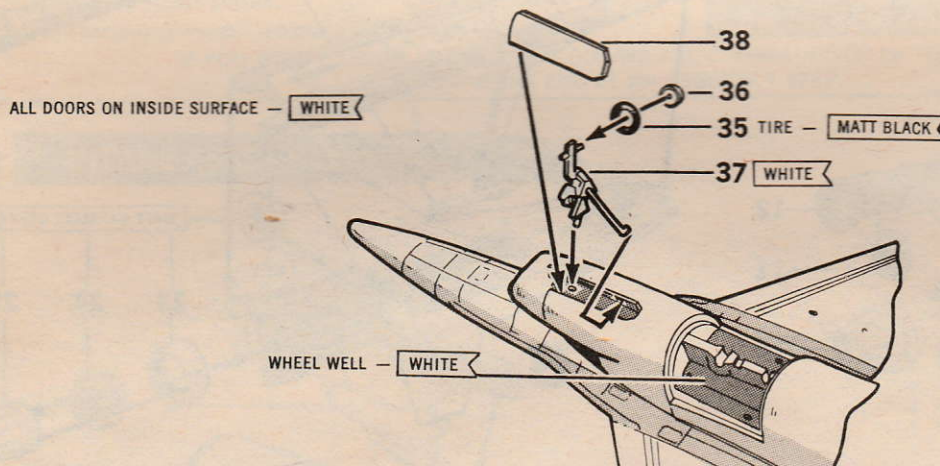
1. Parts (31) and (32) not used.
2. Cement (27) to (28), (29) to (30); then cement both assemblies to FUSELAGE.
3. Cement (33) and (34) to FUSELAGE as shown.

SPEED BRAKES OPEN — SEE DRAWING B

1. Parts (27), (28), (29), and (30) not used.
2. Cement (31) and (32) to FUSELAGE as shown.
3. Cement (33) and (34) to FUSELAGE as shown.

5

NOSE GEAR INSTALLATION



- 35 TIRE
- 36 WHEEL
- 37 STRUT
- 38 DOOR, NOSE WHEEL

OPTIONAL: The Nose gear can be installed UP or DOWN, as you wish.

NOSE GEAR UP

1. Parts (35), (36), and (37) are not used.
2. Cement (38) to FUSELAGE in CLOSED POSITION.

NOSE GEAR DOWN

1. Place (35) on (36); then put a drop of cement into hole in (36) and press (36) onto (37). **DO NOT ALLOW CEMENT TO TOUCH WHEEL OR IT WILL NOT ROTATE.**
2. Cement NOSE GEAR to FUSELAGE.
3. Cement (38) to FUSELAGE in OPEN POSITION.

6

MAIN GEAR INSTALLATION

- 39 PANEL
- 40 DOOR, RIGHT MAIN
- 41 DOOR, LEFT MAIN
- 42 STRUTS, MAIN
- 43 STRUTS, DRAG
- 44 WHEEL (2 Parts)
- 45 TIRE, INNER HALF (2 Parts)
- 46 TIRE, OUTER HALF (2 Parts)

ALL DOORS ON INSIDE SURFACE — WHITE

OPTIONAL: The Main Gear can be installed **UP** or **DOWN**, as you wish.

MAIN GEAR UP

1. Parts (42), (43), (44), (45), and (46) are not used.
2. Cement (39), (40), and (41) to FUSELAGE in CLOSED POSITION.

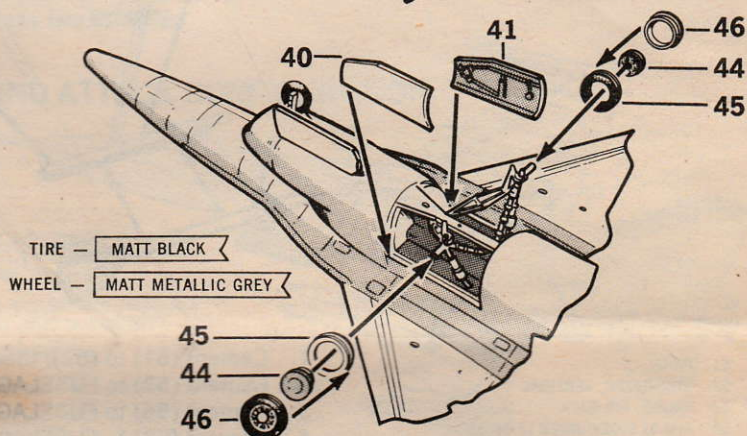
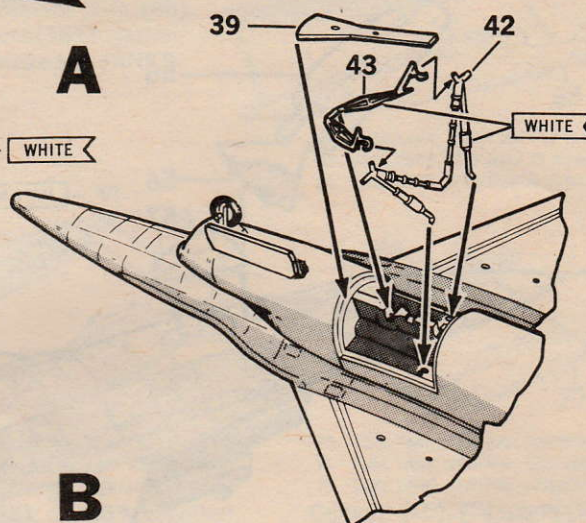
MAIN GEAR DOWN**SEE DRAWING A**

1. Cement (42) to FUSELAGE; then cement (43) to (42) and FUSELAGE. **ALIGN STRUTS VERY CAREFULLY.**

2. Cement (39) to FUSELAGE.

SEE DRAWING B

3. Place (44) in (45) and cement (45) to (46). **Make two WHEELS. DO NOT ALLOW CEMENT TO TOUCH (44) OR WHEEL WILL NOT ROTATE.**
4. Cement WHEELS to MAIN GEAR axles. Cement (40) and (41) to FUSELAGE and STRUTS in OPEN POSITION.



TIRE — MATT BLACK

WHEEL — MATT METALLIC GREY

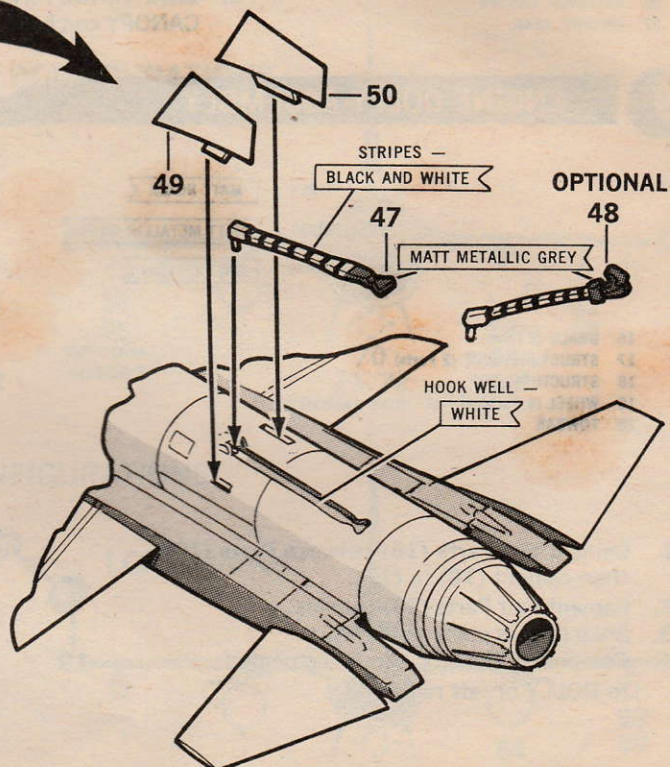
7

VENTRAL FINS/HOOK INSTALLATION

- 47 FIELD ARRESTING HOOK, RETRACTED
- 48 FIELD ARRESTING HOOK, EXTENDED
- 49 VENTRAL FIN, RIGHT
- 50 VENTRAL FIN, LEFT

OPTIONAL: The ARRESTING HOOK can be installed **UP** or **DOWN**, as you wish.

1. Cement (47) or (48) to FUSELAGE as desired.
2. Cement (49) and (50) to FUSELAGE as shown.

STRIPES —
BLACK AND WHITE

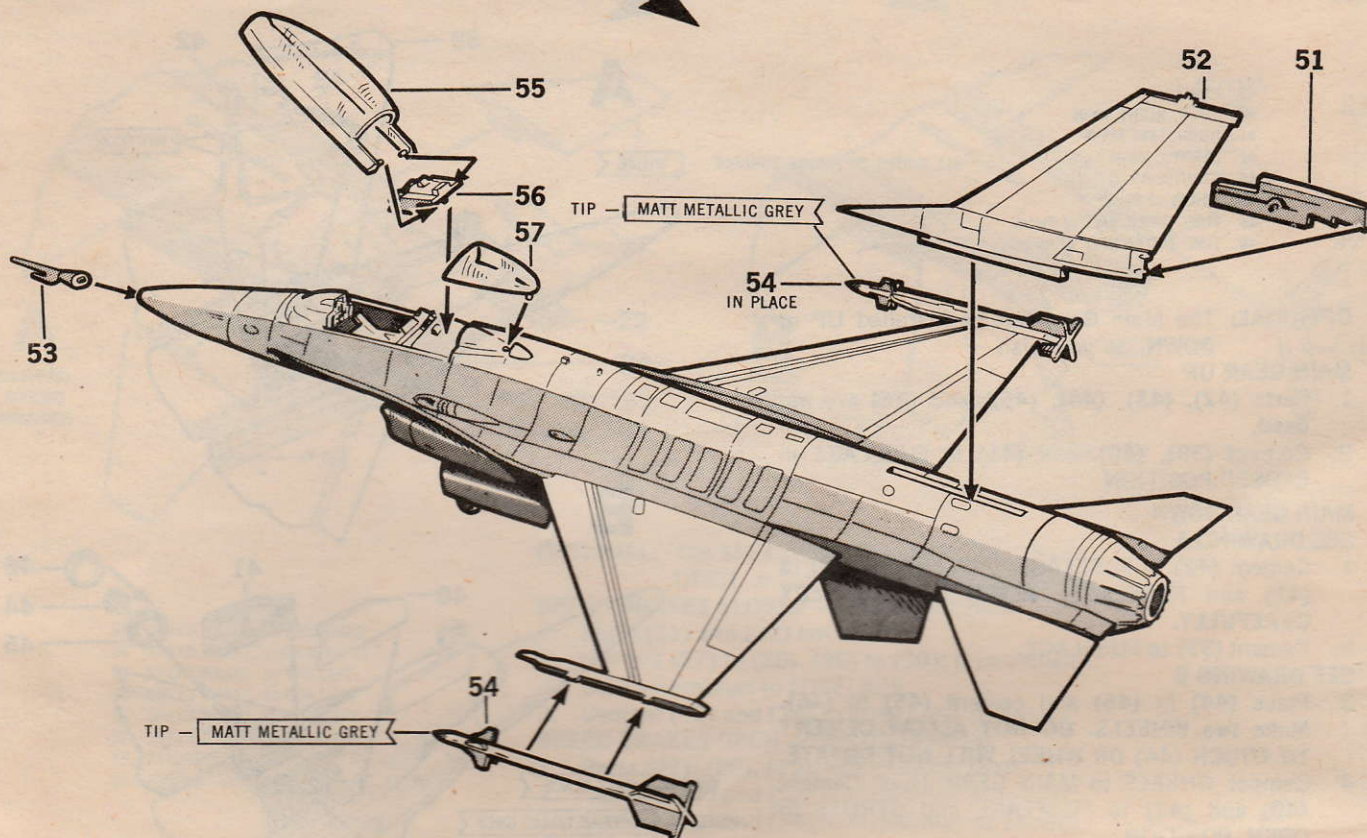
MATT METALLIC GREY

HOOK WELL —
WHITE

OPTIONAL

8

FINAL ASSEMBLY



- 51 PANEL
- 52 STABILIZER, VERTICAL
- 53 PROBE, AIR DATA
- 54 AIM 9J SIDEWINDER (2 Parts)
- 55 CANOPY, MOVABLE
- 56 RETAINER, CANOPY
- 57 CANOPY, REAR

1. Cement (51) to (52); then cement to FUSELAGE.
2. Cement (53) to FUSELAGE and two Parts (54) to WING TIPS.
3. Cement (56) to FUSELAGE and allow to dry.
4. Cement (57) to FUSELAGE.
5. SNAP HINGE PINS of (55) into (56). CANOPY can be cemented OPEN or CLOSED, or left free to move.

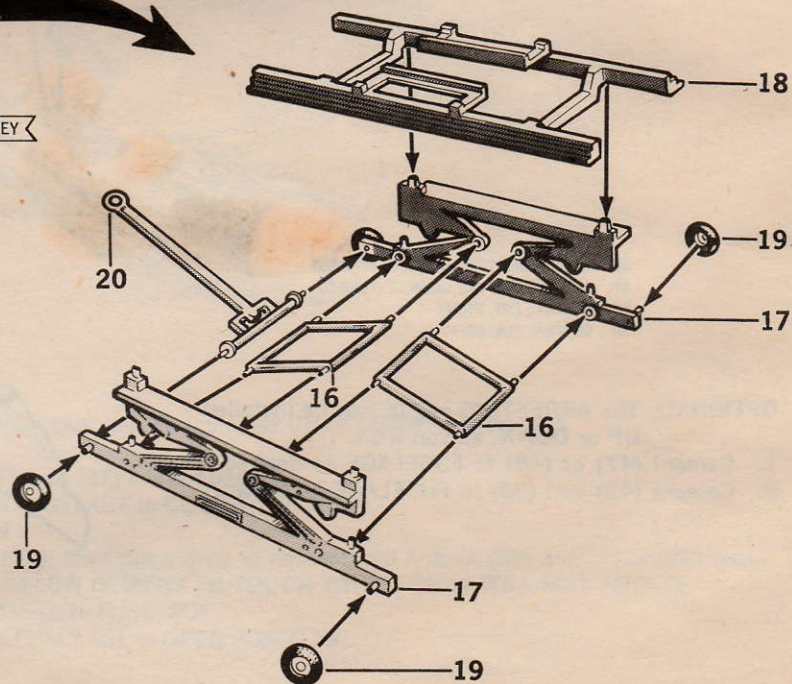
9

ENGINE DOLLY ASSEMBLY

- TIRES — MATT BLACK
- WHEEL HUBS — MATT METALLIC GREY
- ALL OTHER PARTS — MATT YELLOW

- 16 BRACE (2 Parts)
- 17 STRUCTURE, SIDE (2 Parts)
- 18 STRUCTURE, TOP
- 19 WHEEL (4 Parts)
- 20 TOWBAR

1. Cement two Parts (16) between Parts (17); then cement (18) to (17).
2. Cement four Parts (19) to axles.
3. Snap (20) in place as shown.
4. Completed ENGINE can be cemented to DOLLY or left removable.



10 STORES

58 AIM 9J SIDEWINDER (2 Parts)
59 SIDEWINDER PYLON AND RAIL (2 Parts)
Cement (58) to (59). Make two sets.

TIP - MATT BLACK
62 ECM POD, RIGHT (2 Parts)
63 ECM POD, LEFT (2 Parts)
Cement (62) to (63). Make two PODS.

60 MK82 500 POUND BOMB (12 Parts)
61 MER AND PYLON (2 Parts)
Cement six Parts (60) to each Part (61).
Make two sets.

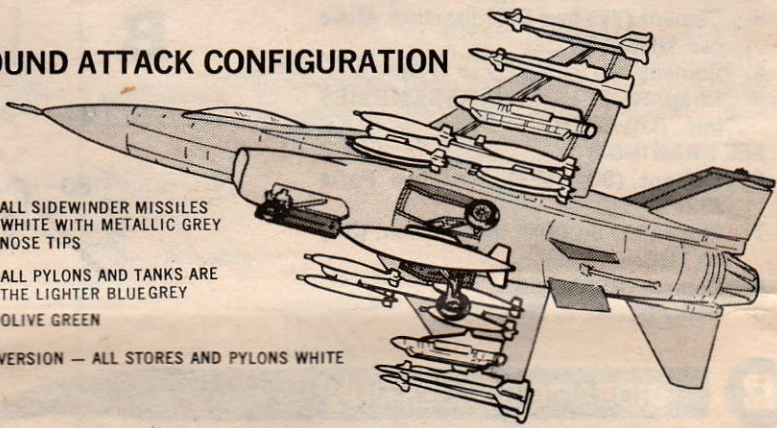
Cement (64), (65), and (66) together.
Make two TANKS.

64 FUEL TANK, RIGHT HALF (2 Parts)
65 FUEL TANK, LEFT HALF (2 Parts)
66 FUEL TANK, HORIZONTAL FIN (2 Parts)

67 MK84 2,000 POUND BOMB, RIGHT HALF (2 Parts)
68 MK84 2,000 POUND BOMB, LEFT HALF (2 Parts)
69 MK84 2,000 POUND BOMB, HORIZONTAL FIN
Cement (67), (68), and (69) together.
Make two BOMBS.

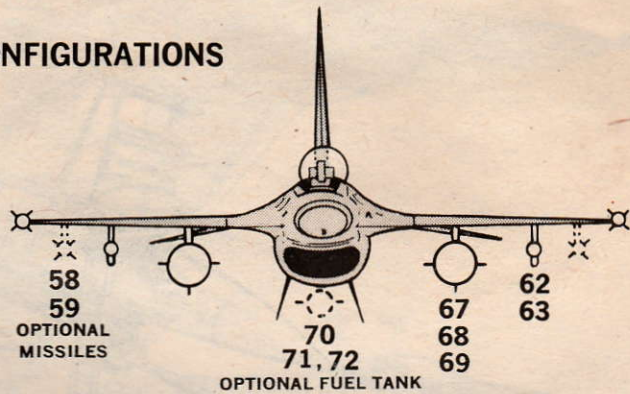
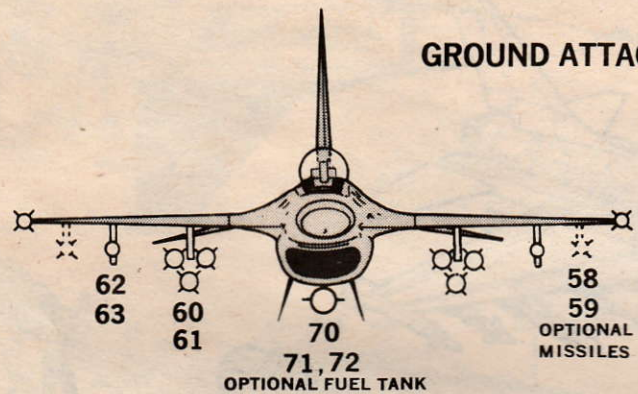
70 FUEL TANK, VENTRAL, RIGHT HALF (2 Parts)
71 FUEL TANK, VENTRAL, LEFT HALF (2 Parts)
72 FUEL TANK, VENTRAL, HORIZONTAL FIN
Cement (70), (71), and (72) together.

GROUND ATTACK CONFIGURATION



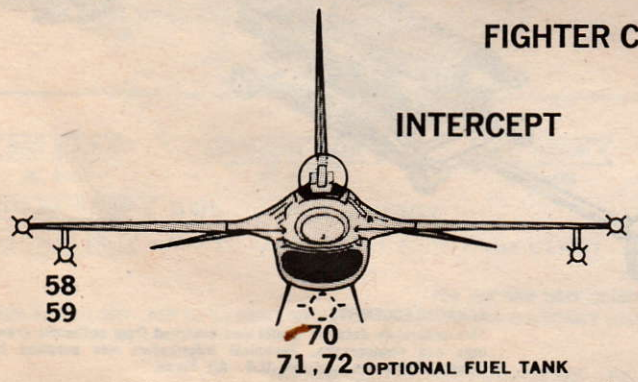
ANY VERSION - ALL SIDEWINDER MISSILES WHITE WITH METALLIC GREY NOSE TIPS
U.S.A.F. VERSION - ALL PYLONS AND TANKS ARE THE LIGHTER BLUEGREY
BOMBS - OLIVE GREEN
GENERAL DYNAMICS VERSION - ALL STORES AND PYLONS WHITE

GROUND ATTACK CONFIGURATIONS

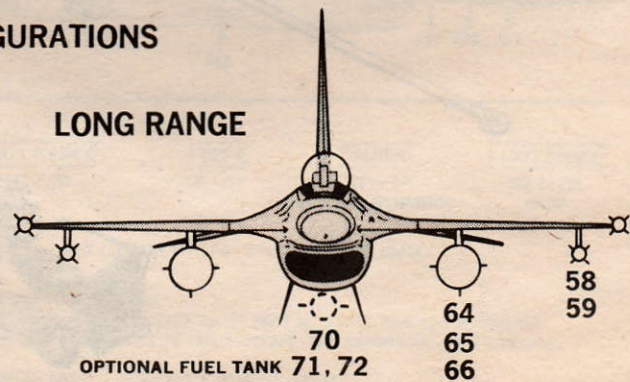


FIGHTER CONFIGURATIONS

INTERCEPT



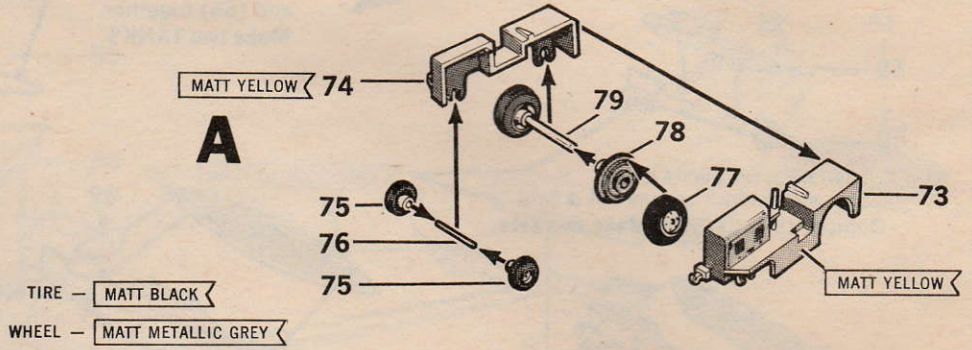
LONG RANGE



11

TOW TUG ASSEMBLY

- 73 TUG, LEFT HALF
- 74 TUG, RIGHT HALF
- 75 WHEELS (2 Parts)
- 76 AXLE, FRONT
- 77 WHEEL, OUTER HALF (2 Parts)
- 78 WHEEL, INNER HALF (2 Parts)
- 79 AXLE, REAR
- 80 SHIELD
- 81 STEERING WHEEL
- 82 LIGHT (2 Parts)
- 83 DRIVER
- 84 SEAT
- 85 GROUND CREWMAN
- 86 GROUND CREWMAN BASE
- 87 TOWBAR, AIRCRAFT
- 88 LADDER, BOARDING



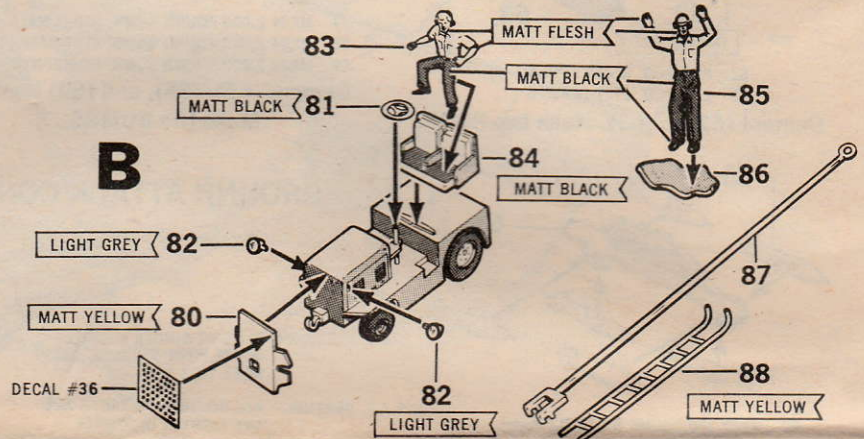
For best results; paint all parts prior to assembly.

SEE DRAWING A

1. Cement (73) and (74) together.
2. Cement two Parts (75) to (76).
3. Cement (77) and (78) together. Make two WHEELS.
4. Cement two WHEELS to (79).
5. Snap WHEEL/AXLE ASSEMBLIES into TUG BODY.

SEE DRAWING B

6. Cement (80), (81), and two Parts (82) to TUG.
7. Place (83) on (84); then cement (84) on TUG.
8. Cement (85) to (86).
9. Apply DECAL to SHIELD.



12

DIORAMA SUGGESTION



ACKNOWLEDGEMENT

This accurately detailed model was designed from authentic drawings and photographs. Technical information was supplied by General Dynamics and the U.S. Air Force.