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Lights

BLACKOUT LIGHTING (IF EQUIPPED)

If your vehicle is equipped with blackout lighting it will turn off all interior and exterior lighting, regardless of ignition position or if any doors are open.

The switch is mounted on the instrument panel below the radio.

The courtesy/dome/exterior lights are deactivated when the vehicle is turned off regardless of which position the blackout lighting switch is in; these lights are activated when the vehicle's ignition is turned to on/auxiliary.

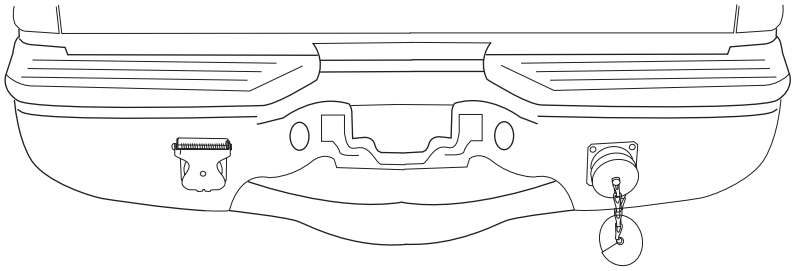
Note: Battery saver mode is enabled when the vehicle is turned off. There is no delayed timer on this feature.

Note: Black-out lighting will conflict with U.S. Federal Motor Vehicle Safety Standards (FMVSS). By selecting this option, the customer/operator has and is exercising Governmental Privilege to exempt vehicles from full FMVSS compliance.

When blackout lighting is enabled, it will turn off ALL interior and exterior lights (i.e.headlamps, stop lamps, backup lamps, interior warning lights, etc). Proceed with caution.

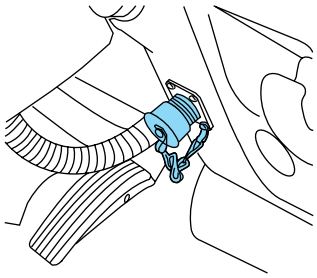
24–VOLT CONVERTER (IF EQUIPPED)

Your vehicle may be equipped with a 24–volt converter. The converter allows accessories that use more than 12 volts to be plugged into the vehicle without damaging the vehicle's electrical system. There are three connection points:



Two on the rear bumper

One on the instrument panel.



To activate the converter, use the switch mounted on the instrument panel, below the radio.

ANTI-LOCK BRAKE SYSTEM (ABS) DEACTIVATION IN 4WD

Refer to the label on the back of the sun visor mirror regarding Anti-lock Brake System (ABS) operation.

Your vehicle's Anti-lock Brake System (ABS) is designed to deactivate when 4WD Low is engaged. The ABS indicator ((ABS)) illuminates and stays on, to indicate that ABS is deactivated, as long as 4WD Low is engaged.

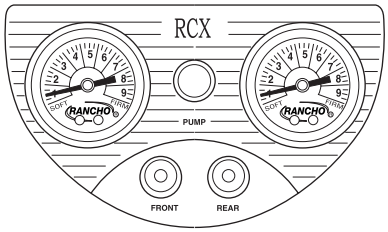
When 4WD Low is disengaged, the ABS light turns off and the system is active again.

SUSPENSION UPGRADE PACKAGE

Your vehicle is equipped with a special suspension package that will enhance the vehicle's off-road performance. The vehicle will handle differently, both on and off-road, from a factory-equipped passenger car or truck.

Vehicles with a higher center of gravity such as utility and four-wheel drive vehicles handle differently than vehicles with a lower center of gravity. Utility and four-wheel drive vehicles are not designed for cornering at speeds as high as passenger cars any more than low-slung sports cars are designed to perform satisfactorily under off-road conditions. Avoid sharp turns, excessive speed and abrupt maneuvers in these vehicles. Failure to drive cautiously could result in an increased risk of loss of vehicle control, vehicle rollover, personal injury and death.

Dual action remote control suspension



To operate the system:

1. Push the red button to pressurize the system for a firmer ride.

2. Push the black buttons on the bleed valves for a softer ride. Separate bleed valves allow independent adjustment of front and rear shocks.

Note: Do not operate the compressor for more than 30 seconds at a time. Allow the compressor to cool down for one minute between operations.

Note: Stop compressor operation when the arrow on the gauge reaches maximum. Continuing to supply pressure will not make the shocks any firmer and damage to the system will occur.

The following table is an example of typical settings for the suspension.

Setting	Front	Rear
High-speed firm ride	8	6
Slow-speed soft ride	2	2
Towing	5	8

LOCKING REAR DIFFERENTIAL

General information

Your vehicle is equipped with a locking rear differential; vehicles equipped with this differential should be identified by a “Caution” label mounted on the instrument panel. Vehicle handling characteristcs will be different than a conventional differential. Examples of this would be:

- When turning a corner, the sound of component disengagement and re-engagement may be audible, and the transfer of driving torque from both wheels to one wheel may be noticeable.
- When going from drive (acceleration) to coast (deceleration) in a turn, a “metallic” sound may be heard as torque flow is reversed (inside wheel engaged during acceleration; outside wheel engaged during deceleration).
- When negotiating a turn (outside wheel disengaged), the inside wheel under conditions of poor traction may receive excessive torque, which could cause it to break traction momentarily until its speed is equal to the outside wheel. This will result in re-engagement of the outside wheel thus allowing both wheels to be driven. This condition is most noticeable with lightly loaded axles.

Use extreme caution when accelerating or decelerating on slippery or unstable surfaces. Vehicles/axles equipped with traction differentials are inherently more sensitive to side-slip than vehicles equipped with conventional differentials. Stability can be retained if side-slip occurs by decelerating (letting off the accelerator). Do not apply the brake. To do so may result in loss of vehicle control.

The vehicle’s braking capacity is reduced when a turn is made while coasting downhill because the inside wheel is then disconnected from the driveline. Operating in low gear will allow the engine to act as a retarder and will improve braking capacity.

Inspection and lubrication

When servicing any driveline components on a vehicle equipped with a locking rear differential, ensure that the engine is off and all wheels are off the ground to prevent the vehicle from moving. Axles equipped with a locking rear differential deliver power to both wheels, even when only one wheel is on the ground. Failure to observe these cautionary measures may cause the vehicle to move which can result in property damage, personal injury, even death.

This differential is designed to operate in the lubricant recommended by the vehicle/axle manufacturer; no special lubricant is needed. Refer to the *Lubricant Specifications* in your *Owner's Guide* for the proper axle lubricant. For very cold weather applications, use the lightest oil the axle manufacturer will allow to overcome possible sluggish reengagement of the driven clutch assemblies.

No adjustments or alterations should be made to the differential. Refer to the vehicle/axle manufacturer's instructions for adjustments to other components in the axle.

SAND INGESTION

When driving through sand, traction or brake capability may be limited. Also, sand may enter your engine's air intake and severely damage your engine or your vehicle may stall. Driving through sand where the transmission vent tube or external breather kit is submerged may allow sand into the transmission and cause internal transmission damage.

WHEELS

Your vehicle may be equipped with two-piece bolt-together beadlock rims. Beadlock rims allow the tires to survive operating at lower air pressure which provide greater traction due to the larger tire-to-ground contact area during slow, off-road operation. Always reinflate the tires to the tire manufacturer's recommendations when no longer in slow, off-road driving conditions. The beadlock also acts as a safety device ensuring that the tire does not unseat from the rim or rotate on the wheel when tire pressure is reduced, while also preventing the entry of foreign objects, debris or water into the tire's air chamber.

Note: The wheel/tire assemblies should be serviced only by trained personnel who have read and understand the wheel assembly/disassembly information contained within the *Workshop Manual*.

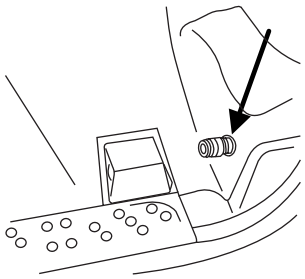
SNOW CHAINS

Tire chains cannot be used on vehicles equipped with M/TR tires.

ON-BOARD AIR SYSTEM

Your vehicle is equipped with an on-board air system which has been designed to provide compressed air for multiple uses, including the addition of air to the vehicle's tires. The system uses a 25 ft. (7.6m) length of air hose equipped with a clamp-on style air chuck. When not in use, this hose is secured to the floor of the truck. A compressor, mounted to the frame under the truck on the passenger side frame rail, is included along with an air reservoir on the driver side. When the compressor is on, the output pressure at the air tank is limited to 80 psi (552 kPa).

The air coupling, to which the hose is to be connected, is located just above the floor behind the driver's seat.



The compressor is controlled by an instrument panel mounted switch below the radio. The compressor cannot be turned on unless the vehicle ignition is in the ON position

Note: The air compressor uses significant electrical current when operating. It is recommended that the engine be running when the compressor is in use to avoid discharging the battery.

When the compressor is switched to the on position, a light in the switch will be illuminated and the reservoir pressure will increase until it reaches the pre-set limit. The light will remain on even when the pre-set pressure limit is reached and the compressor turns off. With the switch turned on, the compressor may start at any time the ignition switch is in the ON position. You should turn the compressor switch off until you plan on using compressed air to avoid possible injuries and minimize wear on the compressor and system.

Note: When the system is pressurized, all air lines from the compressor to the outlet chuck are pressurized as well. Do not attempt to work on the system or loosen any fittings unless you have drained all pressure from the system by opening the drain on the air reservoir.

Whenever the air compressor has been used, be sure to drain the air system of all pressure by opening the drain valve at the front of the reservoir until air no longer escapes. **Do not leave the system pressurized when the vehicle is not in use.** This will help to assure the safety of those who may need to work on the truck and prevent the condensation of water in the reservoir, extending the life of air system components.

The air compressor inlet is equipped with a filter to prevent the ingestion of contamination into the compressor and air system. This filter is located underneath the truck, by the forward stake pocket on the left side of the bed. If operating the air system in dusty areas, periodically inspect this filter and replace it if found to be clogged or damaged, or if the time needed to pressurize the system starts to become extended.

Using the air system to fill tires

To fill your tires, first be sure to stop the truck in a safe place. You should be far enough off the road that passing traffic will not be a danger to you. You should have an accurate tire pressure gauge to measure the pressure in the tires and inflate them to the settings on the tire pressure placard, which is usually inside the door on the truck.

Remove the air hose from under the clamp on the floor of the truck. Attach the connector end of the hose to the coupling in the trim panel behind the driver's seat by using one hand to slide the coupling collar toward the trim panel and the other to insert the fitting on the end of the hose into the coupling. When the fitting is seated in the coupling, slide the collar back to its original position.

Extend the hose to reach the tire needing air. Remove the cap from the tire valve stem and attach the clamp-on air chuck by squeezing the locking mechanism while placing the chuck over the valve stem. Release the locking mechanism when the air chuck is seated on the stem. Air will flow from the system to the tire until you remove the chuck. Be sure to use your gauge to set the pressure according to the placard. When the tire pressure is correct, disconnect the hose and re-stow it under the clamp on the floor behind the passenger seat. Do not forget to re-install the cap on the valve stem.

CHANGING A FLAT TIRE

Refer to your *Owner's Guide* for the tire changing procedure. Follow the F-350 Dual Rear Wheel (DRW) jacking instructions.

FUSING

Note: Fuse 29 in the instrument panel box, located beow and to the left of the steering wheel, should be a 15A mini fuse. Always replace the fuse you removed with a fuse with the same amperage rating.