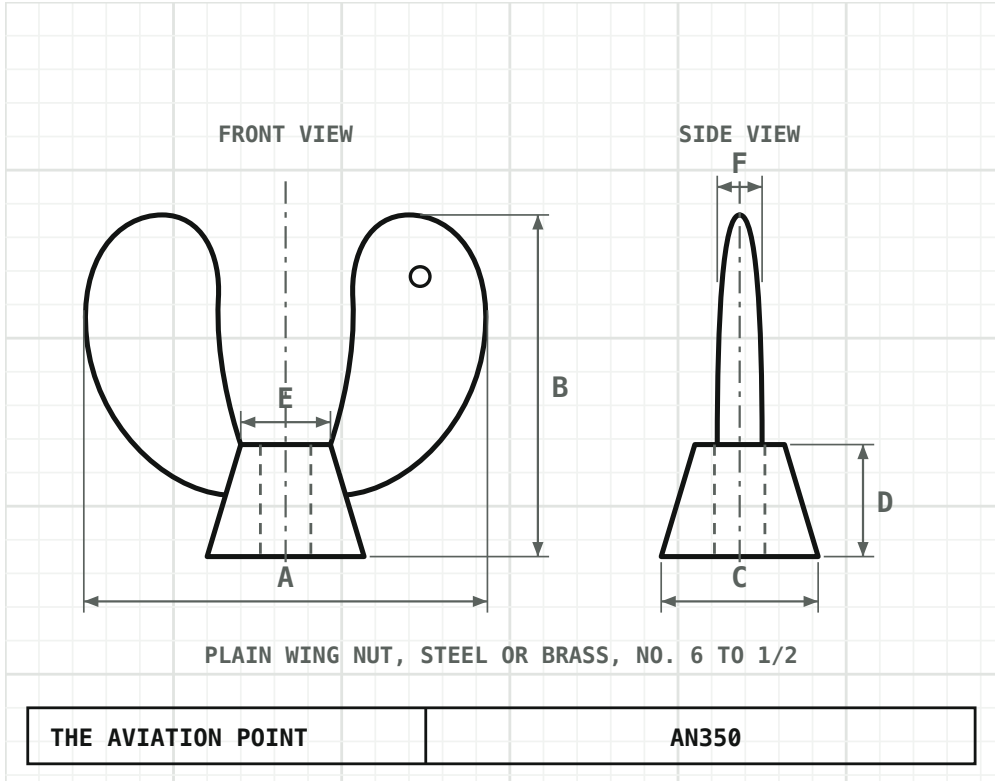
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# AN350 nut — plain wing nut, steel or brass, No. 6 to 1/2

AN350: plain wing nut, No. 6 to 1/2, in cadmium plated steel or brass.




Engineering drawing · dimensions in inches

## Specification

| Item | Value |
|---|---|
| Type | Wing nut |
| Material | Steel, 50,000 psi tensile strength, minimum, commercial grade; brass, commercial grade |
| Finish | Steel: cadmium plate, QQ-P-416, type I, class 2. Brass: none. |
| Status | Cancelled by Notice 1 (21 Oct 1991); future acquisitions should refer to MS35425 and MS35426. Inactive for design after 14 Jan 1966 and cancelled in part after 30 Sep 1970 (all sizes except No. 6-40 and No. 8-36). |

## Dimensions by size

| Dimension, in | No. 6-32 NC-2B | No. 6-40 NF-2B | No. 8-32 NC-2B | No. 8-36 NF-2B | No. 10-32 NF-2B | 1/4-28 UNF-2B | 5/16-24 UNF-2B | 3/8-24 UNF-2B | 7/16-20 UNF-2B | 1/2-20 UNF-2B |
|---|---|---|---|---|---|---|---|---|---|---|
| A max — A, max (span across the wings) | .670 | .670 | .670 | .670 | — | 1.082 | 1.243 | 1.436 | 1.915 | 1.915 |
| A min — A, min (span across the wings) | .640 | .640 | .640 | .640 | — | 1.042 | 1.193 | 1.376 | 1.835 | 1.835 |
| B max — B, max (overall height) | .360 | .360 | .360 | .360 | .452 | .520 | .635 | .755 | .941 | .941 |
| B min — B, min (overall height) | .330 | .330 | .330 | .330 | .422 | .480 | .595 | .695 | .871 | .871 |
| C max — C, max (hub diameter at the base) | .328 | .328 | .328 | .328 | .425 | .499 | .575 | .695 | .921 | .921 |
| C min — C, min (hub diameter at the base) | .296 | .296 | .296 | .296 | .390 | .453 | .515 | .640 | .866 | .866 |
| D max — D, max (hub height) | .140 | .140 | .140 | .140 | .173 | .211 | .242 | .296 | .390 | .390 |
| D min — D, min (hub height) | .109 | .109 | .109 | .109 | .140 | .171 | .203 | .261 | .359 | .359 |
| E max — E, max (hub width at the top) | .210 | .210 | .210 | .210 | .265 | .324 | .387 | .483 | .642 | .642 |
| E min — E, min (hub width at the top) | .171 | .171 | .171 | .171 | .228 | .265 | .328 | .421 | .546 | .546 |
| F max — F, max (wing thickness) | .109 | .109 | .109 | .109 | .140 | .171 | .203 | .234 | .312 | .312 |
| F min — F, min (wing thickness) | .078 | .078 | .078 | .078 | .109 | .140 | .171 | .203 | .265 | .265 |

Dimensions in inches, as tabulated in the standard (letters as on its drawing); sizes grouped on the sheet share one set of dimensions. No. 10-32: A is left blank, not legible on the scan of the standard.

## Part numbers

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

| Part no. | Material | Status |
|---|---|---|
| AN350-632 | Steel | Cancelled after 30 Sep 1970 |
| AN350B632 | Brass | Cancelled after 30 Sep 1970 |

**No. 6-40 NF-2B** 2 part numbers

| Part no. | Material | Status |
|---|---|---|
| AN350-640 | Steel | Cancelled (Notice 1, 21 Oct 1991) |
| AN350B640 | Brass | Cancelled (Notice 1, 21 Oct 1991) |

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

| Part no. | Material | Status |
|---|---|---|
| AN350-832 | Steel | Cancelled after 30 Sep 1970 |
| AN350B832 | Brass | Cancelled after 30 Sep 1970 |

**No. 8-36 NF-2B** 2 part numbers

| Part no. | Material | Status |
|---|---|---|
| AN350-836 | Steel | Cancelled (Notice 1, 21 Oct 1991) |
| AN350B836 | Brass | Cancelled (Notice 1, 21 Oct 1991) |

**No. 10-32 NF-2B** 2 part numbers

| Part no. | Material | Status |
|---|---|---|
| AN350-1032 | Steel | Cancelled after 30 Sep 1970 |
| AN350B1032 | Brass | Cancelled after 30 Sep 1970 |

**1/4-28 UNF-2B** 2 part numbers

| Part no. | Material | Status |
|---|---|---|
| AN350-4 | Steel | Cancelled after 30 Sep 1970 |
| AN350B4 | Brass | Cancelled after 30 Sep 1970 |

**5/16-24 UNF-2B** 2 part numbers

| Part no. | Material | Status |
|---|---|---|
| AN350-5 | Steel | Cancelled after 30 Sep 1970 |
| AN350B5 | Brass | Cancelled after 30 Sep 1970 |

**3/8-24 UNF-2B** 2 part numbers

| Part no. | Material | Status |
|---|---|---|
| AN350-6 | Steel | Cancelled after 30 Sep 1970 |
| AN350B6 | Brass | Cancelled after 30 Sep 1970 |

**7/16-20 UNF-2B** 2 part numbers

| Part no. | Material | Status |
|---|---|---|
| AN350-7 | Steel | Cancelled after 30 Sep 1970 |
| AN350B7 | Brass | Cancelled after 30 Sep 1970 |

**1/2-20 UNF-2B** 2 part numbers

| Part no. | Material | Status |
|---|---|---|
| AN350-8 | Steel | Cancelled after 30 Sep 1970 |
| AN350B8 | Brass | Cancelled after 30 Sep 1970 |



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

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## How to read the part number

| Part | Meaning |
|---|---|
| Format | AN350<material><dash> |
| - | Material: Steel, cadmium plated (hyphen kept before the dash number) |
| B | Material: Brass, no finish (B replaces the hyphen) |
| Example | AN350-4 — Steel wing nut, cadmium plated, 1/4-28 UNF-2B thread |

## Notes

- **Cancelled: use MS35425 / MS35426.** AN350 is cancelled (Cancelled by Notice 1 (21 Oct 1991); use MS35425 and MS35426.). Replacement named by the standard: MS35425, MS35426. The old number AN350-632 still turns up on drawings and IPCs: check the replacement for each part before you order.
- Part number: AN350- (steel) or AN350B (brass) followed by the dash number: the thread written as numerals for numbered sizes (632 is No. 6-32) and the diameter in sixteenths for fractional sizes (4 is 1/4-28).
- Cancelled in part after 30 Sep 1970: all sizes cancelled except No. 6-40 and No. 8-36. The interchangeability tables on MS35425 and MS35426 give the substitute parts.
- No. 6-40 and 8-36 sizes: inactive for design after 12 August 1944.
- Wing hole: drill .070 +.010 −.000, centrally as shown on the drawing.
- Thread T per MIL-S-7742. Class 2 threads may be substituted for class 2B threads until existing stocks of nuts with class 2 threads are exhausted.
- Commercial product. Cold formed, drop forged nuts preferred.
- Nuts shall be free of all loose or hanging burrs or slivers which might become dislodged under usage.
- Approved data governs. Use the part the SRM, drawing or IPC calls for.

**SOURCES** · AN350 Rev. 5, 30 Sep 1970 — Nut, Plain, Wing

SCAN · OPEN THIS DATA SHEET
theaviationpoint.com/parts/nuts/an350/



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