







# FORD



	DIA	Pilot	Hub	Mount	Spline	Part No.
<b>AOD</b>						
	12.75"	1.375"	1.997" Mill Flat	4 Studs	35	<b>F-52LS</b>  Code: 7A, 14A, 15A Trucks & vans w/ 351 engines Low stall.  F43
	12.75"	1.375"	1.997" Mill Flat	4 Studs	35	<b>F-52</b>  Code: 11A, 13A, 18A, 19A Trucks & cars w/small block engines High stall.  F44/F47
<b>AOD-E (4R70W)</b>						
	11.75"	1.375"	1.997" Mill Flat	4 Studs	31	<b>F-63</b>  Code: 52A, 62A, 70A, 74A 1992-on; Lincoln Mark VIII, Mustang 4.6L(1996-on) 10.65" Bolt circle dia.  4R70W-2
	12.75"	1.375"	1.997" Mill Flat	4 Studs	31	<b>F-60</b>  Code: 65A 1992-on; Crown Victoria, Grand Marquis, T-Bird, Trucks 11.5" Bolt circle dia.; High stall  4R70W-1
	12.75"	1.375"	1.997" Mill Flat	4 Studs	31	<b>F-60HD</b>  Code: 65A 92-up; Police Cars. w/ heavy duty l/u piston.; High stall  4R70W-1HDC
	12.75"	1.375"	1.997" Mill Flat	4 Studs	31	<b>F-60LS</b>  Code: 1992-on; Various 11.5" Bolt circle dia.; Low stall  4R70W-1L



	DIA	Pilot	Hub	Mount	Spline	Part No.
	10"	.825"	2.637" w/bushing	4 Studs	34 turbine	<b>F-53A</b>
	<b>Code: E11</b> 1981-Up; 1.9L engine High stall; non removable spline, <b>planetary design.</b>					F46
	10"	.825"	2.637" w/bushing	4 Studs	34 turbine	<b>F-53ALS</b>
	<b>Code:</b> 1981-Up; 2.3L engine Low stall; non removable spline, <b>planetary design.</b>					F45
	10"	.825"	2.637" w/bushing	4 Studs	30 turbine	<b>F-66</b>
	<b>Code:</b> 1986-Up; 1.9L, 2.3L engine High stall; removable spline, <b>open design.</b>					ATX-5
	10"	.825"	2.637" w/bushing	4 Studs	30 turbine	<b>F-66LS</b>
	<b>Code: E10</b> 1986-Up; 2.3L, 3.0L engine Low stall; removable spline, <b>open design.</b>					ATX-3
	10.125"	.825"	2.367" w/bushing	4 Studs	34 turbine	<b>F-65TT</b>
	<b>Code: E12</b> 1986-91; Taurus, Sable, Tempo: 2.3L, 2.5L engines Non removable spline; <b>clc design</b> , l/u omitted.					ATX-4

## AXOD, AXODE (AX4S), AX4N (4F50N)

### ● LOCKUP DESIGN -

To confirm modulated lockup in 1991-92 vehicles, check the TCC solenoid located on the pump body.

**Square** solenoid = ON-OFF    **Round** solenoid = modulated lockup (PWM)

### ● TURBINE SHAFT SPLINE -

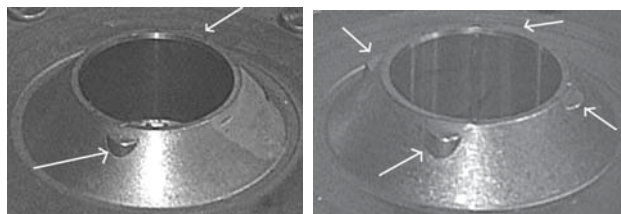
On December 20, 1993, Ford changed the Turbine Shaft from 23 splines to 25 splines.

Count the splines for the 1994 model year to match the proper converter with the correct spline.







**Do not interchange converters or damage will occur.**

### ● TWIN DISC LOCKUP PISTONS -

Ford started using a 2 piston (twin) lockup converter in 1996 to increase torque capacity. To determine if the converter is a single or twin disc design externally, check the turbine spline. A turbine with a two boss marking has a single piston, while a four boss marking is a twin disc.









2 DIGIT CODES					
METAL STAMP	PART #	METAL STAMP	PART #	METAL STAMP (25 SPLINE)	PART #
01 or 34	F-58	14 or 43	F-58E	19 or 45	F-68E
03 or 46	F-58LS	15 or 38	F-58ELS	28 or 42	F-68EHS
04 or 46	F-58LS	17 or 40	F-58	29 or 39	F-68ELS
12 or 47	F-58LS	18 or 36	F-58EHS	30 or 44	F-68E
06 or 53	F-58	24 or 37	F-58E	31 or 41	F-68E
07 or 35	F-58LS	25 or 38	F-58ELS	32 or 45	F-68E
08 or 11	F-58ELS	26 or 43	F-58E	20	F-68E
10 or 37	F-58E	27 or 40	F-58	50	F-68E
PRODUCTION NUMBER CODES					
METAL STAMP	PART #	METAL STAMP	PART #	METAL STAMP	PART #
(7902 GROUP = 1F1P-7902-AA)		F4DP-AA	F-68E	F68P-AA	F-68T
		F4DP-BA	F-68E	F6DP-AA	F-68THS
1F1P-AA	F-68TS	F4DP-CA	F-68ELS	F6DP-BA	F-68E
1F1P-AB	F-68TS	F4DP-CB	F-68ELS	F88P-AA	F-68TS
1F1P-AC	F-68TS	F4DP-DA	F-68E	F88P-AB	F-68TS
1F1P-BA	F-68E	F4DP-DB	F-68E	F88P-BA	F-68T
1F1P-BB	F-68E	F4DP-EA	F-68EHS	F8DP-AB	F-68TS
1F2P-AA	F-68T	F4OP-AA	F-68E	F8DP-AC	F-68TS
1F2P-AB	F-68T	F4OP-AB	F-68E	F8DP-BB	F-68TLS
1F3P-AA	F-68TS	F5DP-BA	F-68E	F8DP-CA	F-68E
F3DP-BA	F-68EHS	F5OP-AA	F-68TLS	F8OP-AB	F-68TLS

	DIA	Pilot	Hub	Mount	Spline	Part No.
<b>AXOD/AXODE (91)</b>						
	10.75"	.825"	1.995" w/bushing	4 Studs	23	<b>F-58</b>  <i>AXOD-1</i>
<b>Code:</b> 01, 06, 17, 27, 34, 40, 53 1986-91; Taurus & Sable; 3.0L engine With <b>On-Off</b> TCC solenoid. Medium stall.						
	10.75"	.825"	1.995" w/bushing	4 Studs	23	<b>F-58LS</b>  <i>AXOD-2</i>
<b>Code:</b> 03, 04, 07, 12, 35, 46, 47 1986-91; Taurus & Sable; 3.8L engine With <b>On-Off</b> TCC solenoid. Low stall.						
<b>AXODE (91-E94)</b>						
	10.75"	.825"	1.995" w/bushing	4 Studs	23	<b>F-58E</b>  <i>AXODE-1L</i>
<b>Code:</b> 10, 14, 24, 26, 37, 43 1992-94; Taurus & Sable 3.0L 91-94 Lincoln with <b>PWM</b> TCC solenoid. Medium stall.						
	10.75"	.825"	1.995" w/bushing	4 Studs	23	<b>F-58ELS</b>  <i>AXODE-2L</i>
<b>Code:</b> 08, 11, 15, 25, 38 1992-94; Taurus & Sable 3.8L, 91-94 Lincoln with <b>PWM</b> TCC solenoid. Low stall.						
	10.75"	.825"	1.995" w/bushing	4 Studs	23	<b>F-58EHS</b>  <i>AXODE-4</i>
<b>Code:</b> 28, 42 1993; Taurus SHO w/stepped impeller w/ <b>PWM</b> TCC solenoid, modulated lockup, high stall.						
<b>AX4S (L94-UP), AX4N</b>						
	10.75"	.825"	1.995" w/bushing	4 Studs	25	<b>F-68E</b>  <i>AXODE-3H</i>
<b>Code:</b> 19, 20, 30, 32, 44, 45 1994-up; 3.0L engine; <b>Modulated</b> lockup, Medium stall.						







AX4S, AX4N (continued on next page)...

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	DIA	Pilot	Hub	Mount	Spline	Part No.
<b>AX4S (L94-UP), AX4N (continued)</b>						
	10.75"	.825"	1.995" w/bushing	4 Studs	25	<b>F-68ELS</b>  <i>AXODE-3L</i>
<b>Code:</b> 29, 39 1994-up; 3.8L engine; <b>Modulated</b> lockup, Low stall.						
	10.75"	.825"	1.995" w/bushing	4 Studs	25	<b>F-68EHS</b>  <i>AXODE-5</i>
<b>Code:</b> 28, 42 1994; Taurus SHO w/stepped impeller <b>Modulated</b> lockup, High stall.						
	10.75"	.825"	1.995" w/bushing	4 Studs	25	<b>F-68T</b>  <i>AXODE-6H</i>
<b>Code:</b> 1996-up; 3.0L <b>twin disc piston</b> Medium stall.						
	10.75"	.825"	1.995" w/bushing	4 Studs	25	<b>F-68TLS</b>  <i>AXODE-6L</i>
<b>Code:</b> 1996-up; 3.8L, 4.6L <b>twin disc piston</b> Low stall.						
	10.75"	.825"	1.995" w/bushing	4 Studs	25	<b>F-68TS</b>  <i>AXODE-7</i>
<b>Code:</b> 1998-up; 3.0L, 24V <b>twin disc piston</b> Standard impeller, High stall.						
	10.75"	.825"	1.995" w/bushing	4 Studs	25	<b>F-68THS</b>  NA
<b>Code:</b> 1996-up; Taurus SHO <b>twin disc piston</b> Stepped impeller, High stall.						



	DIA	Pilot	Hub	Mount	Spline	Part No.
<b>A4LD/E (4R44E, 4R55E, 5R55E)</b>						
	10.875"	.750" 1" long	1.610" Mill Flat	4 Studs	21	<b>F-57S</b>  <i>A4LD-3</i>
<b>Code:</b> CA, CE, DE 2.3L, 2.9L Merkur Scorpio						
	10.875"	.750" 1.45" long	1.610" Mill Flat	4 Studs	21	<b>F-57H</b>  <i>A4LD-1</i>
<b>Code:</b> DA, 87BA, EA, BA, FA All; 2.8L, 2.9L, 3.0L all; 2.3L (except Merkur) <b>High stall</b> rib angle						
	10.875"	.750" 1.45" long	1.610" Mill Flat	4 Studs	21	<b>F-57L</b>  <i>A4LD-2HD</i>
<b>Code:</b> 4.0L; single disk clutch (twin disc NLA) <b>Low stall</b> ribs;						
	10.875"	.825" 1.300" long	1.610" Mill Flat	4 Studs	21	<b>F-57C</b>  <i>NA</i>
<b>Code:</b> IL5AC, IL5AB <b>Pilot is not stepped</b> <b>High stall</b> rib angle						
<b>5R55N, 5R55W</b>						
	10.875"	1.375"	1.610" Mill Flat	8 Studs	21	<b>F-57N</b>  <i>A4LD-7</i>
<b>Code:</b> 1999-Up; Lincoln LS, Jaguar 2002-Up Explorer						
	10.875"	1.375"	1.610" Mill Flat	4 Studs	21	<b>F-57W</b>  <i>A4LD-6</i>
<b>Code:</b> 1999-Up; Lincoln LS, Jaguar 2002-Up Explorer						



# FORD

	DIA	Pilot	Hub	Mount	Spline	Part No.
<b>C3</b>						
	9.5"	.750/.824"	1.610" Mill Flat	3 Pads	21	<b>F-39</b>  <i>F35</i>
<b>Code:</b> 1974-up; 4 cyl. 2.3L engine						
	10.5"	.750/.824"	1.610" Mill Flat	3 Pads	21	<b>F-41</b>  <i>F36</i>
<b>Code:</b> 1974-up; 4 cyl. 2.3L, 6 cyl. 2.8L engines High stall ribs						
	10.5"	.750/.824"	1.610" Mill Flat	4 Studs	21	<b>F-61</b>  <i>F52</i>
<b>Code:</b> 1980-up; 4 cyl. 2.3L engine High stall ribs						
	10.5"	1.375"	1.610" Mill Flat	3 Pads	21	<b>F-51</b>  <i>NA</i>
<b>Code:</b> 1977-up; 4 cyl. 2.3L engine High stall ribs						
	10.5"	1.375"	1.610" Mill Flat	3 Pads	21	<b>F-51LS</b>  <i>F39</i>
<b>Code:</b> 1977-up; 6 cyl. engine Low stall ribs						
	10.5"	1.375"	1.610" Mill Flat	4 Studs	21	<b>F-62</b>  <i>F51</i>
<b>Code:</b> 1980-up; 6 cyl. Granada Low stall ribs						
<b>C4/C5</b>						
<b>CAPRI APPLICATIONS</b>						
	10.5"	.551"	1.997" Mill Flat	4 square nuts	26	<b>CP-1</b>  <i>F32</i>
<b>Year:</b> 1971-74 4 cyl. 140ci Capri cooling shroud						




DIA Pilot Hub Mount Spline Part No.

## C4/C5 (continued)

### CAPRI APPLICATIONS (continued)

<p><b>PHOTO NOT AVAILABLE</b></p>	10.5"	.75"	1.997" Mill Flat	4 Studs	26	<b>CP-2</b>
	<p><b>Year:</b> 1971-73 6 cyl. 171ci. Capri cooling shroud</p>					<i>F33</i>
	10.5"	.75"	1.997" Mill Flat	4 Studs	26	<b>CP-3</b>
<p><b>Year:</b> 1973-75 6 cyl. 171ci Capri</p>					<i>F33B</i>	
	10.5"	.825"	1.997" Mill Flat	4 Studs	26	<b>CP-5</b>
<p><b>Year:</b> 1973-75 6 cyl. 171ci Capri</p>					<i>F33A</i>	

### 24 SPLINE

	10.875"	1.375"	1.997" Mill Flat	4 Studs	24	<b>F-20</b>
<p><b>Year:</b> 1964-69 6 cyl. 170, 200ci engines Ring gear with 132 teeth; 1 or 2 drain plugs</p>					<i>F19</i>	
	11.875"	1.375"	1.997" Mill Flat	4 Studs	24	<b>F-18</b>
<p><b>Year:</b> 1964-69 8 cyl. 260, 289, 302ci engines; Mustang 1 or 2 drain plugs centered between studs</p>					<i>F18</i>	
	12.75"	1.375"	1.997" Mill Flat	4 Studs	24	<b>F-21</b>
<p><b>Year:</b> 1965-69 6 cyl. 240, 260, 289, 300, 351ci engines drain plug next to stud</p>					<i>F21</i>	

C4/C5 (continued on next page)...



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DIA Pilot Hub Mount Spline Part No.

## C4/C5 (continued)

### 26 SPLINE

	<p>10.875"</p>	<p>.750"</p>	<p>1.997" Mill Flat</p>	<p>4 Studs</p>	<p>26</p>	<p><b>F-38</b></p>
<p><b>Code:</b> C4/C5 Applications Capri, Mustang, Pinto, Bronco 4 cylinder, High stall.</p>						
	<p>10.875"</p>	<p>.75"</p>	<p>1.997" Mill Flat</p>	<p>4 Studs</p>	<p>26</p>	<p><b>F-38LS</b></p>
<p><b>Year:</b> 1974-84, C4 6 cyl.; Bronco, Ranger, Mustang, Low stall.</p>						
	<p>10.875"</p>	<p>.872"</p>	<p>1.997" Mill Flat</p>	<p>4 Studs</p>	<p>26</p>	<p><b>F-32</b></p>
<p><b>Year:</b> 1971-83, C4 4 cyl. 122, 140ci engine; Pinto, Bobcat, High stall.</p>						
	<p>10.875"</p>	<p>1.375"</p>	<p>1.997" Mill Flat</p>	<p>4 Studs</p>	<p>26</p>	<p><b>F-30</b></p>
<p><b>Year:</b> 1970-81, C4 6 cyl. 170, 200ci engines Ring gear with 132 teeth; 1 drain plug</p>						
	<p>10.875"</p>	<p>1.375"</p>	<p>1.997" Mill Flat</p>	<p>4 Studs</p>	<p>26</p>	<p><b>F-40</b></p>
<p><b>Year:</b> 1975-81, C4 8 cyl. 302ci engine; Mustang, Capri</p>						
	<p>10.875"</p>	<p>1.375"</p>	<p>1.997" Mill Flat</p>	<p>4 Studs</p>	<p>26</p>	<p><b>F-64</b></p>
<p><b>Code:</b> 1982-85, C5 Straight ribs on primary, C5 applications.</p>						
	<p>11.875"</p>	<p>1.375"</p>	<p>1.997" Mill Flat</p>	<p>4 Studs</p>	<p>26</p>	<p><b>F-28</b></p>
<p><b>Year:</b> 1970-81, C4 6 cyl. 240, 250, 255, 302ci &amp; 8 cyl. Trucks (74-76) 1 drain plug centered between studs</p>						



DIA Pilot Hub Mount Spline Part No.

## C4/C5 (continued)






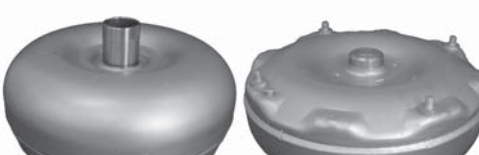

### 26 SPLINE (continued)








	<p>11.875" 1.375" 1.997" Cup Mill Flat</p> <p>4 Studs</p> <p>26</p>	<p><b>F-42</b></p> <p><i>F26A</i></p>
	<p>12.75" 1.375" 1.997" Mill Flat</p> <p>4 Studs</p> <p>26</p>	<p><b>F-48</b></p> <p><i>F28L</i></p>
	<p>12.75" 1.375" 1.997" Mill Flat</p> <p>4 Studs</p> <p>26</p>	<p><b>F-48E</b></p> <p><i>NA</i></p>
	<p>12.75" 1.375" 1.997" Mill Flat</p> <p>4 Studs</p> <p>26</p>	<p><b>F-56TT</b></p> <p><i>F50</i></p>

## C6

	<p>10.875" 1.375" 1.997" Mill Flat</p> <p>4 Studs</p> <p>31</p>	<p><b>F-33</b></p> <p><i>F31</i></p>
	<p>10.875" 1.375" 1.997" Mill Flat</p> <p>8 Studs</p> <p>31</p>	<p><b>F-34</b></p> <p><i>F31A</i></p>

# FORD

	DIA	Pilot	Hub	Mount	Spline	Part No.
<b>C6 (continued)</b>						
	12.875"	1.375" Cone	1.997" Mill Flat	4 Studs	31	<b>F-29</b>  F30  <b>Code:</b> 1971-up; 300, 302, 351, 400, 460ci engine Smooth primary. Interchanges w/ F-49 (F30L)
	12.875"	1.375" Cone	1.997" Mill Flat	4 Studs	31	<b>F-49LS</b>  F30L  <b>Code:</b> 1974-up; 300, 302, 351, 400, 460ci engine Low stall. Interchanges w/ F-29 (F30)
	12.875"	1.375" Cone	1.997" Mill Flat	4 Studs	31	<b>F-49</b>  F30LST  <b>Code:</b> 1974-up; Medium stall
	12.875"	1.375" Cone	1.997" Mill Flat	4 Studs	31	<b>F-49HS</b>  F56  <b>Code:</b> 1974-up; 302, F1 truck, 351 Bronco 4WD High Stall.
	12.875"	1.375" Cone	1.997" Mill Flat	4 Studs	31	<b>F-49D</b>  F53L  <b>Code:</b> 1982-up; Diesel engine same as F29, F49LS w/ extended tips on studs
	12.875"	1.848" Flat	1.997" Mill Flat	4 Studs	31	<b>F-23-8</b>  F22  <b>Code:</b> 1966-76; 360, 390, 410, 427, 428, 429ci engine
	12.875"	1.848" Flat	1.997" Mill Flat	4 Studs	31	<b>F-23-4</b>  F22L  <b>Code:</b> 1966-70; Lincoln 460, 462ci engine

	DIA	Pilot	Hub	Mount	Spline	Part No.
<b>CD4E, LA4A-EL</b>						
	10.5"	.825"	2.141" w/bushing	4 Studs	30	<b>F-67</b>  <i>CD4-1</i>
<b>Code: "A" on end of pilot, 1994-up; 2.0L 9.00" Bolt circle dia. Modulated lockup</b>						
	11"	.825"	2.141" w/bushing	4 Studs	30	<b>F-69</b>  <i>CD4-2</i>
<b>Code: "C" on end of pilot 1994-up; 2.5L 8.75" Bolt circle dia. Modulated lockup</b>						
	11"	.825"	2.141" w/bushing	4 Studs	30	<b>F-70</b>  <i>CD4-3</i>
<b>Code: "H" on end of pilot 2000-up; Escape</b>						
<b>E4OD (4R100)</b>						
	12.75"	1.375"	1.997" Mill Flat	4 Studs	31	<b>F-59LS</b>  <i>E4OD-1LHD</i>
<b>Code: A, B, G, L, N, O, T, U 4.9L, 7.5L engine Low stall ribs</b>						
	12.75"	1.375"	1.997" Mill Flat	4 Studs	31	<b>F-59HS</b>  <i>E4OD-2LHD</i>
<b>Code: E, F, M 5.0L, 5.4L, 5.8L engine High stall ribs</b>						
	12.75"	1.375"	1.997" Mill Flat	4 Studs	31	<b>F-59D</b>  <i>E4OD-3LHD</i>
<b>Code: C, J, K, R 7.3L Diesel engine Extended studs, Low stall ribs.</b>						
	12.75"	1.375"	1.997" Mill Flat	6 Studs	31	<b>F-59D-6</b>  <i>E4OD-4LHD</i>
<b>Code: Powerstroke diesel engine Low stall ribs. Studs may be short or long. With HD lockup piston.</b>						
E4OD (4R100) (conitued on next page)...						

# FORD

DIA Pilot Hub Mount Spline Part No.

## E4OD (4R100) (conitued)



12.75" 1.375" 1.997" 6 31 F-59P-6  
Mill Flat Studs

**Code:**  
Powerstroke diesel engine *E4OD-5HD*  
Low stall. Ribbed front cover. Short studs with **HD lockup piston**.



12.75" 1.375" 1.997" 6 31 F-59R-6  
Mill Flat Studs

**Code:**  
Powerstroke diesel engine, RV applications. *NA*  
Stall speed lower than factory. with **HD lockup piston**.

## 4F27E



10.25" .825" 1.573" 4 16 CT-27  
Studs






**Code:**  
2000-Up Focus. *NA*

## 2 Speed

DIA	Pilot	Hub	Mount	Spline	Year	Description	Part No.
10.75"	1.375"	1.997" Slot	4 Studs	31	1960-62	6 cyl. 144, 170 Ring gear & cooling shroud	F-9 F9
10.75"	1.375"	1.997" Slot	4 Studs	31	1962	6 cyl. 170 Ring gear, no cooling shroud	F-10 F10
10.75"	1.375"	1.997" Slot	4 Studs	31	1962	8 cyl. 221, 260 No ring gear or cooling shroud	F-11 F11
10.75"	1.375"	1.997" Mill Flat	4 Studs	31	1963-64	6 cyl. 144, 170 Ring gear & cooling shroud	F-12 F12
10.75"	1.375"	1.997" Mill Flat	4 Studs	31	1963-64	6 cyl. 170 Ring gear, no cooling shroud	F-13 F13
10.75"	1.375"	1.997" Mill Flat	4 Studs	31	1963-64	8 cyl. 260, 289 No ring gear or cooling shroud	F-14 F14
11.75"	1.375"	1.997" Mill Flat	4 Studs	31	1963-64	8 cyl. 260, 289 No ring gear or cooling shroud	F-22 F14A

DIA	Pilot	Hub	Mount	Spline	Year	Description	Part No.
<b>2 Speed (continued)</b>							
12.75"	1.572"	1.997" Slot	3 Tabs	31	1959-62	6 cyl. 223, 8 cyl. 292 No ring gear or cooling shroud	<b>F-7</b> F7
12.75"	1.572"	1.997" Mill Flat	3 Tabs	31	1963-64	6 cyl. 233, 8 cyl. 292 No ring gear or cooling shroud	<b>F-15</b> F15
12.75"	1.85"	1.997" Slot	3 Tabs	31	1959-62	8 cyl. 332, 352, 361 No ring gear or cooling shroud	<b>F-8</b> F8
12.75"	1.85"	1.997" Mill Flat	3 Tabs	31	1963-64	8 cyl. 352 No ring gear or cooling shroud	<b>F-16</b> F16
<b>3 Speed CIC</b>							
11.75"	1.375"	1.937" Ears	4 Studs	29	1963-64	8 cyl. 260, 289	<b>F-19</b> F2C
12.75"	1.375"	1.937" Ears	4 Studs	29	1965-72	6 cyl. 240, 8 cyl. 289, 302	<b>F-24</b> F5
12.75"	1.572"	1.937" Ears	4 Studs	17	1958-62	8 cyl. 272, 292	<b>F-1</b> F1
12.75"	1.572"	1.937" Ears	4 Studs	29	1958-66	8 cyl. 292, 312, 332, 352, 383, 390	<b>F-2A</b> F2A
12.75"	1.850"	1.937" Ears	4 Studs	29	1958-67	8 cyl. 332, 352 1/8" thin pad at base of stud.	<b>F-2</b> F2
12.75"	1.850"	1.937" Ears	4 Studs	29	1963-67	<b>DO NOT INTERCHANGE W/ F-2 (F2)</b> 8 cyl. 352, 390 1/4" thick pad at base of stud.	<b>F-2X</b> F2B
12.75"	1.850"	1.937" Ears	4 Studs	29	1965-72	8 cyl. 352, 361, 390 1/8" thin pad at base of stud.	<b>NYA</b> F2D
12.75"	1.850"	1.937" Ears	4 Studs	31	1958-61	Lincoln 8 cyl. 410, 430 1/8" thin pad at base of stud.	<b>F-3</b> F3
12.75"	1.850"	1.937" Ears	4 Studs	31	1962-65	<b>DO NOT INTERCHANGE W/ F-3 (F3)</b> Lincoln 1/4" thick pad at base of stud.	<b>F-3X</b> F3A







# FORD

	DIA	Pilot	Hub	Mount	Spline	Part No.
<b>3 Speed FMX</b>						
	11.75"	1.375" Cup	1.997" Mill Flat	4 Studs	29	<b>F-35</b>  <i>F29B</i>
<b>Code:</b> 1973-79; 8 cyl. 302 Extended cup shaped pilot						
	12.75"	1.375"	1.997" Mill Flat	4 Studs	29	<b>F-47</b>  <i>F24</i>
<b>Code:</b> 1968-79; 6 cyl. 240, 300, 8 cyl. 302, 351 Primary may be smooth or ribbed.						
	12.75"	1.850"	1.997" Mill Flat	4 Studs	29	<b>F-26</b>  <i>F25</i>
<b>Code:</b> 1968-76; 8 cyl. 361, 390						
<b>BW12</b>						
	12.75"	1.375" Cup	1.937" Ears	4 Studs	29	<b>F-37</b>  <i>F37</i>
<b>Code:</b> PHE 1973-75; V8 400ci engines						
<b>FORD IMPORT</b>						
<b>F3A</b>						
	10"	.785"	1.768" w/bushing	4 Pads	18	<b>DA-12TT</b>  <i>FT12/14</i>
<b>Code:</b> Blue Dot. 1985-on; Tracer, Festiva 8.375" Bolt circle diameter; Lockup omitted						
<b>PHOTO NOT AVAILABLE</b>	10"	.785"	1.768" w/bushing	4 Studs	18	<b>DA-52TT</b>  <i>FT16</i>
<b>Code:</b> KF2 1990-on; Tracer, 95-Up Millenia Lockup omitted						

DIA Pilot Hub Mount Spline Part No.

## FORD IMPORT

### F3A (continued)

	<p>10"</p>	<p>.785"</p>	<p>1.768" w/bushing</p>	<p>4 Pads</p>	<p>18  <b>DA-22</b>  <i>FT17</i></p>
<p><b>Code:</b> Green dot, 37 ribs in each row 1988-on; Tracer, Festiva 8.875" Bolt circle diameter</p>					
	<p>10"</p>	<p>.825"</p>	<p>1.768" w/bushing</p>	<p>4 Pads</p>	<p>18  <b>DA-19TT</b>  <i>FT15</i></p>
<p><b>Code:</b> White dot 1985-on; Tracer, Festiva 8.375" Bolt circle diameter; Lockup omitted</p>					
	<p>10"</p>	<p>.825"</p>	<p>1.768" w/bushing</p>	<p>4 Pads</p>	<p>18  <b>DA-23</b>  <i>FT18</i></p>
<p><b>Code:</b> Blue &amp; White dot, 23 ribs in each row 1988-on; Tracer, Festiva 8.875" Bolt circle diameter</p>					
	<p>10"</p>	<p>.825"</p>	<p>1.768" w/bushing</p>	<p>4 Studs</p>	<p>18  <b>DA-46TT</b>  <i>FT16A</i></p>
<p><b>Code:</b> 1990-on; Tracer Lockup omitted; High stall</p>					
	<p>10"</p>	<p>.825"</p>	<p>1.768" w/bushing</p>	<p>4 Studs</p>	<p>18  <b>DA-43TT</b>  <i>FT19</i></p>
<p><b>Code:</b> Black paint swatch 1994-on; Aspire 9" Bolt circle diameter; Lockup omitted, <b>3.985 height.</b></p>					
	<p>10"</p>	<p>.825"</p>	<p>1.768" w/bushing</p>	<p>4 Studs</p>	<p>18  <b>DA-53</b>  <i>NA</i></p>
<p><b>Code:</b> WI, Black paint swatch 1994-on; Aspire 9" Bolt circle diameter; Lockup omitted, <b>3.400 height.</b></p>					






# FORD



DIA Pilot Hub Mount Spline Part No.

## FORD IMPORT

### 4EAT (F SERIES)

	10"	.825"	2.67" w/bushing	4 Studs	21	<b>DA-24LS</b>  <i>MX5</i>
<b>Code:</b> Q20G, 2 pink dots, 2 white dots. 1991 Mercury Capri, Escort, Probe 21 dimples in each row, Low stall, <b>3.670 height.</b>						
	10"	.825"	2.67" w/bushing	4 Studs	21	<b>DA-24</b>  <i>MX6</i>
<b>Code:</b> Q25F, Q25G, Q25E, 94A - 2 orange dots 1991-95; Escort LX, Tracer 37 dimples in each row, <b>3.570 height.</b>						
	10"	.825"	2.67" w/bushing	4 Studs	21	<b>DA-50</b>  <i>MX15</i>
<b>Code:</b> 1 White dot 1995-on; Escort 1.91L <b>3.600 height.</b>						
<b>PHOTO NOT AVAILABLE</b>	10"	1.375"	2.67" w/bushing	4 Studs	21	<b>DA-45</b>  <i>MX12</i>
<b>Code:</b> P141, Q252 yellow dots						





### 4EAT (G SERIES)

	10.5"	.825"	2.67" w/bushing	4 Studs	21	<b>DA-26</b>  <i>MX8</i>
<b>Code:</b> R40B, R35B, ink code = FU80A 1989-up; Probe 3.0L Note: R40B, R35B same codes as DA-16 ( <i>MX4</i> )						
	10.5"	.825"	2.67" w/bushing	4 Studs	21	<b>DA-29A</b>  <i>MX13</i>
<b>Code:</b> FU9A 1993 Probe						

DIA Pilot Hub Mount Spline Part No.

## FORD IMPORT

### 4EAT (G SERIES continued)

	10.5"	.825"	2.67" w/bushing	4 Studs	21	<b>DA-29</b>
<p><b>Code:</b> Q17G, Q22G - blue &amp; white dot 1991 Probe AWD</p> <p style="text-align: right;"><i>MX14</i></p>						
	10.5"	1.375"	2.67" w/bushing	4 Studs	21	<b>DA-16</b>
<p><b>Code:</b> FU31 F, R35B, R35PC, R40B, R40PB, R40PD 1988-Up Probe 1/2" long ribs; Note: R40B, R35B same codes as DA-26 (<i>MX8</i>)</p> <p style="text-align: right;"><i>MX4</i></p>						
	10.75"	.825"	2.67" w/bushing	4 Studs	21	<b>DA-34</b>
<p><b>Code:</b> FU9B 1992-94; Probe 2.5L 1 1/4" long ribs</p> <p style="text-align: right;"><i>MX10</i></p>						
<p><b>PHOTO NOT AVAILABLE</b></p>	11"	.825"	2.67" w/bushing	4 Studs	21	<b>DA-58</b>
<p><b>Code:</b> Q17F</p> <p style="text-align: right;"><i>MX11</i></p>						
<h3>3N71B (Granada)</h3>						
	11.75"	1.375"	1.650" Mill Flat	4 Studs	18	<b>F-50</b>
<p><b>Code:</b> 1977-80; Granada, Monarch 6 cyl. 4.1L 250ci engine</p> <p style="text-align: right;"><i>F42</i></p>						

# FORD

DIA Pilot Hub Mount Spline Part No.

## FORD IMPORT

### 4F20E (Villager)



10.75" .785" 1.650" Slot/ Step 4 Pads 20 **DA-39**  
**Code:** GB, GE  
 1993-Up; **4.665 height.** *RE11*



10.75" .785" 1.650" Mill Flat 4 Pads 20 **DA-51**  
**Code:** K2  
 1993-Up; **4.970 height** *RE13*

### 4HP22 ZF (Lincoln)



11" 1.257" 1.495" Slot/ Step 4 holes in plate 27 **BM-13**  
**Code:** A3  
 1984-up; Lincoln Continental 2.4L turbo diesel engine *ZF19*

**PHOTO NOT AVAILABLE**

11" 1.257" 1.495" Slot/ Step 4 Pads 27 **BM-26**  
**Code:** A3  
 Can interchange with BM-13 *NA*



12.75" 1.257" 1.495" Slot/ Step 3 Pads 27 **BM-25**  
**Code:** ink code "07"  
 1990 Lincoln V8  
 3 piece body *ZF30*

**NOTES**