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REV.
B

AS1895™/21

FEDERAL SUPPLY CLASS
5340

RATIONALE

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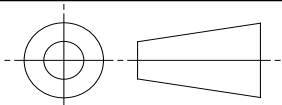
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THIRD ANGLE PROJECTION



CUSTODIAN: G-3/G-3A

PROCUREMENT SPECIFICATION: AS1895



AEROSPACE STANDARD

INSTALLATION, JOINT,
V-RETAINER COUPLING ASSEMBLY

AS1895™/21

REV.
B

ISSUED 1992-06 REVISED 1996-05 REAFFIRMED 2013-01 STABILIZED 2024-09

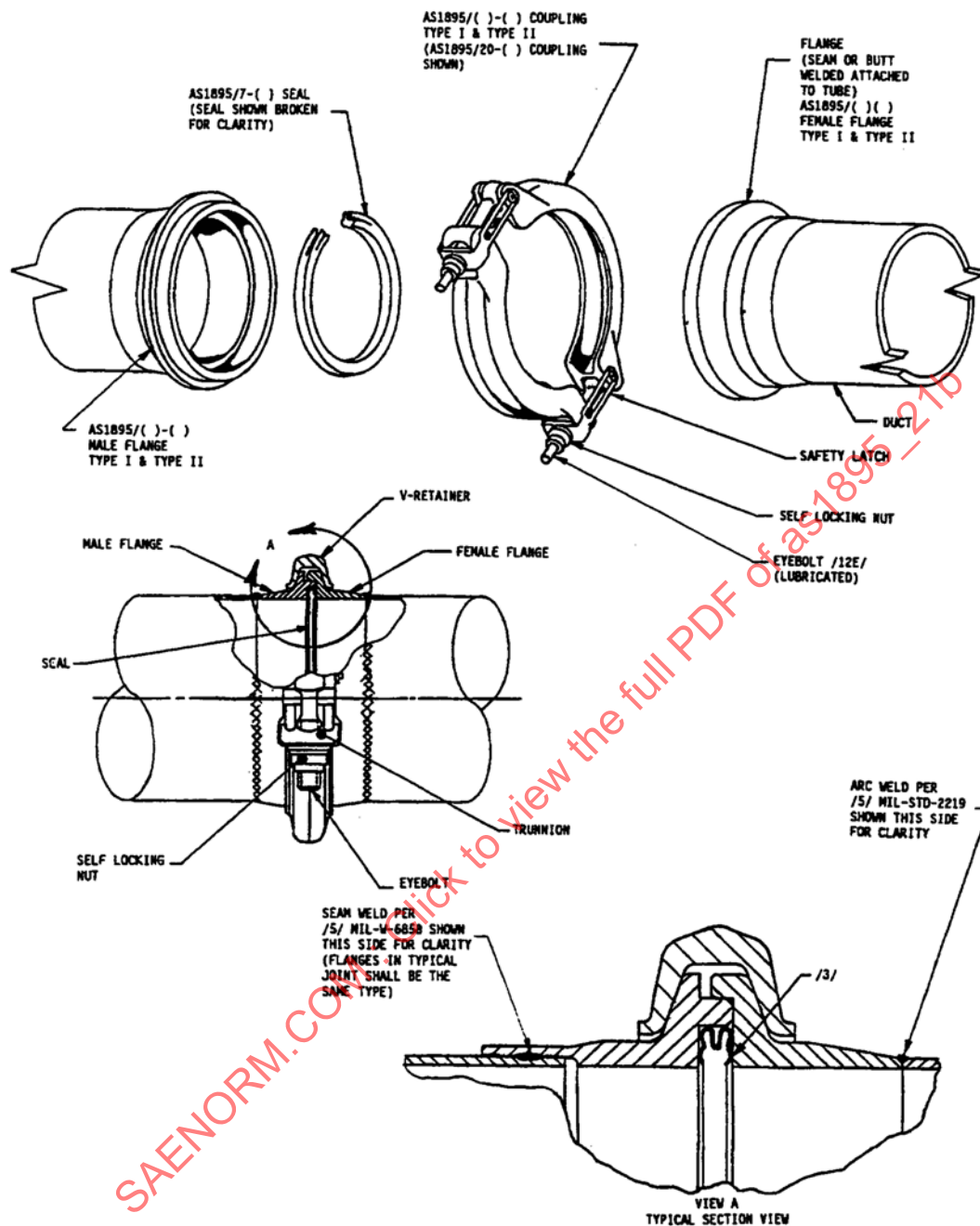


FIGURE 1 - AS1895 COUPLING FLANGES AND SEAL

	AEROSPACE STANDARD	AS1895™/21 SHEET 1 OF 4	REV. B
	INSTALLATION, JOINT, V-RETAINER COUPLING ASSEMBLY		

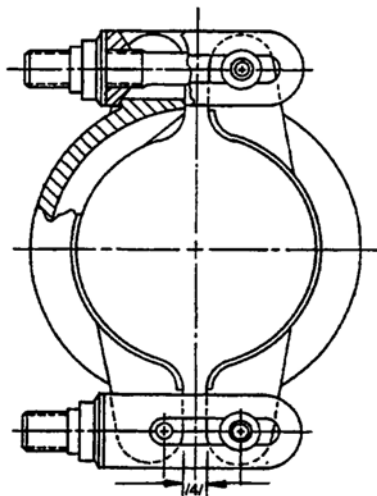


FIGURE 2 - CORRECT INSTALLATION DOUBLE LATCH COUPLING

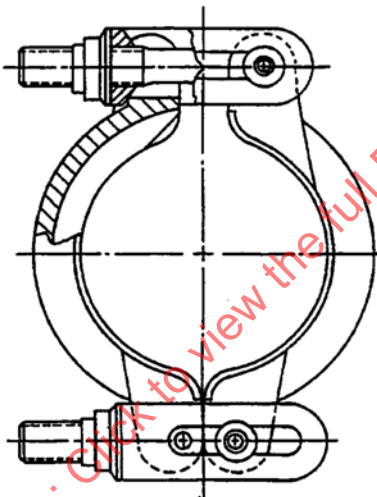


FIGURE 3 - INCORRECT INSTALLATION DOUBLE LATCH COUPLING /12c/

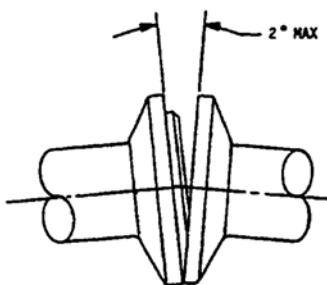


FIGURE 4 - INITIAL ANGULAR MISALIGNMENT /7/

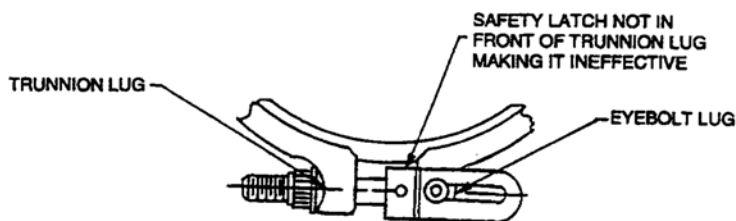


FIGURE 5 - INCORRECT INSTALLATION OF SAFETY LATCH /12/ SINGLE AND DOUBLE LATCH COUPLING

NOTES:

- /1/ TYPICAL DRAWING CALLOUT: "INSTALL PER AS1895/21".
2. DESIGNED FOR USE WITH SINGLE BOLT COUPLINGS AS1895/1 AND AS1895/4 (SEE TABLE 1), FOR TWO BOLT COUPLINGS SEE TABLE 2.
- /3/ SEAL IS OUT OF ROUND FOR RETENTION WITHIN THE MALE FLANGE DURING ASSEMBLY.
- /4/ LATCH GAP TYPICAL AFTER INSTALLATION PER TABLE 1 OR TABLE 2.

(R) TABLE 1 - LATCH GAP /4/ (SINGLE BOLT COUPLINGS)

TUBE OD	LATCH GAP MINIMUM TYPE I	LATCH GAP MINIMUM TYPE II	TUBE OD	LATCH GAP MINIMUM TYPE I	LATCH GAP MINIMUM TYPE II
1.00	—	.100	3.25	.190	.210
1.25	—	.150	3.50	.190	.210
1.50	.150	.150	4.00	.250	.100
1.75	.150	.150	4.50	.250	.150
2.00	.175	.175	5.00	.300	.200
2.25	.175	.175	5.50	.300	.250
2.50	.190	.190	6.00	.400	.300
2.75	.190	.190	6.50	.400	.300
3.00	.190	.190	7.00	.450	.300
			7.50	.450	.300

(R) TABLE 2 - LATCH GAP /4/ (TWO BOLT COUPLINGS)

TUBE OD	LATCH GAP MINIMUM TYPE I	LATCH GAP MINIMUM TYPE II
4.00	.100	.100
4.50	.150	.150
5.00	.200	.200
5.50	.250	.250
6.00	.300	.300
6.50	.300	.300
7.00	.300	.300
7.50	.300	.300

- /5/ CRITICAL: FLANGE FLATNESS AFTER WELDING PER AS1895
6. CHECK COUPLING PART NUMBER TO BE SURE CORRECT COUPLING IS BEING USED.
- /7/ REMOVE PROTECTIVE CAP FROM FLANGE, INSTALL SEAL IN MALE FLANGE, AND BRING MATING FLANGE INTO POSITION. DO NOT INSTALL COUPLING OVER FLANGES, WHICH EXCEED THE ANGULAR MISALIGNMENT SHOWN IN FIGURE 4. IF FLANGES ARE MISALIGNED, DO NOT USE COUPLING TO ALIGN. CHECK SYSTEM AND FIND CAUSE. LOOSEN SUPPORT CLAMPS AS NECESSARY. UNHOOK LATCH ASSEMBLY FROM LUGS AND SLIP COUPLING OVER THE TUBING OR DUCTING ADJACENT TO THE FLANGE. MISALIGNMENT SHOWN IS INITIAL. FLANGE GAP MUST BE CLOSED WHEN INSTALLATION IS COMPLETE.
8. WITH THE FLANGES IN POSITION, SLIP THE COUPLING OVER THE FLANGES. HOOK LATCH ASSEMBLY ON LUGS AND TIGHTEN NUT TO PROPER TORQUE.
9. OBSERVE PROPER INSTALLATION TORQUE INSTRUCTIONS MARKED ON COUPLING. IF TORQUE INSTRUCTIONS ARE NOT MARKED ON COUPLING, PARTS ARE TO BE REJECTED.