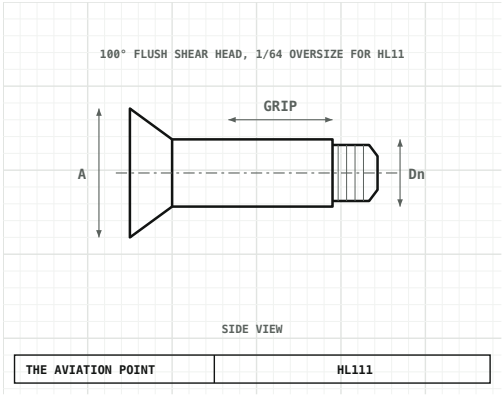
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HL111 pin — 100° flush shear head, 1/64 oversize for HL11

Hi-Lok Pin, 100° Flush Shear Head, 1/64 Oversize for HL11, Titanium: dimensions by size and strength.



HL111



Engineering drawing · dimensions in inches

Specification

Item	Value
Type	Hi-Lok pin, 100° flush shear head, 1/64 oversize
Material	Titanium (6AL-4V per the catalogue quick-reference chart)
Strength	95,000 psi shear min.
Status	Check the current issue before design use.

Dimensions by size

Dimension, in	10-32
Nominal diameter	13/64
A — Head diameter (max / min)	.3016 - .2966
B — Ref. (see drawing)	.325
TD — Threaded-end diameter (max / min)	.1840 - .1810
H — H (max / min, see drawing)	.055 - .045
Thread	10-32
Double shear, lb min	6,130
Tension, lb min	2,500
Dn — Shank diameter, without coating or solid film lube (max / min)	.2026 - .2021
Dc — Shank diameter, with coating or solid film lube (max / min)	.2026 - .2016

Dimensions as tabulated in the catalogue, by first dash number (nominal diameter). Max - min where a tolerance is shown.

Part numbers

Part no.	Size
HL111VAZ6	13/64

One part number per diameter. Add the grip after a second dash, in 1/16 in.

How to read the part number

Part	Meaning
Format	HL111VAZ<dash>
Example	HL111VAZ6 — 13/64 nominal diameter; add the grip dash, e.g. HL111VAZ6-4

Notes

- Titanium. The second dash number is the grip length in 1/16 in; the catalogue does not tabulate the grips of this series, so the part numbers below are the diameter prefixes.
- The -5 size is not listed for this oversize pin: the catalogue says use HL11VAZ6.
- Approved data governs. Use the pin the drawing, SRM or IPC calls for.
- Grip: the number after the second dash is the max grip in 1/16 in (dash -2 = 1/8 in, -3 = 3/16 in, and so on). Maximum-minimum values are shown as max - min.
- Collars listed for this pin in the catalogue quick-reference chart: HL79, HL82, HL94.

SOURCES · HL111 — Hi-Lok Pin, 100° Flush Shear Head, 1/64 Oversize for HL11, Titanium

SCAN · OPEN THIS DATA SHEET
theaviationpoint.com/parts/hi-lok/hl111/

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

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