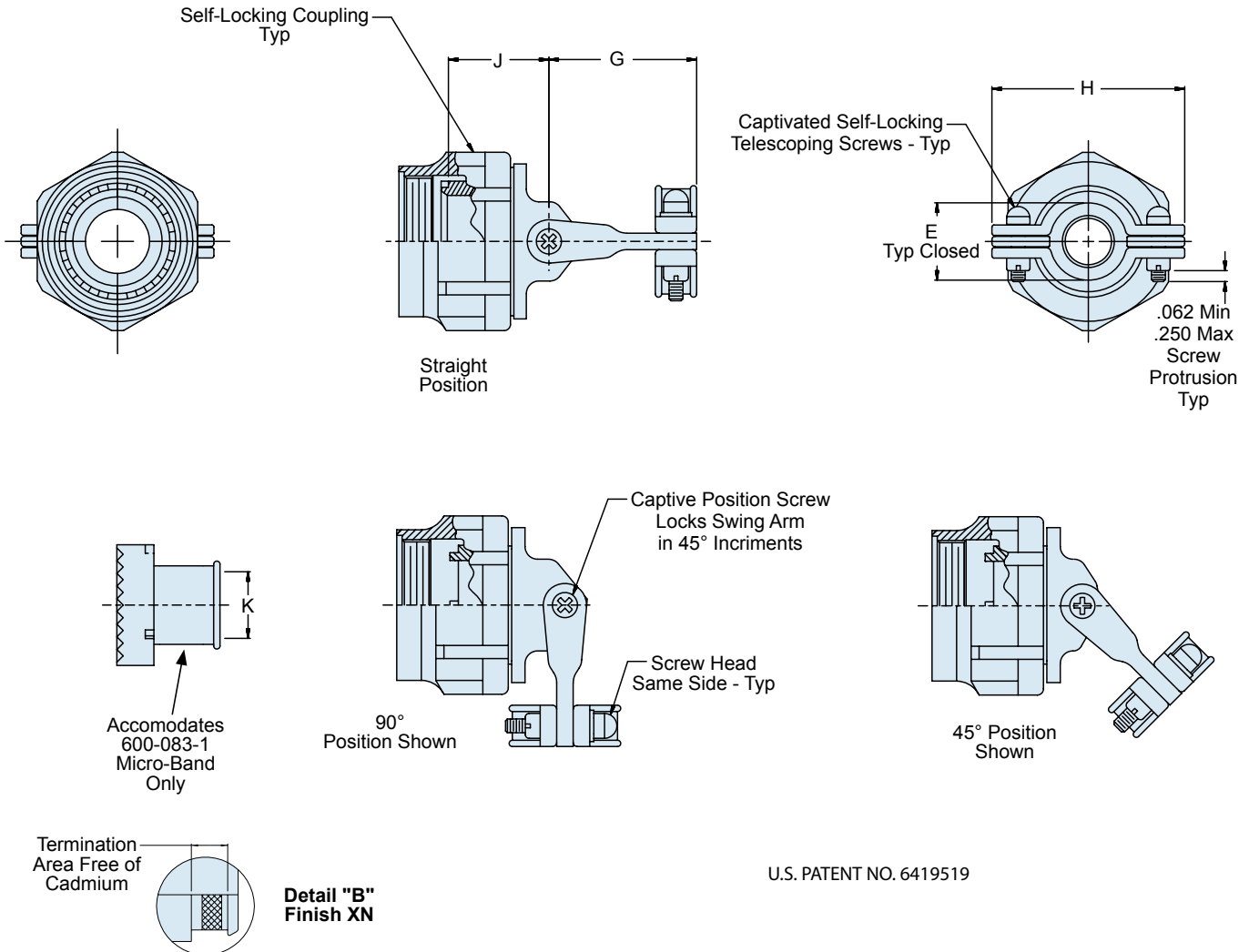
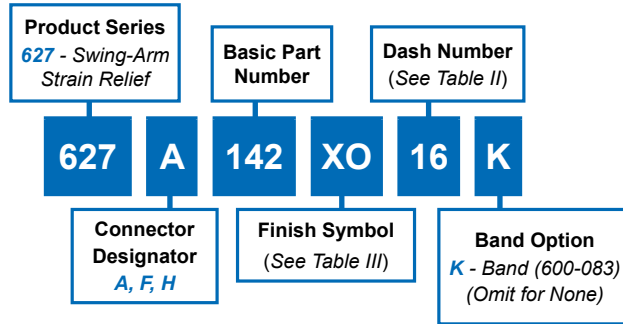


627-142 Composite Swing-Arm Strain Relief with Keyed Banding Insert and Self-Locking Coupling

A

CONNECTOR DESIGNATOR:	
A	MIL-DTL-5015, -26482 Series II, and -83723 Series I and III
F	MIL-DTL-38999 Series I, II
H	MIL-DTL-38999 Series III and IV
SELF-LOCKING	
ROTATABLE COUPLING	
LOW PROFILE	



U.S. PATENT NO. 6419519

627-142
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TABLE II: DASH NUMBER

Shell Size		E ± .031	G Max	H Max	J ± .06	K Diameter
A, F	H					A, F and H Code
08	09	.265 (6.7)	1.06 (26.9)	.98 (24.9)	.94 (23.9)	.140 (3.6)
10	11	.312 (7.9)	1.09 (27.7)	1.05 (26.7)	.97 (24.6)	.270 (6.9)
12	13	.438 (11.1)	1.18 (30.0)	1.20 (30.5)	1.03 (26.2)	.390 (9.9)
14	15	.500 (12.7)	1.24 (31.5)	1.30 (33.0)	1.09 (27.7)	.512 (13.0)
16	17	.625 (15.9)	1.32 (33.5)	1.44 (36.6)	1.12 (28.4)	.637 (16.2)
18	19	.688 (17.5)	1.39 (35.3)	1.56 (39.6)	1.15 (29.2)	.757 (19.2)
20	21	.750 (19.1)	1.55 (39.4)	1.69 (42.9)	1.18 (30.0)	.881 (22.4)
22	23	.812 (20.6)	1.55 (39.4)	1.77 (45.0)	1.25 (31.8)	1.006 (25.6)
24	25	.938 (23.8)	1.61 (40.9)	1.89 (48.0)	1.28 (32.5)	1.131 (28.7)

TABLE III: FINISH

Symbol	Finish Description	Component
XB	No Plating, Black	Clamp Body, Coupling Nut, Saddles
	Electroless Nickel/Brass	Interface Ring
XMT	No Plating, Black	Clamp Body, Coupling Nut, Saddles
	Ni-PTFE, Nickel-Fluorocarbon Polymer	Interface Ring
XN	No Plating, Black	Clamp Body, Coupling Nut, Saddles
	Cadmium, Olive Drab/Brass (See Detail B)	Interface Ring

APPLICATION NOTES

- Metric dimensions (mm) are in parentheses and are for reference only.
- Glenair series 600 Backshell assembly Tools are recommended for assembly and installation.
- Swing Arm locks in 45° increments—Sizes 10 thru 24, additional positioning increments are manufacturer's option.
- Captive Screw can remain engaged to the body when positioning the Arm. When tightened, the Screw shall not protrude into the inside surfaces.
- Coupling nut supplied unplated.
- Consult factory for additional entry sizes available.
- See Table I in Intro for front-end dimensional details.
- K diameter may be smaller than required to accommodate fully populated connector. Consult engineering department for additional information.

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