

the nineteen hundred and ninety nine

SUPER DUTY F-SERIES



They work their tailgates off.

As more Americans are finding more ways to use pickups in their businesses and personal lives, the demand for a complete line of high-performance vehicles for tough work or play has never been stronger. With a new generation of Ford trucks, from the best-selling F-150 to the Super Duty F-550, these diverse needs of truckers can be met like never before. This full line of trucks has the power, torque, payload and versatility to tackle the tough jobs. The new Super Duty F-Series, with a look that means business, has a remarkable 44 configurations, 21 of which are new, and 17 of which can be found nowhere else in the marketplace, including 9 new dual-rear-wheel 4x4 models and the only complete line of standard 4-door extended cab models available in their class. The Super Duty line also has the highest GVWR 4x4 offerings - up to 17,500 pounds.



FORD F-SERIES











F-250 SUPER DUTY

Best in class *They've long been America's working-*

class heroes, these F-Series pickups. Now, beginning with the F-250, there's a whole new

breed of Super Duty trucks to take on the big jobs. With best-in-class

diesel power. And best-in-class cab roominess, right across the line.

PICKUP				CHASSIS CAB			
SRW	REGULAR CAB	SUPER CAB	CREW CAB	REGULAR CAB	SUPER CAB	CREW CAB	
	4X2						
	4X4						

FORD EXCLUSIVE MODEL OFFERING

The Super Duty F-250 Regular Cab 4x2 shown in Red Clearcoat Metallic.

F-350 SUPER DUTY



Six exclusive F-350 models Single rear wheel.

Dual rear wheel. Short bed. Long bed. Regular Cab. SuperCab. Crew Cab. Chassis Cab. 4x2. 4x4. Five new

dual-rear-wheel 4x4s. And six models available nowhere else. With the Super Duty F-350, the variety seems endless.

There's a configuration that's right for just about any task in the 9,900- to 12,500-pound GVWR range.



Only Ford provides all extended cab models with four doors standard. Both convenient rear doors have an inside handle to make exiting from the back seat easier. For safety, an interlock prevents their opening unless the corresponding front door is open.

	PICKUP			CHASSIS CAB		
	REGULAR CAB	SUPER CAB	CREW CAB	REGULAR CAB	SUPER CAB	CREW CAB
SRW						
DRW						

FORD EXCLUSIVE MODEL OFFERING

The Super Duty F-350 SuperCab 4x2 shown in Black Clearcoat. Also shown is the Liberty Racing/Porter Cable NASCAR Craftsman Truck Series F-150.

FORD IS THE OFFICIAL TRUCK OF NASCAR.

F-450
SUPER DUTY



F-550
SUPER DUTY

F-450		CHASSIS CAB		F-550		CHASSIS CAB	
		REGULAR CAB	CREW CAB			REGULAR CAB	CREW CAB
DRW	4X2						
	4X4						

FORD EXCLUSIVE MODEL OFFERING

The Super Duty F-550 Crew Cab 4x4 with aftermarket equipment shown in Red Clearcoat Metallic.

Best-in-class GVWRs The dual-rear-wheel Super Duty F-450 and F-550 series

have the muscle and versatility to take on the biggest applications. F-450 Chassis Cabs have a GVW rating of 15,000 pounds.

F-550 Chassis Cabs expand the capabilities of previous Ford models by increasing GVWRs to 17,500 pounds standard and 19,000 pounds on Regular Cab 4x2 when properly equipped, the best in their class.

Designed for serviceability

NEW MODULAR SERVICE CAPABILITY

Service ease.

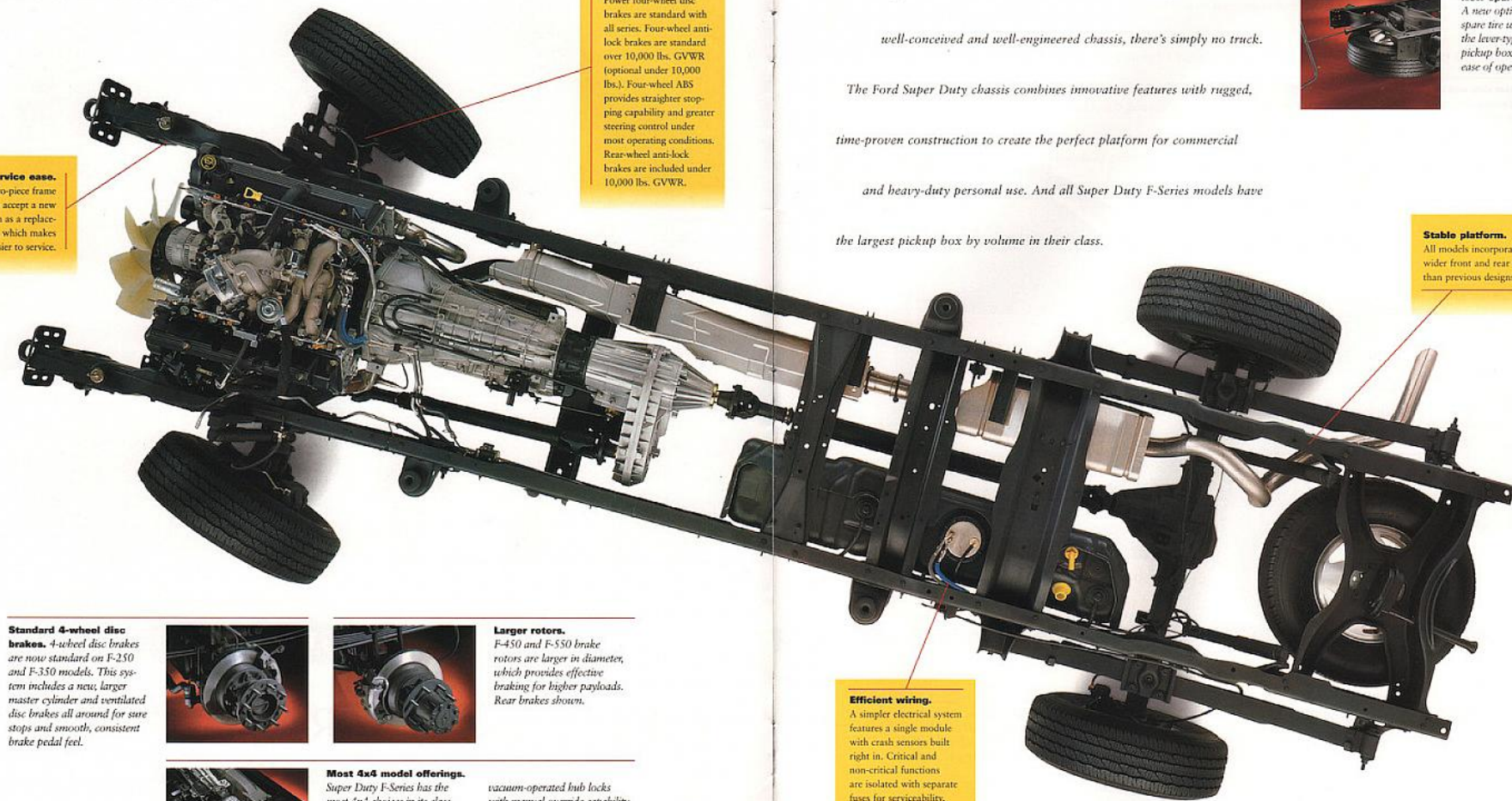
The new two-piece frame rails can accept a new front section as a replacement module, which makes the frame easier to service.

Anti-lock brakes.

Power four-wheel disc brakes are standard with all series. Four-wheel anti-lock brakes are standard over 10,000 lbs. GVWR (optional under 10,000 lbs.). Four-wheel ABS provides straighter stopping capability and greater steering control under most operating conditions. Rear-wheel anti-lock brakes are included under 10,000 lbs. GVWR.

Stable platform.

All models incorporate a wider front and rear track than previous designs.



Standard 4-wheel disc brakes. 4-wheel disc brakes are now standard on F-250 and F-350 models. This system includes a new, larger master cylinder and ventilated disc brakes all around for sure stops and smooth, consistent brake pedal feel.



Larger rotors.

F-450 and F-550 brake rotors are larger in diameter, which provides effective braking for higher payloads. Rear brakes shown.

Most 4x4 model offerings.

Super Duty F-Series has the most 4x4 choices in its class. F-250/350 4x4 models feature an available electronic "shift-on-the-fly" system, the only trucks over 8,700 lbs. GVWR to do so. This system features pulse-

vacuum-operated hub locks with manual override capability. Traditional manual-shift transfer case and manual-locking hubs are standard. Both systems are designed to operate at extremely low temperatures.

It all begins with the foundation. Without a solid,

well-conceived and well-engineered chassis, there's simply no truck.

The Ford Super Duty chassis combines innovative features with rugged,

time-proven construction to create the perfect platform for commercial

and heavy-duty personal use. And all Super Duty F-Series models have

the largest pickup box by volume in their class.

Efficient wiring.

A simpler electrical system features a single module with crash sensors built right in. Critical and non-critical functions are isolated with separate fuses for serviceability.



New spare tire mount.

A new optional crank-up spare tire winch replaces the lever-type carrier used on pickup box vehicles for ease of operation.

Improved ride and handling

BUILT FORD TOUGH

Better ride and handling.

Suspension and steering systems offer improved ride, control and directional stability over previous models. All vehicle configurations feature specially tuned suspensions (4x4 front suspension shown).



Big on towing.

Newly designed "closed eye" type tow hooks are attached to the frame for strength (optional on 4x2). The available receiver hitch has up to 10,000 lbs. towing capacity when properly outfitted with aftermarket equipment.



Robust design.

Body mounts and cab brackets are welded instead of riveted for increased strength.

The Super Duty frames have been lengthened up to 4" to accommodate the large,

roomy Super Duty cabs without loss of load capability. They are tooled to accommodate the wider

overhead-cam engines and the longer V10 engine offered. The F-550 4x2 Regular Chassis Cab is now

available with GVWRs up to 19,000 pounds (properly equipped), GVWRs which approach the medium-

duty range and are thousands of pounds greater than any competitor in its class. And the energy-absorbing

design of the front frame rails contributes to overall occupant protection in the event of a mishap.

Color-coded circuits.

To help prep the chassis for aftermarket applications, wiring on isolated circuits is color coded. This helps facilitate body installation.



Through-rail fuel filler.

The through-rail fuel filler neck, standard with chassis cabs, makes outfitting easier.

Straight rails.

All chassis cabs are engineered with straight frame rails to easily accommodate aftermarket bodies. Across the line, new body mount isolators contribute to ride quality.

The Super Duty F-450 Crew Cab Chassis Cab 4x2 in Light Prairie Tan Clearcoat Metallic.



Rugged shocks.

Heavy-duty shock absorbers and longer rear leaf springs provide riding comfort and load-carrying capability.

Occasionally *you might get a day off...*





but guess who still has to go to work.



Power Stroke® is the class leader

LARGEST DIESEL WITH THE MOST HORSEPOWER AND TORQUE

The 7.3L Power Stroke diesel engine, the biggest and most powerful in its class,

puts out 235 horsepower at 2,700 rpm and a whopping 500 lbs.-ft. of torque at 1,600 rpm

for big low-end muscle. This capability is due in part to an advanced fuel-injection system

and a new charge air cooler. The waste-gated turbocharger creates high low-end torque for

such applications as grade-climbing and towing. It's performance you can feel when

carrying a fully rated load up a steep grade, at extreme temperatures, at any

altitude up to 10,000 feet. The 7.3L is also designed for cold-weather starting with a glow

plug in every cylinder, enabling it to start at temperatures down to -20°F without external aid.

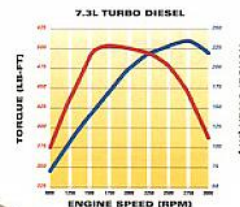
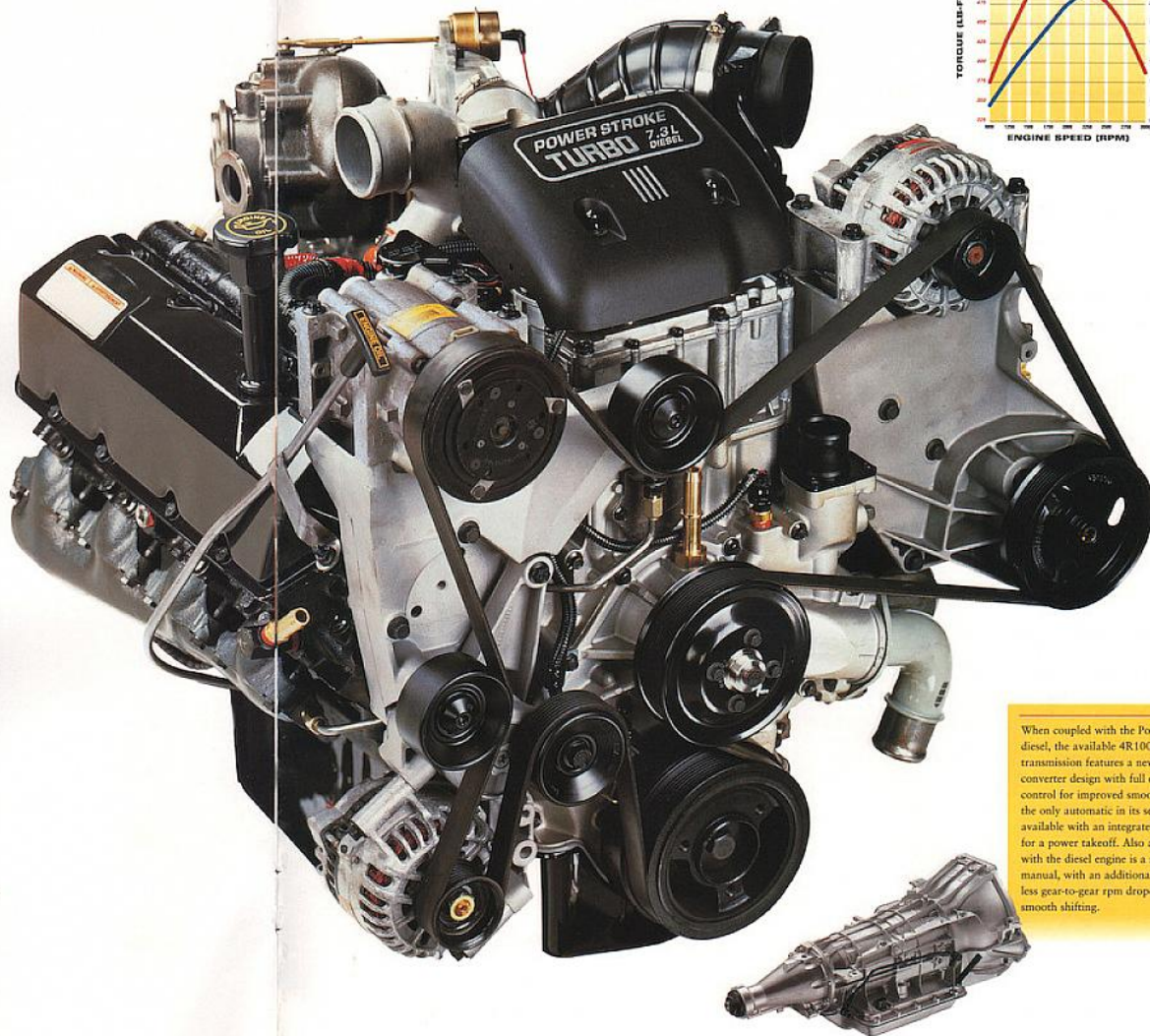
The Power Stroke's exhaust back-pressure device is designed into the turbocharger exhaust outlet to automatically provide fast engine warmup for the cab heat and defrost functions.



To prevent overboost, the turbocharger employs a waste gate. This ensures maximum boost is achieved at the low end, where it's needed most.



The Power Stroke diesel features the efficiency of the HEUI injector system (Hydraulic-Actuated, Electronically Controlled Unit Injector). The only system like it in its class, it's been redesigned to create quieter diesel operation.



When coupled with the Power Stroke diesel, the available 4R100 automatic transmission features a new torque converter design with full electronic control for improved smoothness. It's the only automatic in its segment available with an integrated provision for a power takeoff. Also available with the diesel engine is a new 6-speed manual, with an additional gear for less gear-to-gear rpm dropoff and smooth shifting.



Exclusive overhead-cam V8 and V10

THE ONLY OHC EIGHT- AND TEN-CYLINDER ENGINES IN THEIR CLASS

Low-end torque is something you really don't think about until you need it -

to pull your boat trailer out of the sand or to climb a steep hill. Every Triton engine features

a specially tuned induction system designed for low rpm/high torque performance - 95% of

the pulling power is available at 2,000 rpm. Each features a cast-iron engine block and a single

overhead cam (SOHC). With the fail-safe cooling system, the engine automatically begins a sequence

of cross-bank, alternate-cylinder firings designed to help protect against damage due to coolant loss.



TRITON™

It's the first and only line of engines in the segment to provide a fail-safe cooling system to help protect the engine from damage due to coolant loss.

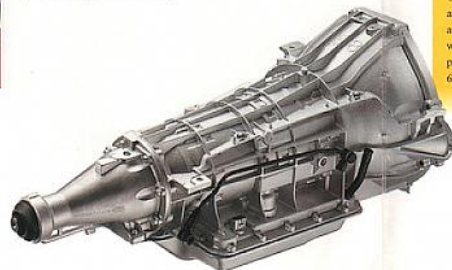
Hypereutectic pistons with graphite-coated skirt and full-floating pin.

They help reduce internal friction and contribute to high-mileage durability.



Forged steel crankshaft.

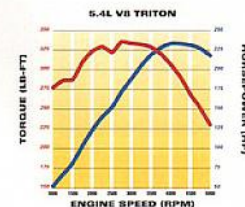
The strength of forged steel for reliability and durability.



The 4R100 automatic transmission is available with all engines. It's the only automatic in its segment available with an integrated provision for a power takeoff (available with the 6.8L V10 and the 7.3L diesel engines).



The 6.8L Triton (below right), the industry's first even-firing V10 in a full-size truck, features a deep-skirt cylinder block for strength and a forged steel split-pin crankshaft that helps reduce noise and vibration. Triton engines can travel 100,000 miles without a first scheduled tune-up under normal driving conditions with routine fluid and filter changes.





XLT/Lariat 40/20/40 split front bench seat includes a center armrest with a storage area big enough for a laptop.



Available trailer tow mirrors with specially designed optics extend out from the body to provide a better view.



The passenger airbag deactivation switch must be used when a rear-facing child safety seat is employed (not available on Crew Cab).



The SuperCab rear seat converts to a steel load floor in the XLT and Lariat series (optional in the XL).



A class-exclusive lower window beltline near the outside mirror improves visibility on the road.

Roomiest cabs Regardless of model, choosing

Super Duty F-Series assures you of the roomiest cab available in its class, a comfortable sanctuary in

which to do the thinking part of the job at hand. The luxurious Lariat SuperCab above is shown with

the available 40/20/40 split front bench seat with leather-trimmed upholstery in Medium Prairie Tan.

Dealer Accessories

TO PERSONALIZE YOUR PICKUP

Bedliner/tailgate kit.

Custom-fitted protection for both the pickup box and tailgate. Ideal for the occasional work detail.



High-density bedliner.

Helps protect the inside of your pickup box from those unavoidable chips and dings.

Tonneau cover.

The tonneau cover provides extra security as well as added protection in bad weather.



Class III trailer hitch.

500-pound tongue capacity and 5,000-pound towing capacity. Receiver-style hitch bolts directly to the frame and requires no welding. Trailer balls ordered separately.



Side window deflectors.

They help keep water away from the windows for a better view of what's going on.



Side bed caps.

Bed plate caps come in both diamond plate (left) and tubular designs (right). They offer good looks and maximum protection for the pickup box.



Diamond plate tool box.

Made of heavy-gauge aluminum. A reinforced lid and gas cylinders provide easy opening and closing. A rubber mat on the box floor helps prevent items from shifting around. Lockable.



Hood deflector.

This wraparound deflector helps protect your paint finish from chipping.



Front box protector.

Made of powder-coated aluminum, it guards the top edge and inside front wall of pickup box. Installs easily.



Running boards.

Running boards in various styles are available to add both a lower step-up and a touch of style to your truck. Shown (left to right) are: color-keyed molded, diamond plate, black powder coat tubular, chrome tubular.





LIGHT PRAIRIE TAN CC METALLIC



RED CC METALLIC



WOODLAND GREEN CC METALLIC



DARK HUNTER GREEN CC METALLIC



DEEP BLUE CC METALLIC



DEEP VIOLET CC METALLIC



BLACK CC



BRIGHT AMBER CC METALLIC



SILVER CC METALLIC



OXFORD WHITE CC

Trim Packages & Paint

EQUIPPING YOUR SUPER DUTY F-SERIES PICKUP



F-250 XL REGULAR CAB PEP 600A

- Sealed-beam halogen headlamps • Solar tinted glass • Driver's side airbag
- AM/FM stereo with digital clock and two speakers • Flip-out rear quarter window glass (SuperCab)
- Pickup box/cargo light • Manual foldaway mirrors • Full instrumentation including tachometer



F-350 XLT SUPERCAB PEP 617A

- Air conditioning • Power door locks and power windows • Speed control and tilt steering wheel
- Deluxe aluminum wheels • Removable, lockable tailgate • Front passenger side assist handle
- Underhood service light • AM/FM stereo cassette with digital clock and four speakers
- Shown with optional V10 engine



F-350 LARIAT CREW CAB PEP 618A

In addition to XLT 617A:

- Premium aluminum wheels • Leather 40/20/40 split front bench seat • 6-way power driver's seat
- Remote Keyless Entry system • Leather-wrapped, color-keyed steering wheel • Cab steps
- Passenger-side airbag with deactivation switch (Regular Cab and SuperCab only)
- Power foldaway mirrors • Shown with optional 7.3L diesel engine

Preferred Equipment Packages are groups of popular features and usually available at a discount. Some examples are shown above. See your dealer for complete details.

XL KNITTED VINYL
IN PRAIRIE TAN

XLT/LARIAT CLOTH
IN DENIM BLUE

XL CLOTH
IN GRAPHITE

XL CLOTH
IN PRAIRIE TAN

XLT/LARIAT CLOTH
IN DENIM

XL VINYL
IN MEDIUM GRAPHITE

LARIAT LEATHER
IN PRAIRIE TAN

TIRE AND WHEEL COMBINATIONS



A 16" Deluxe Aluminum Wheel with Chrome Hub Cover

B 16" Premium Aluminum Wheel with Chrome Hub Cover

C 16" Polished Aluminum Wheel (DRW)

D 16" Grey Steel Wheel with Black Hub Cover

E 16" Grey Steel Wheel with Full Wheel Cover

F 16" Grey Steel Wheel (F-350 DRW)

G 19.5" Grey Steel Wheel (F-450/F-550 DRW)

SUPER DUTY PAINT AND TRIM COLORS

EXTERIOR PAINT COLORS

Light Prairie Tan Clearcoat Metallic
Red Clearcoat Metallic
Bright Amber Clearcoat Metallic*
Woodland Green Clearcoat Metallic
Deep Violet Clearcoat Metallic
Deep Blue Clearcoat Metallic**
Dark Hunter Green Clearcoat Metallic
Black Clearcoat
Oxford White Clearcoat
Silver Clearcoat Metallic**

INTERIOR TRIM COLORS

Denim Blue	Medium Prairie Tan	Medium Graphite
	•	
	•	•
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	•	•
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	•	•
	•	•
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*Lariat only. **Not available on Lariat. All Lariat interiors in Medium Prairie Tan. See your dealer for availability of two-tone combinations for selected F-250 and F-350 models.

Pickups Weights/Dimensions

REGULAR CAB			
	F-250 SRW	F-350 SRW	F-350 DRW
Wheelbase (in.)	137	137	137
Max. GVWR (lbs.) 4x2/4x4	8,800	9,900	11,200
Max. payload (lbs.) 4x2/4x4	3,840/3,360	4,900/4,500	5,975/4,950
Max. GAWR (lbs.)			
Front 4x2/4x4	4,250/5,200	4,400/5,200	4,400/5,200
Rear 4x2/4x4	6,084	6,830	8,250
Overall length (in.)	222.2	222.2	222.2
Max. width (in.)	80.0	80.0	95.5
Cab height empty (in.) 4x2/4x4	76.2/79.7	76.3/80.3	77.2/80.0
Load height empty (in.) 4x2/4x4	33.2/37.2	33.7/38.3	34.8/38.2
Axle clearance (in.) 4x2/4x4	8.3/8.3	8.1/8.1	7.0/7.8
Box length/ft. 3/4 volume (cu. ft.)	87/7.7	87/7.7	87/7.7
Box delete option/cab-to-axle (in.)	Yes/56.2	-	Yes/56.2

SUPERCAB			
	F-250 SRW	F-250 SRW	F-350 SRW
Wheelbase (in.)	141.8	158	141.8
Max. GVWR (lbs.) 4x2/4x4	8,800	8,800	9,900
Max. payload (lbs.) 4x2/4x4	3,610/3,165	3,320/3,075	4,700/4,255
Max. GAWR (lbs.)			
Front 4x2/4x4	4,550/5,200	4,850/5,200	4,550/5,200
Rear 4x2/4x4	6,084	6,830	6,830
Overall length (in.)	227.0	243.2	243.2
Max. width (in.)	80.0	80.0	95.5
Cab height empty (in.) 4x2/4x4	76.6/80.4	76.5/80.2	76.8/80.7

Chassis Cabs Weights/Dimensions

REGULAR CAB			
	F-350 SRW	F-350 SRW	F-350 SRW
Wheelbase (in.)	140.8	140.8	164.8
Cab-to-axle (in.)	60	60	84
Max. GVWR (lbs.)			
4x2	9,900	12,500*	15,000
4x4	9,900	12,500*	15,000
Max. payload (lbs.)			
4x2	5,140	6,755	9,030
4x4	4,665	6,265	8,545
Max. GAWR (lbs.)			
Front 4x2	4,550	4,850	6,000
Rear 4x2	5,200	5,200	6,000
Rear 4x2/4x4	6,830	9,750	11,000
Overall length (in.)	225.7	225.7	225.7
Cab height empty (in.)			
4x2	75.7	74.7	74.7
4x4	79.8	80.0	80.0
Load height to top of frame (in.) empty			
4x2	27.3	24.7	24.8
4x4	30.9	31.7	31.8
Axle clearance (in.)			
4x2	8.1	7.0	7.0
4x4	8.1	7.8	7.8
Tire width data			
Front tread (in.)	68.7	68.7	68.4
Rear tread (in.)	68.4	68.4	68.4
Rear tread 4x2/4x4 (in.)	68.1	69.3	69.3
Outside width (in.)			
4x2	79.0	90.7	92.7
4x4	79.0	91.7	92.7

SUPERCAB			
	F-350 SRW	F-350 SRW	F-350 DRW
Wheelbase (in.)	161.8		161.8
Cab-to-axle (in.)	60		60
Max. GVWR (lbs.) 4x2/4x4	9,900		12,500*

SUPERCAB (CON'T)			
	F-250 SRW	F-250 SRW	F-350 SRW
Wheelbase (in.)	156.2	172.4	156.2
Max. GVWR (lbs.) 4x2/4x4	8,800	8,800	9,900
Max. payload (lbs.)			
4x2/4x4	3,310/2,865	3,220/2,775	4,400/3,955
Max. GAWR (lbs.)			
Front 4x2/4x4	4,850/5,200	4,850/5,200	4,850/5,200
Rear 4x2/4x4	6,084	6,830	6,830
Overall length (in.)	241.4	257.6	241.4
Max. width (in.)	80.0	80.0	95.5
Cab height empty (in.)			
4x2/4x4	77.2/80.8	77.8/80.8	77.8/81.2
Load height empty (in.)			
4x2/4x4	33.0/37.0	32.9/36.8	33.0/37.4
Axle clearance (in.)			
4x2/4x4	8.3/8.3	8.1/8.1	8.1/8.1
Box length (ft.) 3/4 volume (cu. ft.)	87/7.7	87/7.7	87/7.7
Box delete option/cab-to-axle (in.)	-	Yes/56.2	-

*12,500 pounds with 7.3L V8 Turbo diesel. Maximum 11,200 pounds with gas engines.

Super Duty F-250/350 Pickup

MAXIMUM LOADED TRAILER WEIGHT (LBS.) - AUTOMATIC TRANSMISSION															
Engine	Axle Ratio	GCWR (Lbs.)	Regular Cab Pickup					SuperCab Pickup					Crew Cab Pickup		
			F-250 4x2	F-250 4x4	F-350 4x2	F-350 4x4	F-350 4x4	F-250 4x2	F-250 4x4	F-350 4x2	F-350 4x4	F-350 4x4	F-250 4x2	F-250 4x4	F-350 4x4
5.4L	3.73	13,500	8,200	7,700	8,200	7,700	7,500	7,300	7,400	7,800	7,600	7,400	7,500	7,300	7,100
SEFI V8	4.10	15,000	9,200	8,700	9,200	8,700	8,500	9,300	8,900	9,300	9,100	8,900	9,000	8,800	8,600
6.8L	3.73	17,000	11,600	11,100	11,600	11,100	10,800	11,300	10,800	11,200	10,900	10,600	11,000	10,500	10,200
SEFI	4.30	18,000	12,600	12,100	-	-	-	12,300	11,800	-	-	-	12,000	11,500	-
V10	4.30	20,000	-	-	14,600	14,300	14,100	13,800	-	14,200	13,900	13,800	13,600	-	-
7.3L V8 DI	3.73	20,000	14,200	13,700	14,100	13,600	13,300	13,400	13,800	13,500	13,400	13,200	13,500	13,200	12,800
Turbo Diesel	4.10	20,000	-	-	-	-	13,800	-	-	-	-	13,200	-	-	-

MAXIMUM LOADED TRAILER WEIGHT (LBS.) - MANUAL TRANSMISSION															
Engine	Axle Ratio	GCWR (Lbs.)	Regular Cab Pickup					SuperCab Pickup					Crew Cab Pickup		
			F-250 4x2	F-250 4x4	F-350 4x2	F-350 4x4	F-350 4x4	F-250 4x2	F-250 4x4	F-350 4x2	F-350 4x4	F-350 4x4	F-250 4x2	F-250 4x4	F-350 4x4
5.4L	3.73	13,500	8,300	7,800	8,300	7,800	7,500	7,500	7,500	7,900	7,700	7,500	7,600	7,200	7,000
SEFI V8	4.10	15,000	9,300	8,800	9,300	8,800	8,600	9,400	9,000	9,400	9,200	9,000	9,100	8,900	8,700
6.8L	3.73	16,500	11,100	10,700	11,100	10,600	10,300	10,800	10,400	10,800	10,500	10,200	10,500	10,100	9,800
SEFI	4.30	18,000	12,600	12,200	-	-	-	12,300	11,900	-	-	-	12,000	11,600	-
V10	4.30	20,000	-	-	14,600	14,300	14,200	13,800	-	14,300	14,000	13,900	13,600	-	-
7.3L V8 DI	3.73	20,000	14,100	13,600	14,100	13,600	13,300	13,800	13,400	13,800	13,500	13,300	13,500	13,200	12,700
Turbo Diesel	4.10	20,000	-	-	-	-	13,300	-	-	-	-	13,100	-	-	-

* Fifth wheel trailer weights shown. For conventional towing, trailer weights should not exceed 10,000 pounds.

Super Duty F-350/450/550 Chassis Cab

MAXIMUM LOADED TRAILER WEIGHT (LBS.) - AUTOMATIC TRANSMISSION															
Engine	Axle Ratio	GCWR (Lbs.)	Regular Chassis Cab					Super Chassis Cab					Crew Chassis Cab		
			F-350 4x2	F-350 4x4	F-350 4x2	F-350 4x4	F-450 4x2	F-450 4x4	F-550 4x2	F-550 4x4	F-350 4x2	F-350 4x4	F-350 4x2	F-350 4x4	F-550 4x4
5.4L	3.73	13,500	7,400	6,900	7,400	6,900	-	-	-	-	7,000	6,500	6,800	6,200	6,500
SEFI V8	4.10	15,000	8,400	7,900	8,400	7,900	-	-	-	-	8,500	8,000	8,300	7,800	8,000
6.8L	3.73	17,000	10,800	10,300	10,800	10,300	-	-	-	-	10,400	10,000	10,300	9,800	9,400
SEFI V10	4.30	20,000	13,800	13,300	13,400	12,900	-	-	-	-	13,400	13,000	13,100	12,700	12,800
4.8L	24.00	-	-	-	-	-	16,800	16,400	16,700	16,400	-	-	-	-	-
5.3L	26.00	-	-	-	-	-	18,300	18,400	18,700	18,400	-	-	-	-	-
7.3L V8	3.73	20,000	13,300	12,900	12,900	12,500	-	-	-	-	13,000	12,600	12,700	12,300	12,400
DI Turbo	4.10	20,000	-	-	12,900	12,500	-	-	-	-	-	12,700	12,300	-	12,400
Diesel	4.8L	26,000	-	-	-	-	18,300	18,000	18,300	17,900	-	-	-	-	-

MAXIMUM LOADED TRAILER WEIGHT (LBS.) - MANUAL TRANSMISSION															
Engine	Axle Ratio	GCWR (Lbs.)	Regular Chassis Cab					Super Chassis Cab					Crew Chassis Cab		
			F-350 4x2	F-350 4x4	F-350 4x2	F-350 4x4	F-450 4x2	F-450 4x4	F-550 4x2	F-550 4x4	F-350 4x2	F-350 4x4	F-350 4x2	F-350 4x4	F-550 4x4
5.4L	3.73	13,500	7,500	7,000	7,100	6,700	-	-	-	-	7,100	6,700	6,900	6,400	6,600
SEFI V8	4.10	15,000	8,500	8,000	8,500	8,000	-	-	-	-	8,600	8,200	8,400	8,000	8,100
6.8L	3.73	16,500	10,300	9,800	9,900	9,500	-	-	-	-	10,000	9,600	9,700	9,300	9,400
SEFI V10	4.30	20,000	13,800	13,400	13,400	13,000	-	-	-	-	13,500	13,100	13,200	12,800	12,900
4.8L	22.00	-	-	-	-	-	14,800	14,500	-	-	-	-	-	-	-
5.3L	22.00	-	-	-	-	-	14,800	14,500	-	-	-	-	-	-	-
7.3L V8	3.73	20,000	13,300	12,900	12,900	12,500	-	-	-	-	13,000	12,600	12,700	12,300	12,400
DI Turbo	4.10	20,000	-	-	12,900	12,500	-	-	-	-	-	12,600	12,200	-	12,400
Diesel	4.8L	26,000	-	-	-	-	18,300	18,000	18,200	17,900	-	-	-	-	-

Weights shown are for 141-inch wheelbase models. For 165- and 201-inch wheelbase models, weights may be somewhat less (usually not more than 400 pounds). Trailer weights shown assume 1,000 pounds second unit weight. Be sure the combined weight of your vehicle and trailer does not exceed the listed GCWR.

Features and Options

EXTERIOR FEATURES			
	XL	XLT	Lariat
Front bumper	- argnet painted	S	-
	- chrome with lower valance	-	S
Rear bumper	- argnet rear step	O	-
	- chrome rear step	-	O
Cab steps	- argnet	O	O
Mirrors	- black, manual foldaway	S	S
	- black, power foldaway	-	S
Mirrors	- manual trailer tow	O	O
	- power trailer tow	-	O
Moldings	- black body-side with chrome accent	-	S
	- argnet top-edge tailgate	S	S
	- argnet box rail moldings	S	S
Wheels	- steel wheels, black center ornaments	S	-
	- full wheel cover	-	S
	- deluxe aluminum wheels	O	P
	- premium aluminum wheels	-	P
Sealed-beam halogen headlamps	-	S	-
Aero halogen headlamps	-	S	S
Solar tinted glass	-	S	S
Two-tone paint, lower accent	-	O	O
XL Decor Group: Chrome front bumper with lower valance; tow hooks (standard with 4x4); aero halogen headlamps; steel wheels, with full wheel covers; locking tailgate			
Four doors (SuperCab/Crew Cab)	S	S	S
Quarter/rear windows with flip-out glass (SuperCab)	S	S	S
Privacy glass	-	O	O
Sliding rear window	O	O	O
Pickup box: partitionable and stackable with four tie-down hooks	S	S	S
Removable tailgate	S	S	S
Lockable tailgate	-	S	S
Front tow hooks (4x4)	S	S	S
Front tow hooks (4x2)	O	O	S
Trailer tow wiring, 4-pin connector	S	S	S
High-mount stop lamp	S	S	S
Cargo box light	S	S	S
Underhood service light	-	S	S

INTERIOR FEATURES			
	XL	XLT	Lariat
Door trim	- molded, color-keyed with grab handle, reflector	S	S
	- hard armrest	-	S
	- deluxe trim with upper and lower map pocket, soft armrest	-	S
Floor trim	- full black vinyl mat	S	-
	- full color-keyed carpet	-	S
Floor mats: color-keyed, carpeted (includes rear mats with Crew Cab)	-	-	S
Air conditioning	O	P	P
Speed control/tilt steering wheel	O	P	P
6-way power driver's seat	-	O	P
Gauges: tachometer, voltmeter, temperature, oil pressure, fuel, trip odometer	S	S	S
Power point auxiliary outlet	S	S	S
Overhead console: trip computer (compass, distance to empty and average fuel economy); general storage bin	-	-	S
Height-adjustable front shoulder belts	S	S	S
Dual instrument panel cup holders	S	S	S
Front passenger-side assist handle	S	S	S
Grab handles over rear doors (Crew Cab only)	-	S	S
Power windows ("one-touch-down" driver's side) and door locks	-	P	S
Back panel storage provisions: hanging bin, storage trays and utility hooks (Regular Cab only)	-	S	S
Steering wheel	- black vinyl	S	-
	- color-keyed leather	-	P
Sun visors	- vinyl	S	-
	- cloth with LH strap, RH mirror	-	S
	- cloth with LH strap, LH and RH mirrors	-	S
	- LH and RH secondary blade	-	S
Color-keyed scuff plates	S	S	S

Features and options shown are for F-350 configurations. Other models may vary. See your dealer for details.

SEATING ARRANGEMENTS			
	XL	XLT	Lariat
Heavy-duty vinyl full bench seat	S	-	-
Heavy-duty cloth or knitted vinyl full bench seat	O	-	-
40/20/40 cloth split bench seat with recliners: center armrest and storage compartment	-	S	-
Luxury captain's chairs with console (cloth XLT, leather-trimmed Lariat)	-	O	O
Leather-trimmed 40/20/40 split bench seat	-	-	P
Rear seat, SuperCab (converts to load floor)	O	S	S
Rear seat, Crew Cab (forward-folding fight bench with XLT, Lariat)	S	S	S
AUDIO SYSTEMS			
	XL	XLT	Lariat
AM/FM stereo with digital clock and 2 speakers	S	-	-
AM/FM stereo cassette with digital clock and 4 speakers	O	S	S
Premium electronic AM/FM stereo/cassette/satellite CD with digital clock, premium sound and 4 amplified speakers	O	O	O

SAFETY AND SECURITY FEATURES			
	XL	XLT	Lariat
New Second Generation driver airbag*	S	S	S
Passenger airbag*	O	O	S
Rear anti-lock brake system	S	S	S
4-wheel anti-lock brake system	O	O	O
Remote Keyless Entry system	-	O	P

*Always wear your safety belt and deactivate the passenger airbag when using a rear-facing child safety seat in Regular Cab and Super Cab models.

PERFORMANCE FEATURES			
	XL	XLT	Lariat
5.4L V8/5-speed manual OD	S	S	S
5.4L V8/4-speed electronic auto OD (standard in California)	O	O	O
6.8L V10/5-speed manual OD	O	O	O
6.8L V10/4-speed electronic auto OD	O	O	O
7.3L DI turbo diesel/5-speed manual OD	O	O	O
7.3L DI turbo diesel/4-speed electronic auto OD	O	O	O
Electric shift-on-the-fly 4x4	O	O	O
Limited slip rear axle	O	O	O
Engine block heater (standard with diesel engine)	O	O	O
Heavy-duty 78 AH battery	O	O	O
Roof clearance lights	O	O	O
Daytime running lights	O	O	O
License plate bracket	O	O	O
Transmission power take-off provision (available with 6.8L and 7.3L engines with automatic transmission. Standard with manual transmission)	O	-	-
Class IV trailer receiver hitch	O	O	O
Trailer Towing Package: 7-wire harness; front stabilizer bar (4x2); trailer brake wiring kit; heavy-duty 130 amp. alternator (gasoline engines); heavy-duty 78 AH (750 CCA) battery (gasoline engines)	O	O	O
4x4 Off-Road Package: transfer case and fuel tank skid plates; "Off-Road 4x4" decal	O	O	O
4x4 Snow Plow Package: highest front GVWR/springs; auxiliary rear springs; heavy-duty 78 AH (750 CCA) battery (gasoline engines); heavy-duty 130 amp. alternator (gasoline engines)	O	O	O
Camper Package: Front stabilizer bar (4x2 only); rear stabilizer bar; auxiliary rear springs; heavy-duty 78 AH (750 CCA) battery (gasoline engines); heavy-duty 130 amp. alternator (gasoline engines); slide-in camper certification	O	O	O
Heavy-Service Suspension Package: Front stabilizer bar (4x2); heavy service front springs; auxiliary rear springs	O	O	O

TIRES			
	Pickup	Chassis Cab	
F-250 LT235/85R16E all-season	S	-	
F-350 LT215/85R16E all-season (4x2 DRW)	S	S	
F-350 LT235/85R16E all-season (4x4 DRW)	S	S	
F-350 LT265/75R16E all-season (SRW)	S	S	
F-450 225/70R19.5F all-season	-	S	
F-550 225/70R19.5F all-season	-	S	

S = Standard O = Optional P = Preferred Equipment Package feature

Features and Options

POWERTRAIN SPECIFICATIONS			
	5.4L Triton V8	6.8L Triton V10	7.3 Power Stroke V8 diesel
Engine	SOHC	SOHC	OHV
Type	Sequential electronic	Sequential electronic	High-pressure, 2 stage injector (HEUI)
Fuel injection	EEC-V	EEC-V	EEC-V
Engine control system	EEC-V	EEC-V	Turbocharger, intercooler
Induction system	12 volt; 650 cca/72 amp	12 volt; 650 cca/72 amp	Dual 12 volt; 750 cca/78 amp
Battery	95 amp (130 amp opt.)	95 amp (130 amp opt.)	130 amp (dual 130 amp opt.)
Alternator	Pressurized series flow	Pressurized series flow	Pressurized series flow
Cooling system	Eight	Ten	Eight
Cylinders	Aluminum	Aluminum	Cast iron
Cylinder head material	Cast iron	Cast iron	Cast iron
Block material	Hydraulic roller	Hydraulic roller	Push rod rocker arms
Valve operation	Silent chain	Silent chain	Gear
Camshaft drive	3.35"	3.35"	4.11"
Bore	4.16"	4.16"	4.18"
Stroke	9.0:1	9.0:1	17.5:1
Compression ratio	235 @ 4,250	275 @ 4,250	235 @ 2,700
Horsepower (SAE net)	335 @ 3,000	410 @ 2,650	500 @ 1,600
Torque (SAE net)	Unleaded	Unleaded	Diesel
Recommended fuel			

TRANSMISSION SPECIFICATIONS			
	5-speed manual	6-speed manual	4R70W 4-speed automatic
5-speed manual			
6-speed manual			
4R70W 4-speed automatic			
Gear ratios (1:1)			
Low	-	5.79	-
1st	5.72	3.31	2.71
2nd	2.94	2.10	1.54
3rd	1.64	1.31	1.00
4th	1.00	1.00	0.71
5th	0.76	0.72	-
Reverse	5.24	5.23	2.18

INTERIOR DIMENSIONS			
	Regular Cab	SuperCab	Crew Cab
XL7XL Model			
Head room - front	41.3	41.4	41.4
Leg room - front	40.7	40.7	40.7
Shoulder room - front	68.0	68.0	68.0
Hip room - front	67.4	67.4	67.4
Total/front volume (cu. ft.)	66.1	66.3	66.3
Head room - rear	-	38.5	41.0
Leg room - rear	-	32.4	42.5
Shoulder room - rear	-	68.0	68.0
Hip room - rear	-	67.3	67.3
Rear volume (cu. ft.)	-	48.1	66.6
Total volume (cu. ft.)	66.1	115.4	134.9

SUSPENSION - Front			
	5.4L Triton V8	6.8L Triton V10	7.3 Power Stroke V8 diesel
Engine	5.4L Triton V8	6.8L Triton V10	7.3 Power Stroke V8 diesel
Axle (rating @ ground)	4,850 lbs. (F-250/350 4x2); 5,400 lbs. (F-450/550 4x2); 6,000 lbs. with 19,000 lb. GVWR		
	5,200 lbs. (F-250/350 4x4)		
	6,000 lbs. (F-450/550 4x4)		
Springs	Coil (F-250/350, 4x2); leaf (F-450/550 4x2, all 4x4)		
Shock absorbers	1 1/2" gas type		
Stabilizer bar	Standard F-250/350 4x4, F-450/550; optional in packages on F-250/350 4x2		

SUSPENSION - Rear			
	5.4L Triton V8	6.8L Triton V10	7.3 Power Stroke V8 diesel
Engine	5.4L Triton V8	6.8L Triton V10	7.3 Power Stroke V8 diesel
Axle (rating @ ground)	4,850 lbs. (F-250/350 SRW)		
	5,750 lbs. (F-350 DRW)		
	11,000 lbs. (F-450)		
	13,500 lbs. (F-550)		
Springs	Leaf		
Shock absorbers	1 1/2" gas type		
Stabilizer bar	Standard on F-450/550; optional in packages on F-250/350		

STEERING			
	5.4L Triton V8	6.8L Triton V10	7.3 Power Stroke V8 diesel
Engine	5.4L Triton V8	6.8L Triton V10	7.3 Power Stroke V8 diesel
Type	Hallenberger linkage (4x2); cross tie linkage (4x4)		
Assist	Power		
Overall ratio	19.6:1 F-250/350 4x2; 20.3:1 F-450/550 4x2, all 4x4		
Turning circle	curb-to-curb (ft.)	48.25 w/4x2 137 WB; 70.82 w/4x4 201 WB (range)	

BRAKES - Front			
	5.4L Triton V8	6.8L Triton V10	7.3 Power Stroke V8 diesel
Engine	5.4L Triton V8	6.8L Triton V10	7.3 Power Stroke V8 diesel
Type	4-wheel disc (standard); 4-wheel ABS (standard 10,000 lbs. GVWR and over, optional under 10,000 lbs. GVWR)		
Rotor diameter	13.0" (F-250/350); 14.5" (F-450/550)		
Lining area (sq. in.)	12.40 (F-250/350); 13.90 (F-450/550)		

BRAKES - Rear			
	5.4L Triton V8	6.8L Triton V10	7.3 Power Stroke V8 diesel
Engine	5.4L Triton V8	6.8L Triton V10	7.3 Power Stroke V8 diesel
Type	4-wheel disc (standard); rear ABS (standard under 10,000 lbs. GVWR)		
	4-wheel ABS (standard 10,000 lbs. GVWR and over, optional under 10,000 lbs. GVWR)		
Rotor diameter	12.8" (F-250/350); 15.5" (F-450/550)		
Lining area (sq. in.)	8.68 (F-250/350); 13.90 (F-450/550)		

WHEELS			
	5.4L Triton V8	6.8L Triton V10	7.3 Power Stroke V8 diesel
Engine	5.4L Triton V8	6.8L Triton V10	7.3 Power Stroke V8 diesel
Type	Steel (standard); aluminum on F-250/350 (optional)		
Size	16-inch, (F-250/350); 19.5-inch (F-450/550)		
No. of studs	8		
Bolt circle diameter	170mm, 6.7" (F-250/350); 225mm, 8.85" (F-450/550)		
(All dimensions in inches unless otherwise specified)			

FUEL CAPACITY			
	5.4L Triton V8	6.8L Triton V10	7.3 Power Stroke V8 diesel
Engine	5.4L Triton V8	6.8L Triton V10	7.3 Power Stroke V8 diesel
Location/capacity	Midship 29 gal. (standard F-250/350 short wheelbase pickup)		
	38 gal. (standard F-250/350 long wheelbase pickup)		
	Alt. of rear axle 36 gal. (standard chassis cab)		
	Midship 19 gal. (optional chassis cab in place of 36 gal. tank)		

POWERTRAINS			
	5.4L Triton V8	6.8L Triton V10	7.3 Power Stroke V8 diesel
Engine	5.4L SEFI V8	6.8L SEFI V10	7.3L Diesel
Model	5.4L SEFI V8	6.8L SEFI V10	7.3L Diesel
4x4 Transfer Case	2-speed man.	2-speed man.	2-speed man.
5-spd/man	S	-	O
6-spd/man	O	-	O
4-spd/auto.	-	O	O
5.4L SEFI V8	2-speed man.	-	O
6.8L SEFI V10	2-speed man.	-	O
7.3L Diesel	2-speed man.	-	O
5.4L SEFI V8	2-speed man.	-	O
6.8L SEFI V10	2-speed man.	-	O
7.3L Diesel	2-speed man.	-	O

Ownership Experience

ROADSIDE ASSISTANCE

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