



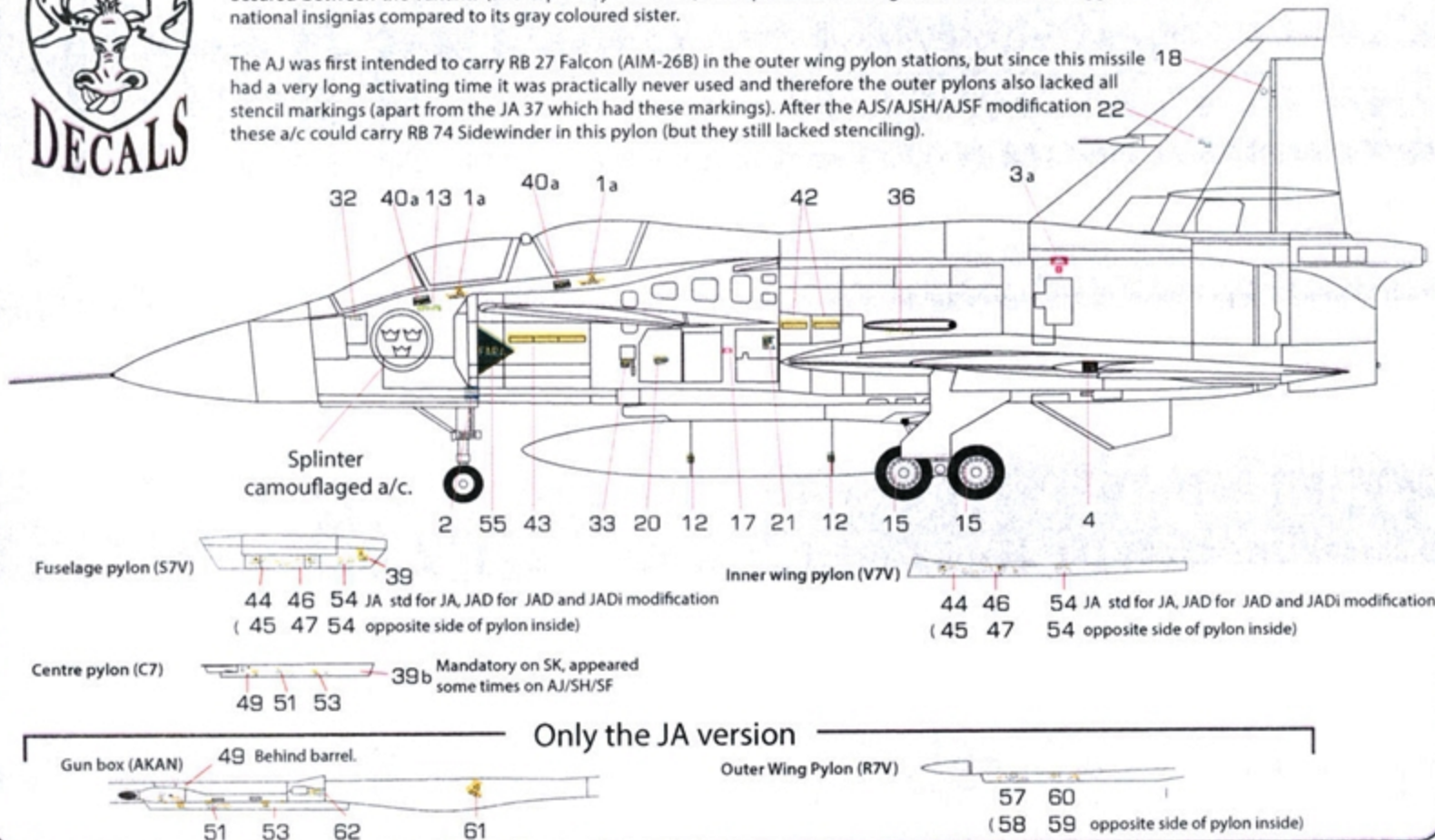
Viggen Markings all Versions

Decal placement guide

72019 48012

All Viggen versions were marked with stencils according to a standard with hardly no exceptions, however small differences occurred between the variants (and especially the JA 37). The splinter camouflaged (and bare metal) Viggens had larger national insignias compared to its grey coloured sister.

The AJ was first intended to carry RB 27 Falcon (AIM-26B) in the outer wing pylon stations, but since this missile 18 had a very long activating time it was practically never used and therefore the outer pylons also lacked all stencil markings (apart from the JA 37 which had these markings). After the AJS/AJSH/AJSF modification 22 these a/c could carry RB 74 Sidewinder in this pylon (but they still lacked stenciling).

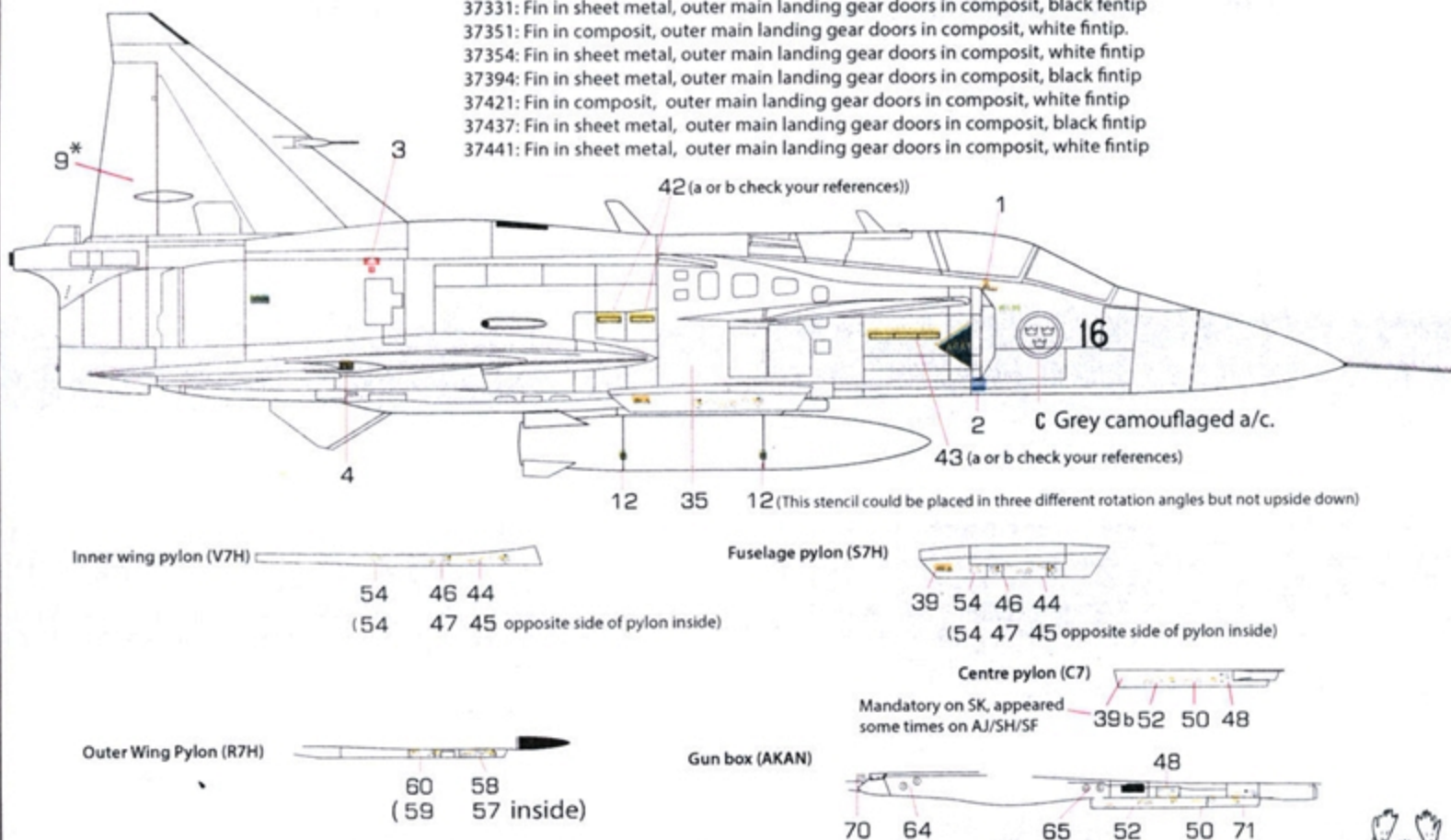


Only the JA version

* Decal 9 indicates if a particular JA a/c was fitted with composite rudder and/or composite outer main landing gear doors. There is no clear regulation or rule for which a/c that were fitted with such parts. Nor is it clarified if initial set up implied both fin and landing gear doors in composite or if initial mix could appear. Parts were also damaged and changed which meant that a/c fitted with composite details one year could have a different set up the next year. Mixed type of doors (on left and right side) could appear. For example, doors could be damaged when RB 71 Skyflash were raised to pylon V7R/V.

Some examples from 1998:

- 37302: Fin in composite, outer main landing gear doors in sheet metal, black fintip
- 37331: Fin in sheet metal, outer main landing gear doors in composite, black fintip
- 37351: Fin in composite, outer main landing gear doors in composite, white fintip.
- 37354: Fin in sheet metal, outer main landing gear doors in composite, white fintip
- 37394: Fin in sheet metal, outer main landing gear doors in composite, black fintip
- 37421: Fin in composite, outer main landing gear doors in composite, white fintip
- 37437: Fin in sheet metal, outer main landing gear doors in composite, black fintip
- 37441: Fin in sheet metal, outer main landing gear doors in composite, white fintip

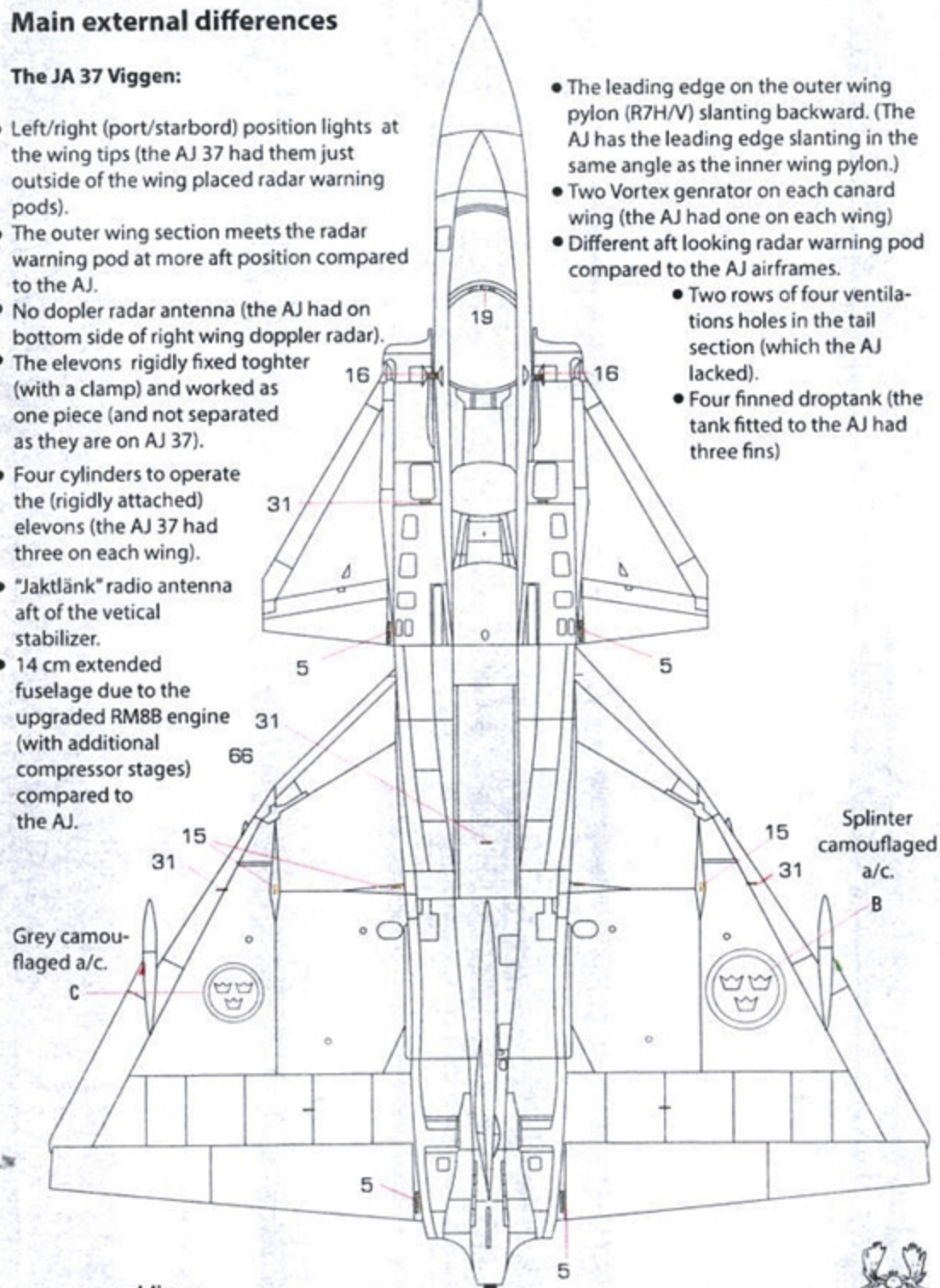


JA 37/AJ 37 Main external differences

The JA 37 Viggen:

- Left/right (port/starbord) position lights at the wing tips (the AJ 37 had them just outside of the wing placed radar warning pods).
- The outer wing section meets the radar warning pod at more aft position compared to the AJ.
- No dopler radar antenna (the AJ had on bottom side of right wing doppler radar).
- The elevons rigidly fixed together (with a clamp) and worked as one piece (and not separated as they are on AJ 37).
- Four cylinders to operate the (rigidly attached) elevons (the AJ 37 had three on each wing).
- "Jaktlänk" radio antenna aft of the vertical stabilizer.
- 14 cm extended fuselage due to the upgraded RM8B engine (with additional compressor stages) compared to the AJ.

- The leading edge on the outer wing pylon (R7H/V) slanting backward. (The AJ has the leading edge slanting in the same angle as the inner wing pylon.)
- Two Vortex generator on each canard wing (the AJ had one on each wing)
- Different aft looking radar warning pod compared to the AJ airframes.
 - Two rows of four ventilations holes in the tail section (which the AJ lacked).
 - Four finned droptank (the tank fitted to the AJ had three fins)



Note: Flaps on the canard wings were lowered when the landing gears were extended, the same as to the wind driven generator (RAT).

This bottom side view shows an AJ/AJS a/c.

Stencils specific for the:
AJ/AJS is marked ■
JA is marked ▲

The main landing doors close to the centre line were closed again when the landing gear was fully extended (when pressure dropped these doors were resting on hooks and consequently hanged down a few cm).

WARNING: The decals may merge with the plastic bag if they are stored in direct contact with each other for a long time.

