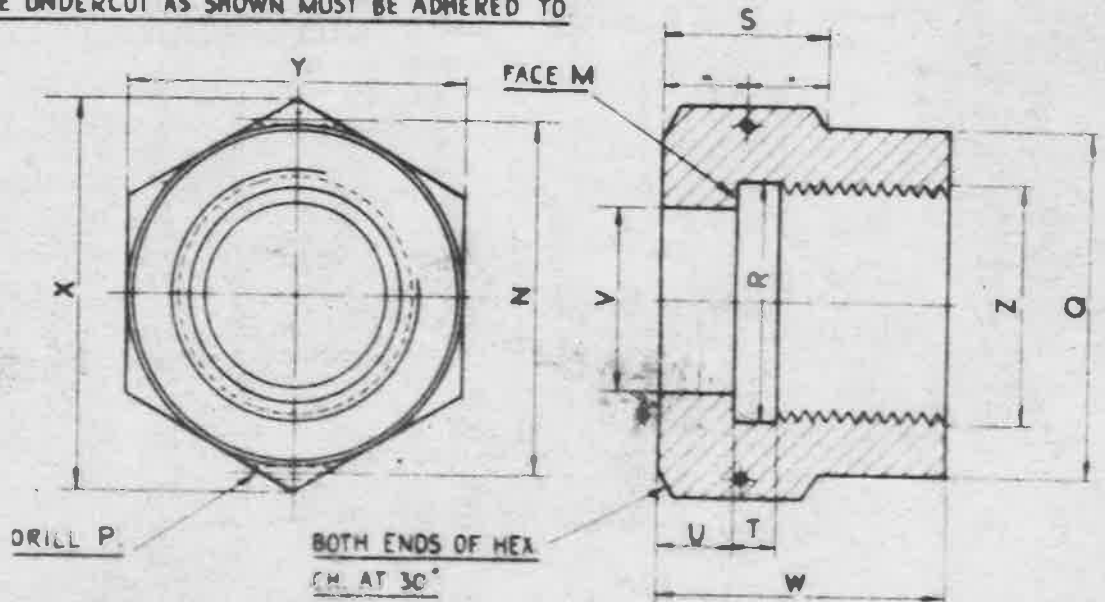


THE THREAD UNDERCUT MAY BE OMITTED WHEN BORE Z IS THREAD MILLED. THE THREAD IS TO BE FULL FORM TO WITHIN A MAXIMUM OF .030" FROM THE INNER FACE M FOR MARKS BB TO K FOR MARKS A & B THE THREAD TO BE FULL FORM TO WITHIN A MAXIMUM OF .010" FROM THE INNER FACE M OTHERWISE THE UNDERCUT AS SHOWN MUST BE ADHERED TO

MINISTRY OF AIRCRAFT PRODUCTION **AGS.No.1188.**

**SHEET No.1** | **No. OF SHEETS 1**



NOTE: OBSOLESCENT. NOT TO BE USED ON FUTURE DESIGNS AFTER APRIL 1946  
EXISTING STOCKS TO BE USED, SUPERSEDED BY AGS 1216

| MARK | Z                | Y      |        | X     | W     | V      | U    | T    | S    | R      | O     | P           | N     |
|------|------------------|--------|--------|-------|-------|--------|------|------|------|--------|-------|-------------|-------|
|      |                  | MAX    | MIN    |       |       |        |      |      |      |        |       |             |       |
| A    | 1/8 BSP          | .525"  | .520"  | .61"  | .45"  | .27"   | .12" | .07" | .26" | .383"  | .49"  | 1/16"       | .48"  |
| B    | 1/4 BSP          | .710"  | .705"  | .82"  | .61"  | .37"   | .13" | .07" | .30" | .518"  | .61"  | 1/16"       | .67"  |
| BB   | 1/4 BSP<br>60°/D | .820"  | .815"  | .95"  | .57"  | .44"   | .14" | .10" | .34" | .600"  | .78"  | 1/16"       | .79"  |
| C    | 3/8 BSP          | .820"  | .815"  | .95"  | .60"  | .50"   | .14" | .10" | .35" | .656"  | .78"  | 1/16"       | .79"  |
| CC   | 3/8 BSP<br>75°/D | .920"  | .915"  | 1.06" | .65"  | .54"   | .15" | .10" | .38" | .750"  | .88"  | 1/16"       | .92"  |
| D    | 1/2 BSP          | 1.010" | 1.002" | 1.17" | .70"  | .62"   | .15" | .12" | .41" | .825"  | .97"  | 1/16"       | .96"  |
| E    | 5/8 BSP          | 1.100" | 1.092" | 1.27" | .76"  | .74"   | .16" | .12" | .44" | .902"  | 1.06" | 1/16"       | 1.06" |
| F    | 3/4 BSP          | 1.300" | 1.292" | 1.50" | .82"  | .87"   | .17" | .12" | .48" | 1.041" | 1.26" | N°48<br>076 | 1.26" |
| G    | 7/8 BSP          | 1.390" | 1.382" | 1.61" | .93"  | 1.00"  | .18" | .12" | .54" | 1.189" | 1.35" | N°48<br>076 | 1.37" |
| H    | 1" BSP           | 1.670" | 1.658" | 1.93" | 1.01" | 1.11"  | .19" | .18" | .59" | 1.309" | 1.62" | N°48<br>076 | 1.68" |
| J    | 1 1/4 BSP        | 2.050" | 2.035" | 2.37" | 1.82" | 1.40"  | .20" | .18" | .61" | 1.650" | 2.00" | N°48<br>076 | 2.03" |
| K    | 1 1/2 BSP        | 2.220" | 2.200" | 2.56" | 1.13" | 1.665" | .21" | .18" | .68" | 1.882" | 2.17" | N°48<br>076 | 2.14" |

NOTE: SCREW THREADS TO BS SPEC 84-1940 MEDIUM FIT  
MATERIAL: IS TO BE STEEL TO BS SPEC 970 EN 6 (S1) (LATEST ISSUE)  
FINISH TO BE ZINC OR CADMIUM PLATED TO SPEC DTD 903 OR 904 (LATEST ISSUES)

|   |  |           |      |    |                |                  |
|---|--|-----------|------|----|----------------|------------------|
| ISSUED BY<br>ROYAL<br>AIRCRAFT<br>ESTABLISHMENT | TITLE:-<br>STANDARD UNION NUTS (STEEL) |           |      |    | DRAWN<br>P. 31 | CHECKED<br>A. 10 |
|   | ISSUE NO                               | ALTER. NO | DATE | BY |                |                  |

THIS PART  
SUPERSEDED BY  
AGS 1216

D - Ess. Supp  
K - MAWA N/C S.