

Contact info:

Rich (865-696-7944) (texts are preferred for first contact)

Asking:

\$4,000 obo

Pictures

<https://photos.app.goo.gl/DN3fVSxAx1vjhkFq9>

I don't have the time to tinker on this that I thought I would, and the mechanic help I thought I'd be getting from my engineer dad didn't work out after all. Any time I've had someone out to the house to work on stuff like HVAC, roof, flooring etc. they always comment on the truck and ask if I'm open to selling it. I've done some upgrades already, and the engine is known to last a million miles (no joke) so it's still a young one by those terms. Hopefully it will find a new owner with some available time and the skills to keep it in tiptop shape.

What's included:

1. The truck itself
2. Like-new tires and Rims. (BFGOODRICH ALL TERRAIN TA KO2) & lug nuts/lug covers with less than 500 miles on them.
3. Original Ford shop manuals - a complete set
4. [Front Spring Bushing Set](#)
5. [Central Arm Bushings Set](#)
6. Kobalt locking truck box
7. 3 ball hitch
8. If wanted, I can toss in a pair of jack stands (4 ton support each)

Condition

- I haven't started or driven the thing in over a year, but when I last did, it ran well, although a bit rich... It has a lot of torque, and the new AC had blessedly cool air flowing quickly. I can't get it started right now, but haven't tested power, fuses, fuel or air.
- Things like turn signals, lights etc. work.
- No stereo head unit currently, but i did replace the speakers and wiring.
- There's a dent in the rear quarter panel on the passenger side and one on the extended cab panel on the same side.
- The hood has a bend and doesn't shut tightly but is quite stable.
- the tailgate is finicky
- the 4wd needs the connecting rod (**transfer case linkage rod**) between the in-cab shifter and the transmission to be attached. Due to replacing the shift linkage (Dorman 600-602) the linkage rod itself has been tough for me to attach - it's a tight fit.

General specs

1993 F250 XLT Diesel w/ bench rear seat, sliding back window, power front windows

7.3 L (444 CID) diesel V8 (IDI) (produced by [International Harvester](#).
5-speed ZF S5-42 manual
ext. cab longbed: 155 in (3,937 mm)
3/4 ton (8,300 lb [GVWR](#) max)
Previous owner added a popup gooseneck hitch assembly (I've never used)

Info

<http://www.dieselhub.com/idi/7.3-idi.html>

Work done since purchase

Treated all exposed rust areas with [Rust Converter](#)
Pulled off old tires and lug nuts
[New glow plugs](#) (set of 8 Motorcraft ZD9)
[New glow plug controller](#) (Delphi HDC906)
[New glow plug relay](#) (Original Engine Management DR1098)
[New 4WD Shift Linkage](#) (Dorman 600-602)
[New Ignition](#) (Motorcraft SW2398 Ignition Switch and Lock Cylinder)
[New Air conditioning system](#) (purchased and installed by Shazzon Bradley of UT Football and prize fighting fame)
[New solenoid](#) (passenger side wheel-well mounted)
New [Heavy gauge battery cable kit](#) (Ford Battery Cable Kit -- 3/0 Cold weather / hard start option)
[New windshield wiper motor](#) (purchased and installed by Shazzon Bradley)
New windshield wipers
Repaired wiper fluid reservoir
New wiper fluid
Repaired antifreeze reservoir
New antifreeze
Replaced front and rear speakers with used units
Removed faulty stereo head unit and amplifier (shorting out and overheating)
[New Fuel Filter](#) (Wix 33217)
New Mechanical Lift Pump
New [Fuel Pump Strainer](#) (1 per tank - Ford E5TZ-9J306-BA)
New [Front Fuel Tank](#) installed by Shazzon Bradley
New [Rear Fuel Tank](#) installed by Shazzon Bradley
New [Fuel Tank Vent Valve](#) (EMSV-2)
Dropped and cleaned both front and rear tanks. Replaced one tank as old tank had a sizable leak and wasn't worth repairing.

New Tires & Lug Kit

10395 1 4 LT265 /75 R16 123R E1 RWL
BFG BFGOODRICH ALL TERRAIN TA KO2

Center Bore: F:125.00 R:125.00 Lug Torque: 140 LBS
SCH TR13SC 500 VALVES STEEL CHROME
MBM RAZOR 125.00
GOR 9/16 SD HDWARE LUG LUG KIT