

A showpiece beast—right off the shelf

BY JOE SAGE

With amped-up style, amped-up power and amped-up off-road and tough weather capability, the new Ford F-250 Super Duty with Tremor Package is about as great an F-250 as you could hope to find. Arizona's highways and trails are full of such trucks, but until now they have taken aftermarket build to achieve—most either really beefed up for off-roading or really tricked out for premium fit and features. This one is all of the above, and it's ready to go, right off the shelf, with factory engineering top to bottom, inside and out.

You can do anything you want with customization, limited only by budget, imagination and per-

haps by the realities of actually driving and using the truck on a daily basis. But you'll have a mish-mash of sources, build quality—and warranties.

Ford has already tackled this equation with the F-150 Raptor—a huge hit, especially here—then following it up this year with the F-150 Tremor, with slightly tempered degrees of styling and bones, aimed at people for whom Raptor might be just one step too far. (Raptor was originally conceived for much more specialized activity—dune racing—than most people give it.) While nobody would say no to an F-250 Raptor if there were one, adapting Tremor to the F-250 is a great move.

Where this truck deviates (nominally) from the F-150 Tremor is that it is presented and purchased as a package rather than a freestanding model, a fully integrated “build with package” factory build option available on Lariat (our sample), King Ranch or Platinum—for a mere \$3975. Ours also adds a “build with” Ultimate package—see sidebar for highlights of both. Neither changes the fundamental F-250 build—no specialized grille or body work and such, as on F-150 Tremor or Raptor. The flexibility of integrating it into a variety of trim levels makes your own decision and build easy.

Though the official naming scheme is lengthier,

we fully suspect most people will simply call this an “F-250 Tremor” (as we found we did).

Our build adds one more significant item: a 6.7L Power Stroke V8 Diesel with 475 horsepower and an over-the-top 1050 lb-ft of torque. Two more factory upgrades help apply all that power: up front, a 12,000-lb Warn winch, and out back, a tow package raising capacity to a whopping 30,300 pounds.

Though we didn't tow, winch or haul, we ran the F-250 Tremor through a big dose of everything it offers—in town, on the freeways, up the Interstate and on some serious dirt and rock trails.

The Goodyear Wranglers are a great fitment. Just the right degree of extreme for typical weekend off-roading, they are still perfectly suitable around town. We could feel their burly grip in low-speed cornering at first (coming to this from a sports car), but got used to it right away.

The Power Stroke diesel is pricey, but its power is wonderful—especially as Ford engineers have coordinated it with the TorqShift 10-speed, which delivers quick pickup when the light turns green in town, top acceleration on a freeway ramp, strong merging ability in traffic, and endless climbing and passing ability on the Interstate. The shift-on-the-

fly transfer case offers RWD, full locking 4x4 high and low, and a full-time 4WD mode for mixed-conditions roads. We drove our wide range of conditions without utilizing any of the drive modes, but they include normal, tow/haul, deep snow/sand, eco, slippery and rock crawl. Getting the gearing just right for this wide-ranging combination of purposes is surely an engineering challenge, and the Super Duty team has clearly conquered it.

For its gargantuan power and tow capacity, you will know it's a diesel, though by its seamless performance, you might not even notice. As a daily driver, you will just know it's a rocket. If in your budget, the Power Stroke is 10 grand well spent. We didn't track and record, but anecdotally noted that our fuel tank maintained its level for a long time.

There are always those who prefer to create a custom build. Even they could probably still buy this truck and be perfectly happy. The familiar spacious, comfortable, beautifully designed F-Series cabin rides atop highly off-road-capable tires, wheels and suspension—again in that wide range of models from Lariat to Platinum. So well executed is the F-250 Tremor, the advantages of buying a factory build, ready to go, are just so strong. ■



SPECIFICATIONS

ASSEMBLY	.....Ford Kentucky Truck Plant
BUILD	.....high strength fully boxed steel frame, aluminum bed and cab
ENGINE	.....6.7L Power Stroke® Diesel V8, single turbo, charged air cooler, in-block cams & OHV, compacted graphite iron block, alum heads, 32v pushrod/rockers, high-pressure common rail
HP/TORQUE	.....475 hp / 1050 lb-ft
COMPRESSION RATIO	.....15.8:1
DRIVETRAIN	.....4x4
TRANSMISSION	.....TorqShift 10-spd auto w SelectShift, column mount
TRANSFER CASE	.....2HI/4HI/4LO, electronic controller, 53:1 crawl ratio
AXLES	.....3.55 electronic-lock
SUSPENSION	.....F: mono beam (narrow front track) w coils, heavy duty gas shocks, stblzr bar; R: solid axle, leaf springs, heavy duty gas shocks
STEERING	.....power hydraulic
BRAKES	.....F: 14.29 vented; R: 14.29 vented
WHEELS	.....Tremor low gloss black 18" alum
TIRES	.....all-terrain LT285/75R18E AT
LENGTH / WHEELBASE	.....250.0 / 159.8 in
HEADROOM (F/R)	.....40.8 / 40.4 in
LEGROOM (F/R)	.....43.9 / 43.6 in
TURNING CIRCLE	.....53.5 ft
BED LENGTH	.....(nominal 160 wb) 81.9 in
OVERHANG	.....F: 38.2 in; R: 52.0 in
GROUND CLEARANCE	.....10.8 in
WATER FORDING	.....33 in
APPR / BRKOVER / DEPART	......31.65 / 21.5 / 24.51°
PAYLOAD CAPACITY	.....3320 lb
GVWR	.....10,800 lb
TOW CAPACITY	.....(std 20,000) w pkg 30,300 lb
WEIGHT	.....base 7262 lb
FUEL	.....ultra-low-sulfur diesel /B20
FUEL CAPACITY	.....34 gal
MPG	.....heavy duty: na (city/hwy/comb)
BASE PRICE (Lariat Crew 4x4)	.....\$52,730
PREF EQUIP PKG 608A	
6.7L POWER STROKE V8 DIESEL	.....10,495
397A (240A & 157A) DUAL ALTERNATORS	.....115
LARIAT ULTIMATE PKG: leather w 40/console/40 seats; heated/vented front seats; driver side memory seat; nav system; remote start; LED box lighting; tailgate step	.....3495
TREMOR OFF-ROAD PKG: 35" Goodyear Wrangler Duratrac LT285/75R18E AT maximum-traction off-road tires, 18" low gloss black alum wheels, specially-tuned rear stblzr bar, custom 1.7-in piston twin-tube dampers, Dana limited-slip front differential, extended-axle vent tubes, large skid plates, off-road running boards, 10,800-lb GVWR pkg. (Tremor w Lariat Ultimate savings 570.)	.....3975
HIGH CAPACITY TOW PKG w upgraded axle, increased GCWR to 30,300 lb, ultimate trailer tow camera system and pro trailer backup assist package. (Tremor w Trailer Tow Pkg savings 570.)	.....2785
WARN 12,000-LB WINCH	.....3000
TOUGH SPRAY-IN BEDLINER	.....595
DESTINATION CHARGE	.....1695
TOTAL	.....\$78,885

TREMOR