

09



RV AND TRAILER TOWING GUIDE



RV AND TRAILER TOWING LEADERSHIP — IT'S A FORD TRADITION!



Pickups/Chassis Cabs

It's a Tradition Built on a Solid Foundation of Value and Service.



Slide-In Campers

Outstanding Selection

There's a Ford truck, car or chassis ready to meet your needs.



Van Conversions/Class B Van Campers

Exceptional Towing Capabilities

The 2009 Ford F-150, along with the Super Duty® Pickups and Super Duty Chassis Cabs, can pull the heaviest trailers in their class. In fact, when properly equipped, the Super Duty can handle conventional trailers up to **16,000 pounds** and fifth-wheel trailers all the way up to **24,600 pounds**.



Class A Motorhomes

Experience

Every Ford vehicle is backed by decades of RV and towing experience.



Class C Motorhomes

Quality And Reliability

Ford has earned a strong reputation for providing quality, reliable, high-performance RV products.



Trailers

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FORD F-150



THE NEW 2009 F-150

The highest available towing capability – 11,300 pounds* – across all cabs and the highest available payload in its class.



Thirty-one years of leadership and still counting, so you can count on us!

With a variety of models to meet your RV and Towing needs, the new 2009 F-150 is doing its share to extend F-Series sales leadership. It also features fuel management improvements and gas-saving technologies that boost V8 fuel economy by 8% across the lineup. From its best in class capabilities and long lasting durability, to its bold design and outstanding interior comfort, the '09 F-150 delivers at every turn.

Don't forget to learn about some of the F-150's excellent new towing features including standard trailer sway control, available integrated trailer brake controller, Tow/Haul mode, and the rearview camera.

F-150 KEY FEATURES

- Four Powerful and Fuel Efficient Engine Choices:
 - 4.6L 2V V8 with 248 hp and 294 lbs.-ft. of torque
 - 4.6L 3V V8 with 292 hp and 320 lbs.-ft. of torque
 - 5.4L 3V V8 gas engine with 310 hp and 365 lbs.-ft. of torque
 - 5.4L 3V V8 Flex Fuel (E85) with 320 hp and 390 lbs.-ft. of torque
- New fully boxed frame with hydroformed high strength steel welded through-rail cross members for superior handling control and responsiveness – strongest in its class
- Coil-over-shock front suspension, exclusive outboard rear shocks and rack-and-pinion steering for outstanding steering response and performance
- Huge 4-wheel vented disc brakes with standard 4-wheel Anti-lock Brake System (ABS) and electronic brake force distribution for responsive, confident stops and exceptional control under hard braking
- Three cab styles – Regular, SuperCab and SuperCrew
- Deep cargo boxes offering largest capacity in their class, plus box side steps and tailgate step

M Metric Conversion – To obtain information in kilograms, multiply pounds by .45.

*Based on properly equipped full-size pickups under 8,500 lbs.

F-250, F-350 & F-450 SUPER DUTY® PICKUPS

HITCH RECEIVERS COME STANDARD**

Every Super Duty comes with a **Built Ford Tough** Hitch Receiver, each carefully matched to each truck's capabilities, all with standard 7-pin and 4-pin connectors.



FULFILLING YOUR NEED TO EXCEED AND EXCEL

THICK C CHANNEL FRAME of up to 6.7-mm steel is one reason Super Duty delivers best-in-class payload and towing.

REAR SPRINGS measure over 66" to deliver enhanced ride characteristics and provide more windup stiffness to manage torque without compromising ride comfort.

HOTCHKISS REAR SUSPENSION allows model-specific spring and axle ratings for a wide range of capacities.

OUTSTANDING BRAKING POWER is what you get from the standard 4-wheel power disc Anti-lock Brake System (ABS). Huge vented rotors and dual-piston calipers provide strong, consistent stops, even when moving the biggest loads.

BODY-TO-FRAME MOUNTING BOLTS are driven from the bottom up, a feature many aftermarket builders find desirable.

TIGHT TURNS are easy with the F-450 wide-track monobeam front suspension and more wheel-well space, delivering an outstanding turning diameter for better maneuverability.

AMERICA'S MOST CAPABLE PICKUPS

Whether you're pulling or carrying, for the really big jobs, F-Series Super Duty Pickups have one mission: to be the toughest, most capable pickups in the nation. So every vehicle system is designed toward the goal of effortlessly hauling the biggest payloads and towing the heaviest trailers, while maintaining optimum control of those huge loads. Here's why Super Duty Tough always leads:

POWERFUL GAS AND DIESEL ENGINES

- 5.4L Triton® V8 – 300 hp & 365 lbs.-ft. torque
- 6.8L Triton V10 – 362 hp & 457 lbs.-ft. torque (Best-in-class gas horsepower and torque)
- 6.4L Power Stroke® V8 Turbo Diesel – 350 hp & 650 lbs.-ft. torque

Best-In-Class Maximum Towing

Best Conventional Towing: F-450 UP TO 16,000 LBS.*

Best Fifth-Wheel Towing: F-450 UP TO 24,600 LBS.*

*Maximum capacity when properly equipped. See your Ford Dealer for specific equipment requirements and other limitations.

**Drawbar and its accessories are not included.

F-350, F-450 & F-550 SUPER DUTY® CHASSIS CABS

CHASSIS CABS FOR THE TOUGHEST TOWING JOBS

The F-Series Super Duty Chassis Cabs are ready to take on the toughest towing jobs and the most aggressive payloads. Enhanced by the most powerful, cleanest and quietest Ford Truck diesel ever offered – the 6.4L Power Stroke® V8 Turbo Diesel – they can master almost any task. These monsters can pull conventional trailers as heavy as 16,000 pounds and fifth-wheel trailers all the way up to 24,600 pounds.

INTEGRATED TRAILER BRAKE CONTROLLER

INTEGRATED TRAILER BRAKE CONTROLLER (TBC) AND UPFITTER SWITCHES

- Provides trailer braking proportioned to vehicle braking
- Uses braking input, vehicle speed and ABS logic to balance the performance of the truck brakes and electric trailer brakes
- Redesigned user-friendly display in the message center display area indicates gain, TBC output and trailer connection status, including disconnect alarm and message center warning



TORQSHIFT™ 5-SPEED AUTOMATIC TRANSMISSION WITH TOW/HAUL MODE

- Engineered to handle highest torque loads and most demanding work conditions
- Selectable Tow/Haul mode adjusts transmission operation to match towing and hauling demand, reduces gear hunting, improves power delivery and engages engine braking to help control speed when descending hills

AVAILABLE CLASS-EXCLUSIVE POWERSCOPE™ TRAILER TOW MIRRORS

- Adjust, fold and telescope almost three inches on each side of the truck at the touch of a switch for expanded rearward field of vision around trailers
- Include heated glass, integrated turn signals and clearance lamps

M **Note:** Metric Conversion – To obtain information in kilograms, multiply pounds by .45; to obtain information in kilometers, multiply miles by 1.6; to obtain information in centimeters, multiply inches by 2.54.

For More Information on Any of These Ford Trucks, See the Appropriate Brochure at Your Ford Dealer or Visit www.fordvehicles.com.

CHOOSE FORD RANGER FOR BIG CAPABILITIES IN A SMALLER PACKAGE

From military service to small business support to towing your recreational vehicle, Ranger is the compact pickup that consistently gets the call. Ranger's mix of capability, reliability, durability and tremendous value are the exact attributes needed to get the job done! It'll work hard all week hauling serious cargo. When properly equipped, you're ready to pull a utility trailer, a bass boat or any load up to 6,000 pounds.



Ranger gives you the rugged reliability to tackle task after task with confidence. That's due in no small part to its **Built Ford Tough** construction. From a bedrock-solid steel frame, to stout braking and suspension systems, Ranger is designed to deliver legendary Ford pickup capability and durability – mile after mile – year after year.

And for everyone concerned about high gas prices, the fuel-efficient 16-valve 2.3L DOHC four-cylinder engine produces solid horsepower and some of the best mileage numbers of any compact pickup engine in America. It delivers up to an EPA-estimated 26 mpg (highway) with manual transmission which is unsurpassed in the compact pickup segment.

For top of the line power, you can choose the optional 4.0L SOHC V6 Engine. It delivers serious towing, hauling and even rock-crawling capability with 207 hp and 238 lbs.-ft. of torque on tap.

OTHER 2009 FEATURES INCLUDE:

Four Series Choices – to meet a wide variety of needs

XL – Entry-level workhorse
XLT – Comfortably equipped for multi-purpose use
SPORT – “Made you look” style delivers the best of both fun and work
FX4/OFF-ROAD – A hot-looking and powerfully rugged performer
Regular Cab – 6' box length and 7' box length (Class Exclusive)
and 2-door/4-door SuperCab Models for maximum versatility.

Two Engine Choices – all with 100,000-mile tune-up intervals*

- 2.3L DOHC I4 with 143 hp and 154 lbs.-ft. of torque
- 4.0L SOHC V6 with 207 hp and 238 lbs.-ft. of torque

Built Ford Tough Component Package (68B) – Includes three must-have features; Limited slip rear-axle, Payload Package #2 and Trailer tow, Class III, in a capable truck when it comes to towing, hauling and climbing grade (available on select series).

Standard 4-Wheel Anti-Lock Brakes provide impressive stopping power and support heavy hauling and towing.

For More Information on Any of These Ford Trucks, See the Appropriate Brochure at Your Ford Dealer or Visit www.fordvehicles.com.

**Under normal driving conditions with routine fluid/filter changes.*

SLIDE-IN CAMPERS FOR F-SERIES PICKUPS

INSTALLATION

- Consult your camper manufacturer/dealer for details regarding proper installation of your slide-in camper.
- A dimensionally stable block spacer is recommended between the headboard of the pickup box and the forward edge of the camper floor. Resting the spacer on the pickup box bed helps prevent movement and contact of the fully installed camper with the pickup box headboard or taillight rear pillars.



Note: Be sure to measure your slide-in camper before attempting to install it onto the bed of the truck. Some campers may require a platform in the bed of the truck to make sure there is adequate clearance for both the box rails and cab roof of the truck.

CAMPER CENTER-OF-GRAVITY

- All Styleside pickups that qualify for slide-in camper bodies have camper center-of-gravity included on the Consumer Information Sheet in the glove box.
- Data are calculated for each individual truck, based on vehicle options.
- If vehicle does not qualify for camper use, the Consumer Information Sheet states that the vehicle is not recommended for camper use, and no center-of-gravity data is shown.

F-150 HEAVY DUTY PAYLOAD PACKAGE (OPTION CODE 627)

Maximum GVWR to 8,200 pounds.

- 50-state emissions system
- LT245/75R17E BSW A/T tires (5)
- High-capacity 17" 7-lug steel wheels
- Heavy-duty shock absorbers, frame and 72-amp battery
- Upgraded springs, radiator and auxiliary transmission oil cooler
- 9.75" gear set with 3.73 axle

Available on XL and XLT Regular Cab and SuperCab models with 8' box or Mid-Box Prep Package. Requires 5.4L gas engine and (on 4x4) 36-gallon fuel tank.

F-250/F-350/F-450 SUPER DUTY CAMPER PACKAGE (OPTION CODE 471)

- Durable front springs (2 Up or 1 Up upgrade over springs computer-selected based on options ordered. Not included if maximum springs already selected.)
- Rear stabilizer bar (SRW)
- Rear auxiliary springs (F-250; std. on F-350)
- Slide-in camper certification

- (1) Requires Heavy Duty Payload Package option.
 (2) Requires Camper Package option.
 (3) 17" tires and wheels with XL trim.
 (4) 18" tires and wheels with all trims.
 (5) 18" and 20" tires and wheels with all trims.

*10,000 pounds with optional 10,000 GVWR Package.
 † With 10,000 GVWR Package.

USE THE CHART BELOW TO SELECT THE PROPER F-SERIES PICKUP/CAMPER COMBINATION

- Combined weight of vehicle, camper body, occupants and cargo must not exceed Gross Vehicle Weight Rating (GVWR).
- Heavy Duty Payload Package (Option Code 627) required with F-150.
- Camper Package (Option Code 471) required with F-250/F-350/F-450 Super Duty.
- Cargo Weight Rating shown in chart is maximum allowable, assuming weight of a base vehicle with required camper option content and a 150-lb. passenger at each available seating position.
- Ratings also assume weight of engine and standard transmission. Cargo Weight Rating shown must be further reduced by weight of transmission upgrade and any other options. Option weights and center-of-gravity information are available on the Ford Pickup Truck Consumer Information Sheet.

If you intend to pull a trailer in addition to carrying your camper, see the F-Series Pickup Trailer Towing Selector charts on pages 17-19.

MAXIMUM CARGO WEIGHT WITH SLIDE-IN CAMPER (With Minimum Equipment)

Note: The following chart lists GVWRs and Maximum Cargo Weights by engine for each approved pickup model: 5.4L V8, 6.8L V10 and 6.4L Turbo Diesel V8.

GVWR (lbs.)					MAXIMUM CARGO WEIGHT RATING (lbs.)		
Model	WB	5.4L	6.8L	6.4L	5.4L Std./Opt. [†]	6.8L Std./Opt. [†]	6.4L Std./Opt. [†]
F-150 (1)							
4x2 Reg. Cab	145.0"	8,200	–	–	2,636/ –	– / –	– / –
4x2 SuperCab	163.0"	8,200	–	–	1,805/ –	– / –	– / –
4x4 Reg. Cab	145.0"	8,200	–	–	2,335/ –	– / –	– / –
4x4 SuperCab	163.0"	8,200	–	–	1,501/ –	– / –	– / –
F-250 Super Duty (2)							
4x2 Reg. Cab	137.0"	8,800	9,000	9,400	2,722/ –	2,789/ –	2,406/ –
4x2 SuperCab	141.8"	9,000	9,200	9,600	2,254/ –	2,321/ –	1,907/ –
4x2 SuperCab	158.0"	9,200	9,400	9,800	2,300/ –	2,365/ –	1,983/ –
4x2 Crew Cab	156.2"	9,200	9,400	9,800	2,244/ –	2,316/ –	1,934/ –
4x2 Crew Cab	172.4"	9,400	9,600	10,000	2,325/ –	2,392/ –	2,010/ –
4x4 Reg. Cab	137.0"	9,000	9,200	9,600	2,506/ –	2,573/ –	2,174/ –
4x4 SuperCab	141.8"	9,200	9,400	9,800	2,037/ –	2,104/ –	1,675/ –
4x4 SuperCab	158.0"	9,400	9,600	10,000	2,083/ –	2,150/ –	1,750/ –
4x4 Crew Cab	156.2"	9,400	9,600	10,000	2,021/ –	2,095/ –	1,695/ –
4x4 Crew Cab	172.4"	9,600	9,800	10,000	2,109/ –	2,177/ –	1,577/ –
F-350 Super Duty (2)							
4x2 SRW Reg. Cab(3)	137.0"	–	–	10,200*	– / –	– / –	3,158/2,958
4x2 SRW SuperCab(3)	141.8"	–	–	10,400*	– / –	– / –	2,659/2,259
4x2 SRW SuperCab(3)	158.0"	10,100*	10,200*	10,600*	3,152/3,052	3,117/2,917	2,735/2,135
4x2 SRW Crew Cab(3)	156.2"	10,100*	10,200*	10,600*	3,096/2,996	3,068/2,868	2,686/2,086
4x2 SRW Crew Cab(3)	172.4"	10,200*	10,400*	10,800*	3,077/2,877	3,144/2,744	2,761/1,961
4x2 SRW Reg. Cab(4)	137.0"	10,100*	10,100*	10,600*	3,869/3,769	3,738/3,638	3,453/2,853
4x2 SRW SuperCab(4)	141.8"	10,100*	10,200*	10,800*	3,201/3,101	3,168/2,968	2,954/2,154
4x2 SRW SuperCab(4)	158.0"	10,400*	10,600*	11,000*	3,345/2,945	3,412/2,812	3,030/2,030
4x2 SRW Crew Cab(4)	156.2"	10,400*	10,600*	11,000*	3,291/2,891	3,363/2,763	2,981/1,981
4x2 SRW Crew Cab(4)	172.4"	10,600*	10,800*	11,200*	3,372/2,772	3,436/2,636	3,056/1,856
4x2 DRW Reg. Cab	137.0"	11,800	12,000	12,400	5,234/ –	5,303/ –	4,926/ –
4x2 DRW SuperCab	158.0"	12,200	12,400	12,800	4,810/ –	4,877/ –	4,503/ –
4x2 DRW Crew Cab	172.4"	12,400	12,600	13,000	4,837/ –	4,901/ –	4,530/ –
4x4 SRW Reg. Cab(3)	137.0"	10,100*	10,200*	10,600*	3,558/3,458	3,525/3,325	3,126/2,526
4x4 SRW SuperCab(3)	141.8"	10,200*	10,400*	10,800*	2,989/2,789	3,062/2,856	2,626/1,826
4x4 SRW SuperCab(3)	158.0"	10,400*	10,600*	11,000*	3,034/2,634	3,102/2,502	2,702/1,702
4x4 SRW Crew Cab(3)	156.2"	10,400*	10,600*	11,000*	2,973/2,573	3,047/2,447	2,647/1,647
4x4 SRW Crew Cab(3)	172.4"	10,600*	10,800*	11,200*	3,061/2,461	3,128/2,328	2,729/1,529
4x4 SRW Reg. Cab(5)	137.0"	10,400*	10,600*	11,000*	3,753/3,353	3,820/3,220	3,421/2,421
4x4 SRW SuperCab(5)	141.8"	10,600*	10,800*	11,200*	3,284/2,684	3,351/2,551	2,921/1,721
4x4 SRW SuperCab(5)	158.0"	10,800*	11,000*	11,400*	3,329/2,529	3,397/2,397	2,997/1,597
4x4 SRW Crew Cab(5)	156.2"	10,800*	11,000*	11,400*	3,268/2,468	3,342/2,342	2,942/1,542
4x4 SRW Crew Cab(5)	172.4"	11,000*	11,200*	11,500*	3,356/2,356	3,423/2,223	2,924/1,424
4x4 DRW Reg. Cab	137.0"	12,000	12,200	12,600	5,018/ –	5,086/ –	4,694/ –
4x4 DRW SuperCab	158.0"	12,400	12,600	13,000	4,595/ –	4,662/ –	4,270/ –
4x4 DRW Crew Cab	172.4"	12,400	12,600	13,000	4,422/ –	4,489/ –	4,097/ –
F-450 Super Duty (2)							
4x2 DRW Crew Cab	172.4"	–	–	14,500	– / –	– / –	5,374/ –
4x4 DRW Crew Cab	172.4"	–	–	14,500	– / –	– / –	5,019/ –



HIT THE ROAD IN STYLE WITH A FORD E-SERIES VAN CONVERSION*

From camping to simply traveling in enhanced comfort and style, E-Series Van conversions fit the bill for recreational use. Converters offer an extensive selection of styles, designs and luxury furnishings limited only by your imagination to uniquely set your van apart from any others.

Ford E-Series Vans provide the perfect foundation for the complete range of van conversions. Ford works with a number of Ford Authorized Converters to create conversion vans that meet our exacting standards of quality and customer satisfaction. For an online list of these converters, please visit www.fordvehicles.com/trucks/eseries/conversionvan or see your Ford Dealer for complete details on vehicles available from Ford Authorized Van Converters.

Following are some of the features that make Ford E-Series a very popular choice for people who want to take their travel experience to the next level:

- Sturdy body-on-frame construction
- Outstanding towing capabilities – up to 7,400 lbs. on properly equipped E-150
- E-150 and E-250 offer two engine choices, each with 4-speed automatic overdrive transmission:
 - 4.6L Triton® V8 with 225 hp**
 - 5.4L Triton V8 with 255 hp**
- E-350 Super Duty offers an optional Triton 6.8L V10 Engine with optional TorqShift® 5-speed automatic transmission including Tow/Haul mode
- Standard 4-wheel disc Anti-lock Brake System (ABS)
- Exclusive Twin-I-Beam independent front suspension for ruggedness and smooth ride
- AdvanceTrac® with Roll Stability Control™ (Standard on Wagon and RV Van, Optional on Cargo Van with gas engine)
- Tire Pressure Monitoring System – Standard on all E-Series applications (SRW Vehicles only)

**Completed by authorized converters. ** Flex fuel capable.*



CLASS B VAN CAMPERS

E-Series Vans provide an excellent base unit for Class B campers. Converters make major modifications, including sleeping, kitchen and bathroom facilities, as well as 110-volt electrical hookup, fresh water storage and/or city water hookup. These custom conversions typically include a high roof that can provide greater comfort by allowing occupants to stand up inside. If a Class B van camper matches your recreational needs, make sure it starts out as a Ford E-Series Van.



E-Series Conversions Make Comfort Easy to Own!

FORD SUVs ARE STILL KINGS OF THE HIGHWAY



Expedition

Expedition and Expedition EL (extended length) feature **striking** good looks, with seating for up to eight passengers and towing of up to 9,200 pounds when properly equipped. Look to Expedition when you need it BIG.

EXPEDITION KEY FEATURES

- Proven 5.4L Triton® V8 generating 310hp/365 lbs.-ft. of torque, mated to segment-first 6-speed automatic transmission
- Class-leading 9,200-lbs. trailer towing capacity (9,000 lbs. for Expedition EL)
- First-in-class independent rear suspension features refined, second-generation architecture for controlling and tuning ride and handling
- Standard 4-wheel disc Anti-lock Brake System (ABS)
- Standard AdvanceTrac® with RSC® (Roll Stability Control™)^(a)
- First-in-class, available PowerFold™ 3rd-row seat and 2nd-row CenterSlide™ feature for improved cargo area utility
- Increased fuel economy - Unsurpassed in the Large Utility segment⁽¹⁾



Explorer

Explorer is the capable SUV that can handle rugged adventures or the hectic demands of your everyday life. With exciting and innovative options like the DVD-based voice-activated Navigation System or the spirited 292-hp 4.6L V8 engine and 5-, 6- or 7-passenger seating, the Explorer is designed to fit your needs.

EXPLORER KEY FEATURES

- Standard 210-hp 4.0L SOHC V6 Engine with 5-speed automatic transmission
- Optional 292-hp 4.6L 3-valve V8 Engine with 6-speed automatic transmission
- Tows trailers up to 7,285 lbs. when properly equipped
- Independent rear suspension tackles rough terrain and uneven road surfaces with ease
- Standard AdvanceTrac® with RSC® (Roll Stability Control™)^(a)
- Standard Safety Canopy® System with side-curtain airbags and rollover sensor
- Versatile, comfortable interior includes fold-flat 2nd- and available 3rd-row seats, optional 50/50 split 3rd-row and available PowerFold™ 3rd-row
- 5-Star ratings in NHTSA Frontal and Side-Impact crash tests^(b)



Escape

Escape offers an impressive combination of features and capabilities that give passengers a smooth and refined ride. Escape's New Duratec 25-2.5L I-4 Engine standard on XLS, XLT and Limited - provides 171 hp - and up to a 1,500-pound towing capability.⁽²⁾ The Escape is well-equipped with standard safety features including AdvanceTrac® with RSC® (Roll Stability Control™)^(a), 4-wheel Anti-lock Brake System (ABS), Tire Pressure Monitoring System and the Personal Safety System® and Safety Canopy® System standard on every series.

ESCAPE KEY FEATURES

- Available Duratec 30-3.0L V6 Engine generates a sporty 240 horsepower, 223 lbs.-ft. torque (available on XLT and Limited)
- Electric Power Assisted Steering system adapts to changing road conditions and vehicle speed, allowing for more confident steering and handling
- 4-wheel independent suspension helps maximize agility and control
- 3,500-lb. towing capability with V6 engine when properly equipped⁽³⁾
- Capable of flat/neutral tow
- Seating capacity for up to five adults
- Available Intelligent 4WD System monitors traction 200 times per second and adjusts torque distribution as needed to give maximum traction
- New available voice-activated Navigation System and SIRIUS Travel Link

(1) EPA estimated 14 city/20 hwy mpg on 2009 MY Expedition.

(2) Towing equipment available as dealer-installed accessory for this application.

(3) Escape Hybrid is not recommended for towing.

(a) Designed to help in real-world situations, such as making emergency maneuvers or driving on slippery or uneven surfaces, this system features a vehicle-roll motion sensor in addition to AdvanceTrac's ABS, traction control and yaw control. RSC uses the sensor to directly measure the vehicle's roll-rate at least 100 times every second, which helps determine when and how the system will apply individual brakes and modify engine power to help keep all four wheels firmly planted.

(b) Star ratings are part of the U.S. Department of Transportation's Safercar.gov program (www.safercar.gov)

CAPABLE MACHINES FOR WORK AND PLAY



Flex: All-New

It's a people mover, a cargo hauler, and a great new look. The all-new 2009 Ford Flex matches the people and cargo-carrying capacity of big SUVs, but in a sporty and assertively styled Crossover Utility Vehicle (CUV) that's perfect for everything you want to do today.

You won't lack power either. Flex has a Duratec 3.5L DOHC Engine, with four valves per cylinder, which makes 262 hp and 248 lbs.-ft. of torque! Its six-speed automatic transmission provides both good acceleration and fuel mileage⁽¹⁾ in either the front-wheel or all-wheel drive models. Flex has a maximum standard towing capability of 2,000 pounds with an option of towing up to 4,500 pounds with the selection of the Class III Trailer Tow Package.

FLEX KEY FEATURES

- Three rows of innovative seating for up to 7 people, including limo-like leg room in the 2nd row
- Flat load surface from front to back with fold-flat front passenger seat
- Fold-flat 2nd-row seat and fold-in-floor 3rd-row seat
- Three well-equipped trim levels: SE, SEL and Limited
- 4,500-lb. towing capability when properly equipped

Discover Ford Flex at Your Ford Dealer Today!



Sport Trac

Sport Trac is ready for action. Its rugged styling, exceptional power and performance, spacious cargo box volume and comfortable seating for five passengers create a unique utility vehicle offering the know-how of both a truck and SUV. Six airbags are standard on every 2009 Sport Trac. You get adaptive front airbags in the class- exclusive Intelligent Safety System™ (ISS), plus front-seat side airbags and the side-curtain airbags in our patented Safety Canopy® System.

SPORT TRAC KEY FEATURES

- Choice of 4x2 or 4x4 models (also AWD with Adrenalin package)
- Standard 210-hp 4.0L SOHC V6 engine with 5-speed automatic transmission
- Optional 292-hp 4.6L 3-valve V8 engine with 6-speed automatic transmission
- Can be equipped to tow trailers up to 7,160 lbs.
- Standard AdvanceTrac® with RSC® (Roll Stability Control™) ^(a)
- Fully boxed frame and 4-wheel independent suspension to help deliver a notably quiet ride and agile, responsive handling
- Dent-proof, scratch-resistant composite cargo area holds up to 37.5 cu. ft. of cargo
- Earned 5-Star ratings in NHTSA Frontal and Side-Impact crash tests^(b)



Edge

The innovative Edge is an appealing CUV (Crossover Utility Vehicle) with a bold look, muscular stance, sporty handling, exceptional flexibility and available all-wheel-drive. Its 3.5L V6 engine delivers 265 horsepower and 250 lbs.-ft. torque. Teamed with a 6-speed automatic transmission, it offers a balanced combination of energetic performance and fuel efficiency⁽²⁾. Edge offers comfortable seating for five passengers, plus 69 cubic feet of cargo space behind the front row. And with the available front passenger fold-flat seat, it can transport items up to 8 feet long inside.

EDGE KEY FEATURES

- Can be equipped to tow trailers up to 3,500 lbs.
- Fully independent multi-link suspension
- Standard AdvanceTrac® with RSC® (Roll Stability Control™) ^(a)
- Standard 4-wheel disc Anti-lock Brake System (ABS)
- Available panoramic Vista Roof™

⁽¹⁾ EPA estimated 17 city/24 hwy mpg on FWD and 16 city/22 hwy mpg on AWD.

⁽²⁾ EPA estimated 17 city/24 hwy mpg on FWD and 15 city/22 hwy mpg on AWD.

Note: Class is "Medium-sized, 5-passenger Crossover Utility Vehicles with 6-cylinder engines standard."

M **Note:** Metric Conversion – To obtain information in kilograms, multiply pounds by .45; to obtain information in liters, divide cubic feet by .0353; to obtain information in centimeters, multiply inches by 2.54.

Note: Cargo and load capacity of all SUVs is limited by weight and weight distribution.

FORD CLASS A MOTORHOME CHASSIS



BUILD YOUR CASTLE ON A FORD CLASS A MOTORHOME CHASSIS

OUTSTANDING FEATURES

- Seven wheelbase choices: 158/178/190/208/228/242/252-inch
- Six Gross Vehicle Weight Ratings (GVWRs): 16,000/18,000/20,500/22,000/24,000/26,000-lbs.
- 6.8L 3-Valve SOHC EFI Triton® V10 Gas Engine (362 hp/457 lbs.-ft. torque)
- 4-wheel disc Anti-lock Brake System (ABS) for consistent, responsive braking performance
- 19.5-inch wheels and tires
- 22.5-inch aluminum wheels included with 22,000/24,000/26,000-lbs. GVWR
- Heavy-duty front track bar enhances ride and handling on all models (optional on 16,000-lbs. GVWR)
- Two Gross Combination Weight Ratings (GCWRs): 26,000/30,000-lbs. for excellent towing capabilities (10,000-lbs. maximum trailer weight at 16,000-lbs. GVWR)
- TorqShift® 5-speed automatic transmission with Tow/Haul mode
- 81-inch front tread width contributes to handling and lateral stability
- Designed to accommodate wide-body and slide-out type motorhomes

ADDITIONAL FEATURES INCLUDE

- High-capacity front axle system
- 75-gallon fuel tank
- Large-diameter stabilizer bars, front and rear, for ride control
- Custom Bilstein® monotube gas-pressurized shock absorbers, front and rear, for a smooth, controlled ride



M Metric Conversion – To obtain information in kilograms, multiply pounds by .45; to obtain information in centimeters, multiply inches by 2.54; to obtain information in liters, multiply gallons by 3.8; to obtain information in kilometers, multiply miles by 1.6.

FORD CLASS C MOTORHOME CHASSIS



FORD MOTORHOME CHASSIS RATE A+ FOR CLASS C

OUTSTANDING FEATURES

- Three wheelbase choices: 138, 158 and 176 inches
- Up to 14,500-lbs. GVWR and 20,000-lbs. GCWR
- Powerful 5.4L Triton V8, 6.8L Triton V10 and 6.0L Power Stroke® Turbo Diesel V8 Engines
- 90,000-mile scheduled tune-up interval on gasoline engines^(a)
- TorqShift® 5-speed automatic transmission with Tow/Haul mode (gasoline engines only)
- Out-front engine design provides spacious cab with access to “living area” and ease of ingress/egress
- Twin-I-Beam independent front suspension (with caster/camber adjustment), front stabilizer bar and gas-pressurized shock absorbers contribute to a smooth, comfortable ride
- Driver and passenger airbags^(b)
- 4-wheel disc Anti-lock Brake System (ABS)
- Steel ladder-type truck frame with six cross members
- 40-gallon fuel tank (E-350; optional on 138-inch or 176-inch wheelbase); 55-gallon fuel tank (E-450; optional on E-350 with 158-inch wheelbase DRW)
- Van-like driver position with ergonomic instrument panel and controls
- Up to 10,000 lbs. maximum trailer weight

YOU'RE NEVER FAR FROM MOTORHOME CUSTOMER CARE

CUSTOMER ASSISTANCE CENTER

This 24-hour, seven-days-a-week hotline was designed to serve both motorhome owners and RV dealers. By simply calling 1-800-444-3311, the caller has access to:

- The nearest appropriate service location
- Assistance in scheduling a service appointment
- Service assistance for motorhome customers and RV dealers in resolving Ford chassis-related concerns

IN-DEALERSHIP SERVICE SUPPORT

- Over 1,300 Ford Dealerships in the U.S. and Canada
- Certified service technicians backed by computerized diagnostics and national technical hotline support
- Verification of available owner satisfaction and recall information affecting motorhomes

(a) Under normal driving conditions with routine fluid/filter changes.

(b) Always wear your safety belt and secure children in rear seat.

“FOUR-WHEEL-DOWN” TOWING

Many motorhome owners prefer the practicality of having another vehicle along when they travel. In fact, towing another vehicle behind the motorhome has become more and more popular in recent years. Furthermore, many of those who want to tow another vehicle prefer one that can be easily towed without a dolly or trailer. Ford car and truck models shown in the chart at the bottom can be towed with all four wheels down. For safe operation, towed vehicles (or dollies or trailers carrying them) should be equipped with a separate functional brake system. See page 27 and back cover for additional brake information.



Note: Some aftermarket camper centers offer kits which may allow vehicles with automatic transmissions to be flat-towed. See page 26 for kits from Ford Custom Accessories.

M Metric Conversion – To obtain information in kilograms, multiply pounds by .45; to obtain information in kilometers, multiply miles by 1.6; to obtain information in centimeters, multiply feet by 30.48.



2009 Ford Cars	Manual Transmission	Automatic Transmission
Focus	Yes	No
Fusion	Yes (a)	No
Taurus (FWD/AWD)	N/A	Yes (d)
2009 Ford Crossovers		
Edge (FWD/AWD)	N/A	Yes (d)
Flex (FWD/AWD)	N/A	Yes (d)
Taurus X (FWD/AWD)	N/A	Yes (d)
2009 Ford Trucks & SUVs		
Escape I4	Yes (a)	Yes (d)
Escape Hybrid	N/A	Yes (d)
Escape V6	N/A	Yes (d)
Explorer V6 4x4 only	N/A	Yes (f)
Explorer V8 4x4 only	N/A	Yes (g)
F-150 4x4	N/A	Yes (h)
F-250/F-350/F-450 Super Duty 4x4 only	No	Yes (h)
Ranger	Yes (b)(c)	Yes (e)
Sport Trac V6 4x4 only	N/A	Yes (f)
Sport Trac V8 4x4 only	N/A	Yes (g)

Different vehicles have different restrictions and towing procedures. Contact your Ford Dealer for complete details. For safe operation, towed vehicles (or dollies or trailers carrying them) should be equipped with a separate functional brake system.

- (a) Max speed with manual transmission is 70 mph
- (b) Electronic Shift-on-the-Fly rotary control in 2-high position and transmission in NEUTRAL (with 4x4 only)
- (c) Manual transmission in NEUTRAL (with 4x2 or 4x4) Max speed is 55 mph
- (d) All-wheel-drive/Intelligent 4WD vehicles cannot be towed on a dolly
- (e) Only 4x4 with dealer-installed Neutral Tow Kit (Part #3L2Z-7H332-AA)
- (f) Only 4x4 with dealer-installed Neutral Tow Kit (Part #1L2Z-7H332-AB)
- (g) Only 4x4 with dealer-installed Neutral Tow Kit (Part #6L2Z-7H332-A)
- (h) Only with manual shift 4x4 vehicles, not Electronic Shift-on-the-Fly or 4x2 vehicles. Transfer case must be shifted to neutral.

HERE'S A CLASS ON TRAILER CLASSES & RV TRAILER TYPES

FOUR TRAILER CLASSES

CLASS I

LIGHT-DUTY

- 2,000-lbs. maximum weight (trailer and cargo combined)
- Folding camping trailers and trailers for small boats, motorcycles and snowmobiles
- Many Ford vehicles can handle easily
- Conventional weight-carrying hitch

CLASS II

MEDIUM-DUTY

- 2,001-3,500-lbs. gross trailer weight
- Single-axle, small- to medium-length (up to 18 ft.) trailers
- Ford Trucks and compact SUVs can be equipped to tow these trailers⁽¹⁾
- Conventional weight-distributing hitch not required unless specified for a particular vehicle

CLASS III

HEAVY-DUTY

- 3,501-5,000-lbs. gross trailer weight
- Dual-axle or large single-axle travel trailers
- Most properly equipped Ford Trucks and SUVs can tow them⁽¹⁾
- Conventional weight-distributing hitch not required unless specified for a particular vehicle

CLASS IV

EXTRA-HEAVY-DUTY⁽²⁾

- Over 5,000-lbs. gross trailer weight
- Largest travel and fifth-wheel trailers made for recreation
- Most Ford Trucks and SUVs can be equipped to handle trailers in this class⁽¹⁾
- Most applications require a conventional weight-distributing or fifth-wheel hitch

⁽¹⁾ Refer to page 15 for required equipment.

⁽²⁾ Some industry sources refer to trailers over 10,000 pounds as Class V Trailers. Ford Super Duty® Pickups and Chassis Cabs can be equipped to handle these trailers.

KNOW YOUR BASIC RV TRAILER TYPES

FOLDING CAMPING TRAILER

These are relatively inexpensive units providing campers with a comfortable, dry, mobile shelter, plus these added benefits:

- Lightweight for easy towing (usually range from 300 to 2,000 pounds)
- Simple conventional weight-carrying hitch is usually sufficient for towing
- Compact, low profile traveling package
- Easily maneuverable – generally 8 to 16 feet long



CONVENTIONAL TRAVEL TRAILER

Generally larger, rigid construction units offering more of the conveniences of home, including such features as kitchen sink, dinette, shower, refrigerator and flush toilet. Additional benefits include:

- Widely varied levels of roominess, comfort and luxury – depending on the towing capacity of your vehicle, and your budget
- Sizes usually range from 12 to 35 feet long
- Normally towed with a conventional weight-distributing hitch, depending on weight



FIFTH-WHEEL TRAILER

Provides the same types of accommodations as a conventional travel trailer, but with these unique characteristics:

- The forward raised portion is designed to extend over the box of a pickup truck
- Attaches to the truck via a fifth-wheel hitch mounted in the pickup bed
- Offers the advantages of improved weight distribution and towing dynamics, since some trailer weight is directly over the towing vehicle

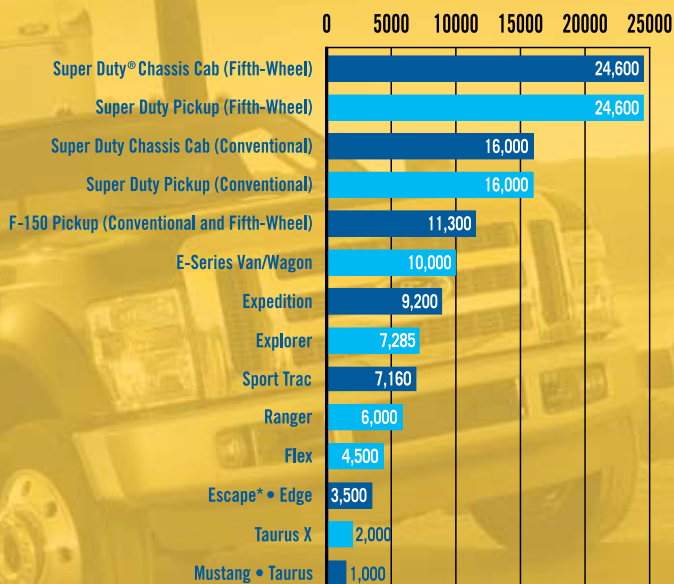


MAXIMUM TRAILER WEIGHTS AND TOWING EQUIPMENT/ PACKAGES

EDGE CLASS II TRAILER TOW/PREP PACKAGE

- Class II hitch receiver
- Engine oil cooler
- Larger radiator
- Upgraded cooling fans
- Wiring harness with 4-pin connector

MAXIMUM TRAILER WEIGHTS IN POUNDS FOR PROPERLY EQUIPPED FORD VEHICLES WITH NO CARGO



*Escape Hybrid is not recommended for towing.

FORD SUV/TRUCK STANDARD TOWING EQUIPMENT & TRAILER TOWING PACKAGES

Model (Option Code)	Flex (536)(a)	Escape (536)(b)	Explorer & Sport Trac (Std.)	Explorer & Sport Trac (536)	Expedition (Std.)	Expedition (536)	E-Series Van/Wagon (534)(c)	E-Series Van/Wagon (536)	Ranger	F-150 (53M)	F-150 (Std.)	F-150 (535)	F-250/F-350 Super Duty Pickup (Standard)	F-250/F-350 Super Duty Pickup (Optional)	F-350/F-450 Chassis Cab (Standard)	F-350/F-450 Chassis Cab (Optional)
72 Amp.-Hr. Heavy-Duty Battery	-	-	-	-	-	-	-	-	-	X	-	X	-	-	-	-
7-Wire Harness & 7-Pin Connector	-	-	-	-	-	-	-	X (d)	-	-	-	-	-	-	-	-
7-Wire Harness & 4/7-Pin Connector	X	-	-	(Std.)	-	X	-	-	-	X	-	X	X	-	-	-
7-Wire Harness (Blunt Cut) with Relays	-	-	-	-	-	-	-	-	-	-	-	-	-	-	X	-
Trailer Wiring Harness (4-Pin)	-	X	(Std.)	-	X	-	X	-	(Std.)	(Std.)	X	X	-	-	-	-
Hitch Receiver (See Chart on Page 29)	X	X	X	X	X	(Std.)	-	X	(Std.)	X	-	X	X	-	-	-
Transmission Oil-to-Air Cooler	-	-	X	(Std.)	-	-	-	-	-	-	-	-	-	-	-	-
Aux. Auto Trans. Oil Cooler	-	(Std.)	-	-	X (e)	X (e)	(Std.)	(Std.)	(Std.) (f)	X (g)	X (h)	X (h)	X	(Std.)	X	(Std.)
Radiator Upgrade	-	-	-	-	-	X	-	-	X (i)	-	-	X (i)	-	-	-	-
Heavy-Duty Flashers	-	-	-	-	X	(Std.)	-	-	-	-	-	-	-	-	-	-
Trailer Brake Wiring/Feed Kit	-	-	-	-	-	-	-	-	-	-	-	-	X (j)	-	X (j)(k)	X (k)
Trailer Brake Controller	-	-	-	-	-	-	X	X	-	X	-	X	X	-	-	X
Rear Stabilizer Bar	-	-	-	-	-	-	-	-	-	-	-	-	X (l)	-	X	(Std.)
3.73 Rear Axle with 4.0L V6	-	-	X	X	-	-	-	-	-	-	-	-	-	-	-	-
Electronic Brake Wiring Kit	-	-	-	-	-	X	-	-	-	-	-	-	-	-	-	-
Electric Brake Controller Tap-in Capability	-	-	(Std.)	(Std.)	-	-	-	X	-	-	-	-	-	-	-	-
TowBoss Package (53B) (m)	-	-	-	-	-	-	-	-	-	-	-	-	-	X	-	-
High Capacity Trailer Tow Package (535)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	X (n)

(a) Optional on all series (SE, SEL, Limited).

(b) Available as dealer accessory with 2.5L I4 engine. Escape Hybrid is not recommended for towing.

(c) Included with optional rear step bumper (768/769).

(d) Blade-style female connector/bumper bracket, including relay system for backup/B+/running lights.

(e) 7-channel standard; 11-channel with 536 option package.

(f) Standard with 4.0L engine only.

(g) 4-channel with 4.6L/5.4L engine.

(h) 9-channel with 4.6L/5.4L engine.

(i) With 4.6L and 5.4L engines only.

(j) In-cab, no controller.

(k) Standard with Lariat; optional with XL and XLT (Option Code 531).

(l) F-350 DRW; F-450

(m) Includes 4.30LS axle and 26,000-lb. GCWR; requires F-350 DRW with 6.4L Turbo Diesel, TorqShift® automatic transmission and TowCommand System.

(n) Optional only on F-450/F-550 (4x2 and 4x4) with 6.4L Turbo Diesel/4.88 axle ratio (manual and automatic transmission).

Notes:

- Content may vary depending on model, trim and/or powertrain. See your Ford Dealer for specific content information.
- **Trailer Towing Package recommended for all light trucks that will be used for towing to help ensure easy, proper connection of trailer lights.**



REQUIRED AND RECOMMENDED TRAILER TOWING EQUIPMENT

It is essential that your vehicle includes any optional equipment needed to best perform its expected towing tasks. This equipment falls into two categories:

1. **Required Equipment** includes items that must be installed. Your New Vehicle Limited Warranty (see your Dealer for a copy) may be voided if you tow without them.
2. **Recommended Equipment** includes items that can make towing easier, and are strongly recommended for strenuous towing conditions. The chart on page 14 lists all SUV/Truck standard and optional towing equipment.

RECOMMENDED EQUIPMENT (where not required)

A weight-carrying hitch is recommended for all Ford vehicles towing trailers less than 5,000 lbs.

FRONTAL AREA CONSIDERATIONS

Frontal area is the total area in square feet that a moving vehicle and trailer exposes to air resistance. The chart shows the limitations that must be considered in selecting a vehicle/trailer combination. Exceeding these limitations may significantly reduce the performance of your towing vehicle. Selecting a trailer with a low-drag, rounded front design will help optimize performance and fuel economy.

For a listing of all SUV/Truck standard and optional towing equipment see chart at left.

REQUIRED EQUIPMENT

E-Series Vans & Wagons

- For Trailers Over 5,000 Pounds – Class II/III/IV Trailer Tow Prep Package.

Escape*

- For Trailers Over 1,500 Pounds – 3.0L V6 Engine.

Edge

- For Trailers Over 2,000 Pounds – Class II Trailer Tow Prep Package.

Explorer and Sport Trac

- For Trailers Over 3,500 Pounds – Class III/IV Trailer Tow Prep Package.

Expedition

- For Trailers Over 6,000 Pounds – Heavy Duty Trailer Tow Package.

Flex

- For Trailers Over 2,000 Pounds – Class III Trailer Tow Prep Package.

F-150

- For Trailers Over 5,000 Pounds – Trailer Tow Package or Heavy Duty Payload Package (requires Max Trailer Tow Package).

F-350 Pickup

- For 26,000-pound GCWR – TowBoss Package.

F-450 Pickup

- For 33,000-pound GCWR – High Capacity Trailer Tow Package.

F-450/F-550 Chassis Cab

- For 33,000-pound GCWR on F-550 with Automatic Transmission; 30,000-pound GCWR on F-450 with Automatic Transmission; and 28,000-pound GCWR on F-450/F-550 with Manual Transmission – High Capacity Trailer Tow Package.

FRONTAL AREA CONSIDERATIONS

Vehicle Line	Frontal Area Limitations/ Considerations	With
Edge	25 sq. ft.	All Applications
Escape/Escape Hybrid*	Base Vehicle Frontal Area (24 sq. ft.)	2.5L I4 Engine or 2.5L Hybrid
	30 sq. ft.	3.0L V6 Engine
E-Series	60 sq. ft.	All Applications
Expedition	Base Vehicle Frontal Area	5.4L V8 Engine Without Heavy Duty Trailer Tow Pkg.
	60 sq. ft.	5.4L V8 With Heavy Duty Trailer Tow Pkg.
Explorer and Sport Trac	40 sq. ft.	All Applications
Flex	25 sq. ft.	All Applications
F-150	Base Vehicle Frontal Area	Without Trailer Tow Pkg. or Heavy Duty Payload Pkg.
	60 sq. ft.	With Trailer Tow Pkg. or Heavy Duty Payload Pkg., excluding 3.15 Axle
	45 sq. ft.	3.15 Axle With Trailer Tow Pkg.
F-250/F-350/F-450/F-550 Super Duty	60 sq. ft.	All Applications
Mustang	32 sq. ft.	All Applications
Ranger	Base Vehicle Frontal Area	2.3L I4 Engine
	32 sq. ft.	4.0L V6 Engine
Taurus	30 sq. ft.	All Applications
Taurus X	30 sq. ft.	All Applications

* Escape Hybrid is not recommended for towing.

M Metric Conversion – To obtain information in kilograms, multiply pounds by .45; to obtain information in kilometers, multiply miles by 1.6; to obtain information in square meters, multiply square feet by .09; to obtain information in centimeters, multiply inches by 2.54.

TRAILER TOWING SELECTOR



Select column with transmission, cab design and drive system (4x2 or 4x4) you prefer. Read down column to find the trailer weight that can be towed with engine/axle ratio combinations listed at left. GCWR column shows maximum allowable combined weight of vehicle, trailer and payload (including cargo and passengers) for each engine/axle ratio combination. Maximum Loaded Trailer Weight assumes a towing vehicle with any mandatory options, no cargo, tongue load of 10-15% (conventional trailer) or king pin weight of 15-25% (fifth-wheel trailer) and driver only (150 pounds). Weight of additional options, passengers, cargo and hitch must be deducted from this weight. Also check Required and Recommended Equipment on page 15.



If your vehicle will be registered in California, Connecticut, Maine, Massachusetts, New York, Pennsylvania, Rhode Island or Vermont, check with your Ford Dealer to be sure the desired powertrain/axle ratio is available in your area.

2009 F-150 GCWR/Max. Trailer Summary

Vehicle Series & Description	WB (in)	GVWR (lb)	Powertrain Description Engine	Trans.	Rear Axle Ratio	GCW Rating (lbs.)	Max. Conv. Hitch Trailer Tow Cap. (lbs.)	Max. Fifth-Wheel Trailer Tow Cap. (lbs.)
4x2								
F-150 Regular Cab Pickup	126	6,450	4.6L 2V	4R75E	3.55	10,400	5,400	5,400
	–	–	–	–	3.73	10,900	5,900	5,900
	145	6,750	4.6L 2V	4R75E	3.55	10,600	5,500	5,500
	–	–	–	–	3.73	11,100	6,000	6,000
	145	6,850	4.6L 3V	6R80E	3.31	13,100	8,000	8,000
	–	–	–	–	3.55 (2)	13,600	8,400	8,400
	145	7,050	5.4L	6R80E	3.15	13,200	8,000	8,000
	–	–	–	–	3.55	15,000	9,800	9,800
F-150 SuperCab Pickup (1)	145	8,200	5.4L	6R80E	3.73 (3)	16,700	11,300	11,300
	132.5	6,500	4.6L 2V	4R75E	3.55	10,400	5,200	5,200
	–	–	–	–	3.73	10,900	5,700	5,700
	132.5	6,550	4.6L 3V	6R80E	3.31	13,000	7,800	7,800
	–	–	–	–	3.55 (2)	13,500	8,200	8,200
	132.5	6,700	5.4L	6R80E	3.15	13,200	7,800	7,800
	–	–	–	–	3.55	14,000	8,600	8,600
	145	6,700	4.6L 2V	4R75E	3.55	10,600	5,300	5,300
	–	–	–	–	3.73	11,100	5,800	5,800
	145	6,800	4.6L 3V	6R80E	3.31	13,500	8,200	8,200
	–	–	–	–	3.55 (2)	14,900	9,500	9,500
	145	7,050	5.4L	6R80E	3.15	14,000	8,600	8,600
F-150 SuperCrew Cab Pickup (1)	–	–	–	–	3.55	15,200	9,800	9,800
	–	–	–	–	3.73 (3)	16,900	11,300	11,300
	163	8,200	5.4L	6R80E	3.73 (3)	17,100	11,300	11,300
	145	6,800	4.6L 2V	4R75E	3.55	10,600	5,200	5,200
	–	–	–	–	3.73	11,100	5,700	5,700
	145	6,900	4.6L 3V	6R80E	3.15 (2)	13,000	7,500	7,500
	–	–	–	–	3.31	13,500	8,100	8,100
	–	–	–	–	3.55 (2)	14,900	9,500	9,500
	145	7,100	5.4L	6R80E	3.15	14,000	8,500	8,500
	–	–	–	–	3.55	15,300	9,800	9,800
	–	–	–	–	3.73 (3)	16,900	11,300	11,300
	157	6,800	4.6L 2V	4R75E	3.55	10,600	5,100	5,100
	–	–	–	–	3.73	11,100	5,600	5,600
	157	6,900	4.6L 3V	6R80E	3.31	13,500	8,000	8,000
	–	–	–	–	3.55 (2)	14,900	9,300	9,300
	157	7,100	5.4L	6R80E	3.15	14,000	8,400	8,400
	–	–	–	–	3.55	15,300	9,700	9,700
	–	–	–	–	3.73 (3)	17,000	11,300	11,300

(1) While F-150 SuperCrew (145" WB) and SuperCab (132.5" WB) 5 1/2' box will accept a fifth-wheel hitch, current fifth-wheel trailer designs are not compatible with these models.

(2) Includes upgrade to 9.75" rear axle

(3) Max Trailer Tow Package is standard on all F-150 pickups equipped with the Heavy Duty Payload Package and available on Super Cab (6.5' box) / SuperCrew with 5.4L engine, 3.73 axle ratio, & 18" or 20" tires. See dealer for details.

* The occurrence of the "E" after the Rear Axle Ratio denotes the Electronic Locking Differential, which comes as standard on the FX4 only.

Note: Trailer tongue (trailer king pin for Fifth-wheel towing) load weight should be 10-15% (15-25% for Fifth-wheel towing) of total loaded trailer weight. Make sure vehicle payload (reduced by option weight) will accommodate trailer tongue (trailer king pin for Fifth-wheel towing) load weight and weight of passengers and cargo added to towing vehicle. Addition of trailer tongue (trailer king pin for Fifth-wheel towing) load weight and weight of passengers and cargo cannot cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.

TAILGATE CLEARANCE CONSIDERATIONS WHEN TOWING A FIFTH-WHEEL OR GOOSENECK TRAILER

Model	F-150	F-250	F-350 SRW	F-350 DRW	F-450 DRW
Max. Tailgate Ht.†	56-60 inches	56-57 inches	59-60 inches	56-57 inches	56-57 inches

Note: Vehicles with other configurations may have varying tailgate heights.

† Distance from ground to top of closed tailgate.

M Metric Conversion – To obtain information in kilograms, multiply pounds by .45; to obtain information in centimeters, multiply inches by 2.54.

If your vehicle will be registered in California, Maine, Massachusetts, New York or Vermont, check with your Ford Dealer to be sure the desired powertrain/axle ratio is available in your area.



F-250/F-350/F-450 SUPER DUTY® PICKUP CONVENTIONAL TOWING Maximum Loaded Trailer Weight (lbs.) – Automatic Transmission

			REGULAR CAB				SUPERCAB				CREW CAB					
Engine	Axle Ratio	GCWR (lbs.)	F-250/F-350 SRW 4x2	F-250/F-350 SRW 4x4	F-350 DRW 4x2	F-350 DRW 4x4	F-250/F-350 SRW 4x2	F-250/F-350 SRW 4x4	F-350 DRW 4x2	F-350 DRW 4x4	F-250/F-350 SRW 4x2	F-250/F-350 SRW 4x4	F-350 DRW 4x2	F-350 DRW 4x4	F-450 DRW 4x2	F-450 DRW 4x4
5.4L SEFI V8	3.73	16,000	10,200	9,800	–	–	10,000	9,500	–	–	9,700	9,300	–	–	–	–
	4.10	18,000	12,200	11,800	–	–	12,000	11,500	–	–	11,700	11,300	–	–	–	–
		18,500	–	–	12,200	11,800	–	–	11,800	11,400	–	–	–	–	–	–
6.8L SEFI V10	4.10	21,000	12,500	12,500	–	–	12,500	12,500	–	–	12,500	12,500	–	–	–	–
		21,500	–	–	15,000	14,600	–	–	14,700	14,300	–	–	14,500	14,000	–	–
	4.30	22,500 (1)	12,500	12,500	–	–	12,500	12,500	–	–	12,500	12,500	–	–	–	–
		23,000 (1)	–	–	15,000	15,000	–	–	15,000	15,000	–	–	15,000	15,000	–	–
6.4L V8 Turbo Diesel	3.55/3.73	23,000	12,500	12,500	–	–	12,500	12,500	–	–	12,500	12,500	–	–	–	–
		23,500	–	–	15,000	15,000	–	–	15,000	15,000	–	–	15,000	15,000	–	–
	4.10	23,500	–	–	15,000	15,000	–	–	15,000	15,000	–	–	15,000	15,000	–	–
	4.30LS	26,000 (2)	–	–	15,000	15,000	–	–	15,000	15,000	–	–	15,000	15,000	–	–
	4.30	33,000 (3)	–	–	–	–	–	–	–	–	–	–	–	–	16,000	16,000

Maximum Loaded Trailer Weight (lbs.) – Manual Transmission

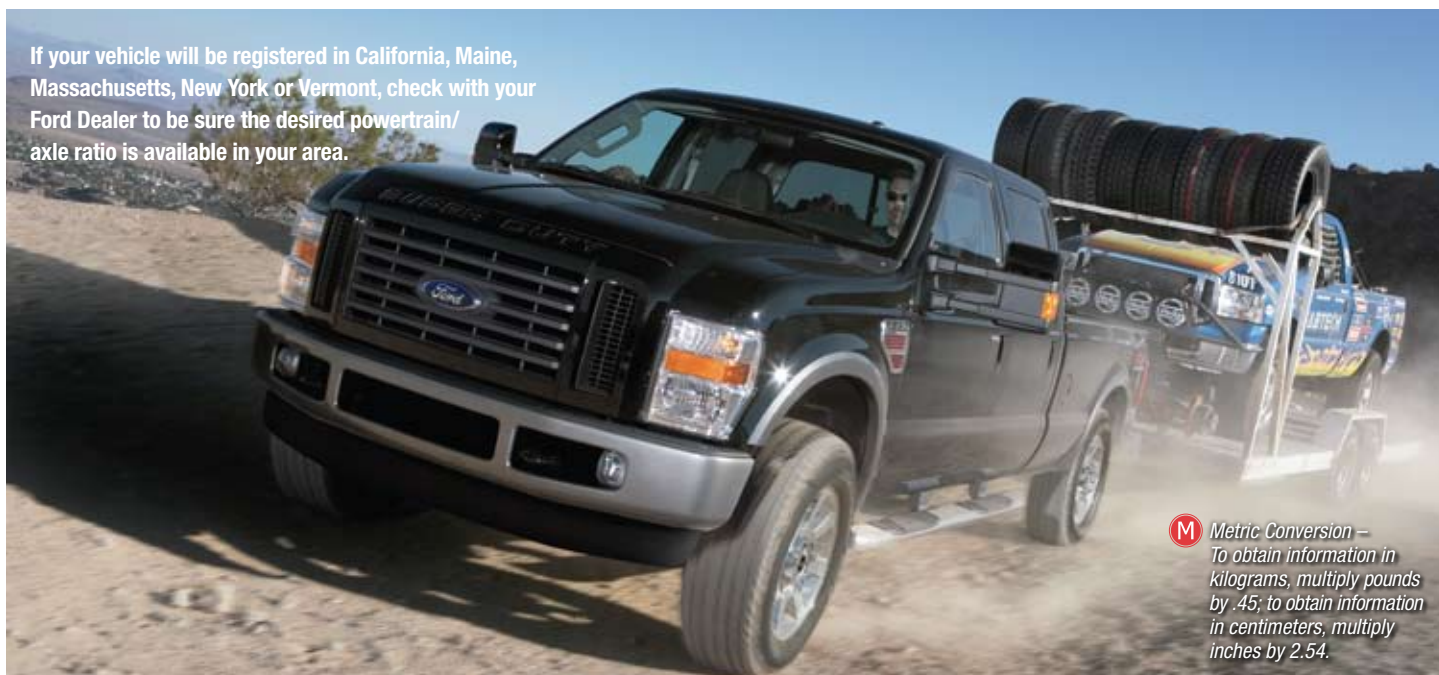
Engine	Axle Ratio	GCWR (lbs.)	F-250/F-350 SRW 4x2	F-250/F-350 SRW 4x4	F-350 DRW 4x2	F-350 DRW 4x4	F-250/F-350 SRW 4x2	F-250/F-350 SRW 4x4	F-350 DRW 4x2	F-350 DRW 4x4	F-250/F-350 SRW 4x2	F-250/F-350 SRW 4x4	F-350 DRW 4x2	F-350 DRW 4x4	F-450 DRW 4x2	F-450 DRW 4x4
5.4L SEFI V8	3.73	15,000	9,200	8,800	–	–	9,000	8,500	–	–	8,700	8,300	–	–	–	–
	4.10	17,000	11,200	10,800	–	–	11,000	10,500	–	–	10,700	10,300	–	–	–	–
		17,500	–	–	11,200	10,800	–	–	10,800	10,400	–	–	–	–	–	–
6.8L SEFI V10	4.10	20,000	12,500	12,500	–	–	12,500	12,500	–	–	12,500	12,500	–	–	–	–
		20,500	–	–	14,100	13,600	–	–	13,700	13,300	–	–	13,500	13,000	–	–
	4.30	22,000	12,500	12,500	–	–	12,500	12,500	–	–	12,500	12,500	–	–	–	–
		22,500	–	–	15,000	15,000	–	–	15,000	15,000	–	–	15,000	15,000	–	–
6.4L V8 Turbo Diesel	3.73	23,000	12,500	12,500	–	–	12,500	12,500	–	–	12,500	12,500	–	–	–	–
		23,500	–	–	15,000	15,000	–	–	15,000	15,000	–	–	15,000	15,000	–	–
	4.10	23,500	–	–	15,000	15,000	–	–	15,000	15,000	–	–	15,000	15,000	–	–
	4.30LS	27,000	–	–	–	–	–	–	–	–	–	–	–	–	16,000	16,000

- (1) Available with F-350 SRW model only.
 (2) Available with TowBoss Package only.
 (3) Available with High-Capacity Trailer Towing Package only.

Notes:

- This information also applies to models with Pickup Box Delete option (66D).
- For F-250/F-350 SRW models, F-250 trailer weights are shown. F-350 trailer weights are within 200 pounds. Check with your sales consultant.
- Trailer tongue load weight should be 10-15% of total loaded trailer weight. Make sure vehicle payload (reduced by option weight) will accommodate trailer tongue load weight and weight of passengers and cargo added to towing vehicle. Addition of trailer tongue load weight and weight of passengers and cargo cannot cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.

If your vehicle will be registered in California, Maine, Massachusetts, New York or Vermont, check with your Ford Dealer to be sure the desired powertrain/ axle ratio is available in your area.



M Metric Conversion –
To obtain information in kilograms, multiply pounds by .45; to obtain information in centimeters, multiply inches by 2.54.

F-250/F-350/F-450 SUPER DUTY® PICKUP FIFTH-WHEEL TOWING (1) Maximum Loaded Trailer Weight (lbs.) – Automatic Transmission

			REGULAR CAB				SUPERCAB				CREW CAB					
Engine	Axle Ratio	GCWR (lbs.)	F-250/F-350 SRW 4x2	F-250/F-350 SRW 4x4	F-350 DRW 4x2	F-350 DRW 4x4	F-250/F-350 SRW 4x2	F-250/F-350 SRW 4x4	F-350 DRW 4x2	F-350 DRW 4x4	F-250/F-350 SRW 4x2	F-250/F-350 SRW 4x4	F-350 DRW 4x2	F-350 DRW 4x4	F-450 DRW 4x2	F-450 DRW 4x4
5.4L SEFI V8	3.73	16,000	10,200	9,800	–	–	10,000	9,500	–	–	9,700	9,300	–	–	–	–
	4.10	18,000	12,200	11,800	–	–	12,000	11,500	–	–	11,700	11,300	–	–	–	–
		18,500	–	–	12,200	11,800	–	–	11,800	11,400	–	–	–	–	–	–
6.8L SEFI V10	4.10	21,000	15,000	14,600	–	–	14,800	14,400	–	–	14,600	14,100	–	–	–	–
		21,500	–	–	15,100	14,600	–	–	14,700	14,300	–	–	14,500	14,000	–	–
	4.30	22,500/23,000 (2)	16,500/16,800 (2)	16,100/16,500 (2)	–	–	16,300/16,600 (2)	15,900/16,300 (2)	–	–	16,100/16,500 (2)	15,600/16,100 (2)	–	–	–	–
6.4L V8 Turbo Diesel		23,000	–	–	16,600	16,100	–	–	16,200	15,800	–	–	16,000	15,500	–	–
	3.55	23,000	16,300	15,800	–	–	16,000	15,600	–	–	15,800	15,300	–	–	–	–
	3.73	23,000	16,300	15,800	–	–	16,000	15,600	–	–	15,800	15,300	–	–	–	–
		23,500	–	–	16,300	15,800	–	–	15,900	15,500	–	–	15,700	15,200	–	–
	4.10	23,500	–	–	16,300	15,800	–	–	15,900	15,500	–	–	15,700	15,200	–	–
	4.30LS	26,000 (3)	–	–	18,800	18,300	–	–	18,400	18,000	–	–	18,200	17,700	–	–
	4.30	33,000 (4)	–	–	–	–	–	–	–	–	–	–	–	–	24,600	24,200

Maximum Loaded Trailer Weight (lbs.) – Manual Transmission

Engine	Axle Ratio	GCWR (lbs.)	F-250/F-350 SRW 4x2	F-250/F-350 SRW 4x4	F-350 DRW 4x2	F-350 DRW 4x4	F-250/F-350 SRW 4x2	F-250/F-350 SRW 4x4	F-350 DRW 4x2	F-350 DRW 4x4	F-250/F-350 SRW 4x2	F-250/F-350 SRW 4x4	F-350 DRW 4x2	F-350 DRW 4x4	F-450 DRW 4x2	F-450 DRW 4x4
5.4L V8	3.73	15,000	9,200	8,800	–	–	9,000	8,300	–	–	8,700	8,300	–	–	–	–
	4.10	17,000	11,200	10,800	–	–	11,000	10,300	–	–	10,700	10,300	–	–	–	–
		17,500	–	–	11,200	10,800	–	–	10,800	10,400	–	–	–	–	–	–
6.8L V10	4.10	20,000	14,000	13,600	–	–	13,800	13,100	–	–	13,700	13,100	–	–	–	–
		20,500	–	–	14,100	13,600	–	–	13,700	13,300	–	–	13,500	13,000	–	–
	4.30	22,000	16,000	15,600	–	–	15,700	15,100	–	–	15,600	15,100	–	–	–	–
6.4L V8 Turbo Diesel		22,500	–	–	16,100	15,600	–	–	15,700	15,300	–	–	15,500	15,000	–	–
	3.73	23,000	16,300	15,800	–	–	15,900	15,300	–	–	15,800	15,300	–	–	–	–
		23,500	–	–	16,300	15,800	–	–	15,900	15,500	–	–	15,700	15,200	–	–
	4.10	23,500	–	–	16,300	15,800	–	–	15,900	15,500	–	–	15,700	15,200	–	–
	4.30LS	27,000	–	–	–	–	–	–	–	–	–	–	–	–	18,600	18,200

- (1) Super Duty does not offer a fifth-wheel hitch as a factory-installed option.
(2) Available with F-350 SRW model only.
(3) Available with TowBoss Package only.
(4) Available with High-Capacity Trailer Towing Package only.

Notes:

- This information also applies to models with Pickup Box Delete option (66D).
- For F-250/F-350 SRW models, F-250 trailer weights are shown. F-350 trailer weights are within 200 pounds. Check with your sales consultant.
- Trailer king pin weight should be 15-25% of total loaded trailer weight. Make sure vehicle payload (reduced by option weight) will accommodate trailer king pin weight and weight of passengers and cargo added to the towing vehicle. Addition of trailer king pin weight, and weight of passengers and cargo cannot cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.

If your vehicle will be registered in California, Maine, Massachusetts, New York or Vermont, check with your Ford Dealer to be sure the desired powertrain/axle ratio is available in your area.



F-350/F-450/F-550 SUPER DUTY® CHASSIS CAB CONVENTIONAL TOWING*

Trailer weights shown assume 1,000 lbs. second-unit body weight. Be sure combined weight of vehicle and trailer does not exceed listed GCWR.

Maximum Loaded Trailer Weight (lbs.) – Automatic Transmission

			REGULAR CHASSIS CAB								SUPER CHASSIS CAB								CREW CHASSIS CAB							
Engine	Axle Ratio	GCWR (lbs.)	F-350 4x2 SRW	F-350 4x4 SRW	F-350 4x2 DRW	F-350 4x4 DRW	F-450 4x2 DRW	F-450 4x4 DRW	F-550 4x2 DRW	F-550 4x4 DRW	F-350 4x2 SRW	F-350 4x4 SRW	F-350 4x2 DRW	F-350 4x4 DRW	F-450 4x2 DRW	F-450 4x4 DRW	F-550 4x2 DRW	F-550 4x4 DRW	F-350 4x2 SRW	F-350 4x4 SRW	F-350 4x2 DRW	F-350 4x4 DRW	F-450 4x2 DRW	F-450 4x4 DRW	F-550 4x2 DRW	F-550 4x4 DRW
5.4L SEFI V8	3.73	16,000	9,500	9,100	–	–	–	–	–	–	9,200	8,700	–	–	–	–	–	–	9,000	8,500	–	–	–	–	–	–
		16,500	–	–	9,600	9,200	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	
	4.10	18,000	11,500	11,100	–	–	–	–	–	–	11,200	10,700	–	–	–	–	–	–	11,000	10,500	–	–	–	–	–	–
		18,500	–	–	11,600	11,200	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	
6.8L SEFI V10	4.10	21,000	12,500	12,500	–	–	–	–	–	–	12,500	12,500	–	–	–	–	–	–	12,500	12,500	–	–	–	–	–	–
		21,500	–	–	14,500	14,100	–	–	–	–	–	–	14,100	13,700	–	–	–	–	–	–	14,000	13,500	–	–	–	–
	4.30	23,000	–	–	15,000	15,000	–	–	–	–	–	–	15,000	15,000	–	–	–	–	–	–	15,000	15,000	–	–	–	–
	4.88	26,000	–	–	–	–	16,000	16,000	16,000	16,000	–	–	–	–	16,000	16,000	16,000	16,000	–	–	–	–	16,000	16,000	16,000	16,000
	5.38	26,000	–	–	–	–	16,000	16,000	16,000	16,000	–	–	–	–	16,000	16,000	16,000	16,000	–	–	–	–	16,000	16,000	16,000	16,000
6.4L V8 Turbo Diesel	3.73	23,000	12,500	12,500	–	–	–	–	–	–	12,500	12,500	–	–	–	–	–	–	12,500	12,500	–	–	–	–	–	–
		23,500	–	–	15,000	15,000	–	–	–	–	–	–	15,000	14,900	–	–	–	–	–	–	15,000	14,700	–	–	–	–
	4.10	23,500	–	–	15,000	15,000	–	–	–	–	–	–	15,000	14,900	–	–	–	–	–	–	15,000	14,700	–	–	–	–
	4.30	26,000	–	–	–	–	16,000	16,000	16,000	16,000	–	–	–	–	16,000	16,000	16,000	16,000	–	–	–	–	16,000	16,000	16,000	16,000
	4.88	26,000	–	–	–	–	16,000	16,000	16,000	16,000	–	–	–	–	16,000	16,000	16,000	16,000	–	–	–	–	16,000	16,000	16,000	16,000
		30,000 (1)	–	–	–	–	16,000	16,000	–	–	–	–	–	–	16,000	16,000	–	–	–	–	–	–	16,000	16,000	–	–
	33,000 (1)	–	–	–	–	–	–	16,000	16,000	–	–	–	–	–	–	–	16,000	16,000	–	–	–	–	–	–	16,000	16,000

Maximum Loaded Trailer Weight (lbs.) – Manual Transmission

5.4L SEFI V8	3.73	15,000	8,500	8,100	8,100	7,700	–	–	–	–	8,200	7,700	–	–	–	–	–	8,000	7,500	–	–	–	–	–	–
	4.10	17,000	10,500	10,100	–	–	–	–	–	–	10,200	9,700	–	–	–	–	–	10,000	9,500	–	–	–	–	–	–
		17,500	–	–	10,600	10,200	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
6.8L SEFI V10	4.10	20,000	12,500	12,500	–	–	–	–	–	–	12,500	12,500	–	–	–	–	–	12,500	12,400	–	–	–	–	–	–
		20,500	–	–	13,500	13,100	–	–	–	–	–	–	13,100	12,700	–	–	–	–	–	–	13,000	12,500	–	–	–
	4.30	22,500	–	–	15,000	15,000	–	–	–	–	–	–	15,000	14,700	–	–	–	–	–	–	15,000	14,500	–	–	–
	4.88	26,000	–	–	–	–	16,000	16,000	16,000	16,000	–	–	–	–	16,000	16,000	16,000	16,000	–	–	–	–	16,000	16,000	16,000
	5.38	26,000	–	–	–	–	16,000	16,000	16,000	16,000	–	–	–	–	16,000	16,000	16,000	16,000	–	–	–	–	16,000	16,000	16,000
6.4L V8 Turbo Diesel	3.73	23,000	12,500	12,500	–	–	–	–	–	–	12,500	12,500	–	–	–	–	–	12,500	12,500	–	–	–	–	–	–
		23,500	–	–	15,000	15,000	–	–	–	–	–	–	15,000	14,900	–	–	–	–	–	–	15,000	14,700	–	–	–
	4.10	23,500	–	–	15,000	15,000	–	–	–	–	–	–	15,000	14,900	–	–	–	–	–	–	15,000	14,700	–	–	–
	4.30	26,000	–	–	–	–	16,000	16,000	–	–	–	–	–	–	16,000	16,000	–	–	–	–	–	–	16,000	16,000	–
	4.88	26,000	–	–	–	–	16,000	16,000	16,000	16,000	–	–	–	–	16,000	16,000	16,000	16,000	–	–	–	–	16,000	16,000	16,000
		28,000 (1)	–	–	–	–	16,000	16,000	16,000	16,000	–	–	–	–	16,000	16,000	16,000	16,000	–	–	–	–	16,000	16,000	16,000

*Super Duty Chassis Cab does not offer a conventional hitch receiver as a factory-installed option.

(1) Available with High Capacity Trailer Tow Package only.

Notes: Trailer tongue load weight should be 10-15% of total loaded trailer weight. Make sure vehicle payload (reduced by option weight) will accommodate trailer tongue load weight and weight of passengers and cargo added to the towing vehicle. Addition of trailer tongue load weight, and weight of passengers and cargo cannot cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.



If your vehicle will be registered in California, Maine, Massachusetts, New York or Vermont, check with your Ford Dealer to be sure the desired powertrain/ axle ratio is available in your area.



M Metric Conversion – To obtain information in kilograms, multiply pounds by .45; to obtain information in centimeters, multiply inches by 2.54.

F-350/F-450/F-550 SUPER DUTY® CHASSIS CAB FIFTH-WHEEL TOWING*

Trailer weights shown assume 1,000 lbs. second-unit body weight. Be sure combined weight of vehicle and trailer does not exceed listed GCWR.

Maximum Loaded Trailer Weight (lbs.) – Automatic Transmission

Engine	Axle Ratio	GCWR (lbs.)	REGULAR CHASSIS CAB								SUPER CHASSIS CAB								CREW CHASSIS CAB							
			F-350 4x2 SRW	F-350 4x4 SRW	F-350 4x2 DRW(1)	F-350 4x4 DRW(1)	F-450 4x2 DRW(1)	F-450 4x4 DRW(1)	F-550 4x2 DRW(1)	F-550 4x4 DRW(1)	F-350 4x2 SRW	F-350 4x4 SRW	F-350 4x2 DRW	F-350 4x4 DRW	F-450 4x2 DRW	F-450 4x4 DRW	F-550 4x2 DRW	F-550 4x4 DRW	F-350 4x2 SRW	F-350 4x4 SRW	F-350 4x2 DRW(2)	F-350 4x4 DRW(2)	F-450 4x2 DRW(2)	F-450 4x4 DRW(2)	F-550 4x2 DRW(2)	F-550 4x4 DRW(2)
5.4L SEFI V8	3.73	16,000	9,500	9,100	–	–	–	–	–	–	9,200	8,700	–	–	–	–	–	–	9,000	8,500	–	–	–	–	–	–
		16,500	–	–	9,600	9,200	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
	4.10	18,000	11,500	11,100	–	–	–	–	–	–	11,200	10,700	–	–	–	–	–	–	11,000	10,500	–	–	–	–	–	–
		18,500	–	–	11,600	11,200	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
6.8L SEFI V10	4.10	21,000	14,400	14,000	–	–	–	–	–	–	14,000	13,600	–	–	–	–	–	–	13,900	13,400	–	–	–	–	–	–
		21,500	–	–	14,500	14,100	–	–	–	–	–	–	14,100	13,700	–	–	–	–	–	–	14,000	13,500	–	–	–	–
	4.30	23,000	–	–	16,000	15,600	–	–	–	–	–	–	15,600	15,200	–	–	–	–	–	–	15,500	15,000	–	–	–	–
	4.88	26,000	–	–	–	–	18,500	18,100	18,300	18,000	–	–	–	–	18,000	17,700	17,900	17,500	–	–	–	–	17,900	17,500	17,700	17,400
	5.38	26,000	–	–	–	–	18,300	18,100	18,300	18,000	–	–	–	–	18,000	17,700	17,900	17,500	–	–	–	–	17,900	17,500	17,700	17,400
6.4L V8 Turbo Diesel	3.73	23,000	15,600	15,000	–	–	–	–	–	–	15,100	14,700	–	–	–	–	–	–	14,900	14,400	–	–	–	–	–	–
		23,500	–	–	15,700	15,200	–	–	–	–	–	–	15,300	14,900	–	–	–	–	–	–	15,100	14,700	–	–	–	–
	4.10	23,500	–	–	15,600	15,200	–	–	–	–	–	–	15,300	14,900	–	–	–	–	–	–	15,100	14,700	–	–	–	–
	4.30	26,000	–	–	–	–	17,600	17,300	17,500	17,100	–	–	–	–	17,200	16,800	17,100	16,700	–	–	–	–	17,000	16,600	16,900	16,500
	4.88	26,000	–	–	–	–	17,600	17,300	17,500	17,100	–	–	–	–	17,200	16,800	17,100	16,700	–	–	–	–	17,000	16,600	16,900	16,500
		30,000 (3)	–	–	–	–	21,600	21,300	–	–	–	–	–	–	21,200	20,800	–	–	–	–	–	–	21,000	20,600	–	–
		33,000 (3)	–	–	–	–	–	–	24,500	24,100	–	–	–	–	–	–	24,100	23,700	–	–	–	–	–	–	23,900	23,500

Maximum Loaded Trailer Weight (lbs.) – Manual Transmission

5.4L SEFI V8	3.73	15,000	8,500	8,100	8,100	7,700	–	–	–	–	8,200	7,700	–	–	–	–	–	–	8,000	7,500	–	–	–	–	–	–
	4.10	17,000	10,500	10,100	–	–	–	–	–	–	10,200	9,700	–	–	–	–	–	–	10,000	9,500	–	–	–	–	–	–
		17,500	–	–	10,600	10,200	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
6.8L SEFI V10	4.10	20,000	13,400	13,000	–	–	–	–	–	–	13,000	12,600	–	–	–	–	–	–	12,900	12,400	–	–	–	–	–	–
		20,500	–	–	13,500	13,100	–	–	–	–	–	–	13,100	12,700	–	–	–	–	–	–	13,000	12,500	–	–	–	–
	4.30	22,500	–	–	15,500	15,100	–	–	–	–	–	–	15,100	14,700	–	–	–	–	–	–	15,000	14,500	–	–	–	–
	4.88	26,000	–	–	–	–	18,500	18,100	18,300	18,000	–	–	–	–	18,000	17,700	17,900	17,500	–	–	–	–	17,900	17,500	17,700	17,400
	5.38	26,000	–	–	–	–	18,500	18,100	18,300	18,000	–	–	–	–	18,000	17,700	17,900	17,500	–	–	–	–	17,900	17,500	17,700	17,400
6.4L V8 Turbo Diesel	3.73	23,000	15,600	15,000	–	–	–	–	–	–	15,100	14,700	–	–	–	–	–	–	14,900	14,400	–	–	–	–	–	–
		23,500	–	–	15,700	15,200	–	–	–	–	–	–	15,300	14,900	–	–	–	–	–	–	15,100	14,700	–	–	–	–
	4.10	23,500	–	–	15,700	15,200	–	–	–	–	–	–	15,300	14,900	–	–	–	–	–	–	15,100	14,700	–	–	–	–
	4.30	26,000	–	–	–	–	17,600	17,300	17,500	17,100	–	–	–	–	17,200	16,800	17,100	16,700	–	–	–	–	17,000	16,600	16,900	–
	4.88	26,000	–	–	–	–	17,600	17,300	17,500	17,100	–	–	–	–	17,200	16,800	17,100	16,700	–	–	–	–	17,000	16,600	16,900	16,500
		28,000 (3)	–	–	–	–	19,600	19,300	19,500	19,100	–	–	–	–	19,200	18,800	19,100	18,700	–	–	–	–	19,000	18,600	18,900	18,500

*Super Duty Chassis Cab does not offer a fifth-wheel hitch as a factory-installed option.

(1) Weights shown are for 141-inch wheelbase models. For 165, 189 and 201-inch wheelbase models, weights may be somewhat less (usually 200 pounds with 165 and 189-inch wheelbase, or 400 pounds with 201-inch wheelbase).

(2) Weights shown are for 176-inch wheelbase models. For 200-inch wheelbase models, weights may be somewhat less (usually 200 pounds with F-350, or 100 pounds with F-450/F-550).

(3) Available with High Capacity Trailer Tow Package only.

Note: Trailer king pin weight should be 15-25% of total loaded trailer weight. Make sure vehicle payload (reduced by option weight) will accommodate trailer king pin weight and weight of passengers and cargo added to the towing vehicle. Addition of trailer king pin weight, and weight of passengers and cargo cannot cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.

SUPER DUTY® CLASS A MOTORHOME CHASSIS

Max. GVWR	Max. GCWR	Max. Trailer Weight
16,000 lbs.	26,000 lbs.	10,000 lbs.
18,000 lbs.	26,000 lbs.	8,000 lbs.
20,500 lbs.	26,000 lbs.	5,500 lbs.
22,000 lbs.	26,000 lbs.	4,000 lbs.
24,000 lbs.	30,000 lbs.	6,000 lbs.
26,000 lbs.	30,000 lbs.	4,000 lbs.

Note: Towing vehicle's braking system is rated for operation at GVWR – NOT GCWR. Separate functional brake systems should be used for safe control of towed vehicles or trailers weighing more than 1,500 lbs. when loaded.

F-650/F-750 SUPER DUTY® CHASSIS CABS

Model	Max. GVWR	Max. GCWR
F-650 Pro Loader (Kick-Up Frame)	20,500-26,000 lbs.	*
F-650 Pro Loader (Straight Frame)	20,500-29,000 lbs.	*
F-650 (Straight Frame)	20,500-29,000 lbs.	*
F-750	25,999-37,000 lbs.	*

*Specific GCWR and Maximum Trailer Weight applicable to a given F-650/F-750 model depend on many variables and customer performance expectations. See your Ford Dealership sales consultant for a Commercial Truck Tools (CTT) performance evaluation for specific vehicle/trailer configuration.



FORD LCF

FORD LCF	
Max. GVWR	Max. GCWR
15,000 lbs.	22,000 lbs.
16,000 lbs.	22,000 lbs.
17,999 lbs.	26,000 lbs.
19,500 lbs.	26,000 lbs.

To determine Maximum Trailer Weight, subtract your vehicle's GVWR from the following Maximum GCWRs.



RANGER PICKUP

Maximum Loaded Trailer Weight (lbs.) – Automatic Transmission

Engine	Axle Ratio	GCWR (lbs.)	Max. Frontal Area (Sq. Ft.)	REGULAR CAB		SUPERCAB	
				4x2	4x2	4x2	4x4
				6-ft. Box	7-ft. Box	6-ft. Box	6-ft. Box
2.3L I4	4.10	5,500	(1)	2,240	2,220	2,080	–
	4.10 (2)	5,500	(1)	1,960	–	–	–
4.0L V6	3.55	9,500	50	–	6,000	5,860	–
	3.55 (2)	9,500	50	–	–	5,680	–
	3.73	9,500	50	–	–	–	5,600
	4.10	9,500	50	–	–	–	5,600

Maximum Loaded Trailer Weight (lbs.) – Manual Transmission

2.3L I4	3.73/4.10	4,800	(1)	1,580	1,540	1,420	–
	4.10 (2)	4,800	(1)	1,520	–	–	–
4.0L V6	3.55	7,000	50	–	–	3,400	–
	3.55 (2)	7,000	50	–	–	3,220	–
	3.73	7,000	50	–	–	–	3,140
	4.10	7,000	50	–	–	–	3,140

(1) Trailer frontal area not to exceed base vehicle frontal area.

(2) Sport Vehicle.

Note: Certain states require electric trailer brakes for trailers over a specified weight. Be sure to check state regulations for this specified weight. The maximum trailer weights listed may be limited to this specified weight, as the Ranger's electrical system does not include the wiring connector needed to activate electric trailer brakes.

M Metric Conversion – To obtain information in kilograms, multiply pounds by .45; to obtain information in square meters, multiply square feet by .09; to obtain information in centimeters, multiply inches by 2.54; to obtain information in kilometers, multiply miles by 1.6.

EXPEDITION

		Expedition		Expedition EL	
Engine	Axle Ratio	Max. GCWR	Max. Trailer Weight (properly equipped)	Max. GCWR	Max. Trailer Weight (properly equipped)
5.4L V8 (4x2)	3.31	11,800 lbs.	6,000 lbs.	12,200 lbs.	6,000 lbs.
5.4L V8 (4x4)	3.73	12,100 lbs.	6,000 lbs.	12,400 lbs.	6,000 lbs.

OPTIONAL HEAVY-DUTY TRAILER TOW CAPACITY

		Expedition		Expedition EL	
Engine	Axle Ratio	Max. GCWR	Max. Trailer Weight (properly equipped)	Max. GCWR	Max. Trailer Weight (properly equipped)
5.4L V8 (4x2)	3.73	15,000 lbs.	9,200 lbs.	15,000 lbs.	8,900 lbs.
5.4L V8 (4x4)	3.73	15,000 lbs.	9,000 lbs.	15,000 lbs.	8,700 lbs.

SPORT TRAC

Engine/Transmission	Axle Ratio	GCWR (lbs.)	Max. Trailer Weight (lbs.)
4.0L SOHC V6/ Automatic	3.73	10,000	5,250 (4X2)
	3.73	10,000	5,080 (4X4)
	3.73	10,000	5,080 (AWD)
4.6L SOHC V8/ Automatic	3.55	12,000	7,160 (4X2)
	3.55	12,000	6,990 (4X4)
	3.55	12,000	6,990 (AWD)

Note for Expedition, Explorer and Sport Trac Charts:

Trailer tongue load weight should be 10-15% of total loaded trailer weight. Make sure vehicle payload (reduced by option weight) will accommodate trailer tongue load weight and weight of passengers and cargo added to towing vehicle. Addition of trailer tongue load weight and weight of passengers and cargo cannot cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.



EXPLORER

Maximum Trailer Weight (lbs.) – Automatic Transmission								
Engine	Axle Ratio	GCWR (lbs.)	4x2 Class II	4x2 Class III/IV	4x4 Class II	4x4 Class III/IV	AWD Class II	AWD Class III/IV
4.0L SOHC SEFI V6	3.55	8,500	3,500	–	3,500	–	3,500	–
	3.73	10,000	–	5,375	–	5,205	–	5,000
4.6L SOHC SEFI V8	3.55	8,500	3,500	–	3,500	–	3,500	–
	3.55	12,000 (1)	–	7,285 (1)	–	7,115 (1)	–	7,115 (1)

(1) Deduct 500 lbs. with Auxiliary Climate Control.

ESCAPE*

Engine/Transmission	Final Drive Ratio	GCWR (lbs.)	Max. Trailer Weight (lbs.)	Vehicle
2.5L Manual FWD	4.13	4,860	1,500**	XLS Manual
2.5L Automatic FWD	3.51	4,940	1,500**	XLS, XLT, Limited
2.5L Automatic 4WD	3.51	5,100	1,500**	XLS, XLT, Limited
3.0L Automatic FWD	3.51	7,080	3,500 with Class II Trailer Towing Package	XLT, Limited
3.0L Automatic 4WD	3.51	7,240	3,500 with Class II Trailer Towing Package	XLT, Limited

*Escape Hybrid is not recommended for towing.

**Escape does not offer factory-installed towing equipment for this application; only available as dealer accessory.

Notes:

- Conventional trailer hitches are not compatible with Escape Hybrid components.
- Certain states require electric trailer brakes for trailers over a specified weight. Be sure to check state regulations for this specified weight. The maximum trailer weights listed above may be limited to this specified weight, as the Escape's electrical system does not include the wiring connector needed to activate electric trailer brakes.

FORD CROSSOVERS AND CARS

FORD CROSSOVERS

Vehicle Line Towing Class	Taurus X Light-Duty Class I	Edge		Flex	
		Light-Duty Class I	Medium-Duty Class II	Light-Duty Class I Standard	Heavy-Duty Class III Optional
Max. Gross Trailer Wt. (lbs.)	2,000	2,000	3,500	2,000	4,500
Max. Tongue Load (lbs.)	200	200	350	200	450



Taurus X

FORD CARS

Car Line Towing Class	Mustang Light-Duty I	Taurus Light-Duty I
Max. Gross Trailer Wt. (lbs.)	1,000	1,000
Max. Tongue Load (lbs.)	100	100
Minimum Engine	4.0L V6	3.5L V6

Note: Focus and Fusion are not recommended for towing.



Taurus

M Metric Conversion – To obtain information in kilograms, multiply pounds by .45; to obtain information in square meters, multiply square feet by .09; to obtain information in centimeters, multiply inches by 2.54; to obtain information in kilometers, multiply miles by 1.6.

FORD E-SERIES

E-SERIES VAN/WAGON

Maximum Loaded Trailer Weight (lbs.) – Automatic Transmission												
			VAN						WAGON			
Engine	Axle Ratio	GCWR (lbs.)	E-150	E-150 Extended	E-250	E-250 Extended	E-350 SD	E-350 SD Extended	E-150	E-350 SD	E-350 SD Extended 11 Pass	E-350 SD Extended 14/15 Pass
4.6L SEFI V8	3.73	11,500	6,000	5,800	5,900	5,800	–	–	5,500	–	–	–
	4.10	12,000	6,500	6,300	6,400	6,300	–	–	6,000	–	–	–
5.4L SEFI V8	3.73	13,000	7,400	7,300	7,400	7,300	7,300	7,200	7,000	6,700	6,500	6,400
	4.10	13,000	7,400	7,300	7,400	7,300	7,300	7,200	7,000	6,700	6,500	6,400
6.8L SEFI V10	3.73	15,000	–	–	–	–	9,100	9,000	–	8,500	8,300	8,100
	4.10	18,500	–	–	–	–	10,000	10,000	–	10,000	10,000	10,000
6.0L V8 Turbo Diesel	3.55	16,000	–	–	–	–	9,500	9,400	–	8,900	–	–
	4.10	20,000	–	–	–	–	10,000	10,000	–	10,000	–	–

Notes:

- For Maximum Trailer Weights with Crew Van, deduct 200 lbs. from weights in chart (except with 18,500 lbs. and 20,000 lbs. GCWR).
- Trailer tongue load weight should be 10-15% of total loaded trailer weight. Make sure vehicle payload (reduced by option weight) will accommodate trailer tongue load weight and weight of passengers and cargo added to towing vehicle. Addition of trailer tongue load weight and weight of passengers and cargo cannot cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.

E-SERIES CUTAWAY & STRIPPED CHASSIS

To determine Maximum Trailer Weight, subtract your vehicle's GVWR from the following GCWRs:

- E-250 Super Duty® Cutaway GCWRs:
 - 4.6L V8 with 4.10 axle = 12,000 lbs.
- E-350 Super Duty Cutaway GCWRs:
 - 5.4L V8 = 13,000 lbs.
 - 6.8L V10 = 18,500 lbs.
 - 6.0L Turbo Diesel V8 = 20,000 lbs.
- E-450 Super Duty Cutaway GCWRs:
 - 6.8L V10 and 6.0L Turbo Diesel V8 = 20,000 lbs.
- E-350 Super Duty Stripped Chassis GCWRs:
 - 5.4L V8 = 13,000 lbs.
 - 6.8L V10 = 18,500 lbs.
- E-450 Super Duty Stripped Chassis GCWRs:
 - 5.4L V8 = 14,050 lbs.
 - 6.8L V10 = 20,000 lbs.



MORE EQUIPMENT FOR YOUR TOWING NEEDS



When you're getting ready to do some towing with your Ford vehicle, you may find that it doesn't come equipped with everything you need – or want – to handle your towing task. That's where Genuine Ford Accessories come in. We offer a selection of items to help prepare your vehicle for towing. Unlike some aftermarket equipment, you can be assured that all of these items are designed and tested to meet or exceed all Ford OEM specifications.

1. Class II Trailer Hitch Assembly

Original equipment hitch bolts directly into existing holes – no drilling or welding required. Fascia trim required for installation. NOTE: Towing capacity could be limited by vehicle powertrain. See your Ford Dealer for details. Not available on Escape Hybrid.

Base Part No. 19D520

Available for: Escape and Edge

2. Class III/IV Trailer Hitch Assembly

Hitch bolts directly into existing holes – no drilling or welding required. NOTE: Towing capacity could be limited by vehicle powertrain. See your Ford Dealer for details.

Base Part No. 19D520

Available for: F-150 and E-Series

Base Part No. 17D826

Available for: Ranger Class III Only

3. Trailer Hitch Wiring Harness – 4-Pin

This 4-pin wiring harness assembly is made to plug into the factory electrical system. The 4-pin design does not allow the use of trailers with electric brakes. Dealer installation recommended. Not available on Escape Hybrid.

Base Part No. 15A416

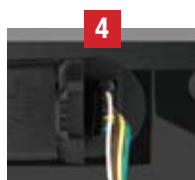
Available for: Escape and Edge

4. Trailer Hitch Wiring Kit – 4/7-Pin

The original equipment wiring harness assembly is made to plug into the factory wiring harness at the rear of your vehicle. The 7-pin design allows the use of trailers with electric brakes. The 4-pin design does not allow the use of trailers with electric brakes. Includes an electrical bracket for convenient attachment. Available for vehicles with or without reverse camera system option. Dealer installation recommended.

Base Part No. 15A416

Available for: F-150



5 & 6. Telescoping Trailer Tow Mirrors – Manual and Power

Two styles available. Manual – When towing, the mirror telescopes out to help increase your range of vision. When not towing, the mirror slides in for normal range. Mirrors also include a forward folding feature that allows them to be folded against the vehicle for tight spaces. Black housing. Dealer Installation only. Power – Provides the same features as manual trailer tow mirrors, but the mirror glass features a power adjust. Mirror glass is also electrically heated to minimize snow & ice buildup. The mirror telescoping feature is still manual. Chrome housing cap. Dealer Installation only. NOTE: Power trailer tow mirrors are for vehicles equipped with power mirrors only and turn signal/marker light feature is only functional on vehicles equipped with those features. Not designed as a mirror power feature upgrade.

Base Part No. 17682 Passenger Side

Base Part No. 17683 Driver Side

Available for: F-150 and F-Series Super Duty

7. Trailer Hitch Drawbars – Square Shank

Can be used in the raised or dropped position to match trailer coupler height. See your Ford Dealer for towing limitations.

Base Part No. 19A282

Available for: Vehicles with 2" (5cm) receiver for Expedition/EL, Explorer, Sport Trac, Ranger, F-150, Super Duty and E-Series Vehicles with 1-1/4" (3cm) receiver for Escape and Edge

8. Trailer Hitch Balls

Forged, one-piece construction for maximum strength, and chrome finish. See your Ford Dealer for towing limitations.

Base Part No. 19F503

Available for: Vehicles equipped with trailer hitch

9. Neutral Tow Kit (not shown)

Allows 4x4 automatic transmission vehicles to be towed behind motorhome with all four wheels on ground. Dealer installation recommended. Not available for AWD vehicles.

Base Part No. 7H332

Available for: Ranger, Explorer and Sport Trac

For detailed availability, price and warranty information, please contact your Ford Dealer or visit our Web site at www.fordaccessories.com.

GOOD THINGS TO KNOW BEFORE YOU TOW

BEFORE YOU BUY

If you are selecting a vehicle that will be used for towing, you should determine the approximate weight of the trailer you intend to tow, including the weight of any additional cargo and fluids that you will be carrying in the trailer. Also be sure the vehicle has the proper optional equipment (see page 15). Keep in mind that performance can be severely compromised in hilly terrain when minimum acceptable powertrain combination is selected. Consider purchasing a vehicle with a more powerful engine.

BRAKES

Many states require a separate braking system on trailers with a loaded weight of more than 1,500 pounds. For your safety, Ford Motor Company recommends that a separate functional brake system be used on any towed vehicle, including those dolly-towed or tow bar-towed. There are two basic types of brake systems designed to activate trailer brakes:

1. **Electronically Controlled Brakes** usually provide automatic and manual control of trailer brakes. They require that the tow vehicle be equipped with a controlling device and additional wiring for electrical power. These brakes typically have a control box installed within reach of the driver and can be applied manually or automatically.
2. **Surge Brakes** are independent hydraulic brakes activated by a master cylinder at the junction of the hitch and trailer tongue. They are not controlled by the hydraulic fluid in the tow vehicle's brake system, and the tow vehicle's hydraulic system should never be connected directly to the trailer's hydraulic system.

Be sure your trailer brakes conform to all applicable state regulations. See *Trailer Tips* on back cover for additional braking information.

TRAILER LAMPS

Make sure the trailer is equipped with lights that conform to all applicable government regulations. The trailer lighting system should not be connected directly to the lighting system of the vehicle. See a local recreational vehicle dealer or rental trailer agency for correct wiring and relays for the trailer and heavy-duty flashers.

AFTER YOU BUY

Before heading out on a trip, check your vehicle's Owner Guide for break-in and severe-duty maintenance schedules (do not tow a trailer until your vehicle has been driven at least 500 miles). Be sure to have your fully loaded vehicle (including passengers) and trailer weighed so as not to exceed critical weight limits (see page 30). If any of these limits are exceeded, cargo should be removed from the vehicle and/or trailer until all weights are within the specified limits.

SAFETY CHAINS

- Always use safety chains when towing. Safety chains are used to retain connection between the towing and towed vehicle in the event of separation of the trailer coupling or ball.
- Use cross chains under the trailer tongue to prevent the tongue from contacting the ground if a separation occurs. Allow only enough slack to permit full turning – be sure they do not drag on the pavement.
- When using a frame-mounted trailer hitch, attach the safety chains to the frame-mounted hitch using the recommendations supplied by the hitch manufacturer.
- See your vehicle's Owner Guide for safety chain attachment information.
- For rental trailers, follow rental agency instructions for hookup of safety chains.

TRAILER WIRING HARNESS

Some vehicles equipped with a factory-installed Trailer Towing Package include a trailer wiring harness and a wiring kit. This kit includes one or more jumper harnesses (to connect to your trailer wiring connector) and installation instructions.

Refer to chart on page 14 for standard and optional wiring harness usage.



DON'T GET HITCHED WITHOUT KNOWING THIS

When towing, it is vital that you use the proper hitch. Here is the hitch information you should know:

WEIGHT-CARRYING (NON-WEIGHT-DISTRIBUTING) HITCH

A weight carrying (non-weight-distributing hitch) is commonly used to tow small and medium-sized trailers. Choose a proper hitch and ball, and make sure its location is compatible with that of the trailer. Use a good weight-carrying hitch that uniformly distributes the trailer tongue loads through the bumper and frame (through the body with Escape; bumper hitch not available with Escape, Explorer or Expedition). Ford rear step bumpers and hitch receivers provide weight-carrying capacities as shown in the chart on the following page. (A label affixed to the hitch receiver provides both the weight-carrying and weight-distributing capacities for each receiver.) The vehicle owner is responsible for obtaining the proper hitch ball, ball mounting and other appropriate equipment to tow both the trailer and load that will be towed.



WEIGHT-DISTRIBUTING HITCH

A weight-distributing hitch is used in conjunction with a hitch platform (receiver) to distribute tongue load to all towing vehicle and trailer wheels. Required for certain Class III and all Class IV applications (see the chart on following page).

- Weight-distributing hitch platforms are welded or bolted to the vehicle frame. Bolt-on types are recommended because they can be removed.
- A properly installed bolt-on weight-distributing hitch platform will not weaken the vehicle or underbody as heat of welding might.
- Equalizing arms are connected from the hitch to the trailer's A-frame. They can be adjusted for best towing performance. Lengths of chain are pulled up and tightened to bend spring bars upward, which lifts some of the weight from the rear wheels and transfers weight to the other wheels of the vehicle and trailer.



FORD REAR STEP BUMPER/ HITCH RECEIVER WEIGHT CAPACITY



FACTORY-INSTALLED TRAILER HITCH RECEIVER OPTIONS

Available on the following Ford vehicles:

- **Edge:** Included with Class II Trailer Tow/Prep Package – Option Code 53G
- **Escape:** Included with Class II Trailer Towing Package – Option Code 536
- **Flex:** Included with Class III Trailer Towing - Option Code 53G
- **Ranger Pickup:** Standard Trailer Tow Receiver – Class III (53L) capability when equipped with 4.0 V6 engine. Refer to the Ranger Owner's Manual for details.
- **Explorer/Sport Trac:** Class II Standard; Class III/IV included with Trailer Towing Prep Package – Option Code 53G
- **E-Series Van/Wagon:** Included with Trailer Towing Package – Option Code 536
- **Expedition:** Class IV Trailer Tow Receiver – Standard on XLT and Eddie Bauer trim levels. Heavy Duty Trailer Tow Option is standard on Limited and King Ranch trim levels and optional on XLT and Eddie Bauer.
- **F-150 Pickups:** Included with Trailer Tow Packages – Option Code 535 and 53M
- **F-250/F-350/F-450 Super Duty Pickups:** F-250/350 SRW and F-350 DRW w/5.4L engine –
Standard for 12,500-lbs. Maximum Trailer Capacity
F-350 DRW w/6.8L gas or 6.4L diesel engines –
Standard for 15,000-lbs. Maximum Trailer Capacity
F-450 – Standard for 16,000-lbs. Maximum Trailer Capacity

The vehicle owner is responsible for obtaining the proper hitch ball, ball mounting, weight-distributing equipment (i.e., equalizing arms and snap-up brackets, sway control system) and other appropriate equipment to tow both the trailer and load that will be towed.

Note: See chart above for the weight-carrying and weight-distributing capacities of these hitch receivers. (These capacities also are shown on a label affixed to each receiver.)

The maximum weight capacities for the weight-distributing hitch receivers shown below may exceed the maximum loaded trailer weight for the vehicle specified. Refer to the Trailer Towing Selector charts on pages 17-25 for Maximum Loaded Trailer Weights for each vehicle.

Vehicle	Weight-Carrying Max. Trailer Capacity (lbs.)(1)	Max. Tongue Load (lbs.)	Weight-Distributing Max. Trailer Capacity (lbs.)(1)	Max. Tongue Load (lbs.)
Rear Step Bumper:				
Ranger	2,000	200	–	–
E-Series Van/Wagon	5,000	500	–	–
F-Series Super Duty®	5,000	500	–	–
Hitch Receiver:				
Edge	3,500	350	–	–
Escape	3,500	300	–	–
Ranger	3,500	350	6,000	600
Explorer 4-Door/Sport Trac (Class II)	3,500	350	–	–
Flex (Class III)	4,500	450	–	–
Explorer 4-Door (Class III/IV)	5,000	500	7,285	728
Sport Trac (Class III/IV)	5,000	500	7,160	716
E-Series Van/Wagon	5,000	500	10,000	1,000
Expedition	6,000	600	9,200	920
Expedition EL	6,000	600	8,900	890
F-150	5,000	500	11,000	1,100
F-250/F-350 Super Duty SRW and F-350 DRW w/5.4L Engine	5,000	500	12,500	1,250
F-350 Super Duty DRW w/6.8L or 6.4L Engines (2)	6,000	600	15,000 (2)	1,500 (2)
F-450 Super Duty DRW (2)	6,000	600	16,000 (2)	1,600 (2)

(1) Ford rear step bumpers and hitch receivers do not include a hitch ball or ball mounting. The vehicle owner is responsible for obtaining the proper hitch ball, ball mounting, weight distributing equipment (i.e., equalizing arms and snap-up brackets, sway control system) and other appropriate equipment to tow both the trailer and its cargo load.

(2) 2.5" receiver. Includes 2.5" to 2.0" adapter which, when used, reduces the Max. Trailer Capacity to 12,500 lbs. and the Max. Tongue Load to 1,250 lbs.

FIFTH-WHEEL HITCH

A fifth-wheel hitch is mounted in the pickup bed to put more of the trailer weight directly over the towing vehicle. The receiver centerline of the hitch should be mounted at least two inches forward from the rear axle of the truck chassis. This mounting location will distribute the king pin weight of the trailer for optimum load-carrying and sway-control performance. Care must be taken to maintain nominal clearance from the back of the cab to the front of the trailer during tight cornering or backing maneuvers. Failure to follow this recommendation can adversely affect the towing vehicle's steering, braking and handling characteristics.

Ford Motor Company does not offer a factory-installed fifth-wheel hitch option.



IT PAYS TO WATCH YOUR WEIGHT!

Confused about the vehicle weights? You'll find some weighty answers here.

BASE CURB WEIGHT is the weight of the vehicle including a full tank of fuel and all standard equipment. It does not include passengers, cargo or any optional equipment. Your Ford dealership sales consultant can give you this number for the vehicle(s) you are considering.

CARGO WEIGHT includes all weight added to the Base Curb Weight, including cargo and optional equipment (check with your sales consultant). When towing, trailer tongue load or king pin weight is also part of the Cargo Weight.

PAYLOAD is the combined maximum allowable weight of cargo and passengers that the truck is designed to carry. It is the Gross Vehicle Weight Rating minus the Base Curb Weight.



MEASURING TONGUE LOAD WITH COMMERCIAL SCALE

To measure actual tongue load or king pin weight, disconnect the trailer and place only the tongue (king pin) on a scale (at hitch ball or fifth-wheel king pin receiver height). If the tongue load/king pin weight exceeds the upper weight limit, move more of the trailer contents rearward to achieve the recommended tongue load/king pin weight. If the tongue load or king pin weight is less than the lower limit, shift the load forward.

GROSS VEHICLE WEIGHT (GVW) is the Base Curb Weight plus actual Cargo Weight plus passengers. It is important to remember that GVW is not a limit or specification – it is the actual weight that is obtained when the fully loaded vehicle is driven onto a scale.

GROSS VEHICLE WEIGHT RATING (GVWR) is the maximum allowable weight of the fully loaded vehicle (including passengers and cargo). This number – along with other weight limits, as well as tire, rim size and inflation pressure data – is shown on the vehicle's Safety Compliance Certification Label, located on the left front door lock facing or the door latch post pillar (see facing page). The GVW must never exceed the GVWR.

GROSS AXLE WEIGHT (GAW) is the total weight placed on each axle (front and rear). To determine the Gross Axle Weights for your vehicle and trailer combination, take your loaded vehicle and trailer to a scale. With the trailer attached, place the front wheels of the vehicle on the scale to get the front GAW. For rear GAW, weigh the towing vehicle with trailer attached, but with just the four wheels of the vehicle on the scale. Subtracting front GAW from that amount gives you rear GAW.

GROSS AXLE WEIGHT RATING (GAWR) is the maximum weight to be carried by a single axle (front or rear). These numbers also are shown on the Safety Compliance Certification Label. The total load on each axle must never exceed its GAWR.

$$\text{Base Curb Weight} + \text{Cargo Weight} + \text{Passenger Weight} = \text{Gross Vehicle Weight (GVW)}$$

GVW must not exceed GVWR (obtain from Safety Compliance Certification Label on the left front door lock facing or the door latch post pillar).

$$\text{GVW} + \text{Loaded Trailer Weight} = \text{Gross Combination Weight (GCW)}$$

GCW must not exceed GCWR (obtain from charts on pages 17-25 or your vehicle's Owner Guide).



GROSS COMBINATION WEIGHT (GCW) is the weight of the loaded vehicle (GVW) *plus* the weight of the fully loaded trailer. It is the actual weight obtained when the vehicle and trailer are weighed together on a scale.

GROSS COMBINATION WEIGHT RATING (GCWR) is the maximum allowable weight of the towing vehicle and the loaded trailer – including all cargo and passengers – that the vehicle can handle without risking damage. (Important: The towing vehicle's brake system is rated for operation at the GVWR – NOT GCWR. Separate functional brake systems should be used for safe control of towed vehicles and for trailers weighing more than 1,500 lbs. when loaded.) The measured GCW must never exceed the GCWR.

MAXIMUM LOADED TRAILER WEIGHT (as shown in the Trailer Towing Selector charts pages 17-25) is the highest possible weight of a fully loaded trailer the vehicle can tow, based on a minimum-towing vehicle GVW. It assumes a towing vehicle with any mandatory options, no cargo, tongue load of 10-15% (conventional trailer) or king pin weight of 15-25% (fifth-wheel trailer), and driver only (150 lbs.). F-Series Super Duty chassis cab models also assume a second-unit body weight of 1,000 lbs. Weight of additional options, passengers, cargo and hitch must be deducted from this weight.

Tongue Load or Fifth-Wheel King Pin Weight

Tongue Load or Fifth-Wheel King Pin Weight is another critical measurement that must be made before towing. It refers to the amount of the trailer's weight that presses down on the trailer hitch. Too much tongue load or king pin weight can cause suspension/drivetrain damage, and can press the vehicle down in back causing the front wheels to lift to the point where traction, steering response and braking can be severely decreased. Too little tongue load or king pin weight can reduce rear-wheel traction and cause instability, which may result in tail wagging or jackknifing.

Tongue load or king pin weights must meet the following requirements:*

- For trailers up to 2,000 lbs., tongue load not to exceed 200 lbs.
- For conventional trailers over 2,000 lbs., tongue load 10-15% of loaded trailer weight.
- For fifth-wheel trailers, king pin weight 15-25% of loaded trailer weight.

Examples: For a 5,000-lbs. conventional trailer, multiply 5,000 by .10 and .15 to obtain a proper tongue load range of 500 to 750 lbs. For an 11,500-lbs. fifth-wheel trailer, multiplying 11,500 by .15 and .25 yields a king pin weight range of 1,725 to 2,875 lbs.

Note: Be sure the addition of tongue load or king pin weight does not cause the key towing vehicle weight limits (GVWR and Rear GAWR) to be exceeded. Remember, GVWR and GAWR are found on the vehicle's Safety Compliance Certification Label. If either of these limits is exceeded, you should go with a larger vehicle or a smaller trailer.

If you do not know the axle ratio of your vehicle, check its Truck Safety Compliance Certification Label (located on the left front door lock facing or the door latch post pillar). Below the bar code, you will see the word AXLE and a two-digit code. Use this chart to find the axle ratio that corresponds to that code:

Axle Ratios			
Vehicle	Rear Axle Ratio	Non-Limited Slip Rear Axle Code	Limited Slip Rear Axle Code
Super Duty	3.73	37	3L
	4.10	41	4N/4W*
	4.30	43	4L
	4.88	48	8L
	5.38	53	5L
F-150	3.15	15	Not Available
	3.31	27	Not Available
	3.55	19	H9
	3.73	26	B6
Ranger	3.55	95	R5
	3.73	86/96	F6/R6
	4.10	87/97	R7/R8
Explorer	3.55	45	Not Available
	3.73	46	Not Available
Sport Trac	3.55	45	Not Available
	3.73	46	Not Available
Expedition	3.31	15	Not Available
	3.73	16	H6
E-Series	3.55	29/39	Not Available
	3.73	24/34	B4/C4
	4.10	22/32/52/56/82	B2/C2/E2/E6/F2
	4.56	83	F3
Motorhome Chassis	5.38	53	Not Available
	6.17	61	Not Available

Wide rear axle on F-350 Chassis cab with Ambulance Package.

Sample Truck Safety Compliance Certification Label (Refer to actual label on your vehicle)

Front GAWR GVWR Rear GAWR



M Metric Conversion – To obtain information in kilograms, multiply pounds by .45.

*Refer to the chart on page 29 for tongue load recommendations with Ford factory-installed rear step bumpers and trailer hitch receivers.

TIPS FOR BETTER TRAILERING

Towing a trailer is demanding on your vehicle, your trailer and your personal driving skills. Follow some basic rules and you'll tow more safely and have a lot more fun.

WEIGHT DISTRIBUTION

- For optimum handling and braking, the load must be properly distributed.
- Keep center of gravity low for best handling.
- Approximately 60% of the allowable cargo weight should be in the front half of the trailer and 40% in the rear (within limits of tongue load or king pin weight).
- Load should be balanced from side to side to optimize handling and tire wear.
- Load must be firmly secured to prevent shifting during cornering or braking, which could result in a sudden loss of control.

BEFORE STARTING

- Before setting out on a trip, practice turning, stopping and backing up your trailer in an area away from heavy traffic.
- Know clearance required for trailer roof.
- Check equipment (make a checklist).

BACKING

- Back up slowly, with someone spotting near the rear of the trailer to guide you.
- Place one hand at bottom of steering wheel and move it in the direction you want the trailer to go.
- Make small steering inputs – slight movement of steering wheel results in much greater movement in rear of trailer.

TURNING

When turning, be sure to swing wide enough to allow trailer to avoid curbs and other obstructions.

BRAKING (ALSO SEE PAGE 27)

- Allow considerably more distance for stopping with trailer attached.
- Remember, the braking system of the tow vehicle is rated for operation at the GVWR, not GCWR.
- If your tow vehicle is a F-150, F-Series Super Duty®, or E-Series and your trailer has electric brakes, the optional Integrated Trailer Brake Controller (TBC) will help assure smooth, effective trailer braking by automatically proportioning the trailer braking to that of the towing vehicle.
- If your trailer starts to sway, apply brake pedal gradually. The sliding lever on the TBC should be used only for manual activation of trailer brakes when adjusting the gain. Misuse, such as application during trailer sway, could cause instability of trailer and/or tow vehicle.

TOWING ON HILLS

- Downshift the transmission to assist braking on steep downgrades and to increase power (reduce lugging) when climbing hills.
- With TorqShift® transmission, select Tow/Haul mode to automatically eliminate unwanted gear search when going uphill and help control vehicle speed when going downhill.

PARKING WITH A TRAILER

Whenever possible, vehicles with trailers should not be parked on a grade. However, if it is necessary, place wheel chocks under the trailer's wheels, following the instructions below.

- Apply the foot service brakes and hold.
- Have another person place the wheel chocks under the trailer wheels on the downgrade side.
- Once the chocks are in place, release brake pedal, making sure the chocks will hold the vehicle and trailer.
- Apply the parking brake.
- Shift automatic transmission into Park, or manual transmission into Reverse.
- With 4-wheel drive, make sure the transfer case is not in Neutral (if applicable).

STARTING OUT WHEN PARKED ON A GRADE

- Apply the foot service brake and hold.
- Start the engine with transmission in Park (automatic) or Neutral (manual).
- Shift the transmission into gear and release the parking brake.
- Release the brake pedal and move the vehicle uphill to free the chocks.
- Apply the brake pedal while another person retrieves the chocks.

ACCELERATION AND PASSING

The added weight of the trailer can dramatically decrease the acceleration of the towing vehicle – exercise caution.

- When passing a slower vehicle, be sure to allow extra distance. Remember, the added length of the trailer must clear the other vehicle before you can pull back in.
- Signal and make your pass on level terrain with plenty of clearance.
- If necessary, downshift for improved acceleration

DRIVING WITH AN AUTOMATIC OVERDRIVE TRANSMISSION

With certain automatic overdrive transmissions, towing – especially in hilly areas – may cause excessive shifting between overdrive and the next lower gear.

- To eliminate this condition and achieve steadier performance, overdrive can be locked out (see vehicle Owner Guide).
- If excessive shifting does not occur, use over-drive to optimize fuel economy.
- Overdrive may also be locked out to obtain engine braking on downgrades.
- When available, select Tow/Haul mode to automatically eliminate unwanted gear search and help control vehicle speed when going downhill.

DRIVING WITH SPEED CONTROL

When driving uphill with a heavy load, significant speed drops may occur.

- An 8-14 mph speed drop will automatically cancel speed control.
- Temporarily resume manual control through the vehicle's accelerator pedal until the terrain levels off.

TIRE PRESSURE

- Underinflated tires get hot and may fail, leading to possible loss of vehicle control.
- Overinflated tires may wear unevenly.
- Tires should be checked often for conformance to recommended cold inflation pressures.

SPARE TIRE USE

A conventional full-size spare tire is required for trailer towing (mini spare tires should not be used; always replace the spare tire with the road tire as soon as possible).

ON THE ROAD

After about 50 miles, stop in a protected location and double-check:

- Trailer hitch attachment.
- Lights and electrical connections.
- Trailer wheel lug nuts for tightness.
- Engine oil – check regularly throughout trip.

HIGH ALTITUDE OPERATION

Gasoline engines lose power by 3-4% per 1,000 ft. elevation. To maintain performance, reduce GVWs and GCWs by 2% per 1,000 ft. elevation.

POWERTRAIN/FRONTAL AREA CONSIDERATIONS

The charts in this guide show the minimum engine size needed to move the GCW of tow vehicle and trailer.

- Under certain conditions, however, (e.g., when the trailer has a large frontal area that adds substantial air drag or when trailering in hilly or mountainous terrain) it is wise to choose a larger engine.
- Selecting a trailer with a low-drag, rounded front design will help optimize performance and fuel economy.

NOTE: For additional trailering information pertaining to your Ford vehicle, refer to the vehicle Owner Guide.

For the Latest RV/Towing Information, check out the Ford Fleet Web site at www.fleet.ford.com/showroom/rv_trailer_towing/2009/2009_default.asp

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M Metric Conversion – To obtain information in centimeters, multiply feet by 30.48; to obtain information in kilometers, multiply miles by 1.6.

