## Table I

<table>
<thead>
<tr>
<th>PART NUMBER</th>
<th>A DIA. REF.</th>
<th>A' DIA. MIN.</th>
<th>D JIA.</th>
<th>E DIA. MAX.</th>
<th>F WRENCH FLATS</th>
<th>G REF.</th>
<th>H REF.</th>
<th>L REF.</th>
<th>R RAD. MAX.</th>
<th>S MAX.</th>
<th>ACROSS HEX. REF.</th>
</tr>
</thead>
<tbody>
<tr>
<td>MBF2/42(-05-)</td>
<td>0.373</td>
<td>0.432</td>
<td>0.384</td>
<td>0.017</td>
<td>1.070</td>
<td>1.078</td>
<td>0.512</td>
<td>13.00</td>
<td>0.015</td>
<td>0.39</td>
<td>0.375</td>
</tr>
<tr>
<td>MBF2/42(-06-)</td>
<td>0.432</td>
<td>0.439</td>
<td>0.394</td>
<td>0.027</td>
<td>0.68</td>
<td>0.757</td>
<td>0.146</td>
<td>3.00</td>
<td>0.019</td>
<td>0.48</td>
<td>0.375</td>
</tr>
<tr>
<td>MBF2/42(-07-)</td>
<td>0.490</td>
<td>0.573</td>
<td>0.447</td>
<td>0.035</td>
<td>0.69</td>
<td>0.635</td>
<td>0.163</td>
<td>2.50</td>
<td>0.020</td>
<td>0.51</td>
<td>0.375</td>
</tr>
<tr>
<td>MBF2/42(-08-)</td>
<td>0.507</td>
<td>0.626</td>
<td>0.517</td>
<td>0.065</td>
<td>1.40</td>
<td>0.700</td>
<td>1.77</td>
<td>2.00</td>
<td>0.026</td>
<td>0.66</td>
<td>0.375</td>
</tr>
<tr>
<td>MBF2/42(-09-)</td>
<td>0.599</td>
<td>0.654</td>
<td>0.583</td>
<td>0.065</td>
<td>1.66</td>
<td>0.815</td>
<td>2.07</td>
<td>2.00</td>
<td>0.029</td>
<td>0.74</td>
<td>0.375</td>
</tr>
</tbody>
</table>

### Table I (Cont.)

<table>
<thead>
<tr>
<th>PART NUMBER</th>
<th>MINIMUM AVAILABLE GRIP DASH NO.</th>
<th>RECOMMENDED MOUNTING SIZE</th>
<th>J DIA. MIN.</th>
<th>K MAX.</th>
<th>BREAK-OFF LIMITS</th>
<th>TENSILE STRUCTURAL FAILURE (MIN.)</th>
<th>DOUBLE LOCKING TORQUE MIN.</th>
<th>LOCKING TORQUE MIN.</th>
<th>V GAGE PROT.</th>
<th>W GAGE DIA.</th>
</tr>
</thead>
<tbody>
<tr>
<td>MBF2/42(-05-)</td>
<td>-150</td>
<td>0.180</td>
<td>0.168</td>
<td>0.047</td>
<td>0.039</td>
<td>0.250</td>
<td>0.300</td>
<td>0.275</td>
<td>1.00</td>
<td>1.13</td>
</tr>
<tr>
<td>MBF2/42(-06-)</td>
<td>-150</td>
<td>0.200</td>
<td>0.198</td>
<td>0.053</td>
<td>0.048</td>
<td>0.300</td>
<td>0.350</td>
<td>0.320</td>
<td>1.50</td>
<td>1.70</td>
</tr>
<tr>
<td>MBF2/42(-07-)</td>
<td>-150</td>
<td>0.225</td>
<td>0.228</td>
<td>0.072</td>
<td>0.065</td>
<td>0.350</td>
<td>0.400</td>
<td>0.370</td>
<td>2.00</td>
<td>2.26</td>
</tr>
<tr>
<td>MBF2/42(-08-)</td>
<td>-200</td>
<td>0.260</td>
<td>0.253</td>
<td>0.080</td>
<td>0.071</td>
<td>0.400</td>
<td>0.450</td>
<td>0.420</td>
<td>2.50</td>
<td>2.82</td>
</tr>
<tr>
<td>MBF2/42(-09-)</td>
<td>-200</td>
<td>0.262</td>
<td>0.253</td>
<td>0.082</td>
<td>0.073</td>
<td>0.450</td>
<td>0.500</td>
<td>0.470</td>
<td>3.00</td>
<td>3.38</td>
</tr>
<tr>
<td>MBF2/42(-10-)</td>
<td>-250</td>
<td>0.315</td>
<td>0.311</td>
<td>0.097</td>
<td>0.085</td>
<td>0.500</td>
<td>0.550</td>
<td>0.520</td>
<td>3.50</td>
<td>3.88</td>
</tr>
<tr>
<td>MBF2/42(-11-)</td>
<td>-250</td>
<td>0.347</td>
<td>0.354</td>
<td>0.114</td>
<td>0.100</td>
<td>0.550</td>
<td>0.600</td>
<td>0.570</td>
<td>4.00</td>
<td>4.39</td>
</tr>
<tr>
<td>MBF2/42(-12-)</td>
<td>-250</td>
<td>0.378</td>
<td>0.376</td>
<td>0.130</td>
<td>0.107</td>
<td>0.600</td>
<td>0.650</td>
<td>0.620</td>
<td>4.50</td>
<td>4.89</td>
</tr>
</tbody>
</table>

### Typical Installation

**Distortion of Head Must Not Exceed .001 Inch (0.025 mm)**

**Break-off Limits Measured From Head of Nut**

**Grip Dash No.**

**Marking on Top of Drive Nut**

**Head Markings**

**Fastener Identification: "2142"**

**Position Optional**

**Monogram Identification**

**Manufacturers Identification**

**Grip Dash No.**

**Marking on Top of Drive Nut**

**MONOGRAM AEROSPACE FASTENERS**

3423 SOUTH GARFIELD AVENUE

LOS ANGELES, CALIFORNIA 90040
MATERIAL AND HEAT TREATMENT:

NUT AND SCREW: SA-14V TITANIUM PER MIL-T-9047 STA OR AMS4928 OR AMS4967 HEAT TREATED PER MIL-H-81200 TO 95 KSI SHEAR STRENGTH MINIMUM, MAXIMUM HYDROGEN CONTENT 125 PPM.

SLEEVE: 304 STAINLESS STEEL PER AMS 6639, FULLY ANNEALED.

INSERT: ACETAL PER ASTM D4181.

DRIVE NUT: MILD STEEL

FINISH: (-) NUT: KAL-GARD ANN-RD #1012 CONVERSION COATING OR PHOSPHATE FLOURIDE PER MONOGRAM SPECIFICATION PS741, MAY BE USED AT MANUFACTURER'S OPTION.

SLEEVE: PASSIVATE PER AMS-05-P-35, KAL GARD ANN-RD #1013 CONVERSION COATING OPTIONAL.

INSERT: NONE.

DRIVE NUT: COLOR GRAY

LUBRICANTS: GRAPHITE FREE SOLID FILM LUBRICANT PER AS5272 OR MIL-PRF-81329 PARAFFIN WAX, OR CETYL ALCOHOL PER AS52712, (AS REQUIRED FOR PERFORMANCE.) (SEE FINISH CODE FOR ADDITIONAL RESTRICTIONS)

GENERAL NOTES:

1.) EXAMPLE OF PART NUMBER:

MONOGRAM 2142 (-06 - 100)

"A" DESIGNATES DUAL DRIVE NUT SYSTEM FOR ROBOTIC INSTALLATION

DESIGNATES GRIP (TABLE III)

DESIGNATES BASIC DIMENSIONS (TABLE I)

DESIGNATES SPECIAL FINISH CODE

DESIGNATES BASIC PART NUMBER

2.) LOCKING FEATURE CONSISTS OF THREE (3) INDENTATIONS LOCATED 120° APART ON THE PERIPHERY AND APPROXIMATELY .040" ABOVE INTERSECTION OF THE NUT NOSE ANGLE AND O.D.

DISTORTION SHALL NOT PREVENT INSERTION OF THE FASTENER INTO A RING GAUGE OF LENGTH EQUAL TO ONE DIAMETER AND HOLE DIAMETER EQUAL TO A MINIMUM RECOMMENDED HOLE FORCE FOR INSERTION SHALL NOT EXCEED 5.0 POUNDS.

MAXIMUM CONCENTRICITY (T.I.R) FROM DRIVE NUT TO SCREW HEAD WHEN DRIVE NUT IS FULLY SEATED (G=0) FOR GRIPS UNDER/EQUAL -1000. FOR GRIPS LONGER THAN -1000 "Teic" TBD.

ALL OTHER DIMENSIONS ARE THE SAME AS IN THE TABLE I.

STANDARD GRIP LENGTHS ARE SHOWN IN TABLE III. INTERMEDIATE GRIP LENGTH MAY BE AVAILABLE UPON REQUEST. EXAMPLE: 2ND DASH NO. 225 SHALL HAVE MIN GRIP .125 (3.175mm) AND MAX GRIP .225 (5.715 mm)