

# 4 STUD: FM64DX-S3 6 STUD: FM64RX-S3 TORQUE CONVERTER



PRODUCT: FM64DX-S3 // FM64RX-S3

## DESCRIPTION:

FM64DX-S3; TC, E40D / 4R100, 4 STUD, LS, BILLET COVER, MULTI DISC  
FM64RX-S3; TC, E40D / 4R100, 6 STUD, LS, BILLET COVER, MULTI DISC

## SPECIFICATIONS:

- Trans Type:** E40D / 4R100
- Overall Diameter:** 12.8"
- Mounting Studs:** 4 or 6 each, depending on part number
- Bolt Circle:** 11.37" diameter
- Type of Unit:** Multiple disc clutch
- Turbine Splines:** 1.375"
- Pilot Diameter:** 31 spline
- Overall Height:** 6.960"
- Hub Diameter:** 1.997", flats

These converters provide a billet front cover *with* a multiple disc clutch. Combined with a very low stall impeller, these torque converters provide the most durable and efficient transfer of power in high torque and heavily loaded applications.



## NOTE:

- These are very low stall units, approx 250 RPM lower than the FM64R! They may not be suitable for "stock" applications. These are best suited for vehicles that have engine modifications that result in increased torque output.

PRODUCT: FM64DX-S3 // FM64RX-S3



Only the lowest stall impellers are used to manufacture these converters. The impellers used are even lower stall than the typical low stall 'straight rib' impellers; only impellers that have an extra 'low stall' negative rib angle are utilized in building these part numbers. All impellers are manually or furnace brazed for added strength and efficiency.

In the stator, the only roller clutch assembly used is the .980" tall version. The shorter .781" (less holding capacity) roller clutch is not used when building these converters. Additionally, the plastic phenolic stator cap is replaced with an aluminum cap that also serves as a bearing adapter. A new 'high capacity' Torrington bearing replaces the OE plastic cap as the thrust surface.

Turbines are manually or furnace brazed, and only turbine hubs that are compatible with the latest design multiple disc assemblies are used. Turbine hubs are secured with solid (not hollow) rivets. Turbine hubs are also manually TIG welded to the turbine shell to prevent stress fractures typically found in high torque/heavy load applications.

Only LuK 'third design' (latest version) multiple disc clutch assemblies are used. Earlier versions were known to cause noise complaints, and frequently would develop problems that could prevent full apply – or full release – of the converter clutch.

Bearing between the turbine hub and front cover is also 'latest design'. Replaced 100%, this bearing has a 'shoulder' that keeps the race properly positioned in all phases of converter operation.

Billet front cover is specially designed to mate to LuK 'third design' multiple disc clutch assembly. Configured with either 4 or 6 studs, this billet front cover can handle the abuse of modified high torque and/or heavily loaded applications. Instead of being built with 'press in' or 'friction welded' studs, these units use stud bases that are threaded, counter sunk and then pinned into position. The typical problem of studs 'pulling out' during installation is eliminated.

'Counter sunk and pinned' mount stud. Never use high torque impact guns when fastening converters to flexplates.