2008 Ford F-250 Super Duty at 120,000 mi

1FTSW21Y58E123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
F-250 Super Duty · F-250 XLT Crew Cab 6.8 V10 4x4	Ford 6.8L Triton SOHC V10 (2-valve and 3-valve)	120,000 mi	4WD
BUILD MONTH	**REPORT DATE**	**MODE**	**PREPARED FOR**
Not entered (door jamb)	October 28, 2026	Owner	Sample Owner

VIN check: check digit valid; model-year code '8' = 2008, matches the year entered. The VIN doesn't record the build month. Sample report: synthetic VIN.

1 · SUMMARY

What this car needs, in order

Each item compares this car's mileage with when owners and shops report the part failing. It is not an inspection: a qualified technician decides what the car actually needs.

1 inspection recommended now

0 to plan in the next 30,000 miles

3 to watch or check at each service

Safety recalls NHTSA lists for this model year (2 of 3)

- **08V-191** · Fuel tank · crash clearance (4x4, 156-inch wheelbase, two-piece driveshaft): In a frontal crash the fuel tank can move forward, hit a frame cross member and leak fuel, a fire risk.
- **07V-541** · Air bags · driver frontal: The driver air bag module may not have been assembled properly and may not deploy correctly.

A model-year list, not a VIN check. The full report lists the others. Repairs are free at a Ford dealer if open. On a car over 15 years old, ask the dealer whether a newer recall is still repaired free. Check this VIN at nhtsa.gov/recalls.

Step 0 · Free: run the VIN at nhtsa.gov/recalls and ask a Ford dealer for a campaign printout. Read the build month (MM/YY) on the driver's door-jamb label.

Recommended now at the next service — **$100–$160**

Inspection: check now, while it's cheaper to fix — **$100–$160**

about 1 h of shop labor, our estimate

Spark plugs: blow-out (2-valve) or break on removal (3-valve): Past the range (72,000–118,000 mi, the middle half of 24 owner reports) · if it fails: $790–$3,750
Known weak point for this engine, not a finding on your car. The inspection shows whether yours has early signs.

Next 12 months up to about 132,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 150,000 mi

Nothing else enters its reported range in this window.

Watch inspect at each service, fix on condition, or optional

Camshaft roller followers (3-valve) — **$490–$860** labor only, parts extra
Any mileage (3-valve V10s built on or before Jan. 8, 2016; Ford program 17B30 for 2012–2016 work trucks) · Inspect at each service; fix at the first sign

Broken exhaust manifold studs (tick) — **$972–$1,341** independent shop, installed
Any mileage (All years; most common on trucks in salt areas) · Inspect at each service; fix at the first sign

Ignition coil misfire — **$227–$335** independent shop, installed
Any mileage (Coil-on-plug V10s) · Inspect at each service; fix at the first sign

Recommended now

$100–$160

Independent shop, installed. Dealers often charge more.

Planned through 150,000 mi

$100–$160

Nothing else on the list before 150,000 mi. Now + next 12 months + next 30,000 miles. Excludes “watch” and optional items.

Costs are published independent-shop ranges (low end + low end, high end + high end). Bundled jobs are priced together because the labor overlaps. Routine service (oil, brakes, tires) isn't included; factory fluid and spark plug intervals are listed below.

FACTORY MAINTENANCE

The maker's maintenance schedule isn't on this report

This report doesn't include the maker's scheduled maintenance for this car yet, so brake fluid, spark plugs, coolant and transmission fluid aren't listed even when they're due. Check the service records and the maker's schedule for this car.

WHERE 120K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Spark plugs: blow-out (2-valve) or break on removal (3-valve)	72,000–118,000 mi (middle half of 24 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Past the range
2	Camshaft roller followers (3-valve)	3-valve V10s built on or before Jan. 8, 2016; Ford program 17B30 for 2012–2016 work trucks OFFICIAL	Any mileage
3	Broken exhaust manifold studs (tick)	All years; most common on trucks in salt areas FORUM/BLOG	Any mileage
4	Ignition coil misfire	Coil-on-plug V10s OFFICIAL	Any mileage

Colors compare mileage with reported failures, not the car's condition. Red: past the range. Amber: inside or approaching. Green: below, or not listed for a recall.

2 · RECALLS AND BULLETINS

Recalls to check for this 2008 Ford F-250 Super Duty

Safety recall repairs are free at Ford dealers. On a car over 15 years old, ask the dealer whether a newer recall is still repaired free. Nothing here can tell whether a recall is open or already done on this VIN; only the official VIN lookup or a dealer can.

Official VIN check (2 minutes)

1. Go to nhtsa.gov/recalls and enter 1FTSW21Y58E123456.
2. Note every recall shown as “Recall incomplete” and keep a screenshot.
3. Ask a Ford dealer for a campaign printout; it also lists completed campaigns.

6.8L TRITON V10 RECALLS WE TRACK

Other 6.8L Triton V10 recalls we track, not listed by NHTSA for this model and year: 06V-286 (speed control deactivation switch can overheat (2000–2002 Super Duty, Excursion, E-Series)), 07V-078 (speed control deactivation switch can overheat (2003 Super Duty, Excursion, E-Series)), 09V-399 (speed control deactivation switch can overheat (2000–2003 E-Series, Super Duty, Excursion)).

EVERY RECALL NHTSA LISTS FOR THE 2008 FORD F-250 SUPER DUTY (4)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
08V-191	Fuel tank · crash clearance (4x4, 156-inch wheelbase, two-piece driveshaft)	In a frontal crash the fuel tank can move forward, hit a frame cross member and leak fuel, a fire risk. Details
07V-541	Air bags · driver frontal	The driver air bag module may not have been assembled properly and may not deploy correctly. Details
08V-096	Seats · driver seat back pivot bracket	Bad welds at the driver seat back pivot bracket can crack or break in a crash. Details
11T-002	Tires · Continental LT275/70R18 (some trucks)	Some original-equipment Continental tires can wear unevenly and separate at the belt edges. *Aftermarket or replacement equipment: applies only if that part was fitted.* Details

Source: NHTSA recalls API, fetched 2026-10-27 and combined across NHTSA model names: F-250, F-250 SD. Safety categories (air bags, fire, brakes, stalling, roll-away and loss of control) are listed first; listings whose NHTSA text names another engine, or an aftermarket part, go last. OFFICIAL

Left out of this list (F-250): Four listings are left out of this 6.8L V10 sample: 07V-139 and 07V-140 (6.4L diesel only), 08E-026 (aftermarket lift blocks) and 20E-090 (an aftermarket steering stabilizer kit). A VIN check would show them if they applied.

SERVICE ACTIONS, BULLETINS AND WARRANTY PROGRAMS

Manufacturer bulletins and warranty programs for this engine are cited on each weak point in section 4, where they apply.

4 · THE 4 WEAK POINTS

Each weak point, one card each

Every figure carries its source. Retailer part numbers are shown only when the retailer lists them for this chassis (P356).

1 Spark plugs: blow-out (2-valve) or break on removal (3-valve)

Past the range

Severity: Critical: rare, but can badly damage the engine · 94 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 120,000 mi this car is past the reported range (72,000–118,000 mi (middle half of 24 owner complaints that state a mileage)). If the original parts are still fitted, have them checked and plan for them. Range: 72,000–118,000 mi (middle half of 24 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 2-valve V10s (Ford TSB 07-21-2 lists 1997–2008); 3-valve V10s (2005-on) use plugs that can seize and break

WHAT FAILS FORUM/BLOG [2][3][4]

On 2-valve V10 heads a spark plug can strip its threads and blow out; Ford issued a thread-repair procedure that is not covered by the new-vehicle warranty. On 3-valve V10s the plugs can seize and break during removal; Ford's TSB 08-7-6 gives a special removal procedure.

SYMPTOMS

- Sudden ticking or popping from one plug well
- Misfire on one cylinder
- Plug change quoted far above normal

IF IT'S LEFT TOO LONG

A blown-out plug needs a thread insert; a broken plug needs extraction tools.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Check plug torque on 2-valve engines; on 3-valve engines use the TSB removal procedure and get an extraction quote first.

ESTIMATED REPAIR COST

No published price	**No published price** independent shop, installed
Owner-reported repair bills in NHTSA complaints (n=6)	**$790–$3,750** COMPUTED FROM NHTSA DATA [1] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

Where the numbers come from: Computed from 6 NHTSA owner complaints that quote a repair bill for this problem (middle half of the bills; median $2,000). Examples: ODI 10630671, 10268264, 10154991, 10199970. Owner-reported, often dealer prices; not shop quotes.

PARTS FOR P356

- Ask your parts supplier for the OE part number for this VIN.

WHAT TO ASK YOUR SHOP

- Any plug blown out or thread insert fitted?
- Plugs changed? Any broke?

2 Camshaft roller followers (3-valve)

Any mileage

Severity: High: overheating, stalls, limp mode or a big bill · 13 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (3-valve V10s built on or before Jan. 8, 2016; Ford program 17B30 for 2012–2016 work trucks), so mileage doesn't say much here. Range: 3-valve V10s built on or before Jan. 8, 2016; Ford program 17B30 for 2012–2016 work trucks OFFICIAL [5][6]

WHAT FAILS OFFICIAL [5][6]

The camshaft roller follower bearings can wear fast and cause engine knocking, a check-engine light or a no start. Ford replaced all roller followers on both heads for certain 2012–2016 work trucks, and says to replace all followers, not just the bad one, on any 3-valve engine.

SYMPTOMS

- Knocking or clatter from the top of the engine
- Misfire
- Check-engine light
- No start

IF IT'S LEFT TOO LONG

A failed follower can damage the camshaft.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Diagnose any upper-end knock early; replace all followers if one is bad.

ESTIMATED REPAIR COST

Labor only, 4.9–5.4 h Ford warranty time plus 20 roller followers and gaskets	**$490–$860** OUR ESTIMATE [6][7] labor only, parts extra
Labor only, 4.9–5.4 h Ford warranty time plus 20 roller followers and gaskets	**$490–$860** OUR ESTIMATE [6][7] labor only, parts extra
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

1.0× The failure-bill midpoint ($675) is about 1.0× the early-fix midpoint ($675). A cost ratio, not a probability.

Where the numbers come from: Estimate: Ford warranty labor time of 4.9–5.4 h (bulletin [6]) × $100–$160/h independent-shop labor rate [7]. Parts are extra unless stated; check the VIN for open warranty coverage first.

PARTS FOR P356

- Ask your parts supplier for the OE part number for this VIN.

WHAT TO ASK YOUR SHOP

- Roller followers ever replaced?
- Any upper-end noise?

3 Broken exhaust manifold studs (tick)

Any mileage

Severity: Medium: leaks and wear · 15 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (All years; most common on trucks in salt areas), so mileage doesn't say much here. Range: All years; most common on trucks in salt areas FORUM/BLOG [3]

WHAT FAILS FORUM/BLOG [3][8]

Exhaust manifold studs and bolts on these engines rust and break, letting the manifold leak. Ford issued a bulletin on broken exhaust manifold studs.

SYMPTOMS

- Ticking from the engine bay, loudest when cold
- Exhaust smell
- Soot at the manifold flange

IF IT'S LEFT TOO LONG

The leak grows, and broken studs get harder to remove.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Repair when a leak is confirmed.

ESTIMATED REPAIR COST

Exhaust manifold replacement, F-350 Super Duty (RepairPal)	**$972–$1,341** SHOP/RETAILER [9] independent shop, installed
No published price for drilled-out studs	**No published price** reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

PARTS FOR P356

- Ask your parts supplier for the OE part number for this VIN.

WHAT TO ASK YOUR SHOP

- Any cold-start ticking?

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4 Ignition coil misfire

Any mileage

Severity: Medium: leaks and wear · 27 mentions in counted NHTSA complaints
COMPUTED FROM NHTSA DATA

Reports cover a wide mileage span (Coil-on-plug V10s), so mileage doesn't say much here. Range: Coil-on-plug V10s
OFFICIAL [10]

WHAT FAILS OFFICIAL [10]

Ford's diagnostic bulletin covers misfire or rough running on coil-on-plug engines and how to find the failed coil.

SYMPTOMS

- Misfire or shaking
- Flashing check-engine light

IF IT'S LEFT TOO LONG

A steady misfire can overheat the catalytic converters.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Replace a failed coil when a misfire is traced to it.

ESTIMATED REPAIR COST

Ignition coil replacement (RepairPal, all vehicles)	**$227–$335** SHOP/RETAILER [11] independent shop, installed
Owner-reported repair bills in NHTSA complaints (n=8)	**$280–$630** COMPUTED FROM NHTSA DATA [1] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

1.6× The failure-bill midpoint ($455) is about 1.6× the early-fix midpoint ($281). A cost ratio, not a probability.

Where the numbers come from: Computed from 8 NHTSA owner complaints that quote a repair bill for this problem

(middle half of the bills; median $400). Examples: ODI 10630671, 10104166, 10510325, 10267892. Owner-reported, often dealer prices; not shop quotes.

PARTS FOR P356

- Ask your parts supplier for the OE part number for this VIN.

WHAT TO ASK YOUR SHOP

- Coils replaced?

5 · ALSO REPORTED, NOT RANKED

Other themes in 6.8L Triton V10 owner complaints

Every NHTSA complaint theme with 10 or more counted reports is either a weak point above or explained here.

THEME	COMPLAINTS	WHY IT ISN'T A WEAK POINT
Brakes / steering / suspension	87	Chassis complaints, mostly on motorhome chassis; not engine faults.
Speed control switch	35	Speed control deactivation switch recalls on 2000–2003 trucks; see the tracked recalls.

6 · BUYING OR SELLING

Used-car checklist and resale helper

For owners this is a resale checklist: it's what a careful buyer will ask.

Ask the inspecting shop to check

- Plug wells and misfire counters
- Upper-end knock (3-valve)
- Exhaust manifold studs

Ask the seller

- Plugs changed? Any blown out or broken?
- Roller followers replaced?

Documents to request

- Dealer service-history printout for the VIN
- nhtsa.gov/recalls screenshot

WHAT A BUYER MAY DEDUCT

FINDING	ESTIMATED ADJUSTMENT
Spark plugs: blow-out (2-valve) or break on removal (3-valve): fault found on inspection	$790–$3,750
Camshaft roller followers (3-valve): symptoms or fault codes present	$490–$860 + parts
Broken exhaust manifold studs (tick): symptoms or fault codes present	$972–$1,341
Ignition coil misfire: symptoms or fault codes present	$227–$335
Pre-ticked rows (●), if no records clear them	**None at this mileage**

● = expected at this mileage. Estimated repair costs, not an appraisal. Recalls cost the seller nothing: ask for open recalls to be completed rather than discounted. OUR ESTIMATE

How this report is built

Inputs. VIN, model year, model, mileage and build month (if entered). Model and engine are checked with NHTSA's vPIC decoder.

Mileage positions. Below: more than 10,000 miles before the reported range. Approaching: within 10,000. Inside: in the range, or past the start of an open-ended range. Past: beyond the top of the range. These bands are our rules, not an industry standard.

The plan. Critical items inside or past their range go first; high-severity items follow, and jobs that share labor are bundled. At most three jobs land in “Recommended now”. Leaks that are cheap to watch are fixed on condition; inspections are asked for at each service.

Costs. Published independent-shop ranges from shop quotes, retailer prices and owner reports. The worst-case cost of every item failing is not shown: it isn't an expected cost.

Labels. `OFFICIAL` NHTSA/Ford documents · `SHOP/RETAILER` parts prices and shop articles · `FORUM/BLOG` owner forums and blogs · `COMPUTED FROM NHTSA DATA` our analysis of NHTSA data · `OUR ESTIMATE` ours.

NHTSA complaint data. Pulled Oct 27, 2026 from NHTSA's complaints API for Super Duty, Excursion, E-Series and F-650/F-750 (2000–2019) complaints that name the 6.8L or V10; all F-53/F-59 motorhome and stripped-chassis complaints (2000–2020): 329 complaints. Some of these nameplates were sold with other engines too; for those we kept only complaints whose text names this engine, which under-counts. Themes are keyword matches on the complaint text. `COMPUTED FROM NHTSA DATA`

THEME	COMPLAINTS	IN THIS REPORT
Spark plugs	94	Item 1
Brakes / steering / suspension	87	Also reported
Speed control switch	35	Also reported
Coil / misfire	27	Item 4
Exhaust manifold / studs	15	Item 3
Valvetrain noise	13	Item 2

Limits: complaints are self-reported and not adjusted for cars sold; keyword matching over- and under-counts; owners rarely file safety complaints about oil seeps, so leaks look rarer than they are.

SOURCES

1. NHTSA owner complaints for 2000–2019 Super Duty, 2000–2005 Excursion, E-Series and 2000–2015 F-650/F-750 complaints that name the 6.8L or V10; all 2000–2020 F-53/F-59 motorhome and stripped-chassis complaints, pulled Oct 27, 2026 (ODI numbers in the cost notes) `OFFICIAL`
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. Ford TSB 07-21-2: 1997–2008 vehicles with a 4.6L 2V, 5.4L 2V or 6.8L 2V engine: spark plug thread repair procedure, not covered under the New Vehicle Limited Warranty (includes F-53 motorhome chassis) (2007-10-01), filed with NHTSA `OFFICIAL`
https://www.nhtsa.gov/?nhtsaId=10023943

3. Jalopnik: These Ford V10 Triton years have the most problems (spark plug blow-out 1997–2002, plugs that seize and break 2004–2008, exhaust manifold bolts that rust and break), via search extract Oct 27, 2026 `FORUM/BLOG`
https://www.jalopnik.com/1887312/ford-v10-triton-years-avoid/

4. Brake & Front End: Spark plug removal on Ford modular engines (Ford TSB 08-7-6, 4.6L/5.4L/6.8L 3V) `SHOP/RETAILER`
https://www.brakeandfrontend.com/?p=115992

5. Ford SSM 47331: 4.6L/5.4L/6.8L 3-valve engines built on or before Jan. 8, 2016: upper-end noise, misfire or engine damage; replace all camshaft roller followers (2018-06-01), filed with NHTSA `OFFICIAL`
https://static.nhtsa.gov/odi/tsbs/2018/MC-10143079-9999.pdf

6. Ford Customer Satisfaction Program 17B30: 2012–2016 F-450/F-550, F-59 and 2016 F-650/F-750 6.8L in certain vocations: replace all camshaft roller followers (program ran through July 31, 2019) (2018-03-01), filed with NHTSA `OFFICIAL`
https://static.nhtsa.gov/odi/tsbs/2018/MC-10137117-9999.pdf

7. Tekmetric: average auto repair labor rates by state, 2026 (national average $132/h; state averages $85–$197/h). We use $100–$160/h for labor-time estimates. `SHOP/RETAILER`
https://tours.tekmetric.com/answers/average-auto-repair-labor-rates-by-state-2026

8. Ford Service bulletin 17320: Broken exhaust manifold studs (2003-11-01), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10008169

9. RepairPal: Ford F-350 Super Duty exhaust manifold replacement cost estimate ($972–$1,341), via search extract Oct 27, 2026 SHOP/RETAILER
https://repairpal.com/estimator/ford/f-350-super-duty/exhaust-manifold-replacement-cost

10. Ford Service bulletin 041601: Coil-on-plug (COP) ignition systems: engine misfire or rough running, diagnostic tips (2005-11-14), filed with NHTSA OFFICIAL
https://www.nhtsa.gov/?nhtsaId=10018745

11. RepairPal: ignition coil replacement cost estimate, all vehicles ($227–$335), via search extract Oct 27, 2026 SHOP/RETAILER
https://www.repairpal.com/estimator/ignition-coil-replacement-cost

12. NHTSA recall records: speed control deactivation switch recalls 06V-286, 07V-078 and 09V-399 (2000–2003 Super Duty, Excursion, E-Series), checked Oct 27, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=06V286000

This report contains no affiliate links; retailer prices are quoted as price sources only. Found an error? Email hello@repairahead.com.

PLEASE READ

Important

Based on public records and published repair costs. Not a diagnosis or a guarantee. Your technician's inspection decides what your car needs. Confirm recalls with a dealer using your VIN.

Informational only. This report is not a mechanical inspection, a diagnosis, or professional, legal or financial advice. Nobody from RepairAhead has seen, driven or inspected this vehicle.

Reported ranges and estimates, not predictions

Failure mileages are reported ranges compiled from public owner complaints, manufacturer bulletins, recalls and repair-shop reports. Costs are estimates. Parts can fail earlier, later or not at all, and other problems can occur. Statistics from owner complaints describe past reports to NHTSA; NHTSA has not reviewed or endorsed this analysis.

Safety issues go to a dealer

If you notice overheating, a burning or fuel smell, smoke, a brake-assist problem, stalling or loss of power, pull over when it's safe and contact a Ford dealer or qualified shop. Safety recall repairs are free at Ford dealers. Confirm recalls for this VIN at nhtsa.gov/recalls.

No warranty

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Based on public records and published repair costs. Not a diagnosis or a guarantee. Your technician's inspection decides what your car needs. Confirm recalls with a dealer using your VIN.