



TOUGH JOBS CALL FOR TOUGH ENGINES

Powertrain choices are tested, proven and ready to perform

6.7-LITER POWER STROKE TURBO DIESEL V8

A favorite among Super Duty customers for its proven durability, high power and torque. Engineers have further developed the engine to its highest combination of power and torque, which translates to customers being able to tow more than ever.

6.8-LITER GASOLINE V10

Super Duty chassis cab is the only truck in its class with an available V10. The gasoline V10 engine utilizes a three-valve-per-cylinder induction system for optimum power and torque. This engine offers an available CNG/propane gaseous fuel prep kit.

TORQSHIFT SIX-SPEED TRANSMISSION

The tested and proven TorqShift six-speed transmission is enhanced with an upgraded torque converter clutch to handle increased loads, and an eight-pinion rear carrier assembly is rated for a higher capacity. A new active transmission warmup system means it's ready to work sooner after startup.

6.2-LITER GASOLINE V8

For customers who prefer a gasoline powertrain, the 6.2-liter V8 is equipped with large intake valves, a single-overhead-camshaft design and dual-equal variable camshaft timing to help optimize power. This engine is E85-capable; a CNG/propane gaseous fuel prep kit is available.

ALL-NEW TORQSHIFT-G SIX-SPEED TRANSMISSION

The all-new TorqShift-G transmission is specifically developed for use with the available 6.2-liter V8 gasoline engine in the F-250 – allowing for improved capability with an expected increase in fuel economy and torque.

“The 6.7-liter Power Stroke is overbuilt for what our customers do, but that’s what they expect from a Super Duty.”

– Ford powertrain engineer Joel Beltramo

ALL-NEW SUPER DUTY

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