

# AX4N & AX4S SIMPLIFICATION



PRODUCT: FM59 // FM59A // FM71 // FM71H // FM71C // FM72C

Recon has simplified the offering of torque converters for 1994-2007 vehicles equipped with AX4N and AX4S transmissions. This has allowed us to combine components from several obsolete converter configurations into easy-to-understand numbers.

TRANSTAR NUMBER	CODES ON CONVERTER	SPLINES	TABS	DESCRIPTION
FM59	18, 28	25	2 or 3	1993-1995 Taurus SHO 3.2L V6
FM59A	51, 55, 64	25	4	1996-1999 Taurus SHO 3.4L V8
FM71	Various	25	2, 3 or 4	3.0L / 3.8L Taurus Sable, Continental, Windstar Medium Stall
FM71H	Various	25	2, 3 or 4	3.0L / 3.8L Taurus Sable, Continental, Windstar High Stall
FM71C	49	25	2 or 3	1995-1997 4.6L Lincoln Continental
FM72C	58, 71	25	4	1998-2002 4.6L Lincoln Continental

In order to determine what stall speed is needed, simply look at the angle of the stamped fins in the impeller:



**FM71C LOW STALL**



**FM71 MEDIUM STALL**

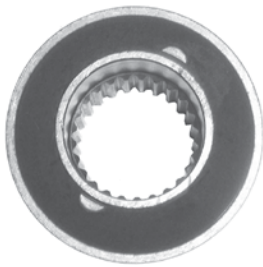


**FM71H HIGH STALL**

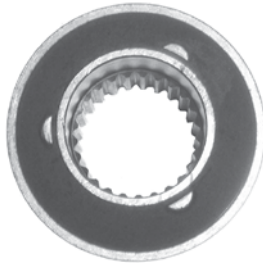
EACH RECON™ BY TRANSTAR TORQUE CONVERTER IS COVERED BY THE INDUSTRY-LEADING 3-YEAR, 36,000-MILE WARRANTY!\*

*\*Recon by Transtar Torque Converter Limited Warranty*

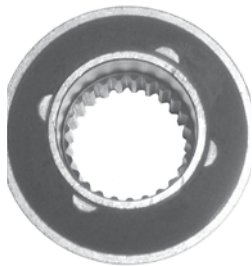
# DIFFERENCES IN 25 SPLINE AXODE/AX4S/AX4N TORQUE CONVERTERS



2 tab turbine hub



3 tab turbine hub



4 tab turbine hub

## FM71, FM71C, FM71H, FM59

In the middle of the 1994 production year, Ford increased the number of turbine splines from 23 to 25. Looking down into the converter hub, tabs (also described as 'notches' - see photos) on the turbine hubs **usually** indicated 25 splines, while no tabs usually indicated 23 splines. NOTE: ALWAYS DOUBLE CHECK CONVERTER WITH SPARE INPUT SHAFTS TO VERIFY SPLINE COUNTS.

The first 25 spline units that were introduced typically had 2 tabs on the turbine hubs. These units are all single disc clutches, with friction material that is compatible with modulated converter clutch apply.

Turbine hubs that have 3 tabs at the splines are also 25 spline units. These units also have single disc, modulating style clutches. Although there are some internal differences between the 2 tab and 3 tab type torque converters, RECON does not differentiate in the part numbers for these units. For example, a **FM71C** could have either a 2 or a 3 tab type of turbine hub. **There is no problem in replacing a 2 tab converter with a 3 tab unit, or vice versa, as long as the fin angle/stall speed is correct.**

## FM71, FM72C, FM71H, FM59A

In 1997, Ford introduced a twin disc clutch assembly for this converter. This multi disc clutch is indicated by 4 tabs on this 25 spline turbine hub. This converter was in production through the 2000 model year. Starting in late 2000 / early 2001, Ford returned to the single disc design. The twin disc design is also compatible with a modulated apply strategy.

### INTERCHANGING MULTI DISC CONVERTERS WITH SINGLE DISC UNITS:

Some customers freely interchange multi disc units with single disc units (and vice versa), with reports of no problems. It is the recommendation to use multi disc units in those applications that originally used multi disc, and single disc converters where single discs were originally installed.