

Welcome To The World of

1977 FORD RECREATION VEHICLES

A Guide To What's Right for You!



An Opening Word

If you've got a desire to roam free, far and wide . . . to get up and go . . . to see things and do things on the open highway or at your own special hideaway . . . then, this catalog has been prepared especially for you, because . . . "When America needs a better idea, Ford puts it on wheels." So whatever your special requirements are in a recreational vehicle . . . you will find that Ford meets your needs.

The selection of Ford Recreational Vehicles is as big as all outdoors. From Broncos, pickups, vans, and chassis for mini-motorhomes to cars. Vehicles for towing trailers or carrying campers or vehicles for self-contained units. Ford's got them all — all built Ford tough.

Why don't you shop around through this catalog and see what we mean

about selection. But more, you'll get some good tips on what to look for . . . how to set your own specifications for your own particular requirements . . . what's available for what use and function . . . how to outfit a vehicle for trailer towing if that's your desire . . . available options for even greater fun and enjoyment . . . and a lot more helpful information such as how to figure your gross vehicle weight and how to load a recreational vehicle for better handling.

Of course, these pages can't substitute for the real thing so we suggest you browse through here first to pick up a few ideas and then . . . why not visit your Ford dealer and inspect at first-hand the recreational vehicle of your choice — and take one for a test spin.

It's a great way to go!

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Some features presented are optional at extra cost. Some options are required in combination with other options. Availability of some models and features described may be subject to a slight delay. Ask your Ford Dealer for the latest information on options, prices and availability. Ford Division reserves the right to change specifications any time without incurring obligations.

Let's Begin With Terminology

These words or phrases will help you understand the world of recreational vehicles and this booklet a little better. This is only a partial list containing a number of common terms and isn't meant to be comprehensive. You will find more terms and definitions in the glossaries of other books about camping, trailering, and recreational vehicles.

Auxiliary Battery An additional 12 volt battery located under the hood of the towing vehicle to provide a separate power supply for a recreational vehicle's electrical needs. Does not drain main battery . . . charges as you drive.

Auxiliary Fuel Tank Increases the supply of gasoline to extend cruising range by providing an additional fuel tank.

Breakaway Switch A switch that automatically applies a trailer's brakes if the coupling or hitch between trailer and towing vehicle fails. Can be either electrical or mechanical.

Cab-Over The forward part of a pickup camper body that extends over the cab of the pickup.

Four-Wheel Drive A system in which all four wheels are drive wheels, unlike the conventional two-wheel drive system.

Cargo-Carrying Capacity A payload capacity. In engineering terms, "Cargo Weight Rating." This is the amount, stated in pounds, that a manufacturer specifies as the cargo weight his vehicle can carry . . . exclusive of the weight of passengers. Passenger weight is computed at 150 pounds times the number of designated seating positions.

Gross Vehicle Weight Rating (GVWR) is the maximum allowable loaded weight of the vehicle. It includes the pickup, camper, options, recreation equipment, supplies, and people. The maximum loaded weight of your pickup should NOT exceed the Gross Vehicle Weight Rating specified on the safety certification label on the driver's door frame.

Gross Axle Weight Rating (GAWR) is the maximum allowable loaded weight on each axle system. The load on each axle system should NOT exceed the Gross Axle Weight Rating specified on the safety certification label — nor should the total load on both axle systems exceed the pickup's Gross Vehicle Weight Rating.

Gross Combination Weight (GCW) Total combined weight of a pickup and camper or tow vehicle and trailer.

Gross Trailer Weight (GTW) Total weight of a fully loaded trailer. See Gross Vehicle Weight.

Hitch Ball The ball on the draw bar of the towing vehicle's hitch. Fits into the socket of the tongue of a trailer.

Hitch Receiver The square opening in the hitch platform that receives the draw bar.

Holding Tank A tank in a recreational vehicle for storing waste water or sewage.

Load-Equalizing Hitch A hitch designed to distribute the weight of the trailer and the towing vehicle equally between the axles of both units.

Mini-Motorhome A small motorhome body mounted to the frame of a van chassis-cab. Offers more living space than a van conversion.

Motorhome A self-contained recreational vehicle built on a special truck or bus chassis. Can be as long as 35 or more feet.

Payload Capacity See Cargo-Carrying Capacity

Safety Chains Chains hooked between a towing vehicle and trailer to prevent trailer from breaking away if the hitch fails.

Slide-In Camper A camper body designed to slip into the bed of a pickup truck. A wide variety of slide-in campers is available.

Spring Capacity The weight a spring can support, specified by the vehicle's manufacturer.

Telescoping Trailer A low travel trailer whose upper section is raised on site to provide headroom. Top section telescopes into lower half of trailer for low profile while being towed.

Tent Trailer See Camping Trailer.

Tongue The projecting assembly of a trailer that attaches to a towing vehicle's hitch.

Tongue Weight The portion of a trailer's weight at the forward end of the tongue that presses down on the hitch ball of the towing vehicle.

Trailer Class A trailer's classification, determined by its total loaded weight. Class I, trailers with Gross Trailer Weight under 2000 pounds, and so on.

Trailer Towing Package A comprehensive group of heavy-duty components such as supercooling and heavy duty shock absorbers, needed to give a car or pickup or van added towing capability . . . to insure trouble-free trailering.

Transfer Case The portion of a four by four vehicle's drive train that allows power to be delivered to both axles.

Tread The distance between the two tires on the same axle.

Weight-Equalizing Hitch See Load-Equalizing Hitch.

Wheelbase The distance between the front and rear axle.

Wiring Harness A group of wires passing electrical power from the carrying or towing vehicle to camper or trailer.



Tailoring Your Recreational Vehicle To Your Personal Needs.

In considering the recreational vehicle you want to purchase, a good suggestion is to prioritize your needs and then check the vehicle against your requirements for roominess, comfort, convenience — and your own style of camping and traveling.

Some questions you might want to ask are:

1. Will the size accommodate your family comfortably?

Most rec vehicles have plenty of room for a traveling couple. Not all of them have plenty of room for active children. A good test is to imagine how everyone will do cooped up on a rainy day. Will there be enough room then?



The number of beds is an important consideration. How are they located in the unit? Is there adequate ventilation? Are the beds

easily accessible? If there are bunks, who will use them. Do beds have to be moved for meals?

2. How about reasonable privacy?

A man may not care about privacy on a fishing trip, but the matter of privacy can become very important to members of a family with both girls and boys. Do parents want some degree of privacy? Is there a dressing area with doors or curtains?

3. Adequate kitchen arrangements?

Check the size of the sink. Is the stove large enough? How about the oven? Will the refrigerator hold enough food for everyone and for as long as you'll be away from a store? Is there space enough to prepare a meal without being in everyone's way? Are storage cupboards and drawers handy to the kitchen area? For dishes and utensils as well as for food? And, do they have firm latches to keep equipment in place while traveling?

4. Dining table large enough?

How many people can be seated at the table? Does furniture — such as a bed — have to be moved in order to use the table? Or, does the table take up too much room?

5. Enough storage space?

You will probably travel with clothing; linens; boxed, canned, and fresh food; camping equipment; sports equipment; and the personal items everyone takes along on a trip. Are closets big enough? Is there enough drawer space? Are the cupboards and cabinets adequate? Are they in convenient locations? Easy to get at, open, and use?



6. Are appliances, material, equipment arranged for good weight distribution?

Balance is vitally important to towing or hauling, therefore you might want to make sure that heavy appliances such as stove, refrigerator, water tank, etc. aren't all along the same side of your unit but that the weight of this equipment is balanced as equally as possible.

7. How about storage tanks and holding tanks capacities?

That's particularly important if you plan to go off into primitive areas where getting fresh water may be a problem, or if you travel to

places where you can't dump waste water or sewage.

8. Is there a comfortably adequate bathroom?

The key word here is "adequate." Will the bathroom facilities meet the needs of your kind of recreation travel? RV bathrooms can be exceedingly simple or quite elaborate. Some even have tubs! The water supply is always an important consideration in shower-equipped rec vehicles as is the capacity of the hot water heater. You might be concerned with how long it takes to re-heat a tank of water.

9. Summer only — or winter travel too?

Adequate insulation in floor, walls, and ceiling is essential for both summer and winter travel. For winter, a necessary piece of equipment is a heater or small furnace that's large enough to keep inside temperatures at a comfortable level. A fan for forced-air circulation is a good idea.

10. Enough power supply for lights, appliances, and accessories?

Most recreational vehicles are wired for 12-volt direct current and can be operated from the vehicle's 12-volt battery, or an auxiliary 12-volt power supply. The auxiliary supply is provided by either an extra battery or a transformer that takes 120-volt alternating current (like the kind at home) and changes it into 12-volt direct current. You use 12-volt DC on the road and plug into a 120-volt AC outlet when you arrive at your campsite. An auxiliary electrical system or gas-powered

generator may be a worthwhile purchase if you are not planning on camping in an area where electricity is readily available.



11. Do you plan weekends or extended travel?

You can put up with relatively cramped quarters and fewer luxuries on a short trip. The longer the trips you plan, the more comforts and living space you'll need.

TOWING UNIT CONSIDERATION

If you stay on smooth highways you'll need a vehicle with little more than the minimum recommended equipment for the load you carry.

If you travel on back roads, heavy-duty suspension components and a more powerful engine than standard are well worth considering. Going off-road entirely may require the traction and go-anywhere ability of a four-wheel drive vehicle.

12. Need separate transportation at your campsite?

Consider whether or not you'll want to travel locally once you've set up camp. You can slide out from under a pickup camper or unhitch a trailer. But you can't go anywhere without taking your mini-motorhome with you. Therefore you may want to tow another unit for the purpose of having separate transportation at your campsite.

13. How about storage for your RV?

Before purchasing your recreational vehicle it is a good thing to have in mind where you will keep it when you're not using it. Your own garage is ideal, if there's room, or you may be able to park a larger rec vehicle in your backyard. However, some communities do not allow rec vehicle parking, even on the owner's property. Rec vehicle dealers often have storage space available or they know where it's available. You can talk it over with them.

Many Begin With A Towed Recreational Vehicle.

There Are 4 Basic Types Of Trailers . . .



FOLDING CAMPING TRAILERS. You've seen them . . . those nifty, neat little streamlined camping packages . . . zipping along the highways behind station wagons and passenger cars. They pop up into an amazing amount of living space with more gear and equipment than you could believe possible. They're compact and easy to tow. And, if you have been a tent camper you probably already have an investment in such equipment as a stove and ice chest. Such gear is still usable without any further outlay.



TELESCOPING TRAILERS. A telescoping trailer is a cross between a folding camping trailer and the larger travel trailer. It has a low profile for traveling. Then once you reach the campsite the top raises to increase the interior height of the trailer so you can stand erect and move around in it. The low profile provides less wind-resistance while it is being towed. With less wind-resistance



TRAVEL TRAILERS. For that home-away-from-home with most of the conveniences you are used to such as kitchen sink, dinette, shower, refrigerator, and flush toilet . . . space, comfort and sometimes downright luxury . . . there's the travel trailer. It is heavier to tow than the folding camping trailer or the telescoping trailer because of its rigid construction and size. It provides such advan-



FIFTH-WHEEL TRAILERS. Those large trailers you see that fit the contour of a pickup truck with the forward part extending over the pickup box with the aft portion behind the truck are known as Fifth-Wheel Trailers. The hitch, or coupling, is known in trucking circles as the "fifth wheel" because in size and shape it somewhat resembles a wheel. It is affixed to the bed of the truck box. This is the same type

Americans, since the days of covered wagons pulled by ox teams, have been trailering off to some far horizon. Of course today's vehicles have become a whole lot more sophisticated . . . and cover ground a great deal faster . . . and the reasons are very different today. Now, people pull trailers for the pleasure—the recreation—that trailers provide. Then, it was usually to start a new life. Today, it's to enjoy life.

And, today, trailering is still as popular as payday. For a number of excellent reasons. There is such a variety of kinds and styles that you can spend almost as much or as

Prices for these outfits range anywhere from less than \$700 to upwards of \$3500. They are — of all the campers — most economical to buy, tow and maintain.

Sizes range from 8 feet to twice that long and they can weigh anywhere from 300 pounds to a ton.

They all have one thing in common . . . they fold up tighter than a Boy Scout jack knife . . . and they provide a comfortable, dry mobile shelter that will be particularly appreciated if your family is moving up from tent camping.

it tows easier and it is more economical to tow.

Telescoping trailers vary in length from 16 to 24 feet. Prices range from \$3000 to \$8000, depending upon length and interior appointments. The interiors of most such trailers are small wonders of compact convenience in which designers have shown amazing ingenuity in the utilization of available space.

tages as insulation for year 'round use . . . more elbow room and more storage space.

Naturally, a travel trailer can be equipped as extensively as you wish or your budget permits.

You can get a travel trailer varying in length from 10 to 31 feet and costs range from \$1000 to more than \$18,000.

hitch used on the big over-the-highway semi-trailer trucks.

Fifth-wheel trailers provide all the convenience and comfort of a travel trailer. One of the major advantages of fifth-wheel trailers is better weight distribution because some of the weight is actually over the towing vehicle.

Fifth-wheel trailers are available from 18 to 35 feet at prices ranging from \$3500 to \$12,000.

Trailer Weight And Hitching Up

Easy towing makes for easy living on the road and experienced trailer owners say one of the main considerations . . . some even say it's the first commandment of trailering . . . is proper loading.

Make sure the load is evenly distributed and never exceeds the manufacturer's rated towing capability of the towing vehicle. Otherwise, your sweet sense of adventure can turn sour if you end up arm wrestling your trailer through the steering wheel of your towing vehicle. It is unsafe!

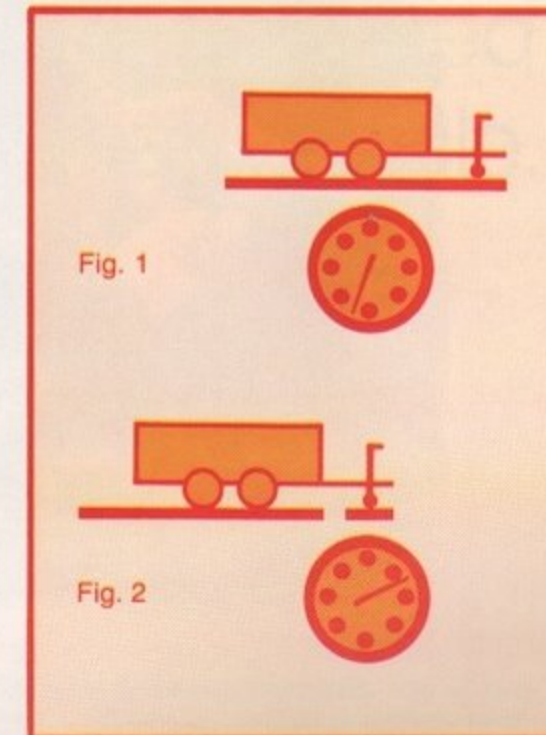
That rated towing capability is the result of exhaustive engineering laboratory, proving ground, and highway testing plus experience and it is the maximum recommended capability limit. And, the weight must be properly distributed.

Two things should be kept in mind when you're loading your trailer:

1. **Gross Trailer Weight** is the weight of the empty trailer plus all trailer options, plus the trailer's payload (food, water, clothing, propane, extra batteries, everything not included in the manufacturer's dry trailer weight rating).
2. **Tongue Weight** is the weight directly on the hitch ball, the weight a trailer adds to the rear of your car or pickup. It is essential that gross trailer weight or tongue weight do not exceed the rated capabilities of the towing vehicle.

Other reminders are:

- Keep the trailer's center of gravity low for good stability . . . like ballast in a boat.
- Store heavy articles, canned goods, tools, etc., as near the floor as possible to keep the trailer from being top-heavy. Stow lightweight items such as clothes and linens high for the same reason. Never store dangerous items overhead.
- Distribute the weight of your load evenly to keep the trailer from tilting or leaning and prevent it from putting too much strain on the hitch or towing vehicle.
- Balance the load from side to side so that one side isn't heavier than the other, and the trailer difficult to handle.
- Carry only essential items. Hold down the load, painful as it may be, keep sifting out things you probably won't use. Keep weight to a minimum.
- Secure all doors and drawers. Nothing should be left loose to cause damage or change proper weight distribution.



How to Figure Gross Trailer Weight and Tongue Weight

Gross Trailer Weight To determine Gross Trailer Weight, locate a scale such as you might find at a trucking company, coal yard and other heavy haulers (Refer to the Yellow Pages for scale location). Weigh your trailer and you have determined Gross trailer weight (Fig. 1).

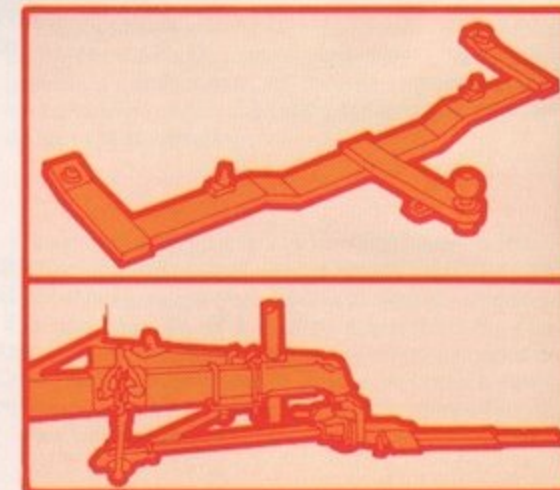
Tongue Weight To determine Tongue Weight, disconnect the trailer and place only the tongue, with the coupler at hitch ball height, on a scale. (Fig. 2) If the tongue load exceeds 15% of the gross trailer weight, or maximum weight specified for the vehicle, shift extra camping gear and equipment rearward in the trailer to achieve recommended tongue load. If less than 10%, shift the load forward.

Select the Proper Hitch!

For pulling lightweight Class I trailers with applicable vehicles you should use a weight-carrying ball hitch. It mounts to the underbody of the towing vehicle and accepts the full weight of the trailer's tongue. Bumper-mounted hitches are not recommended.

A load-equalizing hitch should be used for trailers weighing over 2000 pounds. No more than 10% to 15% of the gross trailer weight should be on the hitch ball. An anti-sway device, built into the hitch or installed separately is recommended for trailers heavier than 3500 pounds.

Ford does not recommend hitches that attach to the towing vehicle's rear axle. They may cause power train damage.



Safety Chains and Brakes

Safety chains and a breakaway switch to activate the trailer's brakes are important if the coupling unit or hitch ball should fail. Chains should cross under the trailer tongue to prevent it from dropping to the road in case of failure. Check state requirements and trailer manufacturer's recommendations for brake system installation and adjustment.

Ford Motor Company does not recommend trailer braking systems that have a direct hydraulic brake fluid connection with the towing vehicle's braking system. Any trailer brake control system utilizing a connection to the towing vehicle's hydraulic fluid system may increase the towing vehicle's stopping distance.

And a 1977 Ford Car, Pickup, or Van

little as you want. Towed recreational vehicles are flexible. And, they're adaptable. You can rough it with just the bare essentials or you can customize a trailer with all the conveniences of modern living including automatic cook stoves and hot water showers. Whatever you're going to tow — from small boat to large Class IV travel trailer — the best friend you can have along on the trip is a properly equipped Ford car, van or pickup. Because dependability and peace of mind about your equipment is essential to the relaxed enjoyment of your travel.



4 Basic Trailering Classes . . .



CLASS I — LIGHT DUTY
Gross Trailer Weight: Under 2000 lbs.
Tongue Weight: Up to 200 lbs.
Folding tent trailers and trailers for light boats, snowmobiles, and motorcycles are in this class.

Class I trailers can be pulled by all Ford pickups, Econoline Vans, Club Wagons, and cars, including the Pinto, Mustang II, Maverick, and Granada. See pages 12, 13, and 14-19.



CLASS II — MEDIUM-DUTY
Gross Trailer Weight: 2000-3500 lbs.
Tongue Weight: 10-15% of Gross Trailer Weight. (Not to exceed 500 lbs. on passenger cars.)
Class II trailers are usually single-axle, small- to medium-length travel trailers, up to 18 feet, and

trailers for larger boats. Ford LTD, LTD II, Thunderbird, Ranchero, all Ford pickups, Econoline Vans, and Club Wagons are ideal for Class II trailering, when they're equipped as recommended. See pages 9-11 and 14-19.



CLASS III — HEAVY-DUTY
Gross Trailer Weight: 3500-6000* lbs.
Tongue Weight: 10-15% of Gross Trailer Weight. (Not to exceed 700 lbs. on passenger cars, except 800 lbs. for Ford LTD, F-100/F150 models)
*LTD 7000 pounds GTW.
This class includes large, dual-axle travel trailers.

Ford LTD, LTD II, Thunderbird, Ranchero, all Ford pickups, Econoline Vans, and Club Wagons with Heavy-Duty Trailer Towing Package and other recommended equipment can readily tow Class III trailers. See pages 9-11 and 14-19 for trailer towing recommendations.



CLASS IV — EXTRA HEAVY-DUTY
Gross Trailer Weight: 6000-10,000 lbs.
Tongue Weight: 10-15% of Gross Trailer Weight.
In this class are the largest trailers made for recreation. Properly equipped, a Ford F-350 pickup with regular cab can tow trailers to 10,000 pounds, and to 9000 with SuperCab, fifth-wheel trailers to

8500 pounds; an E350 Econoline Van, trailers to 10,000 pounds; an E250 Club Wagon, trailers up to 8000 pounds. A properly equipped Ford LTD or F-250 pickup with regular cab can tow up to 7000 pounds. The F-250 Super Cab model can tow 8000 pounds. See pages 9 and 14-19.

equipped to meet your specific towing needs.

Ford LTD

Ford LTD . . . a "better idea" for traveling, camping or trailering. A full-size car that provides ample room for an entire family of six with luggage. And the only car in its price class which has a 460 CID engine available. You can step off the miles in comfort and ease. It boasts a brawny frame incorporating as standard many of the former optional Heavy-Duty frame features for the strength and protection you need. A great, dependable companion for long hauls or short trips. You can equip your LTD with such options as adjustable level air shock absorbers, automatic temperature control air conditioning, and 6-way power seats. Traditional size for big pleasure and enjoyment.

Full-Size Wagons
Ford LTD Wagon . . . with the kind of cargo space that serves your needs — big, 94.6 cubic foot cargo area. Have your family climb aboard — load your camping gear — and have room to spare! You can carry as many as eight passengers with the dual-facing rear seat option. Other options such as 4-wheel power disc brakes and lockable side stowage compartment add to your driving and camping pleasure.

Towing With A Ford LTD
Any of the six 1977 Ford LTD models can tow up to 2000 pounds without special trailer towing equipment. With a Ford Heavy-Duty Trailer Towing Package, any standard-size Ford model can tow up to 7000 pounds, Gross Trailer Weight.

- Heavy-Duty Trailer Towing Package**
- Heavy-Duty Suspension
 - Heavy-Duty Battery
 - Large Alternator — 60 Amp. Min.
 - Extra Cooling Package with externally mounted Transmission Oil Cooler
 - Wiring Harness
 - Trailer Towing Axle Ratio
 - Heavy duty radiator
 - 6.5 inch wheels (Std. on Wagons)



FORD	Light-Duty Up to 2000 lbs. loaded trailer weight	Medium-Duty 2000 - 3500 lbs. loaded trailer weight	Heavy-Duty 3500 - 7000 lbs. loaded trailer weight
MINIMUM REQUIRED EQUIPMENT			
Maximum Tongue Load (lbs.)	200	500	800
Trailer Hitch Type	Non-Equalizing (a)	Load Equalizing	Load-Equalizing
Engine	351-2V — STD.**	400-2V — 460-4V*	400-2V — 460-4V*
Transmission	Cruise-O-Matic — STD.	Cruise-O-Matic — STD.	Cruise-O-Matic — STD.
Steering	Power — STD.	Power — STD.	Power — STD.
Brakes	Power Disc — STD.	Power Disc — STD.	Power Disc — STD.
Rear Axle Ratio	2.47 (e)	3.00 — 400 2V/3.00 — 460 4V* (d)	3.00 — 400 2V/3.00 — 460 4V* (d)
Tires	STD. FOR ENGINE	HR78 x 15 (Hardtops) (c) JR78 x 15 (Wagons)	HR78 x 15 (Hardtops) (c) JR78 x 15 (Wagons)
Trailer Towing Package	(b)	Heavy-Duty	Heavy-Duty

* NA California ** NA in high altitudes
(a) CAUTION — Bumper hitches are not recommended. However, a multi-clamp type hitch is safe as long as it is installed properly and the usage and towing instructions of a reputable trailer agency are followed. Single clamp hitches are not acceptable.
(b) Trailer Towing Package Not Available. Required components available as separate options or dealer-installed accessories.
(c) JR78 standard on LTD Landau w/460 4V engine. (d) 2.75:1 Axle California With 400 2V engine. (e) 3.00 with High Altitude emission equipment

Ford Thunderbird

It's an all-new Thunderbird — with new styling . . . a new size . . . a new, affordable price . . . but unmistakably Thunderbird! Thunderbird for 1977 combines uncommon elegance and superb engineering to establish a new kind of Thunder.

Elegant? Yes. Luxurious? Yes. But it also has the ability to tow trailers weighing up to 6000 pounds, Gross Weight, when your Thunderbird is equipped with its special, optional Heavy-Duty Trailer Towing Package.

Its suspension and wide stance mean you can expect agility and sureness to complement the legendary quality and comfort that owners have come to expect from Thunderbird.

There's plenty of room for six passengers to ride in solid comfort. A great advantage on long trips when you're heading out with your trailer or boat. You will appreciate, too, the great visibility with large coach windows, smart new opera windows and wide-sweeping front passenger windows.

And, for further driving ease, there's power steering, power brakes and the silky-smooth Select-Shift automatic transmission which you can shift manually — all standard equipment on Thunderbird.

Besides a long list of standard features, you can personalize your Thunderbird by choosing any of its many options, including SelectAir Conditioner with automatic temperature control, 6-Way power seat, fingertip speed control, trip odometer and oil/temperature/alternator gauges.

It's a new kind of Thunder!

Heavy-Duty Trailer Towing Package

- Heavy-Duty Front & Rear Shock Absorbers
- Heavy-Duty Rear Springs
- Heavy-Duty Frame
- Large Alternator — 60 Amp. Min.
- Wiring Harness
- Trailer towing rear axle
- External Transmission Oil Cooler
- Trailer Towing Cooling System



THUNDERBIRD	Light-Duty Up to 2000 lbs. loaded trailer weight	Medium-Duty 2000 - 3500 lbs. loaded trailer weight	Heavy-Duty 3500 - 6000 lbs. loaded trailer weight
MINIMUM REQUIRED EQUIPMENT			
Maximum Tongue Load (lbs.)	200	500	700
Trailer Hitch Type	Non-Equalizing	Load-Equalizing	Load-Equalizing
Engine	351-2V	400-2V	400-2V
Transmission	Cruise-O-Matic — STD.	Cruise-O-Matic — STD.	Cruise-O-Matic — STD.
Steering	Power — STD.	Power — STD.	Power — STD.
Brakes	Power Disc — STD.	Power Disc — STD.	Power Disc — STD.
Rear Axle Ratio	STD.	3.00:1*	3.00:1*
Tires	HR78 x 15	HR78 x 15	HR78 x 15
Trailer Towing Package	(a)	Heavy-Duty (b)	Heavy-Duty (b)

* Included in Heavy-Duty Trailer Towing Package, California 2.75:1.
(a) Trailer Towing Package not available. Required components available as separate options or dealer-installed accessories.
(b) Package available as an option.

Ford LTD II and Ranchero



LTD II . . . the New Mid-Size Car

LTD II is a completely new line of mid-size cars for 1977 — with all the quality and luxury associated with LTD in a sleeker, trimmer, sportier design at a trimmer price.

LTD II can be equipped for towing trailers up to 6000 pounds. Trailering is a pleasure with LTD II, thanks to its strong body-frame design and its wide tread and four-link, full-coil rear suspension. These help provide excellent directional stability and solid roadability. LTD II can be equipped with such fine options as Fingertip Speed Control, AM/FM Stereo Search Radio and tilt steering wheel.

Ranchero . . . the New Personal Pickup

Ranchero, new for 1977 adds as standard, a 302 CID V-8 engine, a coolant recovery system plus DuraSpark ignition — and more. With the style and comfort of a passenger car and rugged performance of a truck. High style design yet with the load-carrying ability of a pickup for all your recreational gear from snowmobiles to big bikes. Ranchero, equipped with Ford recommended trailer towing options, can handle trailers weighing up to 6000 pounds.

Heavy-Duty Trailer Towing Package

- Heavy-Duty Suspension
- Rear Stabilizer bar and Heavy duty Front Stabilizer bar (Std. on Wagons)
- Heavy-Duty Frame (Std. Wagons and Ranchero)
- Large Alternator — 60 Amp. Min.
- Extra Cooling Package
- Coolant Recovery System — Std. on LTD II
- Wiring Harness
- External Transmission Oil Cooler
- Trailer Towing Rear Axle

LTD II	Light-Duty Up to 2000 lbs. loaded trailer weight	Medium-Duty 2000 - 3500 lbs. loaded trailer weight	Heavy-Duty 3500 - 6000 lbs. loaded trailer weight (N.A. in Calif.)
MINIMUM REQUIRED EQUIPMENT			
Maximum Tongue Load (lbs.)	200	500	700
Trailer Hitch Type	Non-Equalizing (a)	Load-Equalizing	Load-Equalizing
Engine	351-2V	400-2V	400-2V
Transmission	Cruise-O-Matic — STD.	Cruise-O-Matic — STD.	Cruise-O-Matic — STD.
Steering	Power — STD.	Power — STD.	Power — STD.
Brakes	Power Disc — STD.	Power Disc — STD.	Power Disc — STD.
Rear Axle Ratio	STD.	3.00:1* (c)	3.00:1* (c)
Tires	HR78 x 14	HR78 x 14	HR78 x 14
Trailer Towing Package	(b)	Heavy-Duty	Heavy-Duty

* Included in Heavy-Duty Trailer Towing Package.
(a) CAUTION — Bumper hitches are not recommended. However, a multi-clamp type hitch is safe as long as it is installed properly and the usage and towing instructions of a reputable trailer agency are followed. Single clamp hitches are not acceptable.
(b) Trailer Towing Package Not Available. Required components available as separate options or dealer-installed accessories.
(c) 2.75:1 California only

Ford Granada and Mustang II

Granada . . . In A Class Of Its Own
 Ford's highly successful Granada is designed for the efficient use of space and to be easy on your pocketbook. Handling's excellent, even with a 2000-pound trailer. There's more inside than you'd believe possible for a car its size. There's interior room for five adults. The functional rear end design provides for a vacation-size trunk, large enough to hold eight assorted pieces of luggage. Visibility is excellent for enjoyable recreation travel. A body designed to help minimize road vibration and generous use of insulation give you an impressively smooth, quiet ride.

An independent front suspension works with a Hotchkiss-drive rear suspension for a smooth, controlled ride. A front stabilizer bar helps limit lean on turns. Standard steel-belted radial ply tires help provide road stability. Granada also offers 4-wheel power disc brakes. Choose six-cylinder or V-8.

Mustang II . . . Ford's Sweet Handling Sporty Little Personal Car
 It's a better idea in driving fun. And, it handles trailers up to 1000 pounds. Spirited good looks. Luxury you'd never expect in a car its size. An unusually smooth ride, due in part to special rear Iso-Clamp suspension and isolated sub-frame up front that help reduce road shock and vibration.

With the optional 4-way driver's seat, it has a driving position that's just right to keep you relaxed and comfortable on long hauls as well as short trips. Mustang II provides extra responsive performance and handling with the optional V-6 or V-8.

Front disc brakes, standard rack-and-pinion steering, staggered rear shocks and close-ratio gear box help give you a machine that handles with great snap and precision.

Fun to drive, comfortable to ride in as a passenger and built to last. That's Mustang II for 1977.



GRANADA—MUSTANG II	Light-Duty Lightweight Trailers Only	
MINIMUM RECOMMENDED EQUIPMENT	GRANADA	MUSTANG II
Maximum Tongue Load (lbs.)	200	100
Maximum Trailer Weight (lbs.)	2000	1000
Maximum Trailer Frontal Area (sq. ft.)	25	25
Trailer Hitch Type	Non-Equalizing (a)	Non-Equalizing (b)
Engine	250-1V — OPT.	2.8-Liter — OPT.*
Transmission	Cruise-O-Matic — OPT.	Cruise-O-Matic — OPT.
Steering	Manual — STD.	Manual — STD.
Brakes	Manual Disc — STD.	Power Disc
Rear Axle Ratio	2.47:1 — STD.	3.00:1 — STD.
Tires	ER78 x 14 — OPT.	B78 x 14 — STD.
Trailer Towing Package	(c)	(c)

* 2.8 Liter Standard Mach I
 (a) CAUTION — Bumper hitches are not recommended. However, a multi-clamp type hitch is safe as long as it is installed properly and the usage and towing instructions of a reputable trailer agency are followed. Single clamp hitches are not acceptable.
 (b) Bumper-mounted hitches not permitted.
 (c) Trailer Towing Packages are not available. Required components available as separate options or dealer-installed accessories.

Ford Maverick and Pinto

Maverick . . . Dependable Family Compact
 A tough, reliable performer. Low price. Low scheduled maintenance. Pulling power to tow trailers up to 2000 pounds, when you add optional automatic transmission to standard 200-CID six-cylinder engine. Or, get more power from the optional 250-“6” or 302 V-8. Power steering's available. And you can add the Luxury Decor Option for the kind of comfort you'd expect in more expensive cars.

Maverick is a family size car in both seating capacity and trunk space — both mighty important when you're making those long hauls.

Front disc brakes, Ford Lifeguard Design safety features and DuraSpark Ignition are all features that add to dependability and driving pleasure.

Pinto . . . Sporty Performance
 The nimble, sure-footed little Ford Pinto is a high-spirited, sporty handling, dependable car. Pinto can put a lot of pleasure into your recreation travel. Pinto can pull a trailer weighing up to 1000 pounds with recommended equipment, like standard 2.8-liter engine and optional Cruise-O-Matic transmission. Pinto handles precisely with rack-and-pinion steering and widedistance stability.

DuraSpark Ignition adds value and dependability and — new in '77 — is the dent-resistant front end that helps Pinto maintain its value. Front disc brakes and Ford Lifeguard Design safety features add to the reasons why this high-spirited car can be a trusted traveling companion.

The Pinto 3-door-Runabout has an optional glass third door for greater visibility. When the rear seat is down in the Runabout, there's over 29 cubic feet of cargo space on a five-foot load floor. With the seat up, the Pinto Runabout carries four people in comfort.

Choose from a wide selection of comfort and convenience options to make Pinto an even more enjoyable traveling companion.



MAVERICK—PINTO	Light-Duty Lightweight Trailers Only	
MINIMUM RECOMMENDED EQUIPMENT	MAVERICK	PINTO
Maximum Tongue Load (lbs.)	200	100
Maximum Trailer Weight (lbs.)	2000	1000
Maximum Trailer Frontal Area (sq. ft.)	25	25
Trailer Hitch Type	Non-Equalizing (a)	Non-Equalizing (b)
Engine	200-1V — STD.	2.8-Liter — OPT.
Transmission	Cruise-O-Matic — OPT.	Cruise-O-Matic — OPT.
Steering	Manual — STD.	Manual — STD.
Brakes	Manual Disc — STD.	Manual Disc — STD.
Rear Axle Ratio	2.79:1 — STD.	3.00:1 — STD.
Tires	C78 x 14 — STD.	B78 x 14 — OPT.
Trailer Towing Package	(c)	(c)

* 2.8 Liter Standard Mach I
 (a) CAUTION — Bumper hitches are not recommended. However, a multi-clamp type hitch is safe as long as it is installed properly and the usage and towing instructions of a reputable trailer agency are followed. Single clamp hitches are not acceptable.
 (b) Bumper-mounted hitches not permitted.
 (c) Trailer Towing Packages are not available. Required components available as separate options or dealer-installed accessories.

Ford F-Series Pickups

Ford pickups are built Ford tough, and they're great for trailering! Ford pickups and trailers go together like ham and eggs on a campstove. An F-350, for instance, with proper equipment, can tow trailers up to 10,000 pounds (9000 pounds with SuperCab). Either an F-250 or F-350 can be equipped with a fifth wheel hitch to tow these large trailers (up to 8500 pounds) that are growing in popularity.

All the essential heavy-duty components needed for towing with a Ford pickup are included in two convenient, easy-to-order packages.

Light-Duty Trailer Towing Package
For pulling trailers up to 2000 pounds:

- Extra Cooling Package
- Seven-Lead Wiring Harness
- Heavy-Duty Emergency Flasher
- Trailing Special Emblem
- Rear Step Bumper (Styleside Models). Except 155wb w/F-100 4 x 2 SuperCab

Heavy-Duty Trailer Towing Package
For pulling trailers from 2000 to 10,000 pounds:

- Extra Cooling Package (Super Cooling with F-150, F-250, F-350, 4x2 with 460 V-8)
- Seven-Lead Wiring Harness
- Heavy-Duty Emergency Flasher
- Heavy-Duty Transmission Oil Cooler (with automatic transmission)
- External Auxiliary Oil Cooler with Cruise-O-Matic
- Heavy-Duty Battery
- Heavy-Duty Alternator
- Swing-Out Recreation Mirrors
- Ammeter
- Oil Pressure Gauge
- Heavy-Duty Shock Absorbers
- Trailing Special Emblem



Ford SuperCab

SuperCab for super space . . . it offers extra space behind the front seat. Almost 5½ feet wide and 2 feet deep — 44 cubic feet of room for extra stowage or seating for up to three more people! That's extra room in a pickup for family or cargo.

Trailering's excellent, too — for trailers up to 9000 pounds or fifth-wheel trailers to 8500 pounds. Heavy-duty components for towing with a Ford SuperCab are in one of two Trailering Special Packages.

Light-Duty Trailer Towing Package
For pulling trailers up to 2000 pounds:

- Extra Cooling Package
- Seven-Lead Wiring Harness
- Heavy-Duty Emergency Flasher
- Trailing Special Emblem
- Rear Step Bumper (Styleside Models). Except 155wb w/F-100 4 x 2 SuperCab

Heavy-Duty Trailer Towing Package
For pulling trailers from 2000 to 9000 pounds:

- Extra Cooling Package (Super Cooling with F-150, F-250, F-350 4x2 with 460 V-8)
- Seven-Lead Wiring Harness
- Heavy-Duty Emergency Flasher
- Heavy-Duty Transmission Oil Cooler (with automatic transmission)
- Heavy-Duty Battery
- Heavy-Duty Alternator
- Swing-Out Recreation Mirrors
- Ammeter
- Oil Pressure Gauge
- Heavy-Duty Shock Absorbers
- Trailing Special Emblem
- External Auxiliary Oil Cooler with Cruise-O-Matic

F-100/150/250/350 REGULAR CAB & SUPERCAB MINIMUM OPTIONAL EQUIPMENT REQUIRED/RECOMMENDED FOR TRAILER TOWING							
F100/150/250	CONVENTIONAL TRAILERS					FIFTH WHEEL*	
	F-100-150 4 x 2		F-250 4 x 2 ¹			F-250 4 x 2	
Trailer Weight (lbs.)	Up to 2000	2000 - 6000	Up to 2000	2000 - 5000	5000 - 7,000 ¹¹	Up to 5000	5000 - 6500
Max. GCWR (lbs.) ²	—	11,000 ¹³	—	—	13,000 ⁷	—	12,500
Tongue Load	200 lbs. Max. ⁹	800 lbs. Max. ¹⁰	200 lbs. Max. ⁹	10 to 15% of Trailer Weight		App. 25% of Tr. Wt.	
Trailer Class	I	II, III & IV	I	II & III	IV	II, III	IV
Min. GVWR Pkg. Reg./SuperCab	4900/5200	5400/5650	—	—	7700/7500	—	7700/7500
Towing Pkg. Option	LD Pkg. ³	HD Pkg.	LD Pkg. ³	HD Pkg.	HD Pkg.	HD Pkg.	
Engine (Min. req'd.)	351 V-8	351 V-8	351 V-8	400 V-8	400 V-8	400 V-8	
Axle Ratio (Min. req'd)	—	3.25 to 1	—	3.54 to 1	3.54 to 1	3.54 to 1	
Transmission (Min. req'd)	Cruise-O-Matic						
Trailer Hitch	Non-Equalizing	Load-Equalizing ⁴	Non-Equalizing	Load-Equalizing ⁴	Load-Equalizing ⁴	Frame Mounted	
Recommended for High Ambient Temperatures	—	Super Cooling Package ⁵	Super Cooling Package ⁵				

F350	CONVENTIONAL TRAILERS F-350 140" W.B. Styleside Pickup*			FIFTH WHEEL F-350 140" W.B. Camper Special & Styleside Pickup
Trailer Weight (lbs.)	Up to 2000	2000 - 5000	5000 - 10,000 ¹²	Up to 8500
Max. GCWR (lbs.) ²	—	—	15,000 w/400 V-8; 18,500 w/460 V-8. ⁸	15,000
Tongue Load	200 lbs. Max. ⁹	10 to 15% of Trailer Weight		Approx. 25% of Trailer Weight
Class	I	II & III	IV	II, III & IV
Min. GVWR Pkg.	—	—	—	—
Towing Pkg.	LD Pkg. ³	HD Pkg.	HD Pkg.	HD Pkg.
Engine (Min. req'd.)	—	400 V-8	400 V-8	400 V-8
Axle Ratio (Min. req'd.)	—	4.10 to 1	4.10 to 1	4.10 to 1
Transmission (Min. req'd.)	Cruise-O-Matic			
Trailer Hitch	Non-Equalizing	Load-Equalizing ⁴		Frame Mounted
Recommended for High Ambient Temperatures	—	Super Cooling Package ⁵		

¹ Camper Package with Cruise-O-Matic and external auxiliary oil cooler may be used in lieu of trailer towing package providing a conventional load carrying or equalizing-type trailer hitch is used (no extended hitches). ² GCWR equals combined weight of towing vehicle including passengers and cargo plus the weight of the trailer. GCWR and both the front and rear GAWR's must not be exceeded. ³ Heavy Duty Trailer Towing Package recommended for towing trailers having more than 25 square feet frontal area. ⁴ Hitch sway control recommended for trailers over 3500 lbs. ⁵ Incl. w/Heavy Duty Towing Package w/F-150/250/350 4 x 2 & 460 V-8. ⁶ F-350 Camper Special and F-350 140" w.b. Styleside Pickup or F-350 SuperCab with Cruise-O-Matic and external oil cooler may be used in lieu of trailer towing package providing a conventional load carrying or equalizing-type trailer hitch is used (no extended hitches). ⁷ 14,100 on SuperCab. ⁸ 18,000 on SuperCab. ⁹ 10 to 15% of trailer weight, 200 lbs. max. ¹⁰ 10 to 15% of trailer weight, 800 lbs. max. ¹¹ 8000 on SuperCab. ¹² 9000 on SuperCab. ¹³ Regular cab only. * N.A. w/139" w.b. SuperCab.

CREW CAB — F-250 W/150.3" WB (STYLESIDE ONLY) — MINIMUM OPTIONAL EQUIPMENT REQUIRED/RECOMMENDED FOR TRAILER TOWING			
	CONVENTIONAL TRAILERS		
Trailer Weight (lbs.)	Up to 2000	2000 - 5000	5000 - 7000
Max. GCWR (lbs.) (b)	—	—	13000
Tongue Load	200 lbs. Max. (e)	10% to 15% of Trailer Weight	
Trailer Class	I	II & III	IV
Min. GVWR Package	—		7700
Towing Package Option	L.D. Pkg. (a)	H.D. Pkg.	
Engine (Min. Required)	351 V-8	400 V-8	
Axle Ratio (Min. Required)	3.54 to 1		
Transmission (Min. Required)	Cruise-O-Matic		
Trailer Hitch	Non-Equalizing	Load-Equalizing (c)	Load-Equalizing (c)
Recommended Options for Extended Operation in High Temperatures	—	Super-Cooling Package (d)	

(a) H.D. Trailer Towing Package recommended for towing trailers having more than 25 square feet of frontal area. (b) GCWR equals combined weight of towing vehicle including passengers and cargo plus the weight of the trailer. GCWR and both the front and rear GAWR's must not be exceeded. (c) Hitch-sway control recommended for trailers over 3500 lb. (d) Incl. w/H.D. Towing Package w/F-250 4 x 2 & 460 V-8. (e) 10% to 15% of trailer weight, 200 lbs. max.

Ford Econoline Van

Econoline Vans are among the most popular vehicles on today's recreation scene. For good reason. They are double duty units that can, for example, work five days a week and play two.

Ford Econoline's exclusive body-on-frame construction provides total strength and long service life. Exclusive Twin I-Beam front suspension eases you over the bumps and helps give you Econoline's exceptionally smooth, comfortable ride.

Big side and rear doors are four feet wide, or more! Maximum cargo volume is 257 cubic feet for 124-inch wheelbase models, 302 cubic feet for units on 138-inch wheelbase. Carries more than two tons of family, luggage, and recreation gear — everything including the kitchen sink — in an E-350 Econoline Van!

Ford Econolines are excellent towing vehicles besides being able to carry big cargos. They can tow greater loads than conventional automobiles or station wagons. Gross combination weight ratings are high, and three trailer towing packages provide the heavy-duty components necessary for Econoline Vans to pull trailers in the light, medium, heavy, and extra-heavy classes.

Dozens of popular options — including air conditioning, AM/FM stereo radio with tape player, speed control, power steering, and auxiliary fuel tank — can help you make your Econoline almost anything you want it to be for recreation.

Light-Duty Trailer Towing Package
This trailering package, for towing Class I trailers (under 2000 pounds gross trailer weight).

- Extra Cooling Package
- Wiring Harness
- Heavy-Duty Emergency Flasher
- Trailer Special Emblem
- One Relay
- Variable Load Turn Signal Flasher

Heavy-Duty Trailer Towing Package
For towing Class II, III, and IV trailers, this package permits trailers to 6000 pounds.

- Extra Cooling Package
- Wiring Harness
- One Relay
- Heavy-Duty Emergency Flasher
- Heavy-Duty Alternator
- Heavy-Duty Battery
- External Transmission Oil Cooler (with automatic transmission)
- Dual Electric Horns
- Oil Gauge
- Ammeter
- Heavy-Duty Shock Absorbers
- Trailer Special Emblem
- Variable Load Turn Signal Flasher

Extra-Heavy-Duty Trailer Towing Package
For towing heavy Class IV trailers (up to 10,000 pounds), this package allows gross combination weights to 17,500 pounds. It includes all of the items in the Heavy-Duty Trailer Towing Package plus heavier front springs with increased capacity.



MINIMUM OPTIONAL EQUIPMENT RECOMMENDATIONS AND/OR REQUIREMENTS		
Model	E-100 VAN	
	124 & 138	124 & 138
Wheelbase	124 & 138	124 & 138
Trailer Weight (lbs.)	Up to 2000	2000 - 5000
GCWR (max.) ²	—	10,000
Tongue Load	200 lbs. max.*	10-15% of Trailer Weight
Trailer Class	I	II, III
Towing Package	Light Duty	Heavy Duty
Engine (Min. req'd)	300	351
Axle Ratio (Min. req'd)	3.25 ³	3.25
Transmission (Min. req'd)	Cruise-O-Matic	Cruise-O-Matic
Trailer Hitch	Non-Equalizing	Load-Equalizing ¹

Model	E-150 VAN	
	124 & 138	124 & 138
Wheelbase	124 & 138	124 & 138
Trailer Weight (lbs.)	Up to 2000	2000 - 5000
GCWR (max.) ²	—	10,000
Tongue Load	200 lbs. Max.*	10-15% of Trailer Weight
Trailer Class	I	II, III
Towing Package	Light Duty	Heavy Duty
Engine (Min. req'd)	300	351
Axle Ratio (Min. req'd)	3.25 ³	3.25
Transmission (Min. req'd)	Cruise-O-Matic	Cruise-O-Matic
Trailer Hitch	Non-Equalizing	Load-Equalizing ¹

Model	E-250 VAN		
	138	138	138
Wheelbase	138	138	138
Trailer Weight (lbs.)	Up to 2000	2000 - 6000	6000 - 8000
GCWR (max.) ²	—	—	—
Tongue Load	200 lbs. max.*	10-15% of Trailer Weight	
Trailer Class	I	II, III, IV	IV
Towing Package	Light Duty	Heavy Duty	Extra Heavy Duty
Engine (Min. req'd)	351 ⁴	460	460
Axle Ratio (Min. req'd)	3.31	3.31	3.73
Transmission (Min. req'd)	Cruise-O-Matic	Cruise-O-Matic	Cruise-O-Matic
Trailer Hitch	Non-Equalizing	Load-Equalizing ¹	

Model	E-350 VAN		
	138	138	138
Wheelbase	138	138	138
Trailer Weight (lbs.)	Up to 2000	2000 - 6000	6000 - 10,000
GCWR (max.) ²	—	—	17,500
Tongue Load	200 lbs. max.*	10-15% of Trailer Weight	
Trailer Class	I	II, III, IV	IV
Towing Package	Light Duty	Heavy Duty	Extra Heavy Duty
Engine (Min. req'd)	460	460	460
Axle Ratio (Min. req'd)	3.73	3.73	4.10
Transmission (Min. req'd)	Cruise-O-Matic	Cruise-O-Matic	Cruise-O-Matic
Trailer Hitch	Non-Equalizing	Load-Equalizing ¹	

¹ Hitch — sway control recommended for trailers over 2000 lbs.
² GCWR equals combined weight of towing vehicle including passengers and cargo plus the weight of the trailer. GCWR and both the front and rear GAWR's must not be exceeded.
³ Std. axle ratio used when 351 V-8 is ordered.
⁴ 460 CID V-8 required with E-250 8300-lb. GVWR Van only.
* 10% to 15% of trailer weight, 200 lbs. maximum.

Ford Club Wagon

If you have a large family — or you intend to carry a large number of people — or you just like a roomier-than-usual Wagon — try the Ford Club Wagon on for size! Ford Club Wagon — with room for carrying five, or eight, or 12 people, or it can carry a mountain of cargo. A 12-passenger model, for example, handles up to 2890 pounds of recreation travelers and their gear. Its engine forward design helps provide easy entry and exit plus interior "walk-around" room.

Like the Econoline Van, a Club Wagon is built with rugged, body-on-frame construction. Twin I-Beam front suspension uses two forged steel I-Beams and coil springs — each front wheel absorbs road shock independently of the other — for excellent ride, excellent handling, and excellent down-the-road stability. For easy servicing, 28 under-hood checks can be made through Club Wagons' Outside Service Center.

Options, for your pleasure, are car-like in kind and variety, as you'd expect. Think about swiveling Captain's Chairs, power steering, AM/FM stereo, speed control, air conditioning, auxiliary fuel tank, and a lot more.

Passenger-car ride, comfort, and convenience — truck toughness and durability.

Club Wagon hitches up and moves out with heavier loads than any regular car or station wagon — trailers weighing up to 8000 pounds, depending on model and equipment. There are three trailer towing packages to give you the heavy-duty equipment you need for your kind of RV travel.

Light-Duty Trailer Towing Package

For pulling Class I trailers (under 2000 pounds gross trailer weight).

- Extra Cooling Package
- Wiring Harness
- Heavy-Duty Emergency Flasher
- One Relay
- Trailer Special Emblem
- Variable Load Turn Signal Flasher

Heavy-Duty Trailer Towing Package

This trailering package, for towing Class II, III, and IV trailers, allows trailers up to 6,000 pounds.

- Extra Cooling Package
- Wiring Harness
- Heavy-Duty Emergency Flasher
- One Relay
- Heavy-Duty Alternator
- Heavy-Duty Battery
- External Transmission Oil Cooler (with automatic transmission)
- Heavy-Duty Suspension (E-250 Club Wagon)
- Dual Electric Horns
- Oil Gauge
- Ammeter
- Heavy-Duty Shock Absorbers
- Trailer Special Emblem
- Variable Load Turn Signal Flasher

Extra-Heavy-Duty Trailer Towing Package

For towing heavy Class IV trailers (up to 8000 pounds), this package permits gross combination weights to 16,500 pounds. It includes all of the items in the Heavy-Duty Trailer Towing Package plus heavier front springs with increased capacity.



MINIMUM OPTIONAL EQUIPMENT RECOMMENDATIONS AND/OR REQUIREMENTS		
Model	E-100 CLUB WAGON	
	5 & 8	5 & 8
Passengers	124	124
Wheelbase	Up to 2000	2000 - 5000
Trailer Weight (lbs.)	—	10000
GCWR (max.) ²	200 lbs. Max. ⁵	10-15% of Trailer Weight
Tongue Load	I	II, III
Trailer Class	Light Duty	Heavy Duty
Towing Package	300	351
Engine (Min. req'd)	3.25 ⁴	3.25
Axle Ratio (Min. req'd)	Cruise-O-Matic	Cruise-O-Matic
Transmission (Min. req'd)	Non-Equalizing	Load Equalizing ¹
Trailer Hitch		

Model	E-150 CLUB WAGON	
	5 & 8	5 & 8
Passengers	124 & 138	124 & 138
Wheelbase	Up to 2000	2000 - 5000
Trailer Weight (lbs.)	—	10000
GCWR (max.) ²	200 lbs. Max. ⁵	10-15% of Trailer Weight
Tongue Load	I	II, III
Trailer Class	Light Duty	Heavy Duty
Towing Package	300	351
Engine (Min. req'd)	3.25 ⁴	3.25
Axle Ratio (Min. req'd)	Cruise-O-Matic	Cruise-O-Matic
Transmission (Min. req'd)	Non-Equalizing	Load Equalizing ¹
Trailer Hitch		

Model	E-250 CLUB WAGON		
	5, 8, 12	5, 8, 12	5, 8, 12
Passengers	138	138	138
Wheelbase	Up to 2000	2000 - 6000	6000 - 8000
Trailer Weight (lbs.)	—	—	16500
GCWR (max.) ²	200 lbs. Max. ⁵	10-15% of Trailer Weight	
Tongue Load	I	II, III, IV	IV
Trailer Class	Light Duty	Heavy Duty	Extra Heavy Duty
Towing Package	351 ³	460	460
Engine (Min. req'd)	3.31	3.31	3.73
Axle Ratio (Min. req'd)	Cruise-O-Matic	Cruise-O-Matic	Cruise-O-Matic
Transmission (Min. req'd)	Non-Equalizing	Load Equalizing ¹	
Trailer Hitch			

¹ Hitch — Sway Control Recommended for Trailers over 2000 lbs.

² GCWR equals combined weight of towing vehicle including passengers and cargo plus the weight of the trailer. GCWR and both the front and rear GAWR's must not be exceeded.

³ 460 CID Engine Required with E-250 8 & 12 Passenger Club Wagons Equipped with Optional H.D. Suspension Package.

⁴ Std. Axle Ratio is used with 351 engine ordered.

⁵ 10-15% of trailer weight — 200 pounds maximum.

Self-contained Units Are Also Very Popular

Having a self-contained recreational vehicle is like having a second home in the country. But, you can change the scenery any time you like. Just pile in and go!

"Self-containment" means you carry such things as your own electrical and water systems and a stove, refrigerator, toilet, and shower. And, you can relax with such conveniences as thermostatically controlled temperature, and even stereo sound.

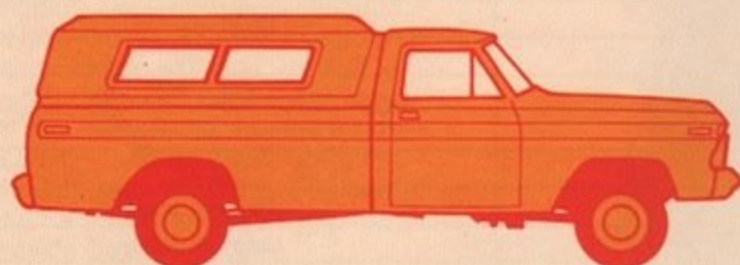
Whichever kind of self-contained unit appeals to you, chances are you will look it over carefully before you buy. If it is going to be your second home you will undoubtedly

check it out thoroughly. You will want to make sure there's enough difference between the gross vehicle weight rating and curb weight to allow for filling your tank with water (water weighs 8.34 pounds per gallon!), for the weight of your family, and for each of them to take along 100 pounds or so of personal gear.

And check for good use of space. Interior layouts vary considerably. Check and double-check that the layout will suit you and your family. In tight quarters, every inch is important, especially when they're the inches you will be vacationing in!



There Is A Variety Of Configurations ...



PICKUP BOX COVER. Slip a cover over a pickup box and — Presto! — you've got an RV rig. And, it could be just what you need in the way of enclosed and covered space. The cover fits snugly over the pickup cargo area providing shelter and protection for your personal gear and tools when you're at home. (More on Ford's pickup box cover on page 34.)



VAN CAMPERS. Van campers are becoming increasingly popular as RV's because they offer generous interior room and an opportunity for the van owner to tailor the living quarters to his own life style. A van camper is a compact van (such as Ford Econoline) modified to include equipment like stove, table, beds, etc. There are structural extras too — like a permanently fixed or manually operated expandable roof to enlarge the living area and provide stand-up space. Prices of van campers range from as little as \$700 to \$8000 or more (not including the van) depending upon the extent of the conversion and the amount of self-containment.



SLIDE-IN CAMPERS. Slide-in campers can change your pickup from truck or second car to camper in a matter of minutes. Generally, slide-ins have a cab-over section that contains the main sleeping area. Slide-in campers range from 6 to 11 feet in length and cost from about \$1000 to over \$5000.

Telescoping campers, which you raise at your campsite and lower when you travel, run from about \$1500 to more than \$3500.



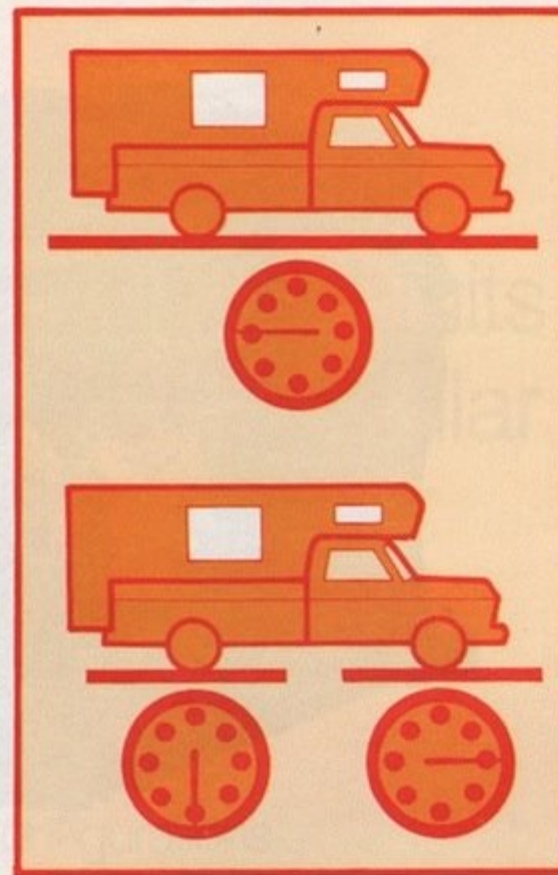
MINI-MOTORHOMES. A great many people feel that the ideal vacation spot is behind the wheel of their own mini-motorhome with its pleasant accommodations and motorhome conveniences. Mini-motorhomes offer most of the living features of the larger, more expensive motorhomes, but at much lower cost. They're more spacious than van campers. Mini-motorhome prices run from \$2950 to \$8000 or more (not including the chassis) depending upon furnishings.



CHASSIS-MOUNTED CAMPERS. Chassis-mounted campers have more living and storage space than a slide-in camper. These recreational vehicles are like a mini-motorhome with self containment. Often, pickup and camper are modified to provide a walk-through passage between the camper and truck's cab for mini-motorhome effect. (Please note: Truck body installations and modifications are the body manufacturer's responsibility. Owners should assure themselves of the load and handling capabilities of their vehicle when selecting a camper or contemplating custom add-ons or modifications.)

... And a variety of 1977 Ford vehicles to meet your recreational needs.

Estimate Your Rec Vehicle's Weight



All recreational vehicle owners should watch their rig's weight. (See page 8.) Overloaded units can cause handling problems and excessive weight can damage a vehicle's structural and power train components.

The idea is to weigh your loaded vehicle on a scale. Use one such as you'll find at a trucking company to weigh your entire unit.

If you can't find a scale just when you need it (look in the Yellow Pages), the chart and the information below will help you figure the amount of weight your rec vehicle is carrying.

WEIGHT ESTIMATOR'S WORKSHEET

Use this worksheet to estimate the weight of your recreational vehicle. Fill in the weights — for everything you can think of — then add the starred items to determine gross trailer weight; add all the items to estimate the gross vehicle weight of any other rec vehicle (slide-in camper, mini-motorhome, chassis-mounted camper, etc.).

- | | |
|--|--|
| *1. Curb Weight of the Vehicle _____
(Pickup, trailer, etc.) | *6. Clothing _____
(Fifty pounds per person is a reasonable estimate.) |
| 2. Body Weight, Dry _____
(Camper, pickup shell, etc.) | *7. Food and Beverages _____ |
| *3. Weight of Supplies _____
(Water, bottled gas, ice, etc.) | *8. Miscellaneous _____
(Check and double-check your list. Be sure you've included everything!) |
| *4. Household Equipment _____
(Bedding, towels, cooking utensils, dishes, hoses, power cords, tools, flashlights, etc.) | 9. Yourself and Your Family _____ |
| *5. Personal Equipment _____
(Sporting equipment, boat, motor, bike, rifles, bow and arrows, toys, games, etc.) | 10. TOTAL _____
(Gross Vehicle Weight. Or, numbers 1 and 3-8: Gross Trailer Weight.) |

*Do NOT exceed your vehicle's Gross Vehicle Weight Rating! Or your trailer's Gross Trailer Weight Rating!

Some Common Weights

While the following weights are only approximate, they will help you estimate the load you take along in your recreational vehicle.

	Approx. Weight-lbs.
Sleeping Bag	5
Tableware for Eight	5
Electric Coffee Pot	4
First Aid Kit	2
10 x 14 foot Tent	55
Portable Toilet	18
Camp Lantern	6
18 Piece Cookware Set	7

Toaster	4	Camper Intercom Set	5
Air Mattress	6	Fire Extinguisher	3
5 Gallon Polyethylene Jug	6	Plastic Car Top Luggage Carrier	42
47.4 Sq. Ft. Tarp	6	Pillow	1
76 Quart Ice Chest	38	Bath Towel	1
Propane Heater	6	Sheet & Pillowcase	2
Adult's Flotation Vests (type I)	3	Thermal Blankets	2
Children's Flotation Vests (type I)	2	12-inch TV	20
Fisherman's Cushion	2	Plastic Dinnerware Service — 8	13
Air Pump	3	4-Quart Crockery Cooker	10
Boat Loader, Bar & Dolly	33	25 Ft. Extension Cord	4
5 Hp. Outboard Motor	36	Flares	5
Tools: Hammer, Hatchet, Pliers, 6-piece Open-end Wrench Set, 4-piece Screw Driver Set, Hand Saw	9		



Ford F-100 and F-150

"It's a truck!" "It's a car!" It's a pickup ... with smart styling and multiple uses. As a cargo carrier it's a hard-working, muscular vehicle and as a second car, a Ford pickup can be luxuriously equipped so it is even easier and more comfortable to drive.

Both F-100 and F-150 pickups are money-makers for people who use them in business. But more and more people are discovering that extra, built-in durability features, ample payloads, and luxurious trims make these pickups ideal for recreation use.

Pile in and head for the boondocks ... your favorite trout stream or hunting area ... take along your trail bikes or snowmobiles ... you've got rugged transportation with an F-100 or an F-150.

Slip a box cover on an F-100 or F-150, and curl up, comfortable, dry and sheltered for the night. The box provides protection for your recreation gear, too. Or there are tents available that fit either the F-100 or F-150 pickup bed. They open up into roomy, comfortable quarters at the campsite, fold down quickly and compactly for travel.

And you can easily take an F-100 or F-150 trailering. With the proper equipment, they'll pull trailers up to 6000 pounds. (See page 14 for trailer towing recommendations.)

Choose either of Ford's peppy half-ton pick-ups — F-100 or F-150. The F-150 is a heavier-duty model that combines the riding comfort of the F-100 with almost the payload of an F-250. Both pickups are available in Regular or SuperCab models. The long wheelbase of these models spaces out the road bumps for a smooth ride and the wide tread assures good stability. The F-150 can run on leaded or unleaded gasoline. There's plenty of optional equipment available, too, to add to your recreation enjoyment — Fingertip Speed Control, air conditioning, extra fuel tank, and so on.

F-100, F-150					
Series	W.B.	Box Length	Engine	Max. GVWR	Payload Capacity*
F-100 Reg. Cab	117"	6.75'	300 Six (STD.)	5250-lbs.	1655-lbs.*
			302 V-8		
			351 V-8		
			400 V-8		
F-150 Reg. Cab	133"	8'	300 Six (STD.)	6150-lbs.	2450-lbs.*
			351 V-8		
			400 V-8		
			460 V-8		

* Load rating represents maximum allowable weight of people, cargo and body equipment and is reduced by optional equipment weight.

Ford F-250

An F-250 is a prime example of the hard-working, hard-playing pickups built Ford tough! You get toughness in this ¾-tonner from a cab and body built strong, with double-wall construction from hood to tailgate. Every Ford Styleside pickup has over 350 square feet of pre-coated steel. Special vinyl sealers and aluminized spray-ons are also designed to keep Ford pickups looking young. Protected further by new front and rear fender liners.

There's toughness and reliability from two new optional mid-range engines — Ford's 351 2V and 400 2V V-8s. Power, for the heaviest rec vehicle loads, comes from the pickup's husky optional 460 4V V-8.

The F-250 pickup can change personalities to fit the role you want it to play. Business or recreation . . . it's at home either way. It will carry a camper through the bush country or over a freeway with ease just as it can be depended upon for reliable, business use.

The F-250 is an ideal vehicle to carry your camper. It has a range of GVWR Ratings — up to 7900 pounds — and payload capacities to 3740 pounds, over a ton and a half! Its 133-inch wheelbase provides excellent weight distribution for today's popular slide-in campers.

For more muscle, order your F-250 with a Camper Special Package and you equip it with all of the heavy-duty components you need for carrying fully-equipped campers up to 11 feet long. (See page 30 for complete Camper Special Package description.) The Package's heavy-duty contents provide your pickup with even more flexibility even if you don't plan to use it for recreation! For example, the extra cooling package with larger radiator provides efficient engine cooling at high speeds and in heavy traffic. Other heavy-duty components equally add to the pickups performance capabilities.

Put Ford's F-250 under your camper and you've an ideal recreation vehicle that's rugged, smartly-styled and provides amazing comfort and convenience.



F-250					
Series	W.B.	Box Length	Engine	Max. GVWR	Payload Capacity ²
F-250 Reg. Cab	133"	8'	300 Six (STD.) 351 V-8 400 V-8 460 V-8	7900 lbs. ¹	3740 lbs. ²

¹ 7700 lbs. Max. GVWR w/300 Six Engine; 7900 lbs. requires V-8 engine and optional transmission.
² Load rating represents maximum allowable weight of people, cargo and body equipment and is reduced by optional equipment weight.

Ford F-350 Camper Special

It's a great feeling to know you've got real carrying power when you're carrying a heavy 11-12 foot self-contained camper. With the extra-tough Ford F-350 Camper Special you know you're going to get there and back easily and comfortably. The F-350 Camper Special is available with GVWR Ratings to 9900 pounds. And, it's designed specifically for hauling those heavier campers.

Good roadability and handling result in part from the extra-long, 140-inch wheelbase which distributes more of the camper's weight ahead of the rear axle. It has a heavy-duty frame with extra-deep side rails for strength and load-carrying ability.

Ford's efficient 351-CID V-8 is standard and includes an extra-cooling radiator. Two more powerful engines — the 400-CID V-8 and 460 V-8 — are available if your recreational needs require greater performance capability.

Big 12.00 x 16.5 E "Super Single" rear tires are part of the 9900-pound GVWR package and offer significant advantages in ride, handling, stability, traction on pavement and in "flotation" — the ability to stay on top of soft surfaces, like sand.

These other *standard* features help make this pickup so super for recreation use:

- 8300-pound GVWR Rating (8900- and 9900-pound ratings are optional)
- Handsome Styleside body with 8-foot box
- Cruise-O-Matic transmission
- Power disc front brakes
- Power drum rear brakes
- Heavy-Duty front and rear shock absorbers
- Unique, concealed, side spare tire compartment
- Heavy Duty frame

These Camper Special Package items are also standard:

- Front and rear stabilizer bars
- Heavy-Duty battery
- Heavy-Duty alternator
- Oil pressure gauge
- Ammeter
- Extra cooling package
- Heavy-duty transmission oil cooler
- Camper wiring harness
- Dual electric horns
- Swing-out recreation mirrors
- Camper Special emblem



F-350					
Series	W.B.	Box Length	Engine	Max. GVWR	Payload Capacity*
F-350 Camper Special	140"	8'	351 V-8 (STD.) 400 V-8 460 V-8	9900 lbs.	5270 lbs.*

* Load rating represents maximum allowable weight of people, cargo and body equipment and is reduced by optional equipment weight.

Ford F-350 Chassis-Cab

If you need room, consider a chassis-mounted camper unit. These are the roomiest of the campers for conventional pickups . . . room for as many as eight people. The camper body attaches permanently to the frame of a chassis-cab model. (Please note: Truck body installation and modification are the responsibility of the body manufacturer. You should be sure of the load and handling capabilities of the carrying vehicle when you select a camper or contemplate custom add-ons or other modifications.)

Chassis-mounted campers are more expensive than slide-ins, but they offer more advantages, too, in more interior room plus they present a lower center of gravity for good road stability — and because a chassis-mounted camper is attached to the carrying vehicle's frame, the body can be as wide as 96 inches — a great contribution to interior spaciousness.

Ford F-350 chassis-cab models are well-suited for chassis-mounted campers, and are available on two wheelbases. The 137-inch wheelbase models will take chassis-mounts up to 12 feet long. The longer, 161-inch wheelbase F-350s, with dual rear wheels, have GVWR Ratings to 10,000 / 10,250 pounds, and can accommodate chassis-mounted camper bodies up to 14 feet in length.

F-350 chassis-cabs come in two-door and four-door models. A host of options is available to add almost any degree of comfort, convenience, and luxury you please.

In the table below, you will find the minimum equipment required for mounting a camper body on either single- or dual-rear-wheel F-350 chassis-cabs. The equipment indicated does not necessarily represent all that is available for the heaviest applications.



F-350 CHASSIS-CAB WITH CAMPER SPECIAL PACKAGE*						
Rear Wheels	Single		Dual			
GVWR Rating (lbs.)	8000	8200	9500		10,000 / 10,250	
Wheelbase (in.)	137"	161"	137"	161"	137"	161"
Max. Camper Body Length (for reference only)	11 ft.	12 ft.	12 ft.	14 ft.	12 ft.	14 ft.
Engine (minimum)	351V-8	351V-8	351V-8	351V-8	351V-8	351V-8
Transmission	Cruise-O-Matic or 4 Speed					
Tires (a)						
Tubeless, front/rear	8.75x16.5 E/E(b)		8.00x16.5 D/D		8.00x16.5 D/E	
Tube-type, front/rear	7.50x16 C/E		7.50x16 C/C		7.50x16 C/D	
Recommended Axle Ratios:	3.73					
w/8.00x16.5 & 8.75x16.5 tires	4.10 (3.73 w/400/460 Eng.)					
w/9.50x16.5 & 7.50x16 tires						

(a) If spare tire is ordered, rear tire size should be ordered. (b) 9.50 x 16.5 D recommended. * Super Cooling Package recommended for high ambient temperatures.

Ford SuperCab And Crew Cab

SuperCab . . . Two-Door Pickup with Optional Back Seat

An optional full back seat in a two-door pickup . . . room for your mother-in-law and a couple of other people. The extra space behind the front seat (about 5½' wide, 2' deep) provides 44 cubic feet of extra room for stowage if you decide to leave your mother-in-law and her friends home.

SuperCab GVWRs range up to 9250 pounds — for carrying campers as long as 11 feet. Chassis-cab models; slide-ins slip neatly into SuperCab models with an 8-foot Styleside pickup box. A Camper Special Package (see page 30) is recommended for SuperCabs used to carry campers.

Two-door Ford SuperCab pickups can be equipped with Custom, Ranger, or Ranger XLT luxury interior trim. Large, 15" x 15" rear side windows are standard. Flip open windows are optional. When you select a SuperCab, you can increase your recreation pleasure with any number of recreation-oriented options. (See pages 34 and 35.)

Four-Door Crew Cabs

Full-width rear seat takes three with ease — and those passengers enter and exit through their own doors. A cab with full-size rear seat!

Crew Cabs can be trimmed and equipped as the other Ford pickups can be, with only minor exceptions. Tailor your Crew Cab to your own tastes and needs for more enjoyable and pleasant vacation travel.

Crew Cabs can be used for carrying a hefty amount of cargo, as a foundation for campers, and for trailer towing.

Caution: Watch the length restrictions of some states, especially with a fifth-wheel trailer. While most states allow total lengths of 55 feet, some limit length to 50 feet.



SUPERCAB					
Series	W.B.	Length	Box Length	Engine	Max. GVWR
F-100	138.8"	217.3"	6.75'	300 Six (std.)	5500 lbs.
				351 V-8	
	155"	233.5"	8'	400 V-8	5650 lbs.
F-150	138.8"	217.3"	6.75'	300 Six (std.)	6050 lbs.
				351 V-8	
	155"	233.5"	8'	400 V-8	6400 lbs.
F-250	138.8"	217.3"	6.75'	460 V-8	
				300 Six (std.)	7800 lbs. ¹
	155"	233.5"	8'	351 V-8	8100 lbs. ²
F-350				400 V-8	
	155"	233.5"	8'	460 V-8	9250 lbs.
				351 V-8 (std.)	

¹ 7600 lbs. Max. GVWR w/300 Six engine. 7800 GVWR requires V-8 engine and optional transmission. ² 7500 lbs. Max. GVWR w/300 Six engine. 8100 GVWR requires V-8 engine and optional transmission.

CREWCAB					
Series	W.B.	Length	Box Length	Engine (std.)	Max. GVWR
F-250	150.3"	228.3"	6.75'	300 Six	7,700 lbs.
F-350	166.5"	244.5"	8'	300 Six	10,000 lbs.

Fords For Off-Road Recreation

You can get off the road and into the bush . . . explore and discover with Ford F-150, and F-250 pickups and the versatile little Bronco. You don't have to stay on main-travelled roads — where everybody else is. You can get back where there's just you . . . and nature . . . and your go-anywhere Ford vehicle. Set the trailer up as your base camp and go 'way back in with a 4 x 4 by Ford!

Ford Bronco

Ford Bronco was designed from the ground up as a 4 x 4. It's an original. A breed of its own. And when you say "go" it goes . . . almost anywhere you want it to anytime. Off-road or in the city. Body-on-frame construction means it can take almost any kind of punishment and come back for more. Quick response, easy handling and high ground clearance, with four-wheel drive traction make a road out of the roughest terrain.

DuraSpark ignition is standard equipment.

If it were only practical, every family should have a pair of Broncos. Because Bronco is not only great as a recreational vehicle but it is great for those everyday family chores. It has been breaking trail through the woods for a long time but people are discovering just how convenient it can be to run a family's errands in an easy-to-drive, easy-to-park Bronco. Visibility's terrific, too — and what car can you put a snowplow on!

Equip your Bronco with free-running hubs to reduce drag and minimize wear and it will do even more for you. When you team optional Cruise-O-Matic automatic transmission with the standard 302 CID V-8 engine, you have a choice of automatic or manual shifting for added control in off-road driving. Power steering is available for quick response and easy handling even in the roughest back country. An optional swing-away spare tire carrier puts the spare outside the rear compartment. It swings aside easily for opening the tailgate and liftgate, and gives you more room inside for stowage.

Two optional trim packages and a special decor group let you add to Bronco's standard luxury, comfort, and convenience.

Great for driving around town! Great for recreation! Bronco can be equipped to tow Class I trailers (up to 2000 pounds), so it's also ideal for tent trailering; hauling snowmobiles, motorcycles, or trailbikes or for towing a boat.



BRONCO TRAILER TOWING RECOMMENDATIONS	
Trailer Class (SAE)	Class 1 (a)
Trailer Weight (lbs.)	Up to 2000 (b)
Tongue Load (lbs.)	10-15% of Gross Trailer Weight (Max. 200 lbs.)
Hitch Type	Non-Equalizing
GVWR Package	4900 lbs.
Engine	302 V-8 (Std.)
Steering	Power
Tires	G78-15D or equivalent
Transmission	Cruise-O-Matic
Other Equipment	Extra cooling radiator

(a) for trailers of not more than 25 sq. ft. frontal area.
(b) Maximum GCWR (Gross Combined Weight Rating) not to exceed 7000 lbs. GCWR equals combined weight of towing vehicle, including passengers and cargo plus the weight of the trailer. The GCWR and both the front and rear GAWR's must not be exceeded.



Ford 4 x 4 Pickups

When you want to go — and take a lot with you — there are no better vehicles than Ford F-Series pickups with four-wheel drive. They've got all the advantages of the very tough half-ton and three-quarter-ton pickups plus the versatility of go-everywhere four-wheel drive.

Axles for Ford 4 x 4s are based on a full-floating design — no weight or side thrust goes on the axle itself.

For smooth ride and easy handling the F-150 4 x 4 has a Mono-Beam front driving axle, that borrowed its smoothness from the

coil-spring-and-radius-arm idea of the standard pickups' Twin I-Beam front suspension. Soft-riding front coil springs are a Ford exclusive in half-ton 4 x 4s.

There's a new Ford F-250 4 x 4 pickup for 1977 1/2. The Ford F-250 4 x 4 pickup has been redesigned and engineered with a 2" lower profile but with the same ground clearance as the previous model. In addition, there is improved transfer case center ground clearance for even better off-road performance. The result is easier entrance and exit . . . and a lower cargo lift-over height

REGULAR CAB TRAILER TOWING MINIMUM OPTIONAL EQUIPMENT RECOMMENDED OR REQUIRED					
	F-150 4x4		CONVENTIONAL 1977 1/2 F-250 4x4 ¹		
	Up to 2000	2000-6000	Up to 2000	2000-5000	5000-7000
Trailer Weight (lb.)	Up to 2000	2000-6000	Up to 2000	2000-5000	5000-7000
Max. GCWR (lbs.) ²	—	11,000	—	—	13,000
Tongue Load	10 to 15% of Trlr. Wt. 200 lbs. Max.	10 to 15% of Trlr. Wt. 800 lbs. Max.	10 to 15% of Trlr. Wt. 200 lbs. Max.	10 to 15% of Trailer Weight	
Trailer Class	I	II, III & IV	I	II & III	IV
Min. GVWR Pkg.	Std.	Std.	—	—	8100
Towing Pkg. Option	LD Pkg. ³	HD Pkg.	LD Pkg. ³	HD Pkg.	HD Pkg.
Engine (Min. required)	351 V-8	351 V-8	351 V-8	400 V-8	400 V-8
Axle Ratio (Min. req.)	3.50 to 8	3.50 to 1	—	3.54 to 1	3.54 to 1
Transmission (Min. req.)	Cruise-O-Matic	Cruise-O-Matic	Cruise-O-Matic	Cruise-O-Matic	Cruise-O-Matic
Trailer Hitch	Wt. Carrying	Wt. Distributing ⁴	Wt. Carrying	Wt. Distributing ⁴	Wt. Distributing ⁴
Recommended for Ambient Temperatures	—	Super Cooling Pkg.	—	Super Cooling	

¹ Camper Special Package with automatic transmission and ext. oil cooler may be used in lieu of trailer towing package providing a conventional load carrying or equalizing-type hitch is used (not extended hitches).
² GCW equals combined weight of towing vehicle including passengers and cargo plus the weight of the trailer. GCW and both the front and rear GAWR's must not be exceeded.
³ H.D. Trailer Towing Package recommended for towing trailers having more than 25 square feet frontal area.
⁴ Hitch sway control recommended for trailers over 3500 lbs.

for more convenient loading.
Trailer Towing Packages and the Camper Special Package (see chart) are available for the F-250 4 x 4 for the first time, making it an even more versatile vehicle than ever before. There's improved load carrying ability in its available 8400 pound GVW rating and maximum payload capacity of 3670 pounds.

The 1977 1/2 F-250 4 x 4 features standard integral power steering which reduces the steering effort by 33 1/3% compared to the previous model. A steering linkage shock absorber helps cushion road shocks transmitted to the steering wheel. For better maneuverability the turning radius is only 46 feet. Ease of handling also comes from the staggered front shock absorbers which help control the axle and provide good overall vehicle stability. The front Mono-Beam axle is designed for heavy-duty service incorporating rugged features like the alloy steel universal joints and big springs with lubrication-free bushings. Standard tubeless truck tires provide durability for hard off-road vacation or business use.

For more in-cab storage space behind the seat the 1977 1/2 F-250 4 x 4 features a standard frame-mounted aft-of-axle fuel tank. Additional fuel capacity, up to 47.4 gallons total, is available when the optional auxillary fuel tank is ordered. Optional dual tanks are available with both the F-150 and F-250 regular cabs. These will be especially appreciated when operating long distances from gas stations.

Breaking trail is no problem for the 1977 1/2 F-250 4 x 4 either. Conventional part-time four wheel drive gives you sure-footed traction for highway driving or for running off across country.

The shift lever for Ford's two-speed transfer case is in the pickup cab — so you choose high- or low-range as you need it, without getting out. The extra-low 1.96:1 gear ratio gives you the pulling power you need to creep when the going's really tough.

Full-time four-wheel drive (on models with 351-CID V-8 and optional Cruise-O-Matic) featuring a special inter-axle differential provides continuous four-wheel drive traction and control on wet or snowy surfaces as well as on soft sand and gravel. And with all four wheels working, the vehicle pulls itself through corners for great stability and handling.

Ford F-250, F-350 Camper Special Packages

For more trouble-free recreation travel with a camper, Ford's popular Camper Special Packages have all of the special equipment you need to outfit your F-250 or F-350 pickup. Here's what's included:

Extra Cooling Package. Heavy-duty radiator for efficient cooling at high speeds, in heavy traffic, and under load.

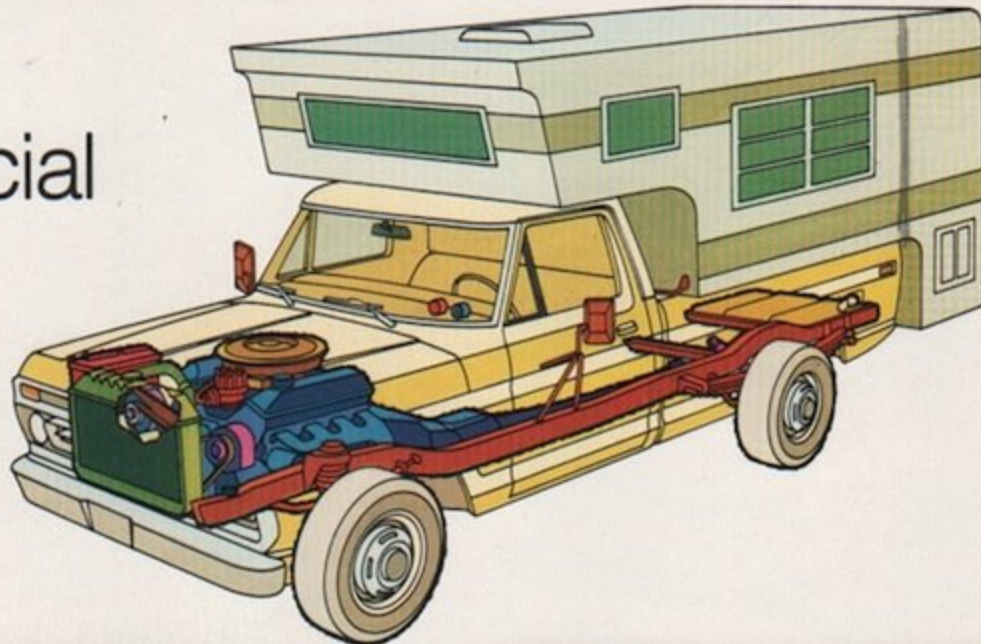
Heavy-Duty Transmission Oil Cooler comes with optional Cruise-O-Matic transmission for dependable performance on long hauls in hot weather.

68-amp.-hr. Battery* and **60-amp. Alternator** handle heavier electrical loads caused by your camper's lights and assure you of quick recharging when you're under way.

Ammeter lets you monitor operation of your pickup's electrical system.

Oil Pressure Gauge monitors the engine's lubrication system.

Heavy-Duty Rear Shock Absorbers smooth and help cushion the ride.



Stabilizer Bars, front and rear, for extra stability with high, heavy loads.

Camper Wiring Harness hooks up 12-volt current for the camper's inside and outside lights. Color-coded leads.

Swing-Out Recreation Mirrors project beyond the width of the camper body for good visibility on both sides of pickup-camper.

Dual Electric Horns have loud, clear warning signal.

Camper Special Emblem

*77-amp.-hr. battery with 460 V-8.

MINIMUM EQUIPMENT REQUIREMENTS

These tables show gross vehicle weight ratings and minimum optional equipment required for F-250, with Camper Special Package, and F-350 Camper Special. They do not necessarily call for maximum equipment available. For example: while 9.50 x 16.5 D or E tires are not *required*, they are recommended for best handling and stability. (Camper Special Package is optional for F-250 4 x 2 and 1977 1/2 F-250 4 x 4, standard for 140-inch wheelbase F-350.)

REGULAR CAB PICKUPS	F-250 with Camper Special Package ¹		1977 1/2 F-250 with Camper 4 x 4		F-350 Camper Special (with standard equipment)		
Wheelbase (in.)	133		133		140		
Maximum Camper Body Length ¹	11 ft.		11 ft.		12 ft.		
GVWR Rating (lbs.)	6800	7700/7900	7200	8100/8400	8300	8900	9900
Engine (minimum)	351 V-8		351 V-8		351 V-8		
Transmission	Optional Cruise-O-Matic or 4-Speed		Cruise-O-Matic or 4-Speed Manual		Cruise-O-Matic		
Tires ²							
Tubeless, front/rear	8.75x16.5E ³	Standard ³	8.75x16.5E ³	Standard ³	8.75x16.5 E/E	9.50x16.5 D/E	9.50x16.5E/ 12.00x16.5E ⁴
Tube-type, front/rear	7.50x16D	7.50x16E	7.50x16D	7.50x16E	7.50x16 E/E	—	—
Recommended Axle Ratios: w/8.00 or 8.75x16.5 tires	3.73 (3.54 w/400 or 460 V-8)		—		3.73		
w/9.50x16.5 or 7.50x16 tires	3.73		—		4.10 (3.73 w/400 or 460 V-8)		
Recommended for High Ambient Temperatures	Super Cooling		Super Cooling		Super Cooling		

¹ Camper length shown for reference only. The combined weight of any camper body, occupants and equipment when added to the vehicle weight must not exceed vehicle GVWR rating. ² Radial ply tires also available in certain sizes. ³ 9.50 x 16.5D recommended. ⁴ Super Single rear tires (N.A., as spare).

SUPERCAB & CREW CAB PICKUPS	SuperCab with Camper Special Package		Crew Cab with Camper Special Package	
	F-250 ⁶	F-350 ⁶	SR F-350 ⁶	DR F-350 ⁶
Wheelbase (in.)	155	155	167	167
Maximum Camper Body Length ¹	11 ft.	11 ft.	11 ft.	12 ft.
GVWR Rating (lbs.)	8100	9250	8200	9500/10,000
Engine (minimum)	V-8	V-8	V-8	V-8
Transmission	Optional Cruise-O-Matic or 4 Speed			
Tires ²				
Tubeless, front/rear	Standard ⁴	Standard	8.75x16.5E ³	Standard
Tube-type, front/rear	7.50x16-E	—	7.50x16.C/E	7.50x16C/ 7.50x16C/D
Recommended Axle Ratios: w/8.00 or 8.75x16.5 tires	—	—	3.73	3.73
w/9.50 x16.5 tires	3.73 ⁷	3.73	4.10 ⁵	—
w/7.50x16 tires	3.73 ⁷	—	3.73	4.10

¹ Camper length shown for reference only. The combined weight of any camper body, occupants and equipment when added to the vehicle weight must not exceed vehicle GVWR rating. ² Radial ply tires also available in certain sizes. ³ 9.50 x 16.5D recommended in certain sizes. ⁴ 9.50 x 16E recommended. ⁵ 3.73 w/400 or 460V-8. ⁶ Super Cooling Package recommended for high ambient temperatures. ⁷ 3.54 w/400 and 460 V-8s.

Ford Econoline Van/Club Wagon Camper

A Van Camper Adds Room, Value

Home, sweet motorhome . . . in a van. You can have such civilized niceties as a stove, furnace, refrigerator, water system, lavatory, shower, air conditioning, table, cabinets, carpeting and lounge seats that become beds in your Econoline Van or Club Wagon. There are a number of van camper manufacturers who can make your Econoline Van or Club Wagon into a small motorhome by installing a fixed raised roof or expandable top and adding the interior equipment to meet your needs. And, with a van camper, you're not giving up a second car . . . you're gaining a second home.

Club Wagon

Interior "walk-around" room means greater comfort and convenience when you're travelling. The Ford Club Wagon provides an excellent ride, superb handling and stability. Attention to fine detail such as the molded pockets in the console to accommodate change, clipboard, flashlight and maps will add to your enjoyment of this versatile vehicle. Power front disc and rear drum brakes, DuraSpark solid-state ignition and the integral step-and-latch release handle on the sliding side cargo doors all contribute to your sense of pleasure and relaxed recreation travel.

Cruising Van

Sports flair and functional performance — that's the Ford Econoline "Cruising Van". The "Cruising Van" has the Ford exclusive body-on frame construction for trailer towing ability. Big, high-backed Captain's chairs help make riding and driving comfortable.

The "Cruising Van" is on a 124" wheelbase and has a GVWR of 6150 pounds.

Large passenger door openings make entry and exit convenient and easy. The engine is forward for easy pass-through and, like all Econolines, there's an easy-access front service center.

Power front disc brakes are standard as is the fully carpeted cargo area which has thick nylon cut pile carpeting on floors, walls, ceiling and side and rear doors.

Available options include auxiliary fuel tank, AM/FM stereo radio with tape player and, of course, Cruise-O-Matic and power steering.

The Ford "Cruising Van" is a Limited Production Vehicle that's fun to own — fun to drive!



Ford Econoline Van Cutaway

The husky E-250 and E-350 Econoline Cutaway chassis features body-on-frame construction which is a Ford exclusive in the U.S. This chassis can take mini-motorhome bodies up to 11,000 pounds.

Engine choices to meet your needs — up to a heavy-duty 460-CID V-8. Your choice of single- or dual-rear wheels for the 138-inch wheelbase Cutaways (dual-rears on 158-inch wheelbase models only).

Engine and front axle are placed well forward, so there's a world of room in the cab. Doors are big, so the cab is easy to step into and out of. The rear of the cab is designed so you can walk right through into your living quarters.

The Cutaway with its exclusive full-length, 6-cross-member frame provides a very solid mini-motorhome foundation. A special frame spacer system offers a flat-floor mounting surface. Twelve rubber body mounts isolate the body from the frame for riding smoothness and quiet. Twin I-Beam front suspension contributes to a smooth ride and good handling characteristics.

There's a wealth of standard equipment for Ford Cutaways, including power front disc brakes. Optional equipment gives you dozens of ways to personalize your rec vehicle, and there are two Camper Special packages.

The Low Line Camper Special Package offers:

- Auxiliary Battery
- Heavy-Duty Battery
- Heavy-Duty Alternator
- Extra Cooling Package
- Camper Wiring Harness
- Heavy-Duty Shock Absorbers (Std. on E-350)
- Custom Trim Package
- Adjustable Passenger Seat
- Camper Special Emblem

The High Line Camper Special Package gives you all of the items in the Low Line package and these besides (except Custom trim):

- 90 Amp Alternator
- Instrumentation Group
- Front Stabilizer Bar
- Auxiliary Transmission Oil Cooler (with Automatic Transmission)
- Dual Horns
- High Output Heater
- Power Steering
- Tinted Windshield and Window Glass
- Chateau Trim Package
- 351-CID V-8 Engine (460 V-8 Opt.)



Let's Talk About Tires

Like good, well-fitting boots for a hiker, proper tires are important for recreational vehicles. Recreational vehicle tires get plenty of rugged use and they help support heavy loads. When

you buy any recreational vehicle, be sure you get and understand its tire requirements. The information on this page may be helpful before you order new or replacement tires.

Kinds of Tires

Non-belted, Bias-ply Truck Type Tires have body plies running on the bias, that is, on an angle, from bead to bead. The bead is that part of a tire that's on the rim. The tread is designed to provide optimum tire wear for truck service operation.

Belted, Bias-ply Passenger Type Tires also have body cords running in a criss-cross way from bead to bead. Belts running around the tires under the tread eliminate a good deal of the normal squirm of the tread. The result is long tread life compared to passenger type bias ply tires.

Steel-belted Radial-ply Tires have the body cords running in a radial direction from bead to bead, at right angles to the tire's circumference. This provides for greater sidewall flexing and a softer ride. Strong steel belts, usually two, run around the tire's circumference, and under the tread. The steel belts reduce the tread squirms, which add tremendously to wear as well as providing additional protection from puncture. Because the radial tire sidewalls flex and lean on turns, a large "footprint" of tread is always on the road for traction and stability.

What the Numbers Mean

The tire identification markings are located on the outside sidewalls of the tires. The truck type tire size is given in numbers like 7.50 x 16-C (6 Ply Rating) for example. In this example the number 7.50 is the width of the tire section in inches. The 16 is the diameter of the rim in inches. The higher the first number, the more load the tire can carry at a given pressure.

The letter C (6 Ply) designates load range for the section width. The higher the load range (e.g. from C, 6 Ply to D, 8 Ply), the more load the tire can carry with increasing recommended tire pressure. Note: Light Truck tires are available in 15", 16" and 16.5" size depending on the model.

Passenger type tire sizes use a letter and number system such as HR 78 X 15-B (4 Ply). The 78 means the tire has a section height that is 78% of its section width. 78 is usually considered standard. The H is the section width designation. The R stands for radial ply. Tires designated H78 without R are bias tires. Tire size may also be given in millimeters.

If You're Replacing Tires

Whenever possible, follow your recreational vehicle manufacturer or Ford Dealer recommendations when you have to replace tires. All that you need to know should be in the vehicle owner's manual.

Keep in mind that tires affect your vehicle's handling. If the tires aren't right for it, handling will suffer. These precautions can help keep you from having trouble:

- Buy new tires in sets of four, if you can. Handling and driving characteristics will be in balance, front to rear and side to side. If you can't buy a set of four, buy a set of two and put them both on the same axle, so operating characteristics will balance from side to side.
- Don't mix tire sizes. Mixed sizes at the rear can damage the differential. Mixed sizes in front can adversely affect cornering.
- Tire types should not be mixed. However, if in an emergency, you must mix, keep the same kind of tire on the same axle. If you

must mix bias ply tires, and bias belt tires, for example, the bias belted tires go on one axle (rear), the bias plys go on the other axle.

• Don't put on smaller (e.g. G78 for H78, 6.50 for 7.50) tires than ones specified by your vehicle's manufacturer. That would be like our hiker trying to get into boots that are too small for him. He'd have to give up the hike in a hurry.

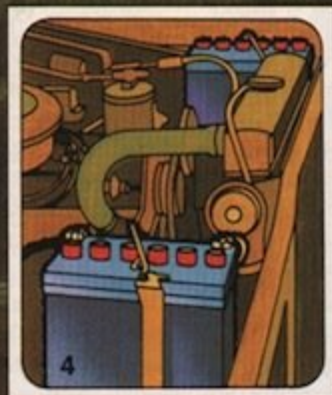
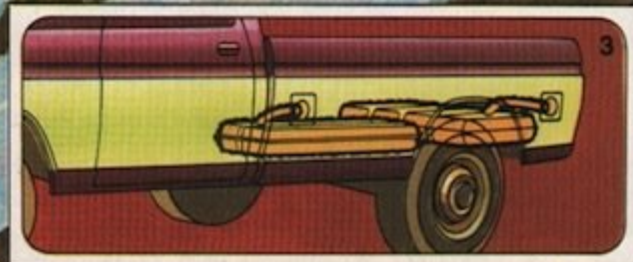
Bigger Tires?

Check the vehicle manufacturer's recommendations! Bigger tires (e.g. H78 for G78; 9.50 for 7.50) may affect clearance in the wheelwell, handling, and speedometer and odometer calibration. Tires rated for greater load capacity (e.g. designation H78 x 15D for H78 x 15B) may not be all right, either. Using bigger or greater capacity tires will not change the weight-carrying capacity of the springs, axle and other suspension components.

Check and Repair

It only takes a couple of minutes to check the pressure in your vehicle's tires before you leave on a trip. That time can be like an insurance policy and help you avoid tire trouble along the way! And check the pressure yourself with a good, accurate tire gauge. Proper inflation is too important to leave to chance.

Check tire pressure periodically as you travel, too, of course. However, tires should be checked when they are cold. It is normal for a warm tire to exceed the specified cold pressure. Do not let the air out of warm tires to adjust the pressure.



Option Tips...

Things never seem quite yours until you put your own touches to them and Ford's got the options to help you add your own personal customizing to your Ford recreational vehicle. Make your vacation even more comfortable, or more luxurious. There are plenty of popular options to choose from. The ones on these two pages are just a sampling of what you'll find available. Application and availability vary according to vehicle. Check the literature covering the Ford vehicle of your choice, and see your Ford sales counselor for assistance.

(1) **Pickup Box Cover** to shelter you on a camp out or protect your gear any time. Specifically designed for Ford pickups and warranted fully by Ford Motor Company. The standard box cover is made of lightweight, corrosion-free fiberglass, safety glass in all windows, T-handle locking rear liftgate, adjustable roof vent, painted inside, easily installed or removed. The deluxe box cover (shown here) also has sliding side windows with screens, bright window moldings, a dome light, and optional sliding front window. (2) **Sliding Rear Window** for pickups, lockable, weatherproof construction, designed to accept a weather seal boot between cab and camper. (3) **Big 22.5-gallon Auxiliary Fuel Tank** (20.2-gallons with fuel evaporative system) extends cruising range for longer distances between gas stops. (4) **Auxiliary 70-Amp-Hr. Battery** powers a recreational vehicle's 12-volt electrical system without drawing from the vehicle's regular battery. It has a special low discharge rate. Standard and auxiliary bat-

Truck body installations and modifications are the responsibility of the body manufacturer. Owners should assure themselves of the load and handling capabilities of their vehicle when selecting a camper or contemplating custom add-ons or modifications.

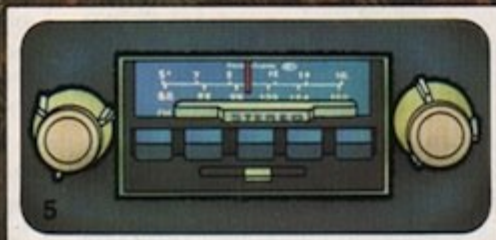
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For Happier Trips

teries charge as you drive. (5) **Radios** for Ford recreation vehicles come in a variety of ways; from AM monaural to AM/FM stereo radio with tape player, AM/FM Search Radio, or AM/FM stereo radio with quadra-sonic tape player for some models. (6) **Tilt Steering Wheel**. Position of steering wheel can be adjusted up or down for easier entry, exit and most comfortable driving angle. (7) **Power Steering** adds to your driving pleasure by helping to take the effort out of steering a heavy recreational vehicle. (8) **Tinted Glass**. Cuts glare. Recommended with Selectaire air conditioner. (9) **Air Conditioning** helps clear the air of pollen, smoke, dust, and dirt and takes the sizzle out of the hottest traveling. (10) **Adjustable Level Air Shock Absorbers** help maintain vehicle attitude and headlight aim with added loads. (11) **Fingertip Speed Control** helps reduce driver fatigue, maintains pre-set speeds and helps improve fuel economy. Controls are conveniently located in the steering wheel spokes. (12) **Power Seat**. Automatically adjustable to most comfortable driving position.

More: Privacy Glass for Econoline Vans and Club Wagons. **Heavy-Duty Shock Absorbers**. **Cruise-O-Matic Transmission**. **Moonroof or Sunroof** for Mustang II, Granada, LTD II, Thunderbird and LTD. **Captain's Chairs** that swivel for Vans and Club Wagons. **Traction-Lok** to help get over slippery spots. **Wheel Covers** and sporty wheels in a wide variety. For the options and accessories for the Ford you pick, see that vehicle's catalog and your Ford sales counselor for more complete details.

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