

**Mounting Option**

04-.156 (3.96) Dia. Mounting Holes

**Contact Detail**

521-P.C. Tail .025 Sq.(0.64 Sq.) - Tail LG=.150(3.81)

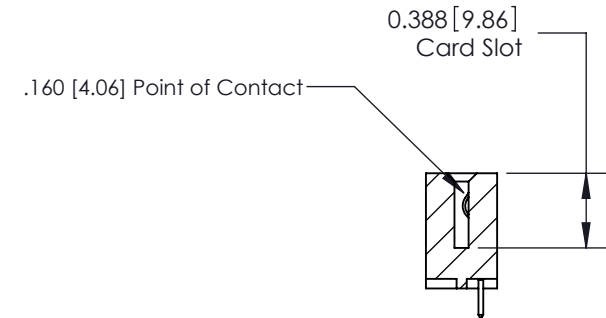
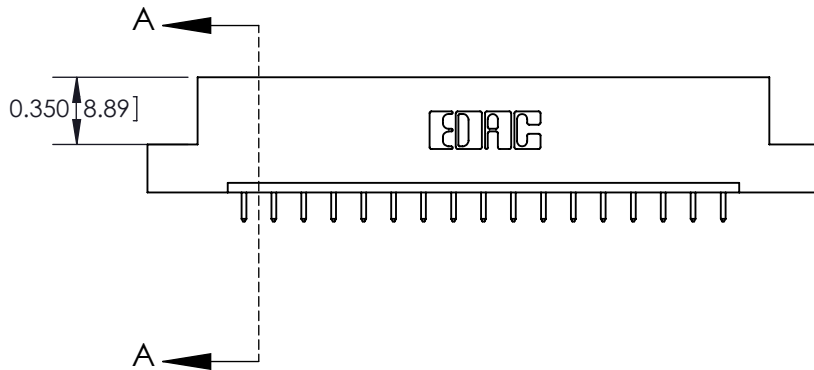
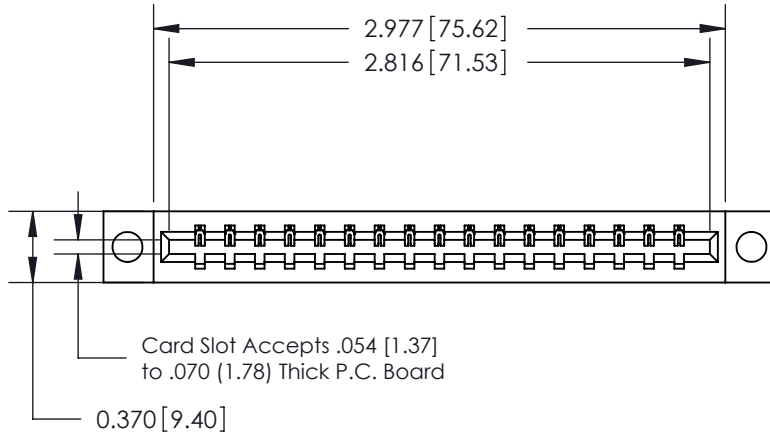
.156 [3.96] Contact Spacing x .200 [5.08] Row Spacing

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ISSUE NUMBER

ORIGINAL



SECTION A-A

See Accompanying Page for:

- Bend Detail
- Mounting Options
- Features and Specifications

333 Series Card Edge Connector

Part Number: 333-017-521-104



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SCALE: NTS SHEET 1 OF 4

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333 Assembly

1



555 Contact Code



556 Contact Code



558 Contact Code



559 Contact Code



560 Contact Code

333 Series Card Edge Connector  
Contact Bend Detail



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Code x01

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### 333 Series Card Edge Connector Mounting Options



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333 Assembly

1



**Features**

- .156 (3.96) Contact Spacing x .200 (5.08) Row Spacing
- Accepts .062 (1.57) Nominal Thickness P.C. Board
- High Profile Insulator Body .600 (15.24)
- Contact Termination Options include P.C. Tail, Wire Hole, Wire Wrap, 90 Degree, & Extender Board Bends
- Single or Dual Row Configurations
- Variety of Mounting Options, Flush or Offset Lugs
- Accepts Between Contact and In-Contact Polarizing Keys

**Specifications**

- Insulator Material: Thermoplastic Polyester, UL 94V-0, Colour: Green
- Contact Material: Copper, Nickel, Tin Alloy CA-725
- Contact Plating: Gold on the Mating Area, Tin on the Contact Tails, Nickel Underplate
- Current Rating: 3 Amperes Continuous
- Contact Resistance: 10 Milliohms Maximum
- Dielectric Withstanding Voltage: 1800 V AC rms at Sea Level Between Adjacent Contacts
- Insulation Resistance: 5000 Megohms Minimum
- Operating Temperature: -65 to +105 Degrees C
- Insertion Force: 16 oz (4.45 N) Maximum per Contact Pair when Tested with a .070 (1.78) Thick Gauge
- Withdrawal Force: 1 oz (0.28 N) Minimum per Contact Pair when Tested with a .054 (1.37) Thick Gauge

|  |  |                                   |                  |
|--|--|-----------------------------------|------------------|
| 333 Series Card Edge Connector<br>Features and Specifications  |  | ACAD REFERENCE NO. 333 ENG MASTER |                  |
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