

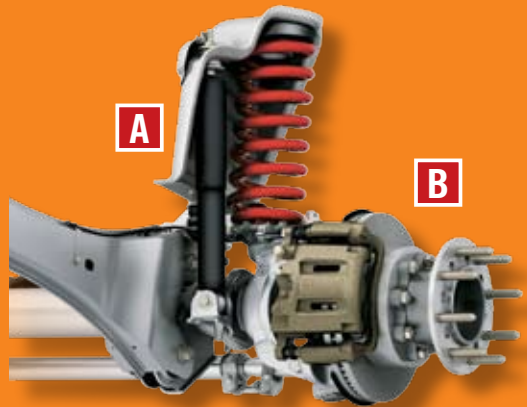
THE NEW
2008 F-SERIES SUPER DUTY®
F-350/F-450/F-550 CHASSIS CAB



THE NEW 2008 F-SERIES SUPER DUTY® – CHASSIS CAB

TASK MASTERS

As expected, these trucks are ready to take on the toughest jobs. Quite unexpected is their muscular new sheet metal and spectacular new interiors. Dynamic looks and improved comfort join forces with rugged construction, easy upfits and the versatility to master almost any task. No wonder so many Canadians rely on trucks that are Built Ford Tough.®



A TWIN-COIL MONOBEAM FRONT SUSPENSION This compact design supports up to 7000 lbs. (3175 kg) front GAWR on F-450/F-550, and up to 6000 lbs. (2722 kg) on F-350 4x4.

B 4-WHEEL DISC ANTI-LOCK BRAKE SYSTEM (ABS) Every Super Duty Chassis Cab offers the sure and controlled stopping power of ABS with vented front rotors and massive calipers at all 4 wheels.



TOWCOMMAND INTEGRATED TRAILER BRAKE CONTROLLER (TBC) — An improved user interface makes this optional controller even easier to operate. For the new 2008 Super Duty, the performance of the integrated Trailer Brake Controller has been significantly enhanced, enabling stronger trailer brake activation when the Anti-lock Brake System (ABS) is operating. The result is seamless braking while towing even the heaviest loads. The design looks great and eliminates messy mounting and wiring of aftermarket installations. A built-in trailer disconnect alarm and a Ford warranty complete the package. (See your dealer for limited warranty details.)

NEW RAPID HEAT — This supplemental cab heater helps warm the cabin more quickly and aids faster defrosting. Available on models equipped with diesel engine and automatic transmission.



GET IN THERE — Sophisticated engineering helps you squeeze into tight spaces. On F-450 and F-550, a front suspension and steering system with large wheel cuts and a wide front axle deliver a full U-turn in as little as 12.9 m (42.3'), curb-to-curb.



Turn
Baby
Turn

ALL-NEW

6.4L POWER STROKE®

32-VALVE V8 TURBO DIESEL

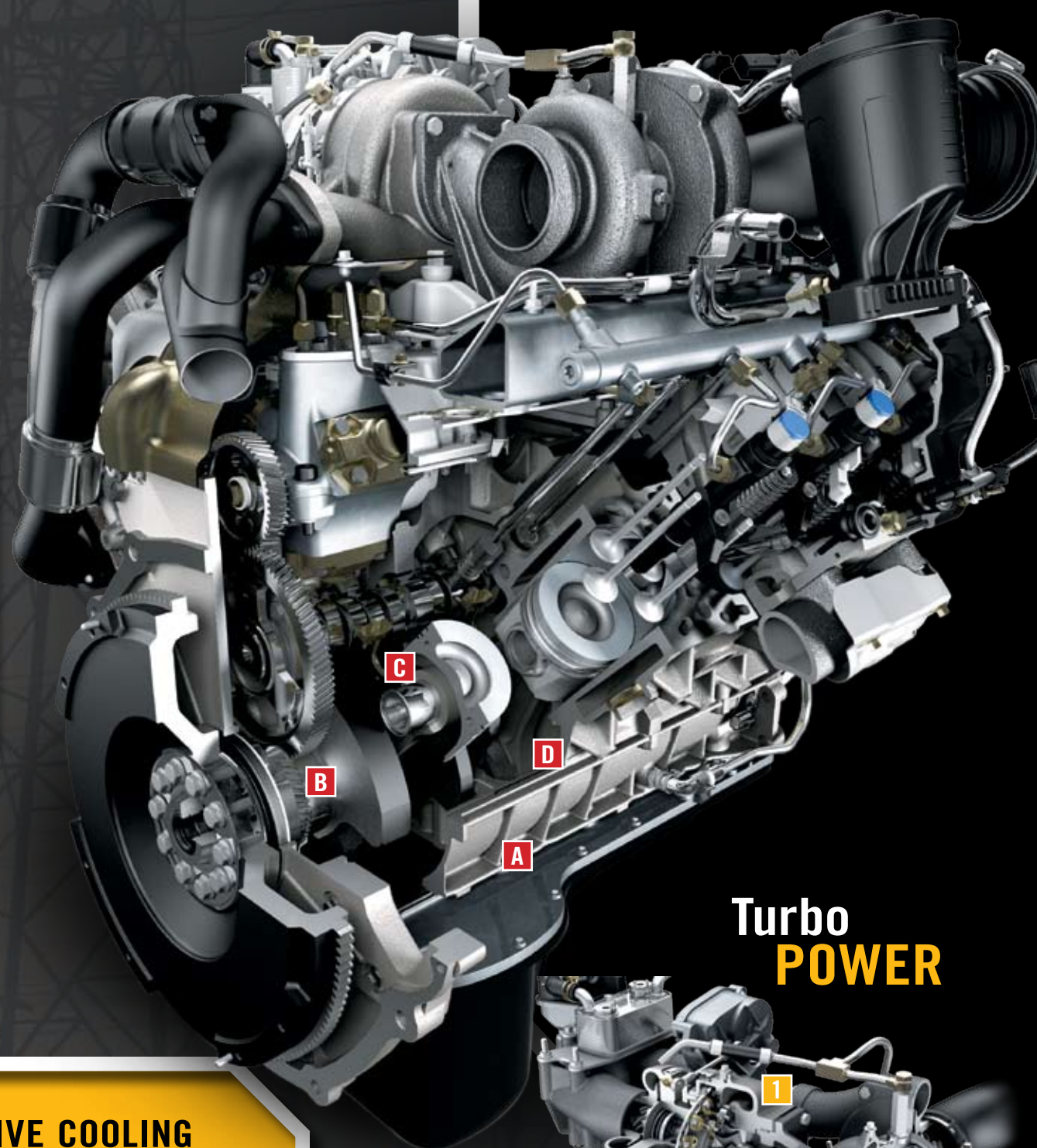
The all-new 6.4L Power Stroke V8 Turbo Diesel is the most powerful Ford truck diesel ever offered, with 100% of its 650 lb.-ft. of torque available at just 2000 rpm on F-350. Cutting-edge fuel injection technology helps deliver optimal fuel efficiency and outstanding cold-start capability.

- 350 hp @ 3000 rpm and 650 lb.-ft. of torque @ 2000 rpm for F-350
- 325 hp @ 3000 rpm and 600 lb.-ft. of torque @ 2000 rpm for F-450/F-550
- High-Pressure Common-Rail Fuel Injection
- Micro-Precision Piezo-Electric Injectors
- Quick Cold Start at -29°C (-20°F)
- The Quietest Ford Truck Diesel on the Road
- 16 Million Equivalent Kilometres of Testing
- 797 Component & System-Quality Tests



COMPREHENSIVE COOLING

This new, larger system has 6 different radiators (coolers) – including one for fuel cooling – designed to support engine emissions and enhance durability, power and torque benefits. An engine-mounted fan shroud improves airflow efficiency, resulting in an overall cooling system that is capable and reliable, especially under extreme towing.



A CAST-IRON BLOCK, HEADS & BEDPLATE

This proven architecture stands up to the combustion forces of peak diesel operation, and helps dampen noise and vibration.

B BIGGER CRANKSHAFT

Power Stroke cranks are forged from micro-alloy steel and machined to tolerances of .005 mm. Precision rotational balancing is the final step.

C OIL-JET PISTON COOLING

This technology optimizes ring life for long-term durability, and helps reduce combustion temperatures for improved emissions.

D POWDER-FORGED CONNECTING RODS

This process delivers outstanding strength and dimensional accuracy for high durability and smooth performance.

HIGH-CAPACITY OIL PUMP

This pump keeps 14.2 litres of oil circulating for vital lubrication and piston cooling. Engine oil also carries away contaminants created by combustion. A super-fine filter keeps dirt in check to help prolong oil and engine life.

HEAVY-DUTY ALTERNATORS

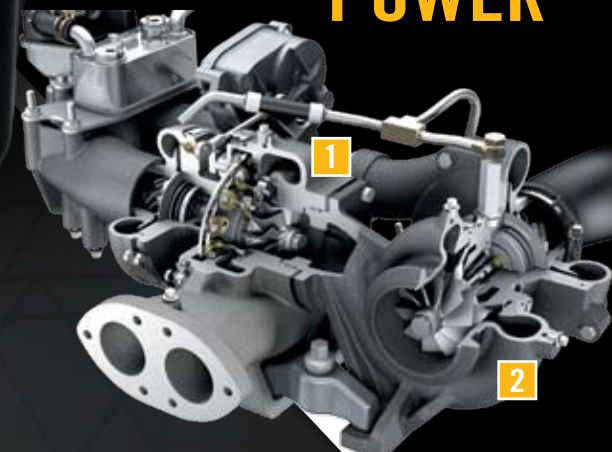
A 135-amp alternator is standard with the Power Stroke. A 200-amp extra-heavy-duty alternator or dual alternators producing 320 amps are optional.

EXTENDED MAINTENANCE

Advances in oil formulation and filter technology have improved oil change intervals to 16,000 km (10,000 miles) and fuel filter changes to 32,000 km (20,000 miles) under standard operating conditions. See Owner's Guide for complete maintenance guidelines.

DUAL SEQUENTIAL TURBOCHARGERS

Flatten any mountain pass with the **DUAL SEQUENTIAL TURBOCHARGING SYSTEM**. The high-pressure **ELECTRONIC VARIABLE RESPONSE TURBO (EVRT®)** 1 spools up first to provide fast transient engine response. The larger low-pressure turbo 2 provides added airflow at peak power and torque.



Turbo
POWER

UPFIT FLEXIBILITY TOUGH TRADESMAN

The new 2008 Super Duty® Chassis Cab is designed to support flatbed, dump, service, stake, landscape, van bodies and more. Three cab styles help you meet your specific crew requirements. Standard trailer tow mirrors give you a clear rear view – even with a big trailer out back. And an optional Integrated Trailer Brake Controller optimizes electric trailer brake performance. Features, flexibility and capability have earned Super Duty Chassis Cab a rugged standing far and wide.

IN COMMAND AND IN THE KNOW



STANDARD UPFITTER SWITCHES can operate high-power relays for heavy-duty accessories, and their handsome design fits your truck. Pre-wired and ready to go.



ENGINE-HOUR METER is a standard feature that may track service intervals more accurately than the odometer.

STATIONARY ELEVATED IDLE CONTROL (SEIC) boosts idle to drive hydraulic pumps, generators, air compressors, etc. Standard with all powertrains, SEIC also maintains diesel battery charge under extreme demands. (Final-stage manufacturer or upfitter must supply control switches.)



A NEW POWERSCOPE™ MIRRORS

These available mirrors adjust, fold and telescope up to 70 mm (3 in.) at the touch of a switch. They include power, heated glass, integrated turn signals and clearance lamps.

B OVER-CAB CHOICE

Its low cab makes Super Duty a great choice for over-cab upfits.

C SOLID FOUNDATION

Tough, versatile platforms support a wide variety of upfits. Body-to-frame mounting bolts are driven from the bottom up to make aftermarket installations easier.

D CLEAN CAB-TO-AXLE (CA)

Choose from clean CAs ranging from 1524 mm (60 in.) to 3048 mm (120 in.) depending on body style.

E NEW LONGER REAR SPRINGS

Measure over 1676 mm (66 in.) to deliver enhanced ride characteristics and provide more windup stiffness to manage torque without compromising ride.

F ALL-AROUND RIG

Flat frame rails with a width of 864 mm (34 in.) accept a wide range of aftermarket bodies.

G FUEL TANK OPTIONS

151-litre (33.2-gal.) aft-of-axle is standard; 72-litre (15.8-gal.) midship is optional. Choose both on diesel DRW models for 223 litres (49.1 gal.) of fuel capacity.

H LONG-HAUL EXHAUST

Stainless steel components help resist corrosion.

REGULAR CAB



3-across front seat works well for many delivery and service applications. An all-vinyl full seat is standard on XL. A high-series cloth 40/20/40 split seat is included with XLT models. (F-550 XLT shown.)

SUPERCAB



4 doors give you easy access, with room for 3 rear-seat passengers or extra cargo. Front seats are the same type and trim levels as the Regular Cab on XL and XLT. LARIAT includes a split seat with leather-trimmed seats. In back, a fold-up bench comes standard in vinyl on XL, cloth on XLT and premium vinyl on LARIAT. (F-350 LARIAT shown.)

CREW CAB



Maximum accommodations and flexibility. 3-up seating front and rear; full-size doors for both rows. The XL has an all-vinyl front seat; a cloth 40/20/40 split front seat is standard on XLT. LARIAT upgrades that to leather trim. XL gets an all-vinyl fold-forward rear bench, XLT steps up to a cloth FlexFold™ 60/40 split rear bench, and LARIAT has the same seat in leather trim. (F-550 LARIAT shown.)



EVEN MORE CHOICE

PICKUP BOX DELETE* offers a 965-mm (38-in.)-wide rear frame. Save the cost of a new body by transferring a body you already own from your old truck. Note: The F-250/F-350 Super Duty pickup box delete frame rails have kick-up flanges and are not flat.

*Late availability.

NEW INTERIOR WIDE-OPEN SPACES

A bold, all-new interior is crafted of quality materials that are as comfortable as they are durable. A Quiet Steel® bulkhead and insulation in the roof pillars help make the cab exceptionally quiet. The new instrument panel is clear and concise. Gear rings around the air vents and stamped panels mark an industrial theme. Even with all these refinements, the style is unmistakably Super Duty.® This new environment pays big dividends for drivers and crews alike.

Quiet Steel is a registered trademark of Material Sciences Corporation.



A



D



C



B

WARM UP FASTER

The new **RAPID-HEAT SUPPLEMENTAL CAB HEATER** is available on diesel trucks equipped with the TorqShift® transmission. It quickly and automatically helps raise the cabin temperature to a comfortable level.

A XL sports a rugged **VINYL BENCH SEAT** with integrated head restraints.

B Upper and lower **FRONT DOOR POCKETS*** offer lots of storage.

C XLT and LARIAT Crew Cabs come standard with a **FLEXFOLD™ REAR SEAT**. Its many configurations, plus a steel loadfloor, set the standard for practical versatility.

D Above the large, well-organized **CENTRE STACK**, a **DASH-TOP TRAY** keeps frequently used items close at hand. An optional **DVD-BASED NAVIGATION SYSTEM** can map routes in Canada and the U.S.**, plus guide you with audible instructions. It also includes the Audiophile® Sound System with MP3 capability. A redesigned heating and air conditioning system is quieter, and has a more balanced airflow for quick defrosting and all-around cabin comfort. **DUAL-ZONE ELECTRONIC AUTOMATIC TEMPERATURE CONTROL** is standard on LARIAT.

*XLT trim level and above.

**See your Ford of Canada Dealer for mapping information. Audiophile is a registered trademark of Audiophile, Inc.

SPECIFICATIONS

MAXIMUM LOADED TRAILER WEIGHT RATINGS ^{kg (lbs.)}

MANUAL TRANSMISSION

REGULAR CAB

ENGINE	AXLE RATIO	GCWR kg (lbs.)	F-350 4x2 SRW	F-350 4x4 SRW	F-350 4x2 DRW ¹	F-350 4x4 DRW ¹
5.4L 3-valve Triton® V8	3.73	6804 (15,000)	3810 (8400)	3583 (7900)	3674 (8100)	3447 (7600)
	4.10	7711 (17,000) 7938 (17,500)	4717 (10,400)	4491 (9900)	—	—
6.8L 3-valve Triton V10	4.10	9072 (20,000) 9299 (20,500)	6033 (13,300)	5806 (12,800)	6123 (13,500)	5897 (13,000)
	4.30	10,206 (22,500)	—	—	7031 (15,500)	6804 (15,000)
6.4L Power Stroke® V8 Turbo Diesel	3.73	10,433 (23,000) 10,659 (23,500)	7031 (15,500)	6804 (15,000)	—	—
	4.10	10,659 (23,500)	—	—	7076 (15,600)	6895 (15,200)

ENGINE	AXLE RATIO	GCWR kg (lbs.)	F-450 4x2 SRW ¹	F-450 4x4 SRW ¹	F-550 4x2 DRW ¹	F-550 4x4 DRW ¹
6.8L 3-valve Triton V10	4.88	11,793 (26,000)	8301 (18,300)	8119 (17,900)	8255 (18,200)	8119 (17,900)
	5.38	11,793 (26,000)	8301 (18,300)	8119 (17,900)	8255 (18,200)	8119 (17,900)
6.4L Power Stroke V8 Turbo Diesel	4.30	11,793 (26,000)	7938 (17,500)	7756 (17,100)	—	—
	4.88	11,793 (26,000) 12,701 (28,000) ²	7938 (17,500) 8845 (19,500)	7756 (17,100) 8664 (19,100)	7893 (17,400) 8800 (19,400)	7711 (17,000) 8618 (19,000)

SUPERCAB

ENGINE	AXLE RATIO	GCWR kg (lbs.)	F-350 4x2 SRW	F-350 4x4 SRW	F-350 4x2 DRW	F-350 4x4 DRW
5.4L 3-valve Triton V8	3.73	6804 (15,000)	3629 (8000)	3447 (7600)	—	—
	4.10	7711 (17,000)	4536 (10,000)	4354 (9600)	—	—
6.8L 3-valve Triton V10	4.10	9072 (20,000) 9299 (20,500)	5851 (12,900)	5625 (12,400)	—	—
	4.30	10,206 (22,500)	—	—	5942 (13,100)	5715 (12,600)
6.4L Power Stroke V8 Turbo Diesel	3.73	10,433 (23,000) 10,659 (23,500)	6849 (15,100)	6622 (14,600)	—	—
	4.10	10,659 (23,500)	—	—	6940 (15,300)	6713 (14,800)

ENGINE	AXLE RATIO	GCWR kg (lbs.)	F-450 4x2 SRW	F-450 4x4 SRW	F-550 4x2 DRW	F-550 4x4 DRW
6.8L 3-valve Triton V10	4.88	11,793 (26,000)	8119 (17,900)	7938 (17,500)	8074 (17,800)	7938 (17,500)
	5.38	11,793 (26,000)	8119 (17,900)	7938 (17,500)	8074 (17,800)	7938 (17,500)
6.4L Power Stroke V8 Turbo Diesel	4.30	11,793 (26,000)	7756 (17,100)	7575 (16,700)	—	—
	4.88	11,793 (26,000) 12,701 (28,000) ²	7756 (17,100) 8664 (19,100)	7575 (16,700) 8482 (18,700)	7711 (17,000) 8618 (19,000)	7575 (16,700) 8482 (18,700)

CREW CAB

ENGINE	AXLE RATIO	GCWR kg (lbs.)	F-350 4x2 SRW	F-350 4x4 SRW	F-350 4x2 DRW	F-350 4x4 DRW
5.4L 3-valve Triton V8	3.73	6804 (15,000)	3583 (7900)	3311 (7300)	—	—
	4.10	7711 (17,000)	4491 (9900)	4218 (9300)	—	—
6.8L 3-valve Triton V10	4.10	9072 (20,000) 9299 (20,500)	5761 (12,700)	5534 (12,200)	—	—
	4.30	10,206 (22,500)	—	—	5851 (12,900)	5625 (12,400)
6.4L Power Stroke V8 Turbo Diesel	3.73	10,433 (23,000) 10,659 (23,500)	6759 (14,900)	6532 (14,400)	—	—
	4.10	10,659 (23,500)	—	—	6849 (15,100)	6622 (14,600)

ENGINE	AXLE RATIO	GCWR kg (lbs.)	F-450 4x2 SRW ¹	F-450 4x4 SRW ¹	F-550 4x2 DRW ¹	F-550 4x4 DRW ¹
6.8L 3-valve Triton V10	4.88	11,793 (26,000)	8029 (17,700)	7893 (17,400)	8029 (17,700)	7847 (17,300)
	5.38	11,793 (26,000)	8029 (17,700)	7893 (17,400)	8029 (17,700)	7847 (17,300)
6.4L Power Stroke V8 Turbo Diesel	4.30	11,793 (26,000)	7666 (16,900)	7484 (16,500)	—	—
	4.88	11,793 (26,000) 12,701 (28,000) ²	7666 (16,900) 8573 (18,900)	7484 (16,500) 8391 (18,500)	7666 (16,900) 8573 (18,900)	7484 (16,500) 8391 (18,500)

¹F-350 DRW/F-450/F-550 weights shown are for 3581-mm (141") wheelbase Regular Cab or 4470-mm (176") wheelbase Crew Cab models. For 4191-mm (165"), 4801-mm (189"), 5080-mm (200") and 5105-mm (201") wheelbase models, weights may be somewhat less [usually not more than 90.8 kg (200 lbs.), or 181.4 kg (400 lbs.) with 5105-mm (201") wheelbase].

²Available with High-Capacity Trailer Tow Package only.

AUTOMATIC TRANSMISSION

REGULAR CAB

ENGINE	AXLE RATIO	GCWR kg (lbs.)	F-350 4x2 SRW	F-350 4x4 SRW	F-350 4x2 DRW ¹	F-350 4x4 DRW ¹
5.4L 3-valve Triton V8	3.73	7257 (16,000) 7484 (16,500)	4264 (9400)	4037 (8900)	—	—
	4.10	8165 (18,000) 8165 (18,000)	5171 (11,400)	4944 (10,900)	4354 (9600)	4128 (9100)
6.8L 3-valve Triton V10	4.10	9525 (21,000) 9752 (21,500)	6486 (14,300)	6260 (13,800)	—	—
	4.30	10,433 (23,000)	—	—	6577 (14,500)	6350 (14,000)
6.4L Power Stroke V8 Turbo Diesel	3.73	10,433 (23,000) 10,659 (23,500)	7031 (15,500)	6804 (15,000)	—	—
	4.10	10,659 (23,500)	—	—	7076 (15,600)	6895 (15,200)

ENGINE	AXLE RATIO	GCWR kg (lbs.)	F-450 4x2 SRW ¹	F-450 4x4 SRW ¹	F-550 4x2 DRW ¹	F-550 4x4 DRW ¹
6.8L 3-valve Triton V10	4.88	11,793 (26,000)	8301 (18,300)	8119 (17,900)	8255 (18,200)	8119 (17,900)
	5.38	11,793 (26,000)	8301 (18,300)	8119 (17,900)	8255 (18,200)	8119 (17,900)
6.4L Power Stroke V8 Turbo Diesel	4.30	11,793 (26,000)	7938 (17,500)	7756 (17,100)	7893 (17,400)	7711 (17,000)
	4.88	11,793 (26,000) 13,608 (30,000) ² 14,969 (33,000) ²	7938 (17,500) 9752 (21,500) —	7756 (17,100) 9525 (21,000) —	7893 (17,400) — 11,068 (24,400)	7711 (17,000) — 10,886 (24,000)

SUPERCAB

ENGINE	AXLE RATIO	GCWR kg (lbs.)	F-350 4x2 SRW	F-350 4x4 SRW	F-350 4x2 DRW	F-350 4x4 DRW
5.4L 3-valve Triton V8	3.73	7257 (16,000)	4082 (9000)	3901 (8600)	—	—
	4.10	8165 (18,000)	4990 (11,000)	4808 (10,600)	—	—
6.8L 3-valve Triton V10	4.10	9525 (21,000) 9752 (21,500)	6305 (13,900)	6078 (13,400)	—	—
	4.30	10,433 (23,000)	—	—	6396 (14,100)	6169 (13,600)
6.4L Power Stroke V8 Turbo Diesel	3.73	10,433 (23,000) 10,659 (23,500)	6849 (15,100)	6622 (14,600)	—	—
	4.10	10,659 (23,500)	—	—	6940 (15,300)	6713 (14,800)

ENGINE	AXLE RATIO	GCWR kg (lbs.)	F-450 4x2 SRW	F-450 4x4 SRW	F-550 4x2 DRW	F-550 4x4 DRW
6.8L 3-valve Triton V10	4.88	11,793 (26,000)	8119 (17,900)	7938 (17,500)	8074 (17,800)	7938 (17,500)
	5.38	11,793 (26,000)	8119 (17,900)	7938 (17,500)	8074 (17,800)	7938 (17,500)
6.4L Power Stroke V8 Turbo Diesel	4.30	11,793 (26,000)	7756 (17,100)	7575 (16,700)	7711 (17,000)	7575 (16,700)
	4.88	11,793 (26,000) 13,608 (30,000) ² 14,969 (33,000) ²	7756 (17,100) 9571 (21,100) —	7575 (16,700) 9389 (20,700) —	7711 (17,000) — 10,886 (24,000)	7575 (16,700) — 10,750 (23,700)

CREW CAB

ENGINE	AXLE RATIO	GCWR kg (lbs.)	F-350 4x2 SRW	F-350 4x4 SRW	F-350 4x2 DRW	F-350 4x4 DRW
5.4L 3-valve Triton V8	3.73	7257 (16,000)	4037 (8900)	3765 (8300)	—	—
	4.10	8165 (18,000)	4944 (10,900)	4672 (10,300)	—	—
6.8L 3-valve Triton V10	4.10	9525 (21,000) 9752 (21,500)	6214 (13,700)	5987 (13,200)	—	—
	4.30	10,433 (23,000)	—	—	6305 (13,900)	6078 (13,400)
6.4L Power Stroke V8 Turbo Diesel	3.73	10,433 (23,000) 10,659 (23,500)	6759 (14,900)	6532 (14,400)	—	—
	4.10	10,659 (23,500)	—	—	6849 (15,100)	6622 (14,600)

ENGINE	AXLE RATIO	GCWR kg (lbs.)	F-450 4x2 SRW ¹	F-450 4x4 SRW ¹	F-550 4x2 DRW ¹	F-550 4x4 DRW ¹
6.8L 3-valve Triton V10	4.88	11,793 (26,000)	8029 (17,700)	7893 (17,400)	8029 (17,700)	7847 (17,300)
	5.38	11,793 (26,000)	8029 (17,700)	7893 (17,400)	8029 (17,700)	7847 (17,300)
6.4L Power Stroke V8 Turbo Diesel	4.30	11,793 (26,000)	7666 (16,900)	7484 (16,500)	7666 (16,900)	7484 (16,500)
	4.88	11,793 (26,000) 13,608 (30,000) ² 14,969 (33,000) ²	7666 (16,900) 9480 (20,900) —	7484 (16,500) 9299 (20,500) —	7666 (16,900) — 10,841 (23,900)	7484 (16,500) — 10,659 (23,500)

Note: 5th-wheel trailer weights shown. See your Ford of Canada Dealer for conventional trailer weights.

Note: Trailer weights shown assume 454-kg (1000-lb.) second-unit body weight. Be sure combined weight of vehicle and trailer does not exceed listed GCWR. Trailer kingpin weight should be 15–25% of total loaded trailer weight. Make sure that the vehicle payload (reduced by option weight) will accommodate trailer kingpin weight and the weight of passengers and cargo added to the towing vehicle. The addition of trailer kingpin weight, and the weight of passengers and cargo cannot cause vehicle weights to exceed the rear GAWR (Gross Axle Weight Rating) or GVWR (Gross Vehicle Weight Rating). These ratings can be found on the vehicle's Compliance Label.

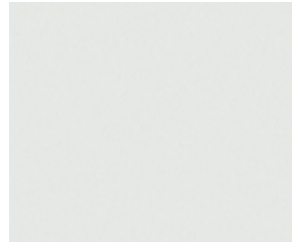
WEIGHTS & DIMENSIONS

REGULAR CAB

	F-350 SRW	F-350 DRW	F-350 DRW	F-450 DRW	F-450 DRW	F-450 DRW	F-450 DRW	F-550 DRW	F-550 DRW	F-550 DRW	F-550 DRW
Wheelbase mm (in.)	3576 (140.8)	3576 (140.8)	4186 (164.8)	3576 (140.8)	4186 (164.8)	4796 (188.8)	5100 (200.8)	3576 (140.8)	4186 (164.8)	4796 (188.8)	5100 (200.8)
Cab-to-axle mm (in.)	1524 (60)	1524 (60)	2134 (84)	1524 (60)	2134 (84)	2743 (108)	3048 (120)	1524 (60)	2134 (84)	2743 (108)	3048 (120)
Max. GVWR											
4x2 kg (lbs.)	4853 (10,700)	5897 (13,000)	5897 (13,000)	7257 (16,000)	7257 (16,000)	7257 (16,000)	7257 (16,000)	8142 (17,950)	8618 (19,000)	8142 (17,950)	8618 (19,000)
4x4 kg (lbs.)	4990 (11,000)	5897 (13,000)	5897 (13,000)	7257 (16,000)	7257 (16,000)	7257 (16,000)	7257 (16,000)	8142 (17,950)	8618 (19,000)	8142 (17,950)	8618 (19,000)
Max. payload											
4x2 kg (lbs.)	2132 (4700)	3279 (7230)	3243 (7150)	4259 (9390)	4214 (9290)	4091 (9020)	4069 (8970)	5121 (11,290)	5529 (12,190)	4953 (10,920)	5380 (11,860)
4x4 kg (lbs.)	2059 (4540)	3066 (6760)	3030 (6680)	4096 (9030)	4051 (8930)	3924 (8650)	3901 (8600)	4958 (10,930)	5366 (11,830)	4785 (10,550)	5216 (11,500)
Overall length mm (in.)	5740 (226)	5740 (226)	6350 (250)	5740 (226)	6350 (250)	6960 (274)	7264 (286)	5740 (226)	6350 (250)	6960 (274)	7264 (286)
Top of cab to ground – Empty											
4x2 mm (in.)	1943 (76.5)	1948 (76.7)	1941 (76.4)	2017 (79.4)	2017 (79.4)	2014 (79.3)	2012 (79.2)	2022 (79.6)	2019 (79.5)	2017 (79.4)	2014 (79.3)
4x4 mm (in.)	2032 (80.0)	2037 (80.2)	2032 (80.0)	2017 (79.4)	2017 (79.4)	2014 (79.3)	2012 (79.2)	2022 (79.6)	2019 (79.5)	2017 (79.4)	2014 (79.3)
Top of frame to ground – Empty											
4x2 mm (in.)	800 (31.5)	815 (32.1)	810 (31.9)	828 (32.6)	828 (32.6)	826 (32.5)	823 (32.4)	838 (33.0)	836 (32.9)	833 (32.8)	831 (32.7)
4x4 mm (in.)	838 (33.0)	826 (32.5)	851 (33.5)	828 (32.6)	828 (32.6)	826 (32.5)	823 (32.4)	838 (33.0)	836 (32.9)		

SPECIFICATIONS

EXTERIOR COLOURS



Oxford White



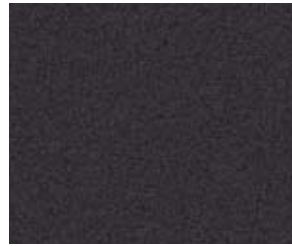
Pueblo Gold Metallic*



Forest Green Metallic*



Silver Metallic



Dark Stone Metallic



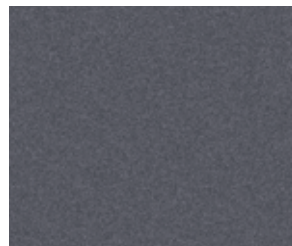
Black



Red



Dark Toreador Red Metallic



Dark Shadow Grey Metallic



Dark Blue Pearl Metallic*

Ford uses clearcoat paint for beauty and protection. Colours shown are representative only. Not all colours are available on all models. See your Ford of Canada Dealer for actual paint/trim options.

INTERIOR COLOURS

CAMEL

MEDIUM STONE

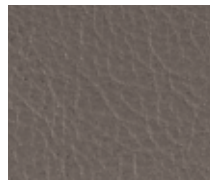
XL/XLT/LARIAT

- ● Oxford White
- ● Pueblo Gold Metallic*
- ● Forest Green Metallic*
- ● Silver Metallic
- ● Dark Stone Metallic
- ● Black
- ● Red
- ● Dark Toreador Red Metallic
- ● Dark Shadow Grey Metallic
- ● Dark Blue Pearl Metallic*

*New for 2008.



Camel Vinyl



Medium Stone Vinyl



Camel Cloth



Medium Stone Cloth



Camel Premium Cloth



Medium Stone Premium Cloth



Camel Leather



Medium Stone Leather



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