An interesting difference between an SAE bolt and an AN bolt is that the AN bolt has a smaller diameter on the shank and a longer unthreaded portion of the bolt shank. They are available in 1/8 inch increments of length. The most obvious difference between an SAE bolt and an AN bolt is that the AN bolt has a smaller diameter on the shank and a longer unthreaded portion of the bolt shank. They are available in 1/8 inch increments of length. AN960 flat washers are used to fine tune the fit and make sure that the nut doesn’t bottom out on the unthreaded portion of the shank. You must measure the joint carefully to be sure to order the correct bolt. A dial caliper is almost a must for this use. Bolts with drilled shanks are generally used with AN310 castellated nuts and cotter pins (see page 98). Bolts with drilled heads are available for use with safety wire. Please call or check our website for availability of longer lengths.

Please Note
We are constantly expanding our inventory of AN bolts. The particular sizes and styles that we add are based upon requests from customers like you. Please feel free to request a price and delivery quotation on any AN bolt. However, be aware that not every part number listed in these charts has actually been produced and some sizes may not be readily available.

The most obvious difference between an SAE bolt and an AN bolt is that the AN bolt has just enough thread length to install a nut and one or two flat washers. The idea is to keep the threaded portion of the bolt out of the shear area of the bolted joint. Not only does the bolt come to a point where it acts like a low speed milling cutter and will inevitably enlarge the hole and loosen the joint.

Correct application of the bolt is therefore dependent upon grip length, the length of the threaded portion of the bolt out of the shear area of the bolted joint. Not only does the threaded portion of the bolt out of the shear area of the bolted joint.

Prepare To Win: lower safety factor in order to optimize the performance of their cars. If you have not read

That statement was true in 1975 when the book was first published and it's even more true now that cars have gotten lighter, faster and capable of higher cornering forces. Designers have, in general, gone to smaller fasteners that offer a lower safety factor in order to optimize the performance of their cars. If you have not read Prepare To Win, or have not reviewed it for several years, we suggest at least taking a look at Chapter I.

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Prices shown are current as of “April 21, 2020”.

Remember to order by Grip Length! See page 98 for our handy AN bolt length gauge.