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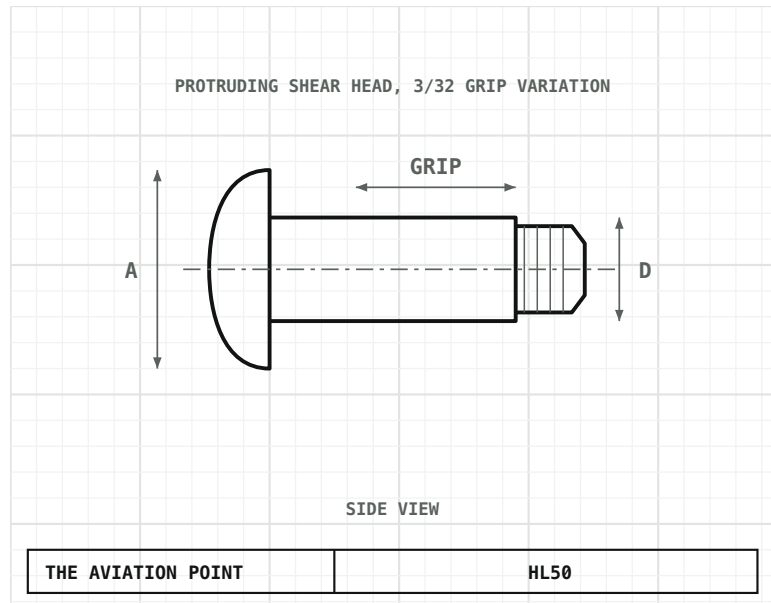
The Aviation Point

HL50 pin — protruding shear head, 3/32 grip variation

Hi-Lok Pin, Protruding Shear Head, Alloy Steel, 3/32 Grip Variation: dimensions by size, strength and every listed part number.



HL50



Engineering drawing · dimensions in inches

Specification

Item	Value
Type	Hi-Lok pin, protruding shear head, 3/32 grip variation
Material	Alloy steel
Strength	95,000 psi shear min.; 160,000-180,000 psi tensile
Status	Check the current issue before design use.

Dimensions by size

Dimension, in	8-32UNJC-3A Modified	10-32-UNJF-3A Modified
Nominal diameter	5/32	3/16
A — Head diameter (max / min)	.262 – .242	.315 – .295
B — Ref. (see drawing)	.342	.355
D — Shank diameter (max / min)	.1635 – .1625	.1895 – .1885
TD — Threaded-end diameter (max / min)	.1595 – .1570	.1840 – .1810
H — H (max / min, see drawing)	.047 – .037	.055 – .045
Thread	8-32UNJC-3A Modified	10-32-UNJF-3A Modified
Double shear, lb min	4,010	5,380
Tension, lb min	1,940	2,500

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

Part numbers

5/32 8 part numbers

Part no.	Max grip, in
HL50-5-2	1/8
HL50-5-3	3/16
HL50-5-4	1/4
HL50-5-5	5/16
HL50-5-6	3/8
HL50-5-7	7/16
HL50-5-8	1/2
HL50-5-9	9/16

3/16 8 part numbers

Part no.	Max grip, in
HL50-6-2	1/8
HL50-6-3	3/16
HL50-6-4	1/4
HL50-6-5	5/16
HL50-6-6	3/8
HL50-6-7	7/16
HL50-6-8	1/2
HL50-6-9	9/16

How to read the part number

Part	Meaning
Format	HL50-<dash>
Example	HL50-5-2 — 5/32 nominal diameter, max grip 1/8 in

Notes

- Catalogue heading: 3/32 grip variation.
- 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: HL83, HL90.

SOURCES · HL50 — Hi-Lok Pin, Protruding Shear Head, Alloy Steel, 3/32 Grip Variation

SCAN · OPEN THIS DATA SHEET
theaviationpoint.com/parts/hi-lok/hl50/

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