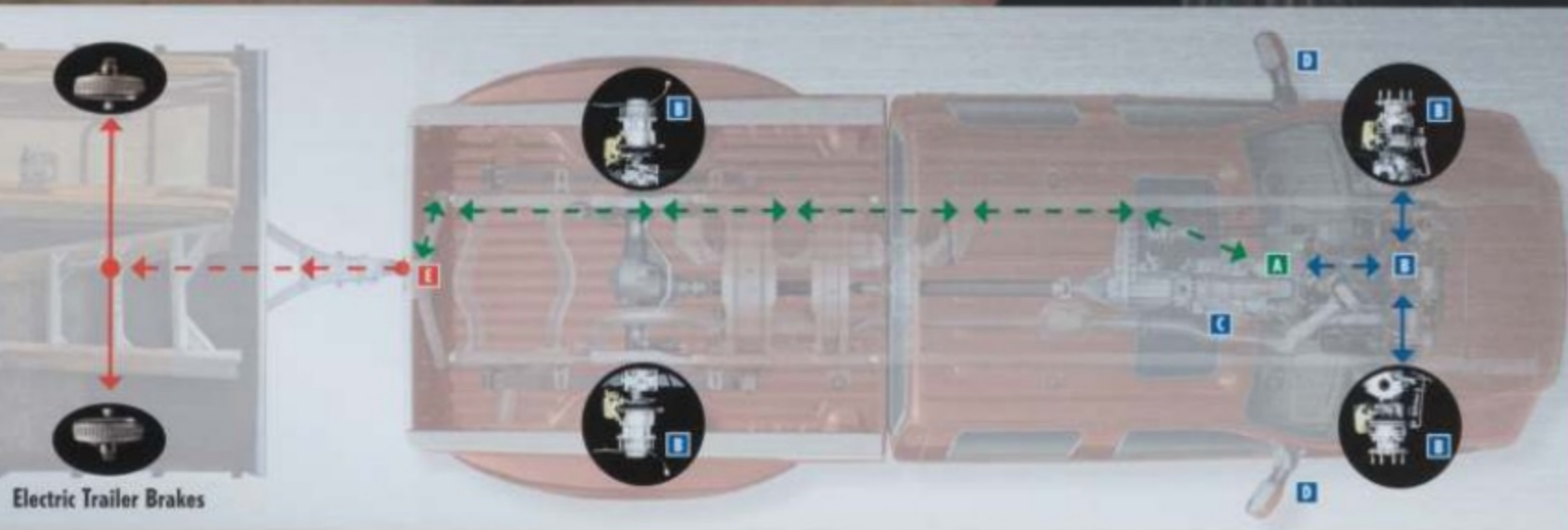




**THE NEXT
F-SERIES
SUPER DUTY**

FORD EXCLUSIVE TRAILER BRAKE CONTROL SYSTEM

F-Series introduces the first factory-installed Trailer Brake Controller (TBC) **A** that is fully connected to the vehicle computer network. That means it can read driver braking activity from the Super Duty Anti-lock Brake System **B**, and provide proportional trailer braking to match. It uses master-cylinder pressure, vehicle speed, even whether or not ABS is on or off, to adjust trailer-brake performance. Panel indicators provide a wealth of information, including trailer connection status, output level, gain level, and vehicle message center warnings and even a trailer disconnect alarm. You can add even more towing confidence by selecting the optional complete TowCommand System that integrates TBC with the TorqShift transmission **C** and telescoping trailer tow mirrors **D**. There is even an available 15,000-lb.-rated 2½" hitch receiver **E**, another Ford exclusive. All of these features offer you a decided towing advantage on the road.



Electric Trailer Brakes

- A** Trailer Brake Controller
- Integrated computer control module
 - Manual control lever
 - Digital gain/output gauge
 - Connection status indicator
 - Disconnect alarm
 - Standard 7-pin connector

Complete TowCommand System

- B** Brakes
- 4-Wheel Disc
 - Anti-lock Brake System
- C** TorqShift™ 5-Speed Automatic Transmission
- D** Telescoping Trailer Tow Mirrors

THE BEST GOT BETTER IN SO MANY WAYS

Best-In-Class Towing

Need maximum towing capability? F-Series Super Duty answers with up to 15,000-lb. Conventional and 17,000-lb. 5th-Wheel maximum towing capability. And it also offers best-in-class 0-60 mph diesel pulling power. That's towing leadership.



Thickest Steel Rails

NEW 6.7-mil Steel C-Channel Frame – The steel-rail gauge thickness increased between 10% and 17%, and frame strength went up along with it between 10% and 20%, depending on model. That's a much thicker gauge than the competition offers.

ALL-NEW Rear Suspension

Staggered rear shocks improve axle control, contributing to better ride and confident handling, loaded or empty. The revised rear shock placement helps control axle windup to enhance traction for improved acceleration and braking.

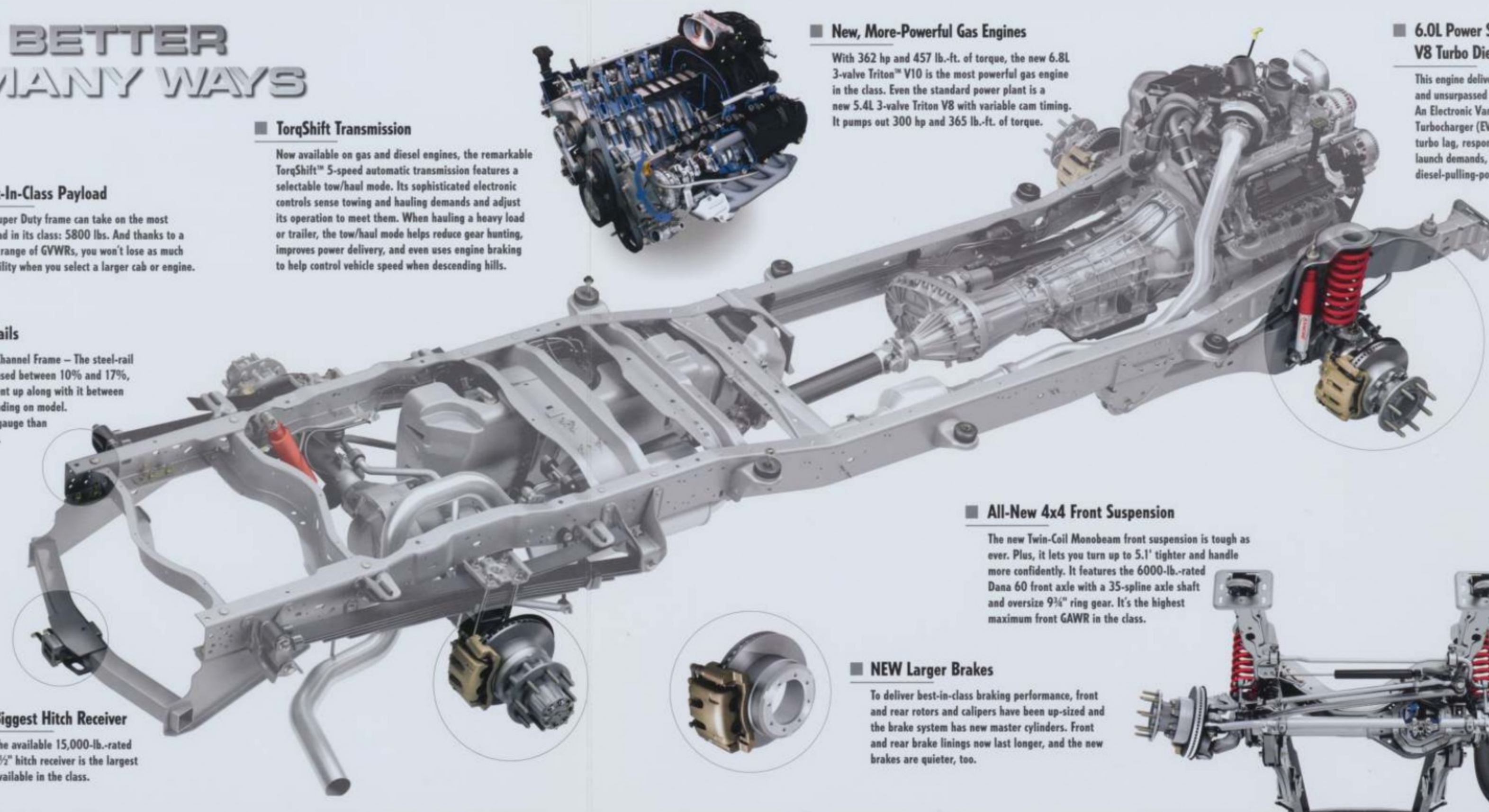


Biggest Hitch Receiver

The available 15,000-lb.-rated 2½" hitch receiver is the largest available in the class.

TorqShift Transmission

Now available on gas and diesel engines, the remarkable TorqShift™ 5-speed automatic transmission features a selectable tow/haul mode. Its sophisticated electronic controls sense towing and hauling demands and adjust its operation to meet them. When hauling a heavy load or trailer, the tow/haul mode helps reduce gear hunting, improves power delivery, and even uses engine braking to help control vehicle speed when descending hills.



New, More-Powerful Gas Engines

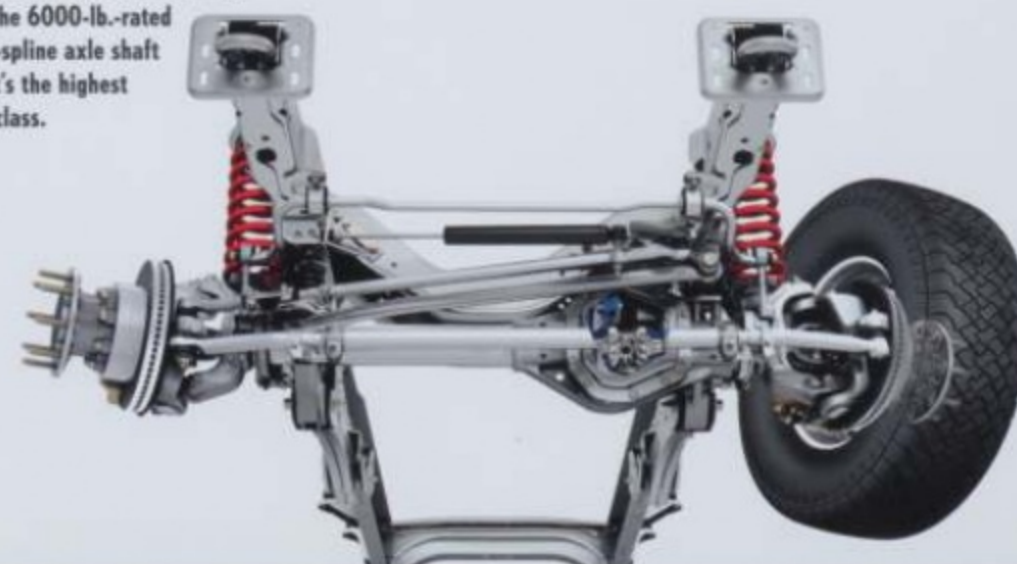
With 362 hp and 457 lb.-ft. of torque, the new 6.8L 3-valve Triton™ V10 is the most powerful gas engine in the class. Even the standard power plant is a new 5.4L 3-valve Triton V8 with variable cam timing. It pumps out 300 hp and 365 lb.-ft. of torque.

6.0L Power Stroke® V8 Turbo Diesel

This engine delivers 570 lb.-ft. of torque and unsurpassed diesel horsepower. An Electronic Variable Response Turbocharger (EVRT™) helps minimize turbo lag, responds quickly to low-speed launch demands, and makes F-Series the diesel-pulling-power champ 0-60 mph.

All-New 4x4 Front Suspension

The new Twin-Coil Monobeam front suspension is tough as ever. Plus, it lets you turn up to 5.1' tighter and handle more confidently. It features the 6000-lb.-rated Dana 60 front axle with a 35-spline axle shaft and oversize 9¼" ring gear. It's the highest maximum front GAWR in the class.



NEW Larger Brakes

To deliver best-in-class braking performance, front and rear rotors and calipers have been up-sized and the brake system has new master cylinders. Front and rear brake linings now last longer, and the new brakes are quieter, too.

SUPER IS AS SUPER DOES

The new 2005 F-Series Super Duty has arrived. It's the boldest, strongest and most capable yet, with hauling and towing capacities that set new limits for the class.* Outside, the fat bar grille announces a muscular new look. Inside, there's the most passenger room in every cab type for hard-working crews. And underneath it all, stronger engines, chassis and 4x4 front suspension mark a new era of Super Duty performance. As always, it's Built Ford Tough.

F-350
XLT SUPER DUTY



BEST-IN-CLASS

- BEST HORSEPOWER
- BEST GAS TORQUE
- MOST DIESEL PULLING POWER
- LONGEST-LASTING DIESEL ENGINE**
- BEST BRAKING PERFORMANCE
- BEST PAYLOAD
- BEST CONVENTIONAL TOWING
- BEST 5TH-WHEEL TOWING
- MOST INTERIOR ROOM

FIRST-IN-CLASS

- FULLY INTEGRATED TRAILER BRAKE CONTROLLER
- 15,000-LB.-RATED 2½" HITCH RECEIVER
- UPFITTER SWITCHES
- "DRIVER'S" GLOVE COMPARTMENT

*Class is full-size Pickups over 8500 lbs. GVWR.
**Based on vehicles in operation, 1994-CYTD, June 2004.
Comparisons based on 2004 competitive models, publicly available information and Ford certification data at time of printing.
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ALWAYS



F-SERIES: THE BEST-SELLING TRUCKS FOR 27 STRAIGHT YEARS.