SOFTWARE & TECH

Manual 07 Ford F 350 King Ranch

PUBLISHED
November 25, 2026

REFERENCE
#1795582729035108

Introduction to the 2007 Ford F-350 King Ranch with Manual Transmission

When it comes to heavy-duty pickup trucks, few names carry as much weight—literally and figuratively—as the Ford Super Duty. Among the most sought-after configurations is the **2007 Ford F-350 King Ranch** equipped with a manual transmission. This combination marries the rugged, no-nonsense work ethic of a 1-ton chassis with the luxurious Western heritage of the King Ranch trim, all while putting the driver in full control via a **six-speed manual gearbox**. For enthusiasts and hardworking owners alike, this truck represents a sweet spot in the used heavy-duty market: modern enough for comfort and capability, yet classic enough to avoid the heavy electronics of newer models.

In this comprehensive guide, we'll explore everything you need to know about the **Manual 07 Ford F-350 King Ranch**, from its powertrain specifications and unique features to ownership considerations, towing performance, and why this particular truck continues to command attention among diesel and manual transmission fans. Whether you're looking to buy one, restore one, or simply appreciate the engineering of this era, this article covers all the essentials.

The 2007 Ford F-350 Super Duty: A Brief Overview

The 2007 model year marked a pivotal point for Ford's Super Duty line. It was the final year of the first-generation Super Duty platform before the major redesign for 2008. Under the hood, Ford offered three engine choices: the base 5.4L Triton V8, the 6.8L Triton V10, and the legendary 6.0L Power Stroke V8 turbodiesel. The King Ranch trim was available exclusively with the 6.0L Power Stroke diesel or the V10 gasoline engine—no gasoline V8s were offered in the King Ranch package.

Why the Manual Transmission Matters

While automatics dominated the market even back in 2007, Ford still offered a **six-speed manual transmission**—the ZF S6-650—behind the diesel engine. This was a heavy-duty unit designed to handle the enormous torque of the 6.0L Power Stroke. For drivers who prefer to row their own gears, the **Manual 07 Ford F-350 King Ranch**provides a direct, engaging connection to the powertrain that modern automatics simply cannot replicate. It also offers certain mechanical advantages, such as engine braking on steep descents and potentially lower maintenance costs over the long haul.

Powertrain and Performance Specifications

Let's break down what makes the 2007 King Ranch with a manual transmission such a formidable machine.

Engine: 6.0L Power Stroke V8 Diesel

The 6.0L Power Stroke was a variable-geometry turbocharged diesel that produced 325 horsepower and 570 lb-ft of torque in manual transmission form (slightly lower torque rating than the automatic due to transmission

limits). While the 6.0L has a reputation for reliability concerns, many of the common issues—like EGR cooler failures and head gasket problems—can be mitigated with proper maintenance and aftermarket solutions. When it runs well, it is a smooth, powerful diesel that can tow heavy loads with ease.

Transmission: ZF S6-650 Six-Speed Manual

This German-built transmission is a testament to overengineering. It features a dual-mass flywheel, synchronized gears on all forward speeds, and a robust design that can handle repeated heavy towing. The shift action is deliberate and truck-like—no sports car snick-snick here—but it is precise and reliable. The clutch is heavy, as expected in a 1-ton truck, but manageable for most drivers used to manual trucks.

Axle Ratios and Towing Capacity

Most **Manual 07 Ford F-350 King Ranch**trucks were ordered with the 4.10:1 or 3.73:1 axle ratio. With the manual transmission and proper towing package, the truck can pull up to 15,000 pounds (conventional) and up to 24,500 pounds (fifth-wheel/gooseneck) depending on configuration. The manual transmission gives the driver precise control when backing a trailer or creeping in off-road conditions.

King Ranch Trim: Luxury Meets the Ranch

The King Ranch package was Ford's top-of-the-line trim for the Super Duty in 2007, second only to the limited-edition Harley-Davidson models. It featured:

- Castano leather seats with the King Ranch logo embossed in the seat backs
- Western-style interior accents including wood grain trim and saddle-like stitching on the steering wheel
- Power-adjustable pedals and heated seats
- Unique exterior badging and two-tone paint options (often two-tone tan and brown)
- Chrome package with polished stainless steel running boards and bumpers

Combining this luxurious interior with a manual transmission is rare. Most King Ranch buyers opted for the automatic, making the **Manual 07 Ford F-350 King Ranch** a unicorn in the used market.

Driving Experience and Handling

Climbing into the cab of a 2007 F-350 King Ranch feels like mounting a throne. The high seating position, large steering wheel, and commanding view of the road are unmistakable. With the manual transmission, every shift reminds you that you are in control of a massive, capable machine.

The ZF six-speed requires a deliberate hand—the shifter is notchy, and the clutch pedal is firm. However, the dual-mass flywheel smooths out vibrations, so the drivetrain is less rattly than older diesel manuals. On the highway, the engine hums along at comfortable RPMs thanks to the overdrive sixth gear (0.72 ratio), keeping fuel economy acceptable for a 3-ton truck. In town, the low first gear (5.79:1) allows for smooth starts even with a heavy load.

Off-Road and Work Capabilities

The 4x4 system on the King Ranch is a part-time, shift-on-the-fly setup with a low-range gear. The manual transmission pairs well with off-road driving because you can precisely meter power to the wheels without the torque converter slip of an automatic. For ranchers, farmers, or anyone working in mud and snow, the **Manual 07 Ford F-350 King Ranch** is a trusty partner.

Common Issues and Maintenance Considerations

No older diesel truck is without its quirks. If you are considering purchasing a **Manual 07 Ford F-350 King Ranch**, be aware of the following:

6.0L Power Stroke Known Problems

- EGR cooler/oil cooler clogging: Leading to overheating and coolant loss. Many owners install an EGR delete kit (though not legal for on-road use in all areas).
- Head gasket failures: The 6.0L is prone to head bolt stretch under high boost. Upgraded head studs are a common fix.
- Fuel injector and high-pressure oil system issues: The HEUI injection system can be expensive to repair.
- Turbocharger vane sticking: The variable geometry turbo can get gummed up, causing loss of power.

Manual Transmission Specifics

The ZF S6-650 is generally robust, but the dual-mass flywheel can fail and is costly to replace. Clutch wear is expected with heavy towing. Additionally, the clutch pedal assembly on these trucks may develop squeaks or even fail entirely (a known issue where the firewall cracks). Inspect the firewall carefully on any manual Super Duty of this era.

Comparison to the Automatic Transmission Version

Why choose the **Manual 07 Ford F-350 King Ranch**over the more common 5-speed automatic (TorqShift)? Here’s a quick contrast:

Aspect	Manual (6-Speed)	Automatic (5-Speed)
Driver engagement	High	Low
Tow rating	Up to 15,000 lbs conventional	Slightly higher (Thicker torque converter)
Fuel economy	Potentially 1-2 mpg better	Slightly worse in city
Backup camera integration	None in 2007 (aftermarket only)	None in 2007 (but easier to add with standard display)
Resale value	Higher among enthusiasts	Higher among general buyers
Traffic driving	Tiring	Easy

For pure work use, the automatic is generally preferred. But for collectors, off-roaders, or those who simply love shifting gears, the manual is the only way to go.

Where to Find a Manual 2007 Ford F-350 King Ranch Today

Because production numbers were low, finding a clean **Manual 07 Ford F-350 King Ranch**requires patience. Most listings appear on specialty diesel truck forums, Facebook Marketplace, Craigslist, and auction sites like Bring a Trailer. Expect to pay a premium over a comparable automatic truck—anywhere from $2,000 to $5,000 more depending on condition and mileage.

What to Look for in a Used Example

- Carfax or maintenance history: Look for evidence of 6.0L bulletproofing (head studs, EGR delete, upgraded oil cooler).
- Rust: Check the cab corners, rocker panels, and bed floor. The King Ranch's two-tone paint can hide rust well.
- Interior wear: The Castano leather can crack and fade. Replacement seat covers are available.
- Clutch feel: Test drive and ensure the clutch engages smoothly without chattering.
- 4x4 engagement: Make sure the transfer case shifts into 4Hi and 4Lo without grinding.

Modifications and Upgrades

Many owners of the **Manual 07 Ford F-350 King Ranch**choose to enhance their truck's performance and reliability. Common upgrades include:

- Aftermarket intake and exhaust: To reduce EGTs and improve turbo response.
- Custom tuning: A programmer like SCT X4 can optimize shift feel (for the manual, it adjusts engine response) and add power.
- Upgraded clutch: A single-mass flywheel conversion kit (e.g., South Bend dual disc) can eliminate DMF issues.
- Suspension upgrades: The King Ranch rides well for a 1-ton, but rear leaf springs can be upgraded for better towing stability.
- Stereo and tech: Add a modern head unit with Apple CarPlay and a backup camera (since the 2007 Super Duty had no factory screen).

Conclusion: Why the Manual 07

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