It all starts here. Built Ford Tough® is our standard for long-lasting durability. It defines the way every Ford Commercial Vehicle is built and tested. From top to bottom. Inside and out. Over and over again.

**Engineered by Ford for long-lasting durability.** Both Ford built powertrains (gas and diesel) are subject to a multitude of harsh tests in the lab and real world. The next-generation 6.7L Power Stroke® V8 Turbo Diesel! enhanced for medium-duty use, endured the equivalent of 500,000+ miles on an engine dynamometer – replicating the duty cycle of our harshest-use customers.

**Tested by Ford to be Built Ford Tough.** So tough, in fact, that developmental vehicles had to be autonomously driven by robots to limit driver exposure to punishing conditions. Procedures include thousands of miles of extremely rough test routes simulating gravel washboard, ruts and severe potholes. Testing includes several thousand Body and Frame twists and severe cobblestones placed in a random pattern to provide intensive rough road input. That’s Ford Tough.

POWERED BY FORD.

Two proven engine choices. One heavy-duty transmission. Each designed, engineered, tested and built by Ford – for integrated performance and optimized efficiency. Our next-generation, B20-capable 6.7L Power Stroke® V8 Turbo Diesel generates a best-in-class standard horsepower (270) and torque (675 lb.-ft.). And with no vocational restrictions on its 3 engine power ratings, scaling engine power to your work applications is quick and easy. A class-exclusive 6.8L Triton® V10 3-valve gas engine can be equipped to run on alternative fuels. Both are mated to our TorqShift® HD 6-speed automatic transmission.

### 6.7L Power Stroke V8 Turbo Diesel

<table>
<thead>
<tr>
<th>Horsepower</th>
<th>Torque</th>
</tr>
</thead>
<tbody>
<tr>
<td>330 @ 2,600 rpm</td>
<td>725 lb.-ft. @ 1,800 rpm</td>
</tr>
<tr>
<td>300 @ 2,500 rpm</td>
<td>700 lb.-ft. @ 1,800 rpm</td>
</tr>
<tr>
<td>270 @ 2,400 rpm</td>
<td>675 lb.-ft. @ 1,600 rpm</td>
</tr>
</tbody>
</table>

### 6.8L Triton V10 3-Valve Gasoline

<table>
<thead>
<tr>
<th>Horsepower</th>
<th>Torque</th>
</tr>
</thead>
<tbody>
<tr>
<td>320 @ 3,900 rpm</td>
<td>460 lb.-ft. @ 3,000 rpm</td>
</tr>
</tbody>
</table>
FORD TORQSHIFT HD 6-SPEED AUTOMATIC TAMES THE TORQUE.

Introducing your new standard in heavy-duty: the upgraded Ford TorqShift® HD 6-speed automatic transmission. Now paired with the Ford 6.7L Power Stroke® V8 Turbo Diesel, it is enhanced for medium-duty use and includes: a new torque converter designed to handle increased horsepower and torque; robust gearsets upgraded with extra pinion gears; a dual-medium, high-efficiency fluid filter that extends the fluid change interval to 150,000 miles; and so much more.

A live-drive power takeoff (PTO) provision links the PTO output gear directly to the engine crankshaft, so power is available anytime – whether the truck is moving or not. Three modes include stationary, mobile and split-shaft-capable on diesel models. On the 6.8L Triton® V10 3-valve gasoline engine equipped with the PTO provision, stationary mode is available.

Both engines work efficiently at low rpm due in part to low-speed lockup capability (down to 900 rpm) on the transmission’s new 3-plate, 2-stage torque converter. Upgraded sinter-brazed pinion carriers help it manage the extreme low-end torque of the diesel engine, as well as the high shift speeds of the gas engine.

Ford is the only medium-duty truck manufacturer that designs and builds its own engine and transmission combinations — helping each powertrain work seamlessly with chassis components and vehicle calibrations. Pair TorqShift HD with our 6.7L Power Stroke V8 Turbo Diesel, and they’ll be backed with a 5-year/250,000-mile limited warranty.

6.7L Power Stroke V8 Turbo Diesel and TorqShift HD 6-speed automatic transmission.

Available feature. 6.8L Triton V10 3-valve gasoline limited warranty is 5 years/100,000 miles. See your Ford Dealer for a copy of these limited warranties.
Introducing the new F-650/F-750 Tractor models. Built Ford Tough® workhorses that are ready to haul your heavy loads.¹ GCWR: up to 50,000 lbs. Rear axle rating: up to 26,000 lbs.² Torque: up to 725 lb.-ft. from the standard new 6.7L Power Stroke® V8 Turbo Diesel engine. Suspension: rear-air¹ to help smooth your ride. Braking: standard air brakes to help bring it all to a halt.

A new frame and suspension on all models include an antiroll bar,² longer front leaf springs and re-tuned shock absorbers for an improved ride while maintaining capability.

Class-exclusive PowerScope® trailer tow mirrors² adjust, fold and telescope at the touch of a switch. With integrated clearance lamps and turn signals, they also include heated glass with manually adjustable integrated spotter mirrors.
COMMAND IT WITH YOUR VOICE.

Voice-activated SYNC® technology helps you keep your eyes on the road and hands on the wheel. SYNC. Say the word.®

- **Hands-free calling** lets you make a call with a simple push of a button along with the sound of your voice.

- **Automatic phone book download** transfers the names and numbers in your compatible phone automatically, once paired.

- **Voice-activated music commands** let you say what music you want to hear and listen to it easily with voice-activated search, or say “Bluetooth® audio” to stream content from your phone.

**Available feature. Driving while distracted can result in loss of vehicle control. Only use mobile phones and other devices, even with voice commands, when it is safe to do so. Some features may be locked out while the vehicle is in gear. Not all features are compatible with all phones.
A BETTER WAY TO DO BUSINESS.

You’ll enjoy it every day from this hardworking cab. Keep tools and other small items close at hand in the cavernous glove box, while sunglasses can be stowed in the overhead console with map-reading lights and sunglasses holders.\(^1\) Driver and front-passenger air-ride seats\(^1\) help make your drive more comfortable.

**Help make your business more efficient.** and provide drivers with feedback on the road, with Ford Telematics\(^\text{TM}\) powered by Telogis\(^1,2\). Deep integration provides a 360° view of exclusive vehicle metrics and driver behavior.

**Cab choices include** Regular Cab, SuperCab and Crew Cab models. A wide range of seating choices and configurations meets a broad variety of vocational needs. Wide-open doors allow for easy entry and exit.

**Inside, work-related conveniences** range from a trailer brake,\(^1\) an air parking brake,\(^1\) and trailer air supply\(^1\) and air pressure gauges,\(^1\) to factory-installed upfitter switches.\(^1\) Keep your mobile phones and tools charged with two 12-volt powerpoints and a 110-volt power outlet.\(^1\) In here, you’ve got what you need to master your business.

---

F-750 Crew Cab. Steel Gray cloth trim. Available equipment.

\(^1\)Feature availability varies by model. \(^2\)Ford Licensed Accessory.
Developed in cooperation with leading industry body makers, the clean cab-to-axle design of the new F-650/F-750 is our most upfit-friendly chassis yet. Its sturdy frame is capable of accommodating a variety of vocational bodies with little or no modification.

To more easily accept custom work applications, such as tow truck, dump truck and ambulance bodies, the diesel exhaust fluid (DEF) tank and standard fuel tank are located under the cab instead of on the frame. This clean CA design helps lower your cost and can reduce time to delivery.

A more robust upfitter switch system¹ (as compared to the outgoing model) now has a dedicated fuse for each switch, while aluminum fuel tanks with the 6.7L Power Stroke® V8 Turbo Diesel¹ help optimize weight.

Choose from 36 standard clean CA offerings (13 Regular Cab, 12 SuperCab and 11 Crew Cab combinations) that range from 72” to 207.” This variety is what makes our lineup of Built Ford Tough® F-650/F-750 medium-duty trucks some of the most versatile upfit vehicles on the road today.

¹Available feature.
STANDARD FEATURES

Mechanical
12-volt Comstar® starting motor (diesel)
12-volt Denso® starting motor (gas)
8-gal. DEF tank (diesel)

Air cleaner (gas)

Alternator – 200-amp, extra-heavy-duty, 12-volt, Denso, brushless, pad-mounted (diesel)
Alternator – 175-amp, extra-heavy-duty, 12-volt, Denso, brushless, pad-mounted (gas)

Batteries – 750-amp (CCA), 12-volt, Motorcraft® (gas)
Batteries – 1,500-amp (CCA; diesel)

Alternator – 200-amp, extra-heavy-duty, 12-volt, Denso, brushless, pad-mounted (diesel)

Exhaust – Single, horizontally mounted, catalytic converter, frame-mounted right side of cab, downward-facing outlet tip (gas)
Ford TorqShift® HD 6-speed automatic transmission (without PTO provision)
Frame-mounted body-builder wiring at back of cab (n/a on Tractor)

Front parabolic taper-leaf springs with double-acting shock absorbers
Fuel tank – 50-gal. single rectangular aluminum, frame-mounted on left side (Regular Cab diesel)
Fuel tank – 65-gal. single rectangular aluminum, frame-mounted on left side (SuperCab and Crew Cab diesel)
Fuel tank – 50-gal. single rectangular steel, frame-mounted on left side (Regular Cab and Super Cab gas)
Fuel tank – 60-gal. single rectangular steel, frame-mounted on left side (Crew Cab gas)
Fuel/water separator (diesel)
Fuses – SAE blade-type
Gearshift interlock key (requires PRNDM indicator with SelectShift®; n/a on F-750 gas and Tractor)

Radiator – Aluminum with in-tank transmission cooler

Rear suspension with multi-leaf rear springs
Viscous fan clutch (gas)
Wheel seals (front and rear axle), oil-lubricated wheel bearings (front and rear)

Cab Equipment – Interior
AM/FM stereo with auxiliary audio input jack, clock and 2 speakers
Air conditioning – Manual with integral heater and defroster
Air registers with positive shut-off
Assist handle on A-pillars
Assist handle on B-pillars (Crew Cab)
Back panel trim cover (Regular Cab/Crew Cab)
Coat hooks (2)
Cruise control with steering wheel-mounted controls
Flooring – Black vinyl

Gauges: Cluster with electronic speedometer (mph/kph), oil pressure, coolant temperature, DEF gauge (gas only), fuel gauge, tachometer, indicator lights, enhanced 2-button message center with odometer, trip odometer, distance to empty for fuel, average fuel economy and warning messages
Glove box at right-hand instrument panel
Left-/right-hand front-window demisters
Molded cloth headliner
Multifunction, self-canceling turn signal switch (n/a on Tractor)
Multifunction, non-canceling turn signal switch (Tractor)

Oil maintenance minder
Powerpoints – 12-volt, located in instrument panel (2)
Rear-mounted dome lamp with integral map lights (Regular Cab/Crew Cab)

Scuff plates – Black molded-in-color
Steering wheel – Black vinyl
Sun visors – Driver and front-passenger, vinyl
Upfitter switches (4) located in center IP with connector access located in engine compartment; includes 10-, 15-, 25- and 25-amp switches (diesel)

Cab Equipment – Exterior

Air/electric lines (12’ coiled; Tractor)
Assist handles – Rear of cab
Body-builder wiring harness, back of cab at frame
Bumper – Front; full-width, black

Deck plate/pogo stick (Tractor)
Dual-note electric horn
Grille – Painted black, plastic

Headlamps – Aero-type, high-series (includes front side marker lamps with reflectors)

Hood – Frame-mounted front-end-tilling fiberglass hood and fenders assembly with torsion-bar assist (includes integrated noise shield, inner splash shields and mud flaps)

Lamps – Roof marker/clearance, amber lenses (5)

Mirrors – Black, dual rectangular, manually adjustable/folding with integrated spotter mirrors, sail-type, 96° wide spacing
Side repeat flasher
Tail lamps (2) with integrated stop, turn signal, backup and license plate

Tapered frame ends (Tractor)

Tow hooks (2) – Front, black, frame-mounted

Trailer module – 7-pin, mounted at back of cab (Tractor)

Window – Rear, fixed, solar-tinted

Windshield – Solar-tinted with laminated glass

Windshield wipers – 2-speed intermittent with washer

Safety & Security

Belt-Minder® safety belt reminder (chime and flashing warning light on instrument panel if driver’s safety belt isn’t buckled)

Safety belts – Color-keyed with fixed D-rings at all positions (Regular Cab)

Safety belts – Color-keyed with front-seat adjustable D-rings (Super Cab/Crew Cab)

1 Always wear your safety belt.
Axle & Suspension – Front
Emgard® SAE 50 synthetic lubricant

Axle & Suspension – Rear
Air suspension (diesel)
Air suspension dump valve (diesel)
Additional air suspension leveling valve (diesel)
Double-acting shock absorbers (included with air suspension on diesel; n/a with relocated brakes)
Emgard 75W/90 synthetic lubricant

Brakes & Brake Equipment
Air brake chambers – Spring-style (relocated to rear axle; diesel; n/a on Pro Loader®)
Air brake system – Meritor® Q Plus® with ABS and traction control, 4-channel (diesel)
Air brake system – Meritor® Q Plus with ABS, 4-channel (diesel)
Air compressor – Bendix® 13.2-CFM capacity (for stand-alone air source with hydraulic brakes; included with air suspension on diesel; n/a on Tractor)
Air dryer – Bendix AD/IP with vacuum flip-up seats with cushions and bolster (SuperCab), perforated cab back panel (Regular Cab and Crew Cab) and Rear Position Stationary (n/a on Tractor)
Air Keys – Keyed-alike (restrictions apply; n/a with anti-theft system; requires multiple-unit order)
Top-Road Speed Limit (65- and 75- mph options)

DriveLine & Clutches
Driveshaft upgrade (diesel)
Transmission power takeoff (PTO) provision for mobile and Live-Drive capability (diesel)
Transmission power takeoff (PTO) provision (stationary only; gas)

Exhaust
Switchback single, horizontal, frame-mounted outside right rail under cab with vertical exit (diesel)
Torpedo single, horizontal, frame-mounted right-side back of cab with underbody exit in front of axle (diesel)

Electrical
Altenator – 220-amp, 12-volt (diesel)
Alternator – Dual heavy-duty, 357-amp total, 12-volt (diesel)
Batteries – 900 CCA, 12-volt Motorcraft® (2 for a total of 1,800 CCA)
Batteries – 900 CCA, 12-volt Motorcraft® (3 for a total of 2,700 CCA; diesel)
Batteries – Temporary (dual 900 CCA or triple 900 CCA only, includes 10′ additional of cable; diesel; n/a on Tractor)

Body-builder wiring to end of frame (n/a on Tractor)
Daytime running lights
Electric, 102-decibel backup alarm

Power Equipment Package includes power front side windows, power rear side windows (Crew Cab), manual rear side windows (SuperCab), power door locks, and remote door panel (included in Interior Appearance Package)
Remote-mounted jump-start stud (n/a with temporary batteries on diesel)
Voltmeter (located in message center)

Cab Equipment – Exterior
Bumper – Front, full-width, chrome-plated steel (included with Exterior Appearance Package)
Bumper – Front, swept-back, painted steel, Dark Shadow Gray color (requires bolt-on-type frame extension or integral front frame extension; straight frame)
Exterior Appearance Package includes full-width chrome-plated steel front bumper and chromed fender badges
Front end reinforcement (F-750; requires frame 536)
Front bolt-on-type frame extension, 20″ without (n/a with fixed grille, swept-back front bumper or front bumper delete; straight frame)
Front bumper delete
Front stabilizer bar
Grille – Fixed, black, grey
Grille – Chrome (includes chrome headlamp bezels)
Horn – Air, single, single-trumpet, mounted on frame rail back of bumper (diesel)

Integral front frame extension – 20″ in front of grille (requires fixed grille, frame 536, swept-back front bumper or front bumper delete; straight frame)
Lamps – Roof marker/Clearance, clear lenses (5)
Lamps – Roof marker/Clearance (5)

Mirrors – Black, dual rectangular, manually adjustable/flushed and heated with integrated spotter mirrors, sail-type, 102″-wide spacing (n/a with A/C delete)
Mirrors – Black, dual rectangular, power-adjustable/flushed and heated with integrated spotter mirrors, sail-type, 102″-wide spacing (n/a with A/C delete; requires Power Equipment Package)
Mirrors – Chrome caps, dual rectangular, manually adjustable/flushed and heated with integrated spotter mirrors, sail-type, 102″-wide spacing (n/a with A/C delete)
Mirrors – Chrome caps, dual rectangular, power-adjustable/flushed and heated with integrated spotter mirrors, sail-type, 102″-wide spacing (n/a with A/C delete)

A wide range of axle capacities gives you plenty of options in deciding which one is best for your work application. Front axle ratings on F-650/F-750 range from 8,500 to 14,000 lb. In the rear, ratings vary from 13,000 to 26,000 lb.

Diesel engine fuel tank choices begin with the standard aluminum fuel tank (50-gal. on Regular Cab and 65-gal. on SuperCab and Crew Cab diesels) and B-gal. DEF tank, mounted under the driver’s cab for a clean CA. Extend your diesel range with 115-gal. dual rectangular aluminum fuel tanks (50-gal. right-hand tank and 50-gal. left-hand tank).

Mud flap holders – Rear, without flaps
Mud flaps – Rear (available only with 22.5” wheels and tires)
Special-rating GVWR (limited to 25,999 lb.; straight frame)
Special-rating GVWR (limited to 33,000 lb.; F-750 diesel only)

For help in cold-weather climates, the 750-watt engine block heater helps ensure proper engine lubrication at startup if used when temperatures drop below 10°F.
NCT® voice-activated, in-vehicle connectivity system (restrictions apply; includes USB port and steering wheel-mounted SYNC controls)
Ford Telematics® powered by Telogis®
PowerScope® trailer tow, 96″-wide spacing power-telescoping with power glass, power-folding, heated, includes manual convex integrated spotter mirrors, integrated clearance lamps and turn signal indicators (sail mount; n/a with A/C delete; requires Power Equipment Package)

A new body-builder wiring harness not only contributes to a reduction in weight, but also reduces the amount of required wiring for upfitters to route.
### SEATING

<table>
<thead>
<tr>
<th>Standard Front</th>
<th>Suspension System</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>30% width high-back bucket with manual lumbar, integrated head restraint, fore/aft adjustment, reclining, armrest and floor-mounted mini-console</td>
<td>Fixed-spring</td>
<td>Driver</td>
</tr>
<tr>
<td>30% width high-back bucket with integrated head restraint, fore/aft adjustment, reclining and armrest</td>
<td>Fixed-spring</td>
<td>Passenger</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Optional Front</th>
<th>Suspension System</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>30/70 split full-width, high-back bucket driver's seat, fore/aft adjustment and reclining; includes driver's seat manual lumbar, integrated head restraints and fold-down armrest with tray and cupholders</td>
<td>Fixed-spring</td>
<td>Driver/2-passenger</td>
</tr>
<tr>
<td>Air suspension with integral pump high-back bucket driver's seat and fixed-spring 2-passenger bench seat; includes driver's seat manual lumbar, integrated head restraints and fold-down armrest with tray and cupholders</td>
<td>Air suspension with integral pump/fixed-spring</td>
<td>Driver/2-passenger</td>
</tr>
<tr>
<td>Air-ride high-back bucket driver's seat and fixed-spring 2-passenger bench seat; includes driver's seat manual lumbar, integrated head restraints and fold-down armrest with tray and cupholders</td>
<td>Air-ride/fixed-spring</td>
<td>Driver/2-passenger</td>
</tr>
<tr>
<td>High-back bucket with integrated head restraint, fore/aft adjustment, reclining, manual lumbar and armrest</td>
<td>Fixed-spring</td>
<td>Driver</td>
</tr>
<tr>
<td>Air suspension with integral pump high-back bucket with manual lumbar, integrated head restraint and armrest</td>
<td>Air suspension with integral pump</td>
<td>Driver</td>
</tr>
<tr>
<td>Full air-ride high-back bucket with air lumbar, integrated head restraint and armrest</td>
<td>Air-ride</td>
<td>Driver</td>
</tr>
<tr>
<td>Air suspension with integral pump high-back bucket driver's seat and fixed-spring high-back bucket passenger seat; includes armrests, driver's seat manual lumbar, integrated head restraints and floor-mounted mini-console</td>
<td>Air suspension with integral pump/fixed-spring</td>
<td>Driver/passenger</td>
</tr>
<tr>
<td>Air suspension with integral pump high-back buckets with driver's seat manual lumbar, integrated head restraints, armrests and floor-mounted mini-console</td>
<td>Air suspension with integral pump</td>
<td>Driver/passenger</td>
</tr>
<tr>
<td>Air-ride high-back bucket driver's seat and fixed-spring high-back bucket passenger seat; includes armrests, driver's seat air lumbar, integrated head restraints and floor-mounted mini-console</td>
<td>Air-ride/fixed-spring</td>
<td>Driver/passenger</td>
</tr>
<tr>
<td>Full air-ride high-back buckets; includes armrests, driver's seat air lumbar, integrated head restraints and floor-mounted mini-console</td>
<td>Air-ride</td>
<td>Driver/passenger</td>
</tr>
<tr>
<td>40/20/40 split, full-width, fore/aft adjustment, reclining, with adjustable head restraints; driver's seat includes manual lumbar, fixed center seat includes fold-down armrest with tray and cupholders</td>
<td>Fixed-spring</td>
<td>Driver/Center/Pasenger</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Standard Rear</th>
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</thead>
<tbody>
<tr>
<td>60/40 split, 3-passenger rear bench, full-width, fold-up; converts to load floor (SuperCab)</td>
<td>High-density foam</td>
<td>Rear bench</td>
</tr>
<tr>
<td>60/40 split, 3-passenger full-size rear bench, full-width with folding back (Crew Cab)</td>
<td>Fixed-spring</td>
<td>Rear bench</td>
</tr>
</tbody>
</table>
## Technical Specifications

### Frames

<table>
<thead>
<tr>
<th>Model</th>
<th>Frame Order Code</th>
<th>533</th>
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<tbody>
<tr>
<td>F-650 Pro Loader gas</td>
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<tr>
<td>F-650 Pro Loader diesel</td>
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<td>F-650 gas</td>
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<tr>
<td>F-650 Tractor</td>
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<tr>
<td>F-750 gas</td>
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<td>F-750 diesel</td>
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<tr>
<td>F-750 Tractor</td>
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</tbody>
</table>

- **Depth (in.):** 9.125, 10.125, 10.250, 10.125, 9.125, 10.375
- **Width (in.):** 3.062, 3.062, 3.092, 3.580, 3.062, 3.705
- **Thickness (in.):** 0.312, 0.312, 0.375, 0.312, 0.312, 0.438
- **Yield (psi):** 80,000, 50,000, 80,000, 120,000, 80,000, 120,000
- **Maximum section modulus (cu. in.):** 10.75, 12.64, 15.14, 14.18, 10.75, 20.11
- **Maximum resisting bending moment (in.-lbs.):** 860,000, 632,000, 1,211,000, 1,702,000, 860,000, 2,413,000

### Dimensions

#### Regular Cab (in.)
- **Overall height (at curb):** 89.6 – 94.7
- **Width at front fenders:** 95.0
- **Frame rail width:** 34.0
- **Front bumper to back of cab:** 114.4
- **Load floor height (at curb):** 33.1 – 39.3
- **Front bumper to center of front axle:** 40.4
- **Wheelbase:** 146.0 – 281.0
- **Center of rear axle to end of frame:** 39.0 – 120.0
- **Back of cab to center of front axle:** 74.1
- **Back of cab to center of rear axle:** 72.0 – 207.0

#### SuperCab (in.)
- **Overall height (at curb):** 89.6 – 94.7
- **Width at front fenders:** 95.5
- **Frame rail width:** 34.1
- **Front bumper to back of cab:** 135.4
- **Load floor height (at curb):** 33.1 – 39.3
- **Front bumper to center of front axle:** 40.4
- **Wheelbase:** 167.0 – 281.0
- **Center of rear axle to end of frame:** 39.0 – 120.0
- **Back of cab to center of front axle:** 95.0
- **Back of cab to center of rear axle:** 72.0 – 186.0

#### Crew Cab (in.)
- **Overall height (at curb):** 89.6 – 94.5
- **Width at front fenders:** 95.5
- **Frame rail width:** 34.1
- **Front bumper to back of cab:** 149.9
- **Load floor height (at curb):** 33.1 – 39.2
- **Front bumper to center of front axle:** 40.4
- **Wheelbase:** 182.0 – 278.0
- **Center of rear axle to end of frame:** 39.0 – 100.0
- **Back of cab to center of front axle:** 109.5
- **Back of cab to center of rear axle:** 72.0 – 168.0

### Suspensions

#### Front Spring Rating (lbs.)

<table>
<thead>
<tr>
<th>Model</th>
<th>8,500</th>
<th>10,000</th>
<th>12,000</th>
<th>13,200</th>
<th>14,000</th>
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</thead>
<tbody>
<tr>
<td>F-650 Pro Loader gas</td>
<td>⬤</td>
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<tr>
<td>F-650 Pro Loader diesel</td>
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<tr>
<td>F-650 gas</td>
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</tr>
<tr>
<td>F-650 diesel</td>
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<tr>
<td>F-750 gas</td>
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<tr>
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#### Rear Multi-Leaf Springs Rating (lbs.)

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<td>F-650 gas</td>
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<td>F-750 gas</td>
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<tr>
<td>F-750 diesel</td>
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#### Rear Air Suspension Rating (lbs.)

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<td>F-650 Tractor</td>
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<td>F-750 Tractor</td>
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- **Standard**  ○ **Optional**  — **Not available**
### TECHNICAL SPECIFICATIONS

#### WHEEL AVAILABILITY

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#### TIRE AVAILABILITY

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1. Wheels available with standard powder coating or with rust-inhibiting powder coating. 2. Outer wheel only – inner wheel is steel.
3. Due to industry-wide tire availability shortages, tire substitutions may be required at time of vehicle production.
Colors are representative only. See your dealer for actual paint/trim options.
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Comparisons based on competitive models (Class 6–7 Conventional Chassis Cabs), publicly available information and Ford certification data at time of release. Vehicles may be shown with optional and aftermarket equipment. Features may be offered in combination with other options or subject to additional ordering requirements/limitations. Dimensions and capacity ratings shown may vary due to optional features and or production variability. Information is provided on an “as is” basis and could include technical, typographical or other errors. Ford makes no warranties, representations, or guarantees of any kind, express or implied, including but not limited to, accuracy, currency, or completeness, the operation of the information, materials, content, availability, and products. Ford reserves the right to change product specifications, pricing and equipment at any time without incurring obligations. Your Ford Dealer is the best source of the most up-to-date information on Ford vehicles. Body manufacturers are responsible for compliance certification of the completed vehicle. The Ford New Vehicle Limited Warranty and any government certification made by Ford shall cover only the vehicle as manufactured by Ford and shall not extend to any addition, modification or change of or to the vehicle by the Ford Authorized Pool Account.

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