

The AOD converter has a damper, not a clutch.



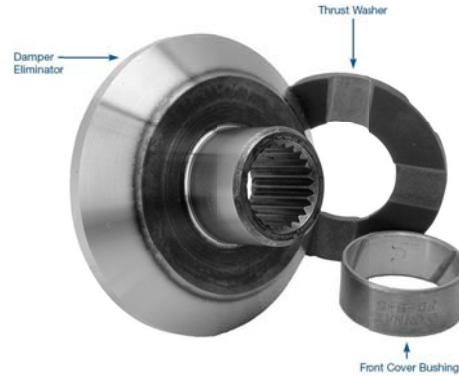
The term LOCKUP is not proper terminology for the AOD. However has been accepted in the transmission world for simple description.

Seen in that pic the 23 spline center input shaft goes here....the 35 spline forward drum shaft (turbine shaft) splines to the fluid coupling TURBINE in the converter.

When the direct drum is being used (3rd and 4th) the shaft has zero slip due to the damper welded to the cover of the converter. This makes the center shaft 1:1 with rpm. This is why a MVB can not be used with AOD lockup (aka - direct drive) because it will stall the engine in 3rd or 4th when coming to a stop or passing through those gears as you try for 1.

AOD converter =  
lockup =  
direct drive/ damper

NON LOCK means to delete the damper and use this:



This item welds to the turbine so it is coupled with the turbine and fluid coupling. The damper is removed and a bushing installed to true the input shafts to the crank.

Lastly, the 31 spline NON LOCK converter does exactly the same thing as noted in that pic, however uses the 31 spline Ford C6 converter component for using one giant shaft instead of two.

The AODE/4R has a clutch that can turn on and off and discussed on a different tech page.