

E40D/4R100 TORQUE CONVERTER PRODUCT OVERVIEW



FM64:

4 stud gas converter that is basically stock. This converter is high stall, and does not have any bearings at the stator. Stock (stamped) style lid. This converter uses the “late design” LuK damper with dual springs. Reinforced primary.

FM64D:

4 stud diesel converter that is basically stock. Converter is low stall, and does not have any bearings at the stator. Stamped (not billet) OE style lid has extended tips on the mounting studs. This unit uses the new design LuK single disc damper assembly with dual damper springs. Reinforced primary.

FM64L:

4 stud gas low stall converter that is also basically “stock.” This is the same as a FM64D, except that the tips on the mount studs are not “extended.”

FM64X:

4 stud high stall converter with a billet front cover (lid). Converter has bearings at the stator caps, and the turbine hub is upgraded to Aftermarket steel (as opposed to early “powdered metal”). Unit also utilizes a phenolic washer between the turbine hub and the front cover, and features the LuK single disc, dual spring damper assembly. Reinforced primary.

FM64LX:

This is a 4 stud, low stall converter (no extended tips) with a billet cover. Converter can be used in a low stall gas application, or as a low stall diesel unit. Converter has bearings at the stator caps, and the turbine hub is upgraded to Aftermarket steel. Unit utilizes a phenolic washer between the turbine hub and the front cover, and features the LuK single disc, dual spring damper assembly. Reinforced primary.

FM64QX:

This converter is basically identical to the FM64LX, except that it uses a 6 stud billet cover instead of a 4 stud billet cover. The billet cover is stronger than stamped OE cover, and provides the stout clutch surface needed in heavy-duty applications. Bearings at stator, phenolic washer at front cover, reinforced primary.

FM64R:

This is the only “multi disc” converter offered for the 4R100. It is a 6 stud unit, and it has the greatest torque load capacity of any of the E40D/4R100 torque converter products offered. The two previous designs that were used by Ford for this multi disc unit proved unreliable, but this latest multi disc design has shown that it can handle the load placed on it by late model, high torque applications. Reinforced primary.

EACH RECON™ BY TRANSTAR TORQUE CONVERTER IS COVERED BY THE INDUSTRY-LEADING 3-YEAR,
36,000-MILE WARRANTY!*

**Recon by Transtar Torque Converter Limited Warranty*

E4OD/4R100 TORQUE CONVERTER COMPONENT MATRIX

TRANSTAR #	STALL	STUDS	TYPE OF COVER	EXTENDED TIPS ON STUDS	TURBINE HUB	FRONT COVER TO TURBINE HUB	STATOR CAP	DAMPER
FM64	High	4 Stud	OEM	No	Stock	None-Stock	Stock	1 Disc, 2 Spring
FM64D	Low	4 Stud	OEM	Yes	Stock	None-Stock	Stock	1 Disc, 2 Spring
FM64L	Low	4 Stud	OEM	No	Stock	None-Stock	Stock	1 Disc, 2 Spring
FM64X	High	4 Stud	Billet	No	Steel	Phenolic	Bearing Adapter	1 Disc, 2 Spring
FM64LX	Low	4 Stud	Billet	No	Steel	Phenolic	Bearing Adapter	1 Disc, 2 Spring
FM64QX	Low	6 Stud	Billet	No	Steel	Phenolic	Bearing Adapter	1 Disc, 2 Spring
FM64R	Low	6 Stud	OEM Grob	No	New Style	OE W/ Bearing	Bearing Adapter	3rd Design Multi Disc

NOTES:

- Do not use any of these converters for the 5R110W application. The 5R110W Transmission uses a different torque converter from any of those listed here.
- If you are using a single disc converter for installation into a PWM application, the transmission pump must be modified from PWM lock up to an on/off lock up. Use Transtar part #A36507C.