

SPECIFICATIONS

POWERTRAINS

ENGINE	Horsepower (hp @ rpm)	Torque (lb.-ft. @ rpm)	TRANSMISSION	Gear	Ratio	Step
6.7L Power Stroke® V8 Turbo Diesel	270 @ 2,400	675 @ 1,600	TorqShift® HD 6-Speed Automatic	1	3.974	—
	300 @ 2,500	700 @ 1,800		2	2.318	1.714
	330 @ 2,600	725 @ 1,800		3	1.516	1.529
6.8L Triton® V10 3-Valve Gas	320 @ 3,900	460 @ 3,000		4	1.149	1.319
				5	0.858	1.339
				6	0.674	1.273
			R	-3.128	—	

6.7L POWER STROKE V8 TURBO DIESEL¹

RATINGS	F-650 Pro Loader® Min.-Max.	F-650 Min.-Max.	F-650 Tractor Min.-Max.	F-750 Min.-Max.	F-750 Tractor Min.-Max.
GVWR (lbs.)	20,500–26,000	25,600–29,000	27,500–29,000	30,200–37,000	30,200–37,000
Front axle (lbs.)	8,500	8,500–10,000	10,000	10,000–14,000	10,000–14,000
Front springs (lbs.)	8,500	8,500–12,000	10,000–12,000	10,000–14,000	10,000–14,000
Rear axle (lbs.)	13,500–17,500	17,500–19,000	17,500–19,000	21,000–26,000	21,000–26,000
Rear springs (lbs.)	15,500–19,000	19,000–21,000	19,000–21,000	21,000–31,000	21,000–31,000
Rear air suspension (lbs.)	12,000–19,000	19,000–21,000	19,000–21,000	21,000–23,000	21,000–23,000
DIMENSIONS (in.)					
Wheelbase/cab-to-axle	Regular Cab	158/84–242/168	158/84–260/186	146/72–158/84	158/84–281/207
	SuperCab	179/84–239/144	179/84–263/168	167/72–179/84	179/84–281/186
	Crew Cab	194/84–254/144	182/72–278/168	182/72	182/72–266/156

6.8L TRITON V10 3-VALVE GAS¹

RATINGS	F-650 Pro Loader® Min.-Max.	F-650 Min.-Max.	F-750 Min.-Max.
GVWR (lbs.)	22,000–26,000	25,600–29,000	30,200–33,000
Front axle (lbs.)	8,500	8,500–10,000	10,000–12,000
Front springs (lbs.)	8,500–10,000	8,500–12,000	10,000–13,200
Rear axle (lbs.)	13,500–17,500	17,500–19,000	21,000
Rear springs (lbs.)	15,500–19,000	19,000–21,000	21,000–23,000
DIMENSIONS (in.)			
Wheelbase/cab-to-axle	Regular Cab	158/84–242/168	158/84–260/186
	SuperCab	179/84–239/144	179/84–263/168
	Crew Cab	194/84–254/144	182/72–278/168

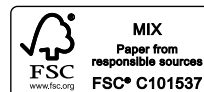


YOUR NEW STANDARD IN HEAVY-DUTY.
INTRODUCING THE FORD TORQSHIFT® HD TRANSMISSION.



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¹Ratings and dimensions shown may vary due to optional features and/or production variability.





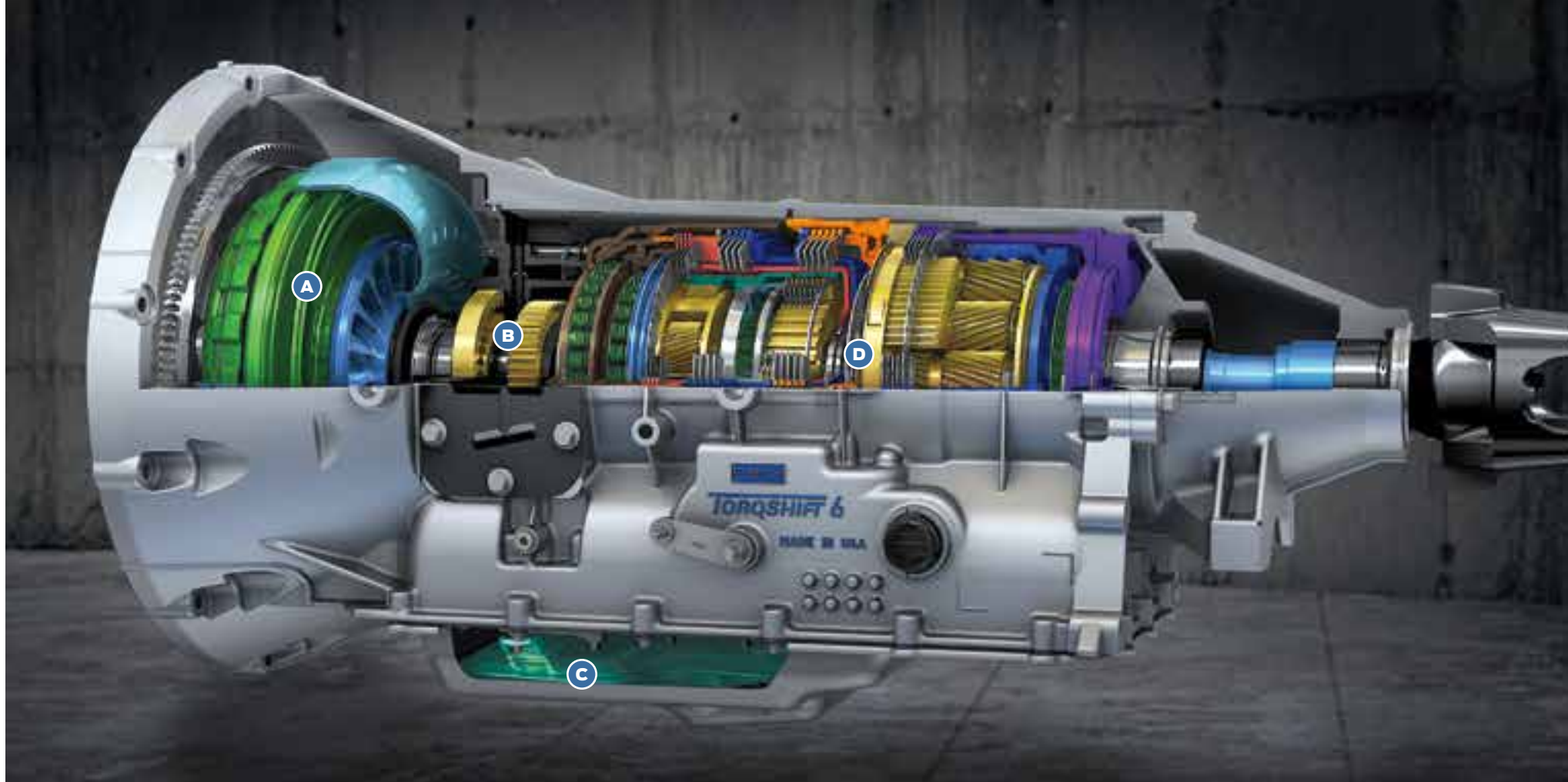
ENGINEERED, BUILT AND TESTED BY FORD.

It's here. The new TorqShift® HD 6-speed automatic transmission. Standard equipment on the 2016 F-650/F-750 Super Duty.® Designed, engineered, tested and built by Ford. Paired with 2 Ford built engines for integrated performance and efficient power delivery. Now ready for punishing medium-duty applications, thanks to rigorous Built Ford Tough® testing. Its gears: torture-tested at max. engine torque for thousands of hours on end. Its components: endured cold-weather testing to -40°F, plus our customer-equivalent 350,000-mile key life test with the 6.7L Power Stroke® V8 Turbo Diesel.¹ Its subsystems: survived extensive testing designed to deliver the duty cycle of real-world customer use.

Ford is the only medium-duty truck manufacturer that designs and builds its own engine and automatic transmission combinations² – helping each powertrain work seamlessly with chassis components and vehicle calibrations.

In fact, pair TorqShift HD with our 6.7L Power Stroke V8 Turbo Diesel and your powertrain will be backed by a **5-year/250,000-mile limited warranty.**³

¹Available feature. ²Class 6-7 Conventional Chassis Cabs. ³6.8L V10 3-valve gasoline limited warranty is 5 years/100,000 miles. See your Ford Dealer for a copy of these limited warranties.



A 3-Plate, 2-Stage Torque Converter
Handles the increased horsepower and torque required for medium-duty applications, and helps both engines work efficiently at low rpm thanks in part to low-speed lockup capability (down to 900 rpm).

B Live-Drive Power Takeoff Provision¹
The PTO output gear is directly linked 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 gas engine, stationary mode is available.

C Dual-Media Fluid Filter
High-capacity and high-efficiency, it extends the fluid change interval to 150,000 miles – helping keep downtime for maintenance and fluid changes low.

D Shot-Peened Intermediate Shaft
Intermediate shaft toughened with shot-peening, for durability to withstand rigorous medium-duty loading conditions.

SelectShift® and Progressive Range Select Capability
Pure electronic shift controls work with the electronic throttle control (ETC) for efficient power delivery, enhancing shifts and vehicle performance. Further refinements of SelectShift include:

- Manual upshift and downshift capability from the gearshift lever
- Progressive range select that allows you to reduce the range of available gears in difficult road and load conditions
- Tow/haul mode that helps to eliminate unwanted frequent gear-shifting on steep uphill grades, while allowing engine braking to help maintain vehicle speed when descending a steep grade



Multi-Segment Clutch Friction Plate Design
Improves oil flow, reduces power loss, and improves overall transmission efficiency.



Upgraded Sinter-Brazed Pinion Carriers
Help manage the extreme low-end torque of the diesel, as well as the high shift speeds of the gas engine. 6-pinion front carrier on diesel (4 on gas); 8-pinion rear carrier on both.