

FORD DRAMATICALLY PUSHES PERFORMANCE TO BEST-IN-CLASS LEVELS WITH COMPLETELY NEW POWERTRAIN

INTRODUCING THE UTTERLY AWESOME, ALL-NEW 32-VALVE POWER STROKE® V8 TURBO DIESEL
AND THE ALL-NEW TORQSHIFT™ 5-SPEED AUTOMATIC TRANSMISSION.

POWER STROKE V8
TURBO DIESEL

TORQSHIFT



ALL-NEW POWER STRO

OIL FILTER SYSTEM

The cartridge-type oil filter is top mounted for easy service.

AIR COOLING AND HANDLING

The air-to-air charge-air cooler increases air density by cooling the air. This allows for increased horsepower and torque without adversely affecting engine life. Cooling the charge air also aids in increasing fuel economy.

EXHAUST GAS RECIRCULATION

The EGR system recirculates cooled exhaust gases back into the combustion chamber, lowering burn temperatures and reducing nitrogen oxide (NOx), while optimizing performance and fuel economy.

CAST-IRON BLOCK AND HEAD

The engine architecture incorporates a robust cast-iron head and block design with a stiffened bedplate structure. The added rigidity benefits durability and NVH.

GLOW PLUG SYSTEM

The glow plugs are mounted on the exterior of the valve cover, providing easier access and service. They provide cold-start capability down to -10°F without the use of a block heater.

ELECTRONIC VARIABLE RESPONSE TURBOCHARGER (EVRT™)

The significantly increased airflow delivers turbo boost during steep grade climbing and high-altitude performance and towing, while responding quickly to low-speed launch demands.

ELECTRONICALLY CONTROLLED ENGINE

Every engine system is constantly monitored and precisely controlled by the engine computer in order to help ensure peak performance under most conditions.

REAR GEAR TRAIN

Provides the durability of gear-drive technology to help reduce noise, vibration and harshness (NVH).

ELECTRO-HYDRAULIC GENERATION 2 INJECTORS

The G-2 injector's new digital valve precisely controls oil flow via two 48-volt, 20-amp coils for consistent delivery of fuel. The new G-2 injector and fuel systems help reduce engine noise via fuel rate and timing control improvements. The injector's plunger is coated with tungsten carbide to provide fuel system robustness and increase tolerance to lower-lubricity fuels, while satisfying performance requirements.

INTEGRAL OIL COOLER

The engine oil cooler is inside the engine to help reduce the risk of damage and leakage.

HYDRAULIC RAIL FUEL INJECTION

Injectors are actuated by a system that generates pressures up to 26,000 psi. The high-pressure fuel is atomized as it enters the combustion chamber to help ensure clean, efficient combustion.

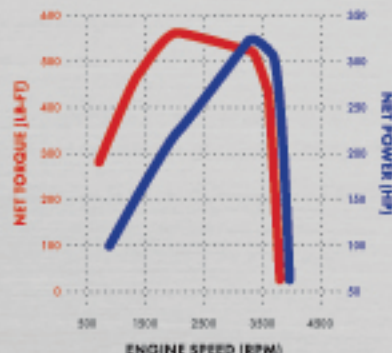
POWER STROKE® V8 TURBO DIESEL



FEEL THE ULTIMATE IN TORQUE AND DIESEL POWER

Be prepared to experience performance only advanced technology can offer. Through newly developed technologies, the 6.0L Turbo Diesel leapfrogs the competition with 325 horsepower, and 560 lb.-ft of best-in-class torque. Based on our proven cast-iron block and head, the new 6.0L Power Stroke V8 Turbo Diesel is infused with unique fuel delivery, air handling, cooling and filter technologies that allow it to deliver more power with better fuel economy. The new PowerCore™ air cleaner has a larger filter area and reduced restriction allowing longer change intervals and enhanced durability. All in all, the new 6.0L Power Stroke Turbo Diesel is the new diesel benchmark.

ENGINE TYPE	DIESEL, 4-CYCLE
CONFIGURATION	32-VALVE OHV V8
DISPLACEMENT	363 CU. IN. (6.0L)
BORE & STROKE	3.74 X 4.134 IN. (95 X 105 MM)
COMPRESSION RATIO	18.0:1
ASPIRATION	ELECTRONIC VARIABLE RESPONSE TURBOCHARGER
RATED HORSEPOWER	325 @ 3300 RPM
PEAK TORQUE	560 @ 2000 RPM
COMBUSTION SYSTEM	HYDRAULIC RAIL FUEL INJECTION
COOLING SYSTEM CAPACITY (ENGINE ONLY)	10.8 QUARTS (10.2 LITERS)
LUBE SYSTEM CAPACITY (INCLUDING FILTER)	15 QUARTS (14.2 LITERS)



TorqShift™ 5-SPEED AUTOMATIC TRANSMISSION

Gear Ratios:

1st	3.09
2nd	2.20
3rd	1.54
4th	1.00
5th	0.71
Reverse	2.88
Torque Converter:	95K Capacity Factor 1.86 Stall Torque Ratio

INCREASED POWER AND AN ALL-NEW TRANSMISSION

Debuting in Fall 2002, the new 6.0L Power Stroke Turbo Diesel comes with a 6-speed manual transmission or the all-new optional TorqShift™ 5-speed automatic. The new 6.0L generates so much power that an entirely new automatic transmission has been developed to handle the increased loads. Introducing the new TorqShift 5-speed automatic heavy-duty transmission. At its heart is an improved torque converter that maximizes low-speed torque capability while a larger pump provides increased lubrication and better cooling. Gearing and precision clutch material enhance its durability and the externally mounted spin-on transmission oil filter allows easy serviceability. All electro-mechanical shifts are optimized with pure electronic shift controls for more responsiveness. When the convenient "low/haul mode" is selected, unwanted gear-search on steep grades is eliminated. Additionally, the TorqShift and Power Stroke work in unison to help control vehicle speed when descending hills. They're ready for work.



TORQSHIFT