

# 2008 Ford F-350 Super Duty® XL Regular Cab DRW 8-ft. Box 6.4L Power Stroke® V8 4x4

## COMPETITIVE PRODUCT FEATURES

### Power

#### Available all-new 6.4L Power Stroke® V8 turbo diesel

– Delivers an impressive 350 horsepower and 650 lb.-ft. of torque with either the standard manual transmission or the available TorqShift® 5-speed automatic to make this the most powerful Ford pickup diesel engine ever

✓ High-pressure common-rail and piezo-electric fuel injectors help optimize fuel efficiency, improve cold-start capability and make this the quietest Ford pickup diesel engine ever

✓ Innovative technologies help reduce particulate soot emissions to levels on par with gasoline engines of comparable size and power

✓ The 6.7L Cummins engine available in Ram produces 40 less lb.-ft. of torque when matched to the standard manual transmission

#### Robust brakes

✓ Large vented front and rear brake rotors and dual-piston calipers provide strong, consistent stopping power

### Capability

#### Towing capacity

✓ The F-350 DRW featured here has a maximum conventional towing capacity of 15,000 lbs., 2000 lbs. greater than a comparable Silverado and 3000 lbs. greater than a comparable Ram. An F-350 DRW 4x4 with the available TowBoss package has a maximum 5th-wheel towing capacity of 18,200 lbs., 1700 lbs. greater than Silverado and 2450 lbs. greater than Ram

#### Payload

✓ The F-350 DRW featured here has a maximum payload capacity of 4980 lbs. The maximum available payload capacity of a properly equipped F-350 DRW is 5720 lbs.

#### GVWR

✓ The F-350 DRW featured here has a Gross Vehicle Weight Rating (GVWR) of 12,600 lbs., 1200 lbs. greater than Silverado and 400 lbs. greater than Ram

#### Standard trailer hitch receiver

– F-350 DRW comes equipped with a Class IV 15K "Built Ford Tough" trailer hitch receiver complete with 7-wire harness with relays and bumper-mounted 7-pin and 4-pin connectors

✓ A trailering equipment package is available at extra cost on both Ram and Silverado

#### Longer leaf springs

✓ Rear leaf springs are 8 inches longer than last year to provide an enhanced ride with greater sway control while towing. The longer leaf springs also help keep the vehicle box height low to facilitate 5th-wheel towing

#### TowCommand System

– Includes a fully integrated trailer brake controller, the standard Anti-lock Braking System (ABS), the TorqShift automatic transmission with Tow/Haul mode and telescoping trailer tow mirrors

✓ Silverado does offer an available integrated trailer brake controller but it does not offer a complete system approach to towing. Ram does not offer an integrated trailer brake controller

#### More cargo capacity

✓ F-350 models with the 8-foot cargo box provide more cargo volume than either Silverado or Ram

### Durability

#### Built Ford Tough, durability-tested diesel engine

✓ The all-new 6.4L Power Stroke V8 turbo diesel has undergone rigorous testing the equivalent of 10 million miles on over 600 engines

✓ This all-new engine must pass 797 component and system-quality checks

#### High-strength front-end structure

✓ The F-350 uses high-strength steel in its rugged hydroformed front-end structure which provides a robust support base for the front end equipment

#### Solid frame

✓ The F-350 electrocoated frame is made of thick steel and each of the frame crossmembers is welded, riveted or both to the main frame rails

#### Transmission temperature gauge

– Available TorqShift 5-speed automatic transmission equipped vehicles come with a transmission temperature gauge included in the instrument cluster to monitor the operating temperature and help prevent overheating

✓ Ram does not offer a transmission temperature gauge as part of its instrument cluster



### Innovation

#### Class-exclusive<sup>(1)</sup> Tailgate Step

– Makes getting into the cargo box easier and more convenient than ever. Just lower the tailgate, lift up the grab bar, pull the step down out of the tailgate and climb up into the box

✓ Not available on Silverado or Ram

#### Integrated upfitter switches

– Provide a convenient power source to operate up to four high-power relays for heavy-duty accessories such as winches, lifts, snowplows or auxiliary lighting

✓ Silverado offers only one instrument-panel-mounted switch and Ram does not offer this feature at all

#### Rapid-Heat Supplemental Cab Heater

– Provides additional heating capability to more quickly warm the passenger compartment during engine warm-up. (Requires 6.4L Power Stroke V8 turbo diesel engine, TorqShift automatic transmission, alternator upgrade and air conditioning)

✓ Not available on Silverado or Ram

#### Lockable tailgate with Tailgate Assist™

– The F-350 tailgate is lockable and features Tailgate Assist, which makes opening or closing the tailgate much easier by applying some of the load to concealed torsion springs

✓ A lockable tailgate with an E-Z Lift assist feature is available on Silverado but not available on Ram

### Durable

- Available all-new 6.4L Power Stroke® V8 turbo diesel engine produces 350 horsepower and 650 lb.-ft. of torque, and has been tested the equivalent of 10 million vehicle miles
- Frame crossmembers that are welded, riveted or both

### Capable

- Standard trailer hitch receiver with trailer wiring harness
- Available TowCommand System with fully integrated trailer brake controller

### Flexible

- Three available cab styles
- Available bucket seats
- Available upfitter switches
- Available class-exclusive<sup>(1)</sup> Rapid-Heat Supplemental Cab Heater
- Available class-exclusive<sup>(1)</sup> Tailgate Step

For more information check out:  
[www.insidesuperduty.com](http://www.insidesuperduty.com)

(1) Class is full-size pickups over 8500 lbs. GVWR.



| 2008 Ford F-350 Super Duty® XL Regular Cab<br>DRW 8-ft. Box 6.4L Power Stroke® V8 4x4       |  | VERSUS   |  | 2008 Chevrolet Silverado 3500 HD WT Regular Cab<br>DRW 8-ft. Box 6.6L Duramax™ V8 4x4           |  | 2008 Dodge Ram 3500 ST Regular Cab<br>DRW 8-ft. Box 6.7L Cummins I-6 4x4                |  |
|---|--|--|--|---|--|---|--|
| 6.4L Power Stroke® V8 Turbo Diesel<br>350 @ 3000<br><b>650 @ 2000</b>                       |  | <b>Standard Engine</b><br>Horsepower (SAE net @ rpm)<br>Torque (lb.-ft. @ rpm) |  | 6.6L Duramax™ V8 Turbo Diesel<br>365 @ 3200<br>660 @ 1600                                       |  | 6.7L Cummins I-6 Turbo Diesel<br>350 @ 3000 (M/T)<br><b>610 @ 1400 (M/T)</b>            |  |
| —   |  | <b>Optional Engine</b><br>Horsepower (SAE net @ rpm)<br>Torque (lb.-ft. @ rpm) |  | —   |  | 6.7L Cummins I-6 Turbo Diesel<br>350 @ 3000 (A/T)<br>650 @ 1500 (A/T)                   |  |
| 6-speed Manual  |  | <b>Standard Transmission</b>   |  | 6-speed Automatic   |  | 6-speed Manual  |  |
| TorqShift® 5-speed Automatic  |  | <b>Optional Transmission</b>   |  | —   |  | 6-speed Automatic   |  |
| Twin-coil Monobeam Front Axle with <b>Coil Springs</b> , Shock Absorbers and Stabilizer Bar |  | <b>Front Suspension</b>  |  | Independent Short- and Long-Arm (SLA), <b>Torsion Bars</b> , Shock Absorbers and Stabilizer Bar |  | Independent Short- and Long-Arm (SLA), Coil Springs, Shock Absorbers and Stabilizer Bar |  |
| Live Axle, Full-floating with <b>Three-stage</b> Leaf Springs and Shock Absorbers           |  | <b>Rear Suspension</b>   |  | Live Axle, Full-floating with <b>Two-stage</b> Leaf Springs and Shock Absorbers                 |  | Live Axle, Full-floating with Leaf Springs and Shock Absorbers                          |  |
| Disc/Disc with Four-wheel Anti-lock Braking System (ABS)                                    |  | <b>Braking System</b>  |  | Disc/Disc with Four-wheel Anti-lock Braking System (ABS)  |  | Disc/Disc with Four-wheel Anti-lock Braking System (ABS)                                |  |
| Recirculating Ball  |  | <b>Steering</b>  |  | Recirculating Ball  |  | Recirculating Ball  |  |
| Driver and Right Front Passenger Airbags  |  | <b>Airbags</b>   |  | Driver and Right Front Passenger Airbags  |  | Next Generation Multi-stage Front Airbags   |  |
| <b>Dimensions</b> (All dimensions are in inches unless otherwise noted.)                    |  |  |  |   |  |   |  |
| <b>137.0</b>  |  | <b>Wheelbase</b>   |  | <b>133.0</b>  |  | 140.5   |  |
| <b>227.0</b>  |  | <b>Length</b>  |  | <b>225.0</b>  |  | 229.7   |  |
| <b>79.4</b>   |  | <b>Height (empty)</b>  |  | <b>75.6</b>   |  | <b>78.1</b>   |  |
| 94.7  |  | <b>Width (max.)</b>  |  | 95.9  |  | 96.0  |  |
| 46.1  |  | <b>Turning Diameter (curb-to-curb; ft.)</b>                                    |  | Not available   |  | 45.1  |  |
| <b>41.4</b>   |  | <b>Head Room</b>   |  | <b>41.3</b>   |  | <b>40.8</b>   |  |
| <b>68.0</b>   |  | <b>Shoulder Room</b>   |  | <b>65.2</b>   |  | <b>67.0</b>   |  |
| <b>67.6</b>   |  | <b>Hip Room</b>  |  | <b>62.5</b>   |  | <b>65.0</b>   |  |
| 41.0  |  | <b>Leg Room</b>  |  | 41.3  |  | 41.0  |  |
| <b>66.8</b>   |  | <b>Passenger Volume (cu. ft.)</b>  |  | <b>64.5</b>   |  | <b>64.9</b>   |  |
| <b>98.0</b>   |  | <b>Cargo Box Length (@ floor)</b>  |  | <b>97.8</b>   |  | 98.3  |  |
| <b>69.3</b>   |  | <b>Cargo Box Width (@ floor)</b>   |  | <b>64.7</b>   |  | <b>66.4</b>   |  |
| 20.1  |  | <b>Cargo Box Depth</b>   |  | 21.3  |  | 20.2  |  |
| <b>77.4</b>   |  | <b>Cargo Box Volume (cu. ft.)</b>  |  | <b>75.5</b>   |  | <b>74.9</b>   |  |
| <b>38.0</b>   |  | <b>Standard Fuel Tank Capacity (gal.)</b>                                      |  | <b>34.0</b>   |  | <b>35.0</b>   |  |
| 7535  |  | <b>Curb Weight</b>   |  | 6093  |  | 7188  |  |
| <b>12,600</b>   |  | <b>GVWR (max. lbs.)<sup>(1)</sup></b>  |  | <b>11,400</b>   |  | <b>12,200</b>   |  |
| 4980  |  | <b>Payload (lbs.)<sup>(1)</sup></b>  |  | 5307  |  | 5030  |  |
| <b>15,000</b>   |  | <b>Conventional Towing (max. lbs.)<sup>(1)</sup></b>                           |  | <b>13,000</b>   |  | <b>12,000</b>   |  |
| <b>18,200</b>   |  | <b>5th-Wheel Towing (max. lbs.)<sup>(1)</sup></b>                              |  | <b>16,500</b>   |  | <b>15,750</b>   |  |
| <b>26,000</b>   |  | <b>GCWR (max. lbs.)<sup>(1)</sup></b>  |  | <b>23,500</b>   |  | <b>23,000</b>   |  |
| <b>\$36,315</b>   |  | <b>Price (MSRP)*</b>   |  | <b>\$38,315</b>   |  | <b>\$38,690</b>   |  |
| 3 years/36,000 miles  |  | <b>Basic Warranty</b>  |  | 3 years/36,000 miles  |  | 3 years/36,000 miles  |  |
| <b>5 years/100,000 miles</b>  |  | <b>Engine Warranty</b>   |  | 5 years/100,000 miles   |  | <b>3 years/36,000 miles</b>   |  |
| <b>5 years/unlimited mileage</b>  |  | <b>Corrosion Warranty</b>  |  | 6 years/100,000 miles   |  | 5 years/100,000 miles   |  |
| <b>5 years/60,000 miles</b>   |  | <b>Roadside Assistance</b>   |  | 5 years/100,000 miles   |  | 3 years/36,000 miles <sup>(2)</sup>   |  |

**Bolded purple text = Ford advantage over one or more competitors.** **Red text = the specific competitive specification/dimension where Ford has the advantage.**  
 \* Includes base MSRP, destination charge and option package if applicable. Title, tax and registration fees extra. Package contents and price may vary by region and are subject to change. Check your latest Ford pricing information for the current incentives on your vehicles.

(1) Properly equipped.  
 (2) Towing assistance only.

January 2008. Information based on generally available industry data. At the time of publication, descriptive and illustrative materials contained herein were believed to be correct. Ford Motor Company, whose policy is one of continuous improvement, reserves the right to change specifications, equipment or designs without incurring obligation.

COMPETITIVE ADVANTAGE OVERVIEW

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**TRUCK**