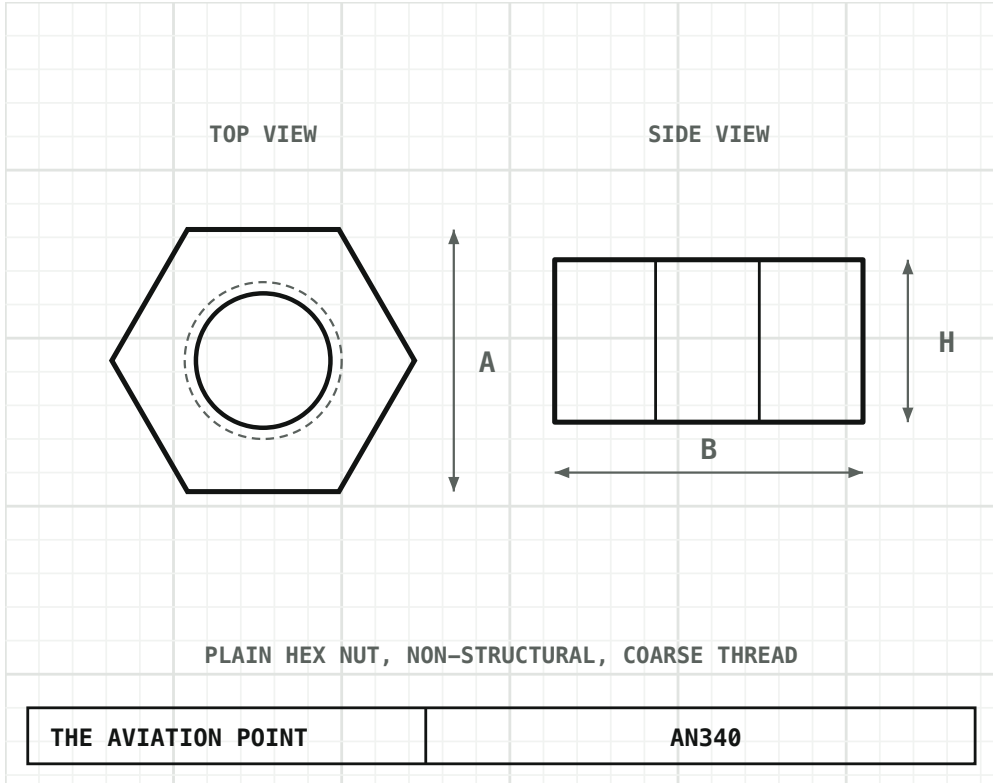
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AN340 nut — plain hex nut, non-structural, coarse thread

AN340: plain hexagon nut, non-structural, coarse thread, No. 2 to 3/8, in alloy steel, corrosion-resistant steel, brass and aluminum alloy.



Engineering drawing · dimensions in inches

Specification

Item	Value
Type	Plain hex nut
Material	Steel, 50,000 psi tensile strength, minimum, commercial grade; corrosion-resistant steel, AN-QQ-S-770, condition QT, class II (431), or MIL-S-7720, composition FM (303); brass, commercial grade; aluminum alloy, QQ-A-268 or QQ-A-355, heat treated to 62,000 psi tensile strength, minimum, per MIL-H-6088
Finish	Steel: cadmium plate, QQ-P-416, type I, class 2. Corrosion-resistant steel: passivate. Brass: none. Aluminum alloy: anodize, MIL-A-8625.
Procurement	MIL-S-933
Status	Inactive for design after 2 Mar 1967; use MS35649. Cancelled in part after 30 Sep 1970 (all dash numbers except 3 and 5). Notice 1 (1 Nov 1989): remains inactive for new design; valid for acquisition when needed.

Dimensions by size

Dimension, in	No. 2-56 NC-2B	No. 3-48 NC-2B	No. 4-40 NC-2B	No. 5-40 NC-2B	No. 6-32 NC-2B	No. 8-32 NC-2B	No. 10-24 NC-2B	1/4-20 UNC-2B	5/16-18 UNC-2B	3/8-16 UNC-2B
A max — A, max (across flats)	.188	.188	.250	.313	.313	.344	.375	.438	.563	.625
A min — A, min (across flats)	.180	.180	.241	.302	.302	.332	.362	.423	.545	.607
B — B, ref (across corners)	.217	.217	.289	.362	.362	.398	.433	.506	.650	.722
C max — C dia, max (washer face)	.188	.188	.250	.313	.313	.344	.375	.438	.563	.625
C min — C dia, min (washer face)	.169	.169	.225	.282	.282	.310	.338	.394	.507	.563
H max — H, max (thickness)	.066	.066	.098	.114	.114	.130	.130	.193	.225	.257
H min — H, min (thickness)	.057	.057	.087	.102	.102	.117	.117	.178	.208	.239

Dimensions in inches, as tabulated in the standard (letters as on its drawing).

Part numbers

No. 2-56 NC-2B 3 part numbers

Part no.	Material	Status
AN340-2	Alloy steel	Cancelled after 30 Sep 1970
AN340C2	Corrosion-resistant steel	Cancelled after 30 Sep 1970
AN340B2	Brass	Cancelled after 30 Sep 1970

No. 3-48 NC-2B 3 part numbers

Part no.	Material	Status
AN340-3	Alloy steel	Inactive for design
AN340C3	Corrosion-resistant steel	Inactive for design
AN340B3	Brass	Inactive for design

No. 4-40 NC-2B 3 part numbers

Part no.	Material	Status
AN340-4	Alloy steel	Cancelled after 30 Sep 1970
AN340C4	Corrosion-resistant steel	Cancelled after 30 Sep 1970
AN340B4	Brass	Cancelled after 30 Sep 1970

No. 5-40 NC-2B 3 part numbers

Part no.	Material	Status
AN340-5	Alloy steel	Inactive for design
AN340C5	Corrosion-resistant steel	Inactive for design
AN340B5	Brass	Inactive for design

No. 6-32 NC-2B 4 part numbers

Part no.	Material	Status
AN340-6	Alloy steel	Cancelled after 30 Sep 1970
AN340C6	Corrosion-resistant steel	Cancelled after 30 Sep 1970
AN340B6	Brass	Cancelled after 30 Sep 1970
AN340DD6	Aluminum alloy	Cancelled after 30 Sep 1970

No. 8-32 NC-2B 4 part numbers

Part no.	Material	Status
AN340-8	Alloy steel	Cancelled after 30 Sep 1970
AN340C8	Corrosion-resistant steel	Cancelled after 30 Sep 1970
AN340B8	Brass	Cancelled after 30 Sep 1970
AN340DD8	Aluminum alloy	Cancelled after 30 Sep 1970

No. 10-24 NC-2B 4 part numbers

Part no.	Material	Status
AN340-10	Alloy steel	Cancelled after 30 Sep 1970
AN340C10	Corrosion-resistant steel	Cancelled after 30 Sep 1970
AN340B10	Brass	Cancelled after 30 Sep 1970
AN340DD10	Aluminum alloy	Cancelled after 30 Sep 1970

Reference data. The aircraft manufacturer's documentation (SRM / IPC) takes precedence.

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1/4-20 UNC-2B 4 part numbers

Part no.	Material	Status
AN340-416	Alloy steel	Cancelled after 30 Sep 1970
AN340C416	Corrosion-resistant steel	Cancelled after 30 Sep 1970
AN340B416	Brass	Cancelled after 30 Sep 1970
AN340DD416	Aluminum alloy	Cancelled after 30 Sep 1970

5/16-18 UNC-2B 4 part numbers

Part no.	Material	Status
AN340-516	Alloy steel	Cancelled after 30 Sep 1970
AN340C516	Corrosion-resistant steel	Cancelled after 30 Sep 1970
AN340B516	Brass	Cancelled after 30 Sep 1970
AN340DD516	Aluminum alloy	Cancelled after 30 Sep 1970

3/8-16 UNC-2B 4 part numbers

Part no.	Material	Status
AN340-616	Alloy steel	Cancelled after 30 Sep 1970
AN340C616	Corrosion-resistant steel	Cancelled after 30 Sep 1970
AN340B616	Brass	Cancelled after 30 Sep 1970
AN340DD616	Aluminum alloy	Cancelled after 30 Sep 1970

How to read the part number

Part	Meaning
Format	AN340<material><dash>
-	Material: Alloy steel, cadmium plated (hyphen kept before the dash number)
C	Material: Corrosion-resistant steel, passivated (C replaces the hyphen)
B	Material: Brass, no finish (B replaces the hyphen)
DD	Material: Aluminum alloy, anodized (DD replaces the hyphen)
Example	AN340C3 — Corrosion-resistant steel plain hex nut, No. 3-48 NC-2B thread

Notes

- **Cancelled: use MS35649.** AN340 is cancelled (Inactive for design after 2 Mar 1967; use MS35649.). Replacement named by the standard: MS35649. The old number AN340-2 still turns up on drawings and IPCs: check the replacement for each part before you order.
- Part number: AN340- (alloy steel), AN340C (corrosion-resistant steel), AN340B (brass) or AN340DD (aluminum alloy), followed by the dash number of the size: AN340-3, AN340C3, AN340B3.
- Cancelled in part after 30 Sep 1970: all dash numbers are cancelled in all materials except dash numbers 3 and 5. The interchangeability table on MS35649 gives the substitute parts.
- No. 10, 1/4, 5/16 and 3/8 sizes: not recommended for new design.
- Aluminum alloy nuts: inactive for design after 19 July 1955.
- Washer face .016 ±.010 thick; an optional chamfer may be used in lieu of the washer face. Chamfer 30° ±5°.
- Thread T per MIL-S-7742, countersunk 110° to the O.D. of the thread.
- Class 2 threads may be substituted for class 2B threads until existing stocks of nuts with class 2 threads are exhausted.
- B is a reference dimension, for design purposes only and not an inspection requirement.
- H is measured at a point approximately halfway between the minor diameter of the hole and the flat of the nut.
- For aluminum alloy nuts, tolerances on A may conform to the applicable material specifications for bar and rod.
- Nuts shall be free of all loose or hanging burrs or slivers which might become dislodged under usage.
- In case of conflict, the requirements of this standard take precedence over those of MIL-S-933.
- Approved data governs. Use the part the SRM, drawing or IPC calls for.

SOURCES · AN340 Rev. 5, 30 Sep 1970 — Nut, Plain, Hexagon, Non-Structural, Coarse Thread

SCAN · OPEN THIS DATA SHEET
theaviationpoint.com/parts/nuts/an340/

Reference data. The aircraft manufacturer's documentation (SRM / IPC) takes precedence.