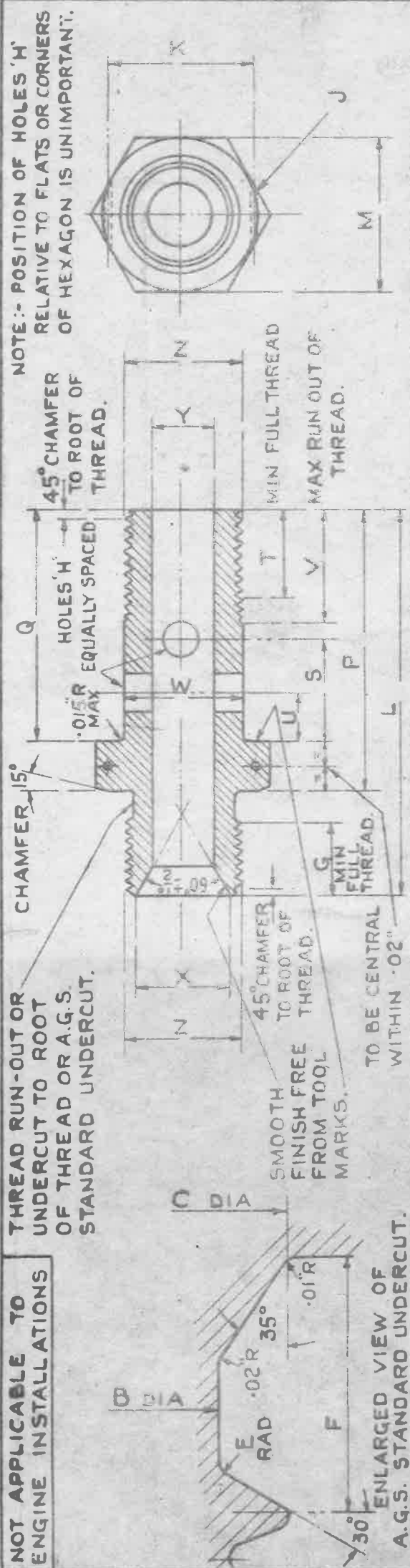


26.10.46
R23.433.68



NOT APPLICABLE TO ENGINE INSTALLATIONS

THREAD RUN-OUT OR UNDERCUT TO ROOT OF THREAD OR A.G.S. STANDARD UNDERCUT.

45° CHAMFER TO ROOT OF THREAD.

NOTE:- POSITION OF HOLES 'H' RELATIVE TO FLATS OR CORNERS OF HEXAGON IS UNIMPORTANT.

ENLARGED VIEW OF A.G.S. STANDARD UNDERCUT.

MARK	PIPE	Z	Y	X	W	V	U	T	S	Q	P	M	L	K	J	H	G	F	E	C	B
A	3/16	1/8	5/32	.295	.375	.53	.43	.34	1.01	1.26	.595	.600	.175	.54	1/16	2 - 5/32	.35	.10	.39	.330	
B	1/4	1/2	3/16	.410	.507	.60	.45	.54	1.11	1.36	.705	.710	.190	.67	1/16	4 - 5/32	.35	.14	.52	.440	
BB	5/16	3/4	7/16	.480	.589	.60	.45	.58	1.26	1.51	.815	.820	2.09	.79	1/16	4 - 5/32	.40	.14	.61	.525	
C	3/8	1	1/2	.550	.645	.64	.49	.71	1.36	1.61	.915	.920	2.19	.92	1/16	4 - 7/32	.40	.14	.66	.580	
CC	7/16	1 1/8	3/4	.600	.736	.72	.52	.76	1.51	1.79	1.002	1.010	2.53	.96	1/16	4 - 1/4	.45	.18	.76	.650	
D	1/2	1 1/4	7/8	.690	.811	.80	.59	.87	1.66	1.94	1.002	1.010	2.71	.96	1/16	4 - 9/32	.53	.18	.83	.720	
E	5/8	1 1/2	1	.760	.888	.80	.53	.94	1.76	2.06	1.092	1.100	2.85	1.06	1/16	4 - 5/16	.55	.18	.91	.800	
F	3/4	1 3/4	1 1/8	.900	1.027	.85	.56	.99	1.96	2.26	1.292	1.300	3.05	1.26	1/16	4 - 3/4	.55	.18	1.04	.930	
G	7/8	2	1 1/4	1.040	1.175	.90	.62	1.06	2.16	2.51	1.382	1.390	3.40	1.37	1/16	4 - 7/8	.65	.18	1.19	1.085	
H	1	2 1/4	1 3/8	1.130	1.291	1.00	.69	.75	2.34	2.54	1.658	1.670	3.89	1.68	1/16	4 - 1 1/8	.70	.22	1.31	1.180	

NOTES:- SCREW THREADS TO B.S. SPEC: NO 84 - 1940, MEDIUM FIT, TRUNCATED THREADS, (AMENDMENT NO 3 - 1945) FOR GENERAL ARRANGEMENT, SEE A.G.S. NO 1128.

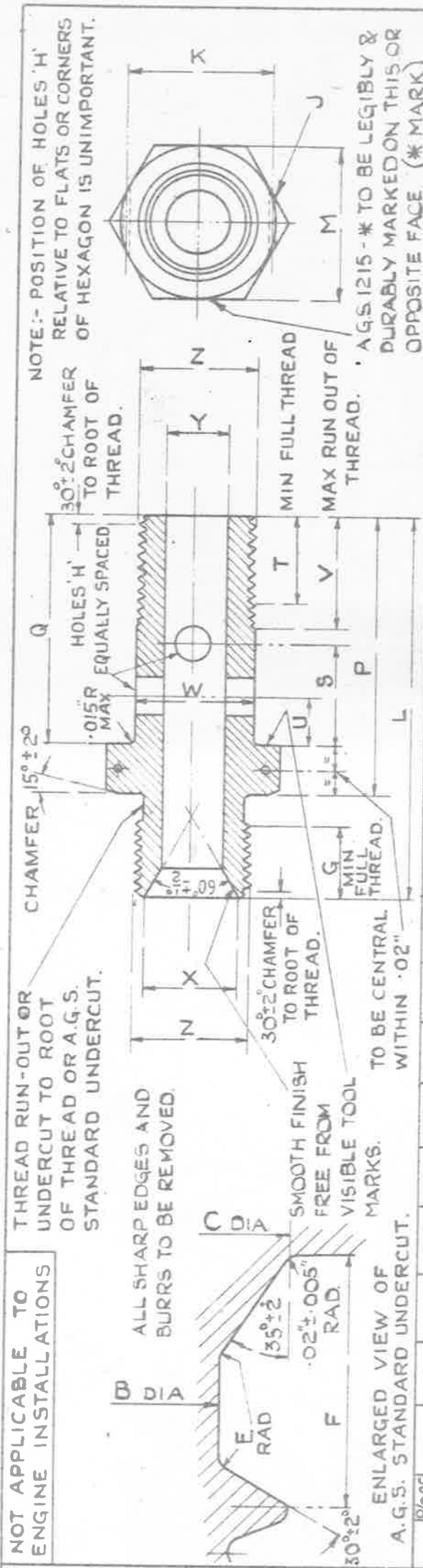
MATERIAL:- TO BE LIGHT ALLOY TO SPEC: D.T.D. 423 (LAT: ISSUE)

FINISH:- TO BE ANODISED TO SPEC: D.T.D. 910 (LAT: ISSUE)

WORKING PRESSURES:- 3,000 LB/SQ IN FOR SIZES UP TO 1/2" B.S.P. 500 LB/SQ IN FOR SIZES 5/8" TO 1" B.S.P.

ISSUED BY THE ROYAL AIRCRAFT ESTABLISHMENT	TITLE	PIPE COUPLING (LIGHT ALLOY RANGE) LIGHT ALLOY BANJO BOLT WITH UNION HEAD CONNECTION.	DRAWN	C.T. Reynolds.	TRACED	30-9-46.
	ISSUE NO	3	CHECKED	1/10/46	APPROVED	1/10/46
	ALTERN NO	MOD AGS/633 MOD AGS/660				

26.10.46
 RES. 1943.68.



NOTE:- POSITION OF HOLES 'H' RELATIVE TO FLATS OR CORNERS OF HEXAGON IS UNIMPORTANT.

30°±2° CHAMFER TO ROOT OF THREAD.

HOLES 'H' MAY EQUALLY SPACED

CHAMFER 15°±2°

THREAD RUN-OUT OR UNDERCUT TO ROOT OF THREAD OR A.G.S. STANDARD UNDERCUT.

NOT APPLICABLE TO ENGINE INSTALLATIONS

ALL SHARP EDGES AND BURRS TO BE REMOVED.

SMOOTH FINISH FREE FROM VISIBLE TOOL MARKS.

30°±2° CHAMFER TO ROOT OF THREAD.

MIN FULL THREAD

MAX RUN OUT OF THREAD.

TO BE CENTRAL WITHIN .02"

ENLARGED VIEW OF A.G.S. STANDARD UNDERCUT.

AGS 1215 - * TO BE LEGIBLY & DURABLY MARKED ON THIS OR OPPOSITE FACE (* MARK)

MARK	Z	Y	X	W	V	U	T	S	Q	P	M	L	K	J	H	G	F	E	C	B
A	3/8	1/2	.295	+.005 -0	MAX .53	±.01	MIN. .43	±.01	1.01	±.01	MIN .595 MAX .600	±.01	±.01	1/16	2 - 32	MIN	+.01 -0	+.005 -.01	+.0 -.39	+.0 -.005 .330
B	1/2	3/4	.410	.507	.60	.34	.45	.54	1.11	1.36	.705	1.90	.67	1/16	4 - 32	.35	.10	.02	.52	.440
BB	5/16	9/16	.480	.589	.60	.45	.58	.58	1.26	1.51	.815	2.09	.79	1/16	4 - 32	.35	.14	.03	.60	.525
C	3/8	1/2	.550	.645	.64	.39	.49	.71	1.36	1.61	.915	2.19	.92	1/16	7 - 32	.40	.14	.03	.66	.580
CC	7/16	1 1/2	.600	.736	.72	.44	.52	.76	1.51	1.79	1.002	2.53	.96	1/16	4 - 32	.40	.18	.04	.75	.650
D	1/2	3/4	.690	.811	.80	.49	.59	.87	1.66	1.94	1.002	2.71	.96	1/16	4 - 32	.45	.18	.04	.83	.720
E	5/8	3/4	.760	.888	.80	.53	.59	.94	1.76	2.06	1.092	2.85	1.06	1/16	4 - 5/16	.55	.18	.04	.91	.800
F	3/4	1 1/4	.900	1.027	.85	.56	.65	.99	1.96	2.26	1.292	3.05	1.26	.076 (No 48)	13 - 32	.55	.18	.04	1.05	.940
G	7/8	1 3/4	1.040	1.175	.90	.62	.69	1.06	2.16	2.51	1.382	3.40	1.37	.076 (No 48)	7 - 16	.65	.18	.04	1.19	1.085
H	1"	1 1/2	1.130	1.291	1.00	.69	.75	1.34	2.54	2.91	1.658	3.89	1.68	.076 (No 48)	4 - 32	.70	.23	.05	1.31	1.180

NOTES: SCREW THREADS TO BS SPEC 84 (LATEST ISSUE) MEDIUM FIT, TRUNCATED. FOR DIAMETERS, TOLERANCES AND TRUNCATED DIMENSIONS OF MARKS BB & CC SEE A.G.S. 100 SHEET 5. FOR GENERAL ARRANGEMENT SEE A.G.S. No 1128

MATERIAL:- TO BE LIGHT ALLOY TO SPEC: D.T.D. 423 (LAT. ISSUE)
 FINISH:- TO BE ANODISED TO SPEC: D.T.D. 910 (LAT. ISSUE)
 WORKING PRESSURES:- 3,000 LB/SQ IN FOR SIZES UP TO 1/2" B.S.P.
 500 LB/SQ IN FOR SIZES 5/8" TO 1" B.S.P.

ISSUED BY THE ROYAL AIRCRAFT ESTABLISHMENT	TITLE	PIPE COUPLING (LIGHT ALLOY RANGE) LIGHT ALLOY BANJO BOLT WITH UNION HEAD CONNECTION.	DRAWN	C.T. Reynolds	TRACED	30-9-46.
	ISSUE NO	2	CHECKED	APPROVED		
	ALTERN NO	MOD. A.G.S. 633 MOD. A.G.S. 660 AS A.G.S. 969				

26.10.46.
RCS AGS. 68.

NOT APPLICABLE TO ENGINE INSTALLATIONS SEE A.G.S. 100 FOR GENERAL INFORMATION.

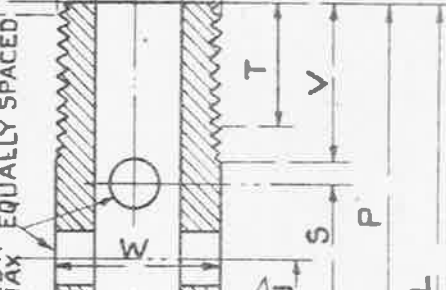
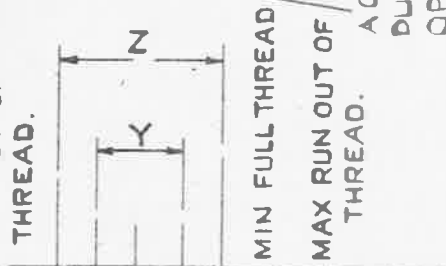
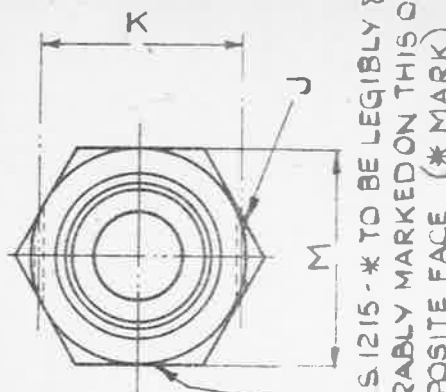
THREAD RUN-OUT OR UNDERCUT TO ROOT OF THREAD OR A.G.S. STANDARD UNDERCUT.

CHAMFER $15^{\circ} \pm 2^{\circ}$

$30^{\circ} \pm 2^{\circ}$ CHAMFER TO ROOT OF THREAD.

HOLES 'H' EQUALLY SPACED

NOTE:- POSITION OF HOLES 'H' RELATIVE TO FLATS OR CORNERS OF HEXAGON IS UNIMPORTANT.



ALL SHARP EDGES AND BURRS TO BE REMOVED.

SMOOTH FINISH FREE FROM VISIBLE TOOL MARKS.

TO BE CENTRAL WITHIN ± 0.02 "

ENLARGED VIEW OF A.G.S. STANDARD UNDERCUT.

AGS. 1215 - * TO BE LEGIBLY & DURABLY MARKED ON THIS OR OPPOSITE FACE (* MARK)

MARK	Ø OF PIPE	Z	Y	X	W	V	U	T	S	Q	P	M	L	K	J	H	G	F	E	C	B
A	$\frac{3}{16}$	B.S.P. $\frac{5}{8}$	$\frac{5}{32}$	$\pm .005$	$\pm .005$	MAX .53	$\pm .01$	MIN. .43	$\pm .01$	1.01	$\pm .01$	MIN .595	1.75	.54	$\frac{1}{16}$	2 - $\frac{5}{32}$	.35	$\pm .01$	$\pm .005$	$\pm .0$	$\pm .0$
B	$\frac{1}{4}$	B.S.P. $\frac{7}{8}$	$\frac{7}{32}$	.410	.507	.60	.34	.45	.54	1.11	1.36	.705	1.90	.67	$\frac{1}{16}$	4 - $\frac{5}{32}$	.35	.10	.02	.39	.330
BB	$\frac{5}{16}$	19 TPI $\frac{9}{16}$	$\frac{9}{32}$	.480	.589	.60	.38	.45	.58	1.26	1.51	.815	2.09	.79	$\frac{1}{16}$	4 - $\frac{5}{32}$	.40	.14	.03	.52	.440
C	$\frac{3}{8}$	B.S.P. $\frac{1 1}{8}$	$\frac{5}{16}$	.550	.645	.64	.39	.49	.71	1.36	1.61	.915	2.19	.92	$\frac{1}{16}$	4 - $\frac{7}{32}$	.40	.14	.03	.60	.525
CC	$\frac{7}{16}$	14 TPI $\frac{1 1}{4}$	$\frac{13}{32}$	.600	.736	.72	.44	.52	.76	1.51	1.79	1.002	2.53	.96	$\frac{1}{16}$	4 - $\frac{7}{32}$	.45	.18	.04	.75	.580
D	$\frac{1}{2}$	B.S.P. $\frac{1 1}{2}$	$\frac{7}{16}$	.690	.811	.80	.49	.59	.87	1.66	1.94	1.002	2.71	.96	$\frac{1}{16}$	4 - $\frac{9}{32}$	.53	.18	.04	.83	.720
E	$\frac{5}{8}$	B.S.P. $\frac{1 3}{8}$	$\frac{9}{16}$	.760	.888	.80	.53	.59	.94	1.76	2.06	1.092	2.85	1.06	$\frac{1}{16}$	4 - $\frac{5}{16}$	.55	.18	.04	.91	.800
F	$\frac{3}{4}$	B.S.P. $\frac{1 1}{2}$	$\frac{11}{16}$	.900	1.027	.85	.56	.65	.99	1.96	2.26	1.292	3.05	1.26	$\frac{076}{16}$ (No 48)	4 - $\frac{13}{32}$	.55	.18	.04	1.05	.940
G	$\frac{7}{8}$	B.S.P. $\frac{1 3}{8}$	$\frac{13}{16}$	1.040	1.175	.90	.62	.69	1.06	2.16	2.51	1.382	3.40	1.37	$\frac{076}{16}$ (No 48)	4 - $\frac{7}{16}$	.65	.18	.04	1.19	1.085
H	1"	B.S.P. 2"	$\frac{15}{16}$	1.130	1.291	1.00	.69	.75	1.34	2.54	2.91	1.658	3.89	1.68	$\frac{076}{16}$ (No 48)	4 - $\frac{1 1}{32}$	.70	.23	.05	1.31	1.180

NOTES:- SCREW THREADS TO BS SPEC 84 (LATEST ISSUE) MEDIUM FIT, TRUNCATED. FOR DIAMETERS, TOLERANCES AND TRUNCATED DIMENSIONS OF MARKS BB & CC SEE A.G.S. 100 SHEET 5. FOR GENERAL ARRANGEMENT SEE A.G.S. No 1128

MATERIAL:- TO BE LIGHT ALLOY TO SPEC: D.T.D. 423 (LAT. ISSUE)
FINISH:- TO BE ANODISED TO SPEC: D.T.D. 910 (LAT. ISSUE)
WORKING PRESSURES:- 3,000 LB/SQ IN FOR SIZES UP TO $\frac{1}{2}$ " B.S.P.
500 LB/SQ IN FOR SIZES $\frac{5}{8}$ " TO 1" B.S.P.

ISSUED BY THE ROYAL AIRCRAFT ESTABLISHMENT

TITLE PIPE COUPLING (LIGHT ALLOY RANGE) LIGHT ALLOY BANJO BOLT WITH UNION HEAD CONNECTION. 3M856

DRAWN C.T. Reynolds

TRACED 30-9-46.

ISSUE No 2 3 4 5
ALTERN No MOD AGS/633 MOD. No AGS/660 AS/AGB 969 AS/AGS 988

CHECKED *Shrover*

APPROVED *1/10/46*