

2005 F-Series Super Duty Overview

- New exterior design plus major chassis redesign, with emphasis on capability
- New 3-valve 6.8-liter V-10 with best- in-class power and torque
- Highest towing and cargo ratings in the class – up to 17,000 pounds of towing capability
- Industry-first TowCommandSystem with integrated electric trailer brake controller
- Improved Power Stroke® diesel engine with 10 more pound-feet of torque
- Design changes incorporating elements of the Mighty F-350 TONKA concept

Overview

The 2005 Super Duty delivers more capability, unsurpassed gas and diesel power, more toughness and useful new features that will make work easier and recreation time more enjoyable.

The all-new TowCommand System provides a combination of standard and optional features that makes towing easier, including an industry-first factory-installed trailer brake controller.

A new coil spring monobeam front suspension and improved steering provide better ride, handling and maneuverability in 4x4 pickups.

Design changes cap off the new capabilities with a bolder, tougher look up front, the segment's only 18- and 20-inch wheels and a more refined interior.

Capability

For 2005, Ford Super Duty pickups have more towing and payload capacity than ever, making F-350 capable of towing a class-leading 17,000 pounds.

Ford responded to marketplace changes by implementing a new variable gross-vehicle weight-rating strategy across all of its Super Duty F-Series pickups that better accommodates the way most customers use their trucks. This strategy takes advantage of the Ford Super Duty's higher axle weight ratings, stronger frames and better brakes to help preserve payload capability on trucks with higher equipment levels.

As a result, maximum pickup payload capacity increases by up to 1,280 pounds.

Dual-rear-wheel Super Duty pickups with the 6.8-liter, 3-valve Triton V-10 and 6.0-liter Power Stroke turbodiesel will have the ability to tow up to a class-leading 15,000 pounds conventionally. That's an increase of up to 1,600 pounds and establishes Super Duty as the clear leader.

The F-250/F-350 Super Duty frame features a new fully boxed front section, improving strength and torsional stiffness. From the boxed section back, the frame uses steel that is 10 percent to 17 percent thicker, with additional gussets providing even more strength and durability in high-stress areas. This is the thickest gauge steel in any pickup.

This strong new frame extends back to an optional new 2.5-inch hitch receiver. This is an increase from the previous 2-inch receiver and allows the higher conventional tow rating.

The TowCommand System, which includes the industry's first factory-installed and warranted electronic trailer brake controller, offers smoother operation and safety features. This includes a special trailer brake strategy when the truck's anti-lock braking system detects poor traction. No aftermarket trailer brake controller can do this.

The electronic trailer brake controller is integrated into the instrument panel, with graphics that

match the rest of the Super Duty interior. It gives audible and visual warnings if trailer wiring becomes disconnected.

Ford's TowCommand System also includes TorqShift® transmission with tow-haul mode, best-in-class brakes and telescoping trailer tow mirrors.

Powertrain

Powertrain options include the segment's most powerful gasoline engine. Ford's 3-valve-per-cylinder head, introduced on the 2004 F-150, is now available for the first time on a V-10 engine, thanks to Ford's modular engine strategy.

The new 6.8-liter, 3-valve Triton V-10 produces 355 horsepower and 455 pound-feet of torque – both class-leading figures.

The segment's best-selling diesel engine – Power Stroke – benefits from 10 more pound-feet of torque. The 6.0-liter Power Stroke diesel is now rated at 570 pound-feet of torque and 325 horsepower.

Ford's modular 5.4-liter, 3-valve Triton V-8 also migrates to Super Duty. Its three-valve architecture and sophisticated technology, including variable valve timing, help deliver 300 horsepower and 365 pound-feet of torque. That's an improvement of 40 horsepower and 10 pound-feet of torque over the 2004 Super Duty. More than 80 percent of peak torque – nearly 300 pound-feet – is available starting as low as 1,000 rpm.

Both gasoline engines also now benefit from electronic throttle control, which provides economy and performance benefits. For commercial users who need elevated engine speed to run aftermarket power takeoff (PTO) systems, the new "stationary elevated idle control" feature is now included in the strategy of all Super Duty powertrains.

Design

Super Duty's new look reflects the changes under the skin with a bolder front profile and new wheel designs that communicate strength. Inside, the message is sophistication and refinement, with a new gauge cluster and instrument panel treatment.

The bold front grille – always a Super Duty signature – is even bolder for 2005, drawing cues from the popular Mighty F-350 TONKA concept truck's chiseled good looks. Sharper edges and vertical bar surfaces provide a milled appearance.

A new exterior two-tone treatment includes a lowered "waterline" and new color combinations. Wheel-lip moldings coordinate with the two-tone treatment on some series.

Larger three-dimensional badges identify each series and powertrain.

The 2005 Ford Harley-Davidson™ Super Duty now offers an industry-first "flame" paint option, with choice of black-and-red or blue-on-blue.

On the interior, new trim panels surround the central and driver's side portions of the instrument panel and match the inserts on the doors.

Major Equipment and Options

XL: 5.4-liter 3-valve V-8 engine, manual fold-away mirrors, argent grille, front tow hooks, halogen sealed beam headlights, removable tailgate with key lock, AM/FM stereo, driver and front passenger air bags, air filter minder (diesel only).

XLT adds: Chrome front bumper, bright grille, jewel-effect headlamps, air conditioning, power windows and door locks, cloth seats, speed control, tilt steering wheel and CD player.

Lariat adds: Cab steps, fog lamps, six-way power driver and passenger seats with leather seating surfaces, privacy glass, leather-wrapped steering wheel, rear sliding window, advanced security group and trailer tow package.

Option packages include keypad entry, High Capacity Trailer Tow package, Max Front GAWR package with heavy duty springs, Snow Plow package, Trailer Towing package and XL Decor kit.