

# FM160M

## PRODUCT INFORMATION



### DESCRIPTION:

TC, 5R110W, 2003 – UP, LOW STALL,  
6MM STAMP IN FRONT COVER

### SPECIFICATIONS:

<b>Trans Type:</b>	5R110W
<b>Overall Diameter:</b>	12 3/4"
<b>Mounting Style:</b>	6 studs
<b>Bolt Circle:</b>	11 3/8" diameter
<b>Type of Unit:</b>	Multi Disc Clutch
<b>Overall Height:</b>	7.035"
<b>Pilot Diameter:</b>	1.375"
<b>Family Group:</b>	Ford
<b>Turbine Splines:</b>	30
<b>Stator Splines:</b>	32
<b>Hub:</b>	1.997" diameter, milled flat
<b>ID Codes:</b>	"6MM" or "WW9" metal stamp at front cover



### NOTES:

- This unit is 5R110W specific. Do not interchange this unit with any 4R100 torque converters.
- See page 2 to properly identify this unit.

# HOW TO TELL THE DIFFERENCE BETWEEN 4R100 AND 5R110W MULTI DISC TORQUE CONVERTERS

Part #FM160M is a torque converter that is specific to the 5R110W transmission. Do not interchange a 5R110W torque converter to a 4R100 application, or vice versa!

**FM64R - 4R100 front cover**



**FM160M - 5R110W front cover**



Placing a straight edge across the raised portion of the front cover, the pilot on the 5R110W is approximately .540" taller than the cover. On the 4R100, the pilot is approximately .790" taller (if you measure, be sure to take into account the thickness of straight edge). Also, the overall welded heights (top of impeller hub to base of stud) of these units are different. The OAH of the 5R110W unit is approximately 7.035", while the OAH of the 4R100 unit is approximately 6.955".



"6MM" or "WW9" metal stamped in cover



**FM64R - 4R100 impeller**



**FM160M - 5R110W impeller**

**NOTE:**

- The 4R100 converter has a relatively straight fin angle, while the last row of ribs on the 5R110W unit has a "low stall" fin angle.