

TECHNICAL MANUAL

JOB GUIDE

**AIRCRAFT - GENERAL
MAINTENANCE**

S/S/SN 05-00-01 THRU 05-00-11

**USAF SERIES
F-15E
AIRCRAFT**

McDonnell Douglas Corporation

**F33657-86-C-2001
FA8634-17-C-2650**

BASIC AND ALL UPDATES HAVE BEEN MERGED TO MAKE THIS A COMPLETE PUBLICATION.

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Published under authority of the Secretary of the Air Force.

**15 NOVEMBER 2001
CHANGE 31 - 15 SEPTEMBER 2020**

LIST OF EFFECTIVE PAGES

Insert latest changed pages; dispose of superseded pages in accordance with applicable regulations.

NOTE: On a changed page, the portion of the text affected by the latest change is indicated by a vertical line in the outer margin of the page. Changes to illustrations are indicated by vertical lines, miniature pointing hands, shaded areas or a major change symbol.

Dates of issue for original and changed pages:

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1-71	0	3-32	28	5-27	0
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5-55	13	6-6	13	7-39	0
5-56	0	6-7	0	7-40	16
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5-59	0	6-10 blank	5	7-43 deleted	5
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5-61	13	7-2	13	7-45 deleted	5
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8-2	26	8-45 deleted	24	8-76 deleted	24
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8-10	24	8-52A deleted	24	8-84 deleted	24
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GENERAL MAINTENANCE

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INTRODUCTION

PURPOSE.

This manual provides step-by-step general maintenance information for the F-15E aircraft.

SCOPE.

The procedures in this manual are in a function/task arrangement with the number of each step shown on the illustration to locate the applicable hardware. Normally, illustrations and text are on facing pages; except in operational checkout procedures where a foldout illustration may follow several pages of text.

General information for TO 1F-15E-2-05JG series manuals is provided in TO 1F-15E-2-00GV-00-1.

SIGNIFICANT CHANGES.

This manual is revised to remove rescinded TCTOs and to improve usability.

OZONE DEPLETING COMPOUNDS (ODC).

This Technical Order (TO) has been updated as required to remove hazardous materials known as Class I ODC. The alternates for Class I ODC are provided in compliance with existing Federal requirements in effect when the TO was updated. Depending on location, State and Local requirements may be different than Federal Requirements. In these cases, refer to the local Environmental Management Directorate for information.

APPLICABILITY NOTATIONS.

Data applicable to specific aircraft within a series are identified by USAF serial numbers.

ILLUSTRATIONS.

Illustrations show equipment location for each task. Task step numbers and illustration index numbers are identical. Switches, controls, and indicators are located on illustrations, but may not be shown in the position required in text.

INPUT CONDITIONS.

The input conditions at the start of each function contain the information required to prepare the aircraft for maintenance and the recommended number of people to complete the function. The required consumable supplies, support equipment, support data, special tools, and safety precautions are also provided.

FUNCTION/TASK ARRANGEMENT.

A function is made up of a task or series of tasks and illustrations which support a system or component. A function supporting a component gives all tasks required to support that component. Typical tasks are removal, installation, adjustment, rigging, operational checkout, cleaning, and so forth. All steps within a task must be done to complete the task. All tasks within a function must be done to complete the function.

Following the procedures in this technical manual is mandatory. However, when doing Red Ball maintenance, only those steps required to complete the task must be done per approved local procedures. Technicians must be sure the intent of the task has been satisfied.

FOLLOW-ON MAINTENANCE.

All steps listed under follow-on maintenance must be done when the tasks required for a given function have been completed.

IMPROVEMENT REPORTS.

Recommendations for improvements to prescribed requirements and procedures will be submitted through Enhanced Technical Information Management System (ETIMS), per TO 00-5-1.

GLOSSARY.

Nonstandard abbreviations and symbols are described below. All abbreviations and symbols used in the maintenance manual set are described in TO 1F-15E-2-00GV-00-1.

ADCP	Advanced Display Core Processor
AMAD	Airframe Mounted Accessory Drive
CFT	Conformal Fuel Tank
DTM	Data Transfer Module
ECS	Environmental Control System
HUD	Head Up Display
ICMS	Internal Countermeasure System
IDB	Initialization Database
JFS	Jet Fuel Starter
LRU	Line Replaceable Unit
MPCD	Multipurpose Color Display
MPD	Multipurpose Display
UFC	Up-Front Control

RECORD OF APPLICABLE TIME COMPLIANCE TECHNICAL ORDERS.

The record of applicable time compliance technical orders is a list of all TCTO which affect the technical content (text or illustration) of this manual. Only current TCTO are listed. A TCTO is deleted from the list when any of the below occurs:

- a. The equipment configuration to which the TCTO is applicable is no longer covered in the manual.

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- b. The TCTO is rescinded.
- c. The TCTO is superseded or replaced.

Record of Applicable Time Compliance Technical Orders

TCTO No.	Title	TCTO Date
1F-15E-839	Modification to Incorporate APG-82(V)1 Radar	1 Aug 14
1F-15E-866	Modification to Incorporate Modified Conformal Fuel Tanks (Fixed ECS Scoops)	22 Dec 14
1F-15E-873	Fuel Flow Transmitter Wiring Upgrade into F-15E Aircraft	15 Mar 16
1F-15E-875	Modification of F-15E Aircraft to Incorporate Advanced Display Core Processor (ADCP) II	-
1F-15E-877	Installation for Replacement Brakes (PN 2-1761) and Replacement Wheels (PN 3-1693) on F-15E Aircraft	5 Apr 17
1F-15E-882	Installation of MIDS JTRS into F-15E Aircraft (S9.0)	-

All data on pages ix thru x deleted

AIRCRAFT SAFE FOR MAINTENANCE.

NOTE

For red ball procedures, do Red Ball Safe For Maintenance.

While maintaining alert status configuration to improve alert posture and satisfy a specific quick reaction commitment, aircraft Safe For Maintenance is not required to be done on aircraft on alert status when completing the following procedures provided that minimum safety devices for alert aircraft are installed (TO 1F-15E-6WC-3-3) and external power or external hydraulic pressure is not applied to the aircraft.

- Airframe Mounted Accessory Drive(AMAD) Gearbox Routine Oil Servicing (12-10-06)
- Engine Oil Routine Oil Servicing (12-10-15)
- Tire Servicing (12-10-22)
- Power Control (PC 1 and PC 2) Service Inspection and Reservoir Servicing (12-10-23)
- Utility Reservoir Servicing, Service Inspection and Reservoir Servicing (12-10-24)
- Transponder Computer Mode 4 Programming Procedure (34-50-12)
- Interrogator Computer Mode 4 Programming Procedure (34-59-13)
- Embedded GPS/INS (EGI) Line Replaceable Unit (LRU)Crypto Key Loading (34-56-05)
- Fighter Data Link (FDL) Crypto Key Loading (34-57-08)
- FDL Battery Replacement (34-57-13)
- MIDS/JTRS Crypto Key Loading (34-54-06)
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- Refueling Without External Electrical Power (12-10-27)
- Engine Data Download (FI 71-01-00)
- Central Gearbox (CGB)/Jet Fuel Starter (JFS) Oil Servicing Inspection and Routine Oil Servicing (12-10-08)
- Integrated Drive Generator Inspection and Routine Servicing (12-10-17)
- Obtain Engine Samples (JOAP) (05-00-19)

INPUT CONDITIONS.

Applicability: All

Support Equipment:

- Fire Extinguisher, Halon (Preferred)
- Fire Extinguisher, CO2/CB (Alternate)
- Approved Hangar Fire Suppression System (Alternate)
- Maintenance Stand

Support Data:

- 05-00-04
- 05-00-09
- 05-10-03
- 05-10-11
- 10-00-02
- TO 00-25-172
- TO 1F-15E-33-1-2CL-17

Safety Conditions:

- Establish communications, if other maintenance is in progress.
- Review aircraft records for status of aircraft.
- Ensure proper fall protection methods are used as required. Reference TO 1F-15E-2-00GV-00-1 for guidance.

WARNING

To prevent injury to personnel or damage to equipment, inspect armament/ground safety pins for serviceable condition. Make sure ball locks are not missing, extend from the pin, retract and extend as button is pressed and released.

To avoid inadvertent armament firing which could result in death, injury, or damage to equipment, make sure safety pins are installed and fully seated. Ground safety pins are inserted correctly when removal cannot be done without pressing the locking pin release button. If installed, do not remove pins to inspect for serviceable condition. Be sure that pin is fully inserted by depressing locking pin release button and push safety pin into second detent. Release locking pin button and pull out on the handle.

If aircraft has 1000 pounds or more of component weight removed forward of the main landing gear, being cannibalized, or undergoing major maintenance, aircraft must be moored (10-00-02) to prevent tipping.

To prevent death or injury to personnel, an appropriate maintenance stand must be used to access the top of the aircraft if the canopy is closed.

CAUTION

Do not install engine air inlet protectors when ambient temperature is below -20°F until engines and the air inlets have cooled for at least 2 hours. If installed sooner, condensation will form in the air inlet, and freezing of N₁ compressor blades to the case may occur.

To prevent the possible introduction of foreign objects into the variable inlets and engine intakes, intake covers must be installed at all times except during engine operation, intake inspections or intake maintenance and will not be removed until aircrew arrival.

Make sure variable ramp louvers and bypass doors are covered to prevent foreign object intrusion when maintenance is done in this area.

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RED BALL SAFE FOR MAINTENANCE.

WARNING

To prevent injury to personnel or damage to equipment, do not go near aircraft within the operating engine intake area. If a malfunction exists, shut down the applicable engine(s) and move towards aircraft from that side. If access to door 10L/R is required, make sure the ramp switch is placed to EMERGENCY or both engines are shut down.

To prevent injury to personnel or damage to equipment, electrical power must be isolated from applicable system before disconnecting or connecting electrical circuits.

1. Make sure serviceable fire extinguisher or approved hangar fire suppression system is available. Refer to TO 00-25-172.
2. Make sure aircraft chocks are installed.

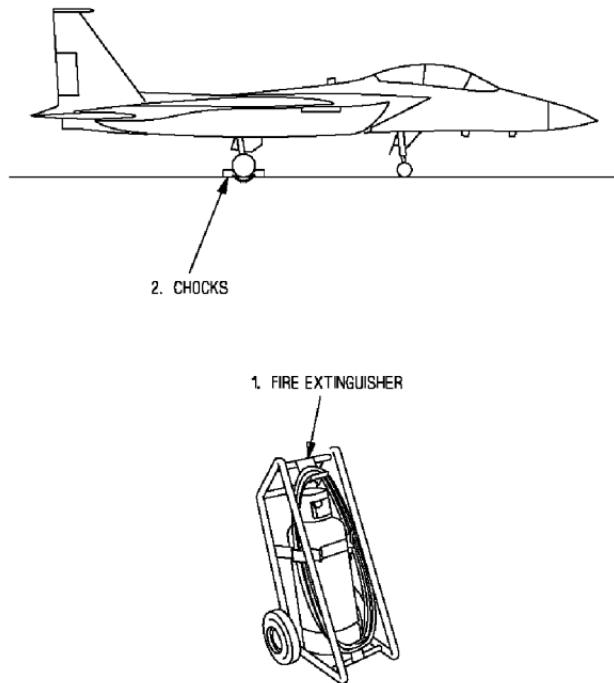
CAUTION

To prevent damage to aircraft engine(s) as a result of ground cable ingestion, do not install aircraft ground cable inboard or forward of aircraft intakes when engine(s) are operating.

3. Make sure static ground cable is installed (05-00-04).
4. Establish communication with aircrew (05-00-09).
5. Safety live ordnance per TO 1F-15E-33-1-2CL-17.

05-00-01

1-4 Change 13



AEJA05-01-1-055

Figure 01. Sheet 1

05-00-01

1-5

WARNING

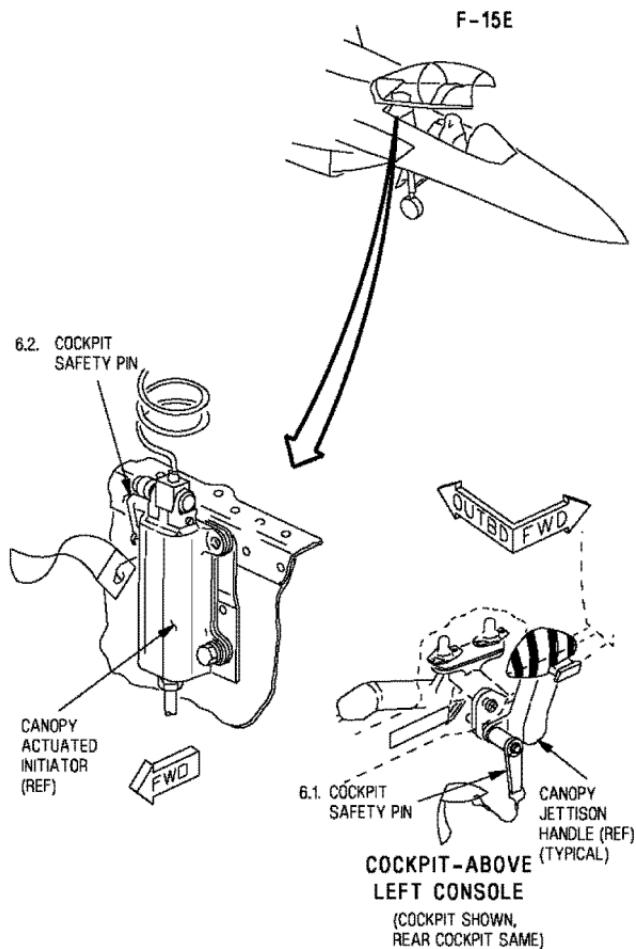
To prevent death or injury to personnel, extreme caution must be used while working around ejection seat(s). The redundant emergency escape system can be initiated with the canopy open. Make sure all required cockpit safety devices are correctly installed.

- 6. If cockpit entry is required, install cockpit safety devices.

NOTE

The steps below are to be done in cockpit and rear cockpit as required.

- - 6.1. Install safety pin in CANOPY-EMERG JETT and rear CANOPY-EMERG JETT initiator handles.
 - 6.2. Install cockpit safety pin in canopy actuated initiator.
 - 6.3. Install canopy ground safety lock (05-10-03).



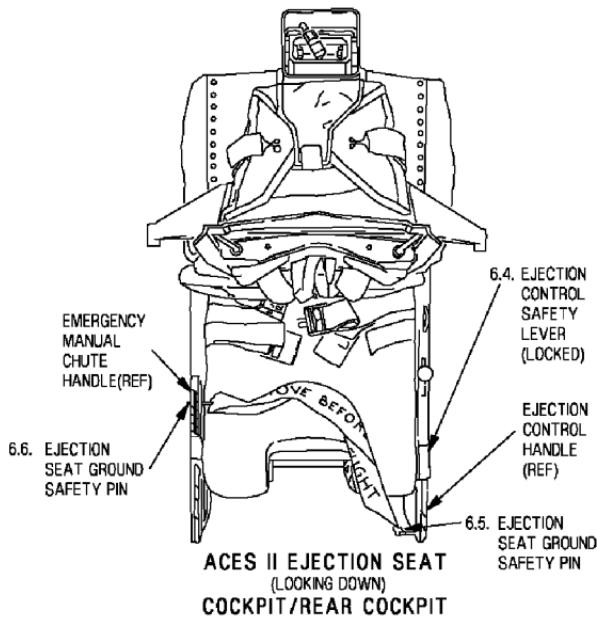
AEJA05-01-2-058

Figure 01. Sheet 2

05-00-01

TO 1F-15E-2-05JG-00-1

- 6.4. Set ejection control safety lever to LOCKED.
- 6.5. Install ejection seat ground safety pin in EJECTION CONTROL HANDLE.
- 6.6. Install ejection seat ground safety pin in EMERGENCY MANUAL CHUTE handle.



AEJA05-01-3-056

Figure 01. Sheet 3

05-00-01

1-9

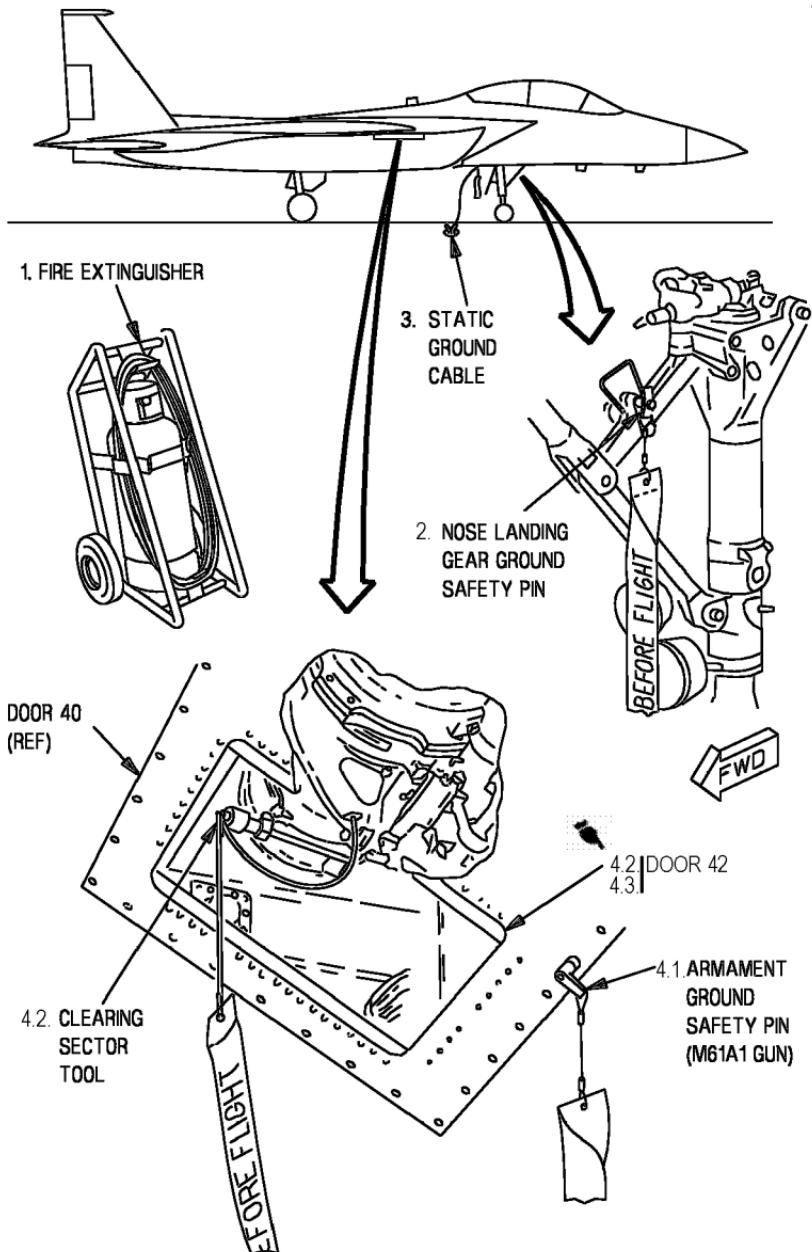
EXTERIOR INSPECTION.

1. Make sure serviceable fire extinguisher or approved hangar fire suppression system is available. Refer to TO 00-25-172.
- 1A. If aircraft has 1000 pounds or more of component weight removed forward of the main landing gear, being cannibalized, or undergoing major maintenance, do Aircraft Mooring before maintenance (10-00-02).
2. Make sure nose landing gear ground safety pin is installed.
3. Make sure static ground cable is installed (05-00-04).

NOTE

Armament ground safety pin may be installed from opposite direction as shown.

4. If conformal fuel tanks are not installed, do the below:
 - 4.1. Make sure M61A1 internal gun armament ground safety pin is installed through door 40.
 - 4.2. Open door 42 and make sure clearing sector tool/download pin assembly is installed.
 - 4.3. Close door 42.



TOG 18/07/2011

Figure 01. Sheet 4

05-00-01
Change 13 **1-11**

TO 1F-15E-2-05JG-00-1

5. If conformal fuel tanks are installed, do the below:
 - 5.1. Make sure M61A1 internal gun armament ground safety pin is installed through hole next to door 570.
 - 5.2. Open door 570, if required remove CFT adapter cables container assembly, then open door 42, and make sure clearing sector tool/download pin assembly is installed.

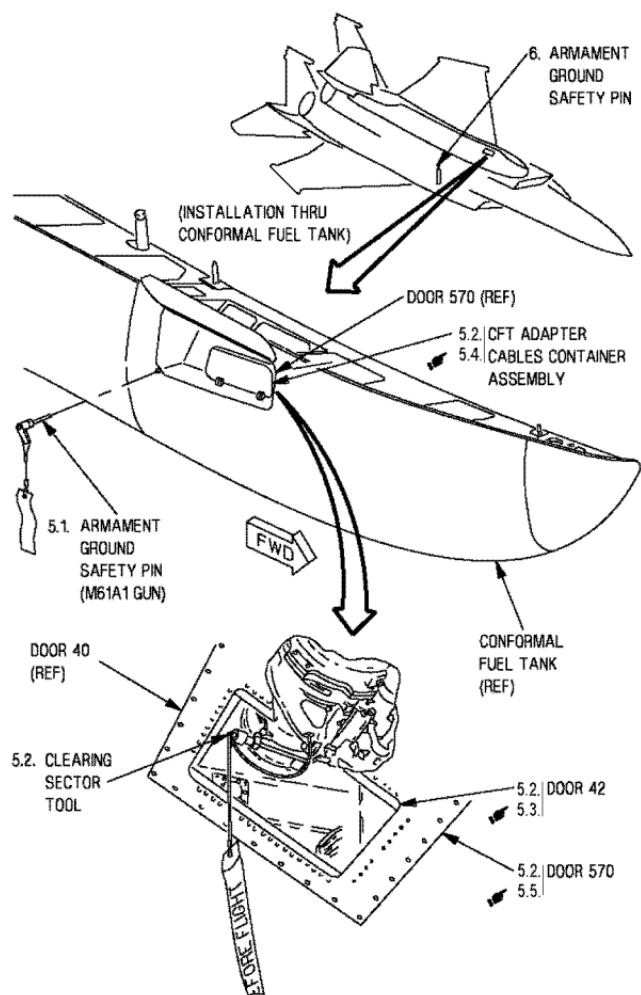
NOTE

If Conformal Fuel Tanks are installed, close CFT door 570 after closing door 42.

- 5.3. Close door 42.
 - 5.4. If required install CFT adapter cables container assembly.
 - 5.5. Close door 570.
6. If right Chaff /Flare magazines are loaded, make sure armament ground safety pin is installed.

05-00-01

1-12 Change 13



TOG 18/07/2011

Figure 01. Sheet 5

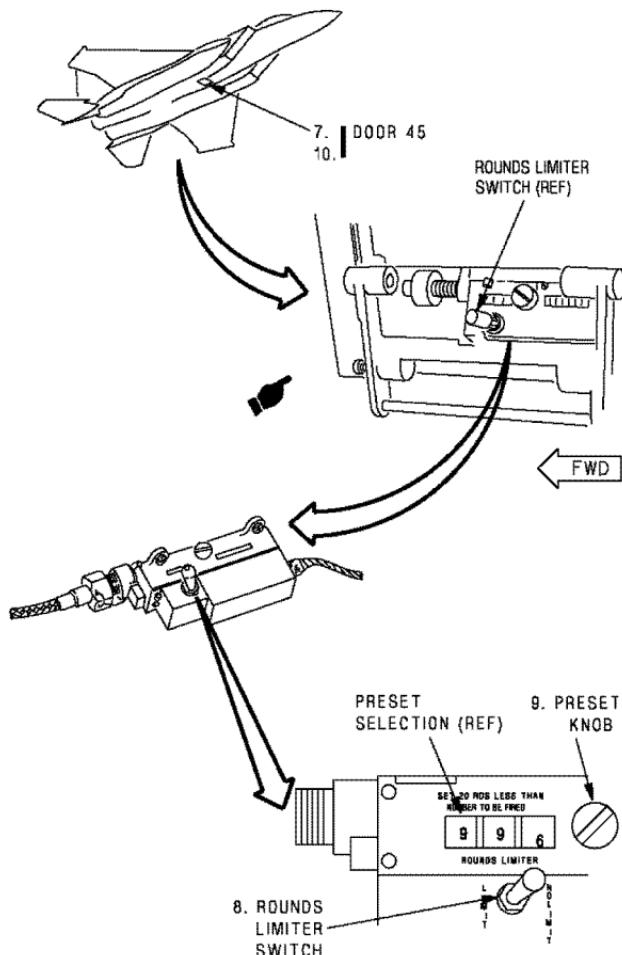
05-00-01
Change 13 **1-13**

TO 1F-15E-2-05JG-00-1

7. Open door 45.
8. Make sure ROUNDS LIMITER switch set to LIMIT position.
9. Make sure rounds preset knob is set to 900 rounds.
10. Close door 45.

05-00-01

1-14 Change 13



AEJA05-01-6-002

Figure 01. Sheet 6

05-00-01
Change 6 1-15

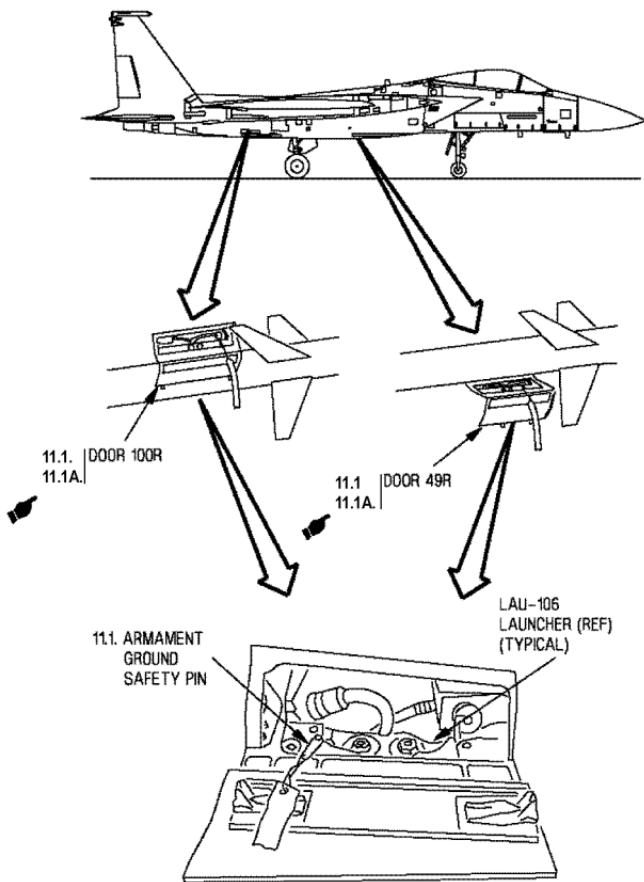
TO 1F-15E-2-05JG-00-1

11. If right LAU-106 launcher(s) have stores installed, inspect launchers and stores for required safety conditions.

NOTE

Typical LAU-106 launcher shown.

- 11.1. If conformal fuel tanks are not installed, open doors 49R and/or 100R and make sure armament ground safety pin is installed in LAU-106 launcher(s).
- 11.1A. Close doors 49R and 100R.



TOG 22/07/11

Figure 01. Sheet 7

05-00-01
Change 13 1-17

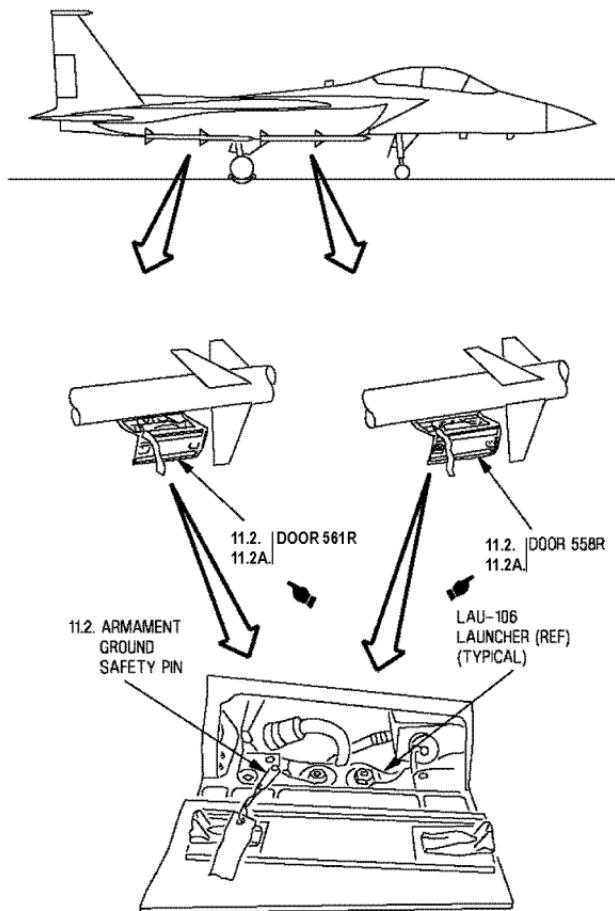
TO 1F-15E-2-05JG-00-1

- 11.2. If conformal fuel tanks are installed, remove doors 577R and/or 583R and make sure armament ground safety pin is installed in LAU-106 launcher(s).
- 11.2A. Install doors 577R and/or 583R.

05-00-01

1-18

Change 26



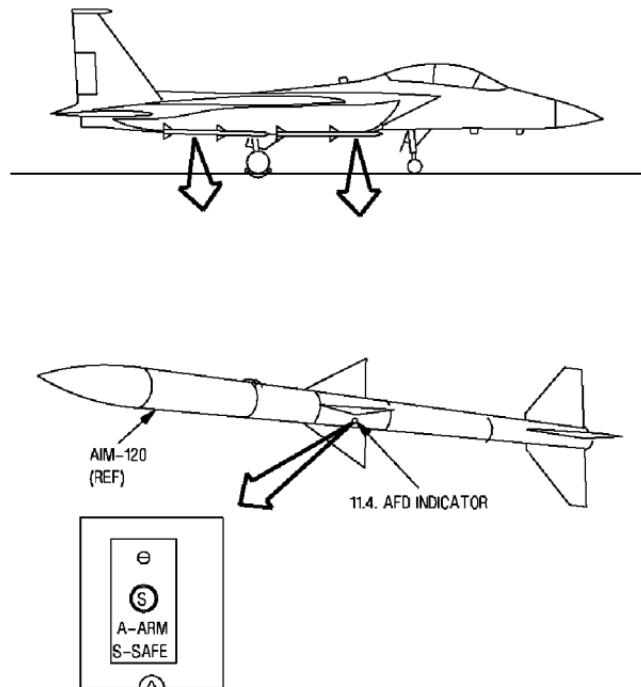
TOG 22/07/11

Figure 01. Sheet 8

05-00-01
Change 13 **1-19**

TO 1F-15E-2-05JG-00-1

- 11.3. Deleted.
- 11.4. If loaded, make sure AIM-120 arm firing device (AFD) indicates safe indication (white S on green background).
- 11.5. Deleted.



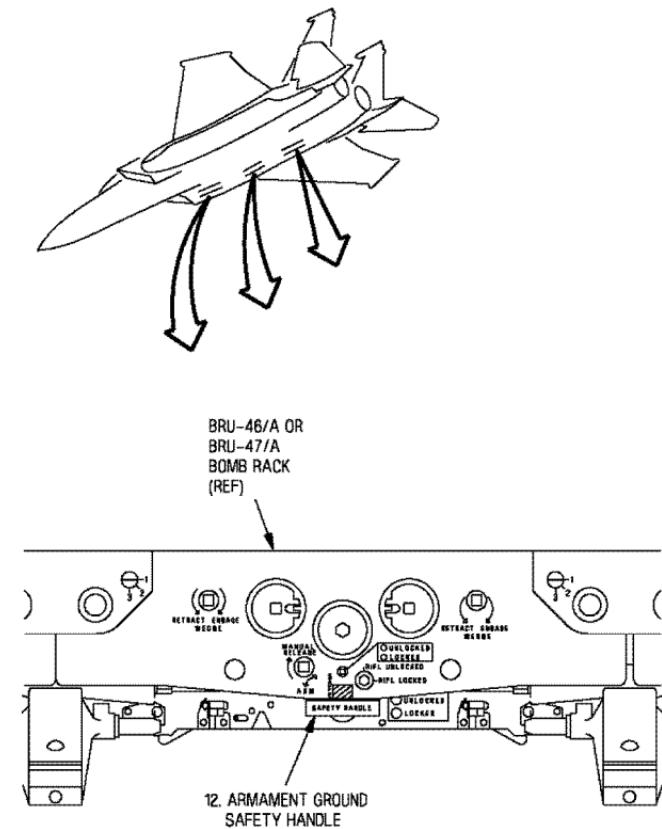
TOG 5/15/2012

Figure 01. Sheet 9

05-00-01
Change 15 **1-21**

TO 1F-15E-2-05JG-00-1

12. If BRU-46/A and/or BRU-47/A bomb racks are installed on conformal fuel tanks and stores are installed, make sure armament ground SAFETY HANDLE is set to SAFE.



AEJA05-01-10-058

Figure 01. Sheet 10

05-00-01

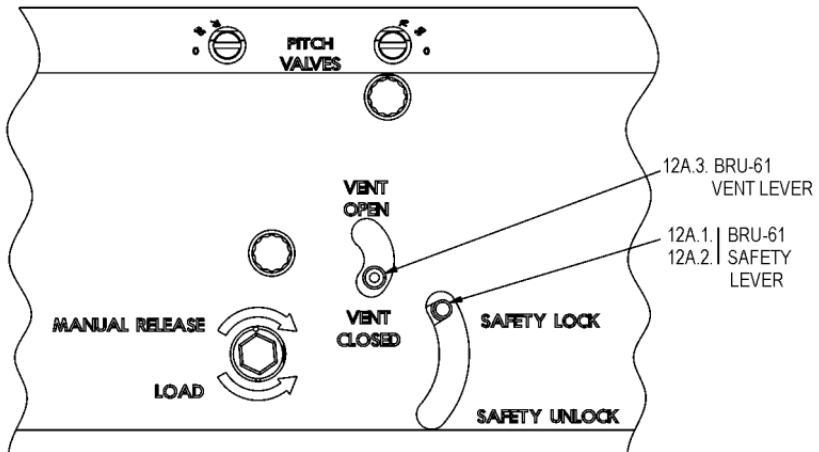
1-23

TO 1F-15E-2-05JG-00-1

- 12A. If installed at CFT station(s) RC-1 and/or RC-3, inspect BRU-61 carriage system.
 - 12A.1. (BRU-61 Station(s) - GBU-39 Loaded) Make sure safety lever of rack(s) loaded is set to SAFETY LOCK.
 - 12A.2. (BRU-61 Station(s) - GBU-39 Not Loaded) Make sure safety lever of rack(s) not loaded is set to SAFETY UNLOCK.
 - 12A.3. Make sure vent levers of BRU-61 are set to VENT CLOSED.

05-00-01

1-24 Change 13



TOG 01/02/2012

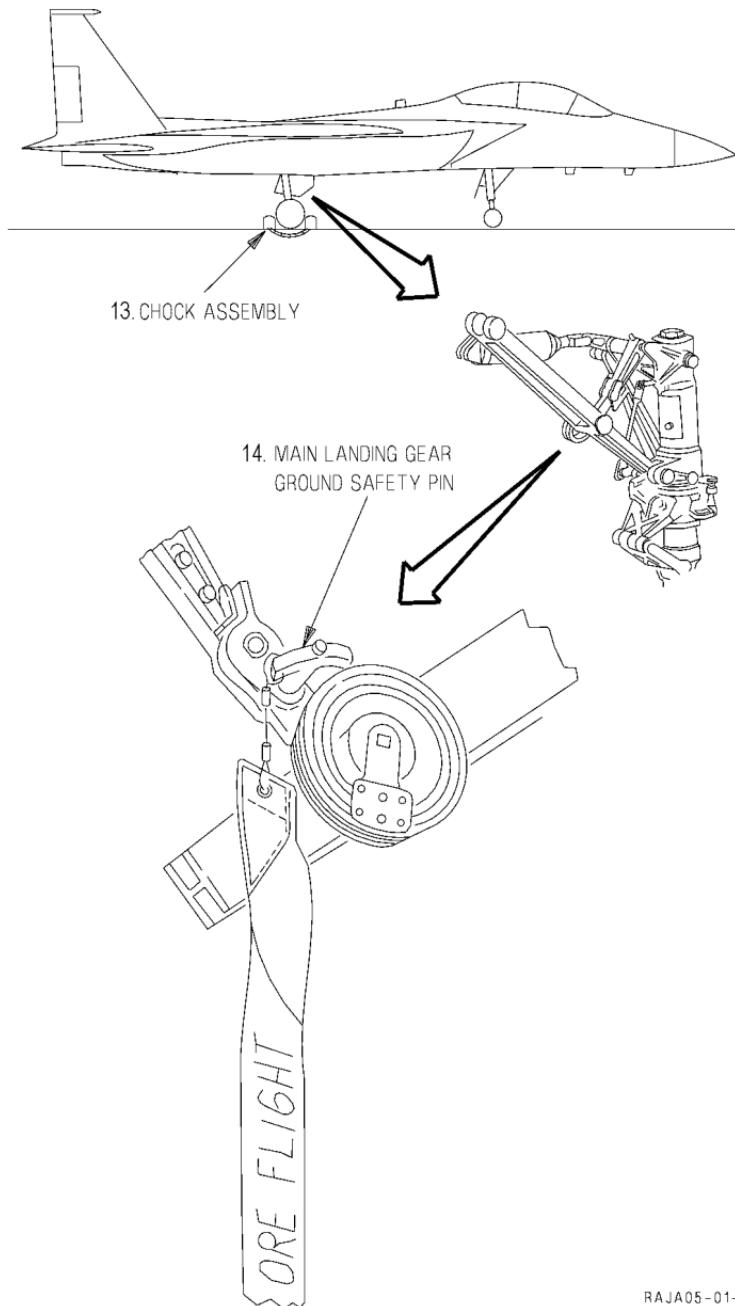
Figure 01. Sheet 10A

05-00-01
Change 13 1-24A

NOTE

See TO 1F-15E-2-00GV-00-1 for chock style variations which are approved for use.

13. Right main landing gear wheel chock assembly is installed and laced.
14. Right main landing gear ground safety pin is installed.



RAJA05-01-7-01

Figure 01. Sheet 11

05-00-01

1-25

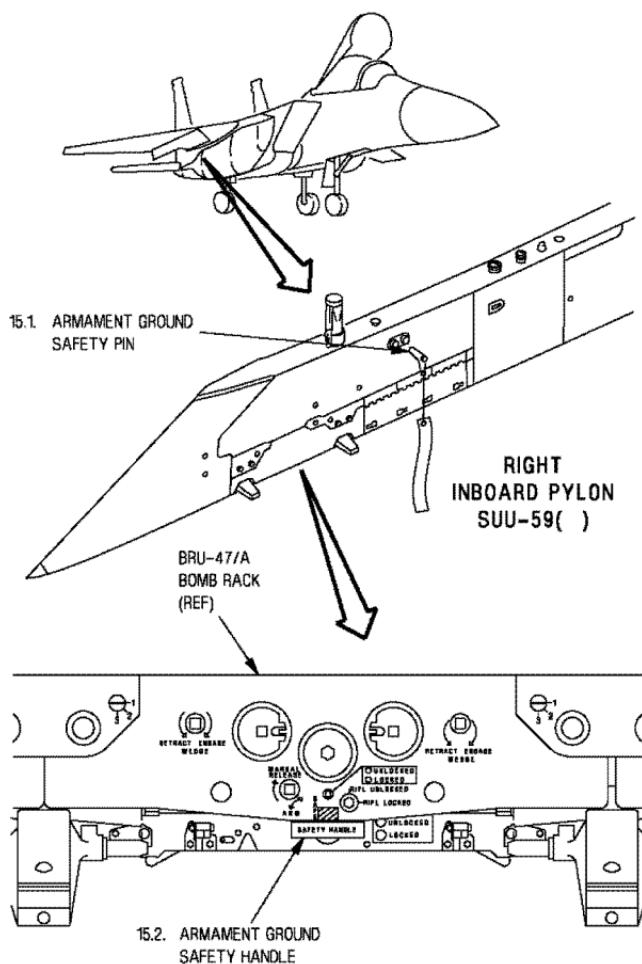
TO 1F-15E-2-05JG-00-1

15. If right inboard pylon is installed, inspect right inboard pylon, launchers, and munitions, as required, for required safety conditions.



To prevent damage to equipment, make sure armament ground safety pins are fully seated past the second detent.

- 15.1. Armament ground safety pin in SUU-59() pylon ejection breech.
- 15.2. If BRU-47/A has stores loaded, make sure armament ground SAFETY HANDLE set to SAFE.



AEJA05-01-12-056

Figure 01. Sheet 12

05-00-01

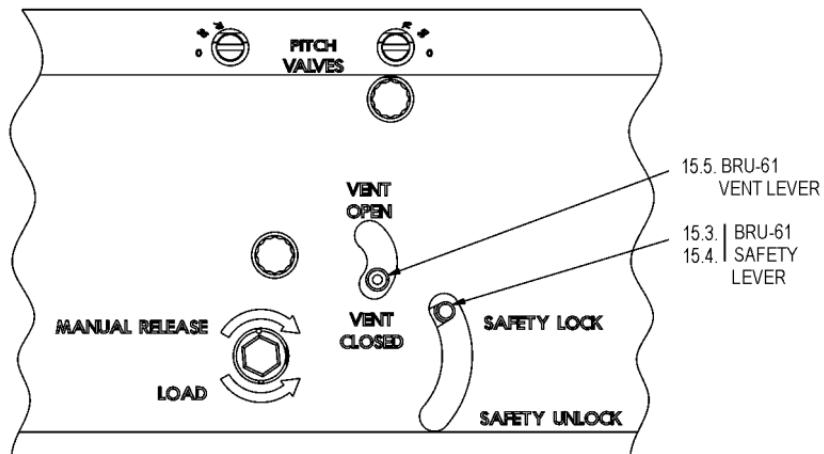
1-27

TO 1F-15E-2-05JG-00-1

- 15.3. (BRU-61 Station(s) - GBU-39 Loaded) Make sure safety lever of rack(s) loaded is set to SAFETY LOCK.
- 15.4. (BRU-61 Station(s) - GBU-39 Not Loaded) Make sure safety lever of rack(s) not loaded is set to SAFETY UNLOCK.
- 15.5. Make sure vent levers of BRU-61 are set to VENT CLOSED.
16. Deleted

05-00-01

1-28 Change 13



TOG 01/02/2012

Figure 01. Sheet 13

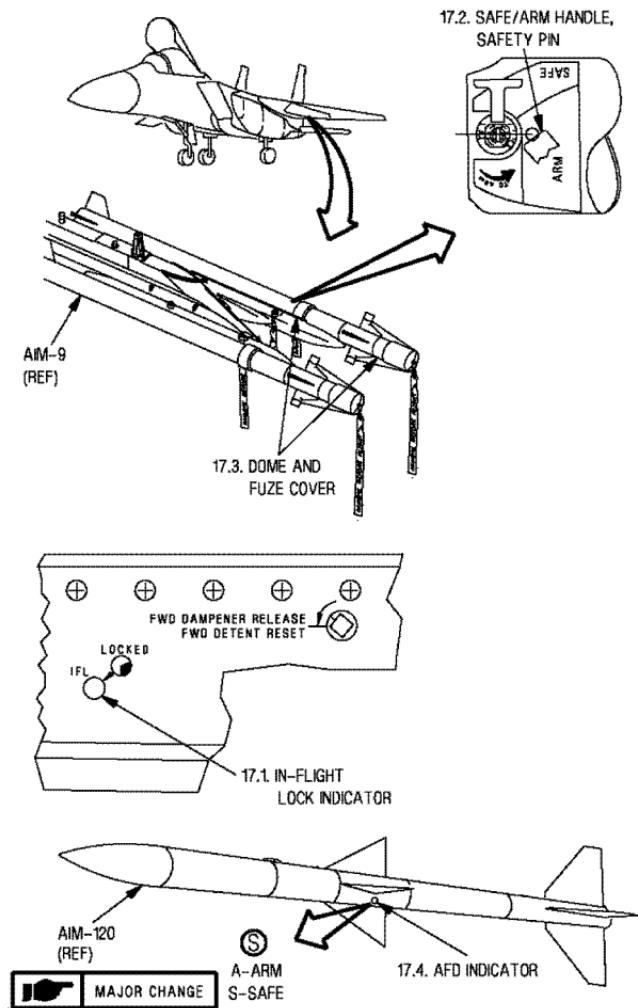
05-00-01
Change 13 1-29

TO 1F-15E-2-05JG-00-1

17. If right inboard pylon LAU-128 has stores loaded,
 - 17.1. In-flight lock indicator (IFL) shows locked indication.
 - 17.2. On AIM-9, safe/arm handle positioned to safe and safety pin installed.
 - 17.3. On AIM-9, dome and fuze cover are installed.
 - 17.4. On AIM-120, arm firing device indicator (AFD) for safe indication, white S on green background.
 - 17.5. Deleted.

05-00-01

1-30 Change 15



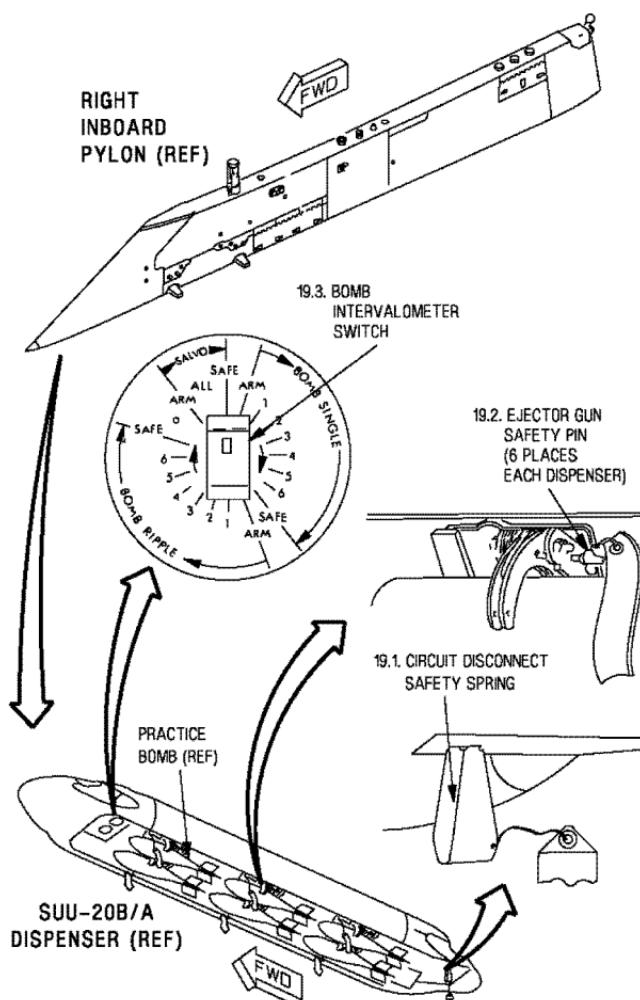
TOG 5/15/2012

Figure 01. Sheet 14

05-00-01
Change 15 **1-31**

TO 1F-15E-2-05JG-00-1

19. If right inboard pylon SUU-20B/A dispenser is installed and loaded,
 - 19.1. Install circuit disconnect safety spring.
 - 19.2. Install ejector gun safety pins.
 - 19.3. Intervalometer switch set to SAFE.



AEJA05-01-16-056

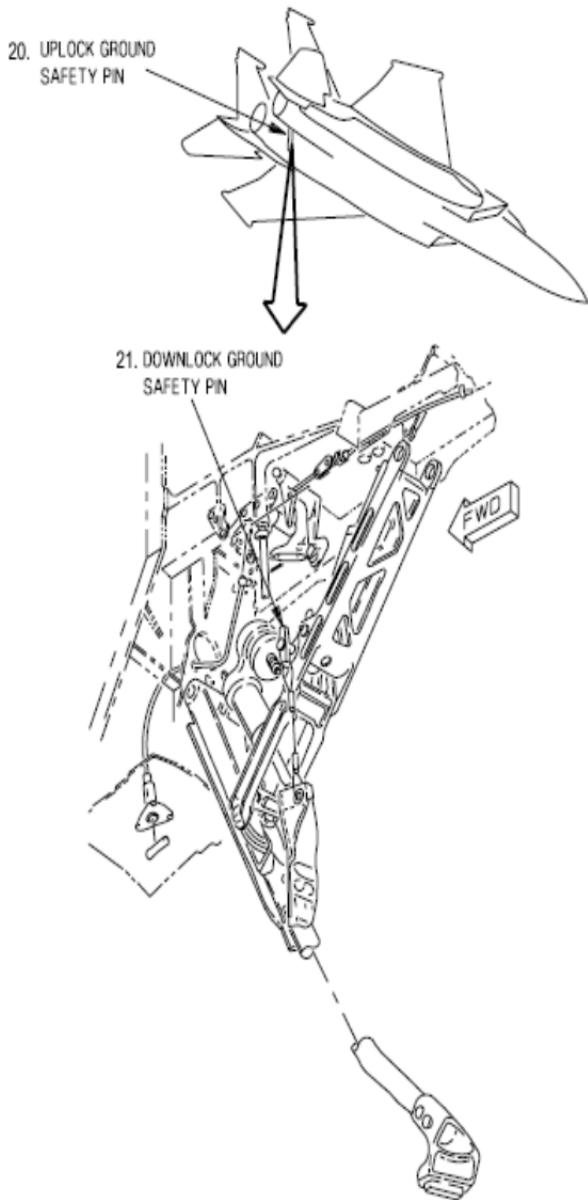
Figure 01. Sheet 16

05-00-01

1-35

TO 1F-15E-2-05JG-00-1

20. If arresting hook is up, make sure uplock ground safety pin is installed.
21. If arresting hook is down, make sure downlock ground safety pin is installed.
22. If maintenance is to be done on the vertical stabilizer, cover the surface below with a locally manufactured protective pad to prevent damage by dropped objects.



AEJA05-01-17-058

Figure 01. Sheet 17

05-00-01

1-37

23. If centerline pylon is installed, inspect centerline pylon and munitions, as required, for required safety conditions.



To prevent damage to equipment, make sure armament ground safety pins are fully seated past the second detent.

- 23.1. Armament ground safety pin in SUU-73() pylon ejection breech.
- 23.2. If BRU-47/A has stores loaded, make sure armament ground SAFETY HANDLE set to SAFE.
- 23.3. (BRU-61 Station(s) - GBU-39 Loaded) Make sure safety lever of rack(s) loaded is set to SAFETY LOCK.
- 23.4. (BRU-61 Station(s) - GBU-39 Not Loaded) Make sure safety lever of rack(s) not loaded is set to SAFETY UNLOCK.
- 23.5. Make sure vent levers of BRU-61 are set to VENT CLOSED.

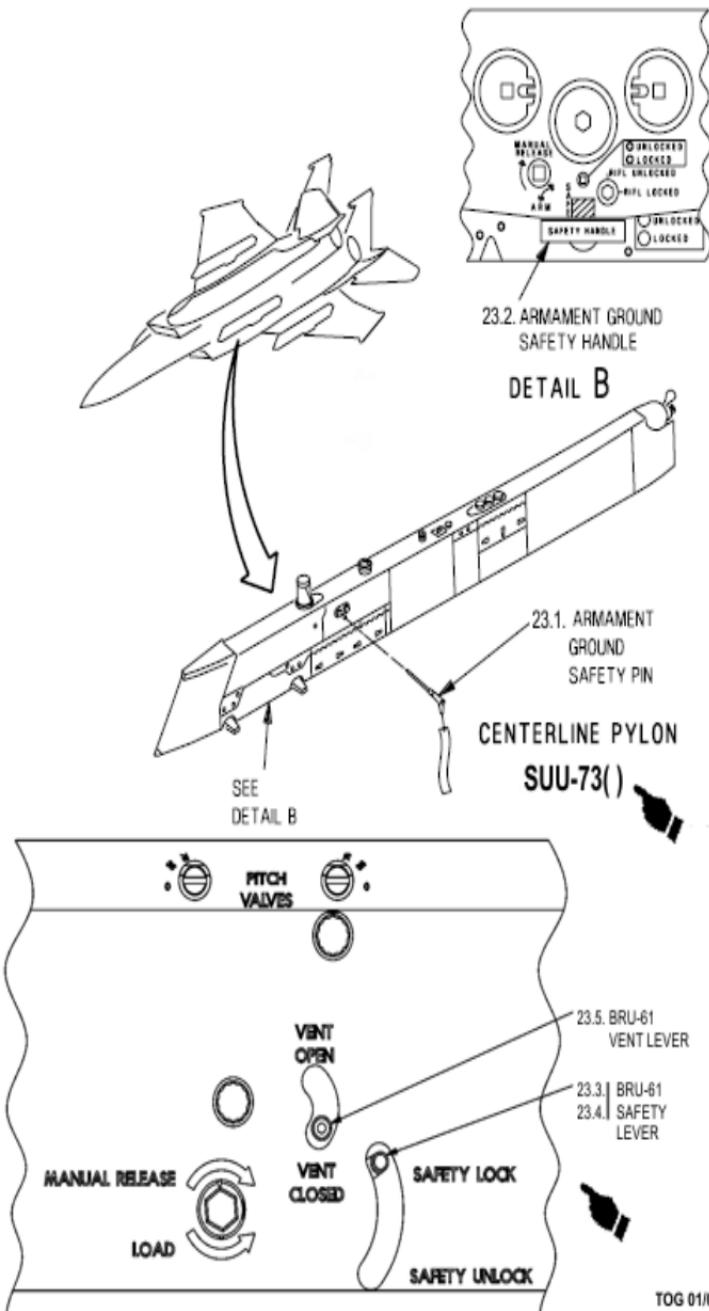


Figure 01. Sheet 18

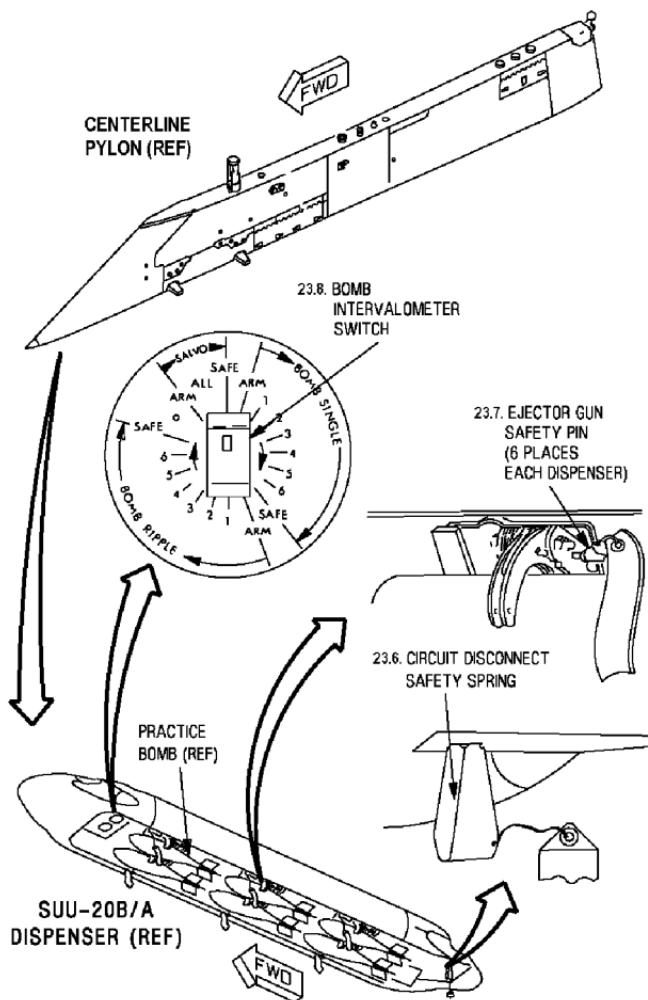
05-00-01
Change 13 **1-39**

TO 1F-15E-2-05JG-00-1

- 23.6. If left centerline pylon SUU-20B/A dispenser is installed and loaded, install circuit disconnect safety spring.
- 23.7. If left centerline pylon SUU-20B/A dispenser is installed and loaded, install ejector gun safety pins.
- 23.8. If left centerline pylon SUU-20B/A dispenser is installed and loaded, intervalometer switch set to SAFE.

05-00-01

1-40 Change 13



TOG 01/02/2012

Figure 01. Sheet 19

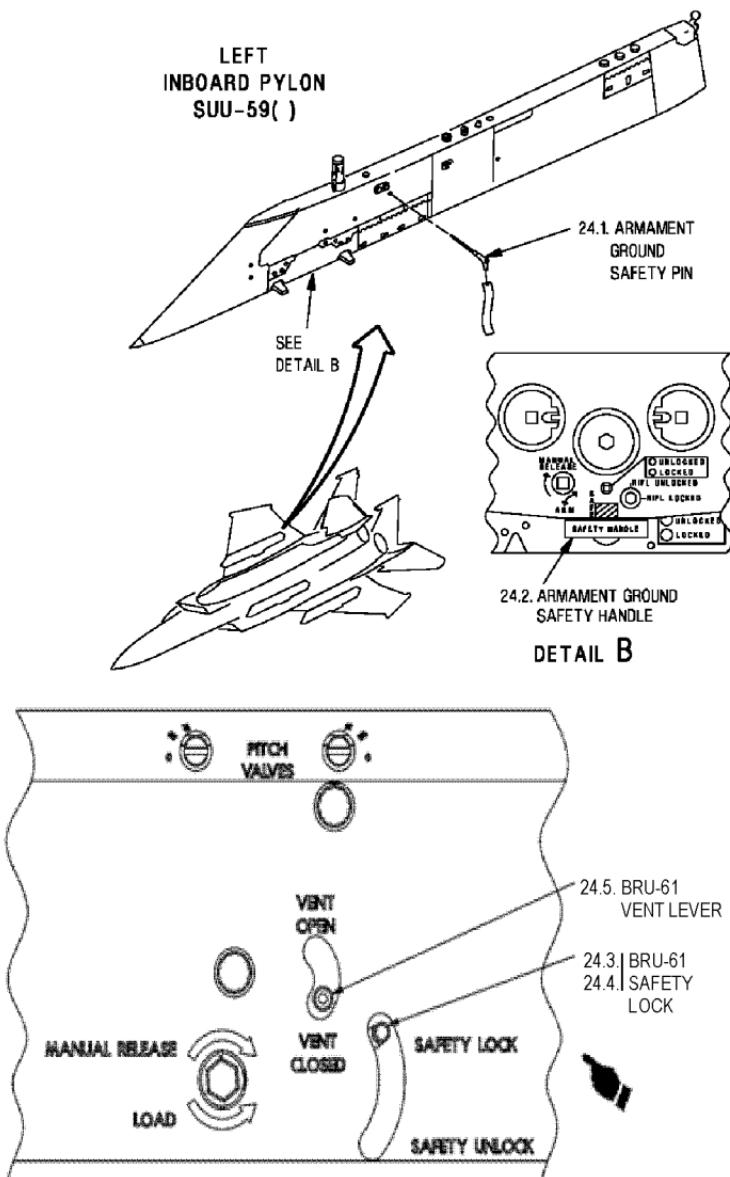
05-00-01
Change 13 **1-41**

24. If left inboard pylon is installed, inspect left inboard pylon, launchers, and munitions, as required, for required safety conditions.

CAUTION

To prevent damage to equipment, be sure armament ground safety pins are fully seated past the second detent.

- 24.1. Armament ground safety pin in SUU-59() pylon ejection breech.
- 24.2. If BRU-47/A has stores loaded, make sure armament ground SAFETY HANDLE set to SAFE.
- 24.3. (BRU-61 Station(s) - GBU-39 Loaded) Make sure safety lever of rack(s) loaded is set to SAFETY LOCK.
- 24.4. (BRU-61 Station(s) - GBU-39 Not Loaded) Make sure safety lever of rack(s) not loaded is set to SAFETY UNLOCK.
- 24.5. Make sure vent levers of BRU-61 are set to VENT CLOSED.
25. Deleted.



TOG 01/02/2012

Figure 01. Sheet 19A

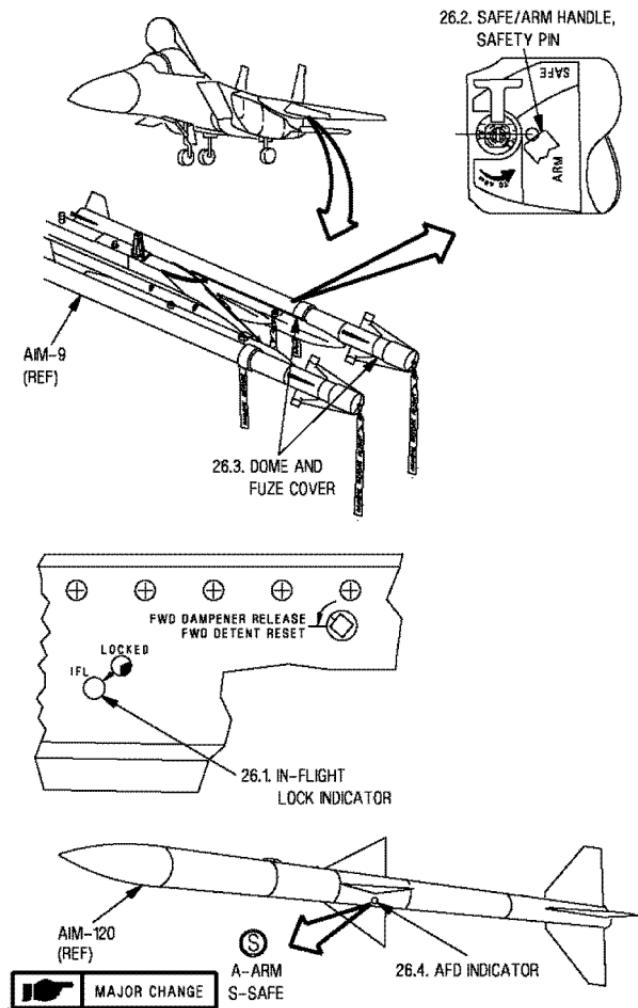
05-00-01
Change 13 1-42A

TO 1F-15E-2-05JG-00-1

26. If left inboard LAU-128 has stores loaded, inspect left inboard pylon, launchers, and munitions, as required, for required safety conditions.
 - 26.1. LAU-128 in-flight lock indicator (IFL) shows locked indication.
 - 26.2. On AIM-9, safe/arm handle positioned to safe and safety pin installed.
 - 26.3. On AIM-9, dome and fuze cover are installed.
 - 26.4. On AIM-120, arm firing device indicator (AFD) for safe indication, white S on green background.
 - 26.5. Deleted.

05-00-01

1-42B Change 15



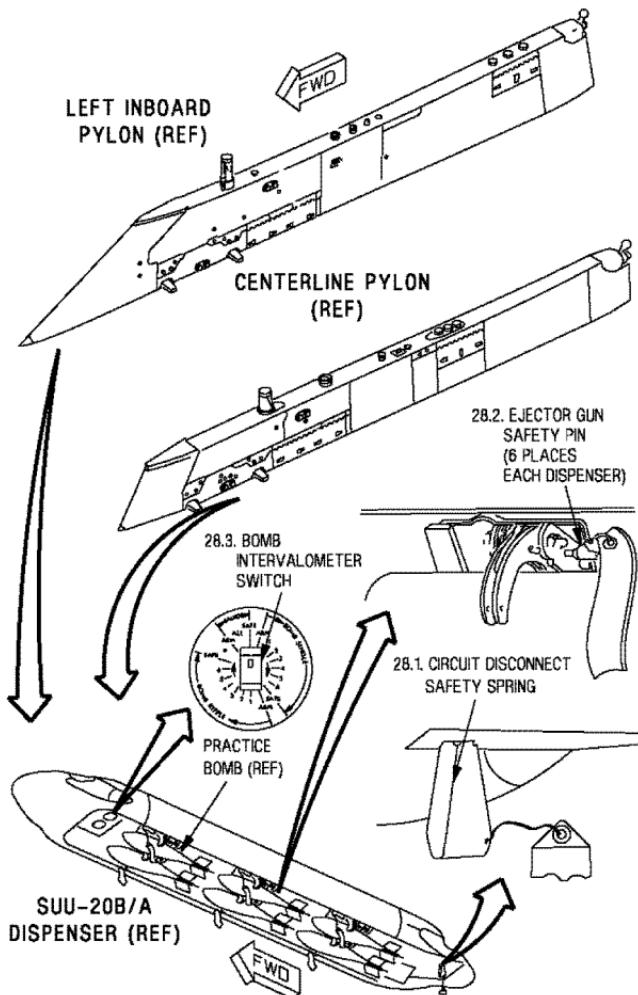
TOG 5/15/2012

Figure 01. Sheet 20

05-00-01
Change 15 **1-43**

TO 1F-15E-2-05JG-00-1

28. If SUU-20B/A dispenser is installed on left inboard and/or centerline pylon, and loaded, be sure safety devices listed below are installed:
 - 28.1. Install circuit disconnect safety spring.
 - 28.2. Install ejector gun safety pins.
 - 28.3. Intervalometer switch set to SAFE.



AEJA05-01-22-058

Figure 01. Sheet 22

05-00-01

1-47

TO 1F-15E-2-05JG-00-1

29. If BRU-46/A and/or BRU-47/A bomb racks are installed on left conformal fuel tanks and stores are installed, make sure armament ground SAFETY HANDLE is set to SAFE.
- 29A. If installed at CFT station(s) LC-1 and/or LC-3, inspect BRU-61 carriage system.
 - 29A.1. (BRU-61 Station(s) - GBU-39 Loaded) Make sure safety lever of rack(s) loaded is set to SAFETY LOCK.
 - 29A.2. (BRU-61 Station(s) - GBU-39 Not Loaded) Make sure safety lever of rack(s) not loaded is set to SAFETY UNLOCK.
 - 29A.3. Make sure vent levers of BRU-61 are set to VENT CLOSED.

05-00-01

1-48 Change 13

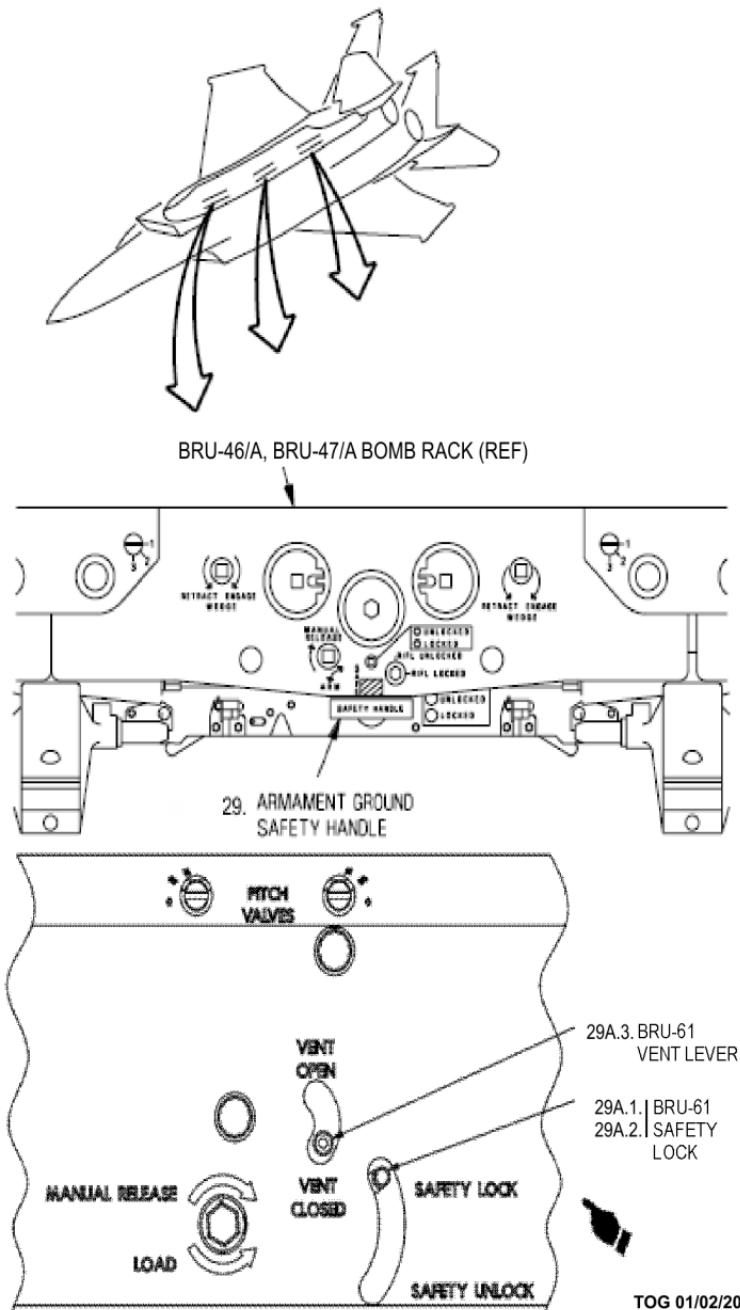


Figure 01. Sheet 23

05-00-01

Change 13

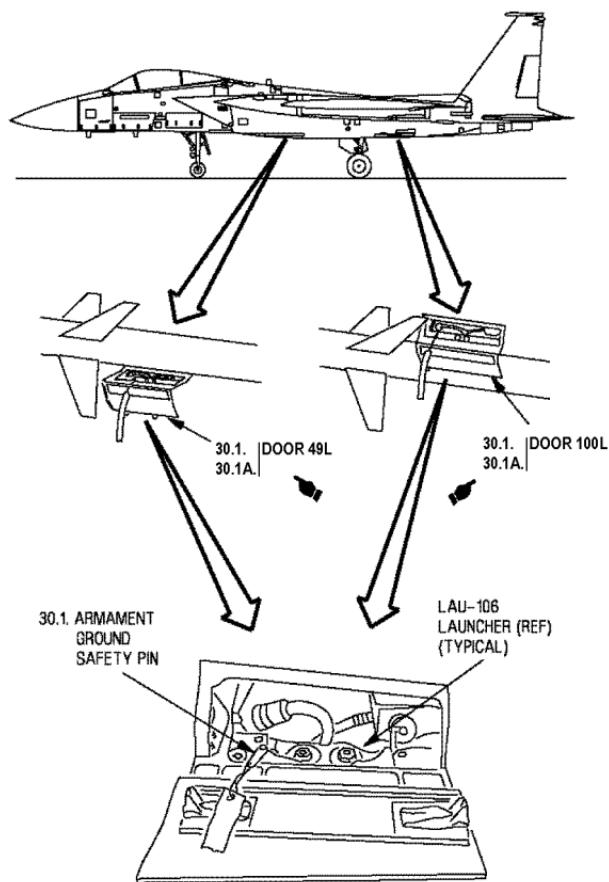
1-49

30. If left LAU-106 launchers have stores installed, inspect launchers and stores for required safety conditions.

NOTE

Typical LAU-106 launcher shown.

- 30.1. If conformal fuel tanks are not installed, open doors 49L and/or 100L and make sure armament ground safety pin is installed in LAU-106 launcher(s)
- 30.1A. Close door 49L and 100L.



TOG 25/07/11

Figure 01. Sheet 24

05-00-01
Change 13 **1-51**

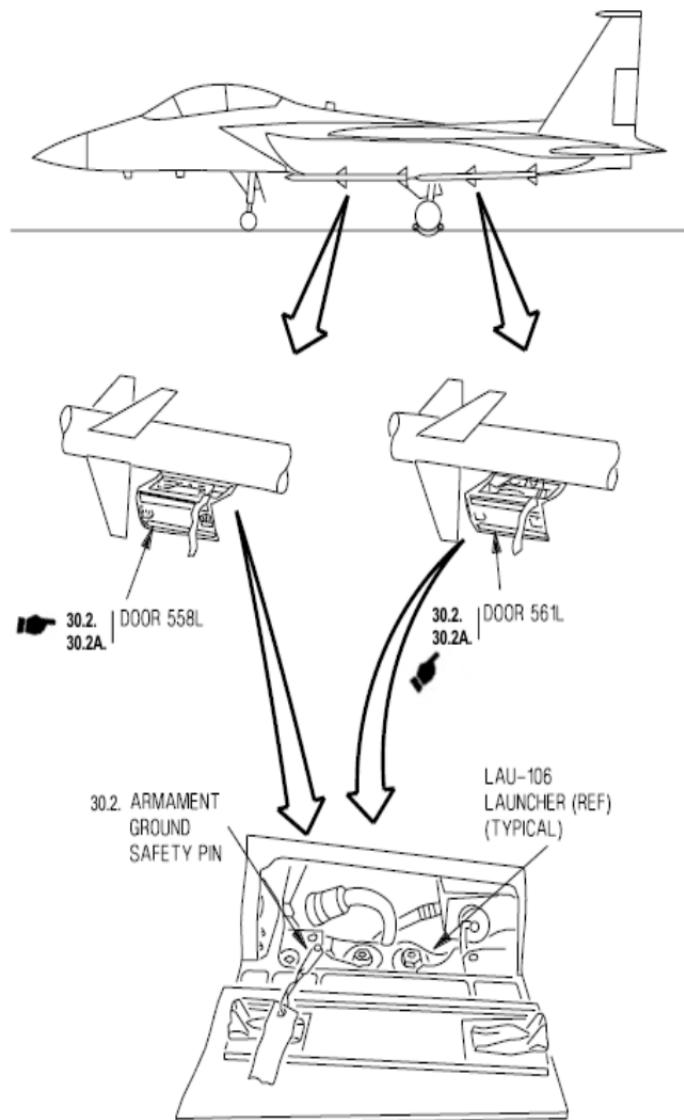
TO 1F-15E-2-05JG-00-1

- 30.2. If conformal fuel tanks are installed, remove doors 577R and/or 583R and make sure armament ground safety pin is installed in LAU-106 launcher(s).
- 30.2A. Install doors 577R and/or 583R.

05-00-01

1-52

Change 26



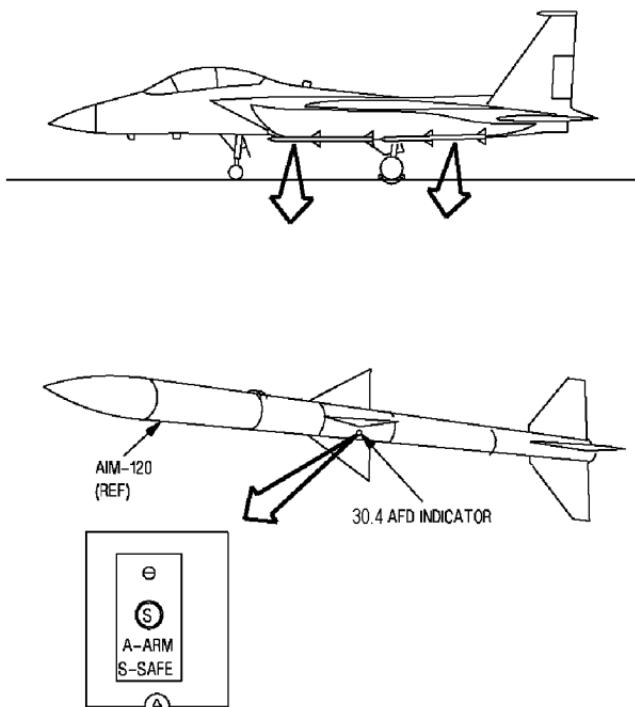
TOG 18/07/2011

Figure 01. Sheet 25

05-00-01
Change 13 **1-53**

TO 1F-15E-2-05JG-00-1

- 30.3. Deleted.
- 30.4. If loaded, make sure AIM-120 arm firing device (AFD) indicates safe condition, (white S on green background).
- 30.5. Deleted.



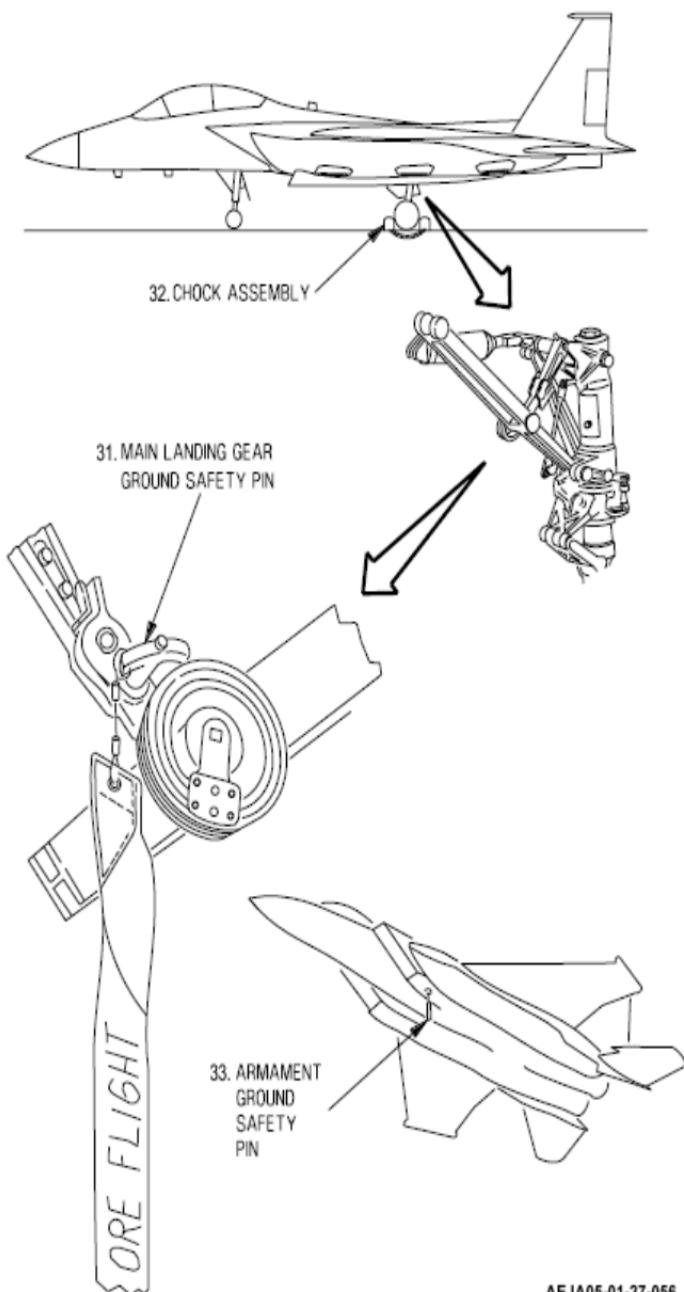
TOG 5/15/2012

Figure 01. Sheet 26

05-00-01
Change 15 **1-55**

TO 1F-15E-2-05JG-00-1

31. Left main landing gear ground safety pin is installed.
32. Left main landing gear wheel chock assembly is installed and laced.
33. If left Chaff/Flare magazines are loaded, make sure armament ground safety pin is installed.



AEJA05-01-27-056

Figure 01. Sheet 27

05-00-01

1-57

COCKPIT/REAR COCKPIT INSPECTION.

NOTE

If maintenance procedure does not require cockpit entry, Cockpit/Rear Cockpit Inspection may be omitted from Safe for Maintenance procedure. If added maintenance functions are done concurrently and cockpit entry is required, to prevent injury to personnel or damage to equipment Safe for Maintenance with Cockpit/Rear Cockpit Inspection must be done.

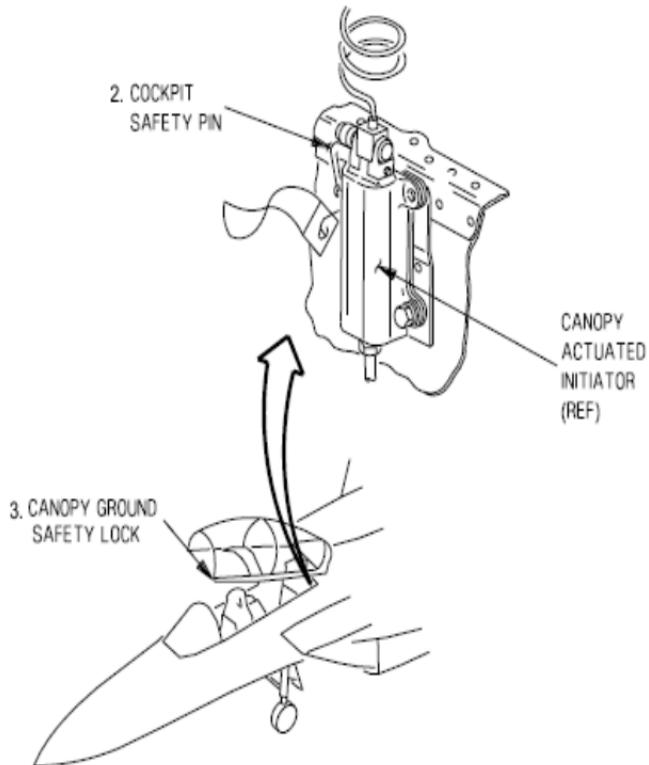
1. Do cockpit entry normal or alternate boarding (05-00-02).

WARNING

To prevent death or injury to personnel, extreme caution must be used while working around the ejection seats. The redundant emergency escape system can be initiated with the canopy open. Make sure all cockpit safety pins are correctly installed.

To prevent death or injury to personnel, cockpit safety pin must be installed in canopy actuated initiator.

2. Make sure cockpit safety pin is installed in canopy actuated initiator (05-10-11).
3. Canopy ground safety lock installed.



AEJA05-01-28-056

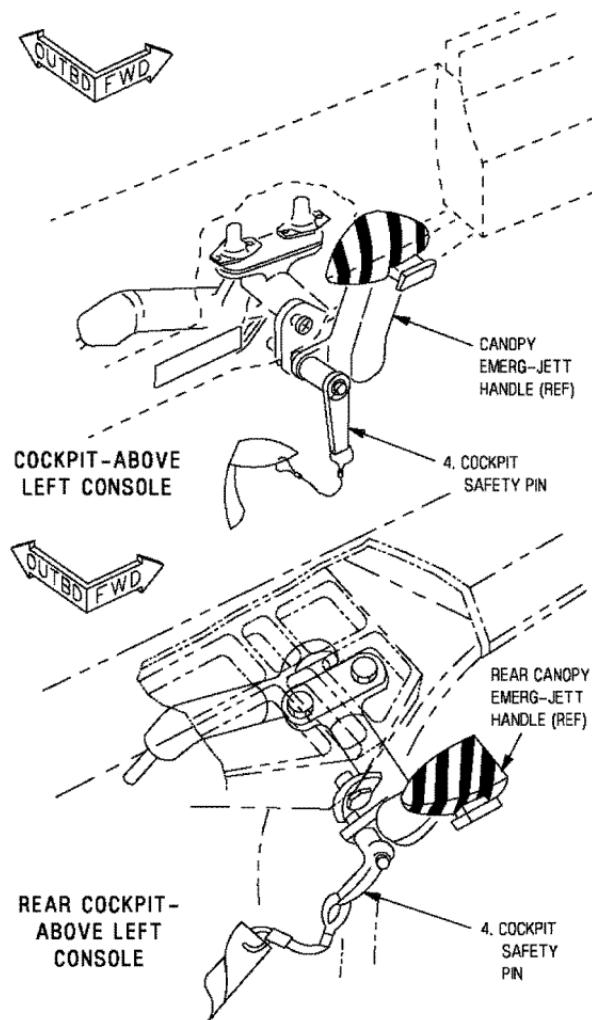
Figure 01. Sheet 28

05-00-01

1-59

TO 1F-15E-2-05JG-00-1

4. Make sure cockpit safety pins are installed in CANOPY-EMERG JETT and rear CANOPY EMERG JETT initiator handles.



AEJA05-01-29-055

Figure 01. Sheet 29

05-00-01

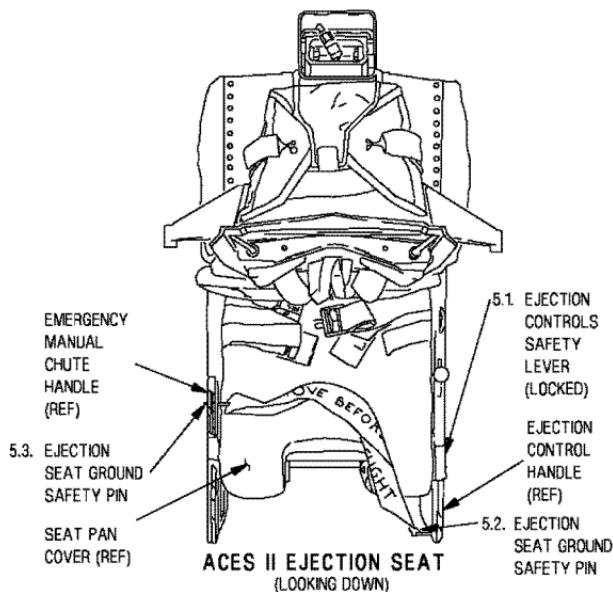
1-61

5. ACES II ejection seat safety devices listed below installed or set:

NOTE

The steps below are to be done in cockpit and rear cockpit as required.

- 5.1. Set ejection control safety lever to LOCKED.
- 5.2. Ejection seat ground safety pin in EJECTION CONTROL HANDLE.
- 5.3. Ejection seat ground safety pin in EMERGENCY MANUAL CHUTE HANDLE.



AEJA05-01-30-055

Figure 01. Sheet 30

05-00-01

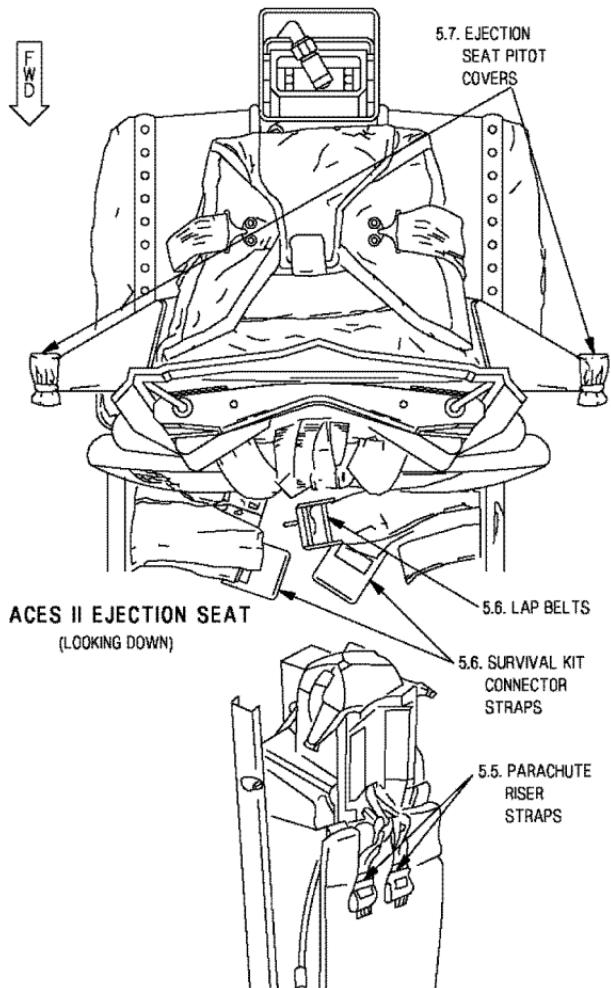
1-63

CAUTION

To prevent damage to seat, lap belts must be connected together and survival kit straps on top of seat pan cover.

To prevent damage to canopy, recovery parachute, or UWARS equipment, parachute riser straps must be positioned against the backrest pad.

- 5.4. Deleted.
- 5.5. Make sure parachute riser straps are positioned against the backrest pad.
- 5.6. Lap belts connected together and survival kit connector straps on top of seat pan cover.
- 5.7. Ejection seat pitot covers installed.



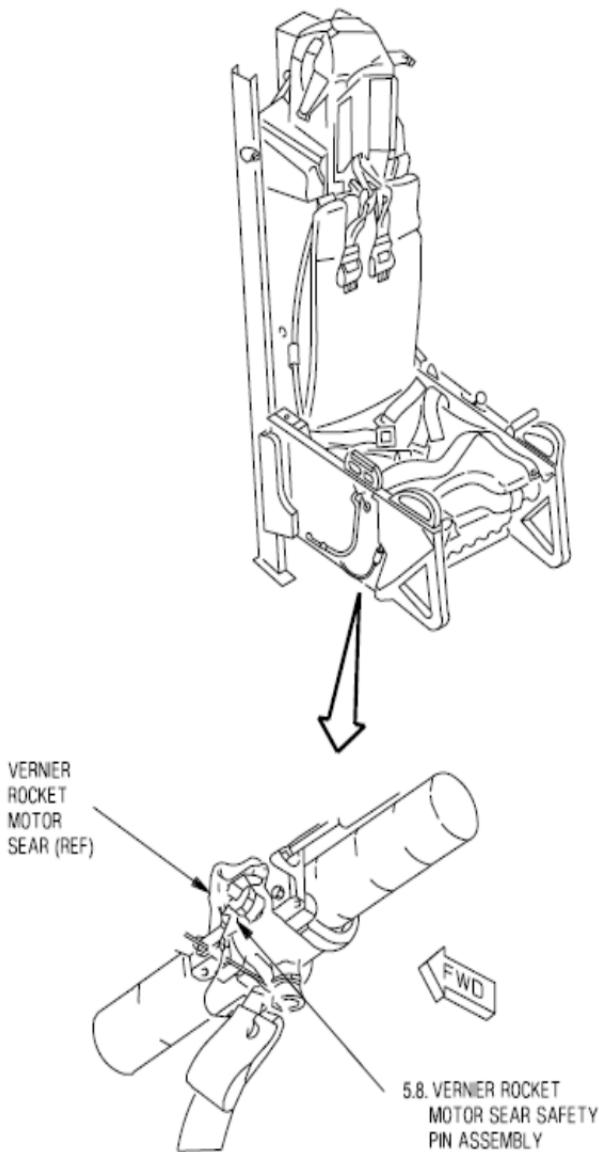
TOG 18/07/2011

Figure 01. Sheet 31

05-00-01
Change 13 **1-65**

TO 1F-15E-2-05JG-00-1

- 5.8. If ejection seat is raised in the maintenance position, be sure vernier rocket motor sear safety pin is installed in vernier rocket motor sear.



AEJA05-01-32-056

Figure 01. Sheet 32

05-00-01

1-67

CAUTION

To prevent damage to components, make sure emergency oxygen hose is connected to CRU-() oxygen mask connector.

To prevent damage to CRU-94/P oxygen mask connector (if installed), connector should be stowed using the top outlet only.

- 6. Make sure emergency oxygen hose is connected to oxygen mask connector and oxygen mask connector is correctly stowed in stowage plug on cockpit right console.
 - 6A. If CRU-94/P type oxygen mask connector is installed, make sure vest port plug is correctly installed and secure.

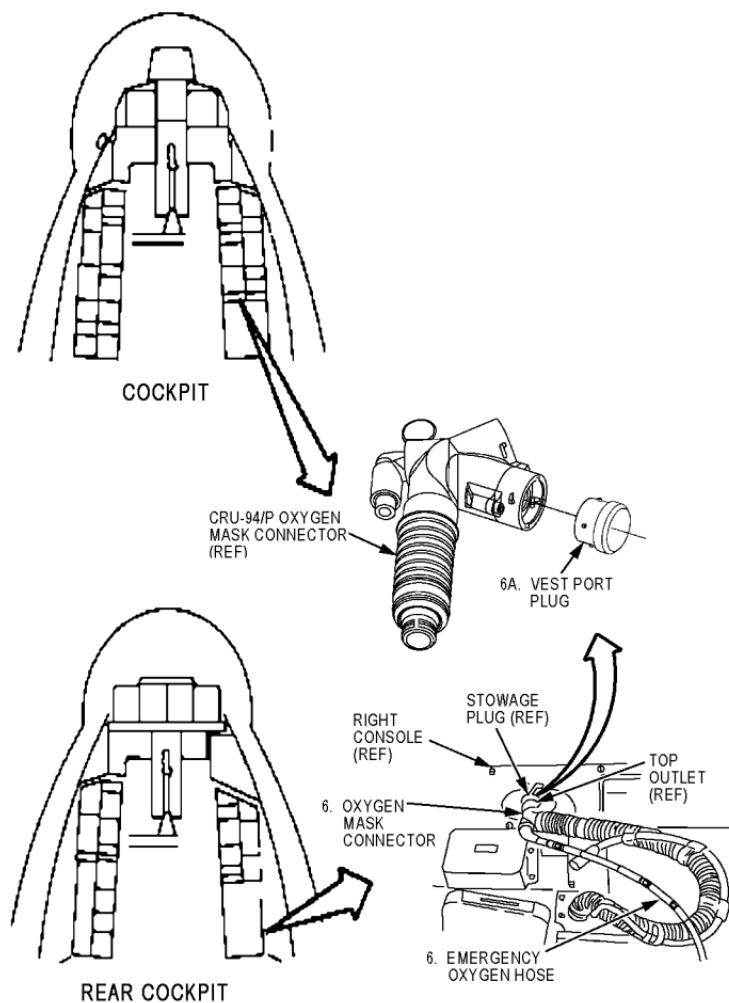
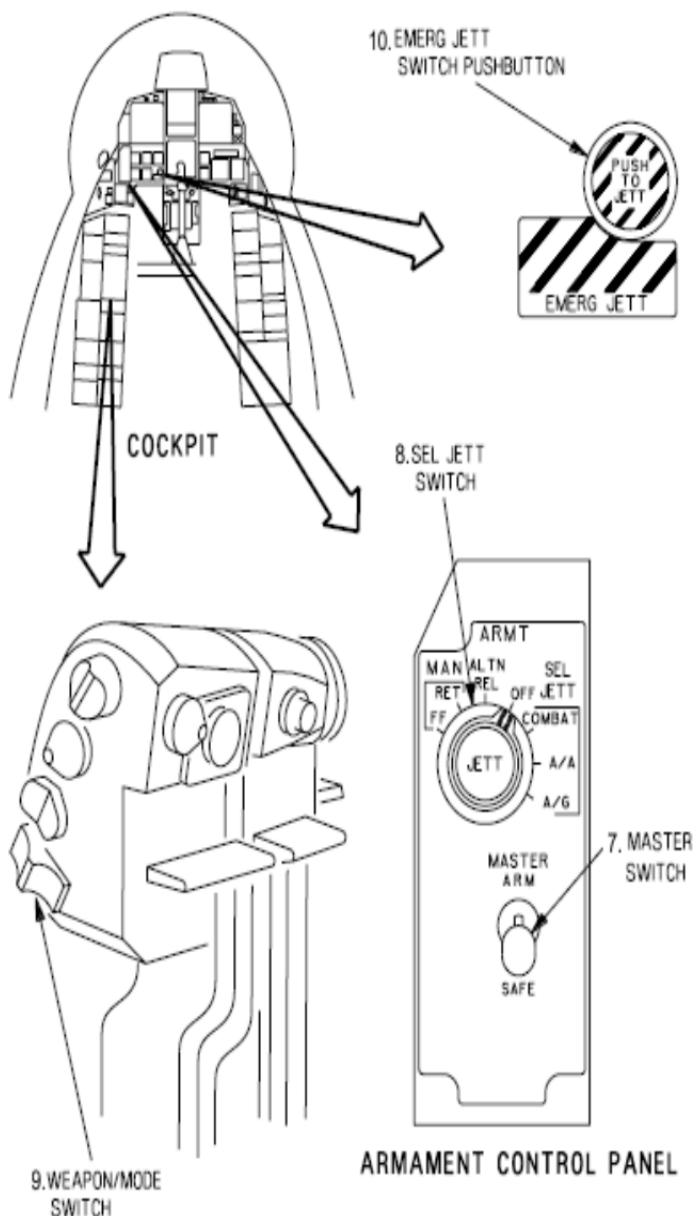


Figure 01. Sheet 33

TO 1F-15E-2-05JG-00-1

7. On ARMT control panel, make sure MASTER switch is set to SAFE.
8. Make sure SEL JETT switch is set to OFF.
9. On right throttle, make sure weapon/mode switch is set to GUN (aft position).
10. Make sure EMERG JETT switch push button is out, yellow not visible.



AEJA05-01-34-056

Figure 01. Sheet 34

05-00-01**1-71**

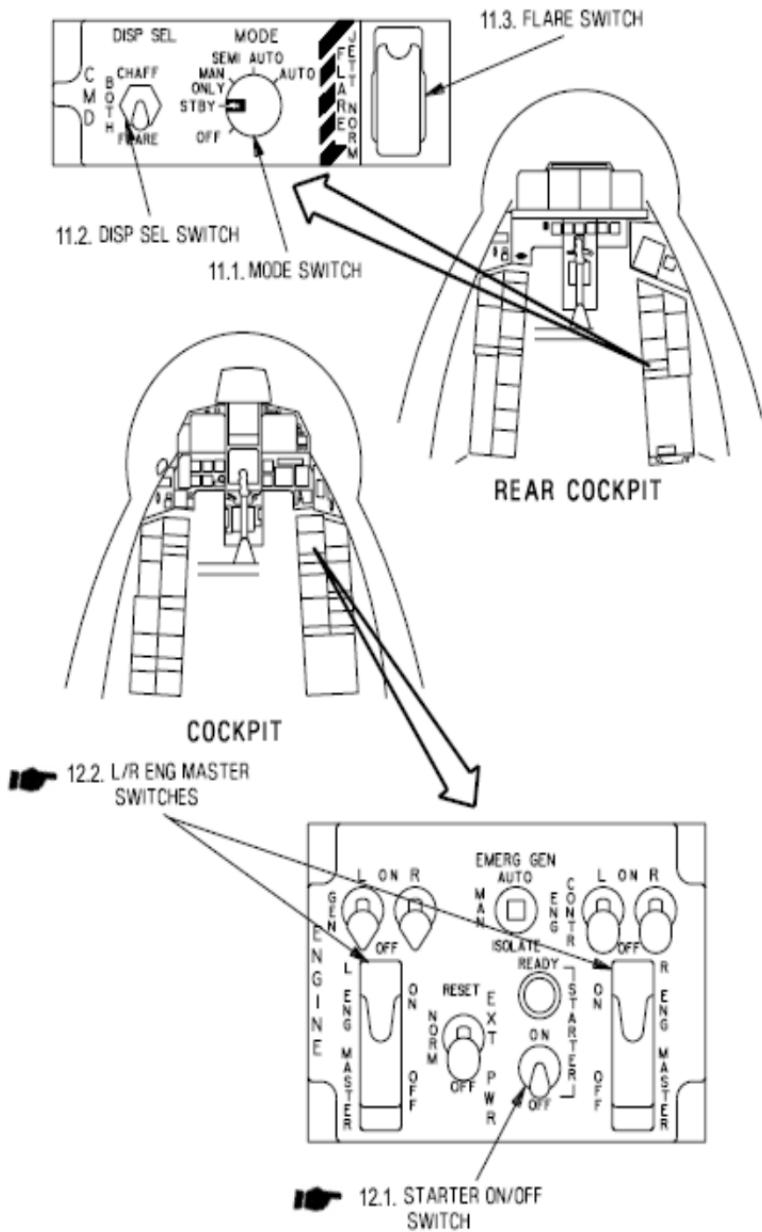
TO 1F-15E-2-05JG-00-1

- 11. In rear cockpit, on CMD control panel, set switches as listed:
 - 11.1. MODE switch – OFF
 - 11.2. DISP SEL switch – CHAFF
 - 11.3. FLARE switch – NORM

- 12. In cockpit, on ENGINE control panel, set switches as listed:
 - 12.1. JFS STARTER switch - OFF.
 - 12.2. L/R ENG MASTER switches - OFF.

05-00-01

1-72 Change 13



TOG 18/07/2011

Figure 01. Sheet 35

05-00-01

Change 13

1-73/(1-74 blank)

COCKPIT ENTRY, NORMAL AND ALTERNATE BOARDING.

INPUT CONDITIONS.

Applicability: All

Required Conditions:

- Aircraft safe for maintenance (05-00-01)

Support Equipment:

NOTE

Access ladder is only used in alternate boarding.

- Ladder, access

Support Data:

- GS 95-11-00

Safety Conditions:



Use caution when in cockpit to prevent damage to electrical components on throttle grips.

NORMAL BOARDING.

WARNING

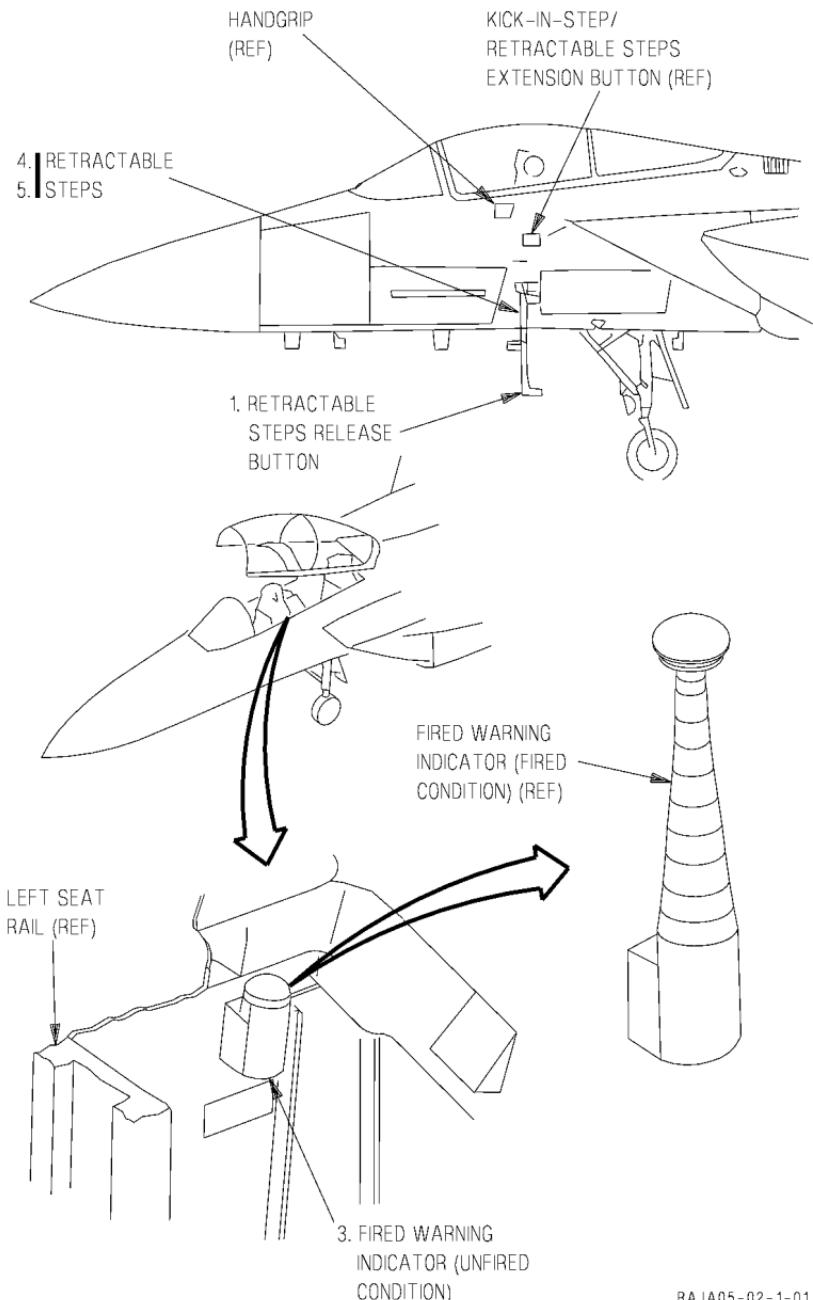
Stand clear of retractable steps before pushing release button. Freefall of steps could cause personal injury.

1. Push button located on retractable step door, and lower retractable steps by hand.

WARNING

To prevent injury to personnel or damage to equipment, handgrip should not be used as a step during normal boarding procedures.

2. Open canopy (05-00-03).
3. Inspect canopy actuated initiator fired warning indicator on bulkhead to left of front seat for normal (unfired) condition. If red coil is extended escape system components must be replaced (GS 95-11-00).
4. Retract steps into aircraft by pushing up steps until steps lock flush with moldline of aircraft.
5. Make sure access steps are latched, stowed correctly and button is flush.



RAJA05-02-1-01

Figure 02. Sheet 1

05-00-02

2-3

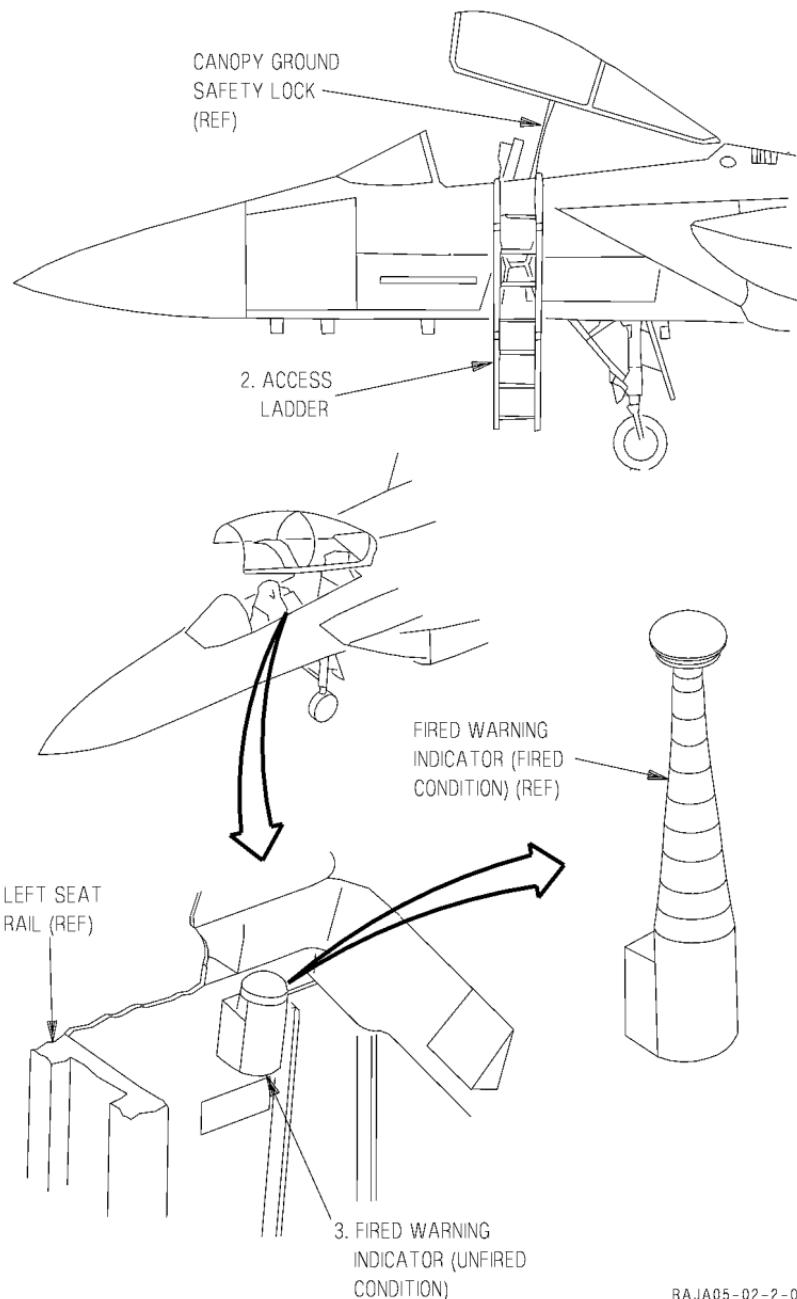
ALTERNATE BOARDING.

1. Open canopy (05-00-03).



To prevent damage to aircraft do not position ladder forward against windshield arch.

2. When using ladder for cockpit access, lift ladder vertically and hook upper end of ladder over cockpit sill.
3. Inspect canopy actuated fire warning indicator on bulkhead to left front seat for normal (unfired) condition. If red coil is extended escape system components must be replaced (GS 95-11-00).



RAJA05-02-2-01

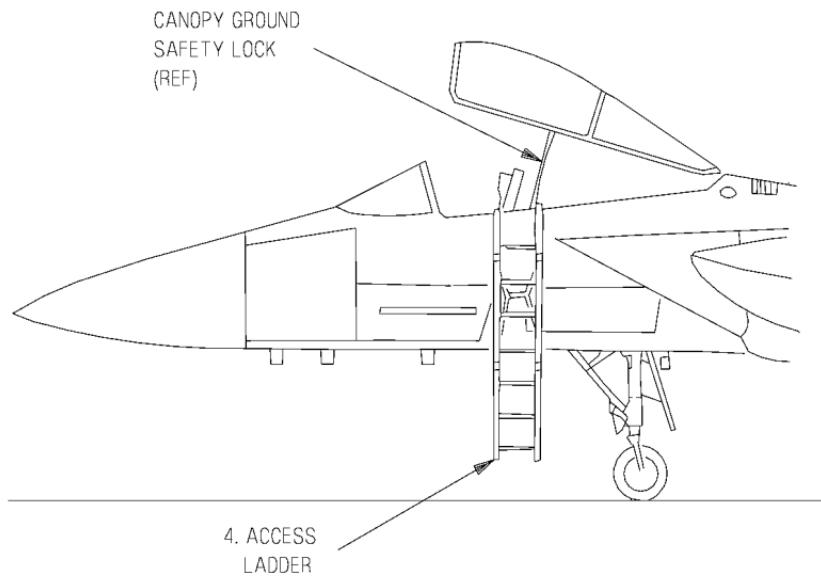
Figure 02. Sheet 2

05-00-02

2-5

TO 1F-15E-2-05JG-00-1

4. For rear cockpit access, position ladder against forward part of second canopy roller support and against side of fuselage.



RAJA05-02-3-01

Figure 02. Sheet 3

05-00-02
2-7/(2-8 blank)

CANOPY OPERATION, OPENING, AND CLOSING.

INPUT CONDITIONS.

Applicability: All

Support Equipment:

- Power source, external electrical
- Power source, external hydraulic
- Maintenance stand
- Pump handle, JFS accumulator
- Filler and pressurization unit
- Cover, wheel and tire

Support Data:

- 05-00-05
- 05-00-07
- 05-00-12
- 05-10-03
- TO 4T-1-3

Supplies (Consumables):

NOMENCLATURE	PART NUMBER (CAGE)	QTY
Cloth, cheesecloth	CCC-C-440 TYPE 1 CLASS 1 (80244)	AR
Cloth, cleaning	RYMPLE CLOTH -301-PURIFIED (97327)	AR
Cloth, flannel	A-A-50129, (80244)	AR
Lockwire	WIRE, NONELECTRIC, MS20995NC41 (80205)	AR

Personal Safety Equipment:

- Face shield or goggles
- Gloves, protective

Safety Conditions:**WARNING**

To prevent damage to canopy and/or injury to personnel, canopy must be closed and locked if canopy safety lock or adjustable canopy braces are not installed.



To prevent damage to canopy from excessive wind loads, canopy must not be operated and must be closed and locked in winds greater than 60 knots. Canopy should be manually restrained to prevent damage from excessive opening forces if canopy hydraulic system is suspected of containing air and wind is gusting above 15 knots.

To prevent damage to canopy aft fairings, panels 153L/R, and underlying structures, make sure panels 153L/R are completely removed or completely installed before opening canopy.

OPENING (EXTERNAL).



To prevent water damage to electronic equipment, remove any snow or ice from canopy before opening.

Be careful to avoid scratching transparency.

1. If canopy is covered with snow or frozen with ice, clean off canopy before opening.
 - 1.1. Position maintenance stand next to aircraft.
 - 1.2. Wipe snow from canopy with rymple cloth or clean flannel cloth.
2. If canopy is frozen or covered with ice, deice canopy before opening (12-10-04).
3. Remove maintenance stand.

NOTE

Canopy is normally opened by canopy accumulator hydraulic pressure. If enough accumulator pressure is not available to fully open canopy, use of canopy hand pump will be required.

4. Open canopy by doing below:
 - 4.1. Press release button to extend external CANOPY CONTROL HANDLE.

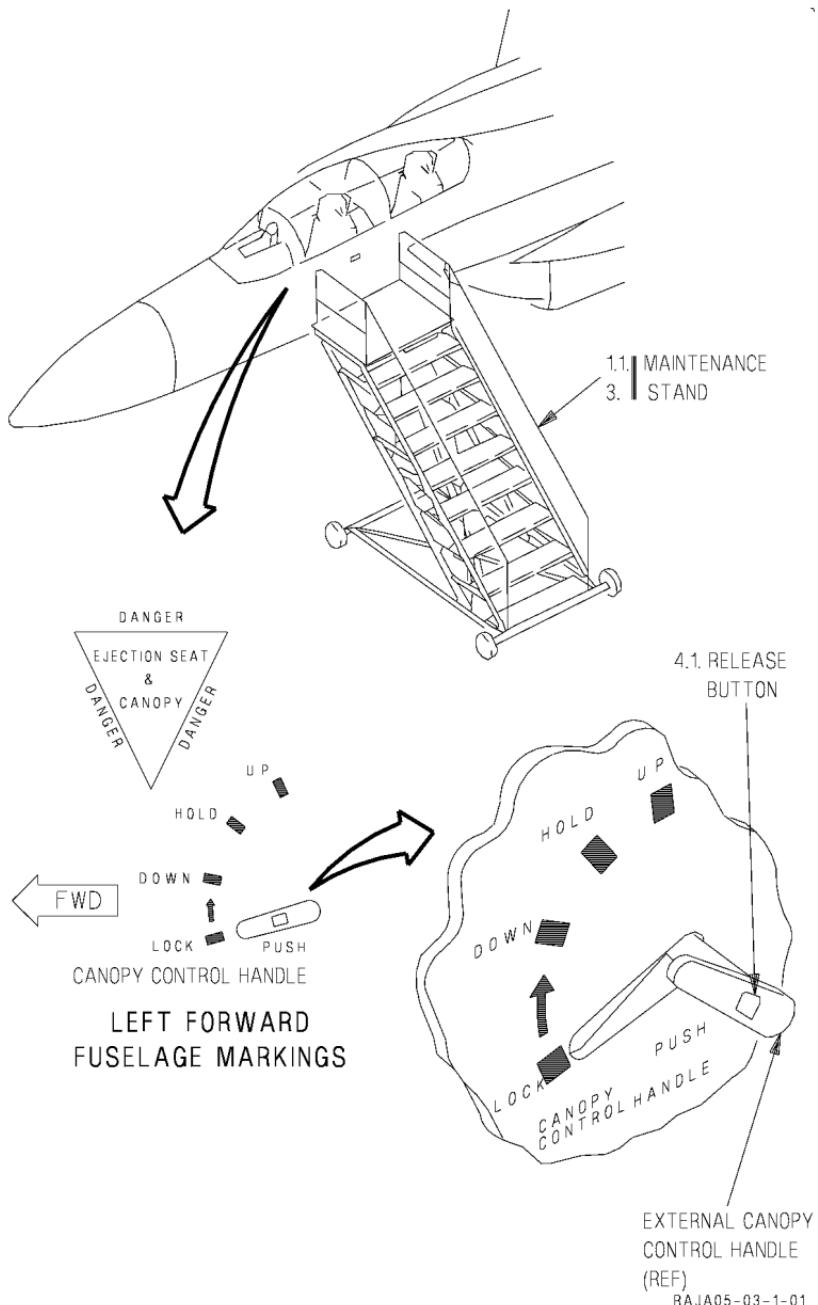


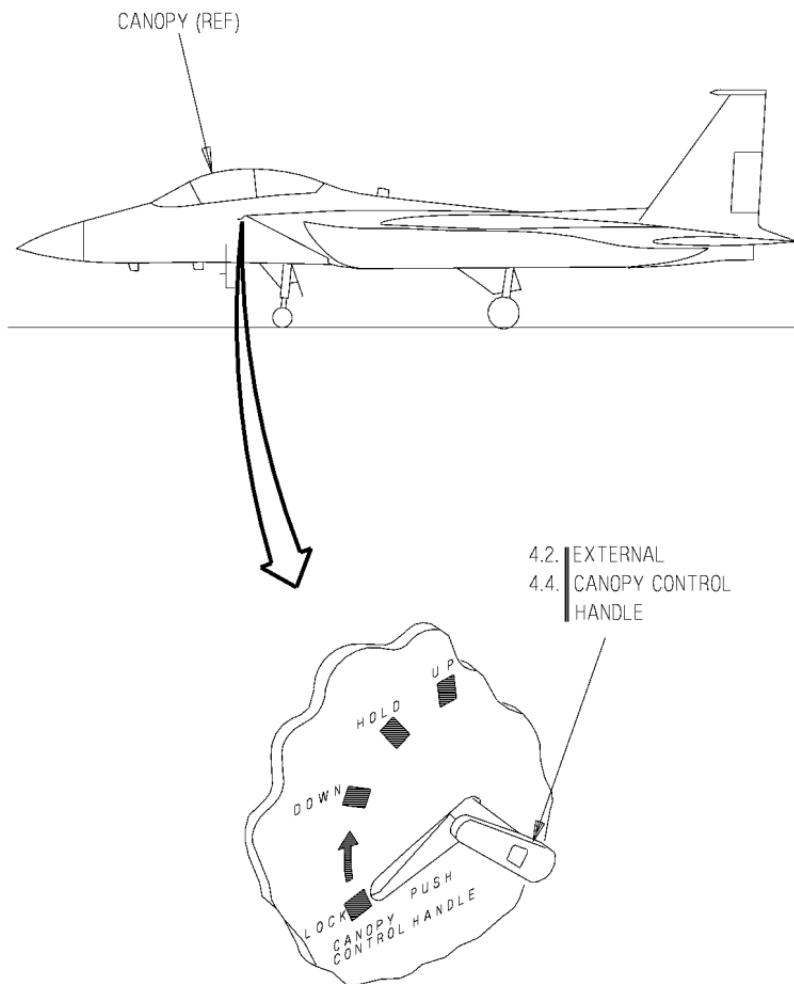
Figure 03. Sheet 1

05-00-03



To prevent damage to canopy external control cables, do not exceed 90 pounds force when manually operating external CANOPY CONTROL HANDLE.

- 4.2. Set external CANOPY CONTROL HANDLE to UP.
RESULT: Canopy raises.
- 4.3. After canopy movement stops, install canopy ground safety lock (05-10-03).
- 4.4. Set external handle to HOLD then stow external handle.



RAJA05-03-2-01

Figure 03. Sheet 2

05-00-03

3-7

TO 1F-15E-2-05JG-00-1

5. If canopy does not open with canopy accumulator pressure, do the below:

NOTE

When external CANOPY CONTROL HANDLE is set to UP, a correctly serviced canopy actuator moves canopy aft enough to clear rollers and partly raise canopy.

If canopy hand pump is used and JFS accumulator pump handle is not available, 1/2 inch square drive handle may be used. If 1/2 inch handle is used, omit step 5.1.

- 5.1. Open nose landing gear forward door (05-00-12).
- 5.2. Make sure external CANOPY CONTROL HANDLE is in UP position.
- 5.2A. If canopy did not unlock, do fault code 9521B3ZZ.
- 5.3. Insert handle into canopy hand pump receptacle.
- 5.4. Position maintenance stand on left side of aircraft.

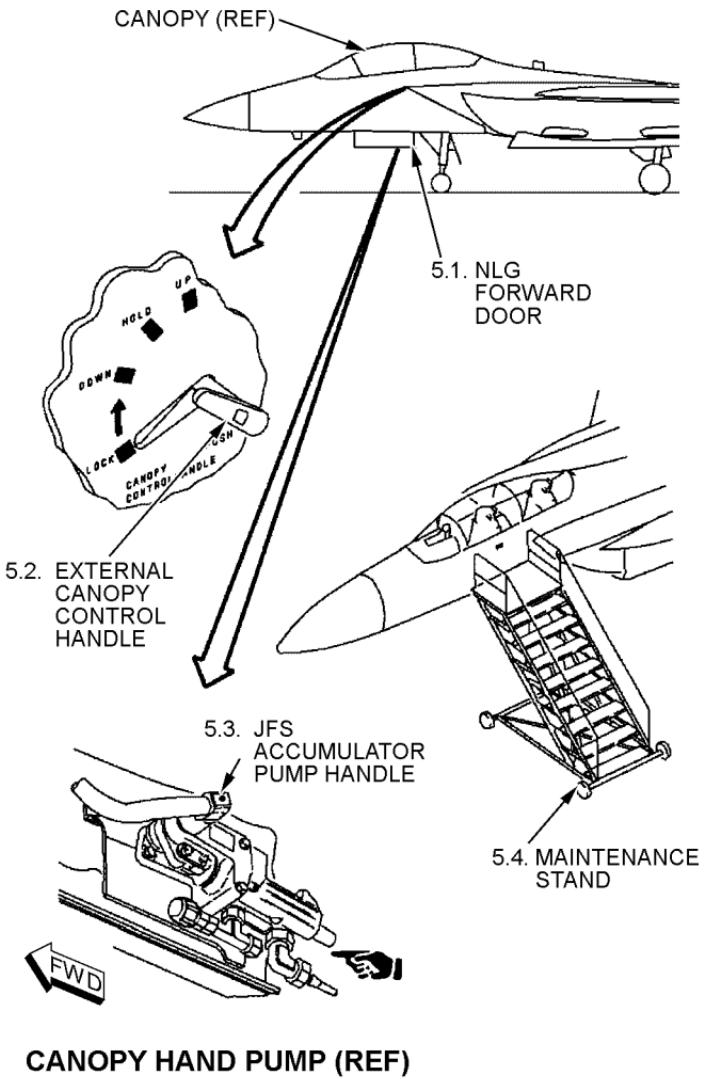


Figure 03. Sheet 3

05-00-03

Change 27

3-9

WARNING

To prevent injury to personnel or damage to canopy, two personnel are required if canopy does not raise hydraulically.

- 5.5. Using handle, operate canopy hand pump until canopy latches clear rollers.
- 5.6. Continue pumping to raise canopy.
- 5.7. Move external CANOPY CONTROL HANDLE to HOLD and stow handle.
- 5.8. Install canopy ground safety lock (05-10-03).
- 5.9. Remove pump handle.
- 5.10. If NLG forward door was opened, inspect for foreign objects and close NLG forward door (05-00-12).

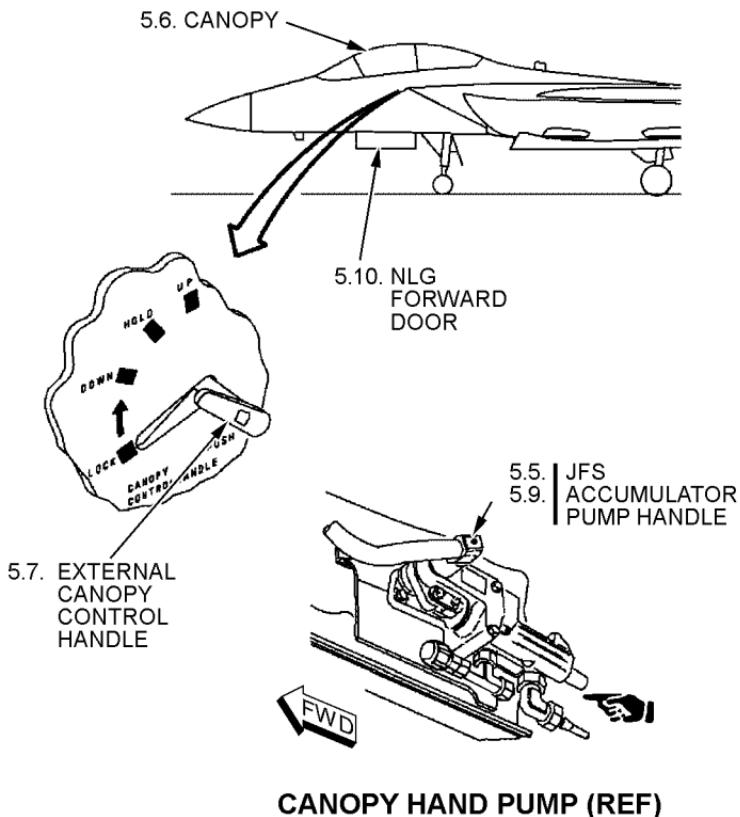


Figure 03. Sheet 4

05-00-03
Change 27 3-11

6. If canopy does not open hydraulically, open canopy by connecting filler and pressurization unit to canopy hand pump.
 - 6.1. Make sure external CANOPY CONTROL HANDLE is in UP position.

NOTE

If additional clearance is not necessary to install hydraulic cart connector to hand pump, step 6.2 may be omitted.

- 6.2. Open NLG forward door (05-00-12).

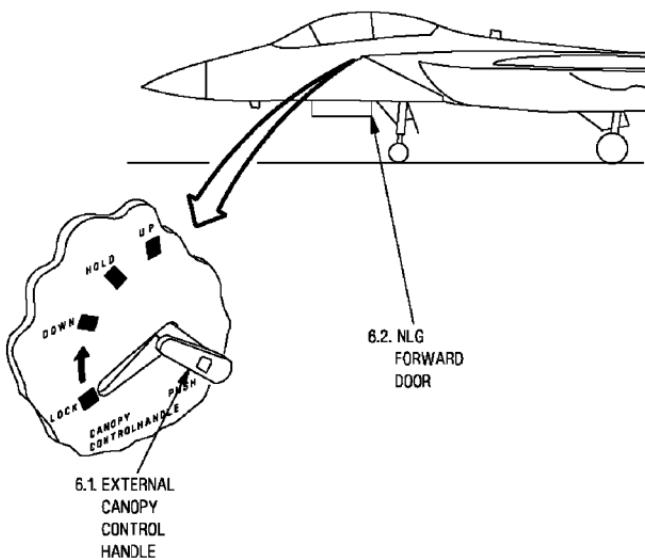


Figure 03. Sheet 5

05-00-03
Change 18 3-13

WARNING

Hydraulic fluid may cause skin irritation. Avoid contact with skin and clothing. Wash thoroughly after handling.

To prevent injury to personnel from possible hydraulic fluid spray, eye protection should be worn before using filler and pressurization unit.

- 6.2A Install cover on NLG wheel and tire. Refer to TO 4T-1-3.
- 6.2B Cut and remove safety lockwire, remove canopy hand pump dust cap.
- 6.3 On filler and pressurization unit, close bleed valve.
- 6.4 Connect hose assembly from filler unit to hand pump quick disconnect.
- 6.5 Tighten coupling nut clockwise until nut can not be tightened any more by hand.
- 6.6 Install hose dust plug in hand pump dust cap.

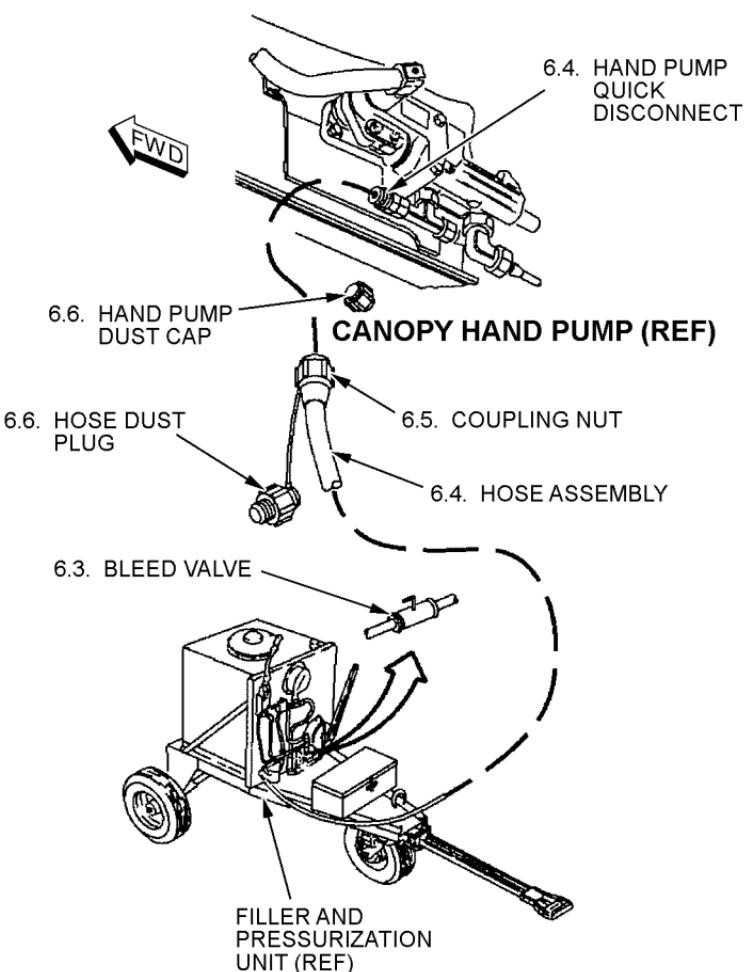


Figure 03. Sheet 6



To prevent damage to hydraulic systems, opening/closing pressure must not exceed 3000 PSIG.

- 6.7. Operate pump handle until canopy is fully open.
- 6.8. Move external CANOPY CONTROL HANDLE to HOLD and stow handle.

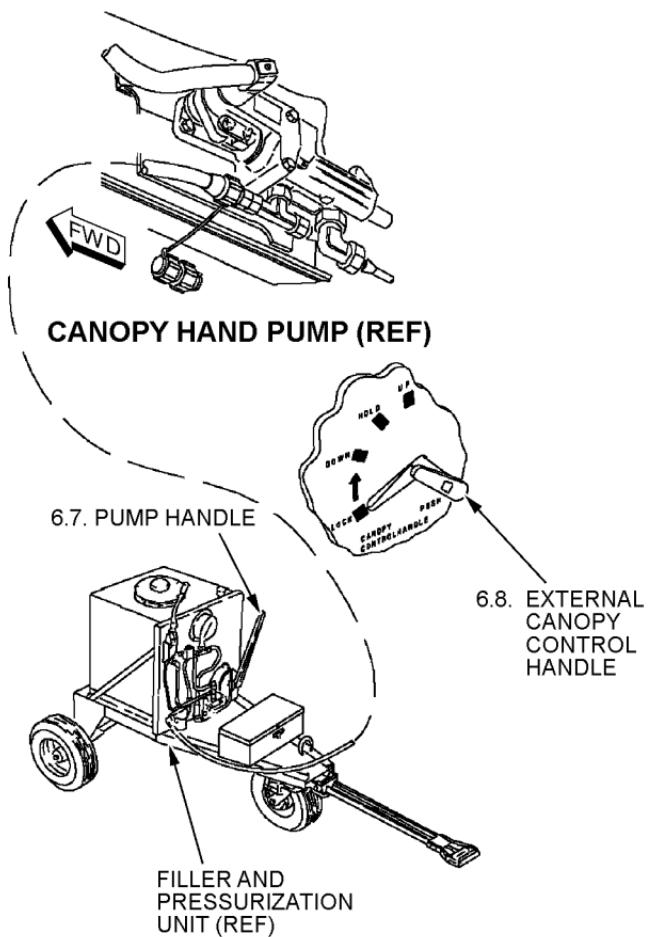


Figure 03. Sheet 7

05-00-03
Change 27 3-17

TO 1F-15E-2-05JG-00-1

- 6.9. Install canopy ground safety lock (05-10-03).
- 6.10. Open bleed valve.
- 6.11. Disconnect hose assembly from hand pump quick disconnect.
- 6.12. Remove hose dust plug from hand pump dust cap.
- 6.13. Install hose dust plug on hose assembly.
- 6.14. Install hand pump dust cap.

WARNING

To prevent damage to equipment and possible injury to personnel, lockwire must be installed in a way to prevent dust cap from being removed without cutting the lockwire and dust cap lanyard must be removed.

- 6.14A. To prevent dust cap from loosening, safety dust cap to coupling half with lockwire connecting together any two opposite mounting flange holes, the dust cap groove and hydraulic tee.
- 6.15. Move hydraulic filler and pressurization unit from vicinity of aircraft.
- 6.16. Remove cover from NLG wheel and tire. Refer to TO 4T-1-3.
- 6.17. If NLG forward door was opened, inspect for foreign objects and close NLG forward door (05-00-12).

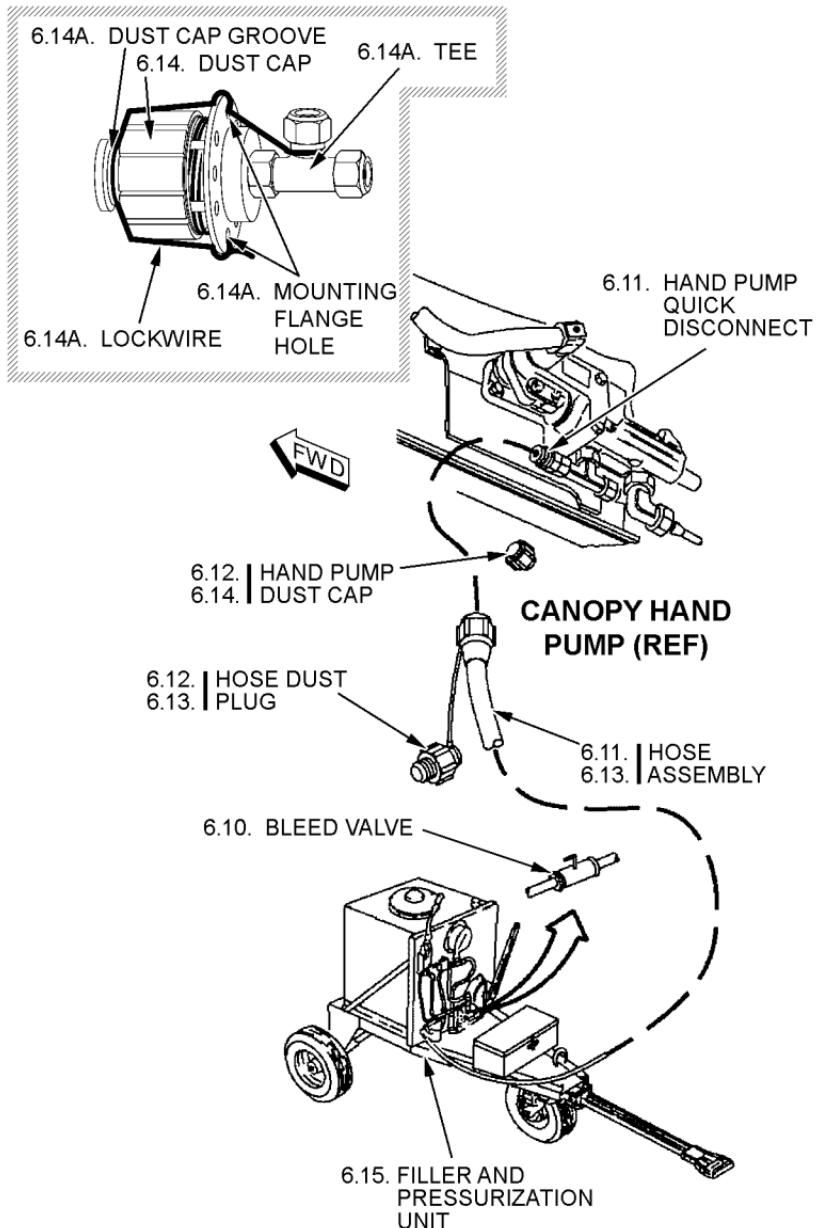


Figure 03. Sheet 8

05-00-03

Change 30

3-19

OPENING (INTERNAL).

NOTE

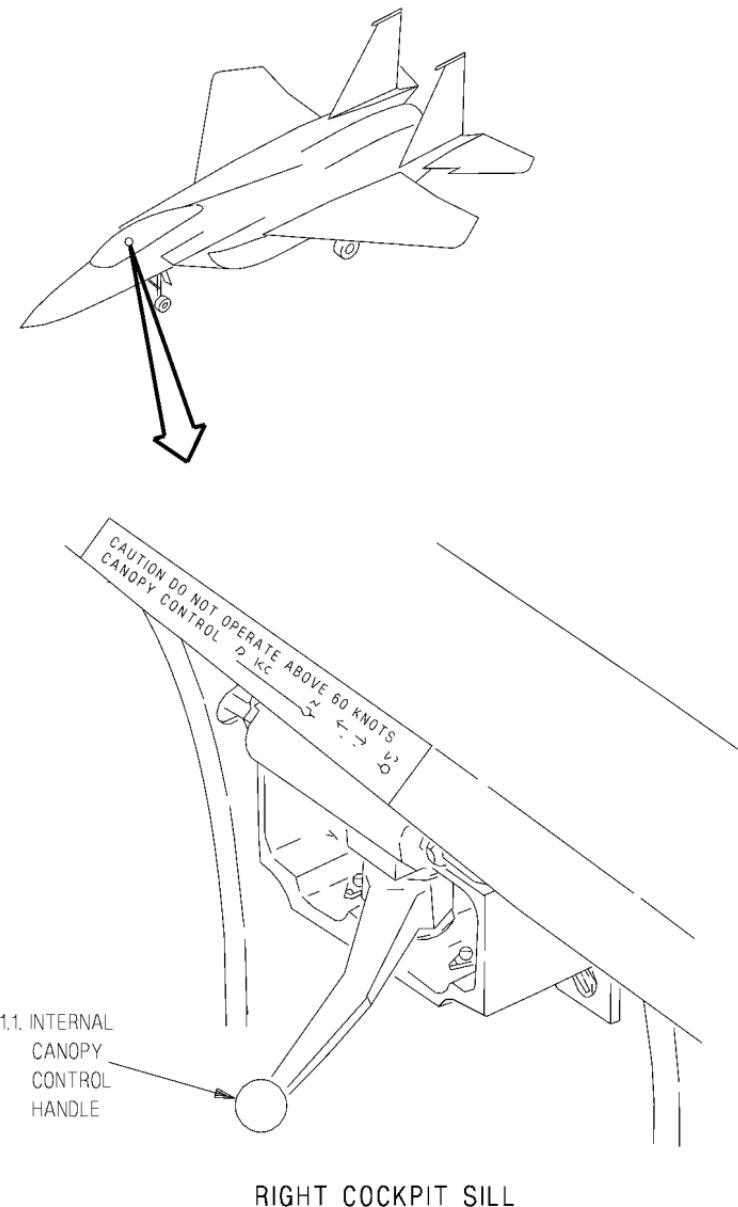
Canopy is normally opened by canopy hydraulic accumulator pressure.

1. Open canopy by doing below:



To prevent damage to canopy internal control cables, do not exceed 60 pounds force when manually setting internal CANOPY CONTROL handle.

- 1.1. Set internal CANOPY CONTROL handle to UP.
RESULT: Canopy raises.
- 1.2. Install canopy ground safety lock (05-10-03).



RIGHT COCKPIT SILL

RAJA05-03-5-01

Figure 03. Sheet 9

05-00-03

3-21

TO 1F-15E-2-05JG-00-1

2. To hydraulically rotate hook aft, do the below:
 - 2.1. Apply external electrical power (05-00-05).
 - 2.2. Apply external hydraulic power (05-00-07).
 - 2.3. Set internal CANOPY CONTROL handle or external CANOPY CONTROL HANDLE to UP, then back to HOLD.
 - 2.4. Stow external CANOPY CONTROL HANDLE by pushing in until retaining latch is engaged.
3. Install canopy ground safety lock (05-10-03).
4. If internal controls do not open canopy, it must be opened externally. See OPENING (EXTERNAL).
■

05-00-03

3-22 Change 13

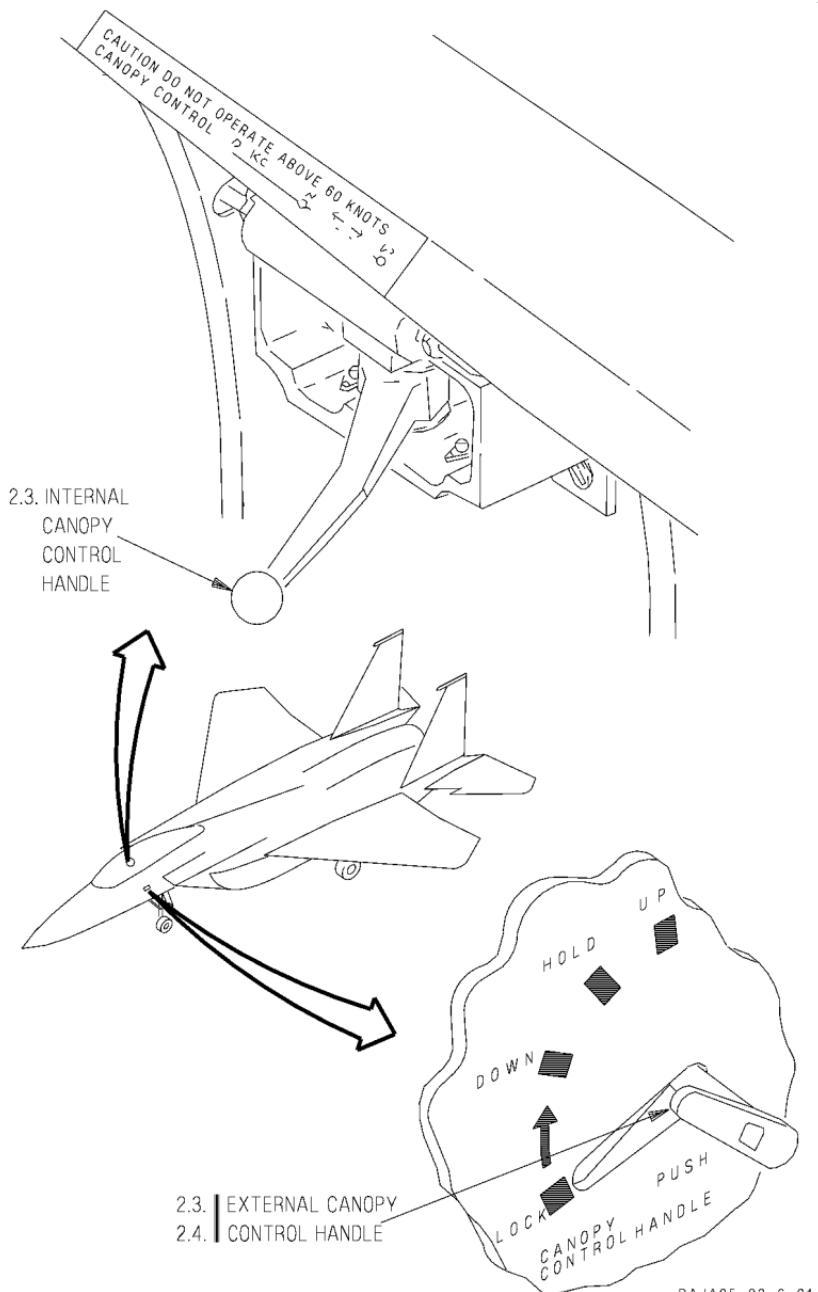


Figure 03. Sheet 10

05-00-03

3-23

CLOSING (EXTERNAL).

NOTE

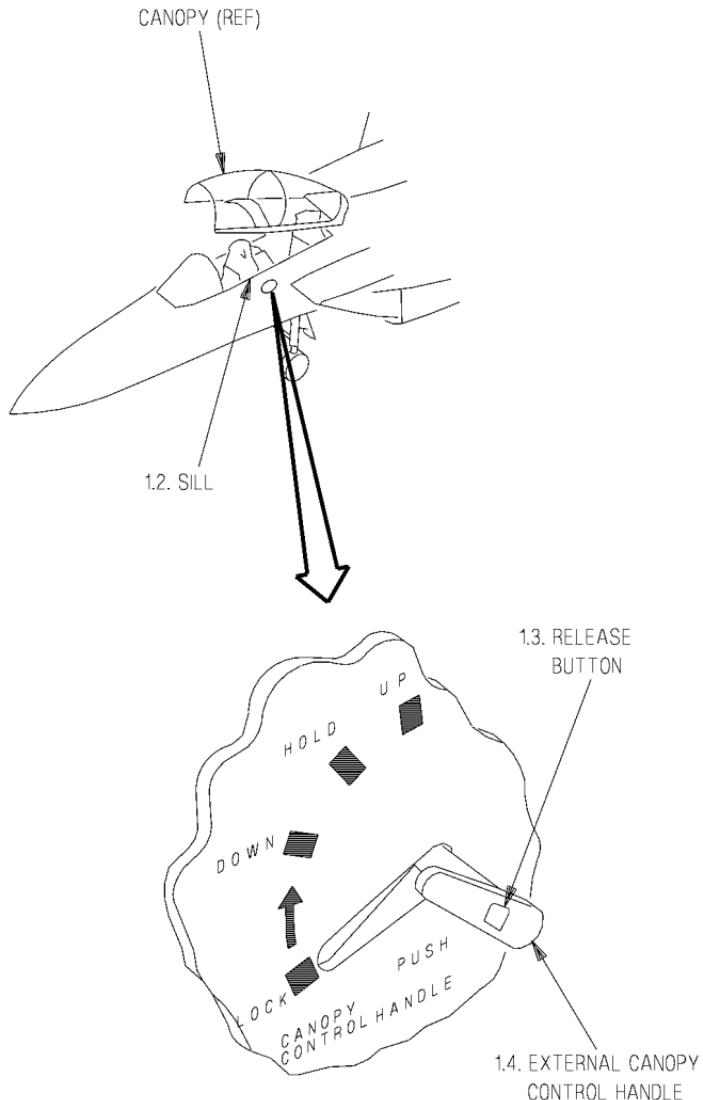
Canopy is normally closed by canopy accumulator hydraulic pressure.

1. Close canopy by doing below:
 - 1.1. Remove canopy ground safety lock (05-10-03).
 - 1.2. Inspect canopy sills for foreign objects.
 - 1.3. Press release button to extend external CANOPY CONTROL HANDLE.

CAUTION

To prevent damage to canopy external control cables, do not exceed 90 pounds force when manually operating external CANOPY CONTROL HANDLE.

- 1.4. Set external CANOPY CONTROL HANDLE to DOWN.
RESULT: Canopy lowers and closes against windshield.



RAJA05-03-7-01

Figure 03. Sheet 11

05-00-03

3-25

NOTE

To make sure canopy is fully closed and locked, a 10 second delay must be observed after canopy is closed before setting external CANOPY CONTROL HANDLE from DOWN to LOCK.

- 1.5. Set external CANOPY CONTROL HANDLE to LOCK.
- 1.6. Stow handle by pushing in until retaining latch is engaged.

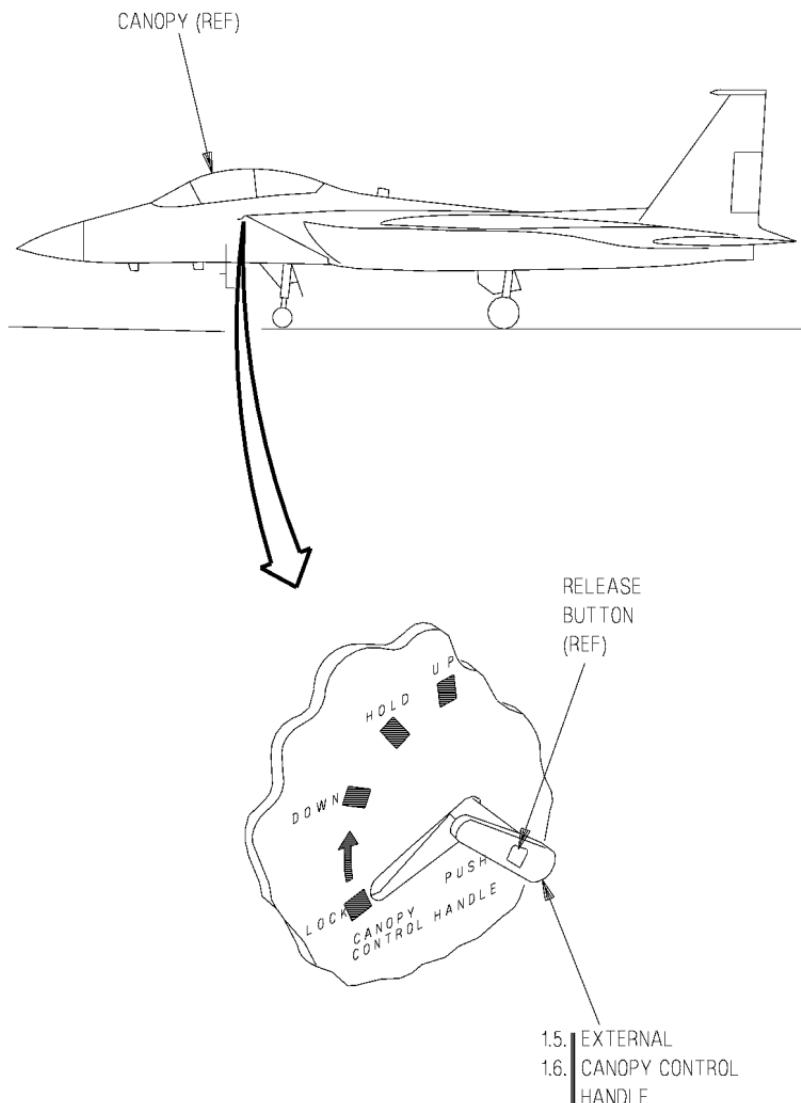


Figure 03. Sheet 12

05-00-03

3-27

2. If canopy does not close hydraulically, do the below:

NOTE

If canopy hand pump is used and JFS accumulator pump handle is not available, 1/2 inch square drive handle may be used. If 1/2 inch handle is used, omit step 2.1.

- 2.1. Open NLG forward door (05-00-12).
- 2.2. Make sure external CANOPY CONTROL HANDLE is set to DOWN.
- 2.3. Insert handle into canopy hand pump receptacle.
- 2.4. Using handle, operate canopy hand pump until canopy closes against windshield, and/or increased pump resistance is felt.
- 2.5. Set external CANOPY CONTROL HANDLE to LOCK.
- 2.6. Stow handle by pushing inboard until retaining latch is engaged.
- 2.7. Remove pump handle.
- 2.8. Inspect for foreign objects and close NLG forward door. (05-00-12).

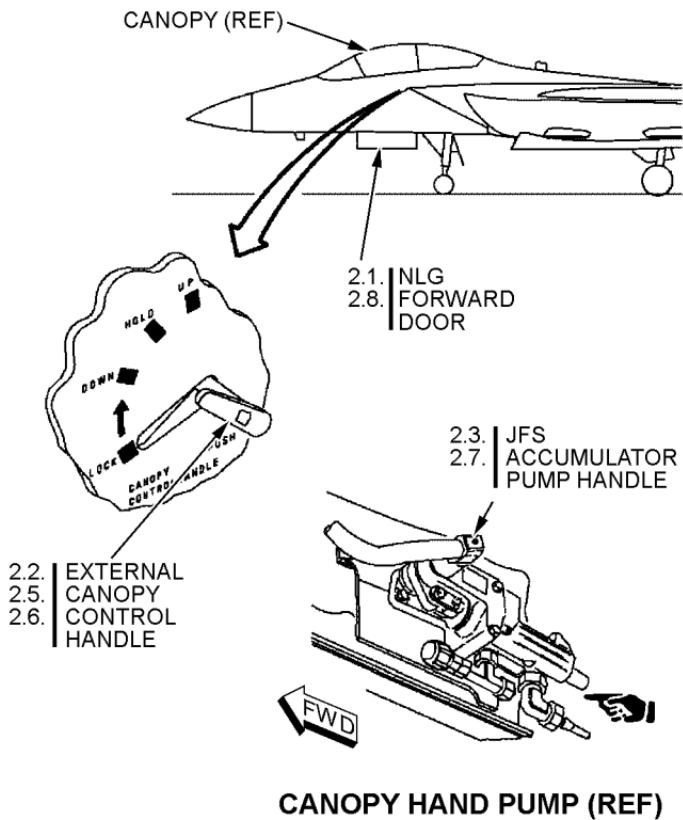


Figure 03. Sheet 13

05-00-03
Change 27 3-29

3. If canopy does not close hydraulically, do the below:

NOTE

If additional clearance is not necessary to install hydraulic cart connector to hand pump, step 3.1 may be omitted.

- 3.1. Open NLG forward door (05-00-12).
- 3.2. Make sure external CANOPY CONTROL HANDLE is set to DOWN.

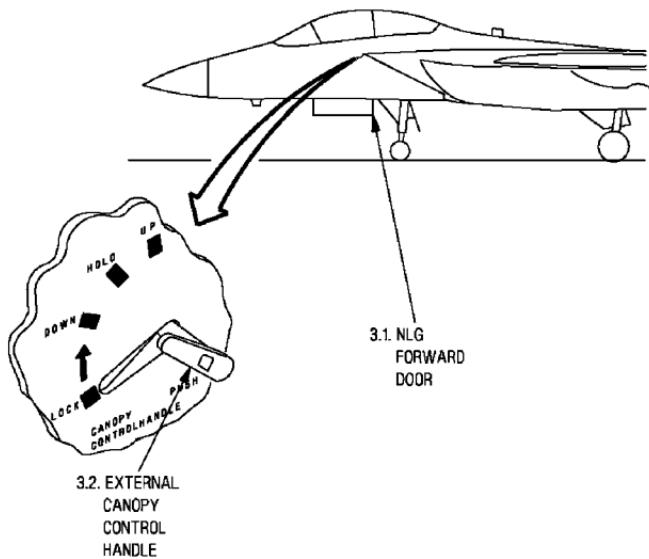


Figure 03. Sheet 14

05-00-03
Change 18 3-31

WARNING

Hydraulic fluid may cause skin irritation. Avoid contact with skin and clothing. Wash thoroughly after handling.

To prevent injury to personnel from possible hydraulic fluid spray, eye protection should be worn before using filler and pressurization unit.

NOTE

Make sure hydraulic filler and pressurization unit is positioned so that the canopy can be observed as it closes.

- 3.2A Install cover on NLG wheel and tire. Refer to TO 4T-1-3.
- 3.2B Cut and remove safety lockwire, remove canopy hand pump dust cap.
- 3.3 On filler and pressurization unit, close bleed valve.
- 3.4 Connect hose assembly from filler unit to hand pump quick disconnect.
- 3.5 Tighten coupling nut clockwise until nut cannot be tightened any more by hand.
- 3.6 Install hose dust plug in hand pump dust cap.

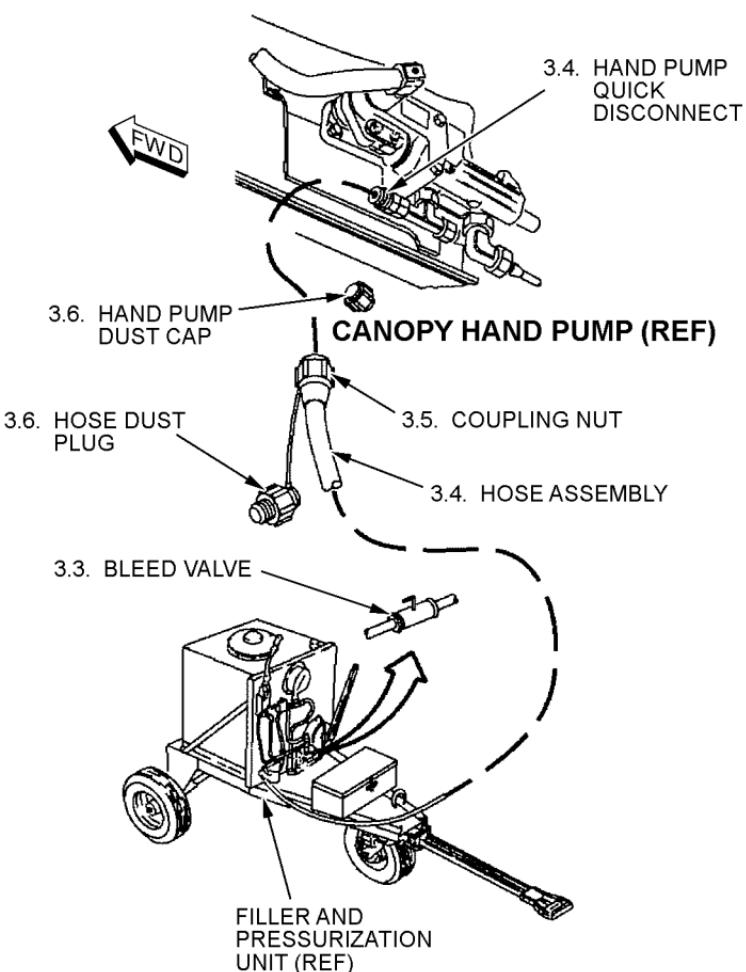


Figure 03. Sheet 15



To prevent damage to hydraulic systems, opening/closing pressure must not exceed 3000 PSIG.

- 3.7. Operate pump handle until canopy closes against windshield.
- 3.8. Move external CANOPY CONTROL HANDLE to LOCK and stow handle.

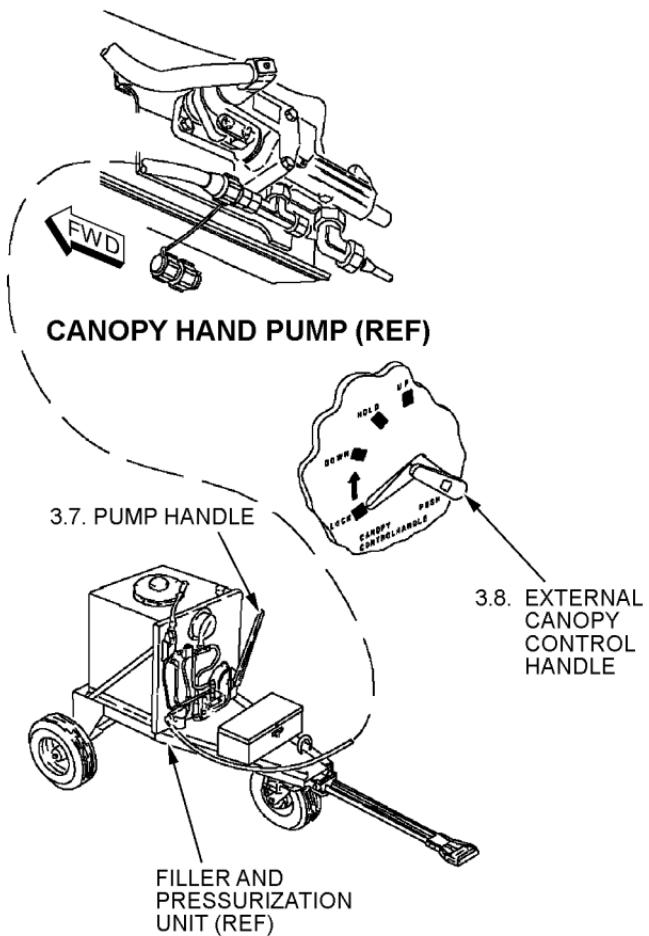


Figure 03. Sheet 16

TO 1F-15E-2-05JG-00-1

- 3.9. Open bleed valve.
- 3.10. Disconnect hose assembly from hand pump quick disconnect.
- 3.11. Remove hose dust plug from hand pump dust cap.
- 3.12. Install hose dust plug on hose assembly.

WARNING

To prevent damage to equipment, lockwire must be installed in a way to prevent dust cap from being removed without cutting lockwire.

- 3.13. Install hand pump dust cap and safety with lockwire.
- 3.14. Move hydraulic filler pressurization unit from vicinity of aircraft.
- 3.15. Remove cover from NLG wheel and tire. Refer to TO 4T-1-3.
- 3.16. Inspect for foreign objects and close NLG forward door (05-00-12).

05-00-03

3-36 Change 13

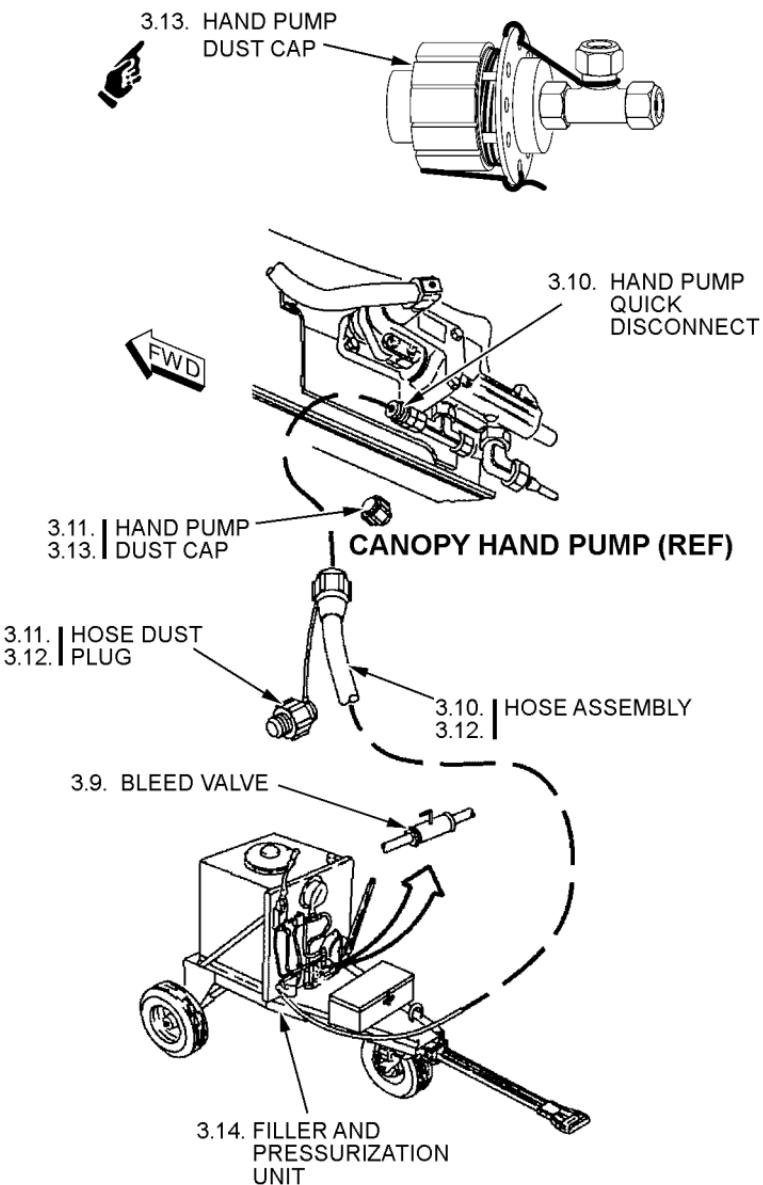


Figure 03. Sheet 17

CLOSING (INTERNAL).

NOTE

Canopy is normally closed using canopy hydraulic accumulator pressure.

1. Close canopy by doing the below:
 - 1.1. Remove canopy ground safety lock (05-10-03).
 - 1.2. Inspect canopy sills for foreign objects.



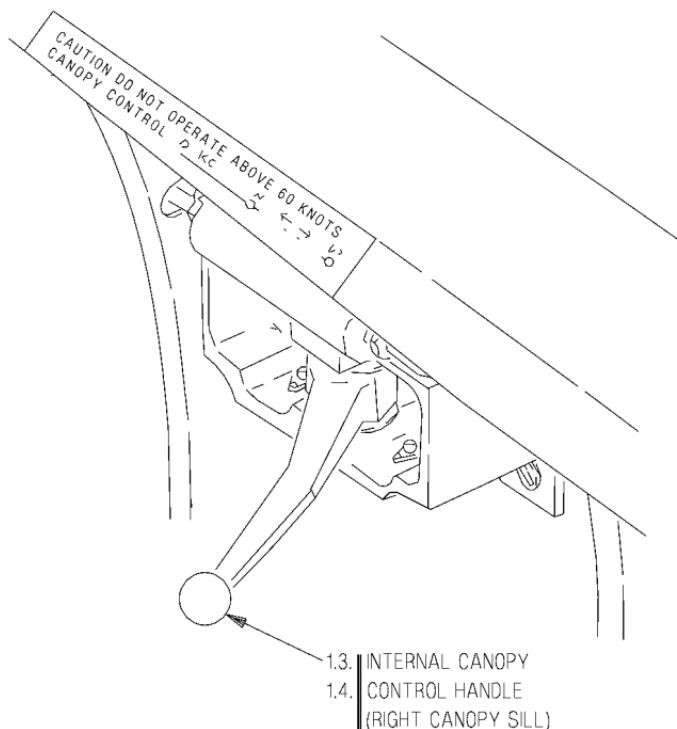
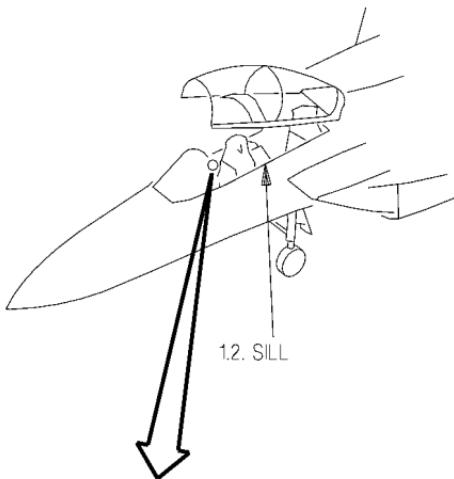
To prevent damage to canopy internal control cables, do not exceed 60 pounds force when operating internal CANOPY CONTROL handle.

- 1.3. Set internal CANOPY CONTROL handle to DN.
RESULT: Canopy lowers and closes against windshield.

NOTE

To be sure canopy is fully closed and locked, a 10 second delay must be observed after canopy is closed before setting internal CANOPY CONTROL handle from DN to LOCKED.

- 1.4. Set internal CANOPY CONTROL handle to LOCKED.



RAJA05-03-10-01

Figure 03. Sheet 18

05-00-03

3-39

NOTE

If internal controls do not close canopy, it can be manually closed or closed using external power.

2. To close canopy manually, see EXTERNAL CLOSING.
3. To close canopy using external power, do the below.
 - 3.1. Apply external electrical power (05-00-05).
 - 3.2. Apply external hydraulic power (05-00-07).
 - 3.3. Close canopy internally. See INTERNAL CLOSING.

ELECTRICAL (STATIC) GROUNDING.

INPUT CONDITIONS.

Applicability: All

Support Equipment:

- Grounding cable, aircraft

Safety Conditions:

CAUTION

Grounding receptacles shall be secure to prevent danger of electrical spark from static potential.

To prevent damage to aircraft engine(s) as a result of ground cable ingestion, do not install aircraft ground cable inboard or forward of aircraft intakes when engine(s) are operating.

PROCEDURE.**NOTE**

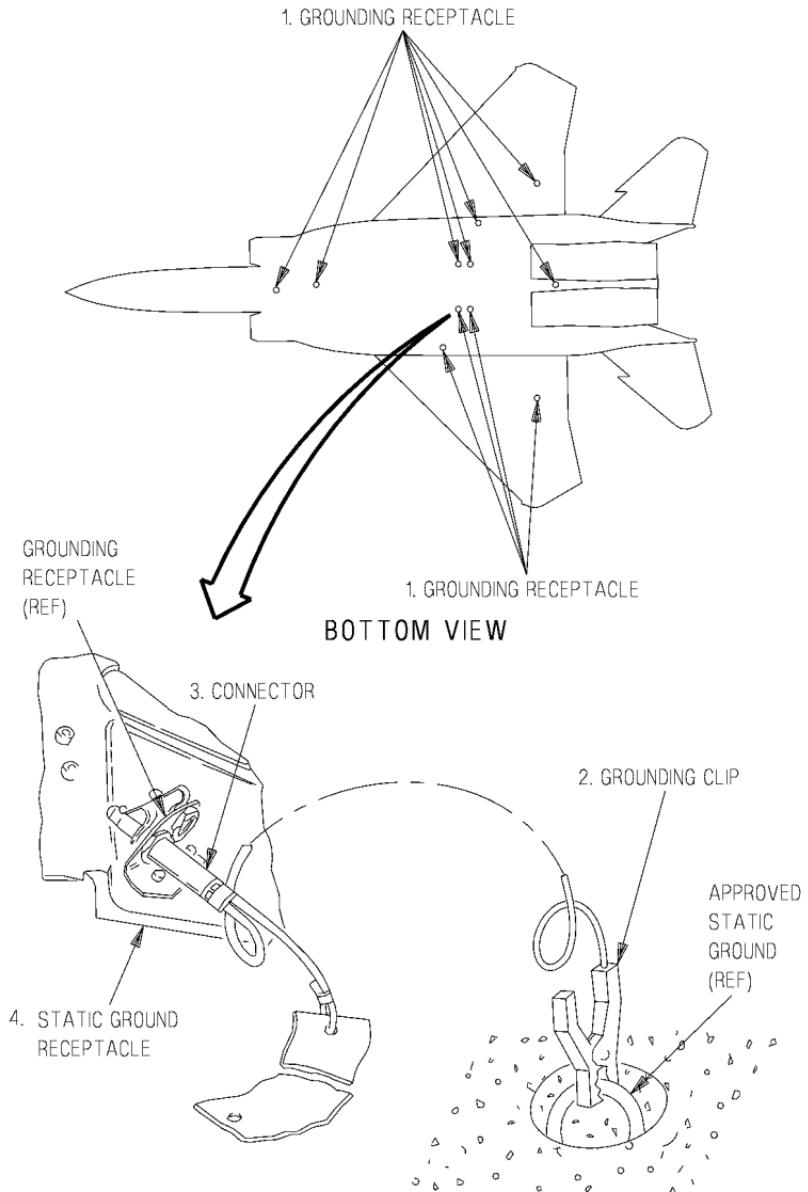
Grounding receptacle used is determined by the mechanic.

1. Determine grounding receptacle required for maintenance function.

WARNING

To prevent dangerous shock, ground wire must be connected to an approved static ground before connecting to aircraft.

2. Attach grounding clip to approved static ground.
3. Install connector in grounding receptacle. Connector shall be snug.
4. If required, replace damaged static ground receptacle.
 - 4.1. Engine area (24-70-10).
 - 4.2. Left air intake duct (24-70-11).
 - 4.3. Left and Right MLG wheelwell (24-70-12).
 - 4.4. Nose area (24-70-13).
 - 4.5. Pylon area, refer to TO 16W6-25-12.
 - 4.6. Left and right conformal fuel tank TO 6J14-5-11-3-1.



RAJA05-04-1-01

Figure 04. Sheet 1

05-00-04
4-3/(4-4 blank)

ELECTRICAL POWER APPLICATION, MPD/MPCD TURN ON AND REMOVAL.

INPUT CONDITIONS.

Applicability: All

- Some steps in this function are limited by applicability and are identified by numbered flags as listed:

1	► DELETED
2	► BEFORE TO 1F-15E-839
3	► AFTER TO 1F-15E-839
4	► If using A/M32A-60 series generators
5	► AFTER TO 1F-15E-875
6	► BEFORE TO 1F-15E-882
7	► AFTER TO 1F-15E-882

Required Conditions:

- Aircraft safe for maintenance (05-00-01)

NOTE

To improve alert posture and satisfy a specific quick reaction commitment, local commanders may direct external power-on fuel and KY-58 coding and external lighting operational tests without disconnecting all store (missiles and pods) umbilicals. This selection will require the gun, CMD and all pylon and launcher safety pins to be installed and applies to aircraft on alert status only.

Support Equipment:

- Air conditioner
- 4 Generator set, Gas Turbine A/M32A-60, Generator set, Diesel Engine, A/M32A-86D, B809 series, Motor Generator MD-2,3,4, Frequency Converter EPU-6, 10050SSFC64-50 (or equivalent)
- Proximity switch control (when required)
- Safety clip assemblies, PN MDE321041-1
- 5 Cartridge, DTM (with valid Initialization Database (IDB) file)

Support Data:

- 33-10-03
- 33-10-04

Safety Precautions:

WARNING

Failure to set circuit breakers and switches as specified may energize aircraft systems and result in injury to personnel or damage to equipment.

To prevent injury to personnel or damage to equipment, electrical power must be shut off before connecting or disconnecting electrical connections.

To prevent injury to personnel or damage to equipment, the GROUND CHECK PANEL must be installed before applying external ground power. The fuel boost pumps will operate with the GROUND CHECK PANEL removed from the aircraft with external electrical power applied.

CAUTION

To prevent damage to electrical and electronic systems, cooling air is required when switches or controls are set differently than specified.

05-00-05

Change 18

5-3

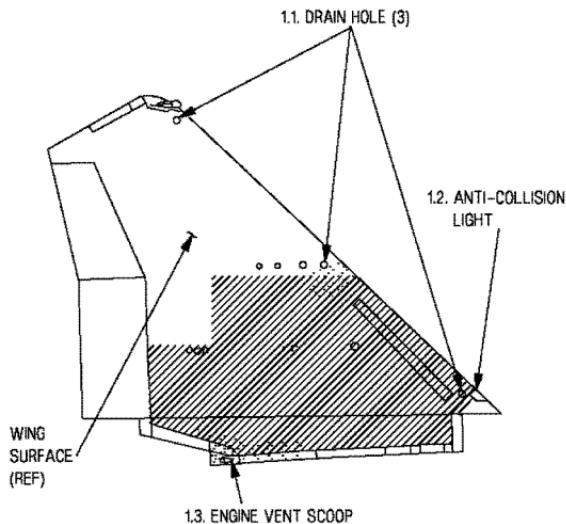
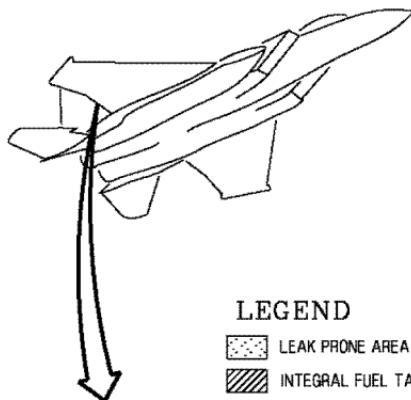
APPLICATION.

NOTE

Right wing shown, left wing opposite.

Repeated application of external electrical power will not require inspection of wing areas for fuel leakage as long as reapplication is during one task.

1. Inspect left and right wing areas for signs of fuel leakage as listed below:
 - 1.1. Complete upper and lower wing surface, specially all drain holes and leak prone areas.
 - 1.2. Anti-collision light in area of drain hole, if no drain hole exists, inspect lens and light periphery.
 - 1.3. Fuel leakage into engine vent scoop.
 - 1.4. If leakage exists, refer to Integral Wing Tank Leak Classification (GS 28-10-00).



AEJA05-05-1-056

Figure 05. Sheet 1

05-00-05

5-5

WARNING

To prevent injury to personnel or damage to equipment, all stores umbilicals connected to LAU-106 and LAU-128 launchers shall be isolated before application of electrical power except training missile, ACMI or other Instrumentation pods provided the PACS or Armament Override switches are maintained in the off position at all times except when inventorying the memory or loading stores memory to match mission requirements.

2. If LAU-106 launchers have stores, isolate umbilicals (05-10-09).
3. If LAU-128 launchers have stores, isolate umbilicals (05-10-49).

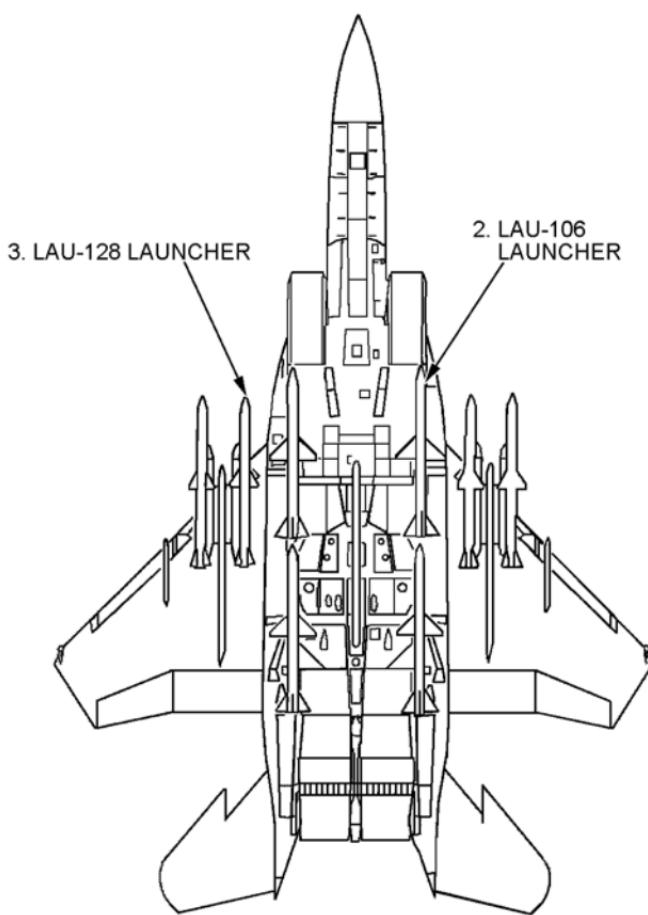


Figure 05. Sheet 2

05-00-05
Change 30 5-6A

WARNING

To prevent injury to personnel or damage to equipment, if power is to be applied to armament circuits, all applicable stations must be electrically and mechanically safed or impulse cartridges removed. Substitution of physical disconnect for electrical safing is not authorized, except for the BRU-61. BRU-61(s) shall be electronically safed by disconnecting the 1760 cable. On aircraft where the above requirements cannot be met, the munition(s) will be unloaded.

Due to potential inadvertent deployment of GBU-53 Dome Cover, Wings, and Fins, personnel will stay clear of dome, wings, and fins to the maximum extent possible while PACS power is applied to BRU-61 with GBU-53s loaded.

NOTE

Should inadvertent deployment of GBU-53 Dome Cover, Wings, or Fins occur while loaded on an aircraft, assume battery has fired and remain clear for 4 hours. The Dome Cover has the potential to deploy a total distance of 40 feet. Perform applicable Emergency Action checklist and when deemed safe, place weapon in applicable condition code and submit ADR for disposition instructions.

- 3A. If BRU-61s have GBU-53 loaded, disconnect 1760 umbilicals.
(TO 1F-15E-33-1-2)

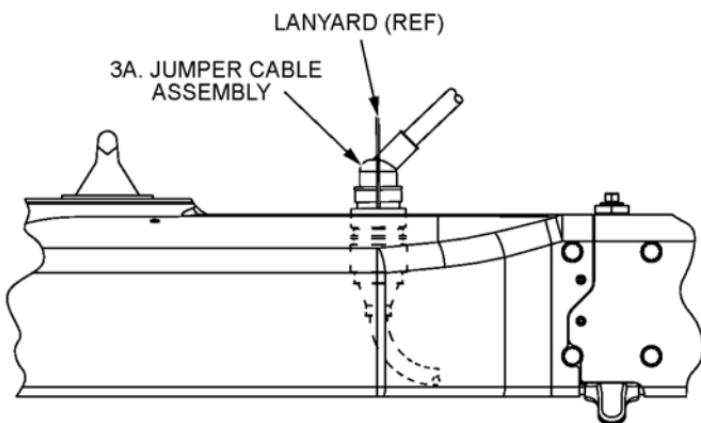


Figure 05. Sheet 2A

05-00-05

Change 30

5-7

WARNING

To prevent injury to personnel or damage to equipment, CMD circuit breakers must be open before application of electrical power if chaff and/or flares are loaded. Chaff and/or flares cannot be loaded if aircraft is to be jacked or proximity switch control box is used.

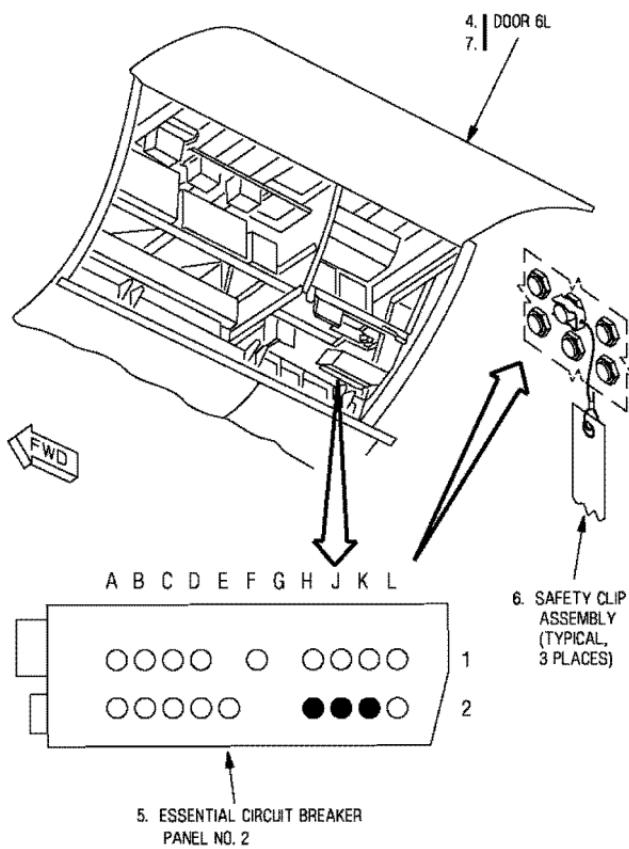
4. Open door 6L.
5. If chaff and/or flares are loaded, on ESSENTIAL BUS CIRCUIT BREAKER PANEL NO. 2, make sure circuit breakers listed below are open:

CMD DSA FWD - 70CBC007

CMD DSA AFT - 70CBC009

CMD PRGMR - 70CBC011

6. Install circuit breaker safety clip assemblies.
7. Inspect door 6L area for foreign objects and close door 6L.



AEJA05-05-3-058

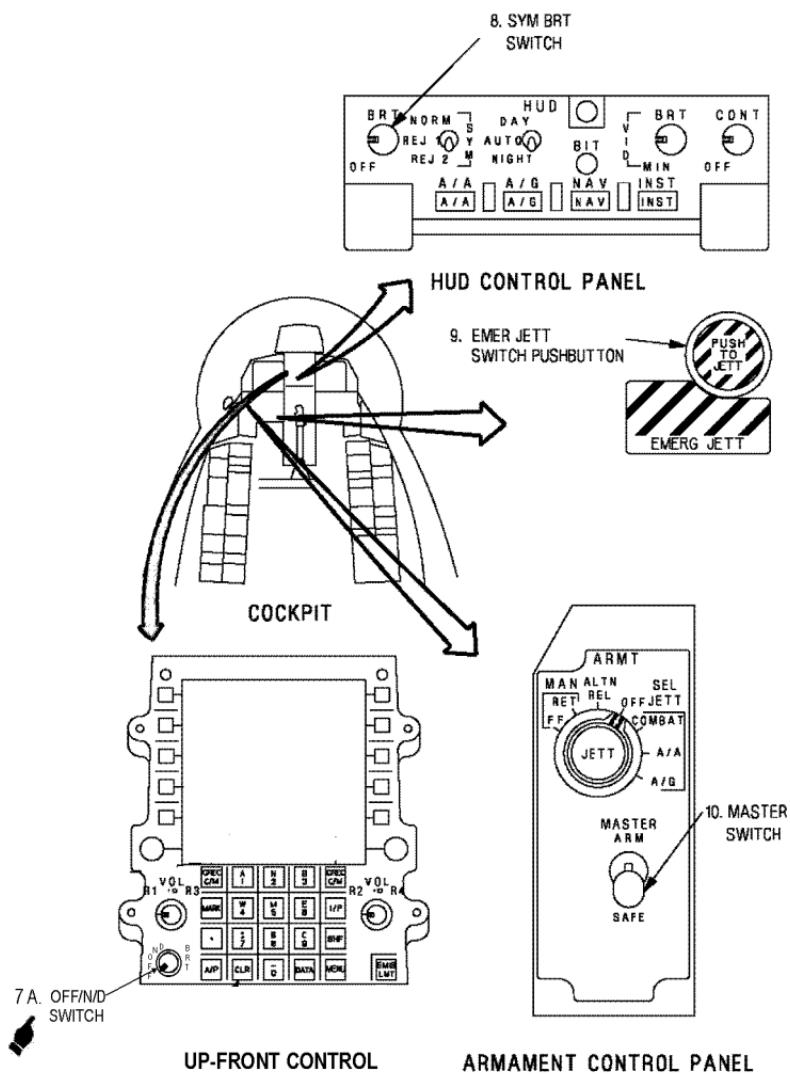
Figure 05. Sheet 3

05-00-05

NOTE

This task assumes circuit breakers are closed. Refer to TO 1F-15E-2-00GV-00-1 for location of circuit breakers required to be closed.

- 7A. If Up-Front control (UFC) has OFF/N/D switch, set OFF/N/D switch to OFF.
8. On HUD control panel, set SYM BRT switch to OFF.
9. Make sure EMER JETT switch pushbutton is out and yellow is not showing.
10. On ARMT control panel, set MASTER switch to SAFE.



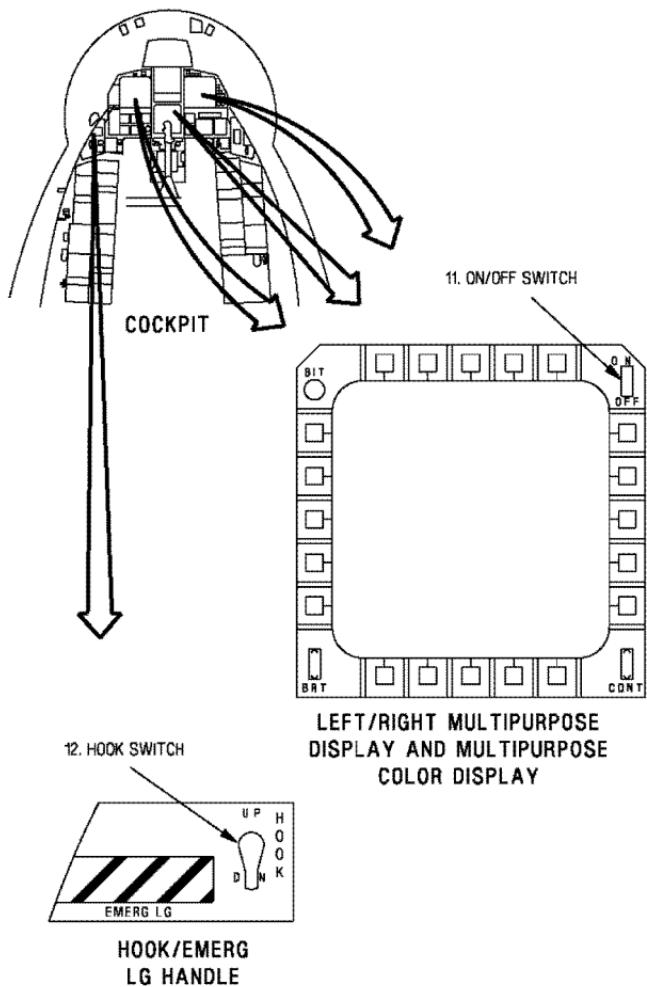
TOG/08/06/11

Figure 05. Sheet 4

05-00-05
Change 13 **5-11**

TO 1F-15E-2-05JG-00-1

11. On three multipurpose display/multipurpose color display (MPD/MPCD), set ON/OFF switch on to OFF.
12. Make sure HOOK switch agrees with hook position.



AEJA05-05-5-056

Figure 05. Sheet 5

05-00-05
5-13

TO 1F-15E-2-05JG-00-1

13. On MISC control panel, set switches as listed below:
 - 13.1. L/R INLET RAMP switches - EMERG.
 - 13.2. LDG LIGHT/TAXI LIGHT switch - OFF.
14. On FUEL control panel, set switches as listed below:
 - 14.1. DUMP/NORM switch - NORM.
 - 14.2. SLIPWAY switch - agree with slipway door.
 - 14.3. CONF TANK EMERG TRANS switch - NORM.
 - 14.4. EXT TRANS switch - WING/CTR.
15. On remote intercommunication control panel, set switches as listed below:
 - 15.1. IFF MASTER switch - LOW.
 - 15.2. IFF LIGHT/AUDIO REC/OFF switch - OFF.
 - 15.3. IFF MODE switch - OUT.

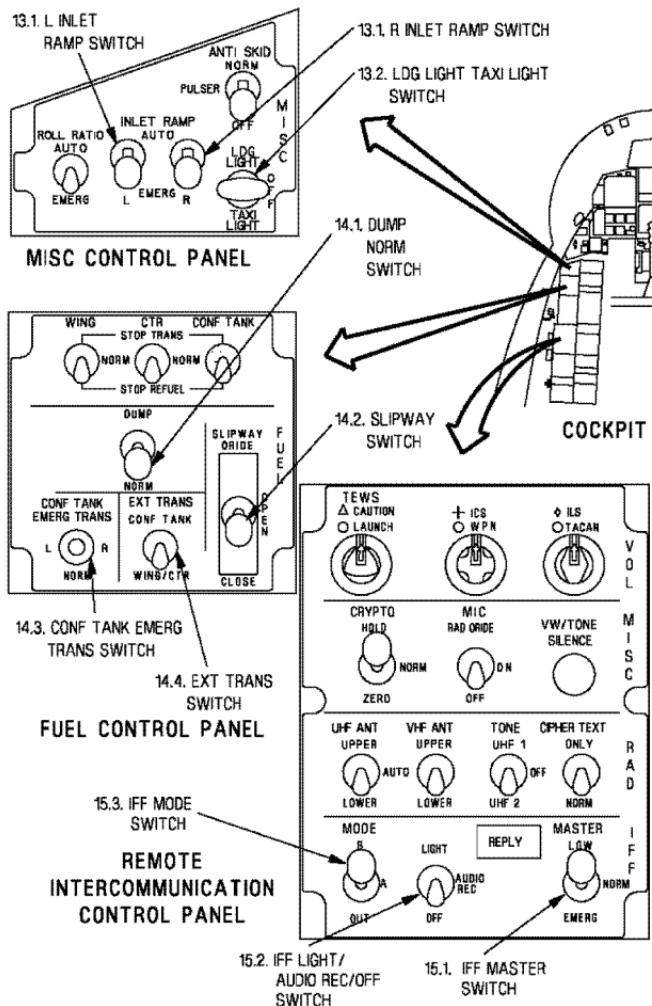


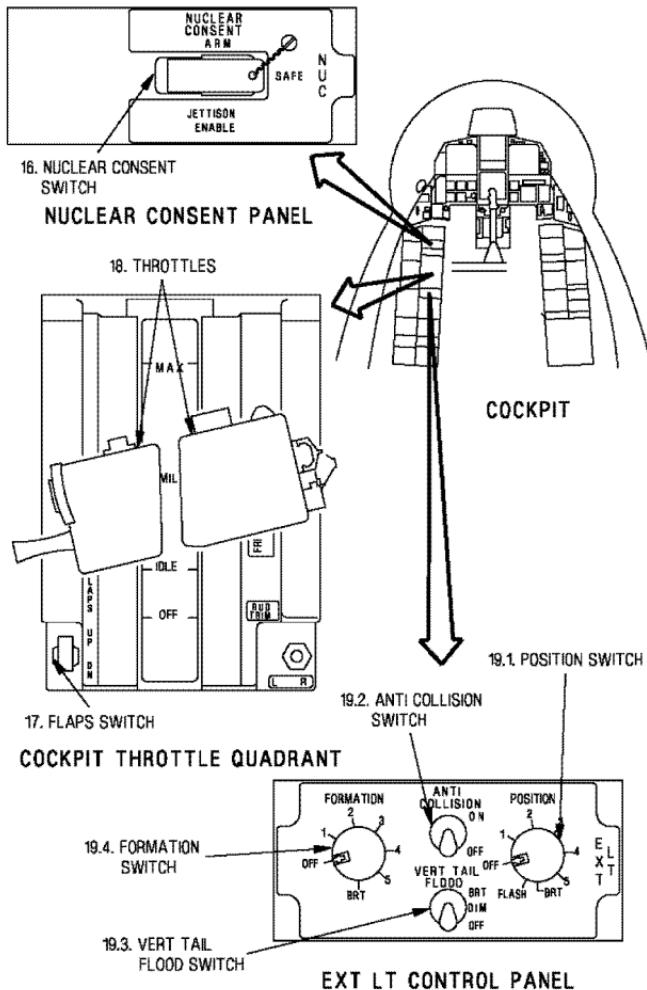
Figure 05. Sheet 6

05-00-05

5-15

TO 1F-15E-2-05JG-00-1

16. On NUC control panel, make sure NUCLEAR CONSENT switch guard is down.
17. On throttle quadrant, make sure FLAPS switch agrees with flap position.
18. On throttle quadrant, set throttles to OFF.
19. On EXT LT control panel, set switches as listed below:
 - 19.1. POSITION switch - OFF.
 - 19.2. ANTI COLLISION switch - OFF.
 - 19.3. VERT TAIL FLOOD switch - OFF.
 - 19.4. FORMATION switch - OFF.



AEJA05-05-7-056

Figure 05. Sheet 7

05-00-05

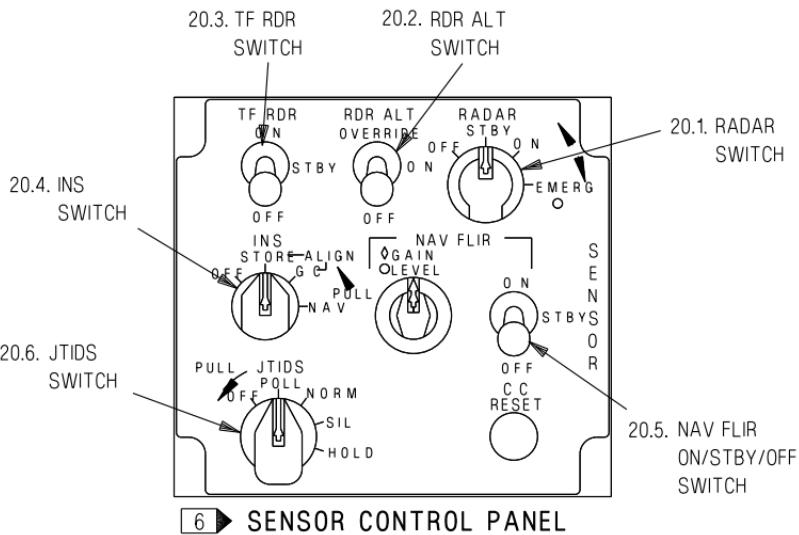
5-17

TO 1F-15E-2-05JG-00-1

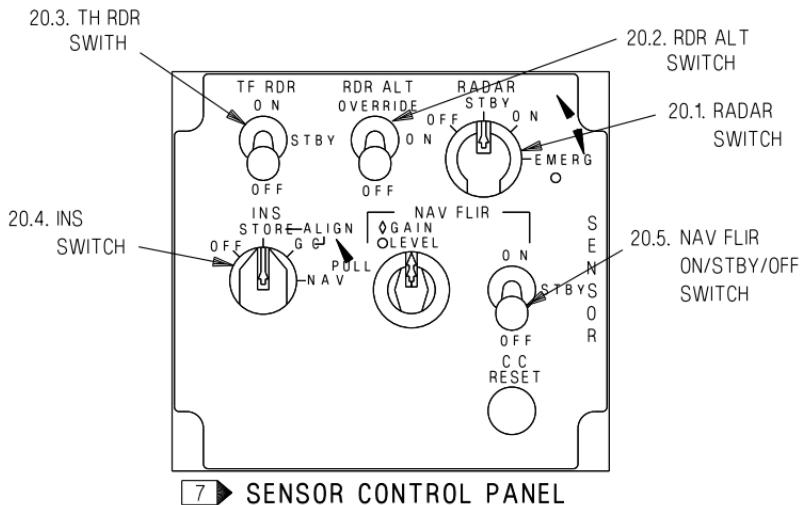
20. On SENSOR control panel, set switches as listed below:
 - 20.1. RADAR switch - OFF.
 - 20.2. RDR ALT switch - OFF.
 - 20.3. TF RDR switch - OFF.
 - 20.4. INS switch - OFF.
 - 20.5. NAV FLIR ON/STBY/OFF switch - OFF.
 - 20.6. 6 JTIDS switch - If set to HOLD or OFF leave unchanged, if set to any other position set switch to HOLD.

05-00-05

5-18 Change 31



6 ➤ SENSOR CONTROL PANEL



7 ➤ SENSOR CONTROL PANEL



AEJA05-05-8-080

Figure 05. Sheet 8

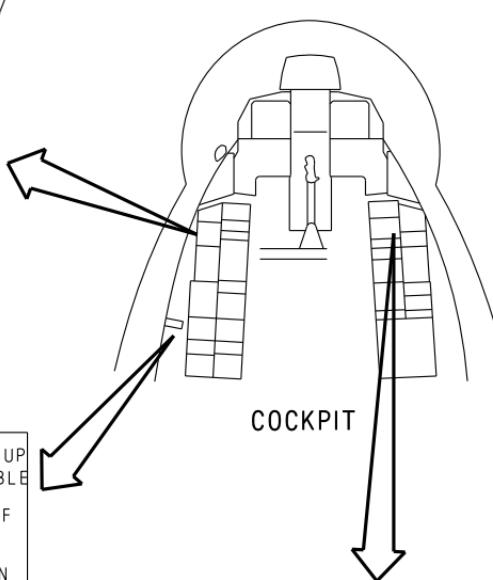
TO 1F-15E-2-05JG-00-1

21. On ENGINE control panel, set switches as listed below:
 - 21.1. L/R ENG MASTER switches - OFF.
 - 21.2. EXT PWR switch - OFF.
 - 21.3. STARTER switch - OFF.
22. Set FLY UP ENABLE switch to OFF.
- 22A.  On ELEC LOAD SHED SWITCH light panel, set switch to normal.

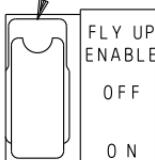
05-00-05

5-20 Change 31

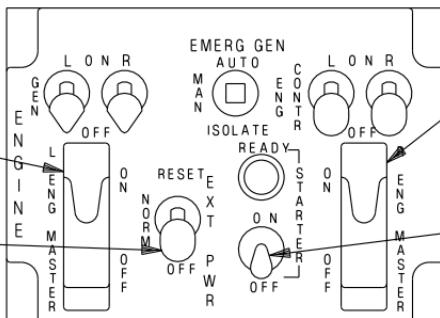
3 22A. ELEC
LOAD
SHED
SWITCH



22. FLY UP
ENABLE
SWITCH



21.1. L ENG
MASTER
SWITCH



21.2. EXT PWR
SWITCH

21.1. R ENG
MASTER
SWITCH

21.3. STARTER
SWITCH

ENGINE CONTROL PANEL



MAJOR CHANGE

AEJA05-05-8-1-080

Figure 05. Sheet 8A

TO 1F-15E-2-05JG-00-1

23. On ECS control panel, set switches as listed below:
 - 23.1. WINDSHIELD switch - OFF.
 - 23.2. PITOT HEAT switch - OFF.
 - 23.3. ENG HEAT switch - OFF.
24. On AIR COND control panel, set switches as listed below:
 - 24.1. TEMP switch - OFF.
 - 24.2. FLOW switch - NORM.
 - 24.3. Air source switch - BOTH.
25. Set SUPPLY selector on OXYGEN regulator control panel to OFF.

05-00-05

5-20B Change 31

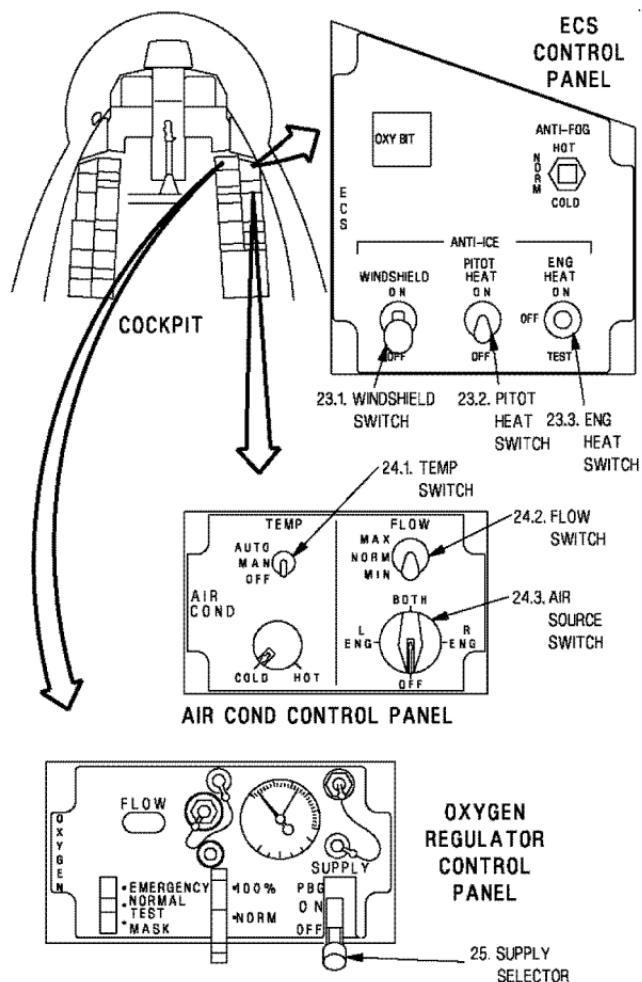


Figure 05. Sheet 9

05-00-05

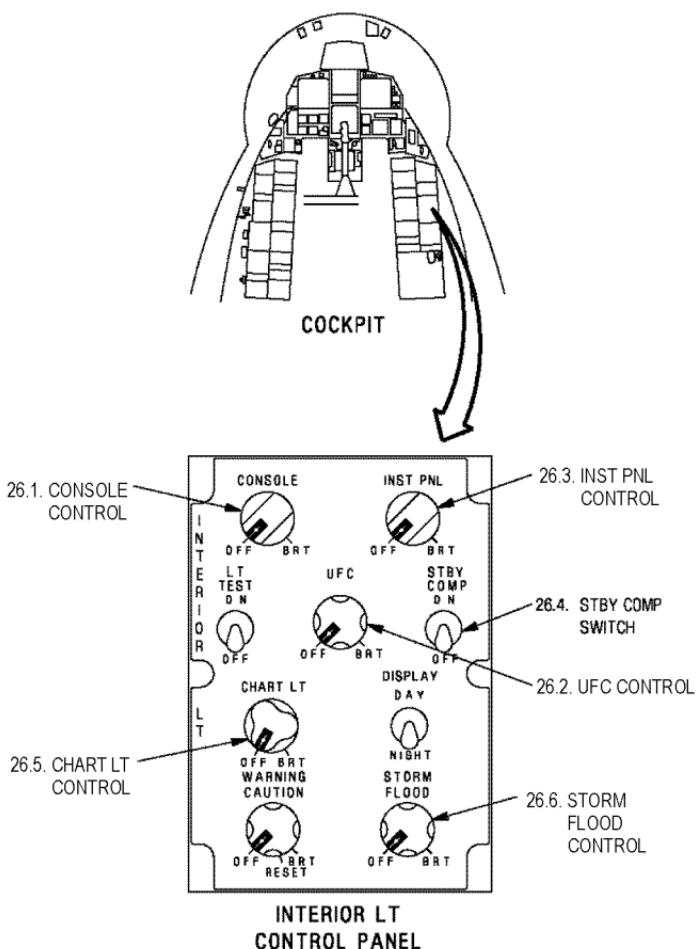
5-21

TO 1F-15E-2-05JG-00-1

26. On INTERIOR LT control panel, set switches as listed below:
 - 26.1. CONSOLE control - OFF.
 - 26.2. UFC control - midrange.
 - 26.3. INST PNL control - midrange.
 - 26.4. STBY COMP switch - OFF.
 - 26.5. CHART LT control - OFF.
 - 26.6. STORM FLOOD control - OFF.

05-00-05

5-22 Change 13



TOG 01/02/2012

Figure 05. Sheet 10

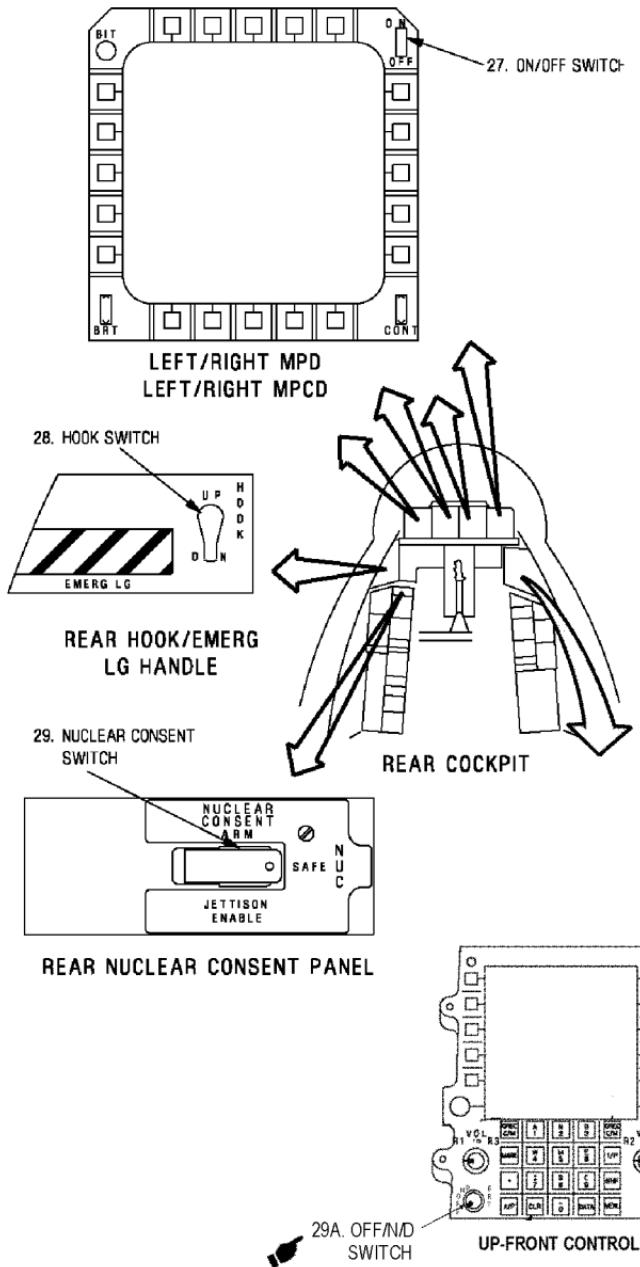
05-00-05
Change 13 **5-23**

TO 1F-15E-2-05JG-00-1

27. On four rear multipurpose display/multipurpose color displays, set ON/OFF switches to OFF.
 28. Make sure rear HOOK switch agrees with arresting hook position.
 29. On rear NUC control panel, make sure NUCLEAR CONSENT switch guard is down.
- 29A. If rear up-front control (UFC) has OFF/N/D switch, set switch to OFF.

05-00-05

5-24 Change 13

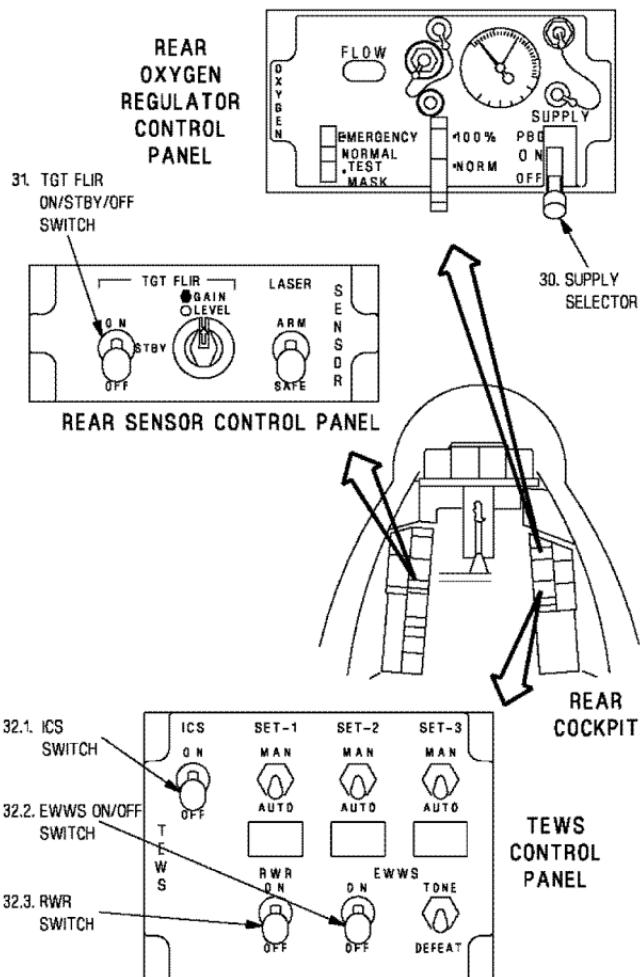


TOG 22/02/2012

Figure 05. Sheet 11

TO 1F-15E-2-05JG-00-1

30. On rear OXYGEN regulator control panel, set SUPPLY selector to OFF.
31. On rear SENSOR control panel, set TGT FLIR ON/STBY/OFF switch to OFF.
32. On TEWS control panel, set switches as listed below:
 - 32.1. ICS switch - OFF.
 - 32.2. EWWS ON/OFF switch - OFF.
 - 32.3. RWR switch - OFF.



AEJA05-05-12-058

Figure 05. Sheet 12

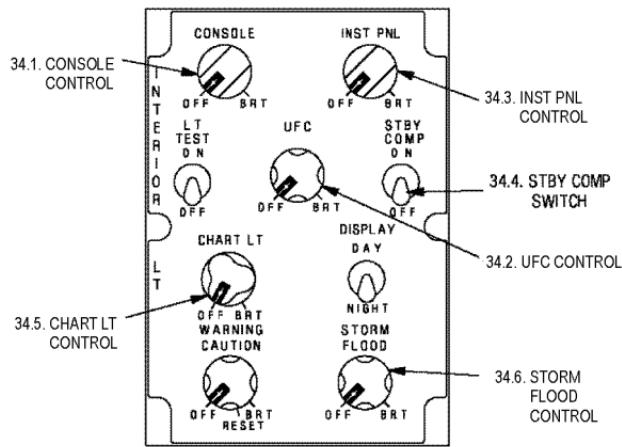
05-00-05**5-27**

TO 1F-15E-2-05JG-00-1

33. On CMD control panel, set switches as listed below:
 - 33.1. MODE switch - OFF.
 - 33.2. DISP SEL switch - CHAFF.
34. On rear INTERIOR LT control panel, set switches as listed below:
 - 34.1. CONSOLE control - OFF.
 - 34.2. UFC control - midrange.
 - 34.3. INST PNL control - midrange.
 - 34.4. STBY COMP switch - OFF.
 - 34.5. CHART LT control - OFF.
 - 34.6. STORM FLOOD control - OFF.

05-00-05

5-28 Change 13



REAR INTERIOR LT CONTROL PANEL

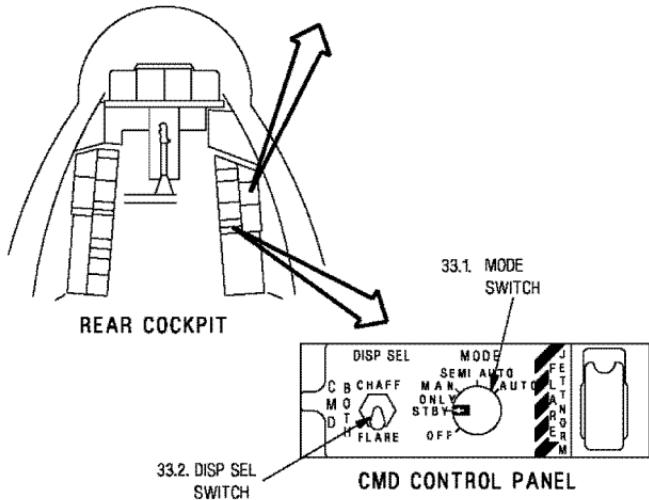


Figure 05. Sheet 13

TO 1F-15E-2-05JG-00-1

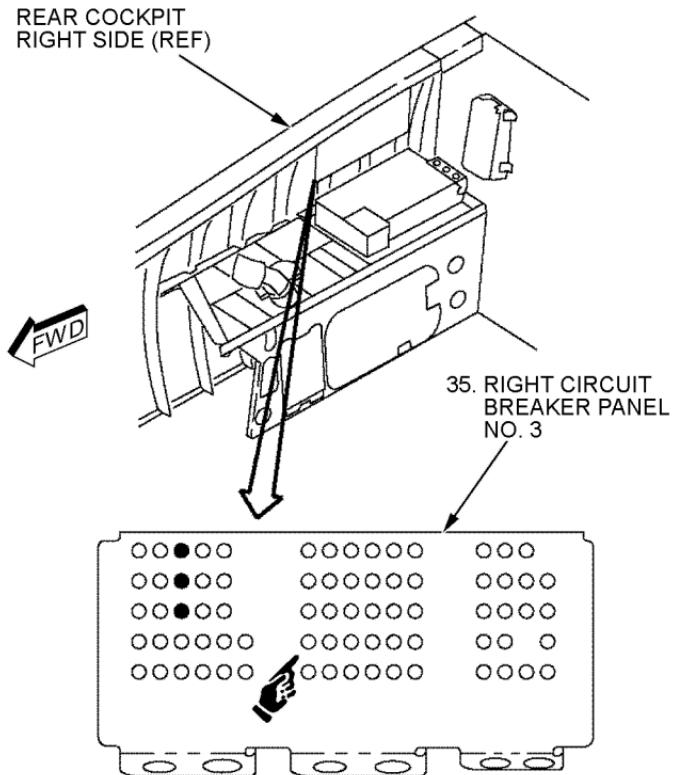
35. On RIGHT CIRCUIT BREAKER PANEL NO. 3, make sure circuit breakers listed below are open:

A/G STA 5 PHASE A 61CBL151
A/G STA 5 PHASE B 61CBL175
A/G STA 5 PHASE C 61CBL167

05-00-05

5-30

Change 30



F-15E RIGHT CIRCUIT BREAKER
PANEL NO. 3

Figure 05. Sheet 14

TO 1F-15E-2-05JG-00-1

36. If aircraft is on jacks, or proximity switch control is to be used, do the below:

WARNING

If chaff and/or flares are installed, to prevent injury to personnel or damage to equipment, chaff and/or flares must be removed from aircraft before aircraft jacking or proximity switch control is used.

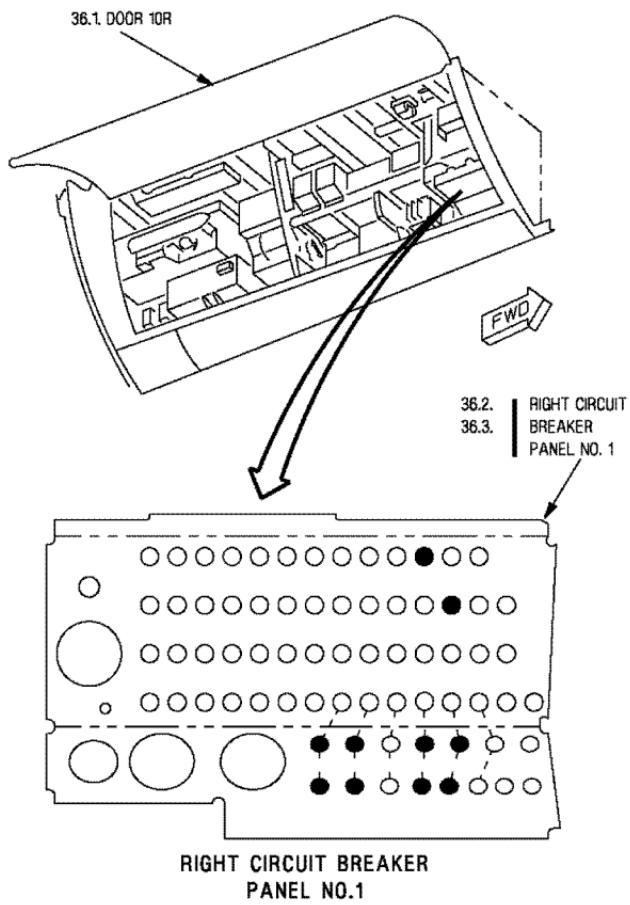
To prevent injury to personnel from accidental contact with hot probes causing serious burns, probe heater circuit breakers must be open when external electrical power is applied and a weight off wheels condition exists.

- 36.1. Open door 10R.
- 36.2. On RIGHT CIRCUIT BREAKER PANEL NO. 1, make sure circuit breakers listed below are open:

R AOA PROBE HTR - 88CBF009
R TOT TEMP PROBE HTR - 89CBF003

- 36.3. If navigation pod and/or targeting pod is installed, on RIGHT CIRCUIT BREAKER PANEL NO. 1, make sure circuit breakers listed below are open:

LANTIRN NAV POD - 131CBF007
LANTIRN NAV POD - 131CBF008
LANTIRN NAV POD - 131CBF009
LANTIRN NAV POD - 131CBF010
LANTIRN TGT POD - 131CBF011
LANTIRN TGT POD - 131CBF012
LANTIRN TGT POD - 131CBF013
LANTIRN TGT POD - 131CBF014



AEJA05-05-15-056

Figure 05. Sheet 15

05-00-05

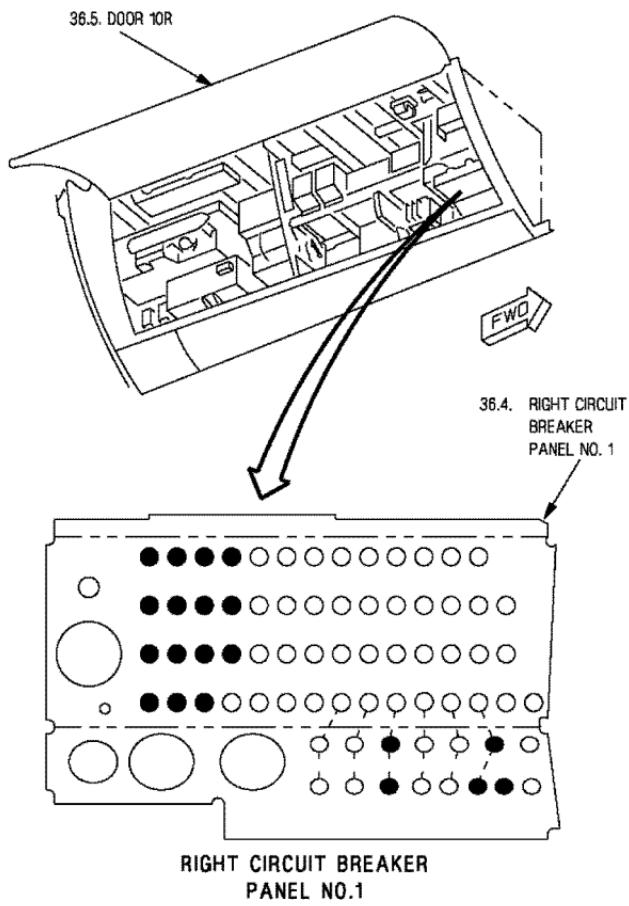
5-33

TO 1F-15E-2-05JG-00-1

- 36.4. If RECCE pod or Internal Counter Measures System (ICMS) is installed, on RIGHT CIRCUIT BREAKER PANEL NO. 1, make sure circuit breakers listed below are open:

ICS PWR BD3 AFT - 69CBF026
ICS PWR BD3 AFT - 69CBF027
ICS PWR BD3 AFT - 69CBF028
ICS PWR BD3 - 69CBF029
ICS PWR BD3 FWD - 69CBF017
ICS PWR BD3 FWD - 69CBF018
ICS PWR BD3 FWD - 69CBF019
ICS CONT - 69CBF021
ICS PWR BD1.5 AFT - 69CBF014
ICS PWR BD1.5 AFT - 69CBF015
ICS PWR BD1.5 AFT - 69CBF016
ICS PWR BD1.5 - 69CBF053
ICS PWR BD1.5 FWD - 69CBF011
ICS PWR BD1.5 FWD - 69CBF012
ICS PWR BD1.5 FWD - 69CBF013
RECCE POD ECS PHASE A - 71CBF013
RECCE POD ECS PHASE B - 71CBF014
RECCE POD ECS PHASE C - 71CBF015
TEWS POD CONT - 71CBF007

- 36.5. Inspect area for foreign objects and close door 10R.



AEJA05-05-16-058

Figure 05. Sheet 16

05-00-05

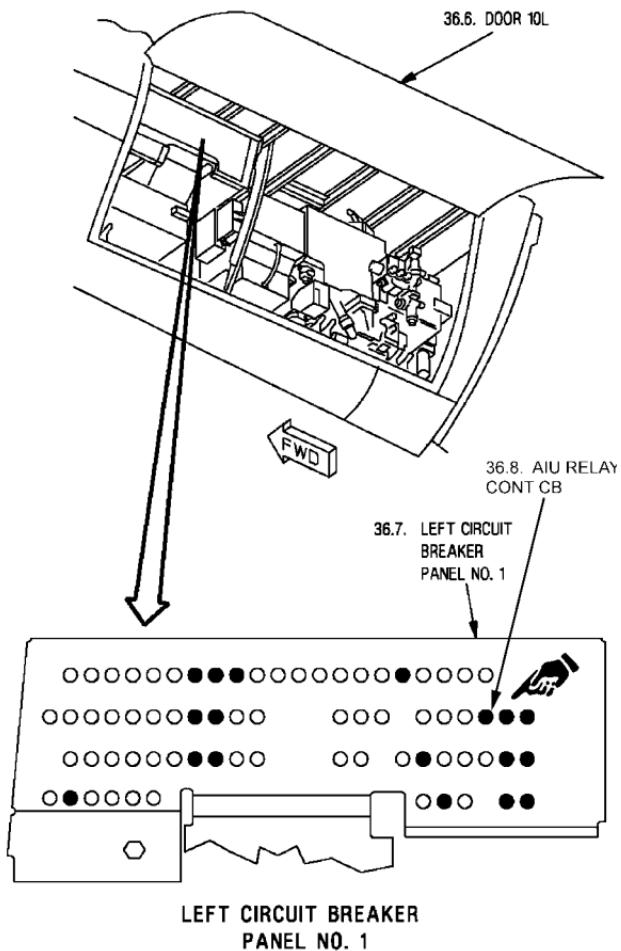
5-35

- 36.6. Open door 10L.
- 36.7. **[2]** On LEFT CIRCUIT BREAKER PANEL NO. 1,
make sure circuit breakers listed below are open:

WARNING

To prevent injury to personnel from accidental contact with hot probes causing serious burns, probe heater circuit breakers must be open when external electrical power is applied and a weight off wheels condition exists.

RDR LVPS & ASC - 64CBE015
RDR LVPS & ASC - 64CBE016
RDR LVPS & ASC - 64CBE017
RADAR LVPS - 64CBE019
RADAR XMTR - 64CBE012
RADAR XMTR - 64CBE013
RADAR XMTR - 64CBE014
RDR XMTR & RDP - 64CBE052
RDR XMTR & RDP - 64CBE053
RDR XMTR & RDP - 64CBE054
RADAR COOL PMP - 107CBE073
L AOA PROBE HTR - 88CBE008
L TOT TEMP SNSR - 89CBE004
RDR CONT & LVPS - 64CBE018
RECCE POD ANT PHASE A - 71CBE003
RECCE POD ANT PHASE B - 71CBE004
RECCE POD ANT PHASE C - 71CBE005



BEFORE TO 1F-15E-839

Figure 05. Sheet 17

05-00-05
Change 29 5-36A

- 36.7A. 3 ► On LEFT CIRCUIT BREAKER PANEL NO. 1, make sure circuit breakers listed below are open:

WARNING

To prevent injury to personnel from accidental contact with hot probes causing serious burns, probe heater circuit breakers must be open when external electrical power is applied and a weight off wheels condition exists.

RADAR COOL PMP - 107CBE073
L AOA PROBE HTR - 88CBE008
L TOT TEMP SNSR - 89CBE004
RDR CONT & LVPS - 64CBE018

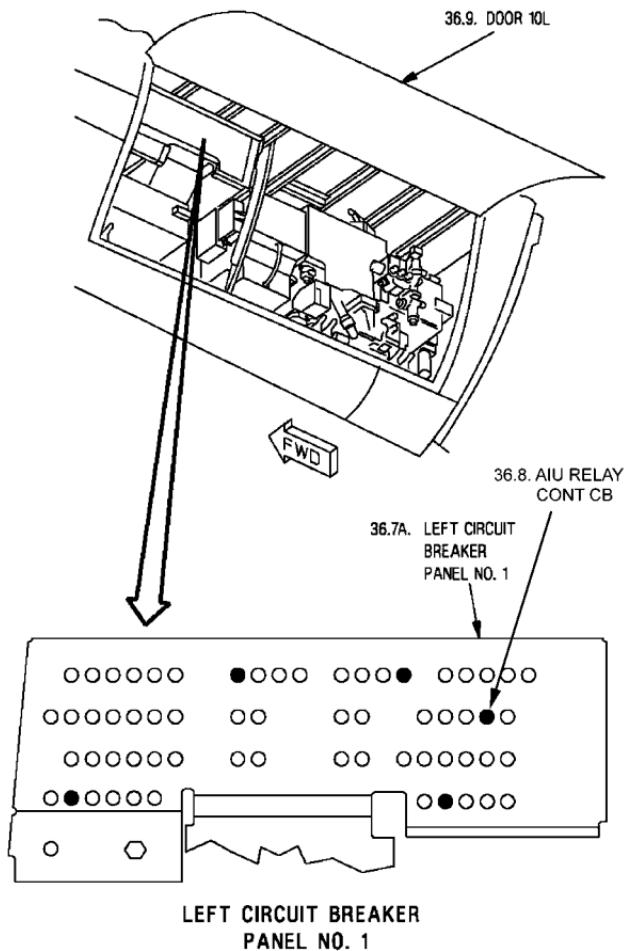
CAUTION

To prevent damage to Avionics Interface Unit No. 2, AIU RELAY CONT circuit breaker must be opened if power is applied to aircraft without application of external cooling air.

- 36.8. If external ground cooling air is not required, on LEFT CIRCUIT BREAKER PANEL NO. 1, make sure circuit breaker listed below is open:

AIU RELAY CONT - 127CBE050

- 36.9. Inspect area for foreign objects and close door 10L.



AFTER TO 1F-15E-839

Figure 05. Sheet 17A

05-00-05
Change 18 5-37

WARNING

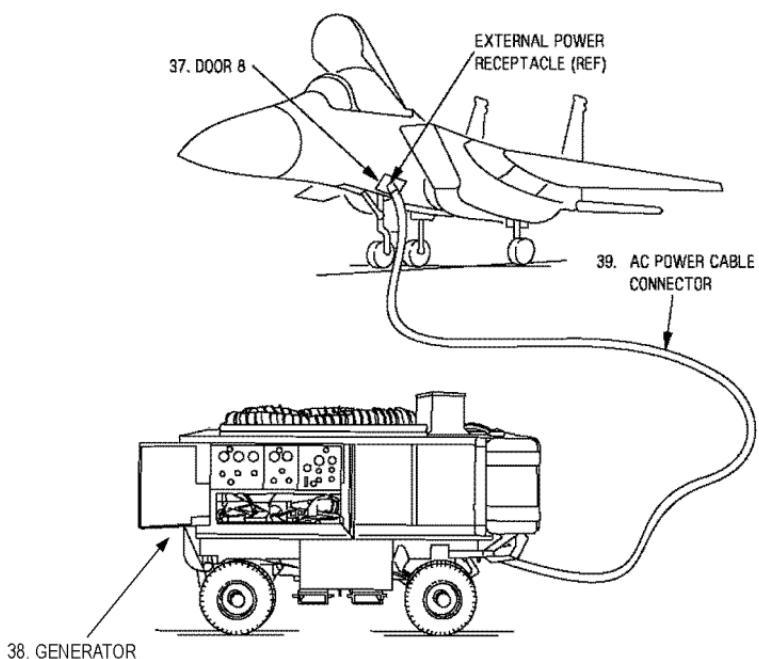
To prevent injury to personnel or damage to equipment, make sure switches on proximity switch control are set to NORM before hookup.

- 36.10. Hookup proximity switch control (05-00-06).

WARNING

To prevent injury to personnel or damage to equipment, CMD circuit breakers must be open before application of electrical power, if chaff and/or flares are loaded. Chaff and/or flares cannot be loaded if aircraft is to be jacked or proximity switch control box is used.

- 37. Open door 8.
- 38. Position generator at full length of cable or no less than 30 feet from aircraft external power receptacle.
- 39. Plug AC power cable into external power receptacle.



AEJA05-05-18-056

Figure 05. Sheet 18

05-00-05

5-39

TO 1F-15E-2-05JG-00-1

40. Deleted.
41. Apply 115 to 118 VAC, 396 to 404 Hz external electrical power to aircraft as follows:
 - 41.1. Turn on generator set in accordance with generator set operating instructions.
 - 41.2. Confirm voltage readout on generator set indicates 115 to 118 VAC.
 - 41.3. Confirm frequency readout on generator set indicates 396 to 404 Hz.
42. Deleted.
43. Deleted.
44. Deleted.
45. Deleted.
46. Deleted.
47. Deleted.

05-00-05

5-40

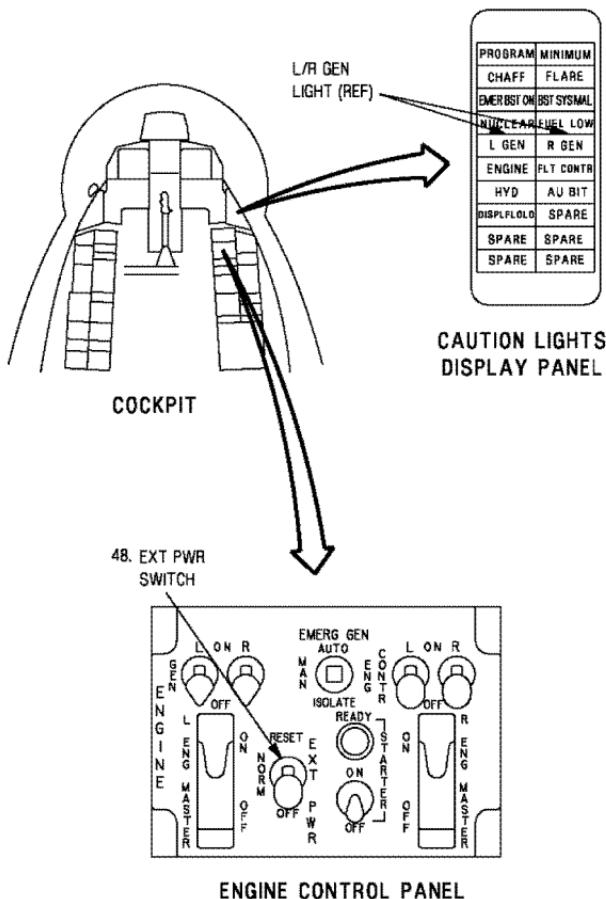
Change 24

48. On ENGINE control panel, set EXT PWR switch to RESET and release.
- RESULT: EXT PWR switch positions automatically to NORM. On Caution Lights Display Panel, L/R GEN lights are on.

WARNING

Serious burns will result from touching probes while heater power is applied or immediately after heater power is removed. When doing heater checkouts, personnel must be clear of AOA transmitters and total temperature probes. Test for presence of heat by holding hand near probe.

- 48A. Inspect L/R AOA transmitters and total temperature probe heaters for operation. If heaters are operating, remove external electrical power and do AOA Transmitter and Total Temperature Probe Heaters Operational Checkout (30-30-04).
49. If L/R GEN light does not come on, malfunction exists. Both L/R GEN lights off, troubleshoot per Fault Code 2440B1BZ; LGEN light off, troubleshoot per Fault Code 2410A2BZ; R GEN light off, troubleshoot per Fault Code 2410B2BZ.



AEJA05-05-20-058

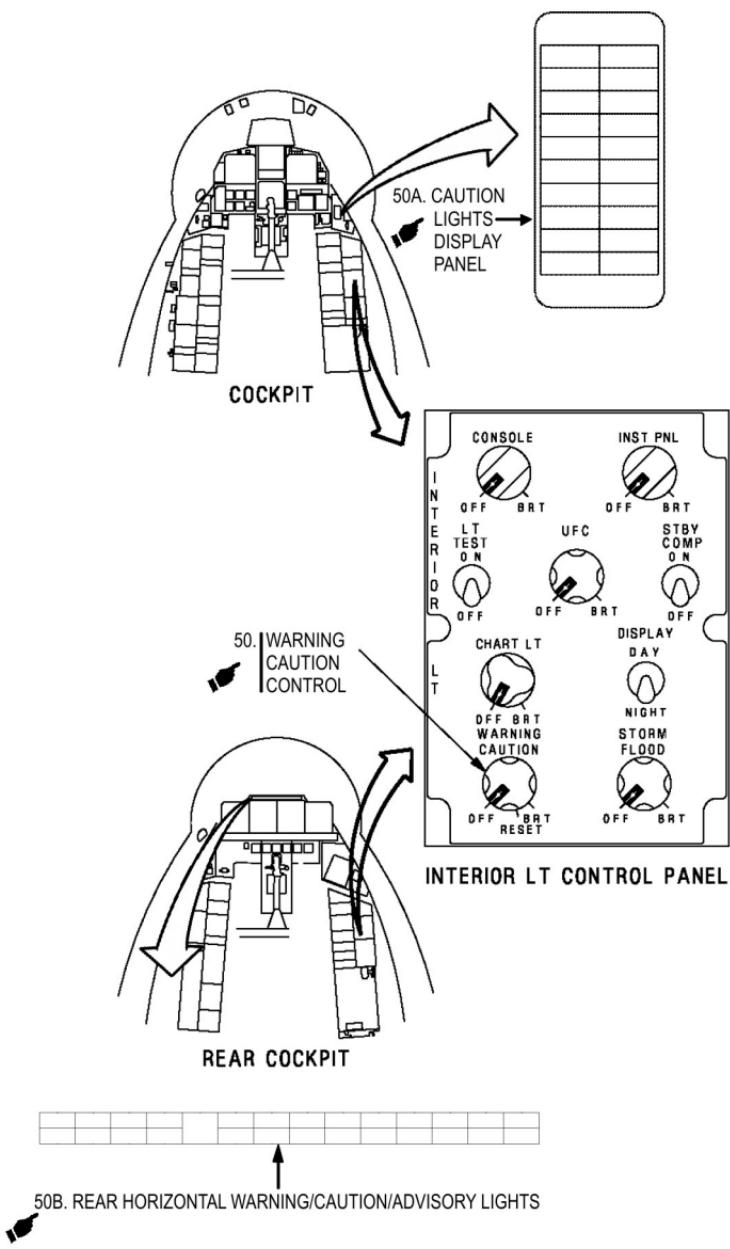
Figure 05. Sheet 20

05-00-05**5-43**

CAUTION

To prevent damage to caution lights display panel and rear horizontal warning/caution/advisory lights assembly, lights must be dimmed.

- 50. In cockpit and rear cockpit, on INTERIOR LT control panel, set WARNING CAUTION control to RESET, release, then set to midrange.
RESULT: Lights on caution lights display panel dimmed.
- 50A. Lights on caution lights display panel do not dim, troubleshoot per Fault Code 3310E.
- 50B. Lights on rear horizontal warning/caution/advisory lights assembly do not dim, troubleshoot per Fault Code 3310F2ZZ.



TOG 01/02/2012

Figure 05. Sheet 21

05-00-05
Change 13 **5-45**

TO 1F-15E-2-05JG-00-1

51. If MPD/MPCD's are required do the below:

51.1. Apply external cooling air (05-00-08).

NOTE

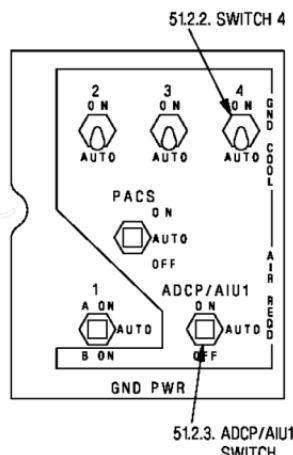
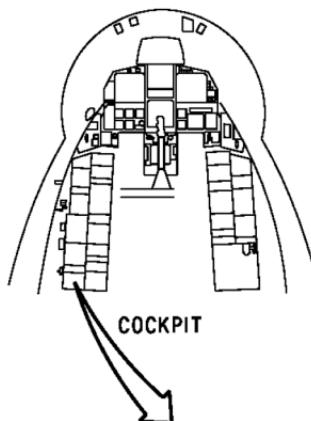
GND PWR control panel switches are manually set and electromagnetically held. If external power is interrupted switches must be reset.

51.2. On GND PWR control panel set switches as listed below:

■ 51.2.1. Deleted

■ 51.2.2. Switch 4 - ON

■ 51.2.3. ADCP/AIU1 switch - ON



GND PWR CONTROL
PANEL

TOG/30/06/11

Figure 05. Sheet 22

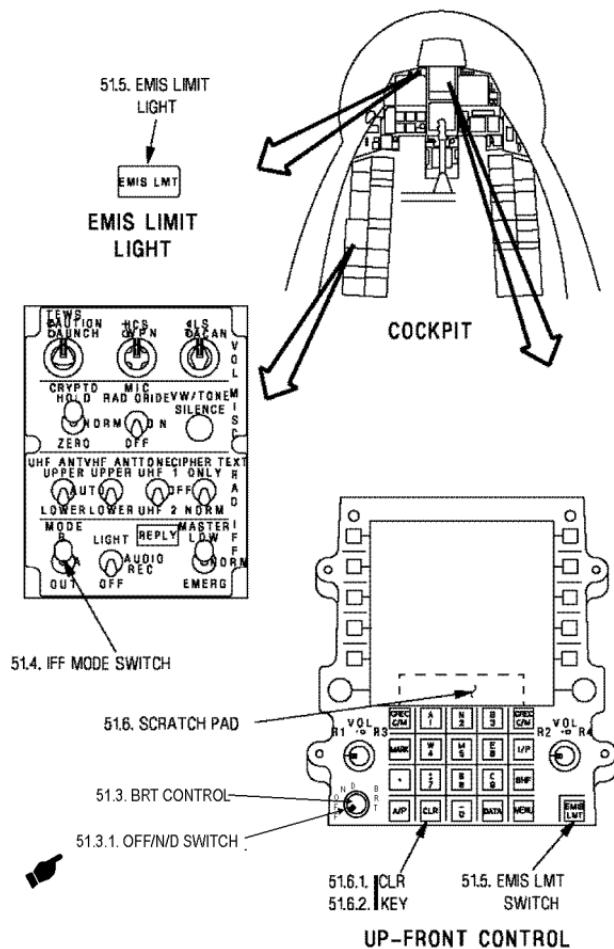
05-00-05
Change 13 5-47

TO 1F-15E-2-05JG-00-1

- 51.3. On up-front control (UFC), set BRT control switch to midrange.
- 51.3.1. If Up-Front Control (UFC) has OFF/N/D switch, set switch to N or D as required.
- 51.4. On remote intercommunication control panel set IFF MODE switch to OUT.
- 51.5. If EMIS LMT light is on, on up-front control, press and release EMIS LMT switch.
RESULT: EMIS LMT light goes out.
- 51.6. If data is displayed in UFC scratchpad, do the below:
 - 51.6.1. If more than one character is displayed in scratchpad, on UFC, press and release CLR key twice.
RESULT: Scratchpad is cleared.
 - 51.6.2. If one character is displayed in scratchpad, press and release CLR key one time.
RESULT: Scratchpad is cleared.

05-00-05

5-48 Change 13



TOG/12/06/11

Figure 05. Sheet 23

05-00-05
Change 13 **5-49**

NOTE

UFC may be in a blanked condition (no display). To put UFC into full display MENU key must be pressed until UFC is not blanked and IFF is displayed next to S3.

In the data below, — is used where alphanumeric data for example mode, power status and so on are referred to on the UFC display.

51.7. If required, press and release MENU key until MENU 1 is displayed. (IFF —— is displayed next to S3).

51.8. If IFF OFF is not displayed next to S3, do the below:

51.8.1. Press and release S3 (IFF ——).

RESULT: M is displayed next to S2, S3, S4 and S9.

51.8.2. If an asterisk (*) is displayed next to M, press and release switches S2, S3, S4 and/or S9 to remove asterisk (*).

51.9. Press and release MENU key until TCN (MENU 1) is displayed next to S2.

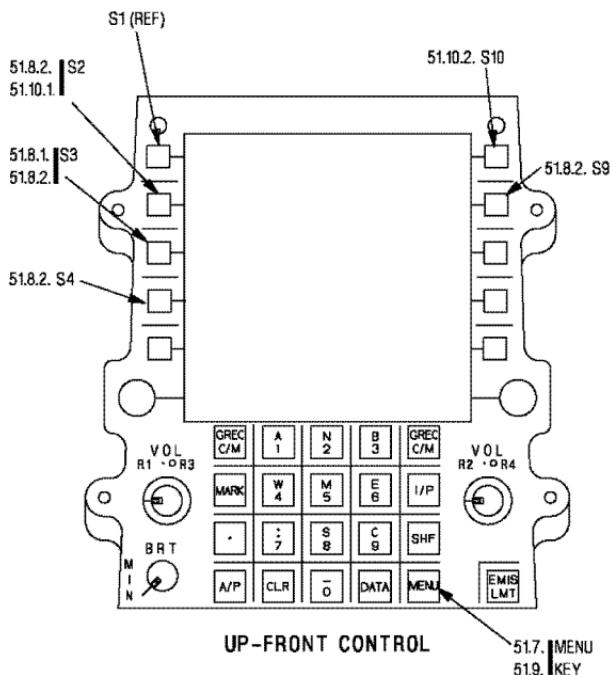
51.10. If TCN OFF is not displayed next to S2, do the below:

51.10.1. Press and release S2 (TCN).

RESULT: TCN —— is displayed next to S1.

51.10.2. Press release S10 (TCN ON).

RESULT: TCN OFF is displayed next to S10.



AEJA05-05-24-056

Figure 05. Sheet 24

05-00-05

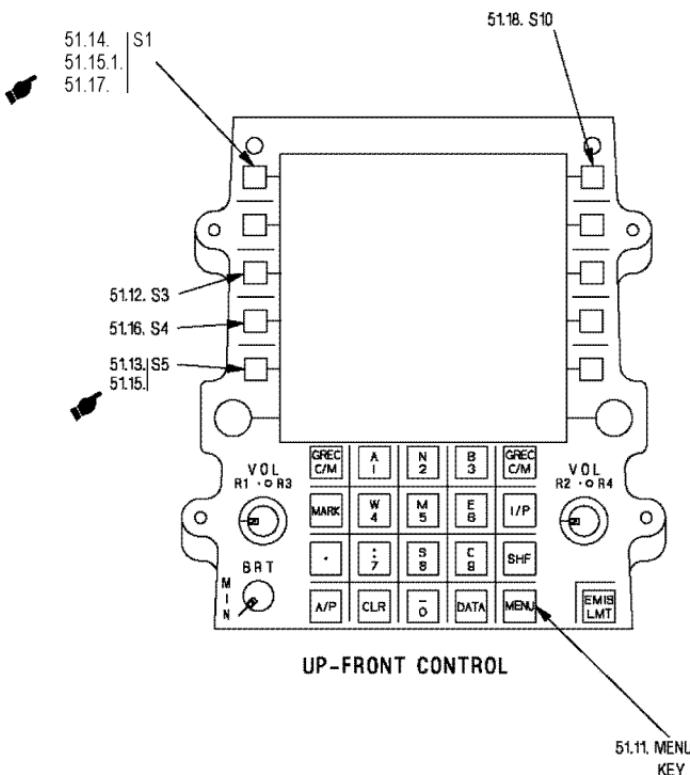
5-51

TO 1F-15E-2-05JG-00-1

- 51.11. Press and release MENU key until ILS ----- is displayed next to S3 (Menu 2).
- 51.12. If ILS OFF is not displayed next to S3, press and release S3.
- 51.13. Press and release S5.
RESULT: R1 CHAN -- is displayed next to S1 (RADIO 1 Submenu).
- 51.14. If an asterisk (*) is displayed next to S1 (*R1 CHAN - -), press and release S1 to remove asterisk (*).
- 51.15. Press and release S5.
RESULT: R3 CHAN - - is displayed next to S1 (RADIO 3 Submenu).
- 51.15.1. If an asterisk (*) is displayed next to S1 (*R3 CHAN - -), press and release S1 to remove asterisk (*).
- 51.16. Press and release S4 (KY-58).
RESULT: —OPR is displayed next to S1 (KY-58 Submenu).
- 51.17. If an asterisk (*) is displayed next to S1, press and release S1 to remove asterisk (*).
- 51.18. If an asterisk (*) is displayed next to S10 (RV*), press and release S10 to remove asterisk (*).

05-00-05

5-52 Change 13



TOG/30/06/11

Figure 05. Sheet 25

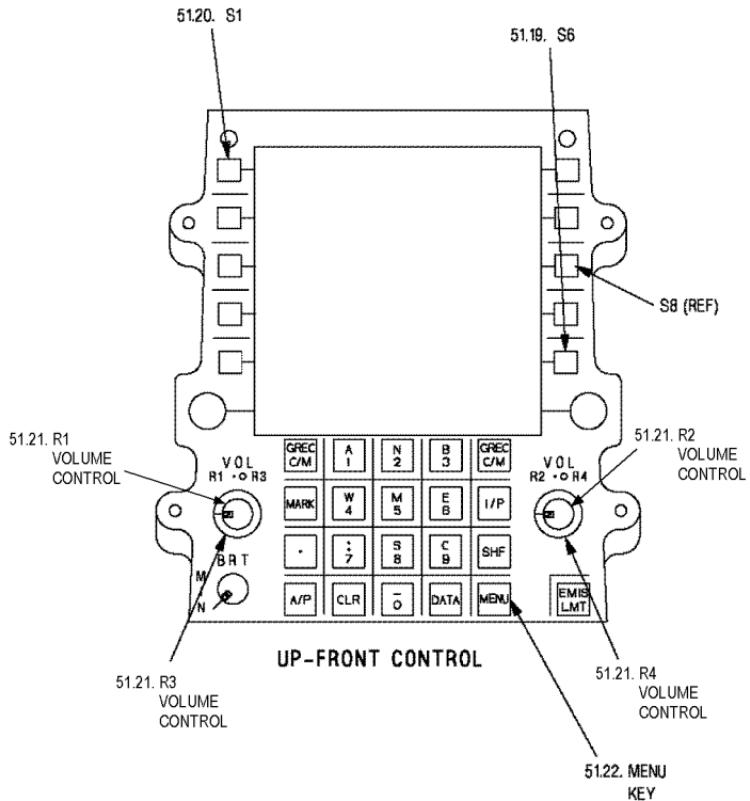
05-00-05
Change 13 5-53

TO 1F-15E-2-05JG-00-1

- 51.19. If R2 OFF is not displayed next to S6, press and release S6.
RESULT: * R2 CHAN— is displayed next to S1.
- 51.20. Press and release S1 (* R2 CHAN—) to remove asterisk (*).
- 51.21. Turn R1, R2, R3, and R4 volume controls full counterclockwise.
- 51.22. Press and release MENU key until A-----/E----- (Menu 1) is displayed next to S8.

05-00-05

5-54 Change 13



TOG 02/02/2012

Figure 05. Sheet 26

05-00-05
Change 13 **5-55**

TO 1F-15E-2-05JG-00-1

51.23. If A/E OFF is not displayed next to S8, do the below:

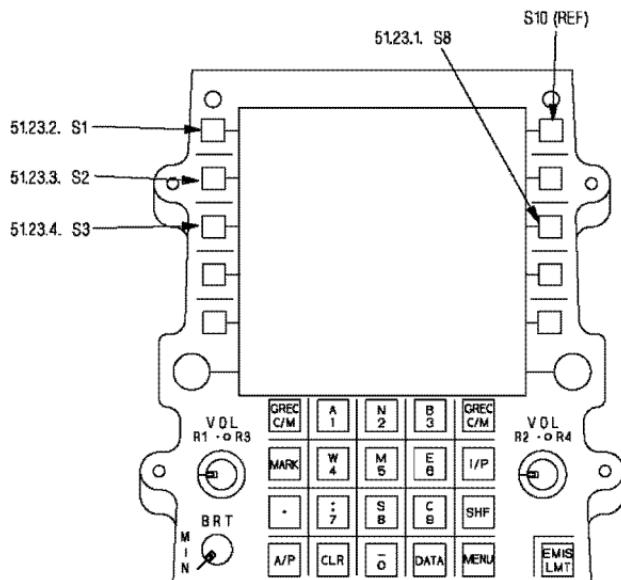
51.23.1. Press and release S8. (With scratch pad empty.)

RESULT: AUTO is displayed next to S10
(AAI Submenu).

51.23.2. If an asterisk is displayed next to S1 (*M1), press and release S1 to remove asterisk.

51.23.3. If an asterisk is displayed next to S2 (*M2), press and release S2 to remove asterisk.

51.23.4. If an asterisk is displayed next to S3 (*M3), press and release S3 to remove asterisk.



UP-FRONT CONTROL

AEJA05-05-27-056

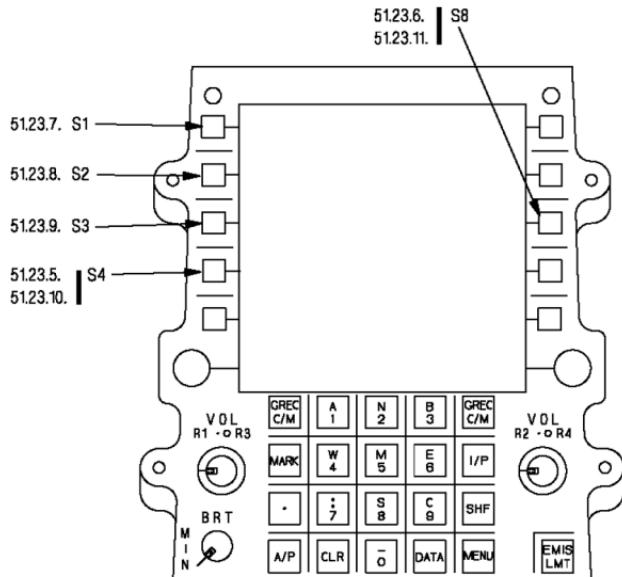
Figure 05. Sheet 27

05-00-05

5-57

TO 1F-15E-2-05JG-00-1

- 51.23.5. If an asterisk is displayed next to S4 (*M4), press and release S4 to remove asterisk.
 - 51.23.6. Press and release S8 (EID).
RESULT: MX is displayed next to S8 (EID submenu).
 - 51.23.7. If an asterisk is displayed next to S1 (*M1), press and release S1 to remove asterisk.
 - 51.23.8. If an asterisk is displayed next to S2 (*M2), press and release S2 to remove asterisk.
 - 51.23.9. If an asterisk is displayed next to S3 (*M3), press and release S3 to remove asterisk.
 - 51.23.10. If an asterisk is displayed next to S4 (*M4), press and release S4 to remove asterisk.
 - 51.23.11. If an asterisk is displayed next to S8 (MX-*), press and release S8.
52. If required, do MPD/MPCD TURN ON.



UP-FRONT CONTROL

AEJA05-05-28-056

Figure 05. Sheet 28

05-00-05
5-59

TO 1F-15E-2-05JG-00-1

MPD/MPCD TURN ON.



To prevent injury to personnel, remain clear of NLG forward door. If NLG forward door is open, make sure NLG door ground safety pin is installed.

NOTE

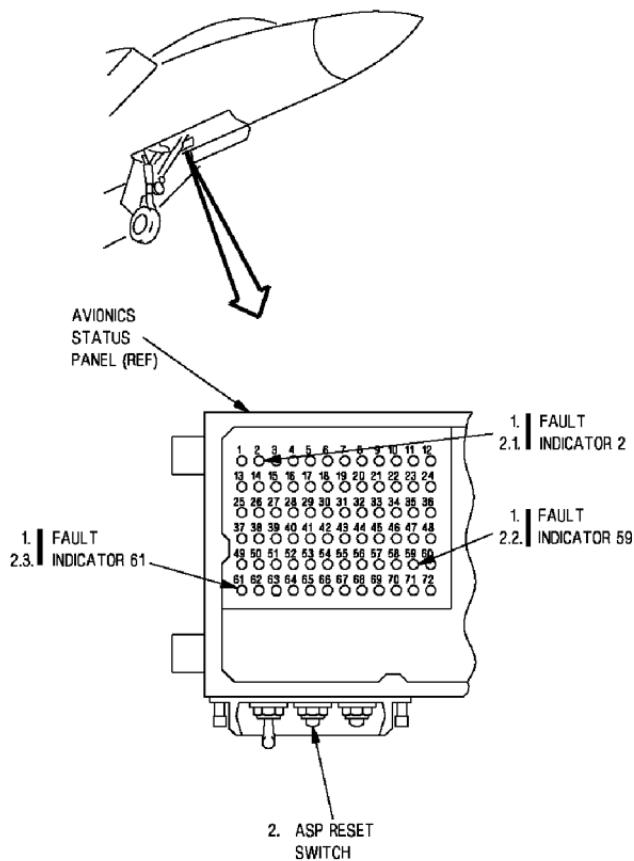
This procedure is used to turn on any of the MPD/MPCD. Referring procedures indicate which unit(s) are to be used.

Systems controlled by the UFC must be turned off before using MPD/MPCD.

1. Observe avionics status panel (ASP) fault indicators 2, 59, and 61.
RESULT: Fault indicators are black.
2. If fault indicator(s) are orange, press and release RESET switch. If any indicators remain orange, troubleshoot as required.
 - 2.1. If fault indicator 2 remains orange, do Advanced Display Core Processor (ADCP) BIT Checkout (31-41-03).
 - 2.2. If fault indicator 59 remains orange, refer to ASP Indications Fault Code 3141C.
 - 2.3. If fault indicator 61 remains orange, refer to ASP Indications Fault Code 3141C.
 - 2.4. Deleted.

05-00-05

5-60 Change 13



TOG 22/02/2012

Figure 05. Sheet 29

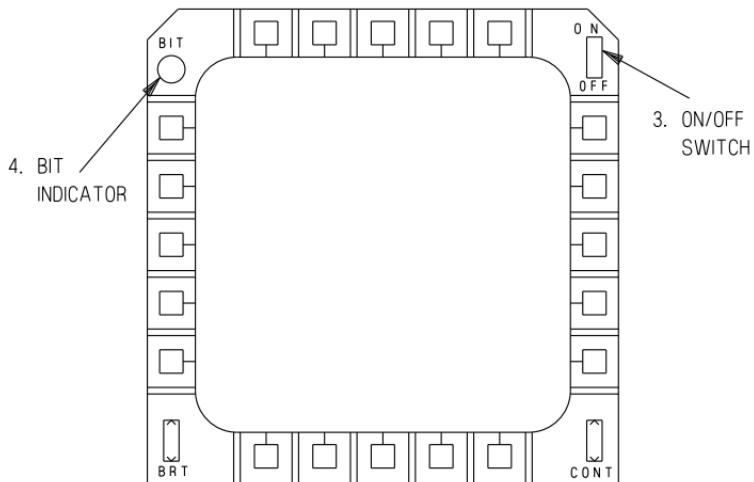
05-00-05
Change 13 5-61

- 2A. If MPD/MPCD does not come on or ECS is displayed on MPD/MPCD or DSPL FLO LO/DISPLAY FLOW LOW caution light comes on, shut down and refer to Avionic Temperature Malfunction 2166B.

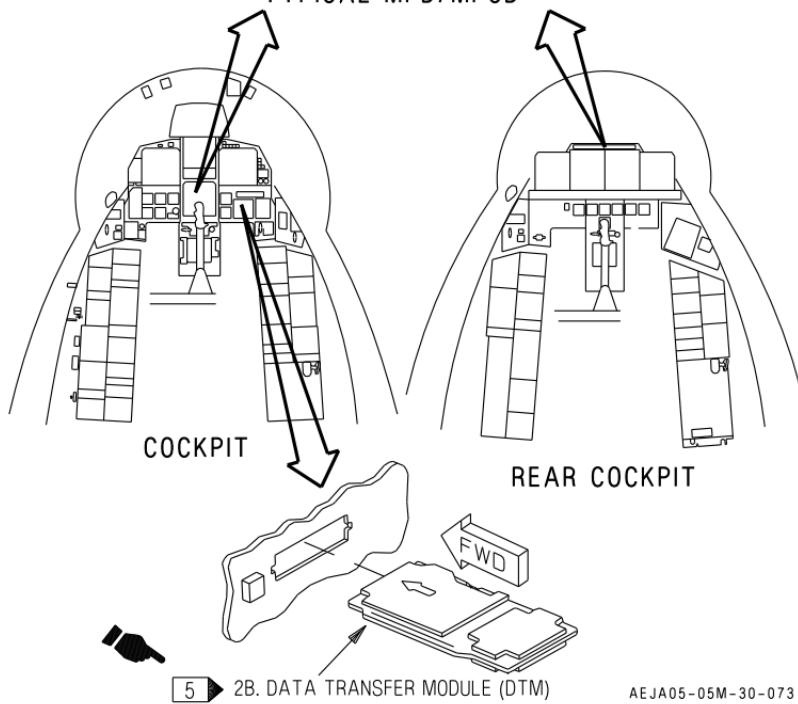
NOTE

5 A DTM (with valid IDB file) is required to be installed before any system menu options are available on any displays. If only EADI is displayed on cockpit MPCD and right rear MPCD, with no selectable system menu options, then the DTM will need to be inserted to allow the ADCP to unlock any system displays.

- 2B. 5 Insert DTM (with valid IDB file) into DTM receptacle.
3. On required MPD/MPCD, press ON/OFF switch to ON and release.
RESULT: BIT indicator is black. Display screen comes on. Display is a repeat of pre-shutdown display.
4. If BIT indicator is white or display will not come on, do advanced display core processor (ADCP) BIT Checkout (31-41-03).



TYPICAL MPD/MPCD

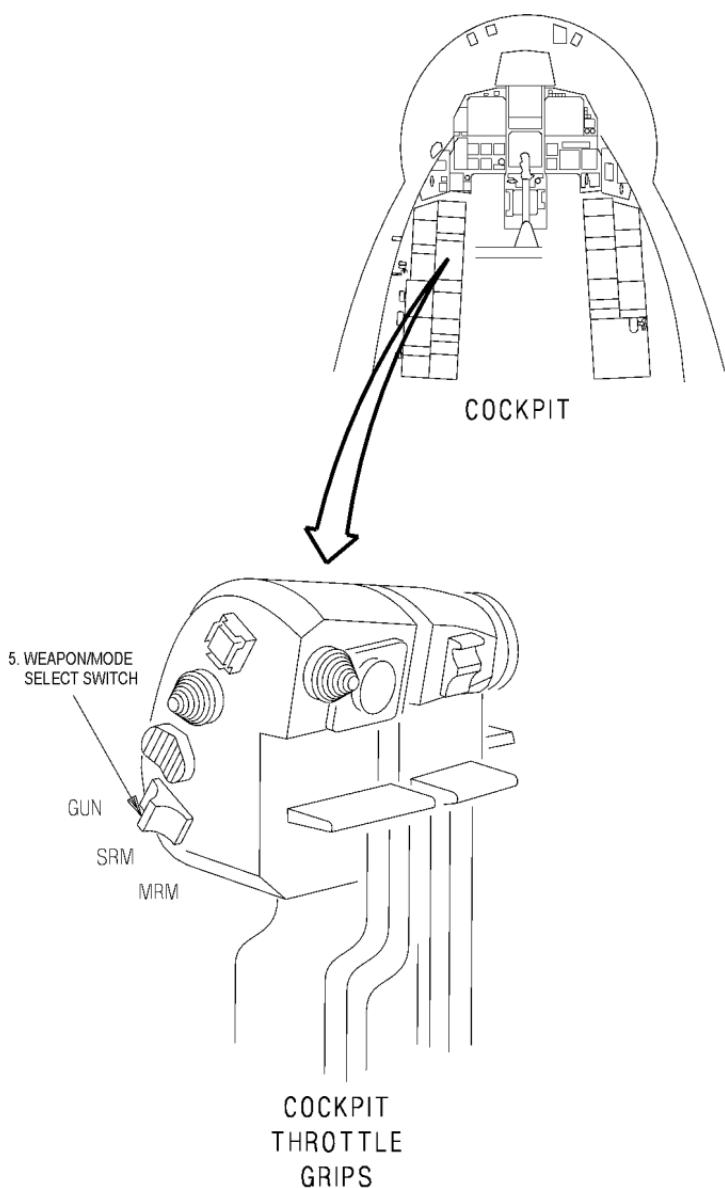


AEJA05-05M-30-073

Figure 05. Sheet 30

TO 1F-15E-2-05JG-00-1

5. If using left MPD in cockpit, on cockpit throttle grips, set weapon mode select switch to MRM or SRM.



AEJA05-31-056

Figure 05. Sheet 31

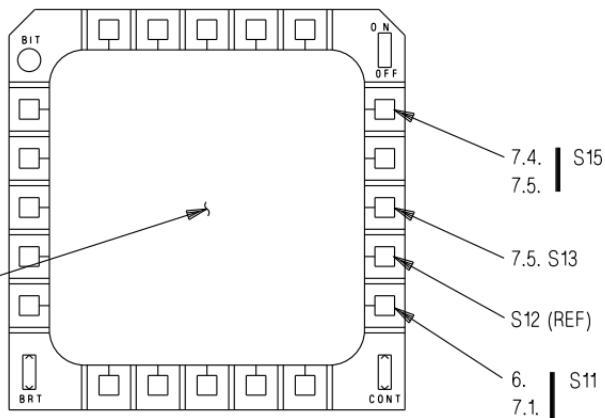
05-00-05
5-65

6. On MPD/MPCD, press and release S11.
RESULT: Master menu is displayed.
7. If master menu is not displayed (M2 displayed next to S11), do the below:

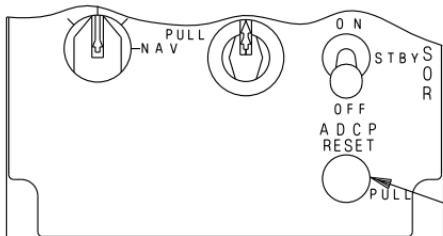
NOTE

5 Make sure the DTM (with valid IDB file) is installed before the ADCP RESET switch is pressed or the system menu options will not be available on any displays after the ADCP is reset.

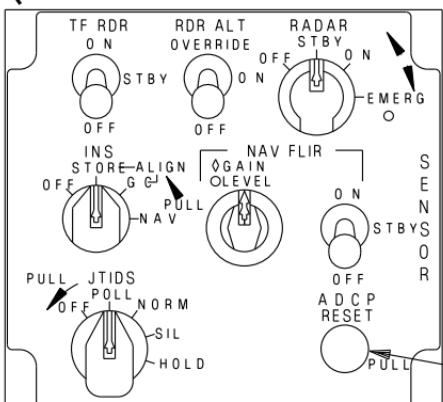
- 7.1. If M is not displayed next to S11 and RCD is not displayed next to S12 and nuclear format is not displayed, on SENSOR control panel, press and release ADCP RESET switch.
- 7.2. Wait 10 seconds then press and release ADCP RESET switch six more times (wait 10 seconds after each switch release).
- 7.3. If M is not displayed next to S11 or master menu is not displayed, do advanced display core processor (ADCP) BIT (31-41-03).
- 7.4. If M is not displayed next to S11 and RCD is not displayed next to S12 and NUCLEAR weapon display is shown and OFF is displayed next to S15, press and release S15 (OFF) and S11 (M).
- 7.5. If nuclear weapon display is shown and OFF is not displayed next to S15, press and release S13 (SAFE), S15 (OFF), and S11 (M).
- 7.6. If CAUTION is displayed, malfunction exists. Do Fault Code 3114J3ZZ.
8. Continuously monitor MPD/MPCD and caution lights display panel and return to applicable S/S/SN to continue procedure.



TYPICAL MPD/MPCD



7 ➤ SENSOR CONTROL PANEL



6 ➤ SENSOR CONTROL PANEL



AEJA05-05M-32_S9-0-074

Figure 05. Sheet 32

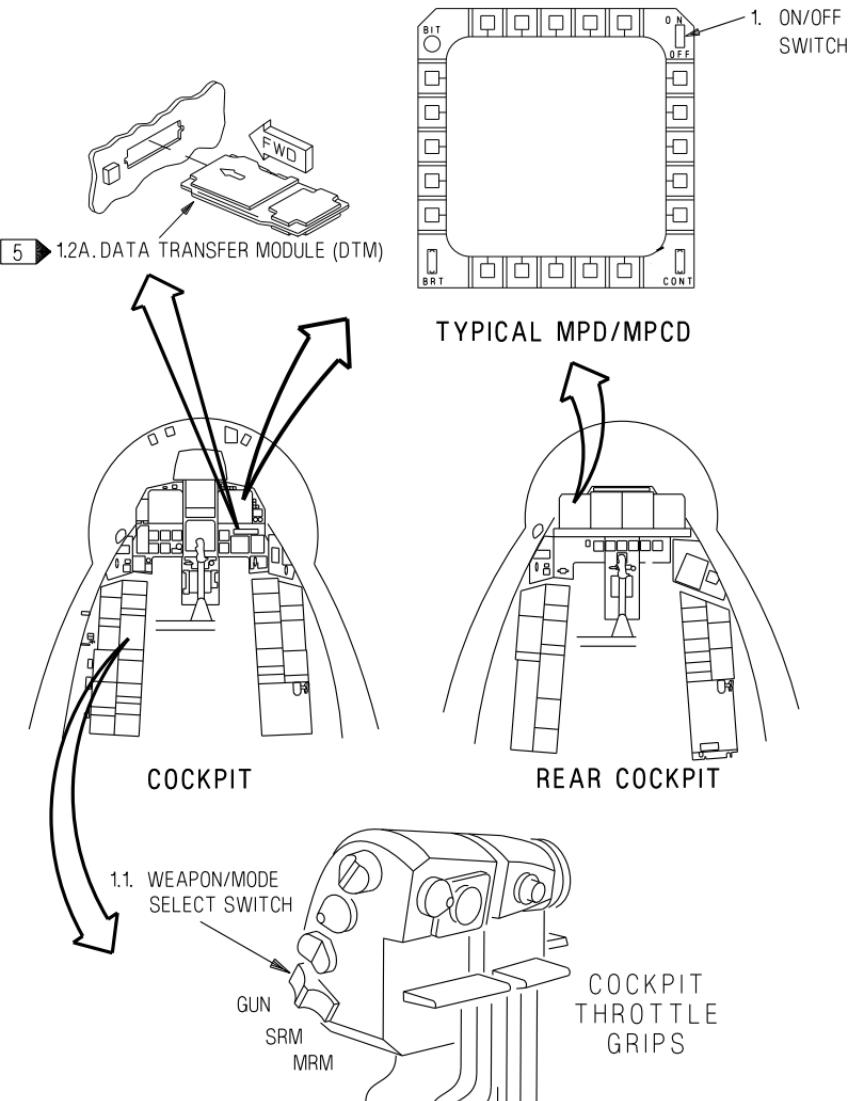
REMOVAL.

1. In cockpit and rear cockpit, do the below (as required).
 - 1.1. On MPD(s)/MPCD(s) (seven total) set ON/OFF switch to OFF.
 - 1.2. On right throttle grip, make sure weapon mode switch is reset to the GUN position (aft position).



Failure to remove DTM (with valid IBD file) from DTM receptacle may result in DTM files being erased.

- 1.2A. 5 If installed, remove DTM (with valid IDB file) from DTM receptacle.



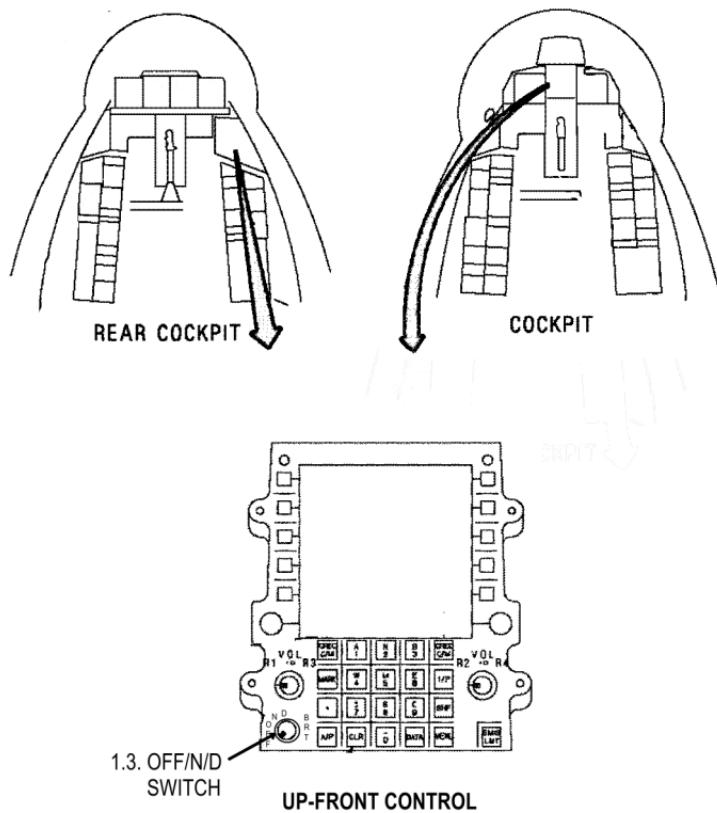
AEJA05-05-33-065

Figure 05. Sheet 33

05-00-05
Change 30 5-69

TO 1F-15E-2-05JG-00-1

- 1.3. If Up-Front Control (UFC) has OFF/N/D switch, set switch to OFF.



TOG/08/06/11

Figure 05. Sheet 33A

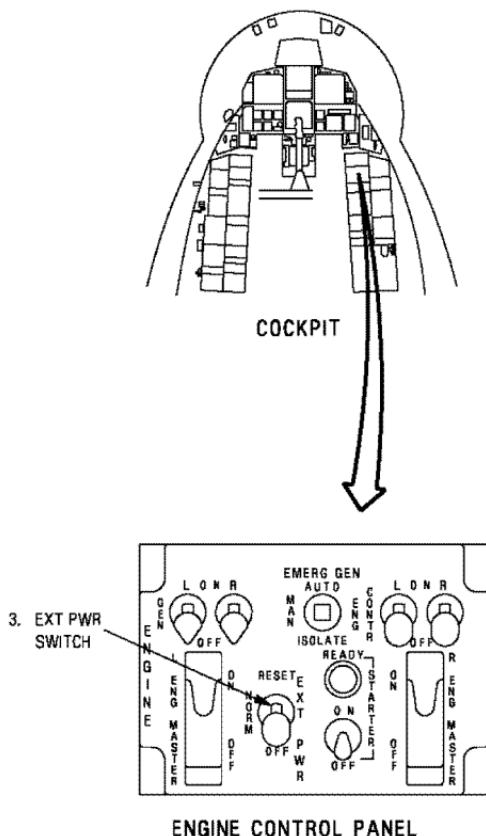
05-00-05
Change 13 5-69B

TO 1F-15E-2-05JG-00-1

2. If applied, remove external hydraulic power. (05-00-07).
- 3. On ENGINE control panel, set EXT PWR switch to OFF.

05-00-05

5-70 Change 13



AEJA05-05-34-058

Figure 05. Sheet 34

05-00-05

5-71

TO 1F-15E-2-05JG-00-1

4. Turn off electrical power from generator set in accordance with generator set operating instructions.
5. If applied, remove external ground cooling air (05-00-08).



No load operation allows slow cooling of the turbine and reduces thermal stress across the turbine wheel. Failure to observe this precaution during normal shutdowns may reduce turbine wheel life.

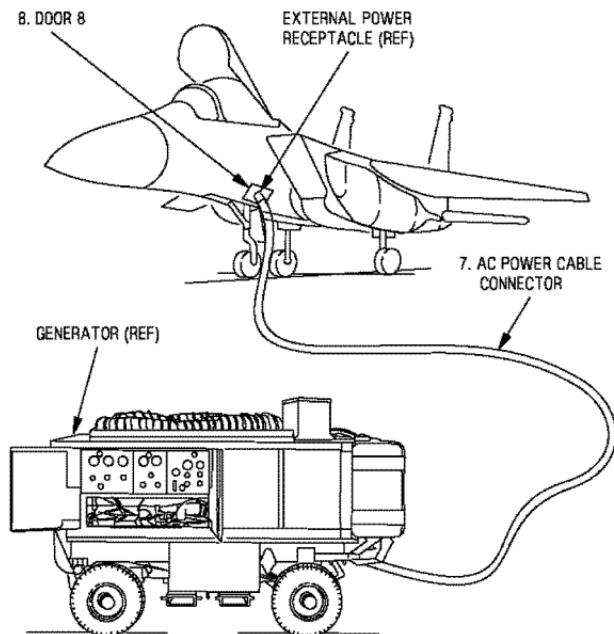
6. **4** Allow generator to run for 2 minutes with no load, then shut down generator.
7. Unplug AC power cable connector from external power receptacle.
8. Inspect area for foreign objects and close door 8.

All data on pages 5-73 and 5-74 deleted.

05-00-05

5-72

Change 24



AEJA05-05-36-056

Figure 05. Sheet 36

05-00-05

5-75

TO 1F-15E-2-05JG-00-1

9. If aircraft is on jacks, or proximity control is used to simulate weight off wheels, do the below:

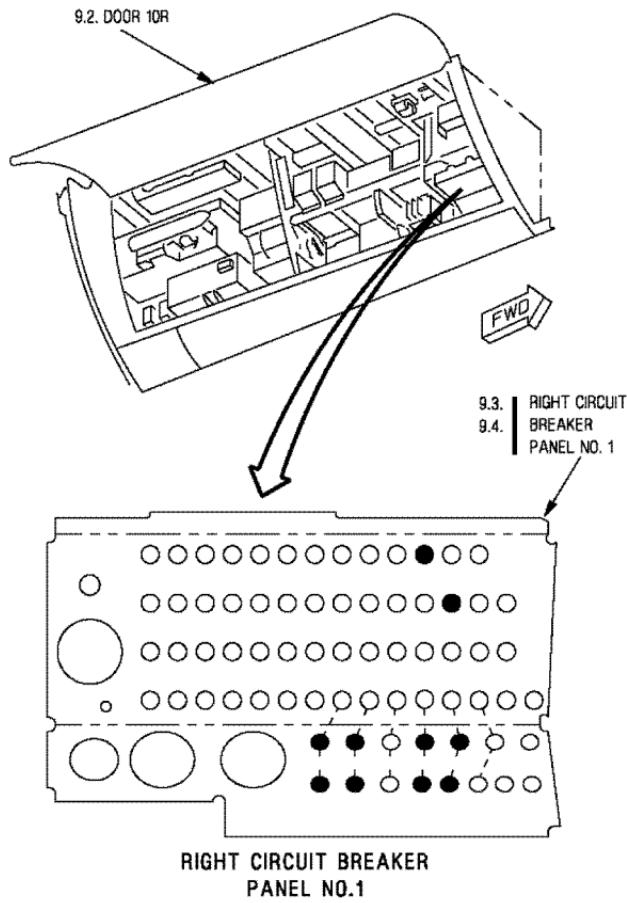
WARNING

To prevent injury to personnel or damage to equipment, make sure switches on proximity switch control are set to NORMAL before removal.

- 9.1. Remove proximity switch control (05-00-06).
- 9.2. Open door 10R.
- 9.3. On RIGHT CIRCUIT BREAKER PANEL NO. 1, make sure circuit breakers listed below are closed:

R AOA PROBE HTR - 88CBF009
R TOT TEMP PROBE HTR - 89CBF003
- 9.4. If navigation pod and/or targeting pod is installed, on RIGHT CIRCUIT BREAKER PANEL NO. 1, make sure circuit breakers listed below are closed:

LANTIRN NAV POD - 131CBF007
LANTIRN NAV POD - 131CBF008
LANTIRN NAV POD - 131CBF009
LANTIRN NAV POD - 131CBF010
LANTIRN TGT POD - 131CBF011
LANTIRN TGT POD - 131CBF012
LANTIRN TGT POD - 131CBF013
LANTIRN TGT POD - 131CBF014



AEJA05-05-37-056

Figure 05. Sheet 37

05-00-05

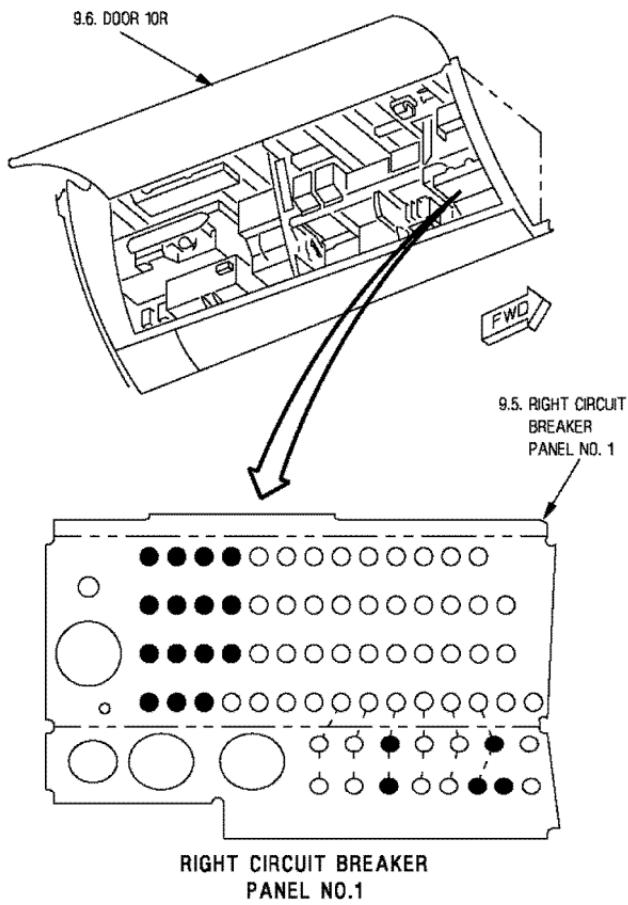
5-77

TO 1F-15E-2-05JG-00-1

- 9.5. If RECCE pod or Internal Counter Measures System (ICMS) is installed, on RIGHT CIRCUIT BREAKER PANEL NO. 1, make sure circuit breakers listed below are closed:

ICS PWR BD 3 AFT - 69CBF026
ICS PWR BD 3 AFT - 69CBF027
ICS PWR BD 3 AFT - 69CBF028
ICS PWR BD 3 - 69CBF029
ICS PWR BD 3 FWD - 69CBF017
ICS PWR BD 3 FWD - 69CBF018
ICS PWR BD 3 FWD - 69CBF019
ICS CONT - 69CBF021
ICS PWR BD 1.5 AFT - 69CBF014
ICS PWR BD 1.5 AFT - 69CBF015
ICS PWR BD 1.5 AFT - 69CBF016
ICS PWR BD 1.5 - 69CBF053
ICS PWR BD 1.5 FWD - 69CBF011
ICS PWR BD 1.5 FWD - 69CBF012
ICS PWR BD 1.5 FWD - 69CBF013
RECCE POD ECS PHASE A - 71CBF013
RECCE POD ECS PHASE B - 71CBF014
RECCE POD ECS PHASE C - 71CBF015
TEWS POD CONT - 71CBF007

- 9.6. Inspect area for foreign objects and close door 10R.



AEJAQ5-05-38-056

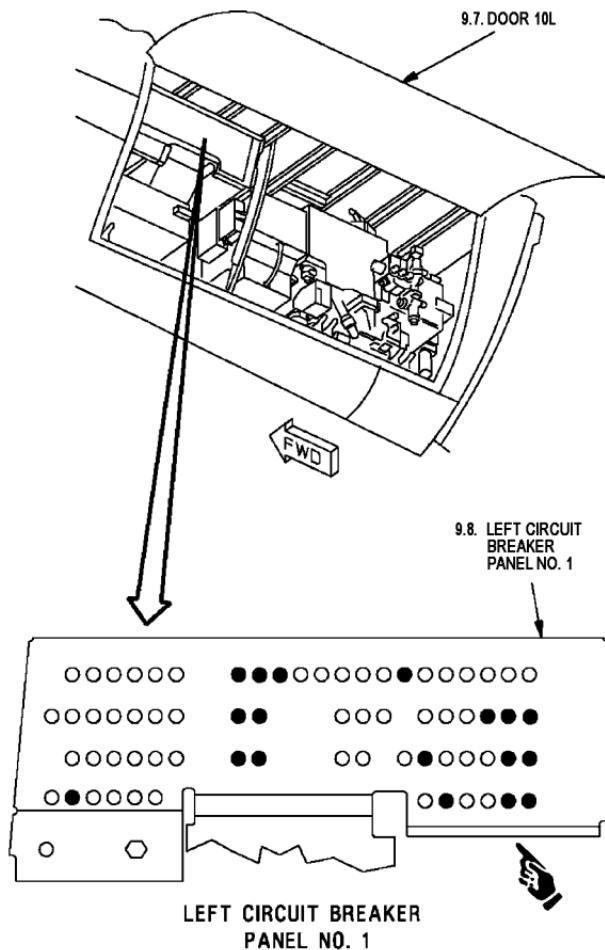
Figure 05. Sheet 38

05-00-05

5-79

- 9.7. Open door 10L.
- 9.8. **[2]** If RECCE pod is installed, on LEFT CIRCUIT BREAKER PANEL NO. 1, make sure circuit breakers listed below are closed:

RADAR COOL PMP - 107CBE073
RDR LVPS & ASC - 64CBE015
RDR LVPS & ASC - 64CBE016
RDR LVPS & ASC - 64CBE017
LAOA PROBE HTR - 88CBE008
L TOT TEMP SNSR - 89CBE004
RDR CONT & LVPS - 64CBE018
RADAR LVPS - 64CBE019
RADAR XMTR 64CBE012
RADAR XMTR 64CBE013
RADAR XMTR 64CBE014
RDR XMTR & RDP - 64CBE052
RDR XMTR & RDP - 64CBE053
RDR XMTR & RDP - 64CBE054
AIU RELAY CONT - 127CBE050
RECCE POD ANT PHASE A - 71CBE003
RECCE POD ANT PHASE B - 71CBE004
RECCE POD ANT PHASE C - 71CBE005



BEFORE TO 1F-15E-839

Figure 05. Sheet 39

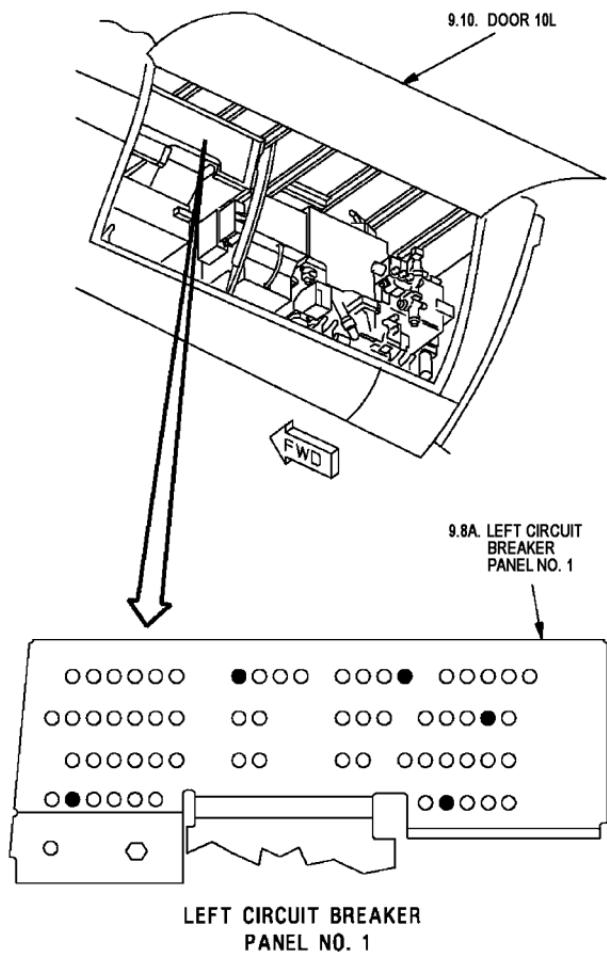
05-00-05
Change 29 5-80A

- 9.8A. 3 On LEFT CIRCUIT BREAKER PANEL NO. 1, make sure circuit breakers listed below are closed:

RADAR COOL PMP - 107CBE073
L AOA PROBE HTR - 88CBE008
L TOT TEMP SNSR - 89CBE004
RDR CONT & LVPS - 64CBE018
AIU RELAY CONT - 127CBE050

- 9.9. Deleted.

- 9.10. Inspect area for foreign objects and close door 10L.



AFTER TO 1F-15E-839

Figure 05. Sheet 39A

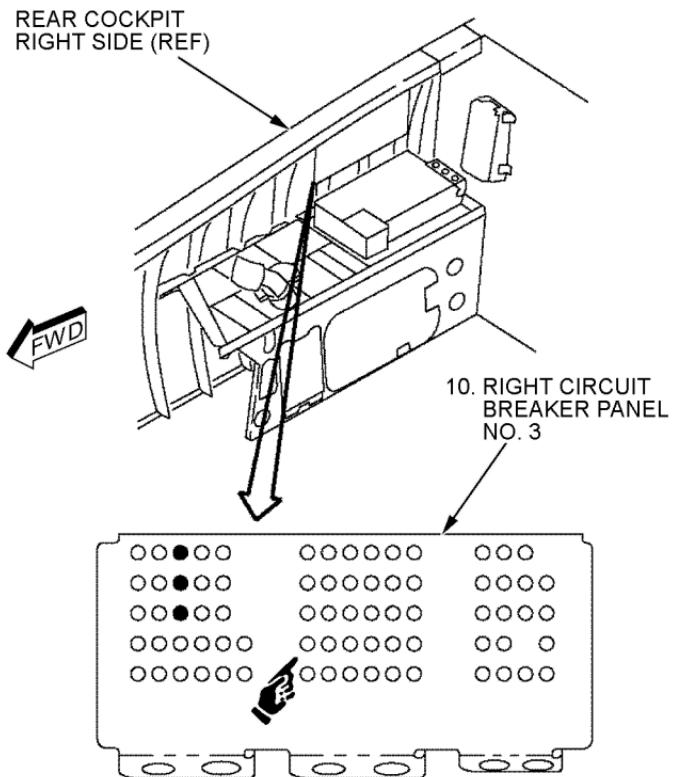
05-00-05
Change 18 5-81

TO 1F-15E-2-05JG-00-1

10. On RIGHT CIRCUIT BREAKER PANEL NO. 3, make sure circuit breakers listed below are open:

A/G STA 5 PHASE A 61CBL151
A/G STA 5 PHASE B 61CBL175
A/G STA 5 PHASE C 61CBL167

11. Reconnect LAU-106 umbilical(s), as required. (05-10-09).
12. Reconnect LAU-128 umbilical(s), as required. (05-10-49).



F-15E RIGHT CIRCUIT BREAKER
PANEL NO. 3

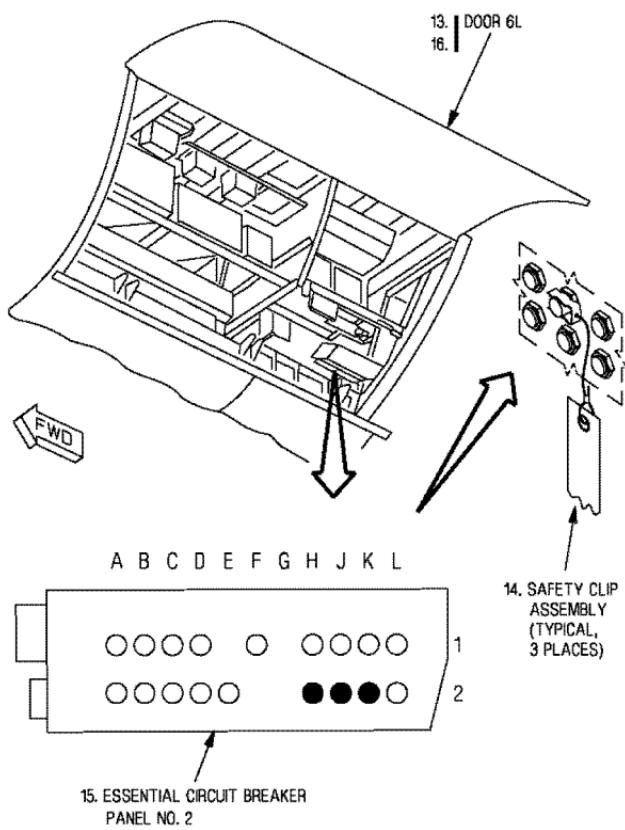
Figure 05. Sheet 40

TO 1F-15E-2-05JG-00-1

13. Open door 6L.
14. Remove circuit breaker safety clip assemblies.
15. If chaff and/or flares are loaded, on ESSENTIAL CIRCUIT BREAKER PANEL NO. 2, make sure circuit breakers listed below are closed:

CMD PRGMR - 70CBC011
CMD DSA AFT - 70CBC009
CMD DSA FWD - 70CBC007

16. Inspect door 6L area for foreign objects and close door 6L.



AEJA05-05-41-056

Figure 05. Sheet 41

05-00-05
5-85/(5-86 blank)

PROXIMITY SWITCH CONTROL HOOKUP AND REMOVAL.

INPUT CONDITIONS.

Applicability: All

Required Conditions:

- Aircraft safe for maintenance (05-00-01)

NOTE

When proximity switch is used to simulate weight-off-wheels for HUD displays, an erratic pitch ladder and velocity vector symbol is normal.

To improve alert posture and satisfy a specific quick reaction commitment, only impulse cartridges and chaff/flare magazines are removed. All live munitions are required to be isolated.

- Remove all live munitions and chaff/flare magazines (TO 1F-15E-33-1-2CL-()).
- Remove all impulse cartridges (TO 1F-15E-33-1-2CL-18).
- Isolate LAU-106 stores, if applicable (05-10-09)
- Isolate LAU-128 stores, if applicable (05-10-49)

Support Equipment:

- Switch, control proximity
- Power source, external electrical

Safety Conditions:

WARNING

To prevent injury to personnel or damage to equipment, make sure switches on proximity switch control are set to NORMAL, before hookup and removal of proximity control.

To prevent injury to personnel or damage to equipment, hydraulic and electrical power must be shut off until specified.

TO 1F-15E-2-05JG-00-1

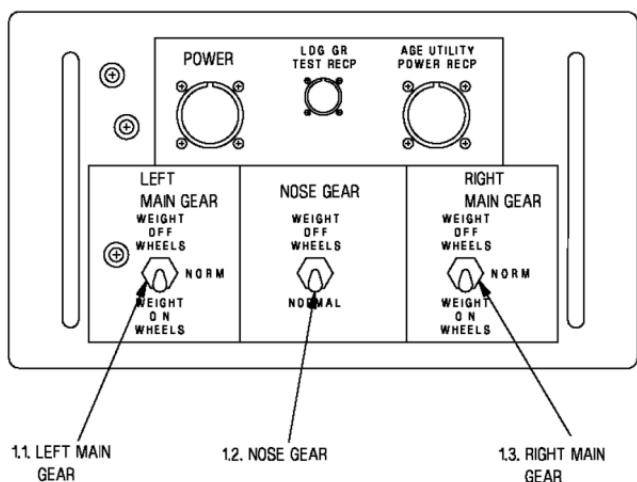
HOOKUP.

- 1. On proximity switch control, set switches
 - 1.1. LEFT MAIN GEAR - NORM.
 - 1.2. NOSE GEAR - NORMAL.
 - 1.3. RIGHT MAIN GEAR - NORM.

05-00-06

6-2B Change 13

PROXIMITY SWITCH CONTROL



AEJA05-06-1-056

Figure 06. Sheet 1

05-00-06

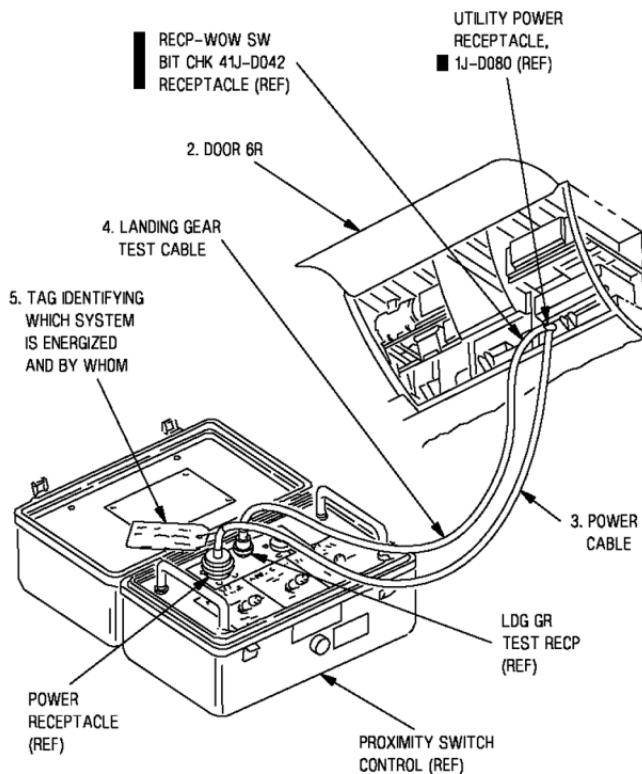
6-3

TO 1F-15E-2-05JG-00-1

2. Open door 6R.
3. Plug power cable into POWER receptacle on proximity switch control and into the utility power receptacle, 1J-D080, in door 6R.
4. Plug landing gear test cable into LDG GR TEST RECP on proximity switch control and into RECP-WOW SW BIT CHK 41J-D042 receptacle in door 6R.
5. Tag proximity switch control with applicable warning tag, identifying system(s) energized and by whom.
6. Apply external electrical power (05-00-05).

05-00-06

6-4 Change 7



AEJA05-06-2-081

Figure 06. Sheet 2

05-00-06
Change 5 6-5

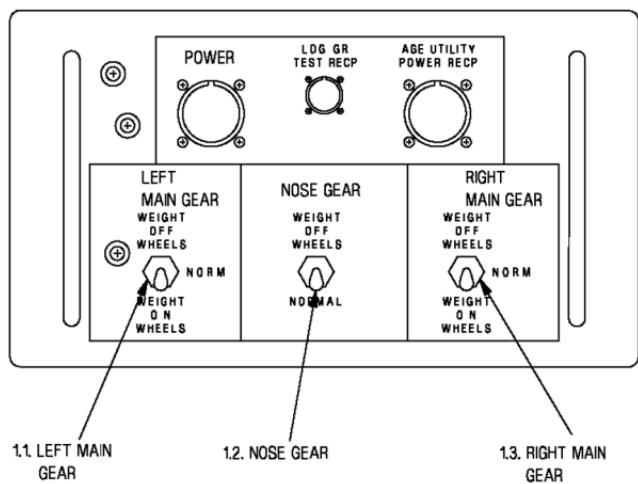
REMOVAL

- 1. On proximity switch control, set switches
 - 1.1. LEFT MAIN GEAR - NORM.
 - 1.2. NOSE GEAR - NORMAL.
 - 1.3. RIGHT MAIN GEAR - NORM.
- 2. Remove external electrical power (05-00-05).

05-00-06

6-6 Change 13

PROXIMITY SWITCH CONTROL



AEJA05-06-3-058

Figure 06. Sheet 3

05-00-06

6-7

TO 1F-15E-2-05JG-00-1

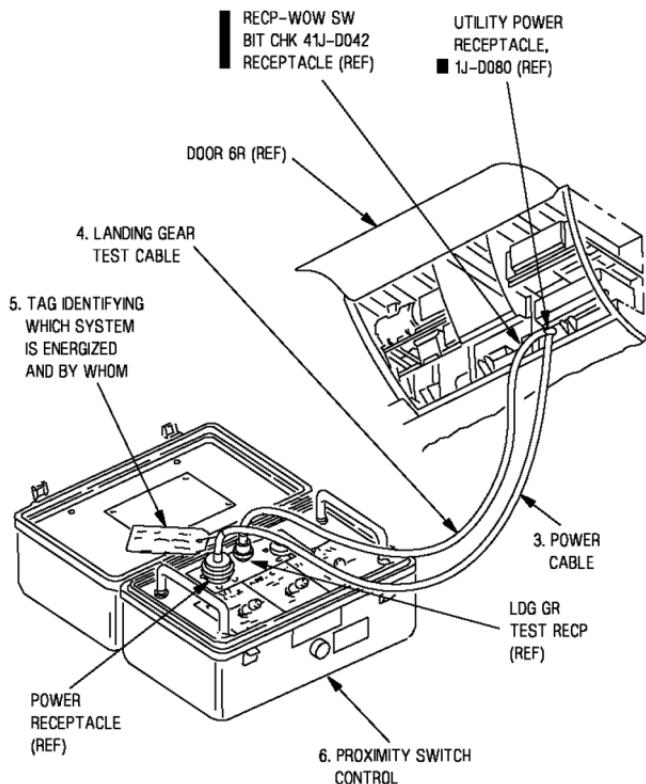
3. Unplug power cable from utility power receptacle, 1J-D080, in door 6R and POWER receptacle on proximity switch control.
4. Unplug landing gear test cable from RECP-WOW SW BIT CHK 41J-D042 receptacle in door 6R and LDG GR TEST RECP on proximity switch control.
5. Remove tag identifying which system is energized.
6. Remove proximity switch control from vicinity of aircraft.

FOLLOW-ON MAINTENANCE.

- • Inspect for foreign objects and close door.
- Close door 6R.

05-00-06

6-8 Change 13



AEJA05-06-4-061

Figure 06. Sheet 4

05-00-06
Change 5 6-9/(6-10 blank)

EXTERNAL HYDRAULIC POWER APPLICATION, REMOVAL.

INPUT CONDITIONS.

Applicability: All

Required Conditions:

- Aircraft safe for maintenance (05-00-01)

Support Equipment:

- Power source, external electrical
- Test stand, hydraulic, gas driven (air bleeding) PN TTU228/E-1A, TTU228/E-1B, A/M27T-2
- Test stand, hydraulic, electric (non air bleeding)
- Test stand, triple hydraulic test stand, diesel model THTS-D, PN 120755-100
- Test stand, triple hydraulic test stand, electric model THTS-E, PN 120756-100
- Fittings, hydraulic
- Cover, wheel and tire

Support Data:

- 05-10-17
- 12-10-12
- 12-10-14
- TO 4T-1-3
- TO 33A2-2-110-11
- TO 33A2-2-111-11

Supplies (Consumables):

NOMENCLATURE	PART NUMBER (CAGE)	QTY
Hydraulic Fluid	MIL-PRF-83282 (81349)	AR

05-00-07

Change 30

7-1

Personal Safety Equipment:

- Goggles or Face Shield
- Gloves, protective

Safety Conditions:

WARNING

To prevent injury to personnel or damage to equipment, hydraulic power must not be applied if hydraulic lines are open or any actuator has been disconnected, unless system has been disabled.

To prevent injury to personal or damage to equipment, do not cross hoses from one hydraulic text stand to another.

Air is a critical problem in hydraulic systems. To prevent injury to personnel or damage to equipment, air bleeding must be done if air is suspected in the systems or if the systems are opened for any reason.

To prevent injury to personnel or damage to aircraft and equipment, establish ground communication when movable surfaces are operated with hydraulic power.

Hydraulic fluid may cause skin irritation. Avoid contact with skin and clothing. Wash thoroughly after handling.

To prevent injury to personnel or damage to equipment door 10L and 10R must be closed and personnel and equipment must be clear of engine air inlet system components when hydraulic power is applied. Ramp movement will occur if ramps are not in full up and locked (fail-safe) position.

WARNING

To prevent injury to personnel or damage to aircraft or equipment, aircraft must be off jacks before movement or cycling of the flight controls with hydraulic power applied.

CAUTION

If canopy accumulator, JFS accumulator, and arresting hook actuating cylinder are not correctly serviced, damage to aircraft may result during utility hydraulic power application.

To avoid excessive wear on emergency generator, external electrical power must be applied before applying external hydraulic pressure to utility hydraulic system.

To avoid excessive wear on surface hinge pins or structural components of control surfaces as a result of control surface vibration, movement of control stick during performance of air bleed procedures will be in a slow continuous motion.

To prevent damage to aircraft or hydraulic test stand, shutoff test stand before switching from closed loop to open loop or from open loop to closed loop.

To prevent damage to utility reservoir, when applying external hydraulic power in open loop to utility hydraulic system, make sure circuit buttons are not cycling on-off continuously, if so shut down hydraulic power immediately.

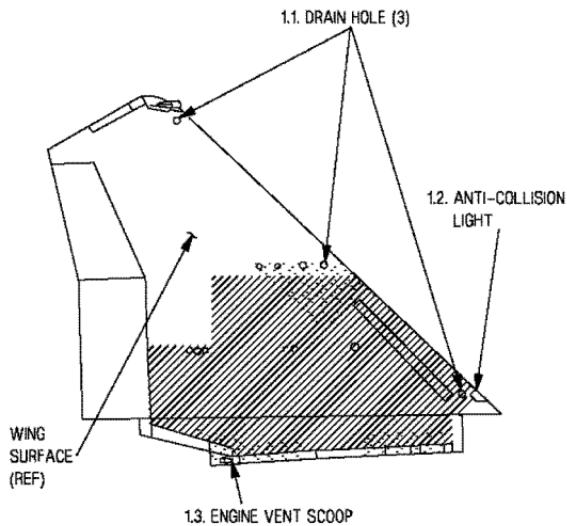
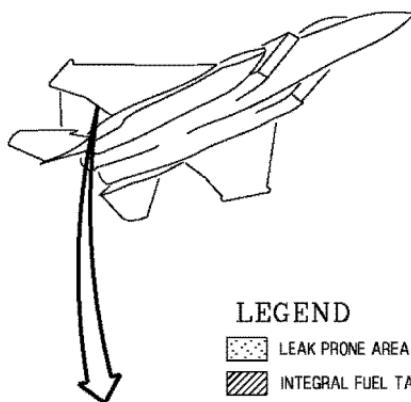
APPLICATION.

NOTE

Right wing shown, left wing opposite.

Repeated application of external hydraulic power will not require reinspection of wing areas for fuel leakage as long as reapplication is during one task.

1. Inspect left and right wing for fuel leakage as listed below:
 - 1.1. Inspect complete upper and lower wing surface, mainly all drain holes and leak prone areas. See Figure 07 Sheet 1 shaded area.
 - 1.2. Drain hole in anti collision light for evidence of fuel drainage.(If drainage is found, remove and reinstall anti collision light.) (33-40-10)
 - 1.3. Inspect for fuel leakage into engine vent scoop.
 - 1.4. If leakage exists, refer to Integral Wing Tank Leak Classification (GS 28-10-00).



AEJA05-07-1-056

Figure 07. Sheet 1

05-00-07

7-5

TO 1F-15E-2-05JG-00-1

2. Central gear box removed, do the below.

NOTE

Doors 89L/R must not be moved to opposite side of aircraft or from aircraft to aircraft. Doors 89L/R are rigged to each individual aircraft and door location.

- 2.1. Remove door 89L.

WARNING

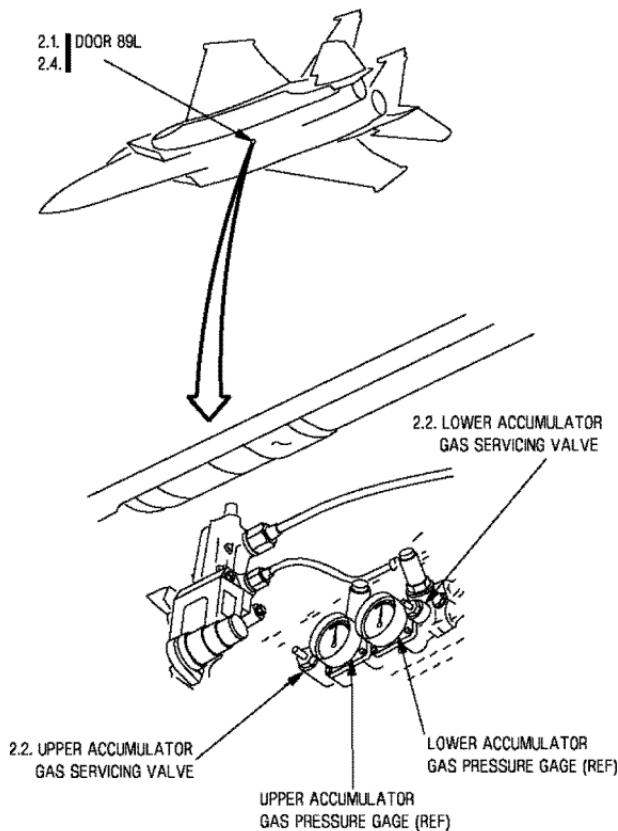
To prevent death or injury to personnel, make sure nitrogen charge is depleted before hydraulic power application and metal plugs are installed.

- 2.2. Make sure the JFS pre-charge is depleted by opening lower accumulator gas servicing valve two turns and observe lower gas servicing pressure gage and upper gas servicing pressure gage until both gages read zero.
- 2.3. Install metal plugs on central gear box hydraulic lines.

NOTE

Doors 89L/R must not be moved to opposite side of aircraft or from aircraft to aircraft. Doors 89L/R are rigged to each individual aircraft and door location.

- 2.4. Inspect area for foreign objects and install door 89L.



AEJA06-07-2-056

Figure 07. Sheet 2

05-00-07

7-7

TO 1F-15E-2-05JG-00-1

3. Inspect the gages below for correct servicing.
 - 3.1. Canopy hydraulic accumulator for adequate pressure to be sure canopy will operate for one complete cycle.
 - 3.2. JFS accumulator (12-10-09). Not required if central gearbox is removed.
 - 3.3. Inspect arresting hook actuating cylinder for correct servicing. (12-10-12).

WARNING

To prevent injury to personnel or damage to equipment, area around landing gear wheelwells must be clear before applying external hydraulic power.

4. If main landing gear forward doors are open, make sure landing gear forward door safety pins are installed (05-00-12).

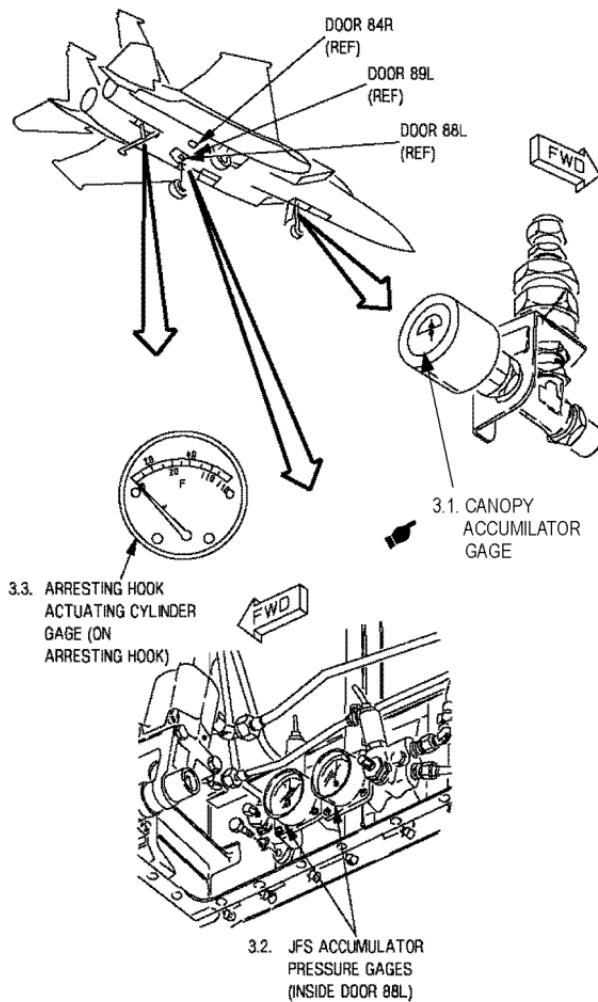
WARNING

To prevent injury to personnel or damage to aircraft, if engine is removed, make sure AMAD driveshaft has been removed before applying external hydraulic power.

5. If engine is removed, remove AMAD driveshaft and AMAD adapter. (83-10-10).

05-00-07

7-8 Change 13



TOG 25/07/11

Figure 07. Sheet 3

05-00-07
Change 13 7-9

6. Make sure external hydraulic test stand is serviced with hydraulic fluid.

NOTE

If hydraulic test stand hose couplings differ from the aircraft attach points, configure hoses as outlined in operating manual for test stand in use.

If the hydraulic test stand will be connected to the aircraft, the technician may connect and operate the pall purifier (29-00-11).

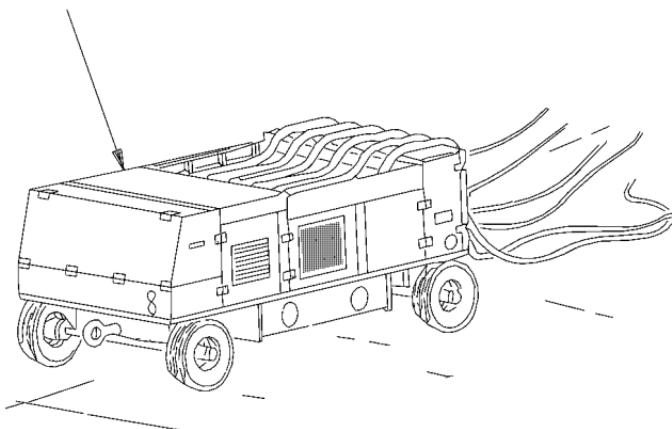
7. Make sure hydraulic test stand hose couplings and aircraft attach point are configured correctly.

WARNING

To prevent injury to personnel or damage to aircraft and equipment, establish ground communication any time movable surfaces are operated with hydraulic power.

8. If movable surfaces are to be operated with hydraulic power, connect ground intercommunications (05-00-09).

6] HYDRAULIC
7] TEST STAND



RAJA05-07-4-01

Figure 07. Sheet 4

05-00-07
7-11

TO 1F-15E-2-05JG-00-1

9. Position test stand as far from aircraft as hose length will allow.



To prevent damage to tires, make sure wheel and brake assemblies have cooled before installing wheel and tire covers.

NOTE

If only the utility system is to be used, only the right MLG requires a wheel and tire cover.

Do not install wheel and tire covers when performing landing gear retraction.

10. Install left and right MLG wheel and tire covers. Refer to TO 4T-1-3.

NOTE

Doors 89L/R must not be moved to opposite side of aircraft or from aircraft to aircraft. Doors 89L/R are rigged to each individual aircraft and door location.

- 10A. Open door 89R.
11. In door 89R remove dust caps from pressure and return quick disconnect couplings.
12. In right MLG wheelwell, remove dust caps from aircraft PC2 pressure and return quick disconnect couplings.
- 12A. In left MLG wheelwell, remove dust caps from aircraft PC1 pressure and return quick disconnect couplings.

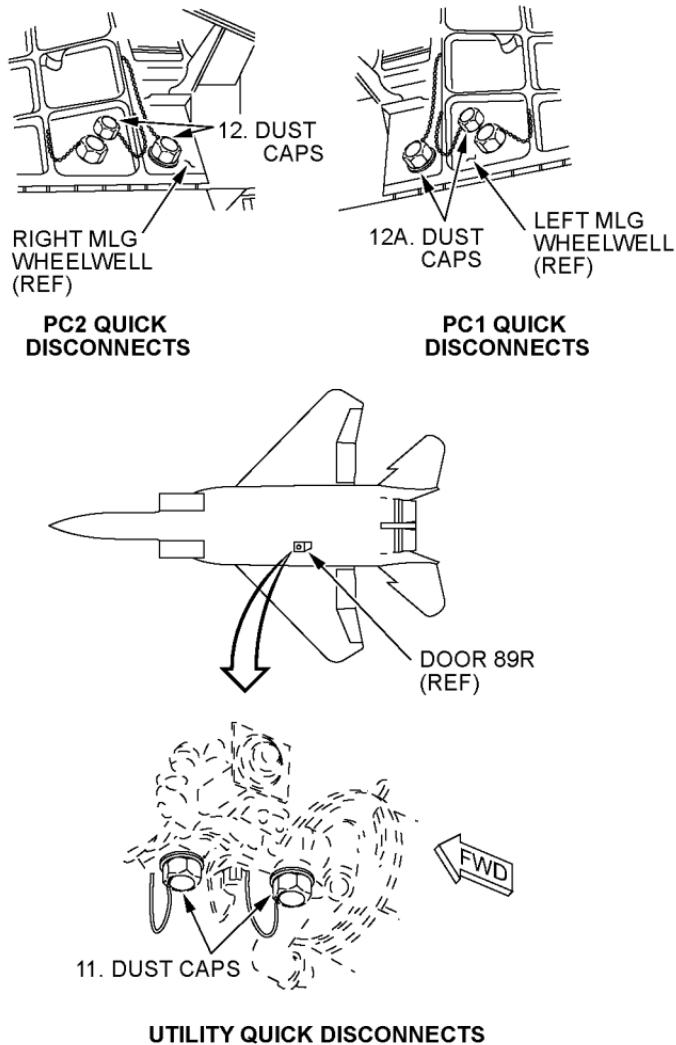


Figure 07. Sheet 5

05-00-07
Change 29 7-13

WARNING

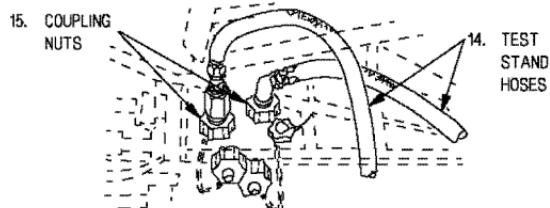
To prevent injury to personnel from possible hydraulic fluid spray when connecting or disconnecting pressure and suction hoses, eye protection must be worn.

13. Remove dust caps from hydraulic test stand hoses.
- 13A. Do pre-operation test stand air bleed procedures for each system before connecting system to aircraft.

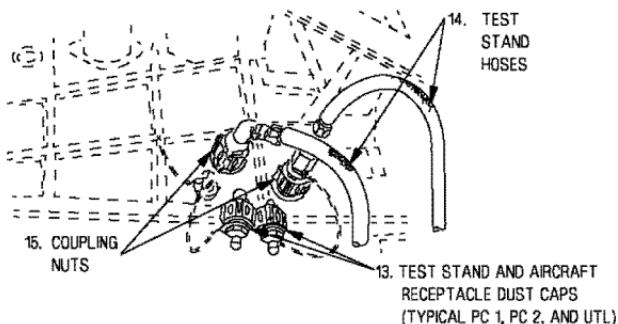
NOTE

To prevent contamination of hydraulic system, be sure hydraulic test stand quick disconnect couplings are clean before connecting to aircraft, and connect aircraft receptacle dust caps to test stand hose dust caps.

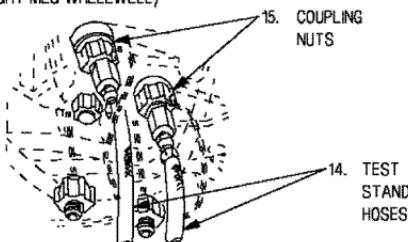
14. Connect hydraulic test stand pressure and suction hoses to aircraft quick disconnect couplings, and connect test stand dust caps to quick disconnect dust caps.
15. Tighten coupling nuts by hand until a distinct clicking sound is heard and nut cannot be tightened by hand.



PC 1 PRESSURE AND SUCTION HOSES
(LEFT MLG WHEELWELL)



PC 2 PRESSURE AND SUCTION
(RIGHT MLG WHEELWELL)



UTILITY PRESSURE AND SUCTION QUICK DISCONNECTS
(DOOR 88R)

AEJA05-07-6-056

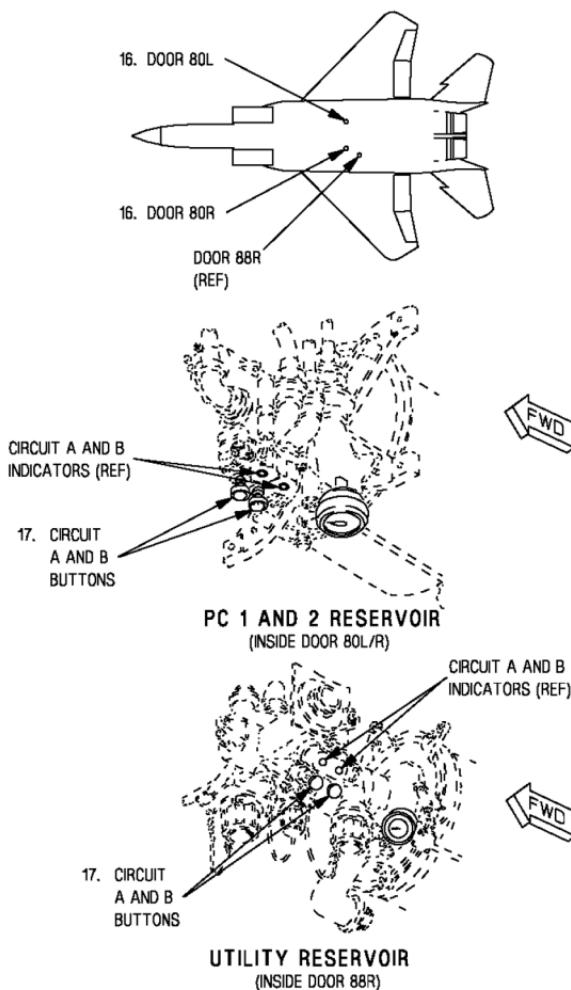
Figure 07. Sheet 6

05-00-07

7-15

TO 1F-15E-2-05JG-00-1

16. Remove door 80L/R.
17. On PC 1, PC 2 and UTL reservoirs, make sure circuits A and B buttons are pressed.



AEJA05-07-7-056

Figure 07. Sheet 7

05-00-07

7-17

WARNING

Failure to position landing gear, arresting hook, flaps, speedbrake cockpit control handles, and switches to agree with the component location may result in injury to personnel.

18. In cockpit or rear cockpit set as required.
 - 18.1. Make sure CANOPY CONTROL handle agrees with canopy position.
 - 18.2. On LDG GR control panel, make sure handle agrees with landing gear position.
 - 18.3. On cockpit and rear cockpit throttles, make sure speedbrake switch agrees with speedbrake position.
 - 18.4. On FUEL control panel, make sure SLIPWAY switch agrees with aerial refuel slipway door.
 - 18.5. In cockpit and rear cockpit, make sure HOOK switch agrees with arresting hook position.
 - 18.6. On cockpit throttle quadrant, make sure FLAPS switch agrees with flaps position.

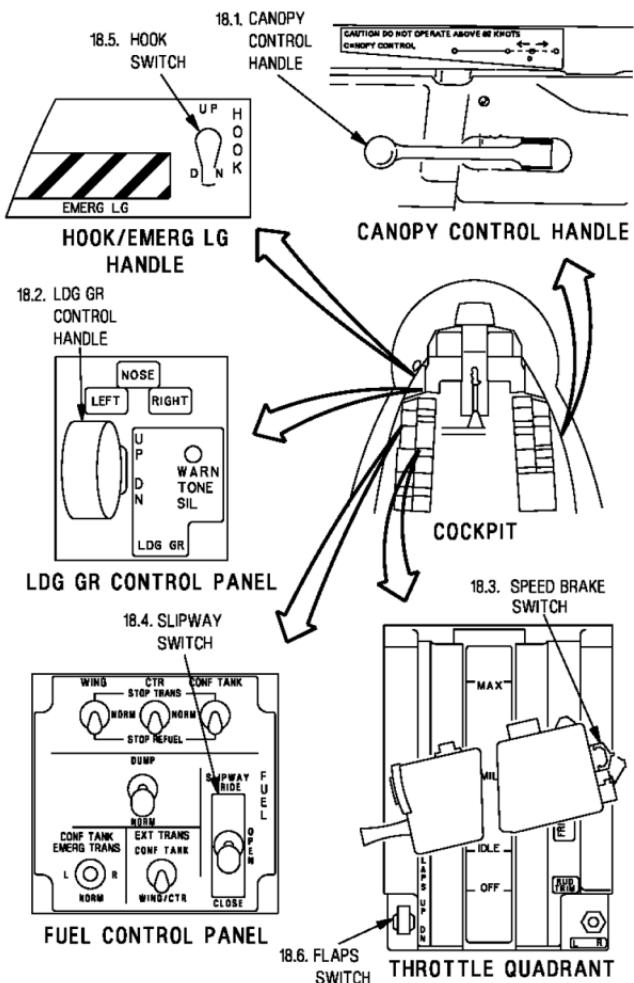


Figure 07. Sheet 8

05-00-07
Change 12 7-19

WARNING

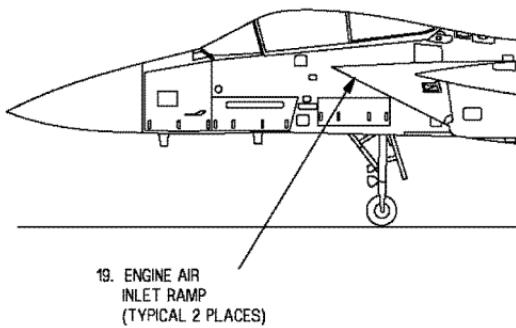
To prevent death or injury to personnel or damage to aircraft or equipment, make sure personnel and equipment are clear of moveable surfaces before applying external hydraulic power.

19. Make sure right and left engine air inlet ramp (first) is up and locked. If ramp (first) is not up and locked, do ramps raising procedure (71-60-08).

WARNING

To prevent death or injury to personnel or damage to aircraft from movement of first ramp (inlet), first ramp (inlet) must be up and locked and engine air ramp circuit breaker safety clip assemblies installed.

20. Install engine air ramp circuit breaker safety clip assemblies (05-10-17).



19. ENGINE AIR
INLET RAMP
(TYPICAL 2 PLACES)

AEJA05-07-B-056

Figure 07. Sheet 9

05-00-07

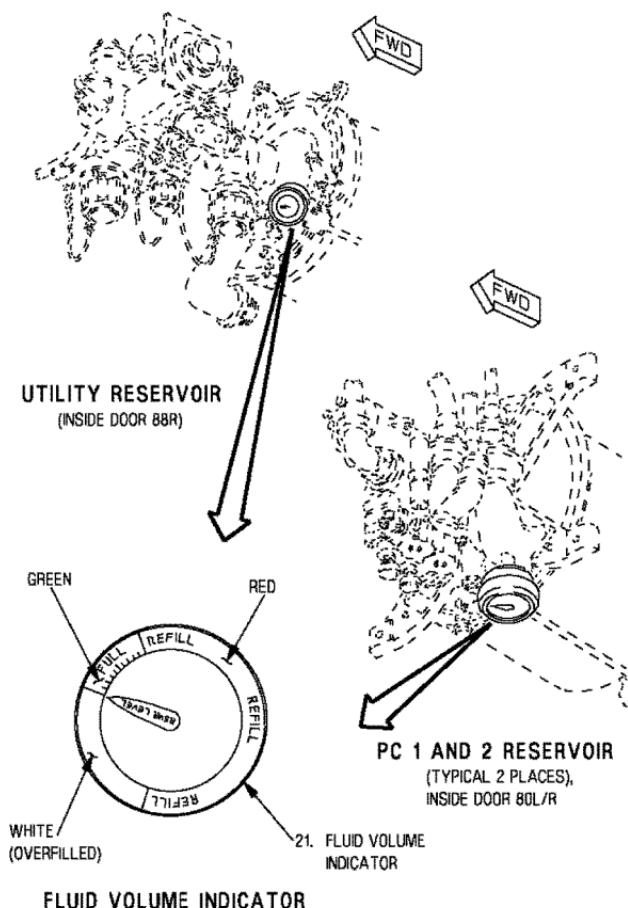
7-21

NOTE

Hydraulic test stand should be operated in closed loop configuration unless stated in applicable procedure. In open loop configuration, aircraft reservoirs go flat and circuit B button must be reset.

If external hydraulic pressure is to be applied to all three systems, apply pressure to power control systems first, then utility.

21. Inspect the PC1, PC2, and Utility reservoir fluid volume indicators for correct servicing. Service reservoirs as required and record position of RSVR LEVEL needle of each reservoir.
 - PC1 reservoir fluid volume indicator (door 80L).
 - PC2 reservoir fluid volume indicator (door 80R).
 - Utility reservoir fluid volume indicator (door 89R).
22. If required, service power control PC 1 and PC 2 hydraulic reservoirs (12-10-23).
 - 22A. If required, do utility reservoir servicing (12-10-24).



AEJA06-07-10-056

Figure 07. Sheet 10

05-00-07

7-23

WARNING

To prevent injury to personnel or damage to equipment, establish ground communication when movable surfaces are operated with hydraulic power.



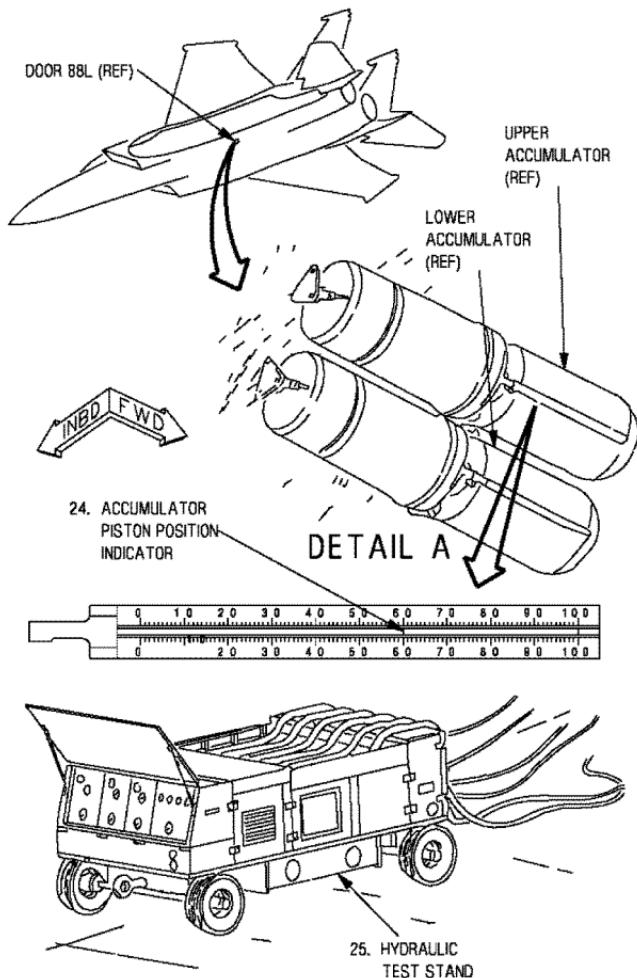
To avoid excessive wear on emergency generator, external electrical power must be applied before applying external hydraulic pressure to utility hydraulic system.

NOTE

Hydraulic test stand TTU-228/E-1A or -1B provides 30 gpm flow at 3000 psi. Hydraulic test stand A/M27T-2 is electrically driven and provides 20 gpm flow at 3000 psi.

Gun drive operation uses 29 gpm flow requiring use of hydraulic test stand TTU-228/E-1A or -1B. If gun drive operation is not required, either test stand may be used.

- 22B. If movable surfaces are to be operated with hydraulic power, connect ground intercommunications (05-00-09).
23. Apply external electrical power (05-00-05).
24. With central gear box removed, using hydraulic test stand, increase hydraulic pressure slowly not to exceed 1000 psi until piston pressure indicator on both JFS accumulators have reached the 100 percent mark.
25. Start and adjust test stand to deliver 2950 to 3050 psi hydraulic pressure at 20 gpm flow. Apply hydraulic pressure.



AEJA05-07-11-058

Figure 07. Sheet 11

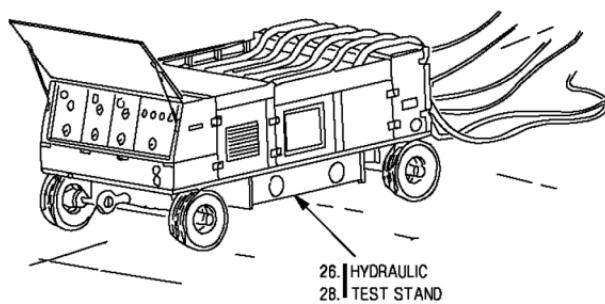
05-00-07

7-25

NOTE

After hydraulic pressure has been applied to PC 1, PC 2, and Utility systems for 1 minute and all components are static, PC 1 and PC 2 system flow meters should indicate zero gpm flow. Utility system flow meter will read between 3 and 4.5 gpm flow. If PC 2 power is applied without utility power applied, PC 2 system flow meter will read between 3 and 4.5 gpm flow.

26. On hydraulic test stand observe applicable system flow meter(s). If any system flow meter indicates a flow rate greater than indicated in the note above, inspect test stand for correct configuration.
27. If any flow rate for any system is greater than described in the note above, troubleshoot aircraft for excessive hydraulic bypassing.
28. For gun loading/gun drive operation, start and adjust test stand to deliver 1500 psi hydraulic pressure at 29 gpm flow. Apply hydraulic pressure.



AEJA05-07-12-056

Figure 07. Sheet 12

05-00-07

7-27

CAUTION

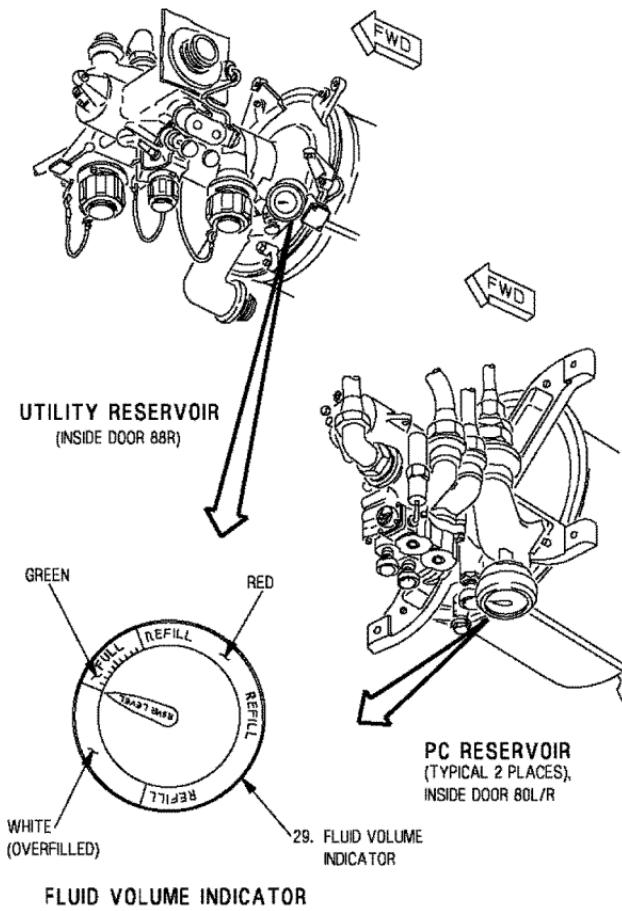
To prevent introduction of air into hydraulic system and damage to aircraft, only hydraulic test stand TTU-228/E-1A or -1B or A/M27T-2 or -2A shall be used for air bleeding.

To avoid excessive wear on surface hinge pins or structural components of control surfaces as a result of control surface vibration, movement of control stick during performance of air bleed procedures will be in a slow continuous motion.

NOTE

Power control systems must be pressurized when inspecting utility reservoir fluid volume indicator increment drop.

29. If the RSVR LEVEL needle of the fluid volume indicator moves more than seven increments for PC 1 or PC 2, or nine increments for utility towards REFILL, from position observed in step 21 or 22, air exists in system. Do the below:
 - 29.1. Do PC 1 and PC 2 hydraulic systems air bleeding (29-10-03) and utility hydraulic systems air bleeding (29-11-03).
 - 29.2. Deleted.



AEJA05-07-13-058

Figure 07. Sheet 13

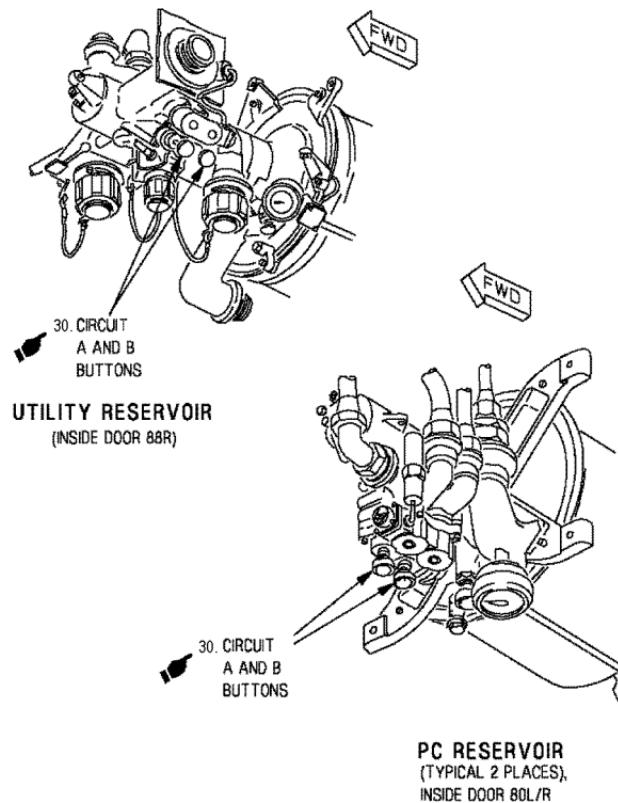
05-00-07

7-29

NOTE

Initial application of hydraulic power may cause PC 1, PC 2 or UTL circuit A and B buttons to pop.

30. On PC 1, PC 2, and UTL reservoirs, make sure circuits A and B buttons are pressed.



TOG 02/02/2012

Figure 07. Sheet 14

05-00-07
Change 13 7-31

REMOVAL.**NOTE**

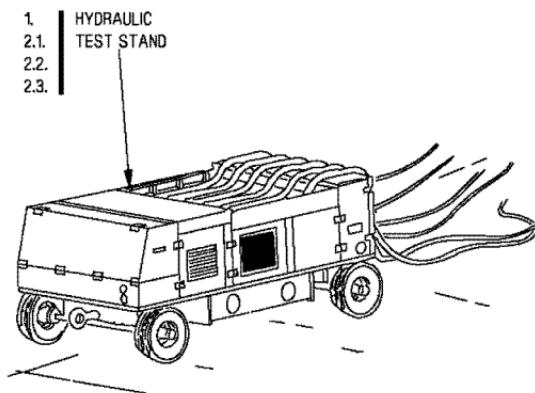
If external hydraulic pressure is applied to all three systems, remove utility pressure first, then power control systems.

1. On hydraulic test stand, reduce external hydraulic pressure to 0 psi.

WARNING

Reservoir servicing using the hydraulic test stand requires a minimum of two people. One person to operate the test stand and one person to observe the fluid level of the reservoir being filled. Electrical power and the hydraulic test stand must be off. Failure to comply may result in injury to personnel or damage to equipment.

2. If required, service reservoirs. This may be accomplished by using hydraulic test stand as follows:
 - 2.1. Make sure hydraulic test stand bypass valve is open (counterclockwise).
 - 2.2. Make sure flow control valve is open (counterclockwise).
 - 2.3. Make sure system selector valve is set to AIRCRAFT position.



AEJA06-07-15-056

Figure 07. Sheet 15

05-00-07

7-33

CAUTION

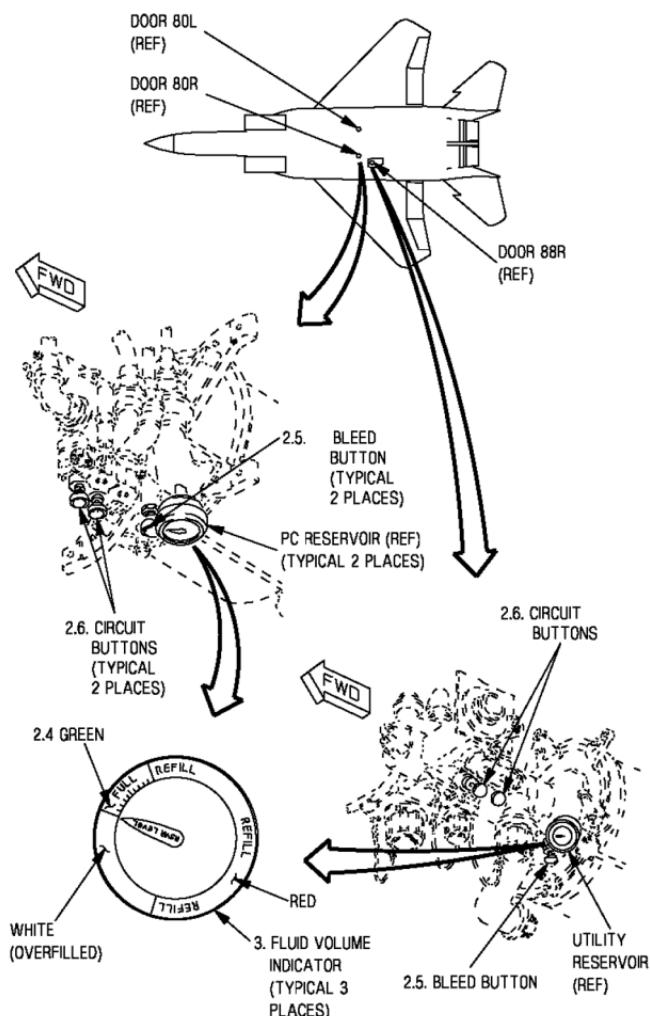
To prevent damage to reservoir, filling pressure must not exceed 72 psig and filling rate must not exceed 0.75 gpm.

- 2.4. On hydraulic test stand, press and hold system fill button for the applicable system. Service aircraft reservoir to top of FULL (green) on fluid volume indicator.
- 2.5. Pull reservoir bleed button several times during filling. Stop air bleeding when hydraulic fluid flows in a steady stream without air bubbles.
- 2.6. Make sure all circuit buttons are reset.

CAUTION

To prevent damage to aircraft, reservoir level pointer must not be in the white (overfilled) area when the system is pressurized.

3. Inspect the PC1, PC2, and Utility reservoir fluid volume indicators and record position of RSVR LEVEL needle of each reservoir.
 - PC1 reservoir fluid volume indicator (door 80L).
 - PC2 reservoir fluid volume indicator (door 80R).
 - Utility reservoir fluid volume indicator (door 89R).



AEJA05-07-16-058

Figure 07. Sheet 16

05-00-07

7-35

NOTE

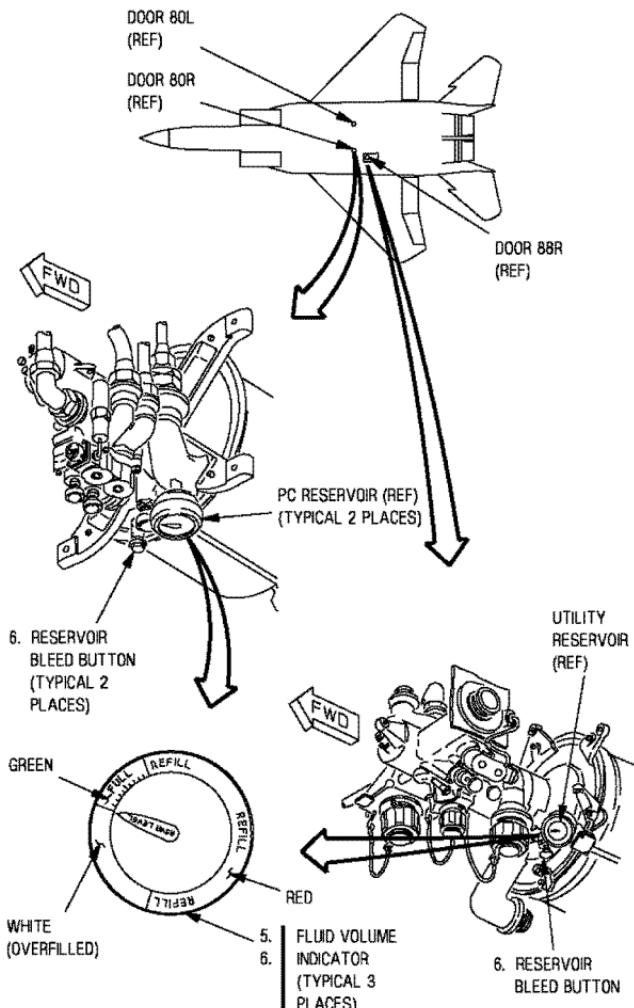
Power control systems must be pressurized when observing utility reservoir fluid volume indicator increment drop.

4. Apply 3000 psi hydraulic pressure to all three systems.



To prevent introduction of air into hydraulic system and damage to aircraft, only hydraulic test stand TTU-228/E-1A or -1B or A/M27T-2 or -2A shall be used for air bleeding.

5. If the RSVR LEVEL needle of the fluid volume indicator moves more than seven increments for PC 1 or PC 2, or nine increments for utility towards REFILL, from the previously recorded position, observed in step 3, air exists in system. Do the below:
 - 5.1. Do PC 1 and PC 2 hydraulic systems air bleeding (29-10-03) and utility hydraulic systems air bleeding (29-11-03).
 - 5.2. Deleted.
6. If any reservoir is overfilled, pull reservoir bleed button until RSVR level pointer falls within full (green) area on the fluid volume indicator.



AEJA05-07-17-056

Figure 07. Sheet 17

05-00-07

7-37

TO 1F-15E-2-05JG-00-1

7. Reduce external hydraulic pressure to 0 psi and shut off hydraulic test stand.
8. Remove external electrical power (05-00-05).

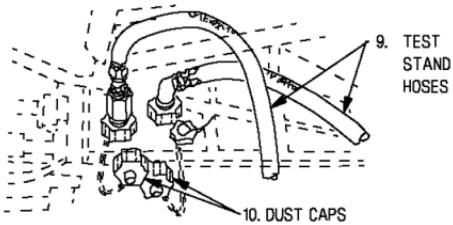
WARNING

To prevent injury to personnel from possible hydraulic fluid spray when connecting or disconnecting pressure and suction hoses, eye protection must be worn.

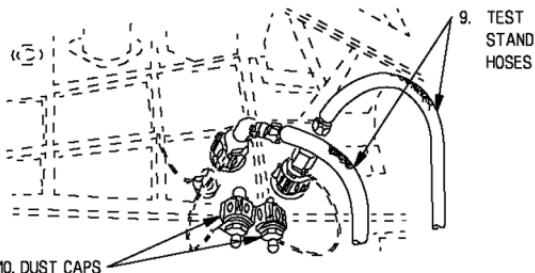
9. Disconnect test stand hoses from aircraft.
10. Install test stand dust caps to test stand hoses, tighten by hand until a distinct clicking noise is heard and cap cannot be tightened further by hand. Install dust caps on quick disconnects, tighten by hand until a distinct clicking noise is heard and cap cannot be tightened further by hand.
11. Remove engine air ramp circuit breaker safety clip assemblies (05-10-17).
12. Remove left and right MLG wheel and tire covers. Refer to TO 4T-1-3.

05-00-07

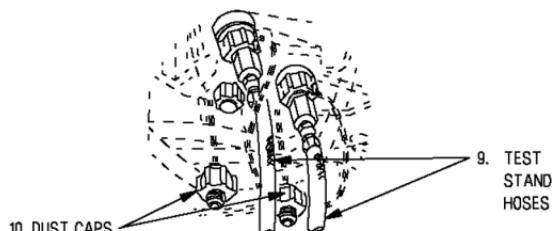
7-38 Change 13



PC 1 PRESSURE AND SUCTION QUICK DISCONNECTS
(LEFT MLG WHEELWELL)



PC 2 PRESSURE AND SUCTION QUICK DISCONNECTS
(RIGHT MLG WHEELWELL)



UTILITY PRESSURE AND SUCTION QUICK DISCONNECTS
(DOOR 88R)

AEJA05-07-18-056

Figure 07. Sheet 18

05-00-07

7-39

FOLLOW-ON MAINTENANCE.

- If connected, disconnect ground intercommunications. (05-00-09).
- Inspect door 80L/R area for foreign objects.
- Install door 80L/R.
- Inspect door 89R area for foreign objects.

NOTE

Doors 89L/R must not be moved to opposite side of aircraft or from aircraft to aircraft. Doors 89L/R are rigged to each individual aircraft and door location.

- Close door 89R.

EXTERNAL GROUND COOLING AIR APPLICATION AND REMOVAL.

INPUT CONDITIONS.

Applicability: All

- Some steps in this function are limited by applicability and are identified by numbered flags as listed:
 - 1 ➔ USING A/M32C-10 SERIES AIR CONDITIONER(S) WITH A/M32A-60A GENERATOR(S)
 - 2 ➔ USING A/M32C-5, MA-3D, MBA-32-51 and M103000 AIR CONDITIONER

Required Conditions:

- Aircraft safe for maintenance (05-00-01)

Support Equipment:

- Adapter, quick disconnect

NOTE

The A/M32C-5, MA-3D, MBA-32-51 and M103000 air conditioner shall only be used for single air conditioner application.

- Air conditioner (A/M32C-5) (one air conditioner application)
- Air conditioner, air cycle (A/M32C-10 series) (One or two air conditioner application)
- Air conditioner, air cycle (MA-3D) (One air conditioner application)
- Air conditioner, air cycle (MBA-32-51) (One air conditioner application)
- Generator, gas turbine, wheel mounted (A/M32A-60A only)
(Use with A/M32C-10 series air conditioner)

TO 1F-15E-2-05JG-00-1

- “Y” adapter, air conditioner fitting, local make per Air Force Drawing X90S842 (When using two A/M32C-10 units in series)

Support Data:

- 05-00-05

Safety Conditions:



To prevent damage to equipment, the precautions below will be taken:

Make sure only one aircraft is cooled by each external air conditioner.

All cockpit equipment not directly related to maintenance operations being done shall remain off.

Do not exceed 80 degrees F while setting discharge air temperature or possible damage to avionic equipment may occur.

When RADAR power switch is set to ON, it may be required to lower cooling air temperature to maintain continuous operation.

Avionics system operation without all LRUs installed may result in not enough cooling to the balance of LRUs.

Cooling air cart pressure shall not exceed 5.5 psig. Do not exceed maximum primary conditioned air output pressure on cart. Do not deviate from air cart operational manual(s).

05-00-08

8-2

Change 26

NOTE

M103000 (Hippo) or MBA-32-51 (Thor) air conditioners are the preferred carts for radar operational checks and LCS Operational Checks on aircraft with APG-82 (V)1 installed.

A/M32C-10 series are authorized in a "Y" configuration; however, ambient temperature, elevation and degradation of equipment may not allow sufficient cooling air.

Monitor cockpit warnings and caution lights and shutdown if air is not sufficient.

Operate air conditioning cart per cart operating instructions and adjust as needed per aircraft requirements to extinguish cockpit warning/caution lights.

1 ➤ APPLICATION. (One Air Conditioner)**NOTE**

During lengthy maintenance procedures or under conditions of temperatures above 100 degrees F, the one air conditioner application may not provide enough avionics cooling. The two air conditioner application (Series or Y Adapter Method) is recommended when more cooling capacity is required.

1. Make proper connections from -60 generator to C-10 unit per equipment operating instructions.

WARNING

To prevent injury to personnel or damage to equipment, secure end of air duct hose to prevent whipping before purging.

CAUTION

Before use, external air conditioners shall be purged for 5 minutes at 120 degrees F, so that all moisture collected in the air conditioner and cooling hose is blown out. Failure to purge air conditioner and hose will result in water damage to avionic equipment.

2. Operate air cart and purge excess moisture for minimum of 5 minutes at 120 degrees F prior to connecting to aircraft.

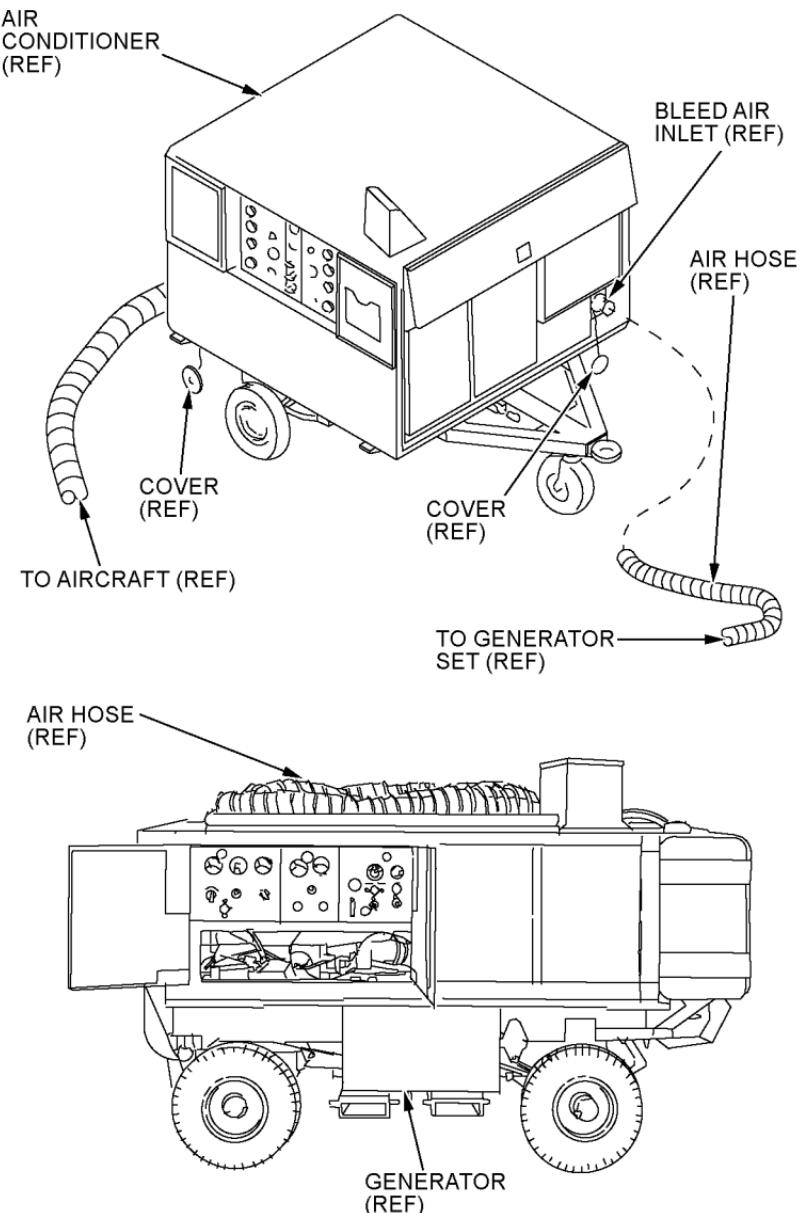


Figure 8. Sheet 1

05-00-08
Change 24 8-5

3. Turn off bleed air.
4. Open door 16 and clean area if required.

NOTE

To make tightest possible fit of equipment cooling air hose adapter coupling to aircraft ground cooling receptacle, coupling adjusting link may have to be adjusted.

5. Install equipment cooling air hose adapter coupling into aircraft ground cooling receptacle.
6. Turn knob to get tight fit.
7. Connect air duct hose to equipment cooling air hose adapter coupling.
8. Operate -60 and -10 cart per equipment operating instructions and adjust until discharge air temperature is no lower than 50 degrees F \pm 3 degrees.

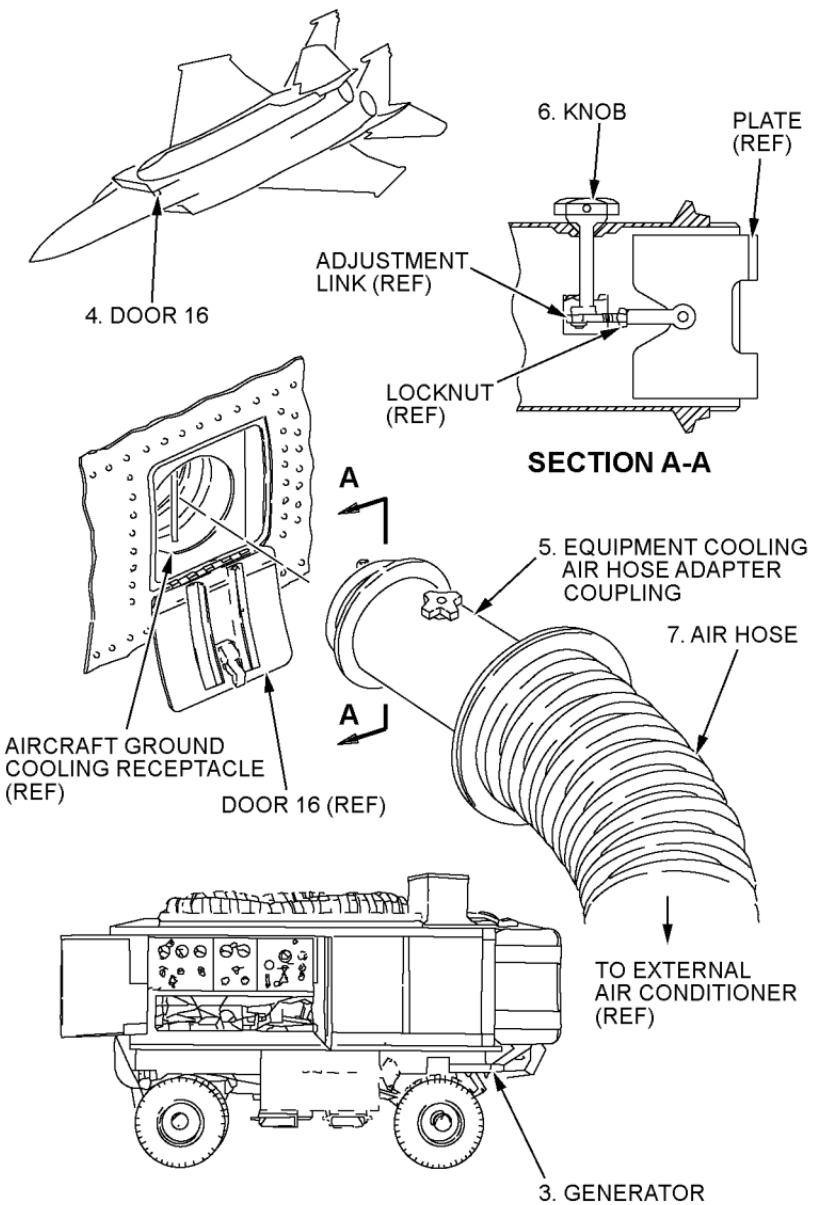


Figure 8. Sheet 2

05-00-08
Change 24 8-7

CAUTION

To prevent damage to equipment, if MPD/MPCD does not come on or ECS is displayed on MPD/MPCD or DSPL FLO LO/DISPLAY FLOW LOW caution light comes on, shut down and refer to Avionics Temperature Control Malfunction, Fault Code 2166B.

9. Apply external electrical power, turn on required MPD/MPCD and continuously monitor MPD/MPCD (05-00-05).
10. Operate ground power switches and avionics equipment as required.

CAUTION

To prevent damage to equipment if moisture develops on LRUs and cooling air ducts, air conditioner output should be adjusted.

11. Monitor LRUs and cooling air ducts for condensation. If condensation is observed, air conditioner output should be warmed as required to minimize or remove condensation up to a maximum of 75 °F.

1 ➤ APPLICATION. (Two Air Conditioners, Series Method)

NOTE

Typical A/M32C-10 series air conditioners are shown, gauges and controls may vary depending on make of unit.

1. On first generator, extend air hose.
2. On first generator, remove twists and kinks from air hose.

WARNING

To prevent injury to personnel or damage to equipment, make sure that free end of air hose is securely retained before applying pneumatic (bleed) air.

3. Start first generator and momentarily turn on bleed air.
4. On first generator, connect air hose to first air conditioner bleed air inlet.
5. On first air conditioner, connect air duct hose to lower outlet port.
6. On first generator, turn on bleed air.

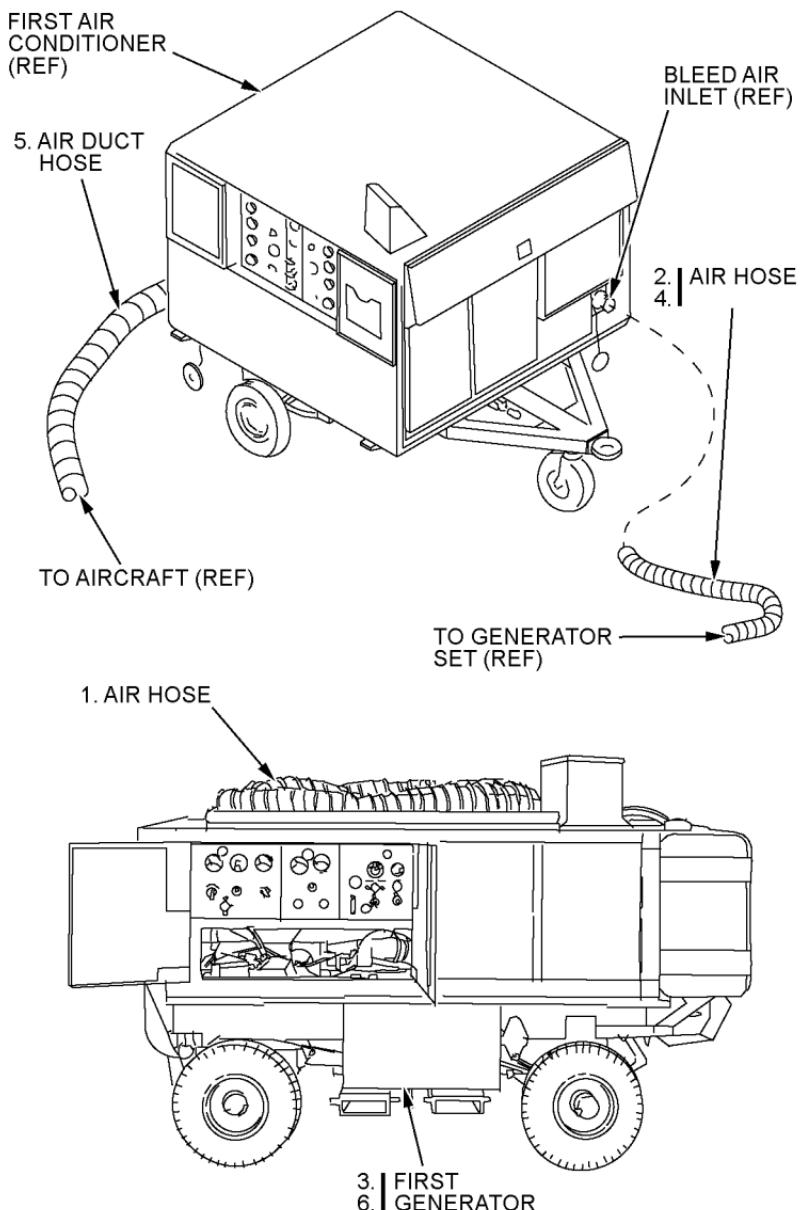


Figure 8. Sheet 3

CAUTION

Before use, external air conditioners shall be purged for 5 minutes at 120 degrees F, so that all moisture collected in the air conditioner and cooling hose is blown out. Failure to purge air conditioner and hose will result in water damage to avionic equipment.

7. Operate air cart and purge excess moisture for minimum of 5 minutes at 120 degrees F prior to connecting to aircraft.
8. On first generator, turn off bleed air.
9. Open door 16 and clean area if required.

NOTE

To make tightest possible fit of equipment cooling air hose adapter coupling to aircraft ground cooling receptacle, coupling adjusting link may have to be adjusted.

10. Install equipment cooling air duct hose adapter coupling into aircraft ground cooling receptacle.
11. Turn knob to get tight fit.
12. On first air conditioner, connect air duct hose to equipment cooling air duct hose adapter coupling.

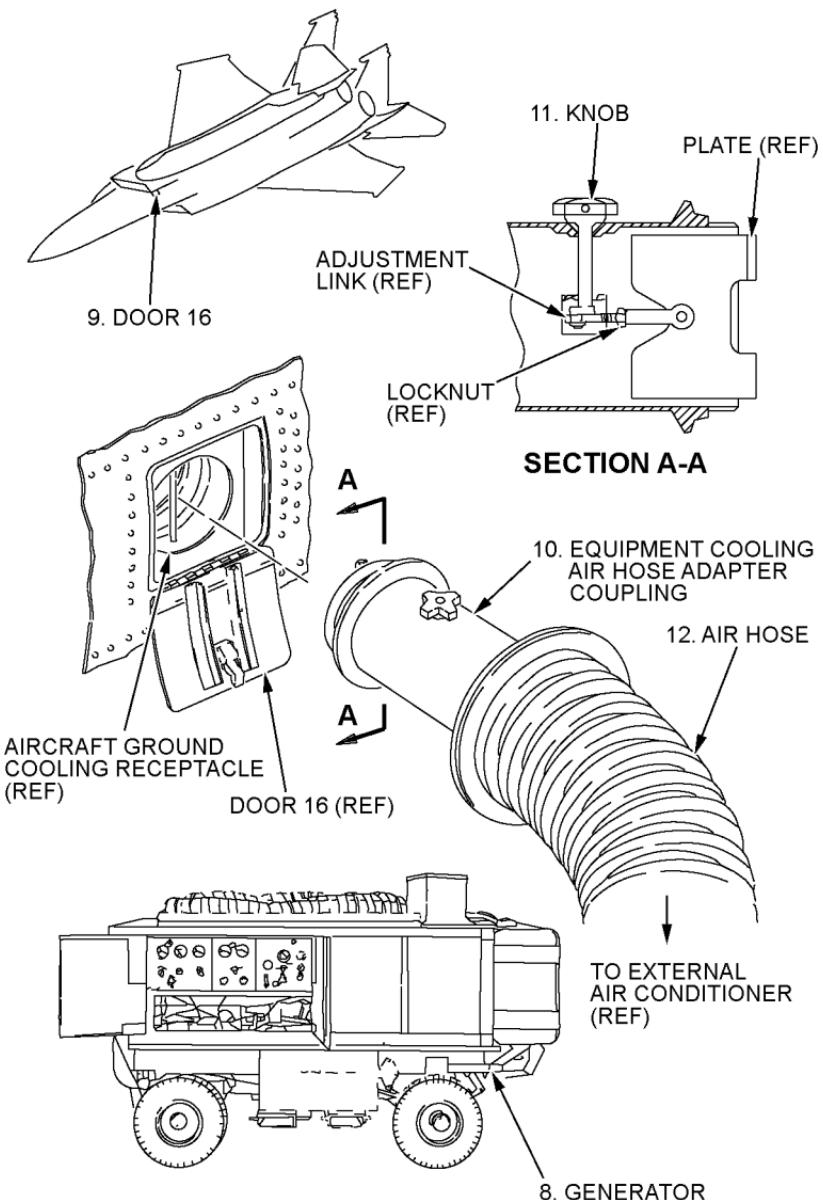


Figure 8. Sheet 4

05-00-08
Change 24 8-13

13. On second generator, extend air hose.
14. On second generator, remove twist and kinks from air hose.

WARNING

To prevent injury to personnel or damage to equipment, make sure that free end of air hose is securely retained before applying pneumatic (bleed) air.

15. Start second generator and momentarily turn on bleed air.
16. On second generator, connect air hose to second air conditioner bleed air inlet.

NOTE

The air duct hose from second air conditioner upper outlet port to first air conditioner upper outlet port requires two (2) female couplers.

17. On second air conditioner, connect air duct hose to upper outlet port.
18. On second generator, turn on bleed air.

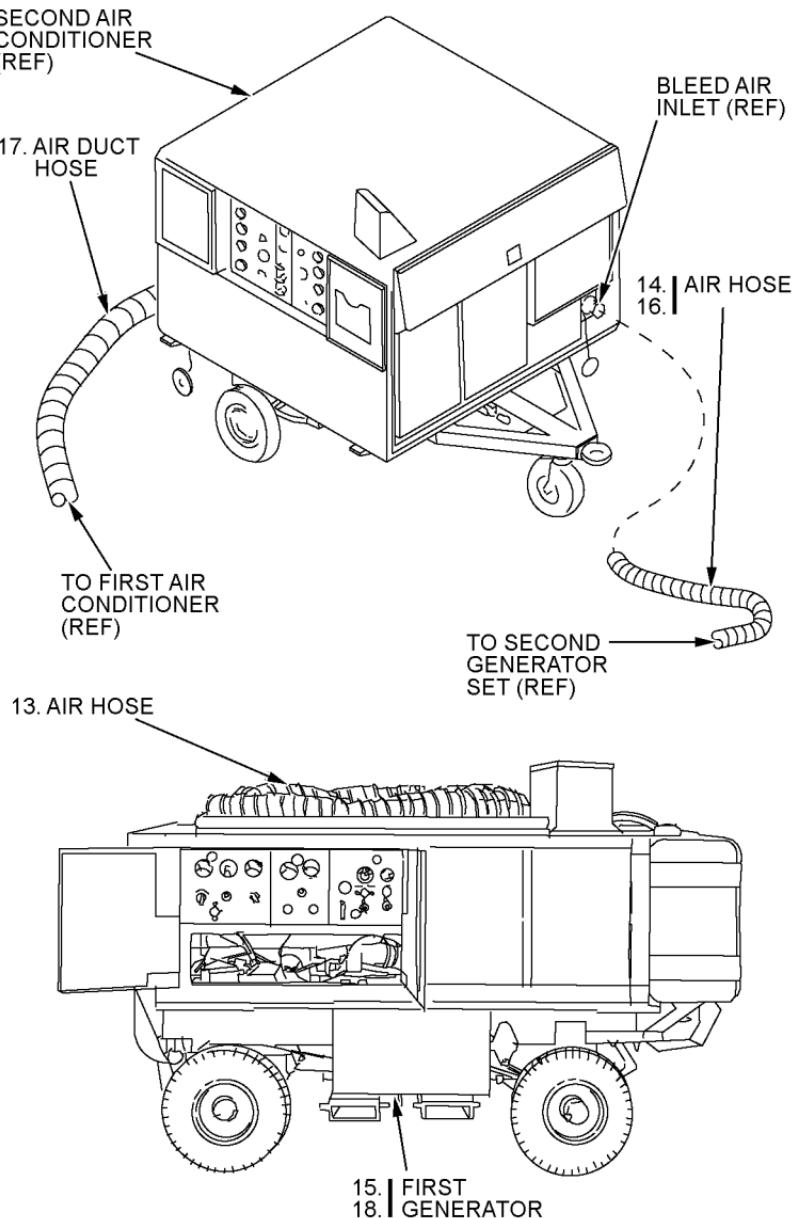


Figure 8. Sheet 5

CAUTION

Before use, external air conditioners shall be purged for 5 minutes at 120 degrees F, so that all moisture collected in the air conditioner and cooling hose is blown out. Failure to purge air conditioner and hose will result in water damage to avionic equipment.

19. Operate air cart and purge excess moisture for minimum of 5 minutes at 120 degrees F prior to connecting to aircraft.
20. On second generator, turn off bleed air.
21. On second air conditioner, connect air duct hose to upper outlet port on first air conditioner.
22. At first generator, turn on bleed air.
23. At second generator, turn on bleed air.
24. Adjust C-10 units until discharge air temperature is no lower than 50 degrees F ± 3 degrees.

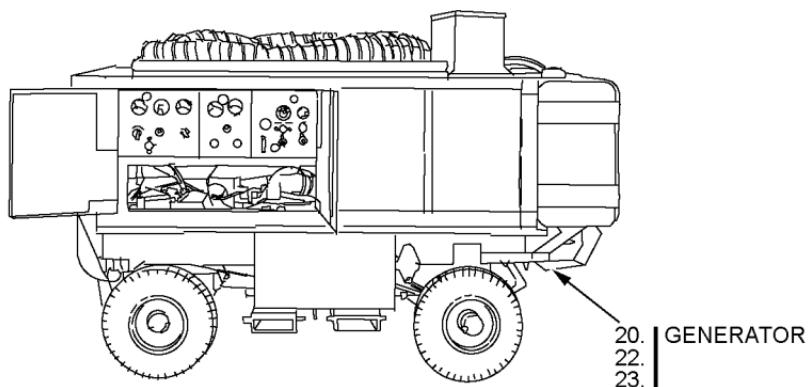
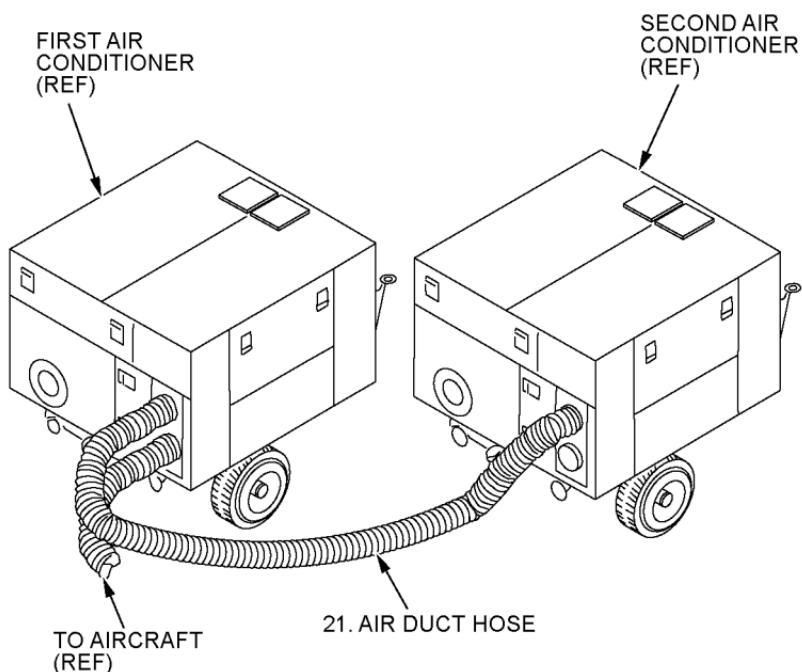


Figure 8. Sheet 6

CAUTION

To prevent damage to equipment, if MPD/MPCD does not come on or ECS is displayed on MPD/MPCD or DSPL FLO LO/DISPLAY FLO LOW caution light comes on, shut down and refer to Avionics Temperature Control Malfunction 2166B.

25. Apply external electrical power, turn on required MPD/MPCD and continuously monitor MPD/MPCD (05-00-05).
26. Operate ground power switches and avionics equipment as required.

CAUTION

To prevent damage to equipment if moisture develops on LRUs and cooling air ducts, air conditioner output should be adjusted.

27. Monitor LRUs and cooling air ducts for condensation. If condensation is observed, air conditioner output should be warmed as required to minimize or remove condensation up to a maximum of 75 °F.

1 APPLICATION. (Two Air Conditioners, Y Adapter Method)

CAUTION

This procedure requires two air conditioners and two generators. One air conditioner and one generator shown, second air conditioner and second generator similar.

■ Typical A/M32C-10 series air conditioners are shown, gauges and controls may vary depending on make of unit.

1. On generators, extend air hoses.
2. On generators, remove twists and kinks from air hoses.

WARNING

To prevent injury or damage to equipment, make sure that free end of air hoses are retained before applying pneumatic (bleed) air.

3. Start generators and momentarily turn on bleed air.
4. On generators, connect air hoses to air conditioners bleed air inlets.
5. On air conditioners, connect air duct hoses to each air conditioners lower outlet port.

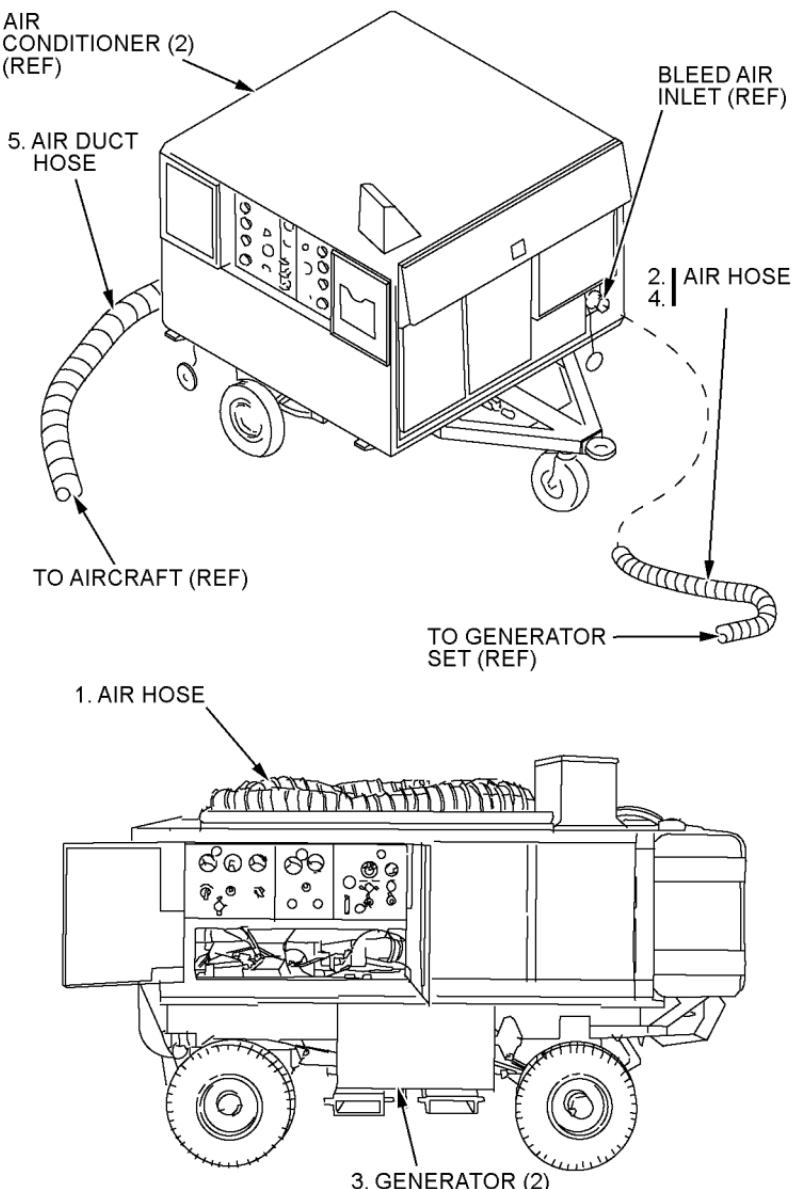


Figure 8. Sheet 7

TO 1F-15E-2-05JG-00-1

6. On air conditioners, connect air hoses from lower outlet ports to female couplings on Y adapter.
7. Remove twist and kinks from air hose.
8. Connect air duct hose to Y adapter male coupling.

05-00-08

8-22

Change 24

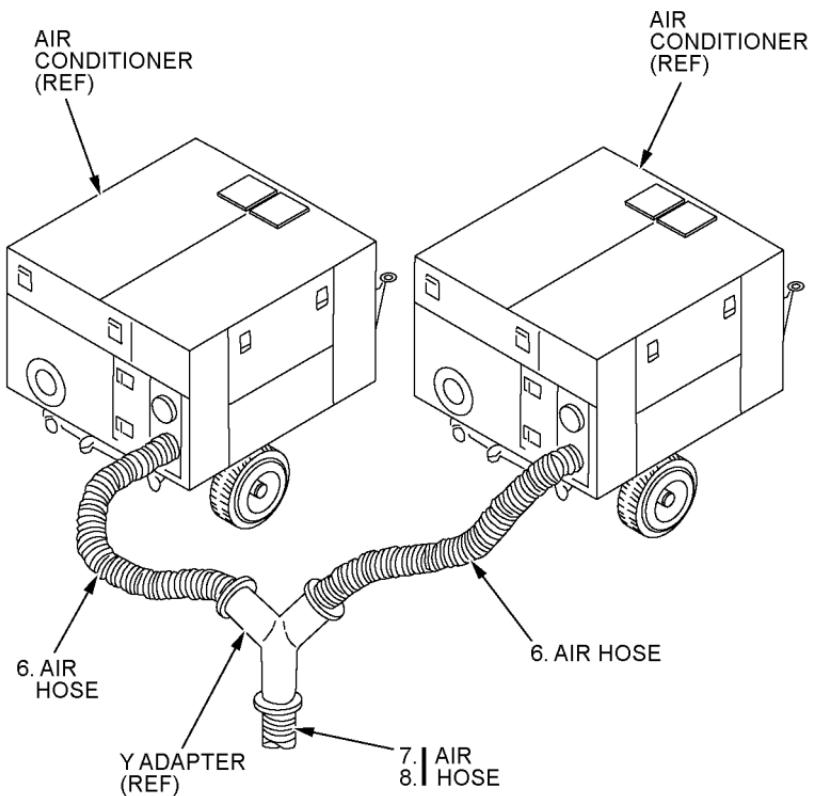


Figure 8. Sheet 8

05-00-08
Change 24 8-23

TO 1F-15E-2-05JG-00-1

9. On generators, turn on bleed air.



Before use, external air conditioners shall be purged for 5 minutes at 120 degrees F, so that all moisture collected in the air conditioner and cooling hose is blown out. Failure to purge air conditioner and hose will result in water damage to avionic equipment.

10. Operate air cart and purge excess moisture for minimum of 5 minutes at 120 degrees F prior to connecting to aircraft.

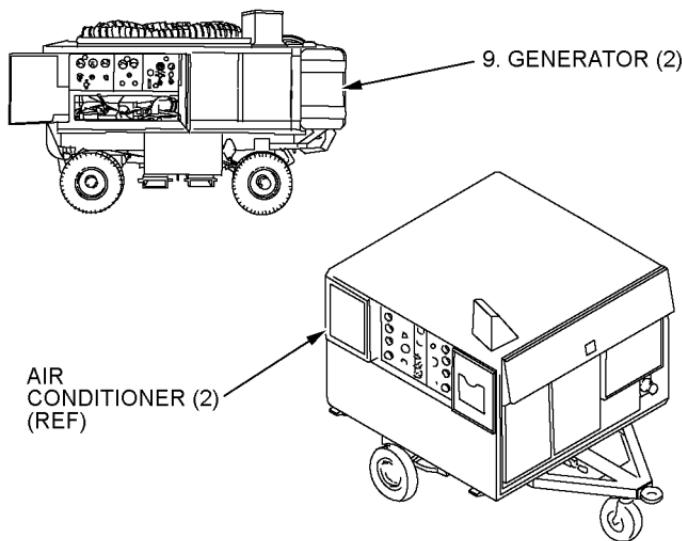


Figure 8. Sheet 9

05-00-08
Change 24 8-25

TO 1F-15E-2-05JG-00-1

11. On generators, turn off bleed air.
12. Open door 16 and clean area if required.

NOTE

To make tightest possible fit of equipment cooling air hose adapter coupling to aircraft ground cooling receptacle, coupling adjusting link may have to be adjusted.

13. Install equipment cooling air hose adapter coupling into aircraft ground cooling receptacle.
14. Turn knob to get tight fit.
15. Connect air duct hose to equipment cooling air hose adapter coupling.
16. On generators, turn on bleed air.
17. Adjust C-10 units until discharge air temperature is no lower than 50 degrees F ± 3 degrees.

05-00-08

8-26

Change 24

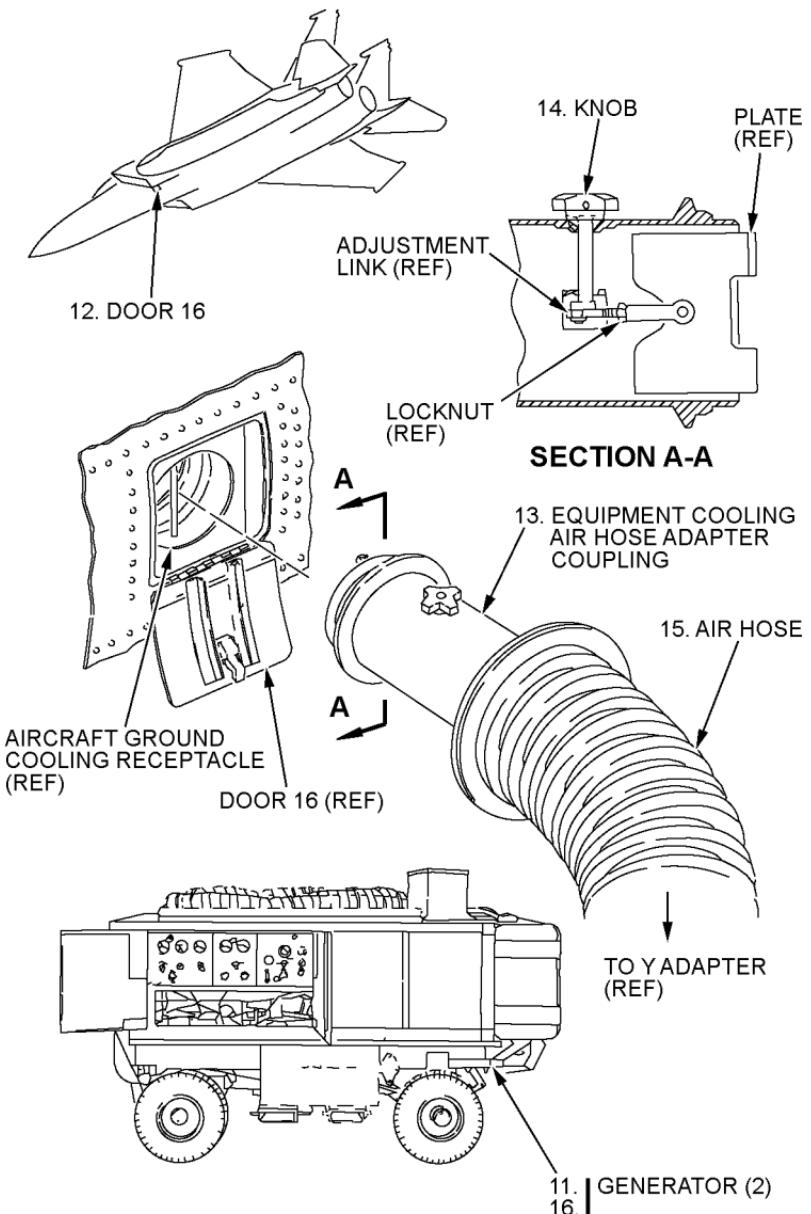


Figure 8. Sheet 10

CAUTION

To prevent damage to equipment, if MPD/MPCD does not come on or ECS is displayed on MPD/MPCD or DSPL FLO LO/DISPLAY FLOW LOW caution light comes on, shut down and refer to Avionic Temperature Malfunction, Fault Code 2166B.

18. Apply external electrical power, turn on required MPD/MPCD and continuously monitor MPD/MPCD (05-00-05).
19. Operate ground power switches and avionics equipment as required.

CAUTION

To prevent damage to equipment if moisture develops on LRUs and cooling air ducts, air conditioner output should be adjusted.

20. Monitor LRUs and cooling air ducts for condensation. If condensation is observed, air conditioner output should be warmed as required to minimize or remove condensation up to a maximum of 75 °F.

2**► APPLICATION OF COOLING AIR.****NOTE**

Use of A/M32C-5 air conditioner in ambient air below -15 degrees F (-26 degrees C) may result in inaccurate radar test results.

1. Connect air duct hose to air conditioner following cart operating procedures.

WARNING

To prevent injury to personnel or damage to equipment, secure end of air duct hose to prevent whipping before purging.

CAUTION

Before use, external air conditioner shall be purged for seven minutes at maximum flow rate, so that all moisture collected in the air conditioner and cooling hose is blown out. Failure to purge air conditioner and hose will result in water damage to avionic equipment.

2. Prior to connecting to aircraft, operate air cart per operating instructions and purge excess moisture for minimum of 7 minutes at maximum attainable temperature, not to exceed 120 degrees F by slowly increasing and later decreasing air flow adjustment.
3. Stop air conditioner.

TO 1F-15E-2-05JG-00-1

4. Open door 16 and clean area if required.
5. Connect air conditioner to aircraft (remove any twists or kinks in hose).

NOTE

To make tightest possible fit of equipment cooling air hose adapter coupling to aircraft ground cooling receptacle, coupling adjusting link may have to be adjusted.

- 5.1. Install equipment cooling air hose adapter coupling into aircraft ground cooling receptacle.
- 5.2. Turn knob to get tight fit.
- 5.3. Connect air duct hose to equipment cooling air hose adapter coupling.

05-00-08

8-30

Change 24

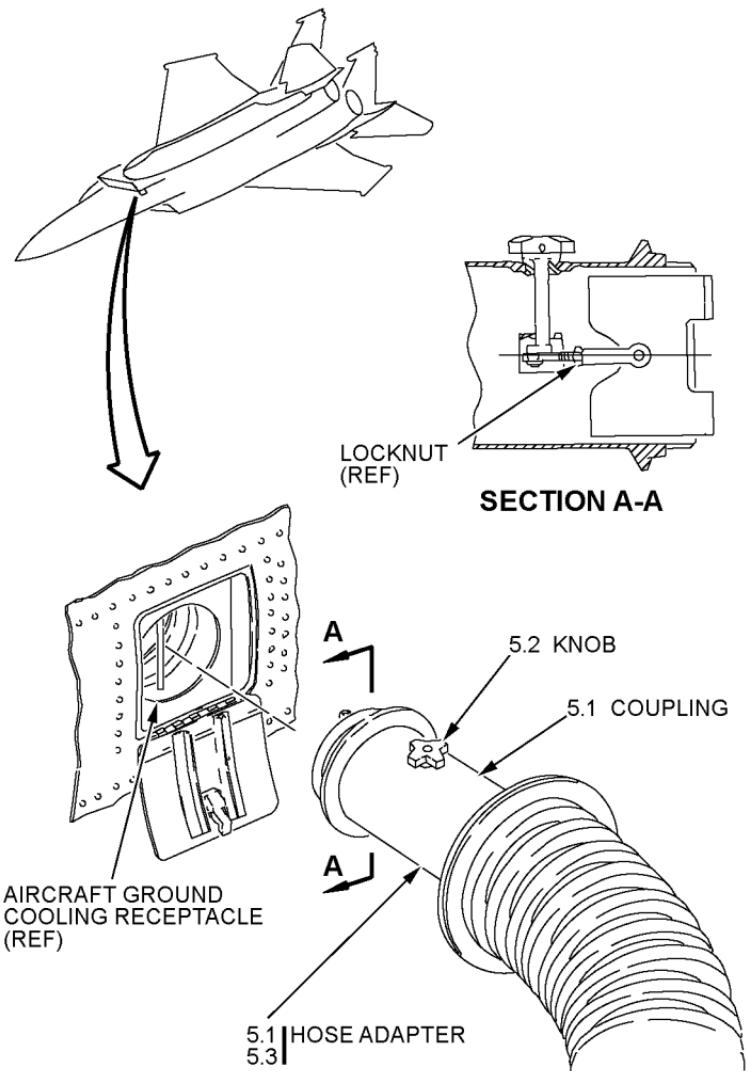


Figure 8. Sheet 11

05-00-08
Change 24 8-31

TO 1F-15E-2-05JG-00-1

6. Operate air conditioner per equipment operating instructions and slowly increase air flow adjustment as needed per aircraft requirement.
7. On air conditioner, adjust TEMP CONTROL until minimum discharge air temperature is 50 degrees F \pm 3 degrees.

CAUTION

To prevent damage to equipment, if MPD/MPCD does not come on or ECS is displayed on MPD/MPCD or DSPL FLO LO/DISPLAY FLOW LOW caution light comes on, shutdown and refer to Avionics Temperature Control Malfunction, Fault Code 2166B.

8. Apply external electrical power (05-00-05), turn on required MPD/MPCD and continuously monitor MPD/MPCD.
9. Operate ground power switches and avionics equipment as required.

CAUTION

To prevent damage to equipment if moisture develops on LRUs and cooling air ducts, air conditioner output should be adjusted.

10. Monitor LRUs and cooling air ducts for condensation. If condensation is observed, air conditioner output should be warmed as required to minimize or remove condensation up to a maximum of 75 °F.

REMOVAL.

NOTE

Removal of electrical power will automatically open ICS cooling control valve.

1. If applied, remove external electrical power (05-00-05).
2. Turn off equipment following equipment operating instructions.

3. Turn knob to release equipment cooling air duct hose adapter coupling and remove from aircraft.
4. Inspect aircraft ground cooling receptacle as below:



To prevent ground cooling check valve from coming loose, snap ring must be fully seated in retaining groove.

- 4.1. Make sure ground cooling check valve and retaining ring is secure.
- 4.2. Inspect door 16 latch and hinge assemblies for looseness, wear, and security.



To prevent damage to sill or latch when closing door, close door slowly while holding latch in full open position.

5. Close door 16.
6. Remove air duct hose from coupling.

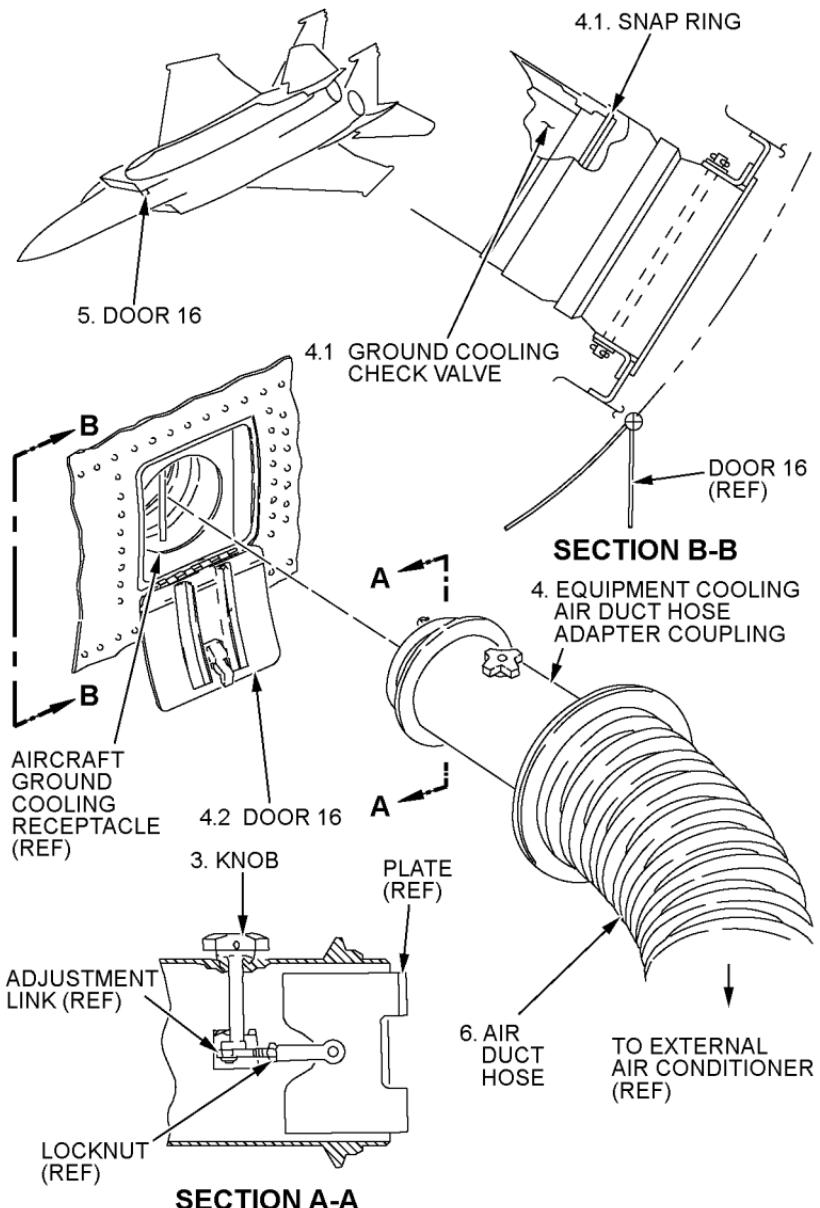


Figure 8. Sheet 12

05-00-08
Change 24 8-35

TO 1F-15E-2-05JG-00-1

7. Remove and stow hoses.
8. Install covers.

█ All data on pages 8-37 thru 8-52, 8-52A thru 8-52M, 8-53 thru 8-96 deleted.

05-00-08

8-36

Change 24

GROUND INTERCOMMUNICATIONS CONNECTING AND DISCONNECTING.

INPUT CONDITIONS.

Applicability: All

Required Conditions:

- Aircraft safe for maintenance (05-00-01)

Support Equipment:

NOTE

Te1ephonics Trulink Portable Transceiver (TPT) is currently the only qualified system for use for wireless intercommunication.

- Power source, external electrical
- Headset microphone (as required)
- Cord assembly, electric
- TruLink Portable Transceiver (TPT)
PN 780-1000-00 1-CF009 5-M25(78711)
- Dual Transceiver (DPT)
PN 780-1000-003-CF0095-M23 (78711)
- Headset Adapter (for DPT) PN CC6658-M7
- Platform Interface Cable (PIC) JB6856-M12

Safety Conditions:

WARNING

To prevent injury to personnel, make sure cockpit and canopy safety devices are installed/positioned correctly.

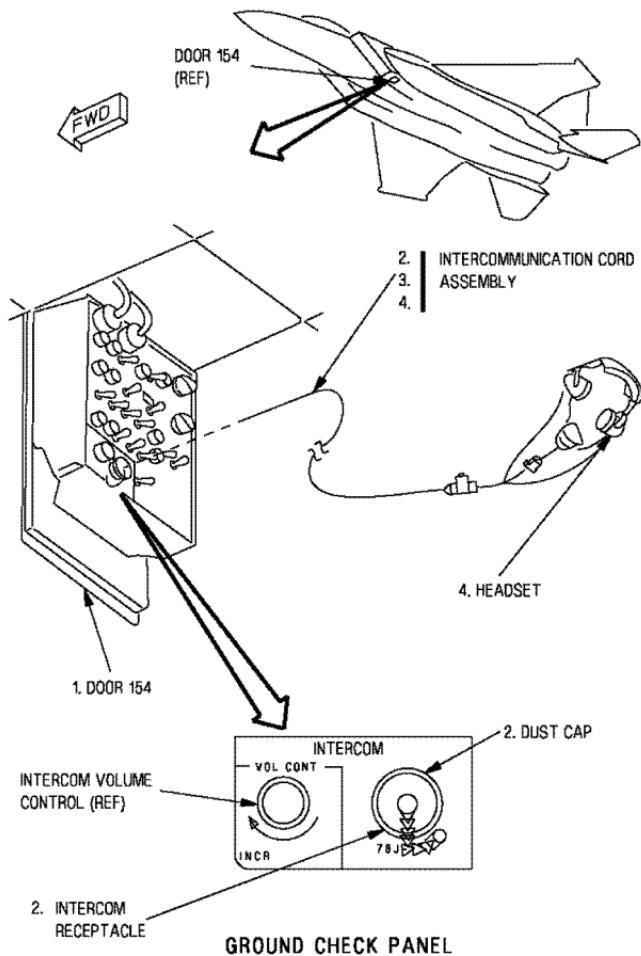
CONNECTING.

1. Open door 154.
2. On ground check panel, remove dust cap and inspect pins on INTERCOM receptacle and on intercommunication cord assembly.



To prevent damage to engine from FOD, cord assembly must be installed correctly to INTERCOM receptacle.

3. Connect cord assembly to INTERCOM receptacle handtight. Pull lightly on cord to make sure cord is secured to receptacle.
4. Connect headset microphone to receptacle on other end of cord assembly.



AEJA05-09-1-056

Figure 09. Sheet 1

05-00-09

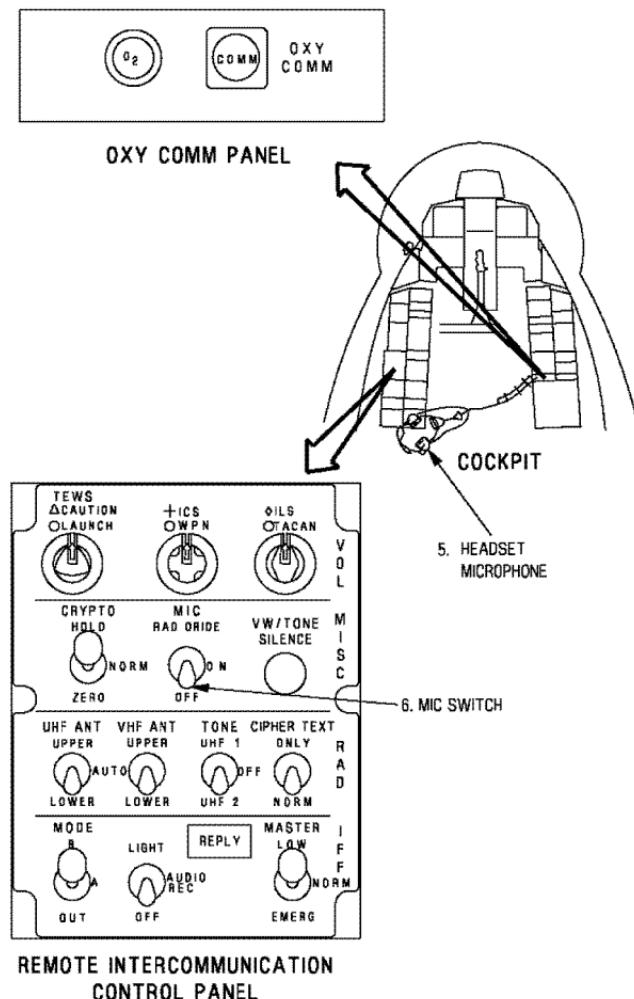
9-3

CAUTION

To prevent damage to ejection seat and CRU-() oxygen mask connector, make sure oxygen mask connector is stowed correctly in stowage plug above right console.

To prevent damage to CRU-94/P oxygen mask connector (if installed), make sure it is stowed using the top outlet only.

5. In cockpit, connect headset microphone to OXY COMM panel.
6. On remote intercommunication control panel, set MIC switch to ON.



AEJA05-09-2-056

Figure 09. Sheet 2

05-00-09

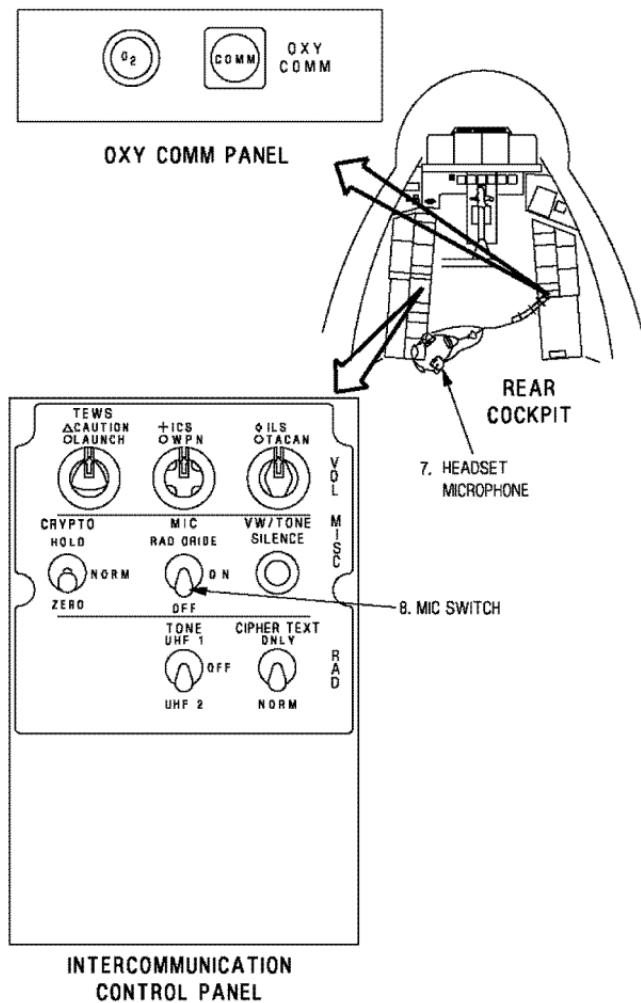
9-5

CAUTION

To prevent damage to ejection seat and CRU-() oxygen mask connector, make sure oxygen mask connector is stowed correctly in stowage plug above right console.

To prevent damage to CRU-94/P oxygen mask connector (if installed), make sure it is stowed using the top outlet only.

7. In rear cockpit, connect headset microphone to OXY COMM panel.
8. On intercommunication control panel, set MIC switch to ON.



AEJA05-09-3-056

Figure 09. Sheet 3

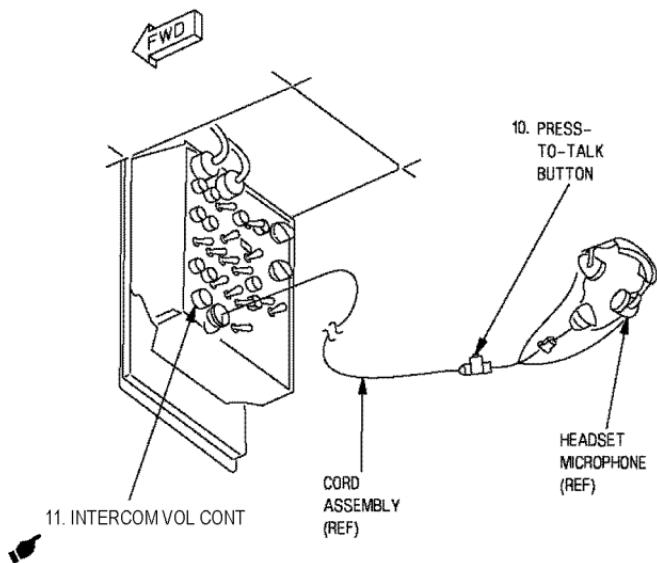
05-00-09**9-7**

TO 1F-15E-2-05JG-00-1

9. Apply external electrical power (05-00-05).
10. As required, press button on headset microphone to talk, release button while listening.
11. As required, on ground check panel, adjust INTERCOM VOL CONT to a comfortable level.

05-00-09

9-8 Change 13



TOG 02/02/2012

Figure 09. Sheet 4

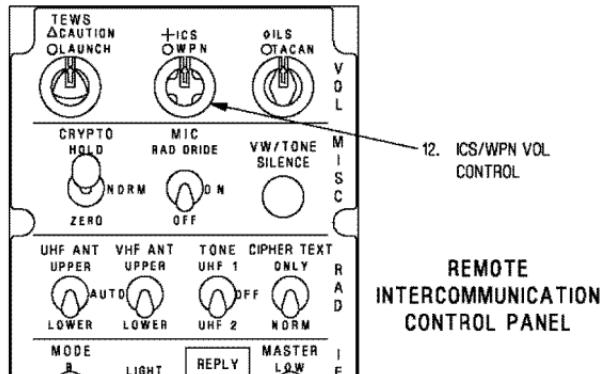
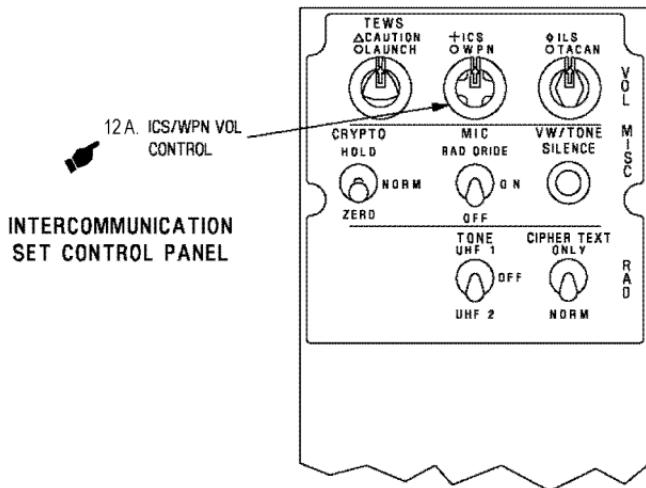
05-00-09
Change 13 9-9

TO 1F-15E-2-05JG-00-1

- 12. On remote intercommunication control panel, as required, adjust ICS/WPN volume control to a comfortable level.
- 12A. On intercommunication control panel, as required, adjust ICS/WPN volume control to a comfortable level.

05-00-09

9-10 Change 13

REMOTE
INTERCOMMUNICATION
CONTROL PANEL

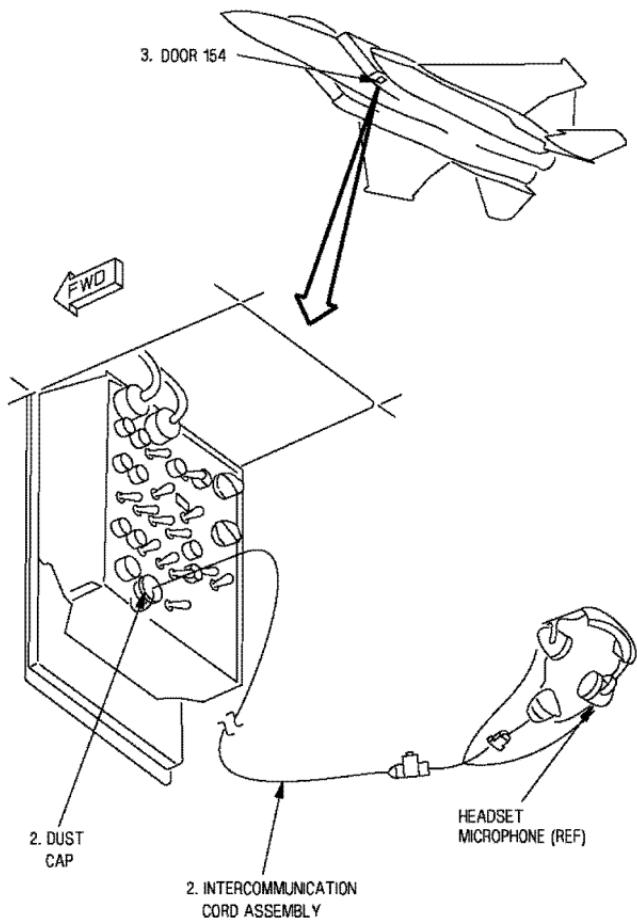
TOG/21/06/11

Figure 09. Sheet 5

05-00-09
Change 13 9-11

DISCONNECTING.

1. Remove external electrical power (05-00-05).
2. If connected, on ground check panel, disconnect intercommunication cord assembly from INTERCOM receptacle and install dust cap.
3. If open, close door 154.



AEJA05-09-6-055

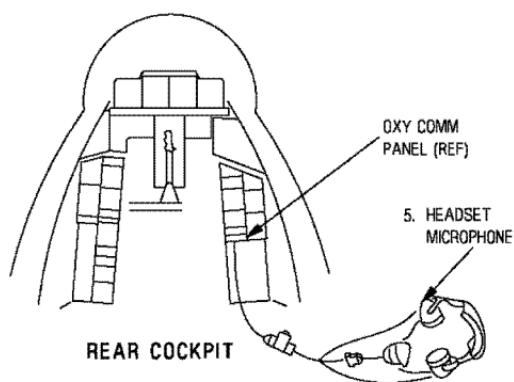
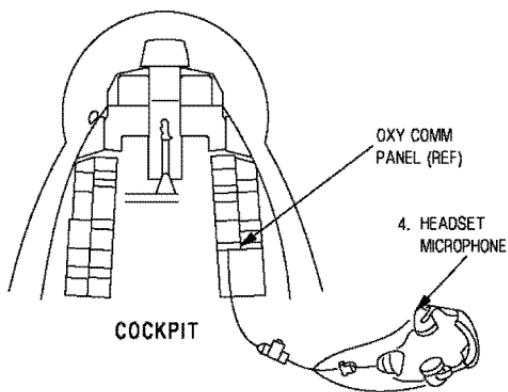
Figure 09. Sheet 6

05-00-09

9-13

TO 1F-15E-2-05JG-00-1

4. In cockpit, disconnect headset microphone from OXY COMM panel.
5. In rear cockpit, if required, disconnect headset microphone from OXY COMM panel.



AEJA05-09-7-056

Figure 09. Sheet 7

05-00-09
9-15/(9-16 blank)

UTILITY ELECTRICAL POWER CONNECTOR.

INPUT CONDITIONS.

Applicability: All

Required Conditions:

- Aircraft safe for maintenance (05-00-01)

Safety Conditions:

WARNING

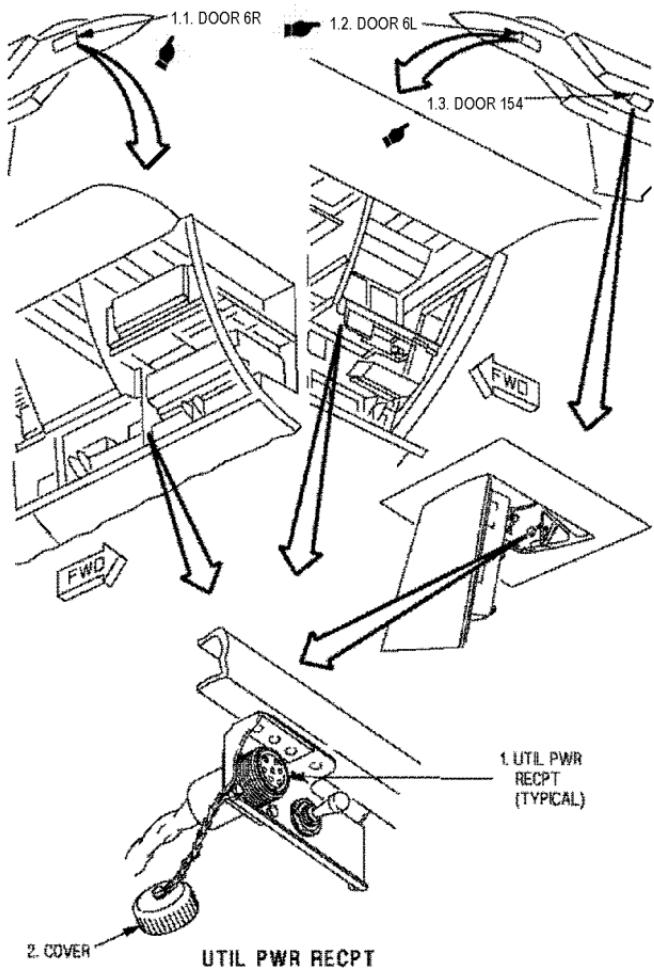
To prevent injury to personnel or damage to equipment, electrical power must be shut off before connecting or disconnecting electrical connections.

PROCEDURE.

NOTE

Use MS3106A18-9P straight electrical plug connector to connect to any utility receptacle.

1. To locate UTIL PWR RECPT, open door(s) as required.
 - 1.1. Open door 6R.
 - 1.2. Open door 6L.
 - 1.3. Open door 154.
2. Remove dust cover and connect equipment.



TOG/21/06/11

Figure 10. Sheet 1

05-00-10
Change 13 10-3

TO 1F-15E-2-05JG-00-1

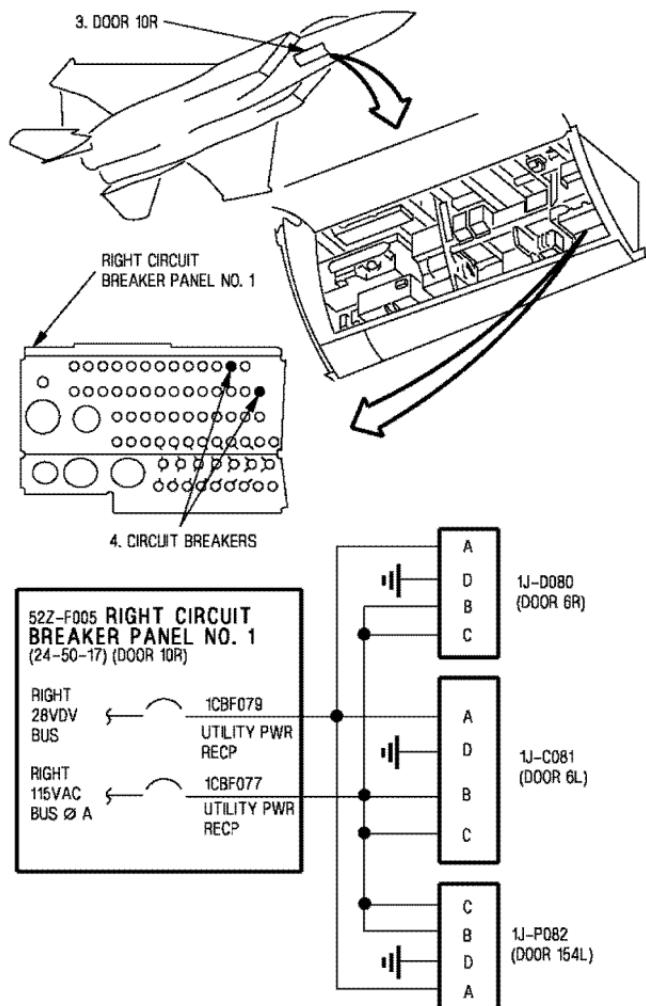
3. Open door 10R.
4. On RIGHT CIRCUIT BREAKER PANEL NO.1 set the following circuit breaker(s) as required:

UTILITY PWR RECP - 1CBF077

UTILITY PWR RECP - 1CBF079

NOTE

If power is not available to test equipment, do Electrical Load Distribution Malfunctions - Fault Code 2450B.



AEJA05-10-2-088

Figure 10. Sheet 2

05-00-10
10-5/(10-6 blank)

RADOME OPENING, REMOVAL, INSTALLATION AND CLOSING.

INPUT CONDITIONS.

Applicability: All

- Some steps in this function are limited by applicability and are identified by numbered flags as listed:

1 ➔ BEFORE TO 1F-15E-839

2 ➔ AFTER TO 1F-15E-839

Required Conditions:

- Aircraft safe for maintenance (05-00-01)

Personnel Recommended: Two

Support Equipment:

- 1 ➔ Antenna Array Protector
- 2 ➔ AESA Array protective cover
- Feeler gage (alternate)
- Handling Fixture
- Locally manufactured radome bolt keepers
- Maintenance stand
- Micrometer
- Tiedown Strap (four)
- Torque wrench



Support Data:

- 05-10-33
- 34-30-12
- TO 1F-15E-2-00GV-00-1
- TO 1F-15E-3-5



05-00-11

Change 30

11-1

Applicable Torque Values:

- 230 to 250 inch-pounds

Supplies (Consumables)

NOMENCLATURE	PART NUMBER (CAGE)	QTY
Cotter Pin	MS24665-155	2
Lockwire	MS20995NC20 (80205)	AR
■ Warning Tag	Form 1492	2

05-00-11

11-2

Change 28

Safety Conditions:**WARNING**

When required to open radome under high wind conditions use extreme caution. Do not open radome when wind is exceeding or gusting up to 25 knots. Do not allow radome to swing free under any condition. Failure to comply with this warning may cause injury to personnel or damage to equipment.

- 1 External hydraulic power must not be applied during this procedure.

CAUTION

To prevent damage to radome as a result of contact with door 3R, clearance must be maintained throughout the entirety of this procedure.

- 1 To prevent damage to radar antenna, antenna must be positioned to clear radome before radome is fully opened.

NOTE

Where not shown in procedure, antenna was removed for clarity.

OPENING.

1. On ENGINE control panel, set EXT PWR switch to OFF.
2. Open door, 3L/R.

WARNING

Be extremely careful when installing or removing jury struts. Keep hands clear of hinge folds and radome bulkhead area.

NOTE

Right side shown, left side similar.

3. Install access door jury struts in upper attach locations.

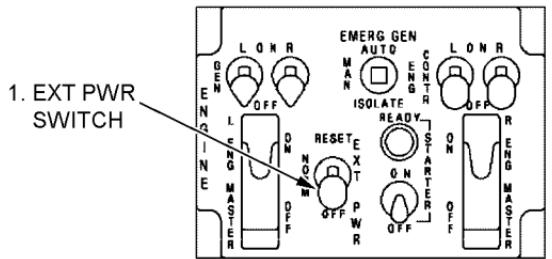
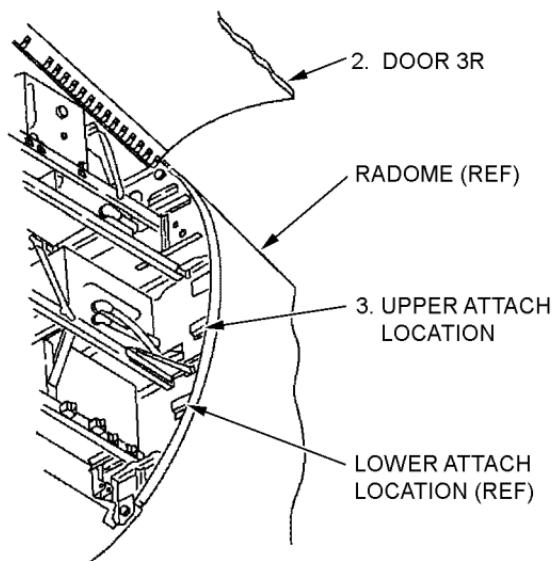


To prevent damage to the Advanced Display Core Processor (ADCP), chassis, and cooling vents, a universal swivel and a 6 inch extension are required with the extension positioned at a 45 degree angle to the aircraft for the loosening and tightening of the radome attach bolts.

To prevent damage to access door 3L/R, doors must not be closed after radome attach bolts are backed out unless locally manufactured attach bolt keepers are installed. Radome must be positioned in such a way to prevent contact between 3R and radome during lowering of 3R.

To prevent damage to equipment in door 3L/R, use caution when removing bolts.

- 3A. If radome attach bolt keepers are not used make entry in aircraft forms as to not close doors 3L/R when radome is open and attach FORM 1492 (warning tag) to door 3L/R jury struts.



ENGINE CONTROL PANEL
(LOCATED ON RIGHT CONSOLE)

Figure 11. Sheet 1

4. While holding radome against forward bulkhead, back out bolts in sequence:
 - 4.1. First, back out two radome lower attach bolts.
 - 4.2. Second, back out two radome upper attach bolts.



1 To prevent damage to antenna, be extremely careful when opening radome. Read steps 5 and 6 before opening radome.

To prevent damage to radome or door 3R, radome must not be opened with door 3R jury strut in lower attach location.

2 To prevent damage as a result of contact of radome with antenna assemblies, clearance must be observed while opening radome. Look out for critical clearance points at the guide strips on each side of the AAI ESA antenna.

5. Slowly move radome forward then slowly open while making sure clearance is maintained to prevent contact with all antenna assemblies.
6. **1** If required, manually position antenna to clear radome when radome is swung full open.
7. Swing radome open to a right angle with the fuselage.

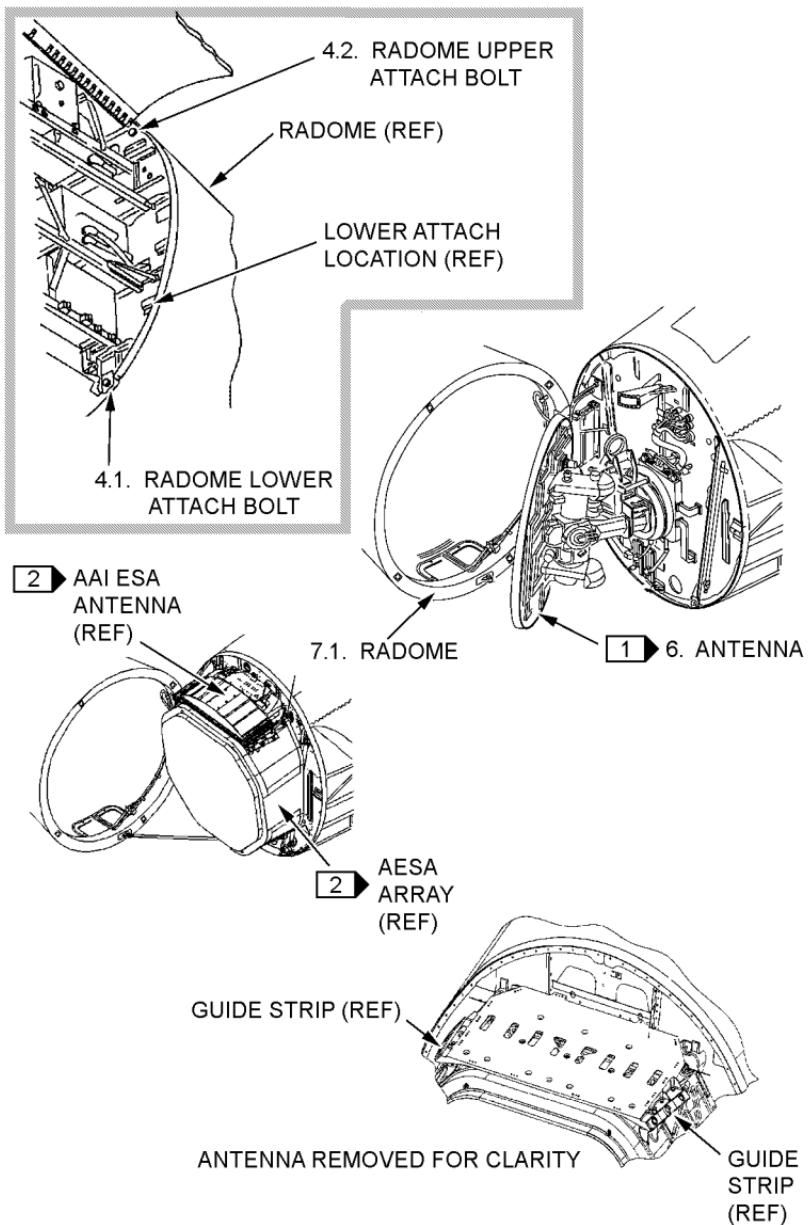


Figure 11. Sheet 2

TO 1F-15E-2-05JG-00-1

- 8. Install antenna array protector (05-10-33).

05-00-11

11-8

Change 18

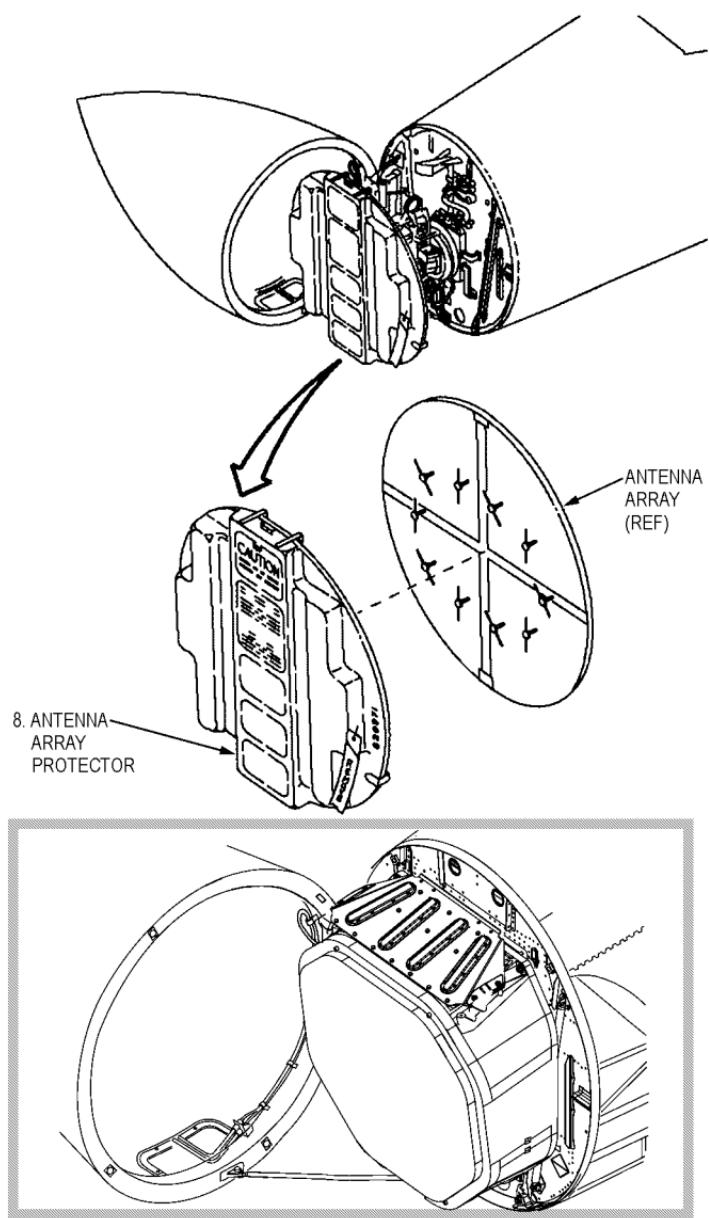


Figure 11. Sheet 3

05-00-11
Change 18 11-9

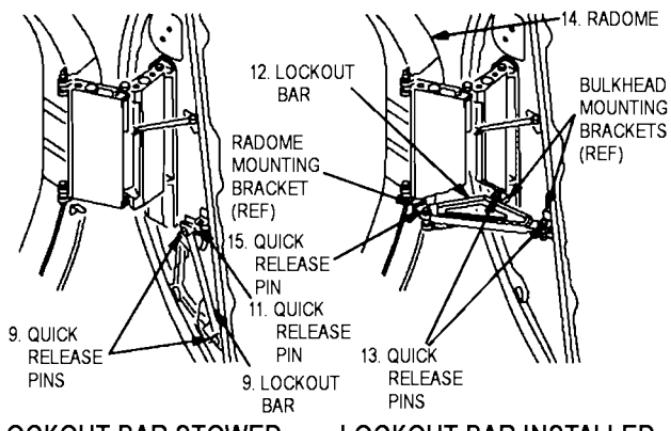
TO 1F-15E-2-05JG-00-1

9. Remove lockout bar from stowed position by removing quick release pins.
10. Deleted.
11. Remove quick release pin from mounting bracket.

WARNING

Be extremely careful when installing or removing lockout bar. Keep hands clear of hinge folds and radome bulkhead area.

12. Install lockout bar in two bulkhead mounting brackets.
13. Install quick release pins.
14. Slowly position radome until lockout bar is aligned with radome mounting bracket.
15. Secure lockout bar to radome mounting bracket by installing quick release pin.
16. Remove radome brace from stowed position by removing radome brace quick release pin.
17. Remove quick release pin from stowed position on bottom of bulkhead.



LOCKOUT BAR STOWED LOCKOUT BAR INSTALLED

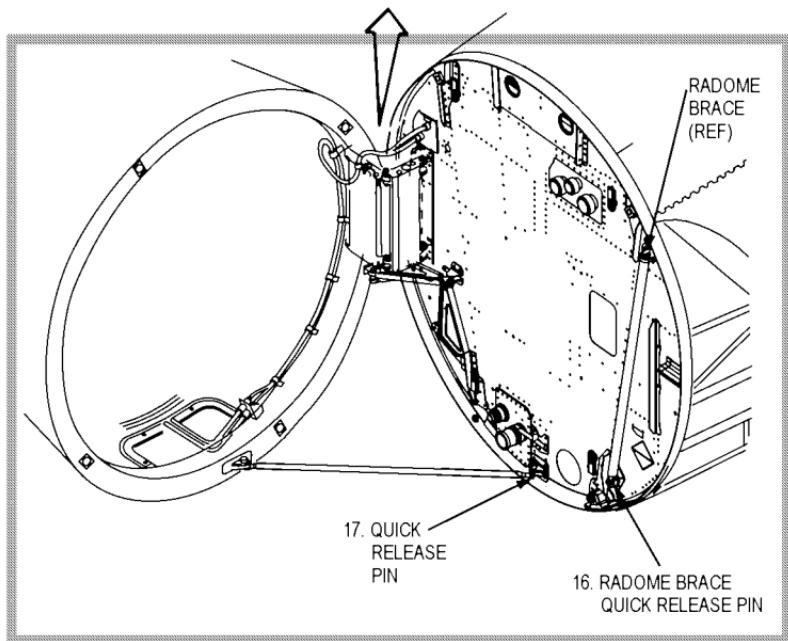


Figure 11. Sheet 4

05-00-11
Change 18 11-11

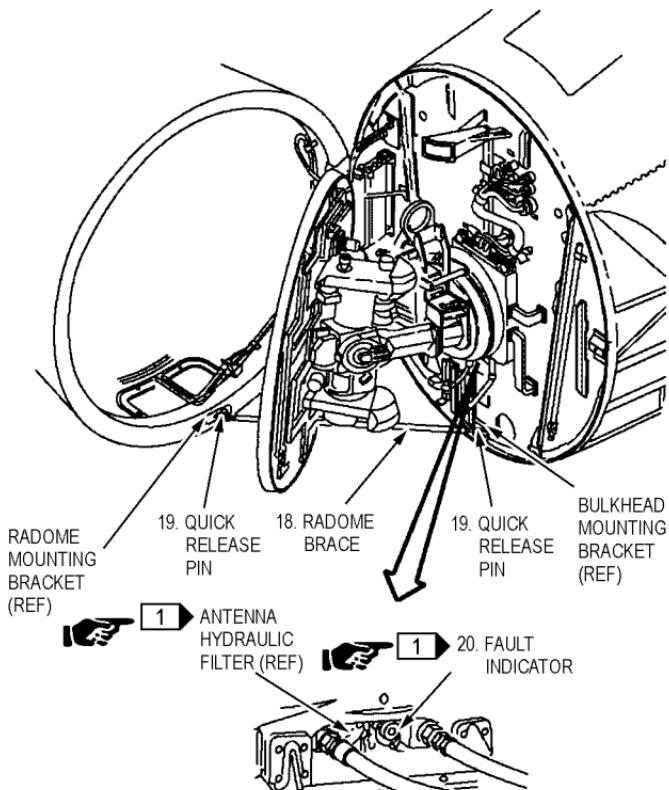
TO 1F-15E-2-05JG-00-1

18. Install radome brace into radome and bulkhead mounting brackets.
19. Insert radome brace quick release pins.
20. 1 Inspect antenna hydraulic filter fault indicator on the antenna hydraulic filter. If indicator is extended, refer to Fault Code 9475J2ZZ.

05-00-11

11-12

Change 18



(VIEW LOOKING UP)

Figure 11. Sheet 5

05-00-11
Change 18 11-13

CAUTION

To prevent damage to access door 3L/R, doors must not be closed after radome attach bolts are backed out unless locally manufactured attach bolt keepers are installed. Radome must be positioned in such a way to prevent contact between 3R and radome during lowering of 3R.

NOTE

If maintenance requires the lowering of door 3L/R, locally manufactured radome attach bolt keepers may be installed (TO 1F-15E-2-00GV-00-1).

21. If required, install all four locally manufactured bolt keepers hand tight on all four radome attach bolts ensuring bolt heads are flush with retainer brackets.

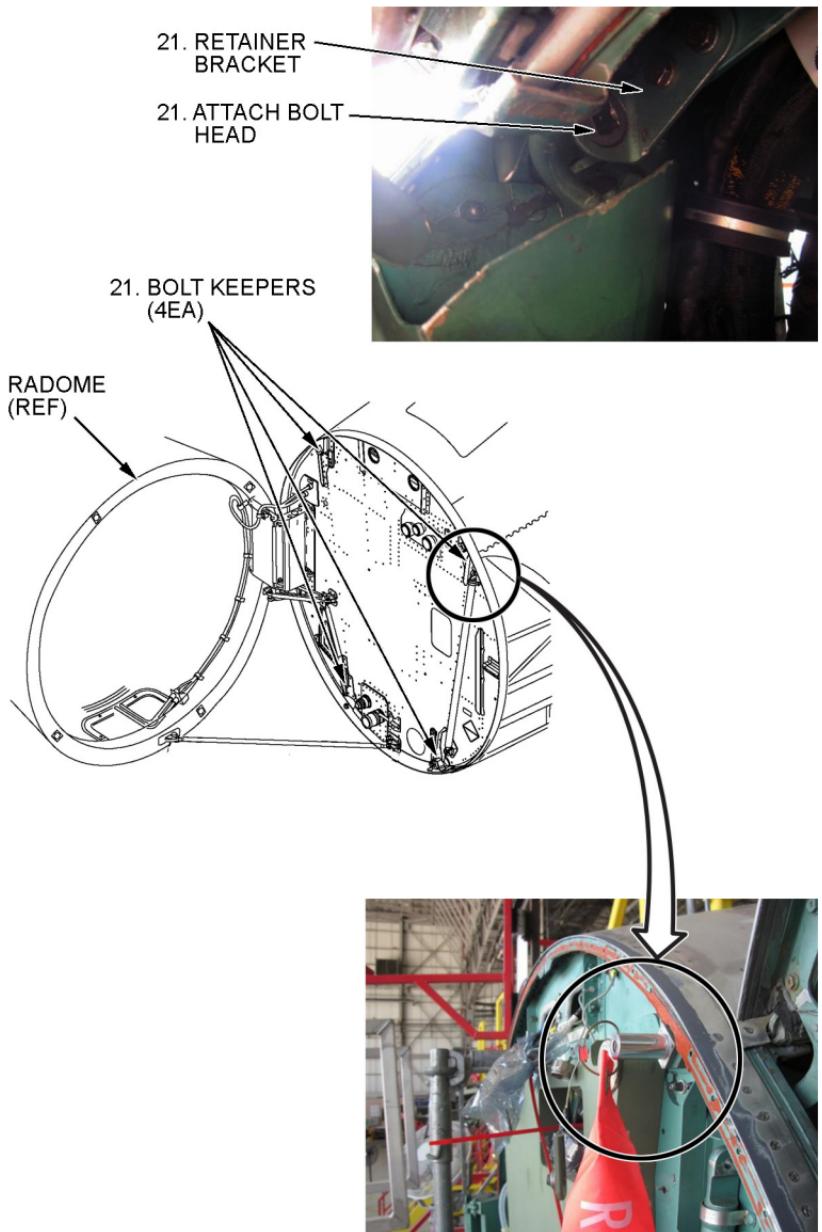


Figure 11. Sheet 5A

05-00-11
Change 30 11-14A

REMOVAL.

1. Do Opening procedure.
2. If radome is being replaced, do the below:
 - 2.1. Remove glideslope/localizer antenna (34-30-12).
 - 2.2. Remove six screws and clamps.
3. If radome is not being replaced, do the below:
 - 3.1. Remove screw and clamp.
 - 3.2. Disconnect electrical connector 83P-B012.
 - 3.3. Disconnect electrical connector 83P-B013.



To prevent damage to the radome and adversely affecting radar operation, extreme caution must be used when positioning radome on the handling fixture and removing radome from the aircraft.

4. Position handling fixture on maintenance stand and secure with tiedown straps.



To prevent damage to aircraft structure, aircraft movement must be held to an absolute minimum.

5. Position maintenance stand and fixture under radome.

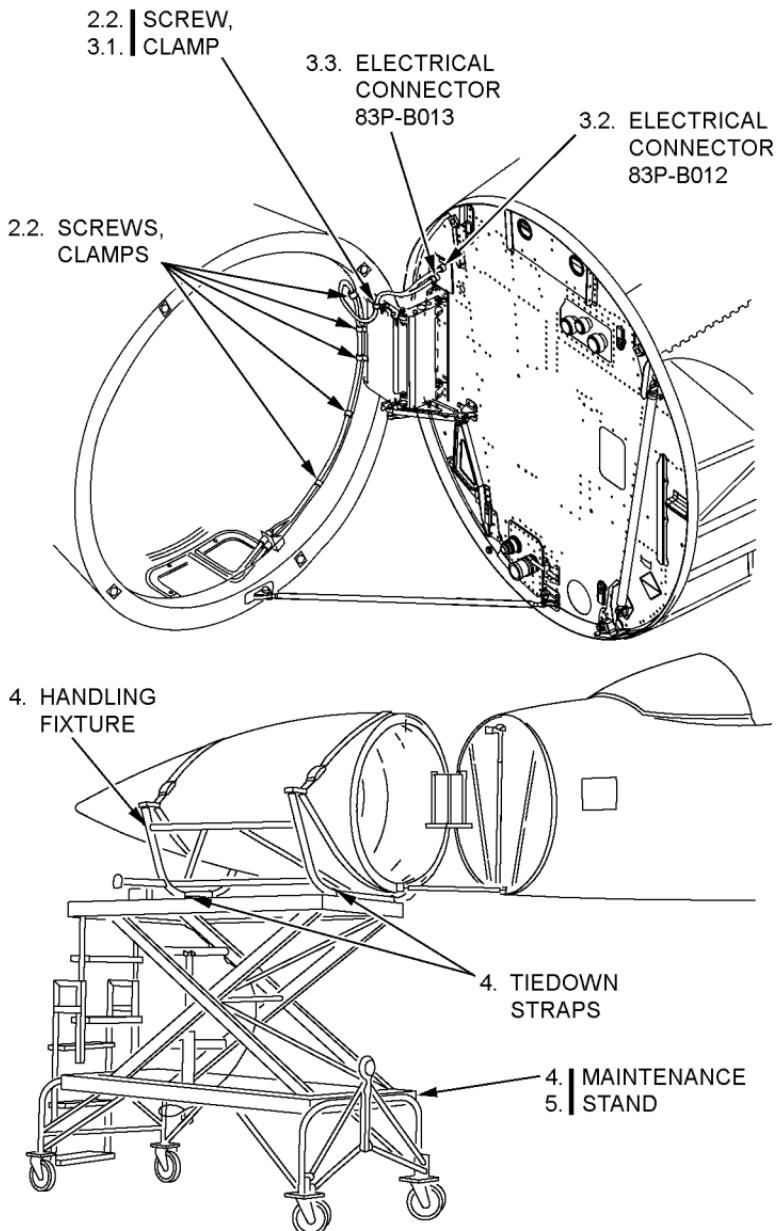


Figure 11. Sheet 6

05-00-11
Change 22 11-15

TO 1F-15E-2-05JG-00-1

6. To remove radome brace, hold radome in position, remove quick release pins securing radome brace to mounting brackets and remove brace.
7. Deleted.

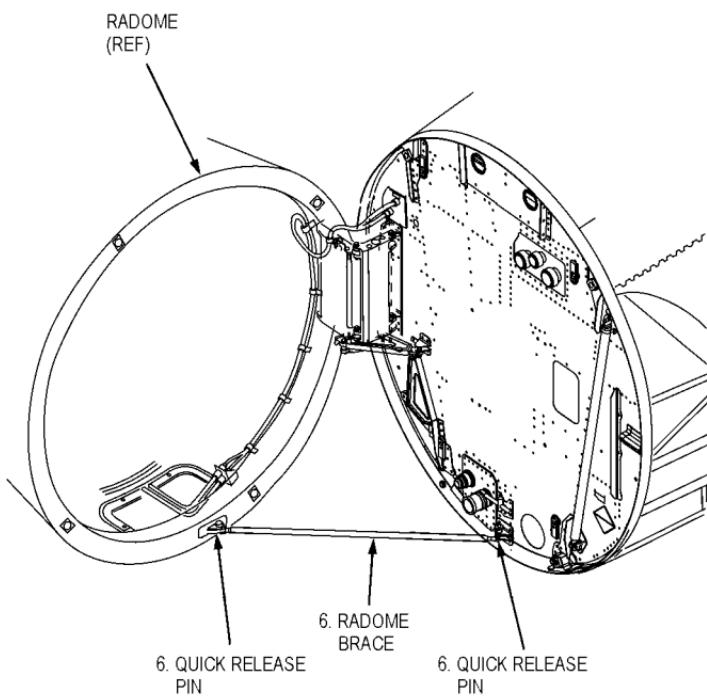


Figure 11. Sheet 7

05-00-11
Change 18 11-17

TO 1F-15E-2-05JG-00-1

- 8. Stow quick release pin in bulkhead mounting bracket.
- 9. Install radome brace and quick release pin in stowed position.

WARNING

Be extremely careful when installing or removing lockout bar. Keep hands clear of hinge folds and radome bulkhead area.

- 10. While holding radome in position, remove three quick release pins from mounting brackets.
- 11. Remove lockout bar.
- 12. Stow lockout bar on bulkhead with two quick release pins.

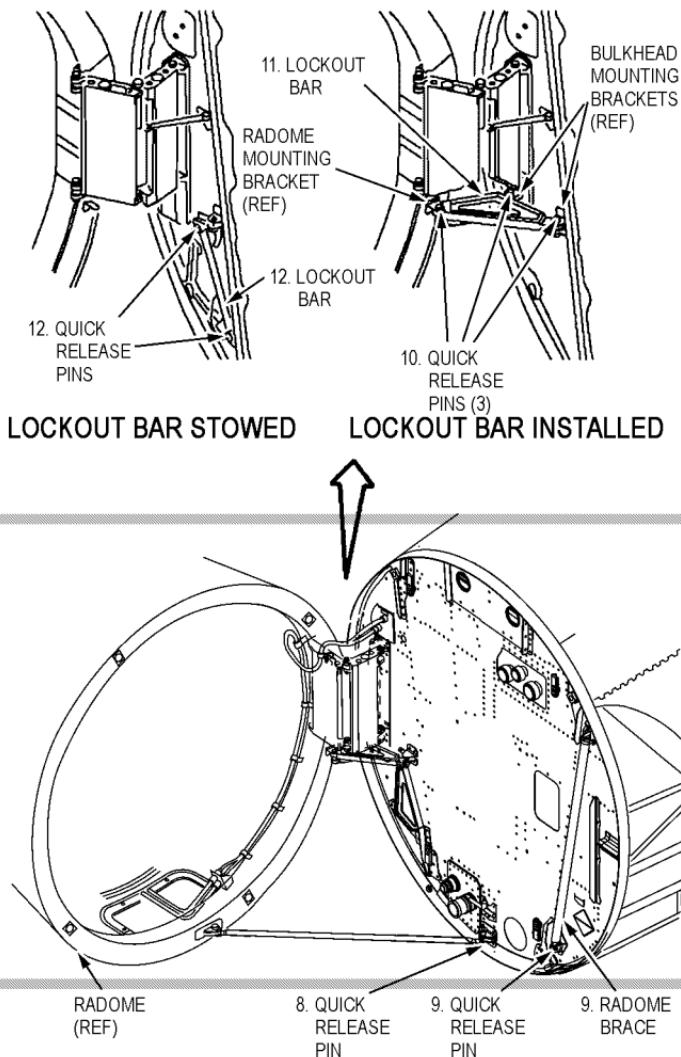


Figure 11. Sheet 8

05-00-11
Change 18 11-19

TO 1F-15E-2-05JG-00-1

13. Stow quick release pin in bulkhead mounting bracket. Make sure pin is inserted from top of bracket.
14. Inspect the below for correct stowage:
 - 14.1. Inspect quick release pins in mounting brackets for correct stowage.
 - 14.2. Inspect lockout bar quick release pins for correct stowage.
 - 14.3. Inspect radome brace for correct stowage.

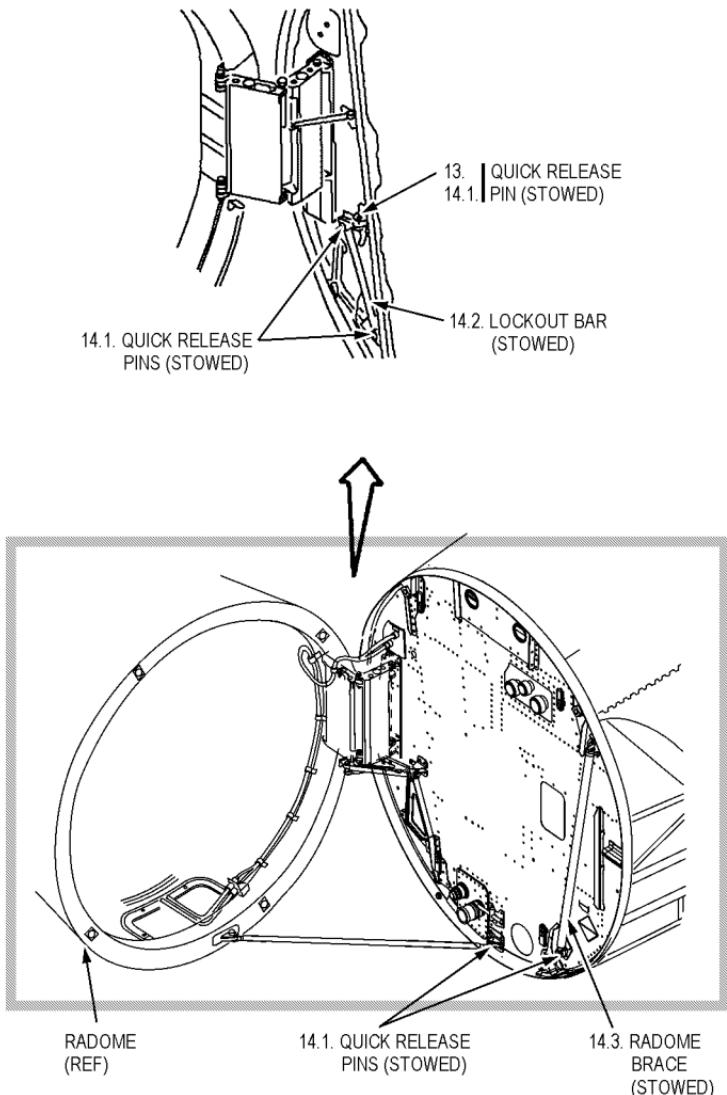


Figure 11. Sheet 9

05-00-11
Change 18 11-21

NOTE

To prevent damage to Radome Rain Erosion Coating, handling fixture straps may be wrapped in neoprene rubber (or equivalent non-abrasive material) to cover contact area.

15. Secure handling fixture to radome using handling fixture straps.
16. Loosen, do not remove, two nuts.



Not enough support of radome, or excessive lifting of radome will cause radome hinge to bind, causing damage to hinge during removal.

17. Position maintenance stand until bolts are free of binding.
18. Remove two nuts, four washers, four bushings and two bolts.

NOTE

2 ► Jumper assembly connects radome to aircraft bulkhead and is located behind hinge links.

- 18.1. 2 ► Move hinge links to the side to get access to jumper assembly.
- 18.2. 2 ► Disconnect jumper assembly by removing bolt and attaching parts.
19. Carefully, remove radome by moving maintenance stand.
20. Deleted.

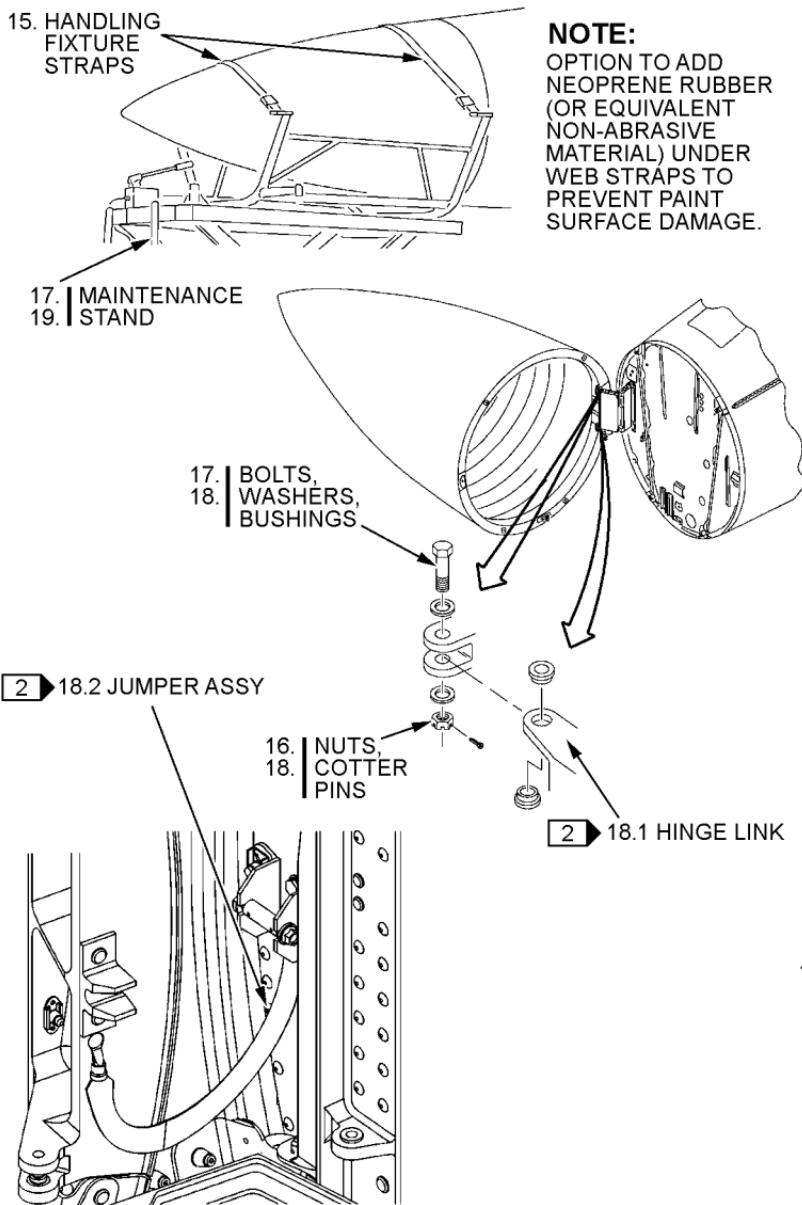


Figure 11. Sheet 10

INSTALLATION.

NOTE

2 For ease of installation, install jumper prior to installing radome.

1. **2** Prior to installation, if jumper assembly is not installed on radome side, install jumper as follows:

- 1A. Prepare bonding jumper and radome for class L bonding (05-00-20).

NOTE

To prevent damage to radome hinge or bonding jumper due to interference, install jumper so it hangs at 6 o'clock position.

- 1B. Install bonding jumper (Ref TO 1F-15E-3-4 or TO 1F-15E-3-4-1).

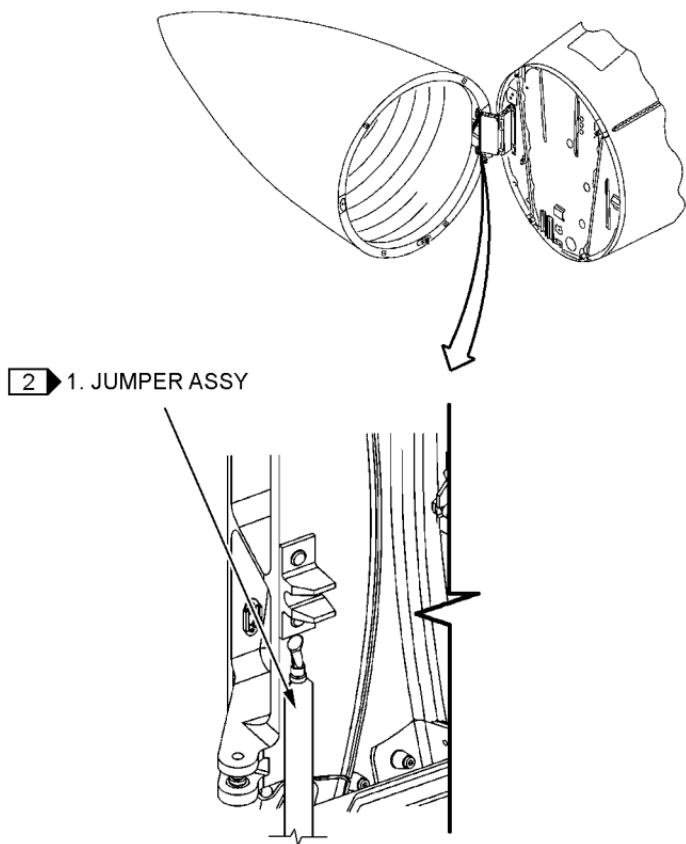


Figure 11. Sheet 12

INSTALLATION.

1. Deleted



To prevent damage to aircraft structure, aircraft movement must be held to an absolute minimum.

2. Position maintenance stand and handling fixture until radome hinge support aligns with link.
- 2A. **[2]** Prepare bonding jumper and FS 208.00 bulkhead for class L bonding (05-00-20).
- 2B. **[2]** Connect jumper assembly by installing bolt and attaching parts.
- 2C. **[2]** Seal bonding jumper ends with type 1 sealant (05-00-20).
3. Install two bolts, four bushings and two washers through hinge support and link by hand.
4. Install two washers and two nuts. Tighten nuts.
5. Safety nuts with cotter pin.
6. Disconnect handling fixture straps and remove maintenance stand from area.

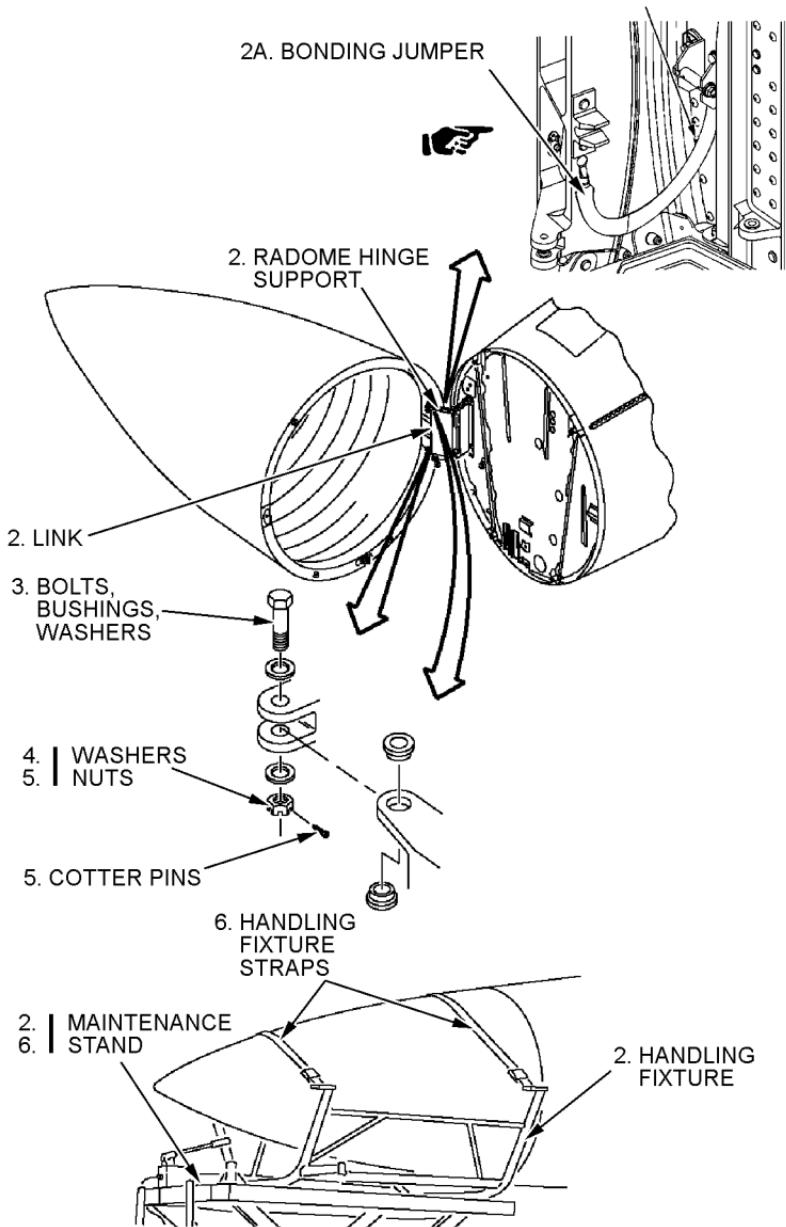


Figure 11. Sheet 13

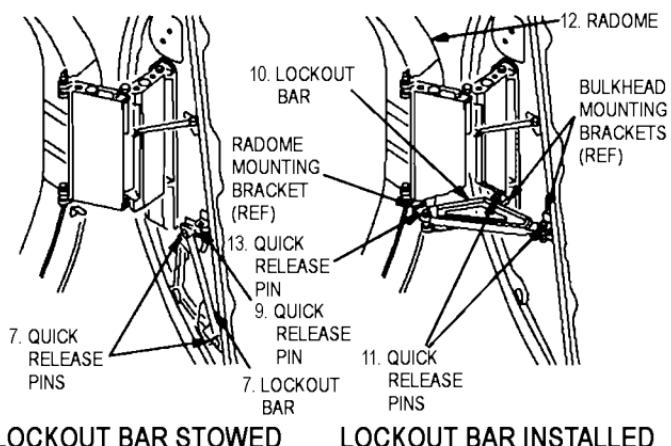
TO 1F-15E-2-05JG-00-1

7. Remove lockout bar from stowed position by removing quick release pins.
8. Deleted.
9. Remove quick release pin from mounting bracket.

WARNING

Be extremely careful when installing or removing lockout bar. Keep hands clear of hinge folds and radome bulkhead area.

10. Install lockout bar in two bulkhead mounting brackets.
11. Install quick release pins.
12. Slowly position radome until lockout bar is aligned with radome mounting bracket.
13. Secure lockout bar to radome mounting bracket by installing quick release pin.
14. Remove radome brace from stowed position by removing radome brace quick release pin.
15. Remove quick release pin from stowed position on bottom of bulkhead.



LOCKOUT BAR STOWED LOCKOUT BAR INSTALLED

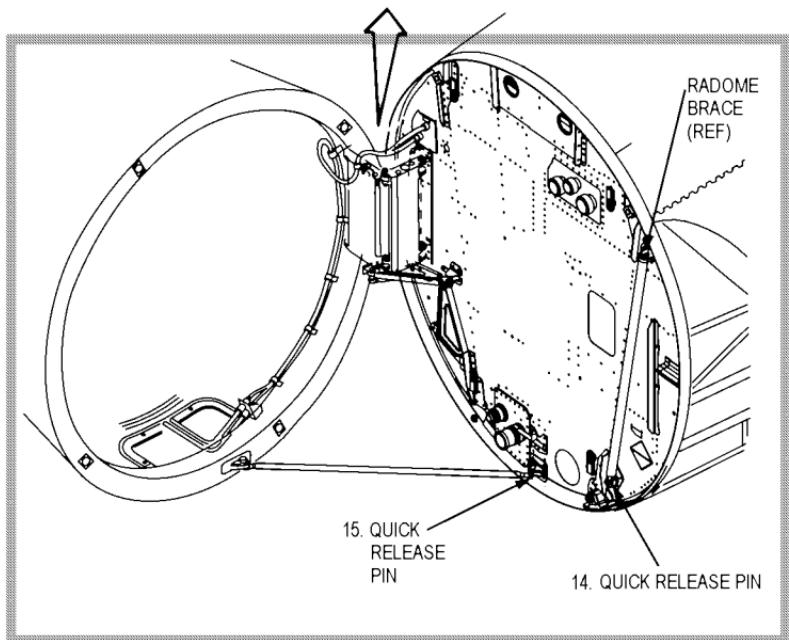


Figure 11. Sheet 14

05-00-11
Change 18 11-31

TO 1F-15E-2-05JG-00-1

16. Install radome brace into radome and bulkhead mounting brackets.
17. Insert radome brace quick release pins.

**05-00-11
11-32**

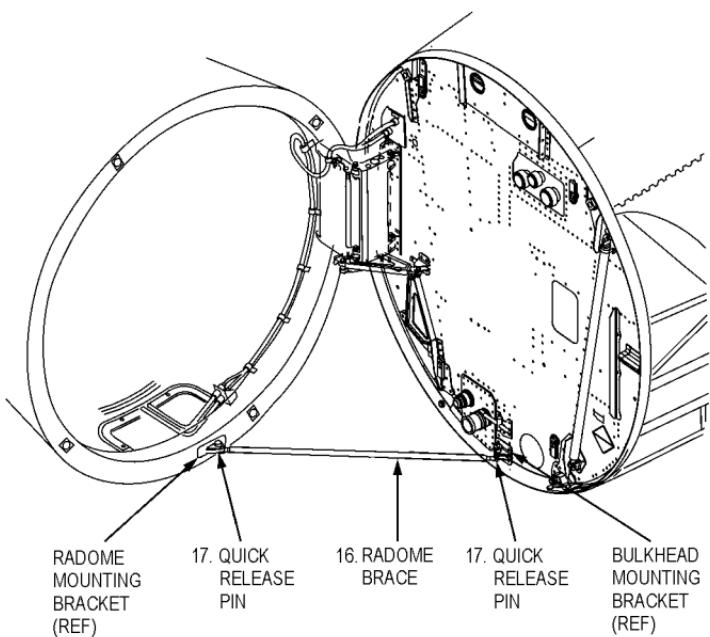


Figure 11. Sheet 15

05-00-11
Change 18 11-33

TO 1F-15E-2-05JG-00-1

18. If radome was replaced, do the below:

■ 18.1. Position wire bundles and install (6) clamps and screws.
Tighten screws.

18.2. Install glideslope/localizer antenna (34-30-12).

19. If radome was not replaced, do the below:

19.1. Connect electrical connector 83P-B012.

19.2. Connect electrical connector 83P-B013.

19.3. Safety electrical connectors with lockwire.

19.4. Install screw and clamp. Tighten screw.

20. Do closing procedure.

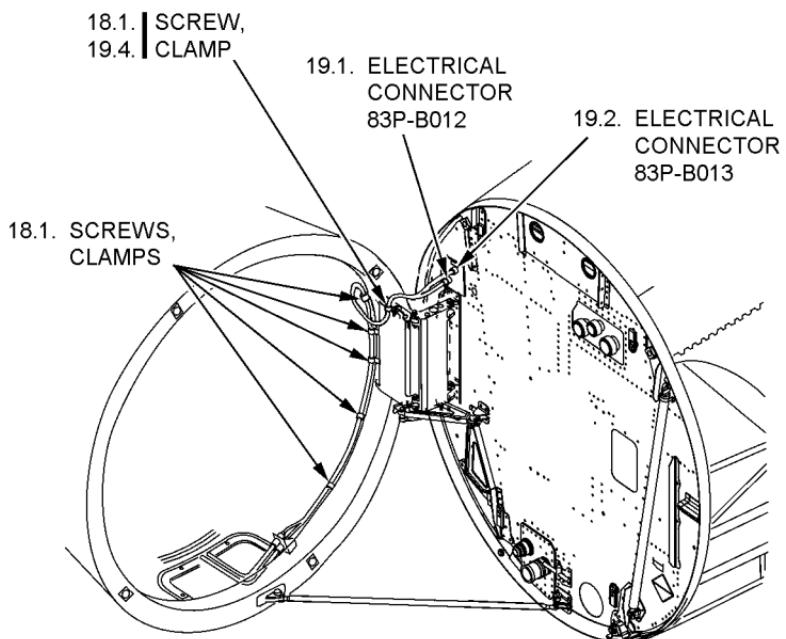


Figure 11. Sheet 16

CLOSING.

1.  Visually inspect the antenna directors and three radome copper foil strips. Refer to TO 1F-15E-3-5.



-  Damage to antenna will result if three antenna boresight pins are engaged when hydraulic power is applied.
2.  Make sure antenna boresight pins are not engaged.
- 2A.  Visually inspect AAI ESA antenna surface for damage. Surface imperfections including scuffs, scrapes, nicks or dents are acceptable for continued use of AAI ESA antenna. Unacceptable damage that requires the replacement of AAI ESA antenna include: any crack or fracture (no matter how small) that exposes the interior or would allow moisture to enter the interior of the AAI ESA antenna. Also, missing and/or sheared screws in antenna cover.
- 2B. If installed, remove all four locally manufactured radome bolt keepers.
3. To remove radome brace, hold radome in position, remove quick release pins securing radome brace to mounting brackets and remove radome brace.
4. Deleted.

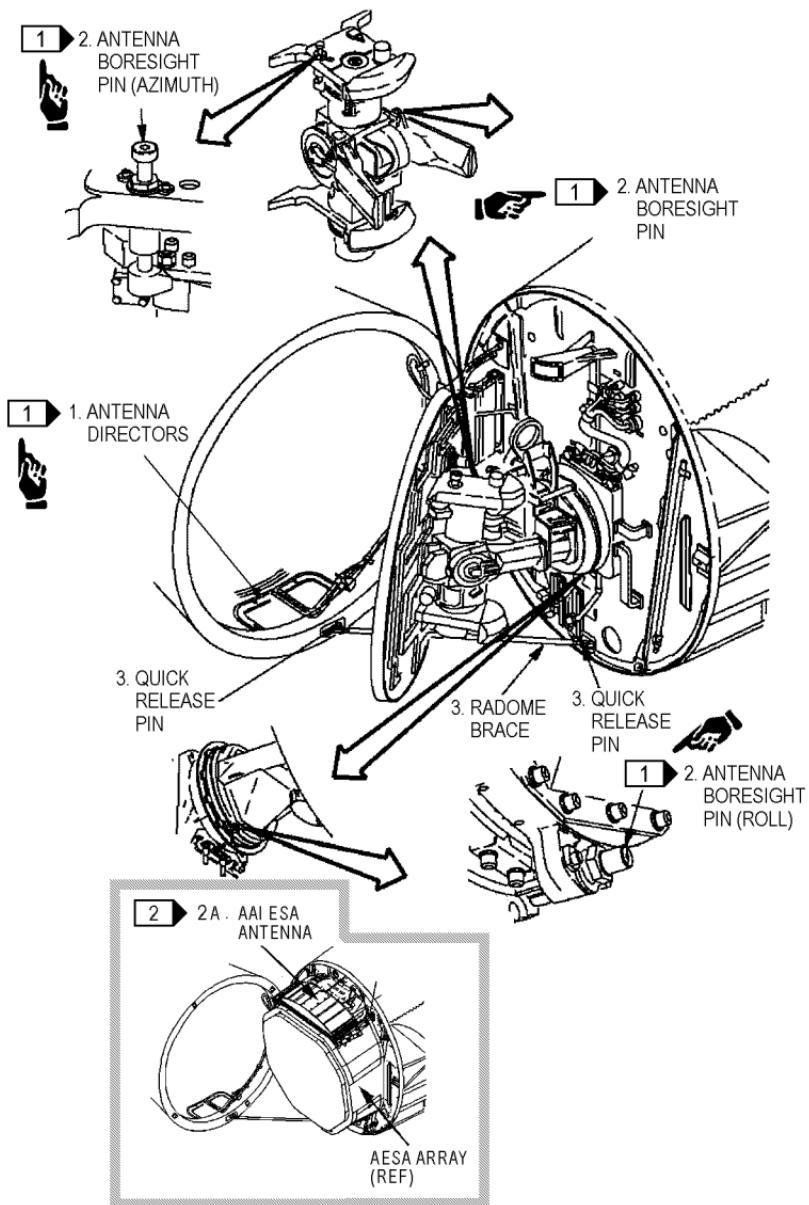


Figure 11. Sheet 17

5. Stow quick release pin in mounting bracket.
6. Install radome brace and quick release pin in stowed position.

WARNING

Be extremely careful when installing or removing lockout bar. Keep hands clear of hinge folds and radome bulkhead area.

7. While holding radome in position, remove three quick release pins from mounting brackets and remove lockout bar.
8. Deleted.
9. Stow lockout bar on bulkhead with two quick release pins.

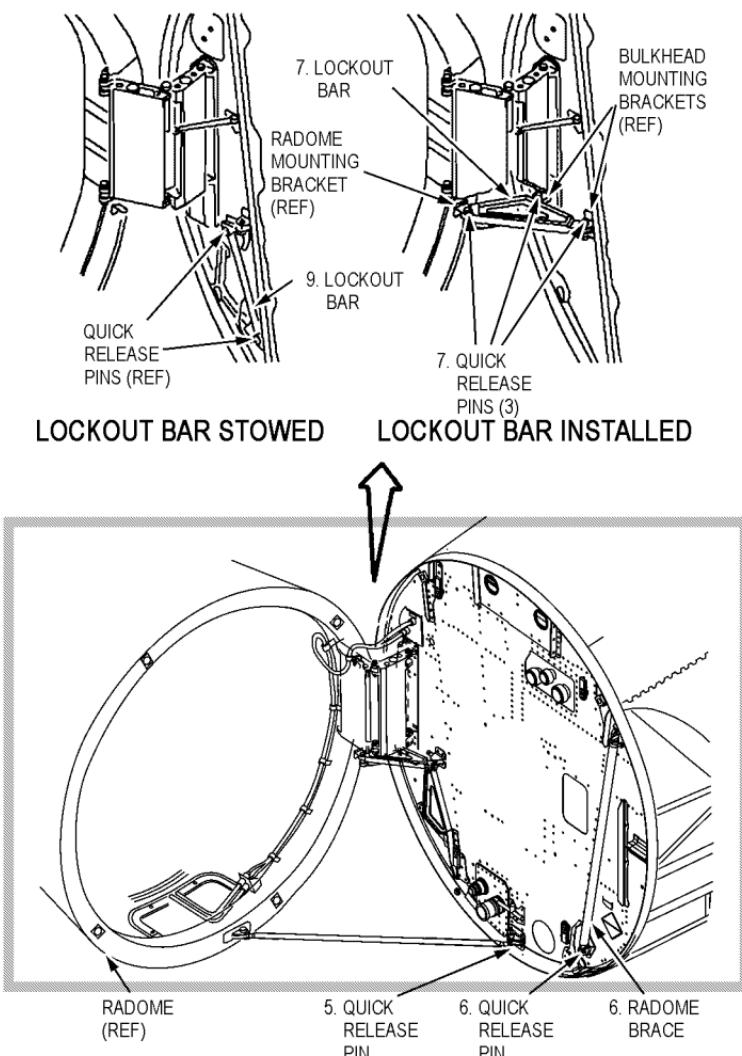


Figure 11. Sheet 18

TO 1F-15E-2-05JG-00-1

10. Stow quick release pin in bulkhead mounting bracket. Make sure pin is inserted from top of bracket.
11. Inspect the below for correct stowage:
 - 11.1. Quick release pins (5).
 - 11.2. Lockout bar.
 - 11.3. Radome brace.

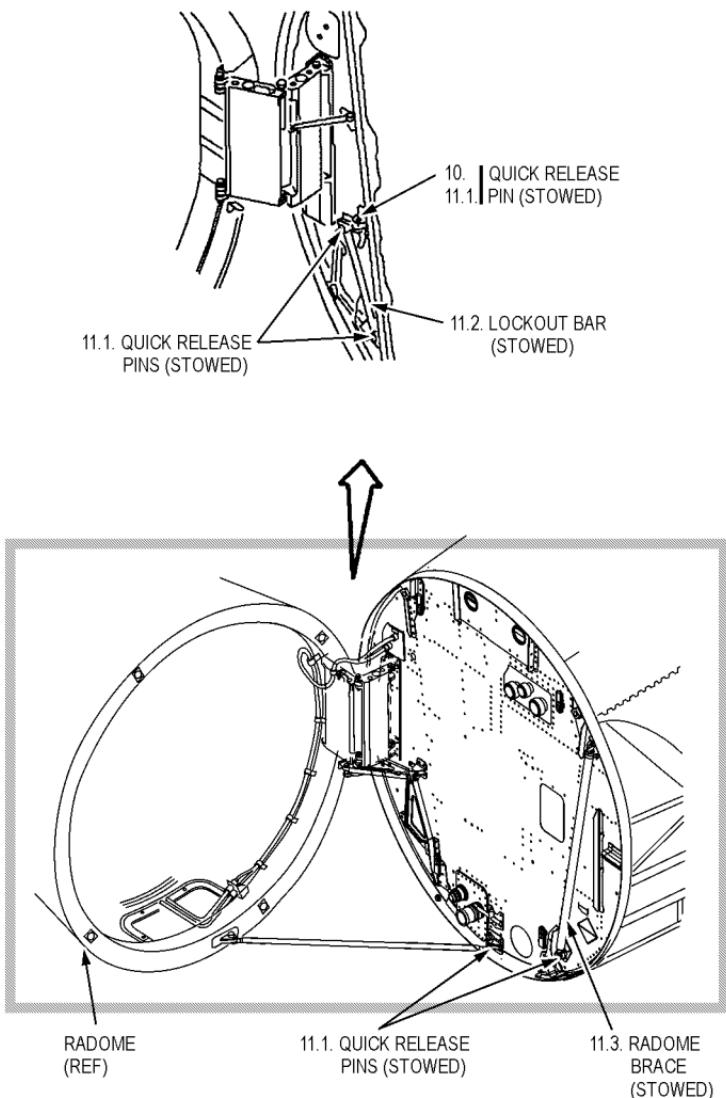


Figure 11. Sheet 19

05-00-11
Change 18 11-41

CAUTION

To prevent damage to radome and/or radar antenna, radar antenna array cover must be removed before closing radome.

- 12. 1 Remove antenna array protective cover (05-10-33).
- 12A. 2 Visually inspect AESA antenna for damage and security.

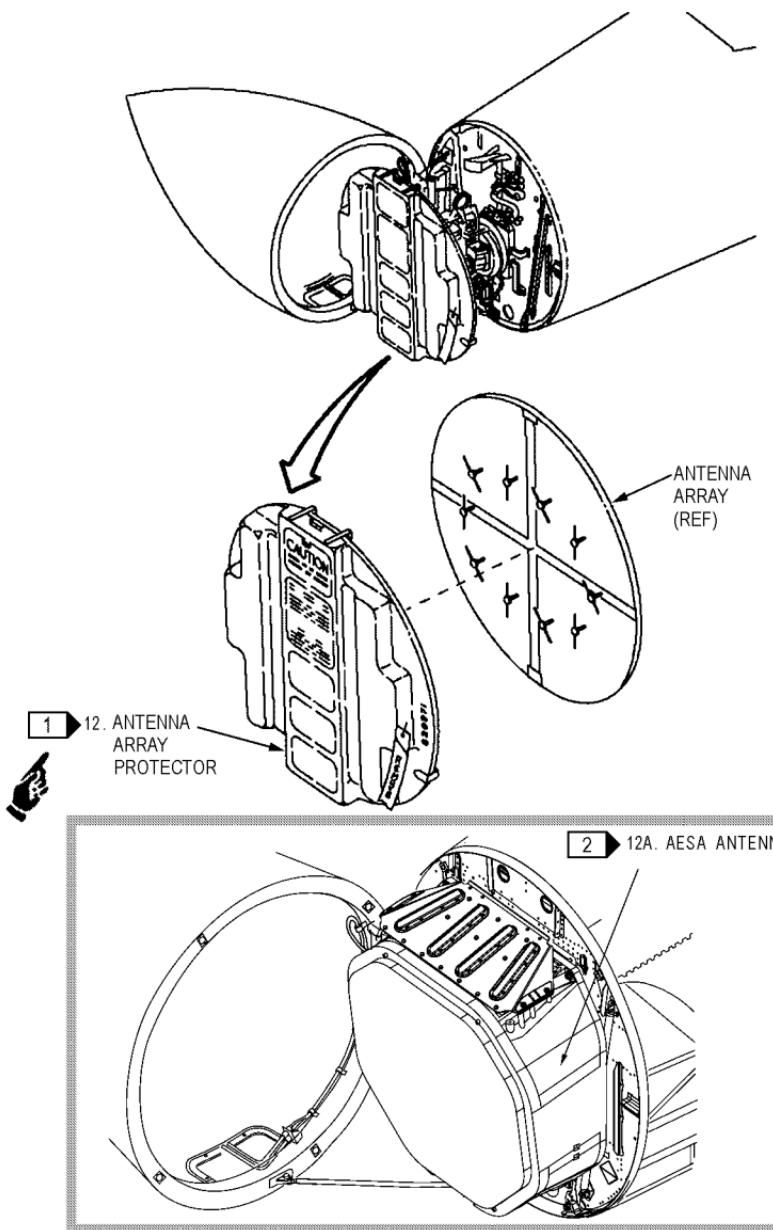


Figure 11. Sheet 20

05-00-11
Change 18 11-43

CAUTION

To prevent damage to radome attach bolt, radome barrel nuts must be in correct alignment to be sure of positive lockbolt engagement.

13. Make sure four radome attach bolt barrel nuts are in position to align with attach bolt when radome is closed.

NOTE

If antenna guide strips are damaged, refer to (34-59-15) for replacement procedures.

CAUTION

1 Antenna must be positioned to clear radome or damage to antenna may result.

14. **1** Position antenna.
15. Inspect area for foreign objects.

CAUTION

To prevent damage as a result of contact of radome with antenna assemblies, clearance must be observed while closing radome. **2** Look out for critical clearance points at the guide strips on each side of the AAI ESA antenna.

Be sure captive mounting bolt lanyards do not lodge in captive mounting bolt assembly, or protrude into the area where radome rests upon closing. Captive mounting bolt lanyards may become pinched and/or severed. Failure to comply could result in damage to antenna assembly or aircraft.

2 To prevent improper circumference gap, ensure jumper assy is clear from mating surface as radome is closed.

16. Slowly swing radome closed, while making sure clearance is maintained to prevent contact with all antenna assemblies and that guide pins are aligned.

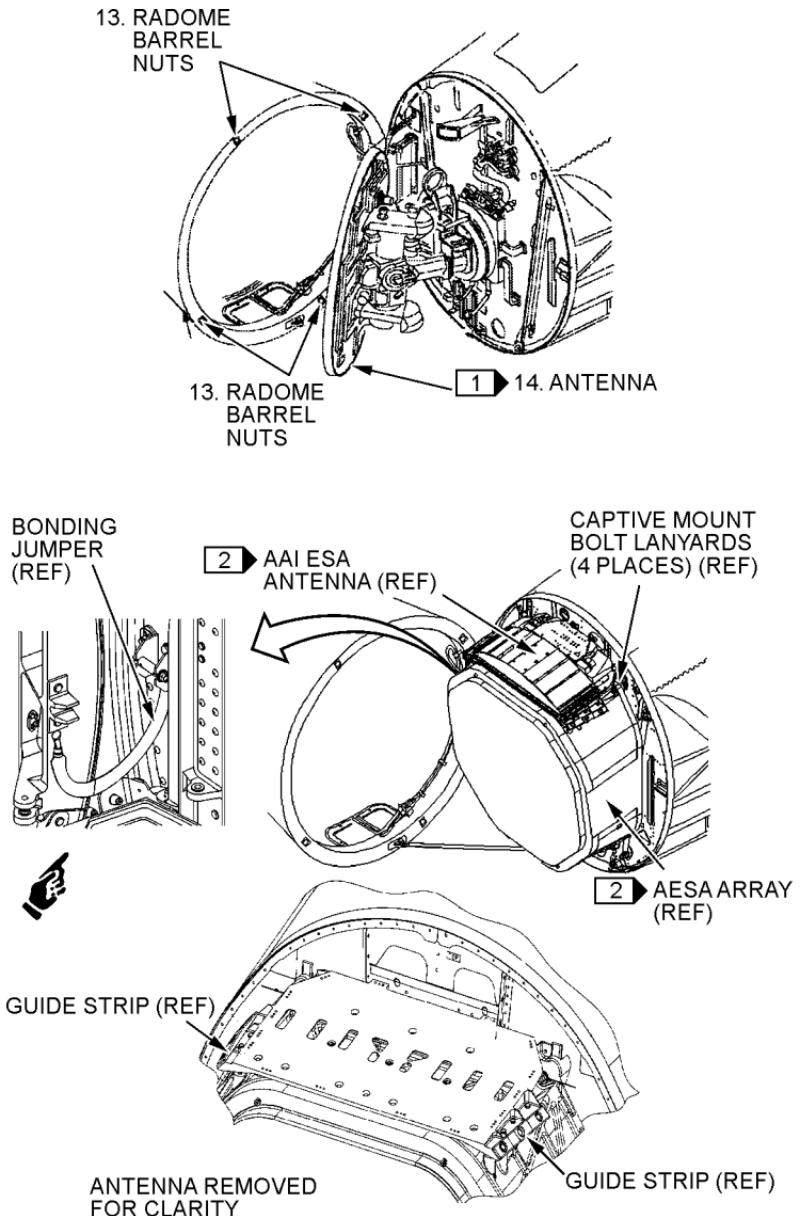


Figure 11. Sheet 21

CAUTION

To prevent damage to the Advanced Display Core Processor (ADCP), chassis, and cooling vents, a universal swivel and a 6 inch extension are required with the extension positioned at a 45 degree angle to the aircraft for the loosening and tightening of the radome attach bolts.

To prevent damage to radome, attach bolts must be tightened alternately and evenly. Gap between radome and fuselage must be same around circumference of radome.

To prevent damage to equipment in door 3L/R, use caution when installing bolts.

NOTE

Right side shown, left side similar.

17. While holding radome in position, install in sequence, upper left attach bolt, lower left attach bolt, upper right attach bolt, and lower right attach bolt.
18. Snug attach bolts alternately and evenly, doing first top bolts, then bottom bolts.
19. Torque bolts 230 to 250 inch-pounds, doing top bolts first, then bottom bolts.
- 19A. If locally manufactured radome bolt keepers were not used, remove FORM 1492 (warning tags) which are attached to doors 3L/R jury struts.
20. Inspect for foreign objects, stow jury struts and close doors 3L/R.

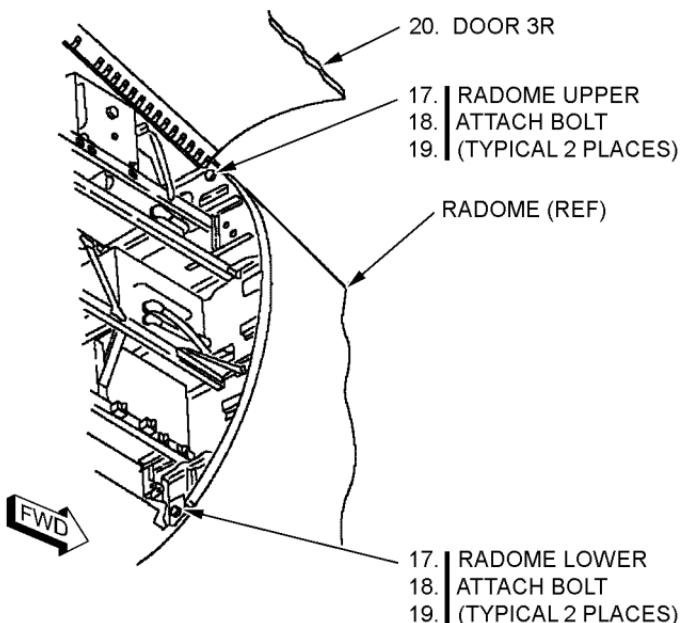


Figure 11. Sheet 22

TO 1F-15E-2-05JG-00-1

21. Using micrometer or feeler gage, measure gap between radome and fuselage. Gap shall be 0.010 to 0.060 inch, with an acceptable gap of 0.090 inch on 20 percent of circumference and up to 0.110 inch on 10 percent of circumference. If limits are exceeded, refer to TO 1F-15E-3-4 for radome trimming procedures to satisfy minimum gap requirements of 0.010 inch.

05-00-11

11-48

Change 28

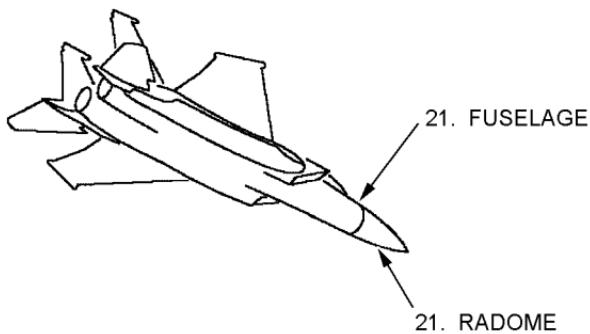


Figure 11. Sheet 23

05-00-11

Change 28

11-49/(11-50 blank)

