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(10th gen Common Problems,
Options, Specs) What to Inspect
BEFORE Buying a Used 2004-2008
Ford F-150!

Ford F150 Truck Common Problems
2004 to 2008

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Ford 4.6L /u0026 5.4L Triton
Engines: Common Failure Points to
Watch Out For!04'-08' Ford F150
Common Problems :) Tips for Buying
2004-2008 Ford F150 - COMPLETE
BUYER'S GUIDE! Things To Check
Before Buying A Ford F150 5.4 Triton
V8 ~~How to Replace Spark Plugs Ford~~

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~~F150 5.4L 2004-2008 | No Broken
Plugs! Ford 5.4L 3v Engine Timing
Walkthrough~~

Tips for Buying a Used Truck, and
Ford 5.4 Issues

Ford 4.6 2V Timing Chain And Guide
Replacement.

2003 FORD F150 5.4 SPECSREVIEW:

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Everything Wrong With A Ford F150
5.4 Triton V8 2004-2014 Ford F-150
/u0026 Expedition 5.4L 3v: Engine
Oil Pan Gasket Replacement

Ford F-150: 5.4L Triton Vs 4.6L V8!
Ford 5.4L 2v Engine Intake Gaskets
P0171 P0174 Top 5 Problems Ford
F150 Truck 11th Gen 2004-08

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Ford F150 4.6 Triton Cylinder Head
Job / Engine Replacement / Spark
Plug Inserts This Ford F-150 Has a
Serious Problem How To Replace
Front Brakes 04-08 Ford F150 2004
Ford F150 Engine Specs
2004 Ford F-150 Specifications.
Includes information on engine,

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towing, etc.

2004 Ford F-150 Information And Specifications

Engine bore x stroke: 90.2mm x 90.0mm (3.55" x 3.54") Engine displacement: 4.6 L; Engine horsepower: 231hp @ 4,750RPM;

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Engine torque: 293 lb.-ft. @
3,500RPM; Exterior body width:
2,004mm (78.9") Exterior height:
1,902mm (74.9") Exterior length:
5,364mm (211.2") Front headroom:
1,039mm (40.9") Front hiproom:
1,659mm (65.3") Front legroom:
1,049mm (41.3")

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2004 Ford F-150 Specifications,
Details, and Data ...

Base engine size: 5.4 l: 4.6 l: 4.6 l:
Horsepower: 380 hp @ 4750 rpm:
231 hp @ 4750 rpm: 231 hp @ 4750
rpm: Turning circle: 44.3 ft. 45.1 ft.
45.1 ft. Valves: 16: 16: 16: Base

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engine type: Gas ...

Used 2004 Ford F-150 Features & Specs | Edmunds

Find the engine specs, MPG, transmission, wheels, weight, performance and more for the 2004 Ford F-150 Supercab XLT 2WD.

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2004 Ford F-150 Supercab XLT 2WD
Specs and Performance ...

Find the engine specs, MPG,
transmission, wheels, weight,
performance and more for the 2004
Ford F-150 Heritage Regular Cab XL
2WD.

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2004 Ford F-150 Heritage Regular Cab XL 2WD Specs and ...
Features & Specs. More about the 2004 F-150. More about the 2004 F-150. Overview. 4dr SuperCrew XLT 4WD Styleside 5.5 ft. SB. 4.6L 8cyl 4A. 2dr Regular Cab SVT Lightning

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Rwd Flareside SB (5.4L ...

Used 2004 Ford F-150 XLT Features
& Specs | Edmunds

More about the 2004 F-150. More
about the 2004 F-150. Overview. 2dr
Regular Cab FX4 4WD Styleside 6.5 ft.
SB. 5.4L 8cyl 4A. 2dr Regular Cab SVT

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Lightning Rwd Flareside SB (5.4L 8cyl
S/C 4A ...

Used 2004 Ford F-150 FX4 Features
& Specs | Edmunds

2004 FORD SUPER DUTY

SPECIFICATIONS ... (F-150 gas
engines) / hydro-boost (F-350 diesel ...

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2004 FORD SUPER DUTY
SPECIFICATIONS - Ford-Trucks.com
The tenth generation of the Ford F-Series is a line of pickup trucks produced by Ford from 1995 to 2004; it was sold from model years 1997 to 2004. In a major product shift in the

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Ford truck lineup, the F-250 and F-350 were split from the F-150. Beginning production in early 1998 (model year 1999) the newly branded Super Duty trucks had a distinct body and chassis, while still branded as F ...

Ford F-Series (tenth generation) -

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Wikipedia

Get the most useful specifications data and other technical specs for the 2004 Ford F-150 Reg Cab 126" FX4 4WD. See body style, engine info and more specs.

2004 Ford F-150 Specifications - The

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Car Connection

More about the 2004 F-150.

Overview. Most Popular. 2dr Regular Cab SVT Lightning Rwd Flareside SB. 5.4L 8cyl S/C 4A. 2dr Regular Cab SVT Lightning Rwd Flareside SB (5.4L 8cyl S/C 4A) - \$33,035 ...

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Used 2004 Ford F-150 SVT Lightning
Features & Specs | Edmunds
Find the engine specs, MPG,
transmission, wheels, weight,
performance and more for the 2004
Ford F-150 SuperCrew XLT 4WD.

2004 Ford F-150 SuperCrew XLT

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4WD Specs and Performance ...

New engine technology – Ford 's new 5.4-liter, 3-valve Triton V-8 engine produces 300 peak horsepower, a 15-percent improvement over the previous award-winning 5.4-liter engine, along with improvements in low-speed and peak

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torque and greater fuel efficiency. Smooth, quiet and refined, it also contributes to the quieter cab environment.

2004 Ford F150 Overview - Ford-Trucks.com

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Used 2004 Ford F-150 For Sale in
New York - Carsforsale.com®
4.2L (256) SEFI V6 engine (Optional)

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4.6L (281) SEFI OHC V8 "Triton"
engine (Optional) Engine block heater
*STD on retail vehicles only in AK,
MN, ND, SD, MT, WI & WY. Optional
on fleet vehicles*

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Features, Configurations

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safety data, photos, ...

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Reviews | Cars.com

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3 cylinder. A series of Ford DOHC 12-valve inline-three engines with Twin Independent Variable Camshaft Timing (Ti-VCT), labelled as Fox (1.0 L), Duratec (1.1 L), Dragon (1.2 L and 1.5 L) and turbocharged 1.0 L and 1.5 L as EcoBoost.. 2012–present 1.0 L Fox Ti-VCT I3, naturally aspirated. The

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smallest Ford 3-cylinder engine.

Displacement: 998 cc; Bore x stroke:
71.9 mm x 82.0 mm

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Since 1991, the popular and highly modifiable Ford 4.6-liter has become a modern-day V-8 phenomenon, powering everything from Ford Mustangs to hand-built hot rods and the 5.4-liter has powered trucks, SUVs, the Shelby GT500, and more. The wildly popular 4.6-liter has

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created an industry unto itself with a huge supply of aftermarket high-performance parts, machine services, and accessories. Its design delivers exceptional potential, flexibility, and reliability. The 4.6-liter can be built to produce 300 hp up to 2,000 hp, and in turn, it has become a favorite

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among rebuilders, racers, and high-performance enthusiasts.

4.6-/5.4-Liter Ford Engines: How to Rebuild expertly guides you through each step of rebuilding a 4.6-liter as well as a 5.4-liter engine, providing essential information and insightful detail. This volume delivers the

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complete nuts-and-bolts rebuild story, so the enthusiast can professionally rebuild an engine at home and achieve the desired performance goals. In addition, it contains a retrospective of the engine family, essential identification information, and component differences between

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engines made at Romeo and Windsor factories for identifying your engine and selecting the right parts. It also covers how to properly plan a 4.6-/5.4-liter build-up and choose the best equipment for your engine's particular application. As with all Workbench Series books, this book is

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packed with detailed photos and comprehensive captions, where you are guided step by step through the disassembly, machine work, assembly, start-up, break-in, and tuning procedures for all iterations of the 4.6-/5.4-liter engines, including 2-valve and 3-valve SOHC and the

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4-valve DOHC versions. It also includes an easy-to-reference spec chart and suppliers guide so you find the right equipment for your particular build up.

A vivid visual record of America's most popular pickup trucks The most

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complete history available of Ford's
greatest pickup A comprehensive
compilation of detailed specifications
and photos of over 50 years of Ford
pickups A year-by-year review of the
Ford F-series pickups Detailed
information on prices and options
Examines in detail both limited edition

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and mass-produced F-series pickups
Loaded with color photos including
Lightnings, Harley-Davidson and King
Ranch F-series. This book examines all
aspects of the history of one of Ford
Motor Company's greatest successes:
the F-series pickups. Complementing a
detailed text examining annual model

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changes, options, specifications and the unique appeal of Ford's limited-edition and high-performance pickups are hundreds of illustrations, nearly all in color.

This book steers buyers through the the confusion and anxiety of new and

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used vehicle purchases unlike any other car-and-truck book on the market. “ Dr. Phil, ” Canada ’ s best-known automotive expert for more than forty-five years, pulls no punches.

Steers buyers through the the

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confusion and anxiety of new and used vehicle purchases like no other car-and-truck book on the market.

“ Dr. Phil, ” along with George Iny and the Editors of the Automobile Protection Association, pull no punches.

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REPRINT OF THE OFFICIAL 1939
MANUAL FOR ALL FORD PASSENGER
CARS AND TRUCKS COVERS IN
DETAIL: ENGINE, TRANSMISSION,
IGNITION, GASOLINE SYSTEM,
RUNNING GEAR, LUBRICATING
SYSTEM, OPERATION, AXLES,
MAINTENANCE, MUFFLERS, COOLING

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SYSTEM, TYRES

The light-duty vehicle fleet is expected to undergo substantial technological changes over the next several decades. New powertrain designs, alternative fuels, advanced materials and significant changes to the vehicle

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body are being driven by increasingly stringent fuel economy and greenhouse gas emission standards. By the end of the next decade, cars and light-duty trucks will be more fuel efficient, weigh less, emit less air pollutants, have more safety features, and will be more expensive to

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purchase relative to current vehicles. Though the gasoline-powered spark ignition engine will continue to be the dominant powertrain configuration even through 2030, such vehicles will be equipped with advanced technologies, materials, electronics and controls, and aerodynamics. And

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by 2030, the deployment of alternative methods to propel and fuel vehicles and alternative modes of transportation, including autonomous vehicles, will be well underway. What are these new technologies - how will they work, and will some technologies be more effective than others?

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Written to inform The United States Department of Transportation's National Highway Traffic Safety Administration (NHTSA) and Environmental Protection Agency (EPA) Corporate Average Fuel Economy (CAFE) and greenhouse gas (GHG) emission standards, this new

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report from the National Research Council is a technical evaluation of costs, benefits, and implementation issues of fuel reduction technologies for next-generation light-duty vehicles. Cost, Effectiveness, and Deployment of Fuel Economy Technologies for Light-Duty Vehicles

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estimates the cost, potential efficiency improvements, and barriers to commercial deployment of technologies that might be employed from 2020 to 2030. This report describes these promising technologies and makes recommendations for their inclusion

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on the list of technologies applicable
for the 2017-2025 CAFE standards.

Rates consumer products from stereos
to food processors

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information and tools to improve their

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technology and their world. The core belief that Popular Science and our readers share: The future is going to be better, and science and technology are the driving forces that will help make it better.

An exclusive look at one of the world's

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most successful and controversial companies, and the mysterious family behind it. BMW is arguably the most admired carmaker in the world. It's financial performance is the envy of its competitors, and BMW products inspire near-fanatical loyalty. While many carmakers struggle with falling

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sales, profits and market share, demand for BMWs continues to grow, frequently outpacing production. Now, David Kiley-Detroit Bureau Chief at USA Today and author of Getting the Bugs Out, which covered Volkswagen's demise and rebirth, goes inside the fabled German

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automaker to see how it does what it does so well. With unprecedented access to BMW executives, Kiley goes behind the walls of BMW's famed "Four Cylinders" headquarters in Munich at a time when the company is in its most aggressive, and some say riskiest, expansion in its history and

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when some of the company's new products, like the 7 Series sedan and Z4 roadster, are for the first time drawing as many barbs from critics as bouquets. Kiley covers intimate details of the boardroom drama surrounding the company's nearly disastrous acquisition and subsequent sale of the

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British Rover Group and its expansion into selling MINI and Rolls Royce cars. Besides being a world-class carmaker, BMW is also considered one of the smartest consumer marketing companies and Kiley explores the extraordinary value and management of the BMW brand mystique. He also

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takes a revealing look at the mysterious and ultra-private Quandt family of Bad Homburg Germany, which owns a controlling stake in BMW: Johanna and Susanne Quandt, two of the wealthiest women in Europe and Stefan Quandt, one of the wealthiest bachelors on the continent.

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David Kiley (Ann Arbor, MI) is the Detroit Bureau Chief at USA Today who has covered the auto industry for 17 years. He has been featured on Nightline, CNBC, CNN, MSNBC, NPR and the Today show. He is also the author of Getting the Bugs Out: The Rise, Fall, and Comeback of

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Volkswagen in America
(0-471-26304-4), also available from
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