

04 F-650/F-750 SUPER DUTY



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Vehicles throughout this catalog are shown with optional and aftermarket upfit equipment.



INTRODUCING THE NEW F-650/F-750

From its bold new cab styling to its tenfold increase in build combinations, the new F-650/F-750 Super Duty Chassis Cab is all about giving you more. More of everything that allows you to perfectly match the job you have to do with the machine that can do it best.

More models. More interior seat options. More wheelbases. More powertrains. More GVWR and payload choices. More axles. More frames and frame heights. More suspension systems. More fuel tank options. And more usable vocational applications. At

every turn in the making of this formidable new series of trucks, our goal was to create an honest work truck with increased function and value to help you succeed in your endeavors.



THERE'S NOT A BUSINESS WE AREN'T IN

With its extensive versatility, garnered via its many new frame, powertrain and cab options, there's not a business around in this segment that wouldn't benefit from these vastly improved work machines. Whether your business demands delivery, hauling 50,000 lbs. of liquid refreshment, municipal or airport duty,

landscaping, recycling or severe service construction, we made it a point to understand your business completely as we developed this new medium-duty series. That's why so many frame options are available, including full C-channel, kick-up, tapered, straight, Huck-bolted and integral extensions. And to help

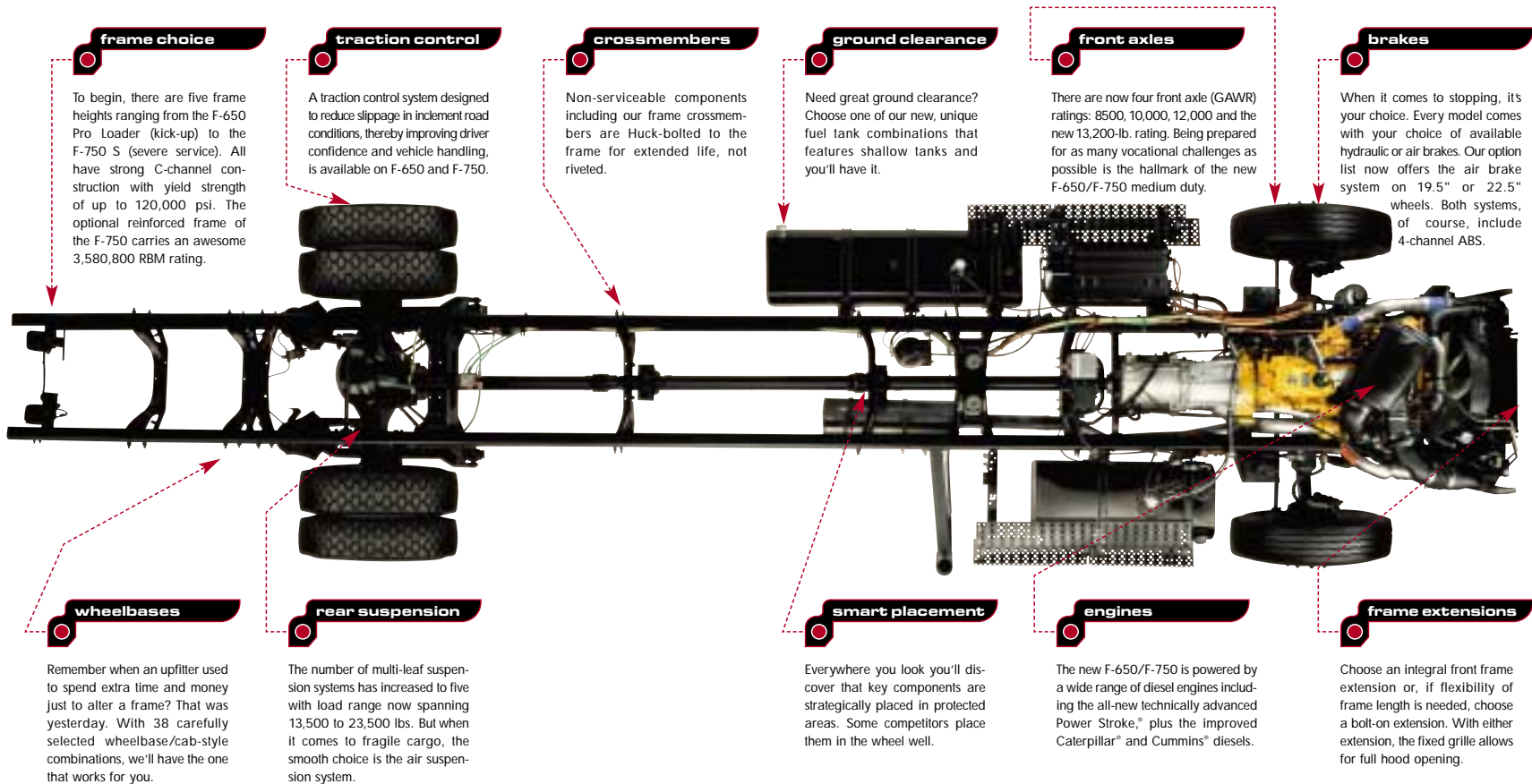
ensure your vehicle is spec'd correctly, our expert sales consultants are there at every step. In addition to having the most sales consultants, we have the largest network of service centers in the country. We're known for tough trucks, but our business is understanding your business.



ALL-NEW CHASSIS

Tailored suits fit better. Same goes for trucks.

Not every body is an "off-the-rack." That's the driving force behind the unsurpassed versatility and multitude of configurations that the new Ford F-650/F-750 Super Duty Chassis Cabs enjoy. The all-new chassis alone boasts 38 wheelbase combinations, 10 different suspension ratings, twice as many exhaust systems, and 15 different precisely tuned transmission models. And that's just the beginning. There are 8 types of seats now available, 3 distinct cab styles, and a spectrum of 3 diesel engine families with 14 different horsepower ratings. The perfect business fit? Count on it.



ALL-NEW CHASSIS

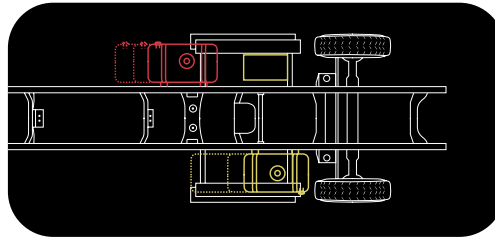
fuel/battery/air/exhaust configurations

Common sense and smart thinking are on display everywhere. Even the seemingly tiniest details were thought about and re-thought. Evidence of this is apparent in the simple placement of the battery box. Every battery box in the new F-650/F-750 is placed within a few inches of the starter. Why? A shorter cable means less voltage drop, whereas a longer cable means more... now you understand. And with the increased number of different frames, wheelbases, chassis equipment and cab styles available, it only makes sense that the location of the fuel tanks and exhaust system be as flexible as possible. And indeed they are. Shown below are just a few examples of our long list of possible configuration choices.



c-channel reinforcement

Reinforced C-channel frame with yield strength of 120,000 psi, a section modulus of 29.84, and a 3,580,800 RBM. These are among the highest ratings available.



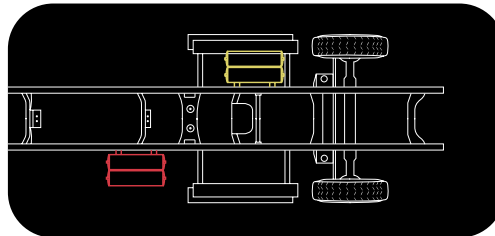
fuel tanks

Besides offering 10 dual fuel tank combinations, depending on cab and frame, you also have the choice of shallow or deep tank shapes. This option becomes increasingly important with body upfitting.



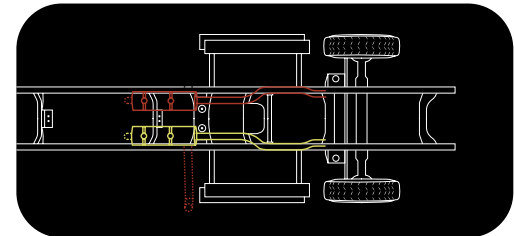
battery box

The philosophy behind the placement of every battery box is a simple one: put it as close to the starter as possible for reduced voltage drop, make it big enough for up to 3 batteries, and keep it out of the CA area.



air tanks

No matter which cab style or air brake system you choose, for their protection as well as for an added clean cab/axle appearance, we have positioned the air tanks adjacent to the frame rails and under the cab.



exhausts

There's now a choice of three different exhaust system routings: left- or right-hand horizontal, and the new vertical frame-mounted option. An undercab muffler location is essential for beverage applications.

— = Standard — = Optional

CHASSIS FEATURES

Our strengths begin to mount from here.

First, we equipped the new F-650/F-750 with strong frames, then we proceeded to build on their strength. Two optional frame extensions are offered: Huck-bolted as well as an integral extension on the F-750 S. Choose the hydraulic brake system (available up to 33,000 lbs.) or air brakes, which are even available with our 19.5" wheels. The increased number of front/rear axle choices enables you to select the best match with your load requirement. Twice as many rear suspension systems are now available including the air suspension option. Simply, with Ford, you now get to choose the advantages that work for you.

power takeoff



Front PTO is standard on the F-750 S, while the front PTO provision is optional on other F-650/F-750 models. For transmission-mounted PTO, all engines are now mounted-on-center to allow for convenient upfits.

front suspension



A range of four GAWRs spanning 8500 to 13,200 lbs. is now available. And in addition to having the ability to cope with the most demanding applications, the new parabolic tapered-leaf front suspension helps provide an excellent balance between ride, handling and load-carrying capability.

auxiliary air



For convenience, we offer the air compressor as a freestanding option. But if you do select air brakes, you'll find that at the heart of the Meritor Q-Plus optional braking system is the Bendix® or WABCO air compressor (depend-ing on engine). This unique system constantly maintains two sets of air lines. If pressure is compromised in one, the other set will retain pressure for partial braking.

front axle



The new, optional forged-steel I-Beam axle carries the advantage of being rated at 13,200 lbs. for heavy-duty applications. It comes with sealed kingpins and tie-rod ends for increased lubrication intervals and longer life.

kick-up frame



Among the options is our kick-up frame. With its low 28.3" top-of-frame height, it's ideally suited for pickup and delivery applications requiring a low load floor with no interior encroachment.

fuel tanks



Besides offering as many as 10 dual fuel tank combinations, including shallow or deep, we've made another improvement. Instead of a tiny notched fuel tank assist step, there's now a full "foot-sized" step bolted on.

rear axle



There are six distinct rear axles to choose from with a wide range of available ratios helping ensure the right truck matches the task. There are also four 2-speed axles that provide additional gearing power for starting and pulling at low rpm. In demanding conditions, better traction is at your fingertips with two driver-controlled lockup differentials activated by a simple switch on the instrument panel.

frame extensions



Huck-bolted extensions are available as well as an integral extension for the new F-750 S. Its 10.8" reinforced frame is strong on capability. Shown here with an after-market deck plate.

smart routing



Instead of "bundled wires" as connections for your upfitted body electronics, we offer prepped connector ends that will either extend to the end of the cab or to the end of the frame. Your option. (Trailer connector shown.)

STRENGTH IN OUR NUMBERS

Choose the right chassis that works for you.

What line of work are you in? So are we. You know your job. We know your job, too. We've researched hundreds of truck-use applications resulting in intelligent equipment choices designed to be as strong as they are economical. Our research revealed that greater model choice was also required in order to better match up with increased market demands. So, we added more. We also more than tripled the number of wheelbase combinations we offer. And, we increased the number of available frame heights and strength options for your specific business application. We've done our work so you can do yours better. It's strong stuff.

WEIGHT RATINGS

	GVWR		GCWR	
	Minimum	Maximum	Minimum	Maximum
F-650 PRO LOADER™	17,999	26,000	30,000	60,000
F-650 (STRAIGHT FRAME)	17,999	29,000	30,000	70,000
F-750	25,999	33,000	30,000	80,000
F-750 S (SEVERE SERVICE)	33,000	33,000	60,000	80,000

FRAME SELECTOR

F-650 PRO LOADER™	F-650	F-750	F-750 S	Frame Order Code	Depth (in.)	Width (in.)	Thickness (in.)	Yield (psi)	Nominal Section Modulus (cu. in.)	Maximum Resisting Bending Moment (in.-lbs.)
	•			533	9.125	3.062	0.312	80,000	10.75	917,600
	•			534	10.125	3.062	0.312	50,000	12.64	665,500
		•		535	10.250	3.092	0.375	80,000	15.14	1,275,200
	•	•	•	536	10.125	3.580	0.312	120,000	14.18	1,780,800
•				537	9.125	3.062	0.312	80,000	10.75	917,600
		•	•	538	10.250	3.610	0.375	120,000	16.98	2,134,800
		•	•	539	10.375	3.705	0.438	120,000	20.11	2,526,000
		•	•	530/536	10.813	3.892	0.312	120,000	29.84	3,580,800

WHEELBASES/CAB-TO-AXLE

WB/CA (in.)	F-650 PRO LOADER™ (Kick-Up Frame)	REGULAR CAB		
		F-650	F-750	F-750 S
134/60	•			
146/72		•	•	
158/84	•	•	•	•
176/102		•	•	•
182/108	•	•	•	•
194/120	•	•	•	•
200/126		•	•	•
212/138		•	•	•
218/144	•	•	•	•
224/150		•	•	•
230/156		•	•	•
242/168	•	•	•	•
260/186		•	•	•

WB/CA (in.)	F-650 PRO LOADER™ (Kick-Up Frame)	SUPERCAB		
		F-650	F-750	F-750 S
155/60	•			
167/72		•	•	
179/84	•	•	•	•
197/102		•	•	•
203/108	•	•	•	•
215/120		•	•	•
221/126		•	•	•
233/138		•	•	•
239/144	•	•	•	•
245/150		•	•	•
251/156		•	•	•
263/168		•	•	•
281/126		•		

WB/CA (in.)	F-650 PRO LOADER™ (Kick-Up Frame)	CREW CAB		
		F-650	F-750	F-750 S
170/60	•			
182/72		•	•	
194/84	•	•	•	•
212/102		•	•	•
218/108	•	•	•	•
230/120		•	•	•
236/126		•	•	•
248/138		•	•	•
254/144	•	•	•	•
260/150		•	•	•
266/156		•	•	•
278/168		•		

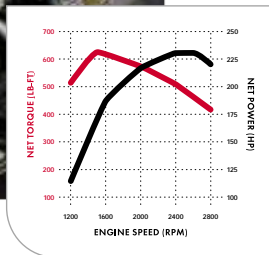
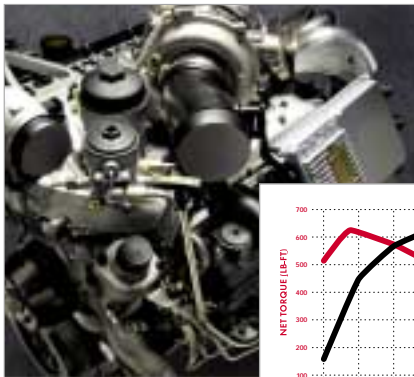
• = Available

POWERFUL NEW ENGINE CHOICES

How to get your business hitting on all cylinders.

To ensure power matches task, the new Ford F-650/F-750 Super Duty offers a choice of three diesel engine families with 14 horsepower/torque ratings. The all-new 6.0L Power Stroke® V8 Turbo Diesel, the improved 7.2L Caterpillar® 3126E Diesel, and the redesigned 5.9L Cummins® ISB Diesel* represent the most technically advanced and most powerful range of diesel engines Ford has ever offered in Class 6 and 7. All three are all business. In all 50 states.

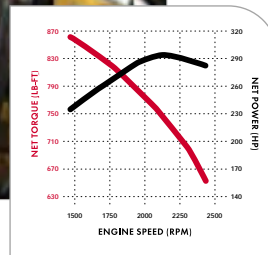
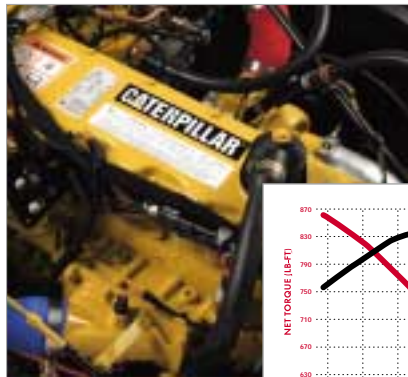
*Available Spring 2003.



POWER STROKE ENGINE

The new 6.0L Power Stroke V8 Turbo Diesel is infused with unique fuel delivery, air handling, cooling and filter technologies that offer more power and better fuel economy. It is designed to achieve a B-10 life of 250,000 miles. The new Electronic Variable Response Turbocharger (EVRT™) is responsible for its aggressive low-end torque, reduced turbo lag, and its impressive towing and grade-climbing capabilities. With four power ratings to choose from, it can pump out up to 230 hp accompanied by an amazing 620 lb.-ft. of torque at 1500 rpm.

ENGINE TYPE	→ Turbo Diesel
CONFIGURATION	→ 32-Valve OHV V8
DISPLACEMENT	→ 6.0 Liters
MAXIMUM RATED HORSEPOWER	→ 230 @ 2600 rpm
MAXIMUM PEAK TORQUE	→ 620 lb.-ft. @ 1500 rpm

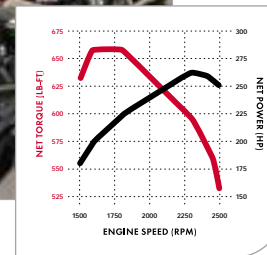
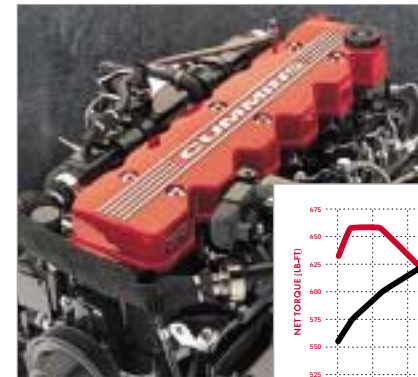


CATERPILLAR ENGINE

The 7.2L Caterpillar 3126E Diesel* is improved with increased horsepower selections along with a wider range of torque from 520 lb.-ft. to an outstanding 860 lb.-ft. @ 1440 rpm. Its adaptability is also expanded with its ability to be paired with the new optional Eaton® 10-speed Roadranger™ transmissions specifically designed for highway and construction applications. It's one of the most versatile powerplants anywhere.

ENGINE TYPE	→ Turbo Diesel
CONFIGURATION	→ In-Line 6
DISPLACEMENT	→ 7.2 Liters
MAXIMUM RATED HORSEPOWER	→ 300 @ 2200 rpm
MAXIMUM PEAK TORQUE	→ 860 lb.-ft. @ 1440 rpm

*Changes to Caterpillar C7 engine family in Summer 2003.



CUMMINS ENGINE

The 5.9L Cummins ISB Diesel Engine has more power rating choices and substantial improvements to performance and durability. For 2004, its NVH is reduced and fuel economy is increased by an estimated 2 percent. Its Variable Geometry Turbo on 245 hp and above engines reduces lag, while its new centered fuel injection system design allows longer intervals between service.

Available Spring 2003

ENGINE TYPE	→ Turbo Diesel
CONFIGURATION	→ 24-Valve OHV I16
DISPLACEMENT	→ 5.9 Liters
MAXIMUM RATED HORSEPOWER	→ 260 @ 2300 rpm
MAXIMUM PEAK TORQUE	→ 660 lb.-ft. @ 1600 rpm

INCREASED POWERTRAIN SELECTION

More choice results in the right choice.

For 2004, the shift is to greater choice. Automatic or manual. If your desire is to go automatic, rest assured your choice will not be. You'll have a total of seven different automatic transmissions available from Allison®. If your choice is manual, you'll have the opportunity to perfectly match the job with eight different manual transmissions available from Eaton® and Spicer®, along with two adjustment-free Eaton clutches. Whether your choice is automatic or manual, increased selection allows better matching of powertrain components to job application than ever before.

POWER STROKE® ENGINE

ENGINE AVAILABILITY

HP/Torque	F-650 Pro Loader™	F-650 Straight Frame	F-750 Super Duty	F-750 S Severe Service
200/520	•	•	•	
215/540	•	•	•	
230/540	•	•	•	
230/620			•	

ALLISON AUTOMATIC

	Engine HP Ratings Available
Allison 2000 5-Speed	200/215/230
Allison 2400 5-Speed	200/215/230

EATON MANUAL

	Engine HP Ratings Available
Eaton FS-5205A 5-Speed	200
Eaton FS-5406A 6-Speed	200/215/230
Eaton FS-6406A 6-Speed	215/230H

SPICER MANUAL

	Engine HP Ratings Available
Spicer ES056-7B 7-Speed	200/215/230
Spicer ES066-7B 7-Speed	215/230H

• = Available H = Requires high-torque engine

CATERPILLAR® ENGINE

ENGINE AVAILABILITY*

HP/Torque	F-650 Pro Loader™	F-650 Straight Frame	F-750 Super Duty	F-750 S Severe Service
190/520	•	•		
210/520	•	•	•	
210/605	• ¹	• ¹	•	•
230/520	•	•	•	
230/660	•	•	•	•
250/660	•	•	•	•
275/800	• ¹	• ¹	•	
300/800	•	•	•	
300/860	•	•	•	

ALLISON AUTOMATIC

	Engine HP Ratings Available
Allison 2000 5-Speed	210/230
Allison 2400 5-Speed	210/230
Allison MD-3060 5-Speed ²	210H/230H/250/275/300
Allison MD-3560 5-Speed ²	210H/230H/250/275/300
Allison MD-3060 6-Speed ²	210H/230H/250/275/300
Allison MD-3560 6-Speed ²	210H/230H/250/275/300
Allison MD-3066 6-Speed	300

EATON MANUAL

	Engine HP Ratings Available
Eaton FS-5205A 5-Speed	190/210/230
Eaton FS-5406A 6-Speed	190/210/230/250
Eaton FS-6406A 6-Speed	210H/230H/250
Eaton FR-9210B 10-Speed	275/300
Eaton RT-8908LL 10-Speed	210H/230H/250

SPICER MANUAL

	Engine HP Ratings Available
Spicer ES056-7B 7-Speed	210/230
Spicer ES066-7B 7-Speed	210H/230H/250

*Changes to Caterpillar C7 engine family in Summer 2003.
¹Late availability. ²300 hp only available for emergency applications.

CUMMINS® ENGINE

ENGINE AVAILABILITY

HP/Torque	F-650 Pro Loader™	F-650 Straight Frame	F-750 Super Duty	F-750 S Severe Service
185/420	•	•	•	
215/520	•	•	•	
230/520	•	•	•	
245/660	•	•	•	
260/660	•	•	•	

ALLISON AUTOMATIC

	Engine HP Ratings Available
Allison 2000 5-Speed	215/230
Allison 2400 5-Speed	215/230
Allison MD-3060 5-Speed	245/260
Allison MD-3560 5-Speed	245/260
Allison MD-3060 6-Speed	245/260
Allison MD-3560 6-Speed	245/260

EATON MANUAL

	Engine HP Ratings Available
Eaton FS-4205A 5-Speed	185
Eaton FS-5205A 5-Speed	215
Eaton FS-5406A 6-Speed	185/215
Eaton FS-6406A 6-Speed	245/260

SPICER MANUAL

	Engine HP Ratings Available
Spicer ES056-7B 7-Speed	185/215/230
Spicer ES066-7B 7-Speed	245/260

MORE CHOICES

An honest work truck should work for you.

More model, frame and wheelbase choices were only the beginning in creating a new series of honest work trucks designed to fit your business better than any other. An incredibly strong beginning, yes, but we've already topped ourselves. Literally. To complement those major new choices, we've doubled our axle, suspension and exhaust choices and extended our brake, alternator and battery offerings. We've even given you the ability to match any alternator rating with any engine choice. By now you should see the pattern developing. More choices from us add up to more advantages for you.

AXLE SELECTOR

Front Axles	Rating (lbs.)			
	8500	10,000	12,000	13,200
F-650 Pro Loader™	■			
F-650 (Straight Frame)	■	□		
F-750		■	□	□
F-750 S (Severe Service)		■	□	□

ELECTRICAL

Alternators	
100-amp Capacity	□
110-amp Capacity	□
130-amp Capacity	■
200-amp Capacity	□
270-amp Capacity	□

Batteries	
625 Cold-Cranking Amps (2)	■
625 Cold-Cranking Amps (3)	□
900 Cold-Cranking Amps (2)	□
900 Cold-Cranking Amps (3)	□

FUEL TANKS

Rear Axles	Single-Speed (lbs.)		Single-Speed/Two-Speed (lbs.)			
	13,500	15,000	17,500	19,000	21,000	23,000
F-650 Pro Loader	•	•	•			
F-650 (Straight Frame)	•		•	•		
F-750					•	•
F-750 S (Severe Service)					•	•

	Fuel Tank Capacities (gallons)													
	35	35/45	45	45/25	45/45	45/65	65	65/45	65/65	50	50/50	80	80/65	80/80
F-650 Pro Loader	•	•	•	•	•	•	•	•	•	•				
F-650 (Straight Frame)	•	•	•	•	•	•	•	•	•	•	•	•	•	•
F-750			•	•	•	•	•	•	•	•	•	•	•	•
F-750 S (Severe Service)			•	•	•	•	•	•	•	•	•	•	•	•

BRAKES

	Hydraulic Brake System	Air Brake System (straight truck use) (tractor use)	
F-650 Pro Loader	■	□	
F-650 (Straight Frame)	■	□	□
F-750	■	□	□
F-750 S (Severe Service)	□	■	□

SUSPENSIONS

	Front Taper-Leaf Springs (lbs.)				Rear Multi-Leaf Springs (lbs.)					Rear Air Suspension (lbs.)				
	8500	10,000	12,000	13,200	13,500	15,500	18,500	20,000	23,500	12,000	15,500	18,500	20,000	23,000
F-650 Pro Loader	■				■	□	□			□	□	□		
F-650 (Straight Frame)	■	□				□	■	□				□	□	
F-750		■	□	□					■				□	□
F-750 S (Severe Frame)		■	□	□					■				□	□

■ = Standard □ = Optional • = Available

**UNSURPASSED
CAB CHOICE**

No one offers more cab choices. Period.

Ford is the only medium-duty truck to offer this distinctive and convenient cab style lineup: Regular Cab, the category-exclusive 4-door SuperCab, and Crew Cab. All three are "low-profile" cabs designed to give you a clearance advantage of 4 to 8 inches and a lower center of gravity. Plus, it's easier to upfit for over-cab upfits such as a car hauler, airport service vehicle or dump truck. All three cabs are "Built Ford Tough" with heavy-gauge galvanized steel. And they're reinforced with additional welds around the transmission tunnel, West Coast mirror attachment points, rocker and door openings.



REGULAR CAB

Bold new look. Massive new grille. New wraparound bumper. Low-profile silhouette. Front-end tilting hood. The new F-650/F-750 Super Duty Regular Cab configuration is definitely open for business. Its large interior space is very comfortable and ideally proportioned for three hard-working people.



SUPERCAB

Nobody but Ford offers a 4-door SuperCab model in this segment of work trucks. Inside, the new model offers a standard fold-up rear bench seat. When up, use the added space to stow more of your work gear. Or you can delete the seat and upfit to suit your priorities.



CREW CAB

Four full-size doors. Seats six crew members. Individual non-slip steps. Dark Shadow Grey or chrome grille and bumper depending upon trim level chosen. Either way, the new F-650/F-750 Super Duty Crew Cab is the epitome of job-site capability.

REAL STEPS

Every cab now comes with an honest bolted-on boot-size cab step. This makes for sure footing every step of the way.



STATIONARY GRILLE

The new F-650/F-750 Super Duty boasts a front-end tilting hood designed to open easier and allow clearance for front extension-mounted accessories. (Shown here with aftermarket deck plate.)

HEATED MIRRORS

Available are dual, heated West Coast mirrors with light feature or with an auxiliary convex lens mounted directly below the primary lens.

THE BIG NEWS INSIDE

Easier access. More usable space. Comfort like never before.

At the very moment its four doors swing wide open to reveal its new level of comfort, the new F-650/F-750 SuperCab ushers in a new era of easier access, flexible space and comfortable options. Among the most talked-about are the new Air-Ride seat for the driver and the new dual front captain's chairs. Work is hard enough without being reminded of it. So with that securely in mind, a host of other options were designed to make the workday much more comfortable and less like work. Notable are air conditioning, a 6-disc in-dash CD changer and a sliding rear window that'll open for fresh air.



SUPERCAB INTERIOR

There's nothing else like it on the road today. Only Ford medium-duty trucks offer the flexibility of a 4-door SuperCab. Its extra space is available for carrying cargo or people. This feature makes it particularly applicable for towing/recovery use when you might need its extra room to fit in a stranded family. Shown in XLT cloth with optional 30/70 Air-Ride driver's seat, 2-person passenger's bench and fold-up split rear bench.



SUPERCAB

One of the many useful variations available with our SuperCab design is this 40/20/40 front bench seat configuration. Available trimmed in leather, cloth or vinyl, it's exceptionally roomy and rugged.

NEW AIR-RIDE SEATS

New this year is the Air-Ride driver's-seat option. With its adjustable lumbar support and suspension characteristics, it's the epitome in seat comfort. Shown in optional Savage vinyl weave. The front passenger's-seat Air-Ride option will be available in Fall 2003.



CREW CAB


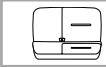
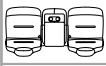
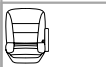
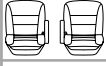
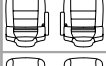
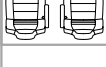
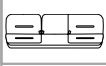

The Crew Cab with the optional 40/0/40 leather-trimmed front captain's chairs is the ultimate in medium-duty interiors. Its convenient center console can hold an entire workday of necessities from clipboards to a laptop, while its instrument panel presents a familiar Ford Super Duty look and feel.

**MORE CHOICES
INSIDE**

**Please, have a seat.
Making your selection could take a while.**

The number of seating configurations has more than doubled for 2004. Considering all the available seating textures, the various seating configurations, the delete options and the almost limitless number of seating combinations for Regular Cab, SuperCab and Crew Cab, you can practically custom-design your Super Duty interior to match your specific business application. No longer will you have to settle for seats that aren't quite right. You can now tailor them to fit you and your needs.

SEATING CONFIGURATION CHART

	SEAT SUSPENSION SYSTEM	WIDTH %	SEATING POSITION AVAILABILITY	XL	XLT	XL FABRIC OPTIONS	XLT FABRIC OPTIONS	SEATING COMBINATION OPTIONS	CAB AVAILABILITY	
STANDARD FRONT SEATS										
	Intermediate folding/reclining back with armrest	Fixed-spring	30	Driver	S	Standard: Vinyl Optional: Savage vinyl weave or XL cloth		30/70, Seat delete	All	
	Two-person intermediate folding back, no armrest	Fixed-spring	70	Passenger	S	0	Standard: Vinyl Optional: Savage vinyl weave or XL cloth	Optional: Savage vinyl weave or XLT cloth	30/70, Seat delete	All
	High-back split bench with outboard position integral head restraints, folding/reclining, low-back center seating position folds to armrest with cupholders	Fixed-spring	40	Driver/Center/ Passenger	0	0	Optional: Vinyl, Savage vinyl weave or XL cloth	Standard: XLT cloth Optional: None	40/20/40, Seat delete	All
OPTIONAL FRONT SEATS										
	Easy-Air high-back bucket with integral head restraint, folding/reclining, armrest	Easy-Air suspension with manual pump**	30	Driver	0	0	Optional: Vinyl, Savage vinyl weave	Optional: Savage vinyl weave or XLT cloth	30/70, 30/0/40, 30/0/0, Seat delete	All
	Full Air-Ride high-back bucket with integral head restraint, folding/reclining, armrest	Full Air-Ride†	30	Driver/ Passenger*	0	0	Optional: Savage vinyl weave	Optional: Savage vinyl weave or XLT cloth	30/70, 30/0/40, 30/0/30,* 30/0/0, Seat delete	All
	Captain's chair with high-back integral head restraint, folding/reclining, armrest	Fixed-spring	40	Driver/ Passenger	0	0	Optional: Vinyl, Savage vinyl weave or XL cloth	Optional: Savage vinyl weave or XLT cloth	40/0/40, Seat delete	All
	6-way power adjustable heated captain's chair†† with high-back integral head restraint, folding/reclining, armrest	Fixed-spring	40	Driver/ Passenger	-	0	N/A	Optional: Leather trim	40/0/40, Seat delete	All
REAR SEATS										
	Rear bench, full-width, split fold-up converts to load floor	High-density foam	30/70	Rear Bench	S	S	Standard: Vinyl Optional: Savage vinyl weave or XL cloth	Standard: XLT cloth Optional: Vinyl,§ Savage vinyl weave or XLT cloth	All, Seat delete	SuperCab
	Full-size rear bench, full-width, folding back	Fixed-spring	100	Rear Bench	S	S	Standard: Vinyl Optional: Savage vinyl weave or XL cloth	Standard: XLT cloth Optional: Vinyl,§ Savage vinyl weave or XLT cloth	All, Seat delete	Crew Cab

*Air passenger seat available Fall 2003. **Available only with hydraulic brake vehicles.
†Requires air brakes or air compressor option. ††Included and available only with leather trim option.
§Rear seat is vinyl with leather-trimmed front seats.

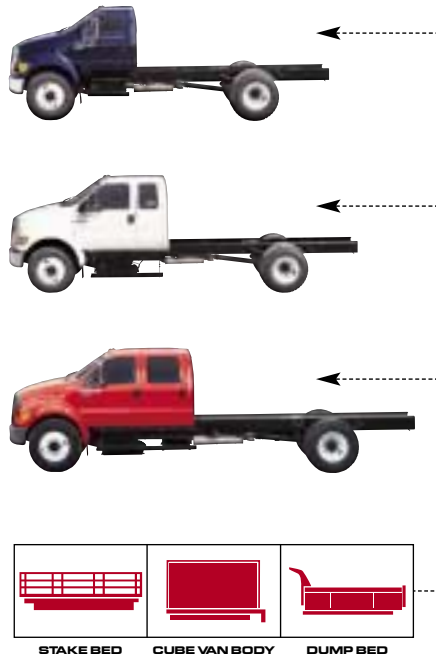
S = Standard 0 = Optional - Not Available

**WORK READY:
THE SIMPLE
CHOICE**

We have something to meet your needs right. Right now.

In our research, certain job applications requiring the same base equipment surfaced over and over. To meet this need, we created “Work-Ready” F-650 models tailored to the most common vocational applications. They’re delivered much quicker because the spec’ing and ordering process is streamlined. Work-Ready trucks are every inch honest work trucks and are available in all three cab styles. They come in a variety of wheelbase lengths that’ll support bodies up to 24-feet long. And they are “Built Ford Tough” with the exact same attention to detail as every work truck we proudly make.

F-650 SUPER DUTY WORK-READY MODEL SELECTION



WORK-READY #	TYPICAL APPLICATION	BODY LENGTH (ft.)	WB/CA (in.)	CAB	TRIM	ENGINE	6-SPEED MAN. TRANS.	5-SPEED AUTO. TRANS.	GVWR (lbs.)	GEAR SPEED (mph)
F-650 1	DUMP VAN/STAKE VAN/STAKE	8-10 14-16 18-22	158/84 194/120 230/158	REGULAR	XL	6.0L DIESEL, 230 HP, 520 LB.-FT. OF TORQUE	FS-5406A	ALLISON 2000	26,000	71/72
F-650 2	DUMP VAN/STAKE VAN/STAKE	8-10 14-16 18-22	158/84 194/120 230/158	REGULAR	XLT	6.0L DIESEL, 230 HP, 520 LB.-FT. OF TORQUE	FS-5406A	ALLISON 2000	26,000	71/72
F-650 3	DUMP VAN/STAKE VAN/STAKE	8-10 14-16 18-22	179/84 215/120 251/156	SUPERCAB	XL	6.0L DIESEL, 230 HP, 520 LB.-FT. OF TORQUE	FS-5406A	ALLISON 2000	26,000	71/72
F-650 4	DUMP VAN/STAKE VAN/STAKE	8-10 14-16 18-22	179/84 215/120 251/156	SUPERCAB	XLT	6.0L DIESEL, 230 HP, 520 LB.-FT. OF TORQUE	FS-5406A	ALLISON 2000	26,000	71/72
F-650 5	DUMP VAN/STAKE VAN/STAKE	8-10 14-16 18-24	194/84 230/120 266/156	CREW CAB	XL	6.0L DIESEL, 230 HP, 520 LB.-FT. OF TORQUE	FS-5406A	ALLISON 2000	26,000	71/72
F-650 6	DUMP VAN/STAKE VAN/STAKE	8-10 14-16 18-24	194/84 230/120 266/156	CREW CAB	XLT	6.0L DIESEL, 230 HP, 520 LB.-FT. OF TORQUE	FS-5406A	ALLISON 2000	26,000	71/72
F-650 7	VAN/STAKE	18-21	218/144	REGULAR	XL	6.0L DIESEL, 230 HP, 520 LB.-FT. OF TORQUE	FS-5406A	ALLISON 2000	26,000	71/70
F-650 8	VAN/STAKE	18-21	218/144	REGULAR	XLT	6.0L DIESEL, 230 HP, 520 LB.-FT. OF TORQUE	FS-5406A	ALLISON 2000	26,000	71/70
F-650 9	VAN/STAKE	18-21	218/144	SUPERCAB	XL	6.0L DIESEL, 230 HP, 520 LB.-FT. OF TORQUE	FS-5406A	ALLISON 2000	26,000	71/70
F-650 10	VAN/STAKE	18-21	218/144	SUPERCAB	XLT	6.0L DIESEL, 230 HP, 520 LB.-FT. OF TORQUE	FS-5406A	ALLISON 2000	26,000	71/70

F-650/F-750 STANDARD FEATURES

	XL	XLT
AXLES		
Shock absorbers, front – Double-acting	■	■
Wheel seals, front – Grease	■	■
Wheel seals, rear – Oil	■	■
BRAKES		
ABS – 4-channel anti-lock braking system	■	■
Hydraulic booster	■	■
Parking brake	■	■
Parking brake control	■	■
ENGINE		
Air cleaner – Donaldson® with restriction gauge	■	■
Exhaust – Single horizontal muffler and short tailpipe, aluminized steel; frame-mounted, right side	■	■
Fan clutch	■	■
Fuel/water separator – Electric, heated (Power Stroke®)	■	■
Radiator	■	■
Starting motor	■	■
ELECTRICAL		
Battery box – LH forward under cab	■	■
Body-builder wiring – At back of cab at frame	■	■
Electrical system – 12-volt	■	■
Emergency flashers	■	■
Fuses, SAE – Blade-type	■	■
Headlamps – Rectangular halogen sealed-beam (includes front side marker lamps with reflectors)	■	■
Taillights – 2 with integral stop, turn, backup and license plate	■	■
EXTERIOR		
Doors – 2 (4-panel with SuperCab or full-size with Crew Cab)	■	■
Front bumper – Full-width, painted steel, Dark Shadow Grey color, 0.1875" material thickness	■	■
Front bumper – Full-width, chrome-plated steel, 0.1875" material thickness	■	■
Front-end tilting fiberglass hood and fenders assembly – Frame-mounted, torsion bar assist (includes integral noise shield, inner splash shields and mud flaps)	■	■
Glass – Laminated windshield, solar tinted all around	■	■
Grille – Plastic, Dark Shadow Grey	■	■
Grille – Plastic, chrome (includes chrome headlamp bezels)	■	■
Horn – Dual electric	■	■
Lights – Roof marker/clearance (5 lights)	■	■
Mirrors – Dual rectangular, 7 1/2" x 16 1/2" stainless steel, West Coast style, 102" spacing	■	■
Power Equipment Group – 2 power windows with power door locks (4 with Crew Cab)	■	■
Tow hooks, front (2) – Frame-mounted	■	■
Window, rear – Fixed	■	■
Windshield wipers – 2-speed electric intermittent with washers	■	■

■ Standard □ Optional — Not Available

F-650/F-750 STANDARD FEATURES (CONTINUED)

	XL	XLT
INTERIOR		
Air conditioning, manual – Includes integral heater and defroster	■	■
Air registers – LH, LHC, RHC with positive shut-off	■	■
Ashtray	■	■
Assist handle – Exterior B-pillar with Regular Cab	■	■
Assist handle – Exterior rear door with SuperCab	■	■
Assist handle – Front passenger, interior B-pillar	■	■
Assist handle – Rear passengers, exterior C-pillar with Crew Cab	■	■
Auxiliary power point	■	■
Back panel cover – Rigidex (Flint Grey)	■	■
Cigar lighter	■	■
Coat hook – RH/LH color-keyed	■	■
Cupholder	■	■
Demisters – LH and RH side windows	■	■
Dome lamp – Center (LH/RH door-activated, I/P switch-operated with delay)	■	■
Door trim – Color-keyed molded with grab handle and reflector, hard armrest	■	■
Floor covering – Black, full, Maslite-type	■	■
Gauge cluster – Includes electronic speedometer (mph/kph), trip odometer, voltmeter, oil pressure, coolant temperature, fuel gauge, tachometer and indicator lights	■	■
Glove compartment – Instrument panel, RH	■	■
Grab handle – Front passenger A-pillar mounted	■	■
Headliner – Color-coordinated, molded, cloth	■	■
Heater – Ford fresh-air with defroster	■	■
Instrument panel – Color-keyed with color-coordinated accents	■	■
Radio AM/FM stereo with clock – Includes 2 speakers	■	■
Radio AM/FM stereo/cassette with clock – Includes 4 speakers	■	■
Safety belts* – Belt-Minder™ system (chime and flashing warning light on instrument panel if belts not buckled)	■	■
Safety belts – Color-keyed, all positions include fixed D-rings (Regular Cab)	■	■
Safety belts – Color-keyed, all positions include front-seat adjustable D-rings (SuperCab or Crew Cab)	■	■
Scuff plates – Color-keyed	■	■
Soft armrest – Upper vinyl insert and map pocket with carpet	■	■
Speed control – I/P-mounted (steering wheel-mounted – late availability)	■	■
Steering column – Tilt	■	■
Steering wheel – 2-spoke, Black PVC	■	■
Sun visor – Single driver and passenger, cloth (passenger's side includes mirror)	■	■
Tachometer – Electric	■	■
Turn signal switch – Multifunction, self-canceling	■	■
Utility tray – Floor-mounted behind seat (Regular or Crew Cab only)	■	■
Utility tray – Hanging on back panel (Regular Cab only)	■	■

*Always wear your safety belt.

F-650/F-750 TIRES AND WHEELS

F-650 PRO LOADER	F-650	F-750	F-750 S	TIRE SIZE	LOAD RANGE (PR)	STEEL	ALUMINUM	GENERIC MAXIMUM TIRE AND WHEEL CAPACITY (LBS.) @ PSI BY AXLE		TIRE AND WHEEL AVAILABILITY BY AXLE (000 LBS.)	
								FRONT	REAR	FRONT	REAR
■	■	—	—	225/70R19.5F	12	■	—	7280	13,660	8.5	13.5/15.5/17.5
■	■	—	—	245/70R19.5F	12	■	■	8160	15,500	8.5	15.5/17.5
■	■	—	—	245/70R19.5F	14	■	■	9090	15,500	8.5/10	15.5/17.5/19
■	■	—	—	245/70R19.5H	16	■	■	9880	18,700	8.5/10	17.5/19
■	■	—	—	265/70R19.5G	14	■	■	10,710	19,440	8.5/10	17.5/19
—	■	■	■	9R22.5F	12	■	—	9000	15,800	8.5/10	17.5/21
—	■	■	■	10R22.5F	12	■	—	10,300	19,500	8.5/10	17.5/19/21
—	■	■	■	10R22.5G	14	■	—	11,360	20,320	10/12	19/21
—	■	■	■	11R22.5G	14	■	■	12,350	23,000	10/12	19/21/23
—	■	■	■	11R22.5H	16	■	■	12,400	23,200	10/12	19/21/23
—	■	■	■	11R22.5H	16	■	■	13,220	23,200	12/13.2	21/23
—	■	■	■	235/80R22.5G	14	■	—	9350	17,640	8.5/10	17.5/19/21
—	■	■	■	245/75R22.5G	14	■	—	9350	17,640	8.5/10	17.5/19/21
—	■	■	■	255/70R22.5H	16	■	—	11,020	20,280	10/12	19/21
—	■	■	■	255/80R22.5G	14	■	■	10,410	19,240	10	19/21
—	■	■	■	265/75R22.5G	14	■	■	10,410	19,220	10	19/21
—	■	■	■	275/80R22.5G	14	■	■	12,350	22,700	10/12	19/21/23
—	■	■	■	295/75R22.5G	14	■	■	12,350	22,700	10/12	19/23

Competitive comparisons based on publicly available 2003 competitive information and Ford certification data at time of printing. Some features discussed may be optional. Vehicles shown may contain optional and aftermarket upfit equipment. Features shown may be offered only in combination with other options or subject to additional ordering requirements or limitations. Following publication of the catalog, certain changes in standard equipment, options and the like, or product delays, may have occurred which would not be included in these pages. Your Ford Dealer is the best source for up-to-date information. Ford Division reserves the right to change product specifications at any time without incurring obligations.

F-650/F-750 OPTIONAL FEATURES

	F-650 PRO LOADER™	F-650	F-750	F-750 S
FRAME				
Frame extension, front – Integral type; 20" in front of grille, without crossmember	—	—	—	□
Frame extension, front – Bolt-on; 20" in front of grille	—	□	□	—
Front bumper – Full-width, chrome-plated steel	□	□	□	—
Front bumper – Swept back, painted steel, Dark Shadow Grey color	—	□	□	□
Front bumper – Delete	□	□	□	□
AXLE, FRONT – SUSPENSION, FRONT				
Front auxiliary springs – Rubber	□	□	□	□
Lube, front axle – EmGard 50W synthetic oil	□	□	□	□
Wheel seals – Stemco Guardian, front	□	□	□	□
AXLE, REAR – SUSPENSION, REAR				
Air suspension	□	□	□	□
Air suspension dual leveling valve	□	□	□	□
Air suspension dump valve	□	□	□	□
Lube, rear axle – EmGard 75W-90 synthetic oil	□	□	□	□
Multi-leaf springs – Vari-rate suspension	■	■	■	■
Shock absorbers – Rear	□	□	□	□
Wheel seals – Stemco Guardian, rear – Mineral oil-lubricated wheel bearings	□	□	□	□
BRAKES – BRAKE EQUIPMENT				
Air brake system – Straight truck use only	□	□	□	□
Air brake system – Tractor use only	□	□	□	□
Air compressor (Bendix Tu-Flow 550, 13.2-CFM capacity with Caterpillar or Power Stroke engines)	□	□	□	□
Air compressor (Cummins 15.2-CFM capacity with Cummins engines)	□	□	□	□
Air dryer (Bendix AD/IP) with heater – Mounted inside left frame rail, back of cab	□	□	□	□
Air dryer (Bendix AD/IP) with heater – Mounted to battery box, left side, under cab	□	□	□	□
Air tank location – Optional (refer to body-builders layout book for location)	□	□	□	□
Drain valves (3) – Automatic (Bendix DV-2) with heater	□	□	□	□
Power parking brake – For hydraulic brake chassis with air source	□	□	□	□
Special GAWR – Provides rear tractor brake rating equal to axle rating up to 23,000 lbs. for single axles (required with tractor air brake system)	—	—	□	□
Traction control – Automatic (Caterpillar and Cummins)	□	□	□	□
Turn signal switch – Non-self-canceling	—	□	□	□
TRAILER CONNECTIONS				
Trailer Air Brake Package – 4-wheel	—	□	□	□
Trailer connection socket – 7-way	—	□	□	□
ENGINE EQUIPMENT				
Engine block heater – Kim Hotstart (120-volt/1000-watt with Caterpillar engine)	□	□	□	□
Engine block heater – Phillips (120-volt/1000-watt with Power Stroke engine)	□	□	□	—
Engine block heater – Phillips (120-volt/750-watt with Cummins engine)	□	□	□	—
Engine exhaust brake – Jacobs (for Cummins ISB and Caterpillar 3126E engines)	□	□	□	□
Fuel tanks – Dual with transfer pump	□	□	□	□
Fuel/water separator	□	□	□	□
Power take-off provision – Front-mounted, crankshaft-driven	—	□	□	■
Radiator with fixed grille – 619-sq.-in. cross flow, aluminum, 2-row, series system, with 690-sq.-in. charge air cooler	—	□	□	□
Starting motor – Delco 12-volt, 41 MT type 400	□	□	□	□

F-650/F-750 OPTIONAL FEATURES (CONTINUED)

	F-650 PRO LOADER	F-650	F-750	F-750 S
TRANSMISSION – CLUTCH				
Allison ECU programming – For fire trucks and emergency vehicles	□	□	□	□
Clutch – Eaton 14", 2-plate, adjustment-free	□	□	□	□
Driveline – Spicer SPL140	□	□	□	□
Synthetic transmission oil – EmGard 50W for manual transmissions	□	□	□	□
Synthetic transmission oil – Castrol Transynd for Allison automatic transmissions	□	□	□	□
EXHAUST				
Single horizontal muffler, short tailpipe	□	□	□	□
Single horizontal muffler, vertical bright-finish tailpipe	□	□	□	□
Single horizontal muffler, vertical non-bright-finish tailpipe	□	□	□	□
Rain cap, non-bright-finish – For single vertical exhaust	□	□	□	□
ELECTRICAL				
Alternators – 100- to 270-amp range	□	□	□	□
Back-up alarm – Electric, 102 decibels	□	□	□	□
Batteries – 900 CCA (2 for a total of 1800 CCA)	□	□	□	□
Batteries – 625 CCA (3 for a total of 1875 CCA)	□	□	□	□
Batteries – 900 CCA (3 for a total of 2700 CCA)	□	□	□	□
Body-builder special beverage wiring harness	—	□	□	—
Body-builder wiring – To end of frame	□	□	□	□
Daytime running lamps	□	□	□	□
Jump-start stud – Remote-mounted	□	□	□	□
Roof marker/clearance delete	□	□	□	□
Stop, turn, tail and backup lights, truck light Super 44	—	□	□	□
Taillights – Delete	□	□	□	□
Turn signal lamps – Fender-mounted front and rear facing	□	□	□	□
CAB EQUIPMENT				
XL Trim Package – Includes molded cloth headliner, RH & LH coat hooks, fixed lo-back 30/70 split-bench seat with G-grain vinyl, Code 88A, 2nd-row bench seat (SuperCab and Crew Cab), cloth sun visors with passenger's-side mirror, exterior body-color painted back panel, door trim panels with reflector, painted front bumper (Flint Grey interior color) (XL only)	□	□	□	□
XLT Trim Package – Includes molded-cloth headliner, RH & LH coat hooks, hi-back driver and passenger seats with integral head restraints, folding/reclining back, intermediate folding center back creates armrest with cupholder, non-suspension, Elliot cloth with Bazaar cloth insert, Code 88N, 2nd-row bench converts to floor (SuperCab and Crew Cab), cloth sun visors with passenger's-side mirror, Rigitex back-panel trim, hanging bin with hooks, molded door trim panels with lower map pocket with carpet on face, soft-foam armrest, manual air conditioning, Power Equipment Group, AM/FM stereo radio/cassette, front tow hooks, bright front headlamp bezels, chromed grille (except fixed grille 750 S), chromed front bumper (Flint Grey interior color) (XLT only)	□	□	□	□
CAB EQUIPMENT – EXTERIOR				
Glass – Privacy glass (tinted rear sliding and rear cab windows for SuperCab and Crew Cab)	□	□	□	□
Grille – Chrome (includes chrome headlamp bezels)	□	□	□	—
Grille, fixed – Dark Shadow Grey (available only with Caterpillar engine and 660-sq.-in. radiator)	—	□	□	□
Horn, air (Grover) – Black, single trumpet	□	□	□	□
License plate holder, front – Includes upper and lower mounting plate hardware	□	□	□	□

F-650/F-750 OPTIONAL FEATURES (CONTINUED)

	F-650 PRO LOADER	F-650	F-750	F-750 S
CAB EQUIPMENT – EXTERIOR (continued)				
Mirrors, dual stainless steel – With heated and lighted heads, rectangular, 7 1/2" x 16 1/2"	□	□	□	□
West Coast style, 102"-wide spacing (XLT only)	□	□	□	□
Mirrors, auxiliary convex (2) – Stainless steel, 8" dia., mounted below primary mirrors (available only with dual stainless West Coast-style mirrors)	□	□	□	□
Mirrors, sail type – Power 8" x 9" with 8" x 3" integral convex mirrors, telescoping breakaway-type brackets (available only with Power Equipment Group) (XLT only)	□	□	□	□
Mud flap holder – Spring-loaded, painted Black, with red and white reflective tape	□	□	□	□
Mud flaps, rear – Black rubber, anti-sail	□	□	□	□
CAB EQUIPMENT – INTERIOR				
Air conditioning – Manual (Standard on XLT)	□	□	□	□
AM/FM stereo radio with cassette and clock – Standard on XLT	□	□	□	□
AM/FM premium stereo radio with cassette, CD and clock	□	□	□	□
AM/FM CDX6 stereo radio with 6-disc CD changer and clock	□	□	□	□
Console – Floor-mounted between front seats	□	□	□	□
Leather Trim Package – XLT only	□	□	□	—
Radio – Delete	□	□	□	□
Steering wheel – 2-spoke, Black leather-wrapped, (15.5" dia. only)	□	□	—	—
Sunshade, exterior – Aerodynamic (Crew Cab)	□	□	□	□
Tow hooks – Front (2) (Standard on XLT)	□	□	□	□
WHEELS				
19.5 x 6.75 8-hole painted steel	■	—	—	—
19.5 x 7.5 8-hole polished aluminum	□	—	—	—
19.5 x 7.5 10-hole painted steel	□	—	—	—
19.5 x 7.5 10-hole polished aluminum (steel inner wheels)	□	—	—	—
22.5 x 7.5 10-hole painted steel	—	■	■	■
22.5 x 8.25 10-hole painted steel	—	□	□	□
22.5 x 8.25 10-hole polished aluminum	—	□	□	—
Wheel ornamentation – Ford bright center cap and lug nut covers	□	□	□	□

Tires available in Goodyear or Michelin highway or traction configuration.

Paint and Trim Colors

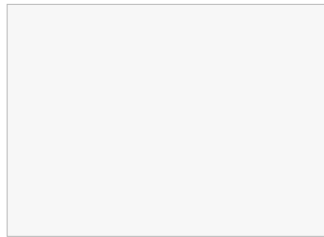
INTERIOR/EXTERIOR COMBINATIONS

Flint Grey

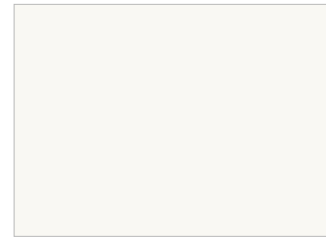
- XL/XLT
- Oxford White
- Winter White
- Bold Yellow
- Omaha Orange
- Bright Red
- Holly Green
- True Blue
- Black

Standard exterior colors are shown at right.

Thousands of additional custom colors are also available for orders of 10 or more. See your dealer for more information about availability and restrictions.



Oxford White



Winter White



Bold Yellow



Omaha Orange



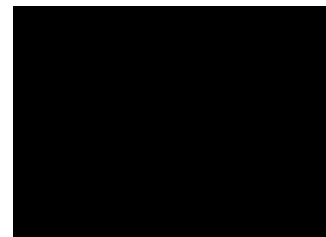
Bright Red



Holly Green



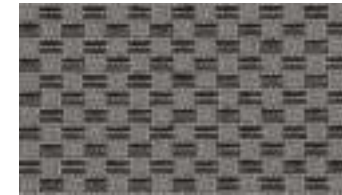
True Blue



Black



Vinyl



Savage Vinyl Weave



XL Cloth



XLT Cloth



Leather

WEIGHT DEFINITIONS

Payload is the weight of the commodity being hauled. Payload capacity is computed by subtracting the weight of the completed vehicle (including driver and passengers) from the GVWR.

Gross Vehicle Weight (GVW) is the Base Curb Weight of the completed vehicle, plus actual Cargo Weight, plus passengers and fuel. It is important to remember that GVW is not a limit or specification... it is the actual weight that is obtained when the fully loaded vehicle is driven onto a scale.

Gross Vehicle Weight Rating (GVWR) is the maximum total vehicle weight rating for which the vehicle possesses components, not to exceed the sum of all GAWRS.

Gross Axle Weight (GAW) is the total weight placed on each axle (front and rear). To determine the Gross Axle Weights for your vehicle and trailer combination, take your loaded vehicle and trailer to a scale. With the trailer attached, place the front wheels of the vehicle on the scale to get the front GAW. For rear GAW, weigh the towing vehicle with the trailer attached, but with just the four wheels of the vehicle on the scale. You obtain the rear GAW by subtracting the front GAW from that amount.

Gross Axle Weight Rating (GAWR) is the value specified by the vehicle manufacturer as the load-carrying capacity of a single axle system, as measured at the tire-ground interfaces. **Gross Combination Weight (GCW)** is the weight of the loaded vehicle (GVW), plus the weight of the fully loaded trailer. It is the actual weight obtained when the vehicle and trailer are weighed together on a scale.

Gross Combination Weight Rating (GCWR) represents the entire weight of a vehicle at the ground with a trailer or trailers including vehicle, equipment, driver, fuel and payload (everything that moves with the vehicle).

Base Curb Weight is the weight of a motor vehicle with all permanently mounted equipment and maximum capacity of engine fuel, oil and coolant.

Cargo Weight includes all additional weight added to the Base Curb Weight, including passengers, cargo and optional equipment (consult your Ford Dealer). When towing, trailer tongue or kingpin weight is also part of the Cargo Weight.

Tongue/Kingpin Weight is another critical measurement that must be made before towing. It refers to the amount of the trailer's weight that presses down on the trailer hitch. Too much tongue weight can cause suspension/drivetrain damage, and can press the vehicle down in back causing the front wheels to lift to the point where traction, steering response and braking are severely decreased. Too little tongue/kingpin weight can reduce rear-wheel traction and cause instability which may result in tail wagging or jackknifing.

Federal Regulations such as those issued by the National Highway Traffic Safety Administration, the Environmental Protection Agency or the Federal Highway Administration, or issued pursuant to the Occupational Safety and Health Administration (OSHA) and/or state and local laws and regulations, may require additional equipment for the particular use you intend for your vehicle. It is the buyer's responsibility to determine the applicability of such laws and regulations to the buyer's intended use for the vehicle and to arrange for the installation of required equipment. Your dealer has information about the availability of many items of equipment that can be ordered for the vehicle.

About Aftermarket Products Many items shown on vehicles in this publication are available through retail organizations and establishments not connected with Ford Motor Company. Availability, price, quality and durability of these items rest solely with the respective manufacturers and their sales organizations; Ford assumes no responsibility for their use.

BUSINESS SERVICES

Business Preferred Network

Committed to your business. There is no business like your business. Your vehicles play a vital part in your business, so they need to be on the job every day, just like you. We know that, and are constantly seeking ways to help strengthen your business.

To meet your needs, Ford has established the Business Preferred Network (BPN) of select Ford, Lincoln, Mercury and Ford Truck dealerships. Each has made a strong commitment to provide priority service, commercial-oriented products, as well as special financing and billing arrangements to businesses that rely on Ford products.

Priority Service As a Business Preferred Network customer, your business vehicles are a priority at a BPN dealership, with the guarantee of getting your vehicle back on the road. Your BPN dealer can also suggest Ford Extended Service Plans (ESP), QualityCare Maintenance Protection Plans (QCMPP) and other Ford QualityCare plans tailored for your business vehicle use, and centralized billing plans to help manage business and business vehicle expenses.

Products From Built Ford Tough F-Series trucks and E-Series Cargo Vans to the convenient Windstar, your Ford Business Preferred Network dealer has a vehicle that's just right for the business you do. Your BPN dealer will bring a vehicle to you for a test drive and assist you with the paperwork.

Fleet Customers As a BPN customer, you and your business are eligible for a number of unique benefits, including unique pricing and incentives, CommercialLease and finance terms and priority vehicle service at your BPN dealership. For companies purchasing/leasing five (5) or more vehicles per year or having fifteen (15) or more vehicles in operation, you may also be eligible for incentives as a Ford Fleet customer.

For more information on BPN Advantages or to find a BPN dealer near you, visit our website at: www.bpn.ford.com

Quality Care The people who know your vehicle best. The parts designed for it. A service department that understands your needs and respects your time. That's what Quality Care is all about.

Roadside Assistance New Ford F-650/F-750 Super Duty trucks include the assurance of a 24-hour emergency Roadside Assistance Program provided during the duration of the vehicle's limited warranty period. Ask your Ford Dealer for complete details on this program which includes such services as jump start or help when you're locked out of your vehicle.

New Vehicle Limited Warranty Under this warranty, you receive coverage for 2 years/unlimited miles with F-650/F-750 Super Duty with no deductible. You also receive corrosion perforation coverage for 3 years with F-650/F-750 Super Duty with unlimited mileage and no deductible. Separate powertrain warranties may apply. Ask your Ford Dealer for a copy of the warranty.



FINANCIAL SERVICES

Hardworking, versatile and customized to your needs: whether you buy or lease, Ford Credit can provide financial "vehicles" that work just as hard for you as the Ford Trucks you select. Our commercial purchase plans offer attractive rates, negotiable terms and business-friendly options like the seasonal purchase plan that lets you schedule payments to match your cash flow.

On the leasing side, CommercialLeaseSM and CommercialLeasePlusSM offer a variety of package options to meet your need for flexible vehicle financing. They also provide competitive rates and simplified billing.

You'll find that Ford Credit's staff of highly trained commercial lending professionals really speak your language, and they'll help you make the most of the choices we offer. Contact us at the closest location shown below, or at 1-877-234-FMCC (3622). You may also visit our website, www.fordcredit.com/comlend. Or simply consult your local Ford Dealer for Ford Credit Commercial Lending Services information.

Commercial Lending Services locations: Atlanta (1-800-777-3392); Charlotte (1-800-529-1617); Chicago (1-800-777-3407); Dallas (1-800-777-3429); Detroit (1-800-777-3971); Orange, CA (1-800-272-3451); Philadelphia (1-800-777-3023); San Francisco (1-800-777-3493).

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