

Welcome To The World Of 1980 Ford Recreation Vehicles

A Guide To What's Right For You!



Foreword *Mobility & Freedom!*

The freedom to get away from the ordinary . . . the humdrum and the routine . . . to explore and sight-see . . . or stay and camp at a favorite location — that's what recreation vehicles are all about.

Ford has a wide variety of vehicles to fit the needs of the recreation enthusiast. From Pickups, Broncos, Club Wagons, vans and passenger cars for towing trailers, to pickups for carrying campers, and

mini-motorhome chassis for accommodating self-contained units . . . 2-wheel drive or 4-wheel drive — Ford's got them all — all built Ford tough.

The freedom of choice is yours!

Shop around through these pages. Do a little practical day-dreaming. Then visit your local Ford dealer to inspect and test drive the vehicle you need to meet your recreation vehicle requirements.

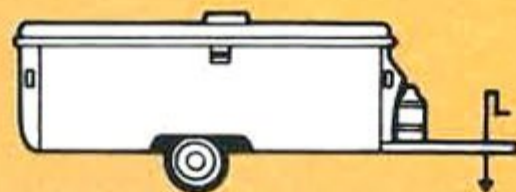
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There Are 4 Basic Types Of Trailers . . . And 4 Basic Trailering Classes

CLASS I — LIGHT-DUTY

Gross Trailer Weight: Under 2000 lbs. Tongue Weight: Up to 200 lbs. Folding tent trailers and trailers for light boats and snowmobiles are in this class.



FOLDING CAMPING TRAILERS

You've seen them . . . those nifty little camping packages that pop up into an amazing amount of living space.

Prices for these outfits range anywhere from approximately \$700 to upwards of \$3500.

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

CLASS II — MEDIUM-DUTY

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



TELESCOPING TRAILERS

A telescoping trailer is a cross between a folding camping trailer and the larger travel trailer. The top raises to increase the interior height of the trailer.

Telescoping trailers vary in length from 8 to 14 feet and prices range from approximately \$3000 to about \$8000.

CLASS III — HEAVY-DUTY

Gross Trailer Weight: 3500-6000 lbs. Tongue Weight: 10-15% of Gross Trailer Weight. (Not to exceed 700 lbs. on passenger cars, except 750 lbs. for Ford LTD.) This class includes large, dual-axle travel trailers.



TRAVEL TRAILERS

Most of the conveniences you are used to — such as kitchen sink, dinette, shower, refrigerator, and flush toilet — that's the travel trailer. It's heavier to tow than the folding camping trailer or the telescoping trailer because of its rigid construction and size.

You can get a travel trailer varying in length from 10 to 31 feet. Costs range from approximately \$3000 to more than \$18,000.

CLASS IV — EXTRA HEAVY-DUTY

Gross Trailer Weight: 6000-10,000 lbs. Tongue Weight: 10-15% of Gross Trailer Weight. In this class are the largest trailers made for recreation.



FIFTH-WHEEL TRAILERS

Those large trailers you see that are hitched inside the box of a pickup truck, with the forward part extending over the pickup box and the aft portion behind the truck, are known as Fifth-Wheel Trailers.

Fifth-wheel trailers are available from 18 to 35 feet at prices ranging from approximately \$8500 to over \$25,000.

In reviewing this brochure, please keep in mind that camper and trailer information has been supplied by the manufacturers of the recreational vehicles. Ford Motor Company has no knowledge of, and takes no responsibility for, the accuracy of that information, the performance and durability characteristics of these units, or their availability or pricing. Buyers should secure such information as they may need on those subjects from the manufacturers.

Those portions of the vehicles which are not supplied by Ford are not covered by the Ford warranty. Nor are repairs to Ford-supplied components covered if the repairs are necessitated by the effects of alterations made by, or equipment installed by entities other than the Ford Motor Company.

Buyers who purchase vehicles produced or altered by manufacturers other than Ford should assure themselves that each such vehicle bears appropriate certifications by the manufacturer that, as completed or altered, the vehicle conforms to all applicable

Federal Motor Vehicle Safety Standards and that each such vehicle or engine, as applicable, is covered by a certificate of conformity issued by the United States EPA pursuant to the provisions of the Clean Air Act, as amended.

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

MILEAGE STATEMENT: Mileage figures are for comparative purposes. Buyers may get different mileage depending on how fast they drive, weather conditions and trip length. Fuel economy in heavy city traffic will probably be lower than the city estimate. Actual highway mileage will probably be less than the highway estimate. The estimated (city) MPG is more likely to reflect actual overall mileage than the Metro Highway estimate.

Ford LTD



Explore the new world of the full-size Ford LTD! It's an American road car with ample 6-passenger room.

The full-size LTD for 1980 provides a high level of standard equipment, including a 5.0 liter (302 CID) V-8 engine, automatic transmission, power steering, power brakes and steel-belted radial-ply tires. The 2-door and 4-door sedans offer a roomy 22.4 cubic foot deep well trunk . . . ample room for all the family's luggage. The LTD wagon is a big, people mover — six passengers can ride in comfort (eight with optional dual facing seats), and a spacious cargo-carrier . . . 89.7 cubic foot cargo area when the rear seat is folded down.

Included in the wide selection of options available in the Ford LTD are a 5.8 liter (351 CID) V-8 engine and an Automatic Overdrive Transmission. At approximately 40 MPH in "D" (Drive), the Automatic Overdrive automatically shifts into a fourth overdrive gear. This causes the engine to turn at lower RPM's. Other options include heavy-duty suspension with higher capacity springs and shocks, Adjustable Level Air Shock Absorbers, a Heavy-Duty Battery, Traction-Lok Axle and Fingertip Speed Control.

FORD LTD TOWING CAPABILITIES

You don't have to use special trailer-towing equipment with the 1980 Ford LTD for towing trailers up to 2000 pounds. For anything heavier than that — up to 6000 pounds gross trailer weight — a Ford Heavy-Duty Trailer-Towing Package is available. The HD Trailer-Towing Package requires the optional 5.8 liter (351 CID) V-8 engine and P215x14 or P205x15 radial ply tires.

HEAVY-DUTY TRAILER-TOWING PACKAGE

- HD battery
- 60-amp. minimum alternator
- Trailer-towing suspension
- Trailer-towing axle
- Trailer-towing wiring harness
- Power steering oil cooler
- HD rear brakes (standard on wagons)
- HD cooling package

FORD LTD Minimum Required Equipment	CLASS I Light-Duty Up to 2000 lbs. Loaded Trailer Weight	CLASS II Medium-Duty 2000-3500 lbs. Loaded Trailer Weight	CLASS III Heavy-Duty 3500-6000 lbs. Loaded Trailer Weight
Maximum Tongue Load (lbs.)	200	500	750
Trailer Hitch Type (a)	Non-Equalizing*	Load-Equalizing*	Load-Equalizing*
Engine	5.0L (302) V-8 5.8L (351-2V) Optional	5.8L (351-2V) Optional	5.8L (351-2V) Optional
Transmission	Automatic — STD.	Automatic — STD.	Automatic — STD.
Steering	Power — STD.	Power — STD.	Power — STD.
Brakes	Power Front Disc — STD.	Power Front Disc — STD.	Power Front Disc — STD.
Rear Axle Ratio	2.26 Sedans — STD. 2.73 Wagons — STD.**	2.26 Sedans — STD. 2.73 Wagons — STD.	3.08 Sedans — OPT. 3.08 Wagons — OPT.
Tires	P205/75R x 14 (c)	P215/75R x 14 (c)	P215/75R x 14 (c)
Trailer-Towing Package	(b)	Heavy-Duty	Heavy-Duty

*Non-Equalizing Hitch accepts weight of trailer's torque. Load-Equalizing Hitch distributes the weight of the trailer and the towing vehicle equally between the axles of both units.
**NA with California emission system.
(a) CAUTION — Bumper hitches are not recommended. However, a multi-clamp type hitch may be used as long as it is installed properly and the usage and towing instructions of a reputable trailer agency are followed. Single-clamp hitches are not acceptable.
(b) Trailer-towing package not available. Required components available as separate options or dealer-installed accessories.
(c) P215/75R x 14 STANDARD for wagons.

Ford Thunderbird



Spread your wings in the totally redesigned 1980 Thunderbird. It's a space- and fuel-efficient car with significantly increased rear leg and knee room compared to the 1979 model.

A new strut-type front suspension system helps provide excellent ride, handling and control. There's a new 4.2 liter standard V-8 that skimps on fuel. (Est. MPG (18)/City, 26/Highway.)* And even greater efficiency is realized with the optional Automatic Overdrive Transmission available on models equipped with the 5.0L (302 CID) engine. Automatic Overdrive is a Ford innovation and a Ford Better Idea for the 80's. At about 40 MPH in "D" (Drive), it automatically shifts into a fourth overdrive gear. This causes the engine to run at lower RPM for better highway fuel economy. (Est. MPG 29/Highway.)*

Power steering, power front disc brakes, AM radio (that may be deleted for credit) and automatic transmission are all standard as are the front and rear stabilizer bars, P-metric steel-belted radial ply tires, maintenance-free battery, and DuraSpark Electronic Ignition, plus much more.

You can treat yourself to the level of luxury you want, too, with Thunderbird's choice of models and exterior decor options.

A host of innovative electronic options are also available, including a keyless entry system that uses five coded pushbuttons instead of keys to unlock the car and trunk; an electronic digital clock that tells the time, date or elapsed time on command; three electronic AM/FM stereo search radios; and a new electronic instrument cluster (standard on the Town Landau and Silver Anniversary).

Flight test a 1980 Thunderbird for yourself.

More MPG With Selected Options!

Automatic Overdrive Transmission and Fingertip Speed Control can help you increase the MPG at highway speeds. With overdrive, the 5.0L (302 CID) engine (Est. MPG (17)/City, 29/Highway)* takes it easy at highway speeds and, of course, Fingertip Speed Control helps you avoid intermittent acceleration and deceleration.

*See mileage statement on pg. 3.

THUNDERBIRD Minimum Required Equipment	CLASS I Light-Duty Up to 2000 Lbs. Loaded Trailer Weight
Maximum Tongue Load (lbs.)	200
Trailer Hitch Type	Non-Equalizing
Engine	4.2 L (255 CID) STD. (a) 5.0 L (302 CID) OPT.
Transmission	Automatic — STD.
Steering	Power — STD.
Brakes	Power Front Disc/Rear Drum — STD.
Rear Axle Ratio	2.26:1 — STD. 3.08:1 w/Auto. Overdrive — OPT.
Tires	P185/75R14 — STD.
Trailer-Towing Package	(b)

(a) NA with high altitude emission systems.
(b) Required components available as separate options or dealer-installed accessories only. For long distance high-speed towing, an aftermarket external transmission oil cooler installation is recommended.

Ford Pinto, Mustang, Fairmont & Granada

PINTO — IT MAY BE THE BEST SMALL CAR VALUE OF 1980. A 2.3 liter engine and four-on-the-floor manual transmission. Pinto is a lot of value in a small car. Choices include 2-door sedans, 3-door runabouts and 2-door wagons. Pinto can pull a trailer weighing up to 1000 pounds with recommended equipment such as the standard 2.3 liter engine and optional automatic transmission.



(a) CAUTION — Bumper hitches are not recommended. However, a multi-clamp type hitch may be used as long as it is installed properly and the usage and towing instructions of a reputable trailer agency are followed. Single-clamp hitches are not acceptable.
(b) 2.3L Turbo charged engine not designed for the purpose of towing trailers.
(c) Trailer-towing packages are not available. Required components available as separate options from trailer dealer-installed accessories for long distance, high-speed towing, an aftermarket external transmission oil cooler installation is recommended.

PINTO — MUSTANG — FAIRMONT — GRANADA — Can Tow Class I Light-Duty Trailers					
MINIMUM RECOMMENDED EQUIPMENT	PINTO	MUSTANG	FAIRMONT		
Maximum Tongue Load (lbs.)	100	100	100	150	200
Maximum Trailer Weight (lbs.)	1000	1000	1000 or Less	1000 to 1500	1500 to 2000
Maximum Trailer Frontal Area (sq. ft.)	20	20	20	20	20
Trailer Hitch Type (a)	Non-Equalizing	Non-Equalizing	Non-Equalizing		
Engine (b)	2.3 liter	2.3 liter	2.3L	3.3L	4.2L
Transmission (c)	Automatic — OPT.	Automatic — OPT.	Manual STD.	Auto. OPT.	Auto. OPT.
Steering	Manual — STD.	Manual — STD.	Manual — STD.		
Brakes	Manual Disc — STD.	Front Power Disc — OPT.	Power Brakes — OPT.		
Rear Axle Ratio	3.08	3.08	3.08:1	2.73:1	2.26:1
Tires	BR78 x 13 — OPT.	P-Metric — STD.	P175 x 75R14 — STD.		
Trailer Towing Package	(c)	(c)	(c)		

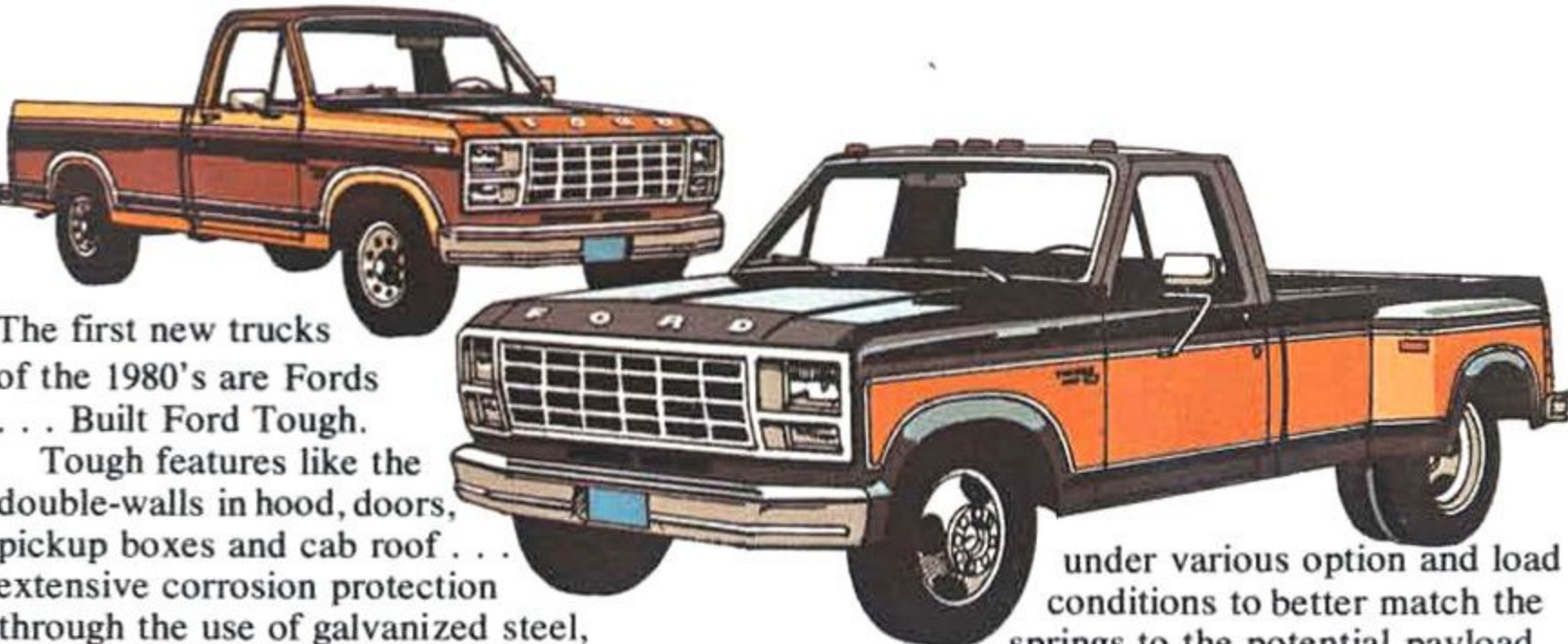
MUSTANG — A SPORTS CAR FOR THE '80'S. Now you can have sports car flair — and pull a one-half ton trailer in the bargain. It's a new breed of Mustang with sleek, aerodynamic lines and interior space efficiency that provides ample room for four people. Choose your model, there's a Mustang for you. New options this year include a roof-mounted luggage carrier for even more cargo-carrying capacity than ever before, a cargo area cover for the cargo area of the 3-door, a 3.3 liter "I" 6-cylinder engine with 4-speed manual overdrive transmission (3.3 liter with automatic transmission/California) and a 4.2 liter V-8. Corral a Mustang at your Ford dealer and take a test drive.

FAIRMONT — ENGINEERED FOR 1980 AND BEYOND. Practical, compact, stylish cars in 2-door and 4-door sedans, Futura 2-door and 4-door and family-size 4-door station wagon, all with ample seating capacity for five adults — and plenty of optional pulling power to tow one-ton trailers. Standard power is a 2.3 liter engine with 4-speed transmission. Optional engines include a Turbo-charged 2.3 liter available on sedan and Futura models . . . 3.3 liter "Six" and 4.2 liter V-8. The Ford Fairmont wagon is an ideal cargo carrier for recreational gear. Fold the rear seat down and you've got 79.5 cubic feet of cargo space!

GRANADA — A MODERN AMERICAN CLASSIC. High style and a high level of standard equipment surround the Granada owner with luxury. Five-passenger room inside. Trim and parkable outside. For 1980, there are six Granadas to choose from — 2-door and 4-door sedans in the Granada, Ghia and ESS series. Standard engine is the 4.1 liter (250 CID) six with 4-speed manual overdrive transmission (4.2 liter V-8/California). A 5.0 liter V-8 with automatic transmission is also available. Power to pull trailers weighing up to one ton. Ford Pinto, Mustang, Fairmont and Granada — efficient in size and price. Smartly-styled and engineered for the '80's.

The First New Trucks of the '80's!

1980 FORD PICKUPS



The first new trucks of the 1980's are Fords . . . Built Ford Tough. Tough features like the double-walls in hood, doors, pickup boxes and cab roof . . . extensive corrosion protection through the use of galvanized steel, pre-coated steel, vinyl sealer, zinc-rich primer, aluminum filled wax and non-corrosive plastic shields in selected areas. Ask your dealer for the complete details on Ford's unlimited mileage corrosion warranty. For 1980, the lower bodyside sheet metal contours have been revised to reduce paint chipping and abrasion from dirt and gravel thrown up by the wheels. One-piece, large tub-type front fender aprons are molded from non-rusting polypropylene. Beneath the cab, the underbody has been designed to reduce "mud pockets" where corrosion might gain an eventual foothold. And, new comfort and convenience features, too, like more legroom in the cab . . . new sound insulation to reduce noise levels . . . greater glass area than comparable '79's . . . sliding rear window. What's more, these tough Ford trucks for the '80's have, pound for pound, equal or bigger payloads than in 1979 (based on comparable GVWRs), and they feature the same pickup box interior dimensions as the '79's so they can be ordered to accommodate existing slide-in campers and box covers. For 1980, front and rear springs on F-100/F-150 models are computer-selected

under various option and load conditions to better match the springs to the potential payload for a smoother ride. This year all F-Series Styleside Pickups feature a tailgate design that permits easy removal by disconnecting the support links and lifting the tailgate off its pivots. A real convenience when it comes time to add your slide-in camper. For 1980, there's a Ford pickup for almost every job. You can select a F-100: Styleside with either a 2967 mm (116.8") wheelbase or a 3378 mm (133.0") wheelbase . . . Or a Flareside with a 2967 mm (116.8") wheelbase. The F-150 Series offers three models: Styleside with 2967 mm (116.8") wheelbase or 3378 mm (133.0") wheelbase. Flareside with the 2967 mm (116.8") wheelbase. SuperCab Styleside with 3526 mm (138.8") wheelbase or 3837 mm (155.0") wheelbase. The F-250 Series features a Regular Cab Styleside and SuperCab Styleside Pickup and a Chassis-Cab: F-250 Styleside has a 3378 mm (133.0") wheelbase.

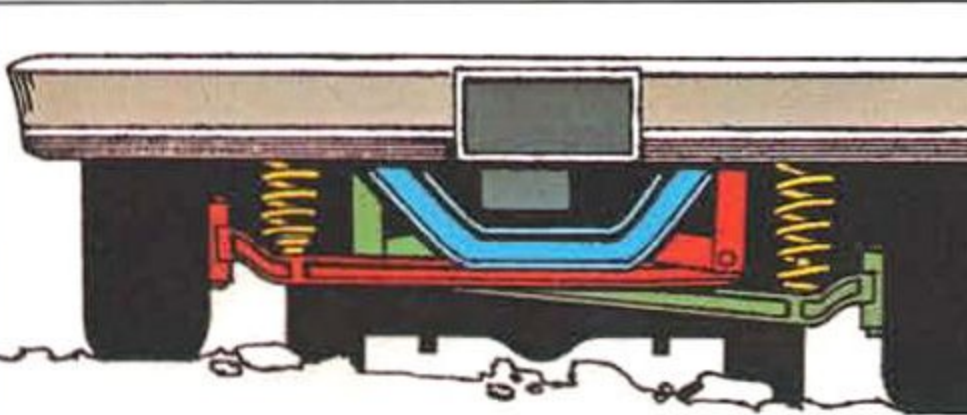
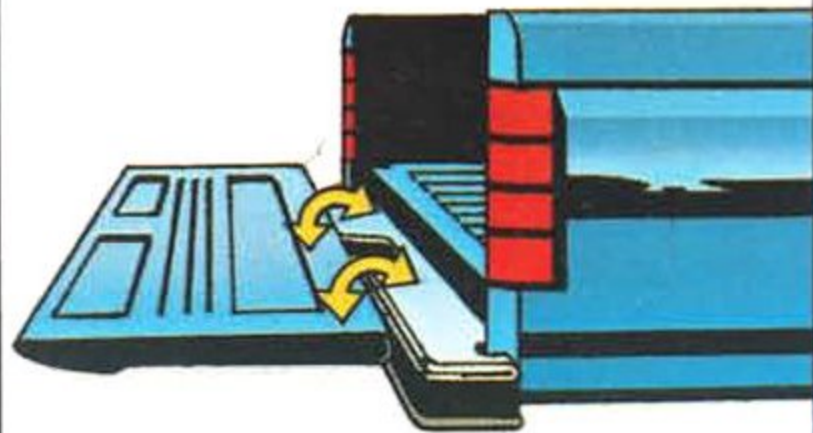
SuperCab is available with either the 3526 (138.8") wheelbase or the 3937 mm (155.0") wheelbase. The Chassis-Cab has a 3378 mm (133.0") wheelbase. The F-350 Series includes Styleside and Chassis-Cab models with either single rear wheels or dual rear wheels and a SuperCab Styleside model: F-350 Styleside features a 3378 mm (133.0") wheelbase. F-350 Chassis-Cab single rear wheel model is available with three different wheelbases: 3475 mm (136.8"), 3378 mm (133.0") and the 4085 mm (160.8"). F-350 Chassis-Cab with dual rear wheels is available with a 3475 mm (136.8") wheelbase or 4085 (160.8") wheelbase. F-350 SuperCab Styleside model is available with a 3937 mm (155.0") wheelbase. F-150, F-250 and F-350 four-wheel drive models are also available. For more information on these tough and versatile 4x4's, see Pages 14-18. It's a broad range of models, but there are even more choices and selections to help you tailor your truck to your individual requirements, including these attractive trim levels:

TRIM LEVEL AVAILABILITY	Trim Level			
	Custom	Ranger	Ranger XLT	Ranger Lariat
Body Configuration				
Regular Cab	X	X	X	X
Regular Cab—Chassis-Cab	X	—	X	—
SuperCab	X	X	X	X
Styleside—Single Rear Wheels	X	X	X	X
Styleside—Dual Rear Wheels	X	—	X	—
Flareside	X	—	X	—



Rust protection

- Polymer fender liners
- Galvanized
- Zinc-coated steel
- Zinc-rich primer
- Aluminized wax sealer



Ford F-Series Pickups/Courier

Whether the cargo's geared for light or heavy trailer towing or carrying a camper, there's a 1980 Ford F-Series Pickup to do the job.

The frame has the toughness that's needed for a two-fisted working machine. The Twin I-Beam front suspension and long two-stage variable-rate rear springs help smooth the rough roads.

All '80 Ford Pickups have these additional standard features: Inside hood release and locking steering column for anti-theft protection. Maintenance-free battery. 457 mm (18") long windshield wiper blades with dual port washer spray nozzles and coolant recovery system for more efficient operation.

Ford Courier

Courier's a mighty one! It's a toughie that will tow a ton of trailer when it's equipped with the optional 2.3 liter engine. It's nimble in city traffic and it goes and goes between fill-ups (630 miles based on 37 Est. MPG highway, with manual 5-speed transmission).*

You've got your choice of a six-foot or seven-foot box with Ford Courier and a long list of available options.

*See mileage statement on pg. 3.

MODEL	COURIER
Towing Method	Conventional
Trailer Weight (lbs.)	Up to 2000 lbs.
GCWR (Max.) ¹	5000
GVWR (Min.)	4100
Tires (Min.)	6.00 x 14C
Tongue Load	10 to 15% of Trailer Weight 200 lbs. Max. ²
Trailer Class	I
Engine*	2.3L
Transmission	4-Speed Manual
Axle Ratio	3.64:1
Trailer Hitch*	Non-Equalizing ³

*-Recommended equipment *-Required minimum equipment
¹GCWR equals combined weight of towing vehicle including passengers and cargo plus the weight of trailer. GCWR and the front rear GAWR's must not be exceeded.
²Up to 21 sq. ft. frontal area; not Class I Upper Limit.
³Attached to the frame or original equipment step bumper.

Ford's Six Wheeler . . . A New Model For The '80's!

The new F-350 Six Wheeler with dual rear wheels for stability provides payload capacities up to 2480 kg (5475 lbs.). It's ideal for 5th wheel trailering applications when equipped with optional Trailer Towing Package or for camping when equipped with Camper Special Package.

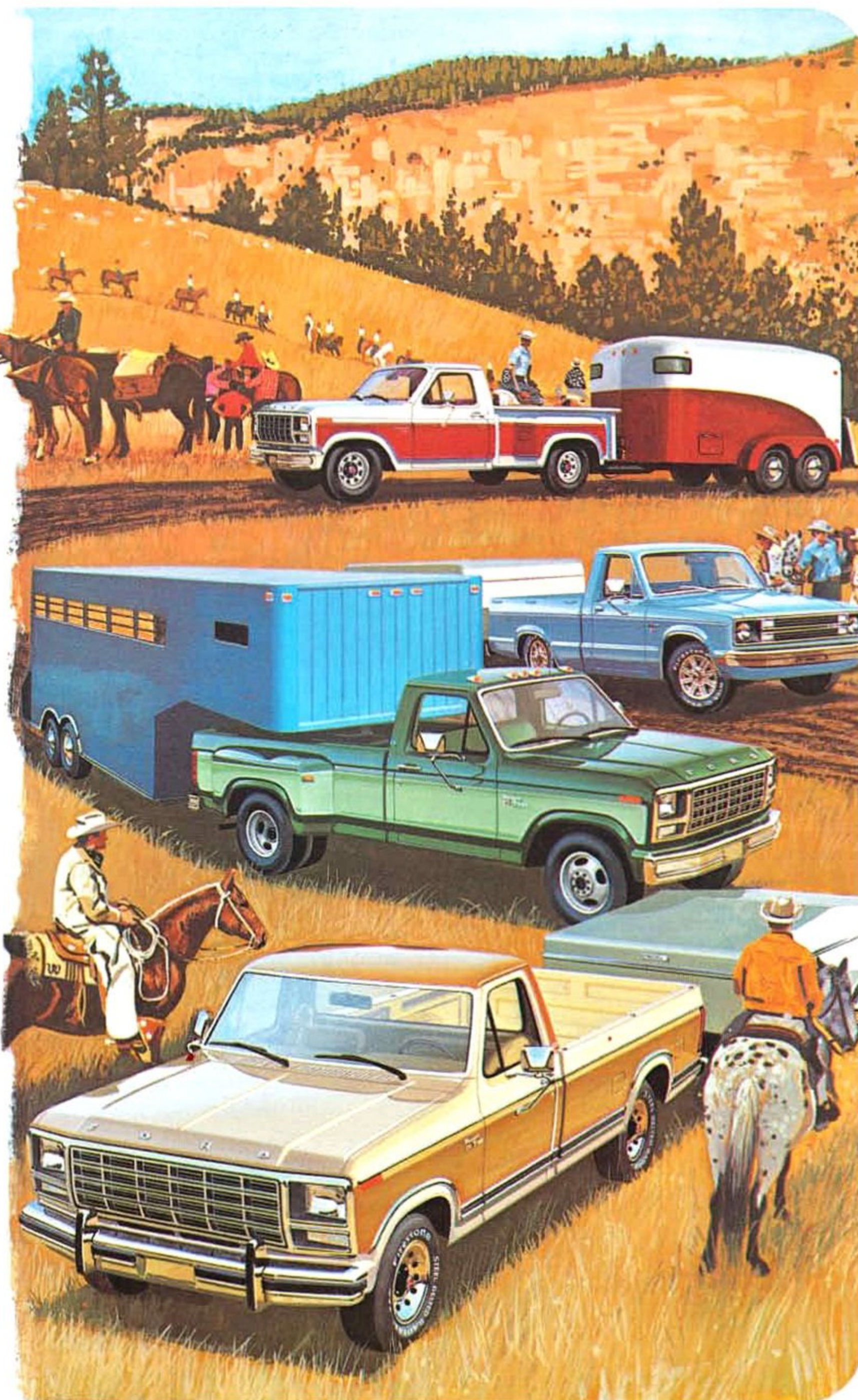
Two Trailer Towing Packages Available

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

LIGHT-DUTY TRAILER TOWING PACKAGE

For pulling trailers up to 2000 pounds:

- Extra Cooling Package
- Seven-Lead Wiring Harness
- Heavy-Duty Turn Signal Flasher
- Argent Rear-Step Bumper (Styleside Models)
- Trailer Special Emblem



HEAVY-DUTY TRAILER TOWING PACKAGE

For pulling trailers from 2000 to 10,000 pounds:

- Extra Cooling Package
- Seven-Lead Wiring Harness
- Heavy-Duty Turn Signal Flasher
- External Auxiliary Transmission Oil Cooler with SelectShift Automatic Transmission
- Heavy-Duty Battery

- Heavy-Duty Alternator
- Bright Swing-Out Recreation Mirrors
- Ammeter and Oil Pressure Gauge
- Handling Package*
- Trailer Special Emblem

*Includes Front and Rear Stabilizer Bar, H.D. Front Springs, H.D. Front and Rear Shock Absorbers - H.D. Front Quad and H.D. Rear Shocks w/Bronco and F-150 4x4. (Avail. with F100/F150 4x2 in Feb. 1980.)

MODEL	REGULAR CAB F-100 4x2							
Towing Method	Conventional							
Wheelbase — mm(in.)	2967(117)		3378(133)		2967(117)		3378(133)	
Trailer Weight kg (lbs.) ⁹	Up to 907(2000)				907(2000)-1587(3500)			
GCWR (Max.) kg (lbs.) ¹	2948(6500)	3084(6800)	2948(6500)	3084(6800)	3841(7675)	3617(7975)	3481(7675)	3685(8125)
Payload Package	#1	#2	#1	#2	#1	#2	#1	#2
GVWR (Min.) kg (lbs.)	2131(4700)	2268(5000)	2131(4700)	2336(5150)	2131(4700)	2268(5000)	2131(4700)	2336(5150)
Tongue Load	10 to 15% of Trailer Weight 90 kg (200 lbs.) Max.				10 to 15% of Trailer Weight			
Trailer Class	I				II ⁵			
Engine ⁹	4.9L(300) Six (Std.)				5.0L(302) V-8			
Transmission*	Automatic				Automatic			
Axle Ratio*	3.00				3.00			
Cooling Package*	Extra Cooling				Super Cooling			
Towing Package*	L.D.				H.D.			
Trailer Hitch*	Weight Carrying ⁴				Weight Distributing ²			

MODEL	REGULAR CAB F-150 4x2											
Towing Method	Conventional											
Wheelbase — mm (in.)	2967(117)		3378(133)		2967(117)				3378(133)			
Trailer Weight kg (lbs.) ⁹	Up to 907(2000)				907(2000)-1587(3500)				1587(3500)-2268(5000)			
GCWR (Max. kg (lbs.)) ¹	3197(7050)	3470(7650)	3288(7250)	3583(7900)	3730(8225)	4003(8825)	3821(8425)	4116(9075)	4309(9500)	4581(10100)	4399(9700)	4694(10350)
Payload Package	#1	#2	#1	#2	#1	#2	#1	#2	#1	#2	#1	#2
GVWR (Min.) kg (lbs.)	2381(5250)	2653(5850)	2472(5450)	2766(6100)	2381(5250)	2653(5850)	2472(5450)	2766(6100)	2381(5250)	2653(5850)	2472(5450)	2766(6100)
Tongue Load	10 to 15% of Trailer Weight 90 kg (200 lbs.) Max.				10 to 15% of Trailer Weight				10 to 15% of Trailer Weight			
Trailer Class	I				II				III			
Engine* ⁹	4.9L(300) Six Std.				5.8L(351) V-8				5.8L(351) V-8			
Transmission*	Automatic				Automatic				Automatic			
Axle Ratio*	3.25 (3.00 w/5.8L(351) V-8				3.00				3.00			
Cooling Package*	Extra Cooling				Super Cooling				Super Cooling			
Towing Package*	L.D.				H.D.				H.D.			
Trailer Hitch*	Weight Carrying ⁴				Weight Distributing ²				Weight Distributing ²			

MODEL	REGULAR CAB F-250 4x2 ²															
Towing Method	Conventional															
Wheelbase — mm(in.)	3378 (133)				3378 (133)				3378 (133)				3378 (133)			
Trailer Weight kg (lbs.) ⁹	Up to 907(2000)				907(2000)-1587(3500)				1587(3500)-2268(5000)				2268(5000)-3175(7000)			
GCWR (Max.) kg (lbs.) ¹	3396 (8150)	3946 (8700)	4286 (9450)	4354 (9600)	4229 (9325)	4479 (9875)	4819 (10625)	4887 (10775)	4808 (10600)	5057 (11150)	5397 (11900)	5465 (12050)	5579 (12300)	5091 (11225)	5341 (11775)	5579 (12300)
Payload Package	#1	#2	#3	#4	#1	#2	#3	#4	#1	#2	#3	#4	#1	#2	#3	#4
GVWR (Min.) kg (lbs.)	2880 (6350)	3129 (6900)	3470 (7650)	3538 (7800)	2880 (6350)	3129 (6900)	3470 (7650)	3538 (7800)	2880 (6350)	3129 (6900)	3470 (7650)	3538 (7800)	2880 (6350)	3129 (6900)	3470 (7650)	3538 (7800)
Tongue Load	10 to 15% of Trailer Weight 90 kg (200 lbs.) Max.				10 to 15% of Trailer Weight				10 to 15% of Trailer Weight				10 to 15% of Trailer Weight			
Trailer Class	I				II				III				IV			
Engine ⁹	5.8L(351) V-8				5.8L(351) V-8				5.8L(351) V-8				5.8L(351) V-8			
Transmission*	Automatic				Automatic				Automatic				Automatic			
Axle Ratio*	3.07(Std.)				3.07(Std.)				3.33				3.33			
Cooling Package*	Extra Cooling				Super Cooling				Super Cooling				Super Cooling			
Towing Package*	L.D.				H.D.				H.D.				H.D.			
Trailer Hitch*	Weight Carrying ⁴				Weight Distributing ²				Weight Distributing ²				Weight Distributing ²			

MODEL	REGULAR CAB F-350 4x2 ²															
Towing Method	Conventional															
Wheelbase — mm(in.)	3378 (133)				3378 (133)				3378 (133)				3378 (133)			
Trailer Weight kg (lbs.) ⁹	Up to 907(2000)				907(2000)-1587(3500)				1587(3500)-2268(5000)				2268(5000)-3628(8000)			
GCWR (Max.) kg (lbs.) ¹	4740 (10450)	4782 (10500)	5329 (11750)	5352 (11800)	5125 (11300) ⁷	5851 (12900)	5874 (12950)	6441 (14200)	6463 (14250)	6441 (14200) ⁸	6441 (14200)	6441 (14200)	6441 (14200)	6441 (14200)	6441 (14200)	6441 (14200)
Payload Package	#1	#2	#3	#4	#1	#2	#3	#4	#1	#2	#3	#4	#1	#2	#3	#4
GVWR (Min.) kg (lbs.)	3923 (8650)	3946 (8700)	4513 (9950) ⁶	4535 (10000) ⁶	3923 (8650)	3946 (8700)	4513 (9950) ⁶	4535 (10000) ⁶	3923 (8650)	3946 (8700)	4513 (9950) ⁶	4535 (10000) ⁶	3923 (8650)	3946 (8700)	4513 (9950) ⁶	4535 (10000) ⁶
Tongue Load	10 to 15% of Trailer Weight 90 kg (200 lbs.) max.				10 to 15% of Trailer Weight				10 to 15% of Trailer Weight				10 to 15% of Trailer Weight			
Trailer Class	I				II				III				IV			
Engine ⁹	5.8L(351) V-8				5.8L(351) V-8				6.6L(400) V-8				6.6L(400) V-8			
Transmission*	Automatic				Automatic				Automatic				Automatic			
Axle Ratio*	3.73(Std.)				3.73(Std.)				3.73(Std.)				4.10			
Cooling Package*	Extra Cooling				Super Cooling				Super Cooling				Super Cooling			
Towing Package*	L.D.				H.D.				H.D.				H.D.			
Trailer Hitch*	Weight Carrying ⁴				Weight Distributing ²				Weight Distributing ²				Weight Distributing ²			

* — Recommended Equipment • — Recommended Minimum Equipment
¹ GCWR Equals the Combined Weight of the Towing Vehicle (Including Passengers and Cargo) plus the Weight of the Trailer. GCWR and both the front and rear GAWR's must not be exceeded.
NOTE: Trailer Tongue Load must be included in towing vehicle cargo weight.
² Hitch Sway Control Recommended for Trailer Over 907 kg (2,000 lbs.)
³ Camper Special Package w/Auto. Trans. and External Auxiliary Oil Cooler, may be used in lieu of Trailer Towing Package providing a conventional load carrying or equalizing-type hitch is used (No extended hitches.)
⁴ Attached to the frame or original equipment step bumper.
⁵ Available in California only
⁶ w/dual rear wheels
⁷ Max. GCWR w/6.6L(400) V-8, w/3923(8650)GVWR — 5273(11625), w/3946(8700) GVWR — 5295(11675), w/4513(9950) GVWR — 5862(12925), w/4535(10000) GVWR — 5885(12975)
⁸ Trailer weight w/3923(8650) GVWR up to 3056(6800)
⁹ When towing trailers over 900 kg (2000 lbs.) gross loaded weight for long distances, change engine oil every 3 months or 4800 km (3000 miles), whichever occurs first, and replace oil filter at alternate oil changes. Check, clean and regap spark plugs every 9600 km (6000 miles).

Ford SuperCab

Ford SuperCab . . . a new design for the 80's that continues the Ford truck heritage of toughness. And, load carrying capacities that will satisfy the demanding recreational vehicle enthusiast.

Interior dimensions of the Styleside boxes for both short and long wheelbase models remain the same as their '79 counterparts so existing camper units can be accommodated without modification.

There's room in SuperCab for a family of six — plus cargo. Or, additional room in the cab to stow more gear.

When you add the rear bench seat option, there's seating for six. If you'd rather, there are optional rear center-facing jump seats.

And, this year, big, comfortable Captain's Chairs and center console are available on SuperCab.

See your dealer for a complete list of options. However, here are a few available options to help make your outdoor adventures more fun . . . more enjoyable . . . more convenient: Tinted Glass, Air Conditioning, High-Output Heater, Tilt Steering Wheel, Traction-Lok/Limited Slip Rear Axle, Fog Lamps, Power Steering and Security Lock Group Package.

For 1980, there are 10 new exterior colors, as well as four different trim levels, including Custom, Ranger, Ranger XLT and Ranger Lariat plus the "Free Wheeling" packages. Deck it out the way you want it — and make a totally personal statement.

SuperCab is a beautiful package of great ideas for trucking and trailering!
Extend Your Cruising Range

A 72 liter (19 gallon) auxiliary fuel tank is available with Styleside models as an option to help you increase your cruising range. And, to help you avoid gas-consuming sudden changes in speed, there's a Fingertip Speed Control available as an option.



MODEL	SUPERCAB F-150 4x2													
Towing Method	Conventional													
Wheelbase — mm(in.)	3526(138.8)			3937(155)		3526(138.8)			3937(155)		3526(138.8)		3937(155)	
Trailer Weight kg (lbs.) ⁶	Up to 907(2000)					907(2000)-1587(3500)				1587(3500)-2268(5000)				
GCWR (Max.) kg (lbs.) ¹	3424(7550)	3583(7900)	3515(7750)	3674(8100)	3957(8725)	4116(9075)	4048(8925)	4207(9275)	4535(10000)	4694(10350)	4626(10200)	4785(10550)		
Payload Package	#1	#2	#1	#2	#1	#2	#1	#2	#1	#2	#1	#2		
GVWR (Min.) kg (lbs.)	2608(5750)	2766(6100)	2698(5950)	2857(6300)	2608(5750)	2766(6100)	2698(5950)	2857(6300)	2608(5750)	2766(6100)	2698(5950)	2857(6300)		
Tongue Load	10 to 15% of Trailer Weight 90 kg (200 lbs.) Max.				10 to 15% of Trailer Weight									
Trailer Class	I				II				III					
Engine* ⁶	4.9L(300) Six (Std.)						5.8L(351) V-8							
Transmission*	Automatic						Automatic							
Axle Ratio*	3.25(3.00 w/5.8L(351) V-8						3.00							
Cooling Package*	Extra Cooling						Super Cooling							
Towing Package*	L.D.						H.D.							
Trailer Hitch*	Weight Carrying ⁴				Weight Distributing ²									

MODEL	SUPERCAB F-250 4x2 w/SWB ³											
Towing Method	Conventional											
Wheelbase — mm(in.)	3526(138.8)											
Trailer Weight kg (lbs.) ⁶	Up to 907(2000)				907(2000)-1587(3500)				1587(3500)-2268(5000)			
GCWR (Max.) kg (lbs.) ¹	3696(8150)	4263(9400)	4331(9550)	4229(9325)	4796(10675)	4864(10725)	4808(10600)	5375(11850)	5443(12000)	5193(11450)	5579(12300)	5579(12300)
Payload Package	#1	#2	#3	#1	#2	#3	#1	#2	#3	#1	#2	#3
GVWR (Min.) kg (lbs.)	2880(6350)	3447(7600)	3515(7750)	2880(6350)	3447(7600)	3515(7750)	2880(6350)	3447(7600)	3515(7750)	2880(6350)	3447(7600)	3515(7750)
Tongue Load	10 to 15% of Trailer Weight 90 kg (200 lbs.) Max.				10 to 15% of Trailer Weight				10 to 15% of Trailer Weight			
Trailer Class	I				II				III			
Engine ⁶	5.8L(351) V-8				5.8L(351) V-8				5.8L(351) V-8			
Transmission [*]	Automatic				Automatic				Automatic			
Axle Ratio [*]	3.07 (Std.)				3.07 (Std.)				3.33			
Cooling Package [*]	Extra Cooling				Super Cooling				Super Cooling			
Towing Package [*]	L.D.				H.D.				H.D.			
Trailer Hitch [*]	Weight Carrying ⁴				Weight Distributing ²				Weight Distributing ²			

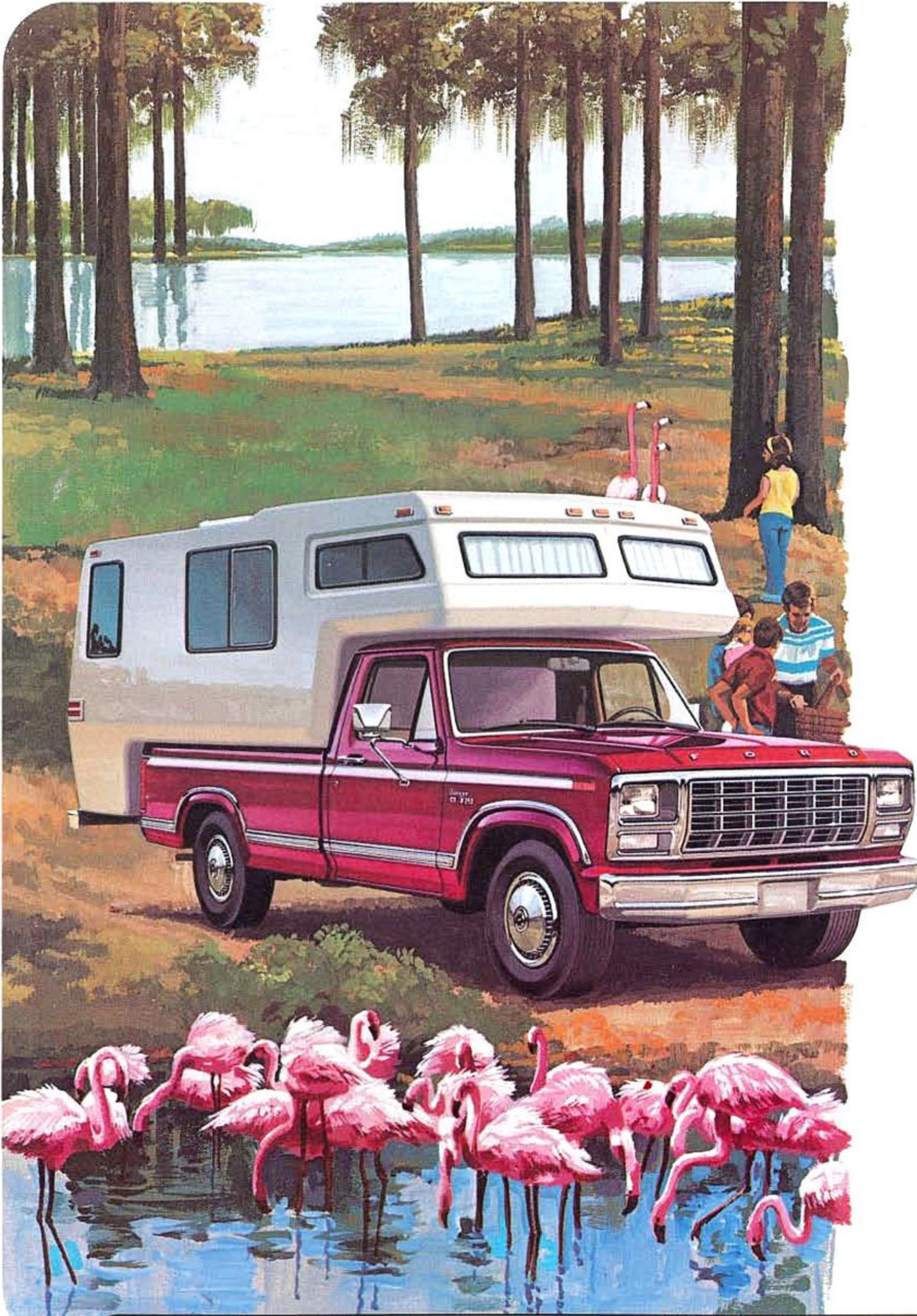
MODEL	SUPERCAB F-250 4x2 w/LWB ³															
Towing Method	Conventional															
Wheelbase — mm(in.)	3937(155)															
Trailer Weight kg (lbs.) ⁶	Up to 907(2000)				907(2000)-1587(3500)				1587(3500)-2268(5000)				2268(5000)-2721(6000)			
GCWR (Max.) kg (lbs.) ¹	3810 (8400)	4059 (8950)	4377 (9650)	4445 (9800)	4343 (9575)	4592 (10125)	4910 (10825)	4978 (10975)	4921 (10850)	5171 (11400)	5488 (12100)	5556 (12250)	5307 (11700)	5557 (12250)	5579 (12300)	5035 (11100)
Payload Package	#1	#2	#3	#4	#1	#2	#3	#4	#1	#2	#3	#4	#1	#2	#3	#4
GVWR (Min.) kg (lbs.)	2993 (6600)	3243 (7150)	3560 (7850)	3628 (8000)	2993 (6600)	3243 (7150)	3560 (7850)	3628 (8000)	2993 (6600)	3243 (7150)	3560 (7850)	3628 (8000)	2993 (6600)	3243 (7150)	3560 (7850)	3628 (8000)
Tongue Load	10 to 15% of Trailer Weight 90 kg (200 lbs.) Max.				10 to 15% of Trailer Weight				10 to 15% of Trailer Weight				Approx. 25% of Trailer Weight			
Trailer Class	I				II				III				IV			
Engine ⁶	5.8L(351) V-8				5.8L(351) V-8				5.8L(351) V-8				5.8L(351) V-8			
Transmission [*]	Automatic				Automatic				Automatic				Automatic			
Axle Ratio [*]	3.07 (Std.)				3.07 (Std.)				3.07 (Std.)				3.33			
Cooling Package [*]	Extra Cooling				Super Cooling				Super Cooling				Super Cooling			
Towing Package [*]	L.D.				H.D.				H.D.				H.D.			
Trailer Hitch [*]	Weight Carrying ⁴				Weight Distributing ²				Weight Distributing ²				Weight Distributing ²			

MODEL	SUPERCAB F-350 4x2 ³				
Towing Method	Conventional				
Wheelbase — mm. (in.)	3937(155)				
Trailer Weight kg (lbs.) ⁶	Up to 907(2000)		907(2000)-1587(3500)		1587(3500)-2268(5000)
GCWR (Max.) kg (lbs.) ¹	4853(10700)		5125(11300) ⁵		5964(13150)
Payload Package	#1		#1		#1
GVWR (Min.) kg (lbs.)	4037(8900)		4037(8900)		4037(8900)
Tongue Load	10 to 15% of Trailer Weight 90 kg (200 lbs.) Max.		10 to 15% of Trailer Weight		10 to 15% of Trailer Weight
Trailer Class	I		II		III
Engine ⁶	5.8L(351) V-8		5.8L(351) V-8		6.6L(400) V-8
Transmission [*]	Automatic		Automatic		Automatic
Axle Ratio [*]	3.73 (Std.)		3.73 (Std.)		4.10
Cooling Package [*]	Extra Cooling		Super Cooling		Super Cooling
Towing Package [*]	L.D.		H.D.		H.D.
Trailer Hitch [*]	Weight Carrying ⁴		Weight Distributing ²		Weight Distributing ²

* — Recommended equipment * — Required minimum equipment
¹ — GCWR equals the combined weight of the towing vehicle (including passengers and cargo) plus the weight of the trailer. GCWR and both the front and rear GAWR's must not be exceeded.
NOTE: Trailer Tongue Load must be included in towing vehicle cargo weight.
² — Hitch Sway control recommended for trailer over 907 kg (2,000 lbs.).
³ — Camper Special Package w/auto. trans. and external auxiliary oil cooler may be used in lieu of trailer towing package providing a conventional load carrying or equalizing-type hitch is used (No extended hitches).
⁴ — Attached to the frame or original equipment step bumper.
⁵ — Max. GCWR w/6.6L(400) V-8 5386(11875)
⁶ — When towing trailers over 900 kg (2,000 lbs.) gross loaded weight for long distances, change engine oil every 3 months or 4,800 km (3,000 miles), whichever occurs first, and replace oil filter at alternate oil changes. Check, clean and regap spark plugs every 9,600 km (6,000 miles).

For Trailer-Towing Packages, See Page 8.

Ford F-250/F-350 With Camper Special Packages



F-250/F-350

Having a self-contained slide-in camper is like having a second home — on wheels! You can carry your own electrical and water systems . . . a stove, refrigerator, toilet and shower. And, Ford has designed a Camper Special Package especially for carrying these self-contained campers with ease and in style.

You can order an F-250 or F-350 with a Camper Special Package and equip it with all the heavy-duty components you need for carrying fully-equipped campers . . . components such as heavy-duty shock absorbers, battery and alternator, front and rear stabilizer bars, oil pressure gauge, ammeter, bright low-mount recreation mirrors, extra cooling package, camper wiring harness and Camper Special emblem.

REGULAR CAB AND SUPERCAB

Standard engine for the F-250 and F-350 Regular Cab and SuperCab is the 4.9 liter (300 CID) Six. For those who want extra power, Ford offers the 5.0 liter (302 CID) V-8, the 5.8 liter (351 CID) V-8 and, available on the F-350 only, the 6.6L (400 CID) V-8 (NA/California).

Payload capacities for the F-250 and F-350 4x2's range from 1185 kg (2620 lbs.) to 1735 kg (3835 lbs.) for F-250 4x2 Styleside and 1940 kg (4275 lbs.) to 2480 kg (5475 lbs.) for the F-350 4x2 Styleside with a wide range of payloads between.

A full range of trim levels are available for F-250/F-350 Regular or SuperCab including Custom, Ranger, Ranger XLT or Ranger Lariat. These trims provide the kind of rugged handsomeness that really gives you a sense of pride in your truck. (Except DRW Styleside available in Custom and Ranger XLT only.)

There are plenty of other options, too, that provide you with a means of tailoring your camper vehicle to your own requirements and personality. Select from a wide range of options including dual electric horns, protective upper (available Dec. 1, 1979) and lower bodyside moldings, CB radio with instrument panel speaker, tilt steering wheel with power steering, tie-down hooks, box rails, sliding rear window with tinted glass and Fingertip Speed Control with resume feature . . . and many, many more.

REGULAR CAB

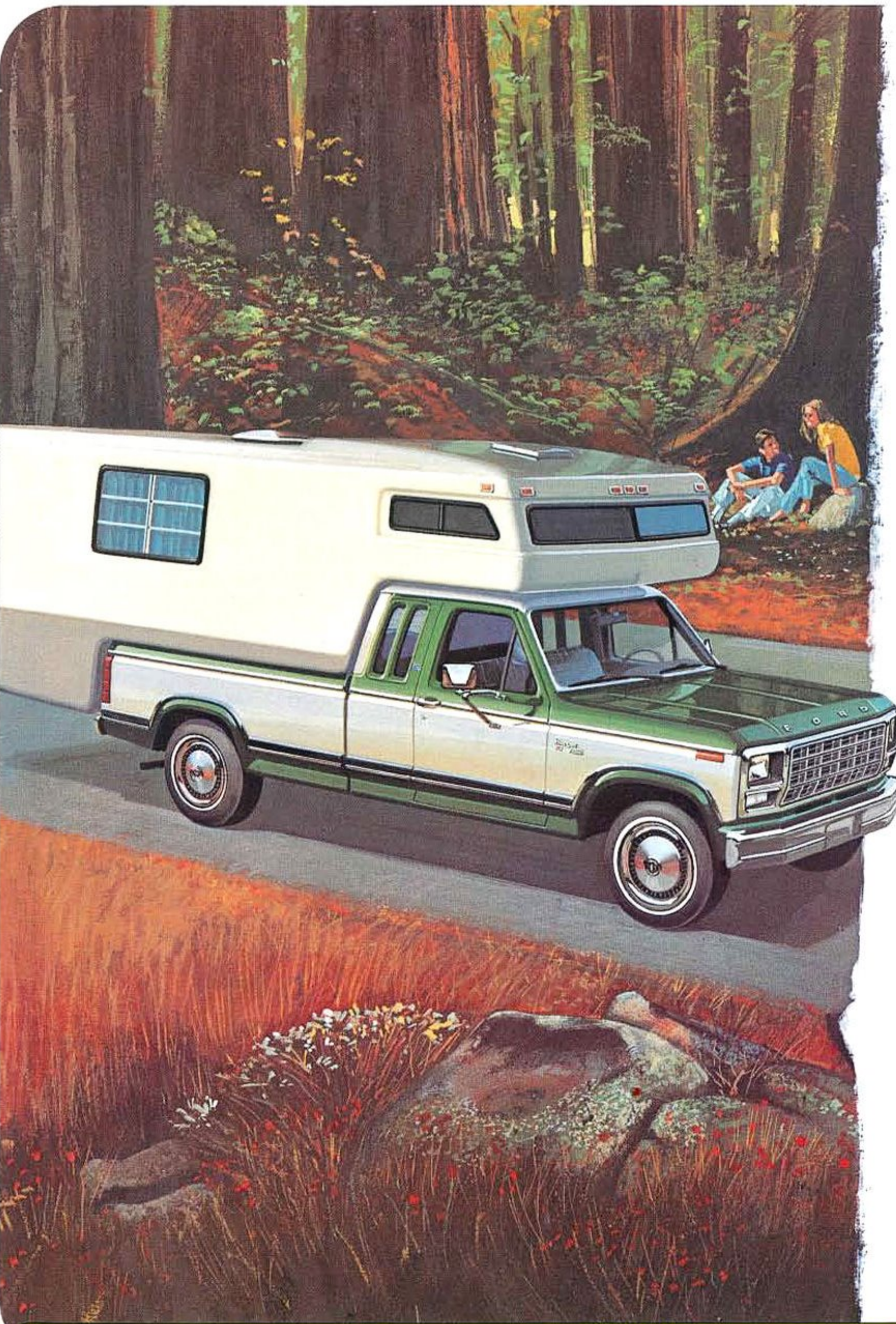
Model	F-250 4x2	F-250 4x4	F-350 4x2 ⁴	F-350 4x2	F-350 4x4
Wheelbase			3378mm (133'')		
Payload Package	#2	#1	#1	#2	#1
GVWR (Min.)	3129(6900)	3061(6750)	3923(8650)	3946(8700)	3946(8700)
Max. Camper Length ¹			3352mm (11 ft.)		
Engine Required			8 Cylinder		
Transmission			Automatic or 4 Spd. Man.		
Tires ²	8.75x16.5-E ³	Std. ³	Std.	Std.	Std.
Recommended Axle Ratios	3.54	3.54	3.73	4.10	4.10
Recommended Cooling Package			Super Cooling		

¹ — Camper length shown for reference only. The combined weight of any camper body, occupants and equipment when added to the vehicle weight must not exceed vehicle GVW rating.

² — Radial ply tires also available in 8.75 size only.

³ — 9.50x16.5-E recommended.

⁴ — Dual rear wheels.



Ford-designed Camper Special Packages include:

EXTRA ENGINE COOLING PACKAGE. Includes heavy-duty radiator for efficient cooling at high speeds in heavy traffic and under load. (F-350 w/5.8L and 6.6L engines with SelectShift automatic transmission includes external transmission oil cooler.)

63-AMP.-HR. BATTERY AND 60-AMP. ALTERNATOR handle heavier electrical loads needed by your camper. They assure you of quick recharging when you're under way.

AMMETER lets you monitor operation of your pickup's electrical system alerting you to excessive loads and battery drain.

OIL PRESSURE GAUGE monitors the engine's lubrication system. Warns of low oil level and lubrication malfunction.

HEAVY-DUTY FRONT & REAR SHOCK ABSORBERS help cushion the ride. Help keep your camper from "bottoming" under heavy loads and absorb bumps and road shocks before they're transmitted to body and frame.

STABILIZER BARS, front and rear, for extra lateral stability with high, heavy loads.

CAMPER WIRING HARNESS hooks up 12-volt current for the camper's inside and outside lights and power supply. Seven color-coded leads for easy connect and disconnect.

BRIGHT LOW-MOUNT RECREATION SWING-AWAY MIRRORS project beyond the width of the camper body for better visibility on both sides of your pickup-camper.

CAMPER SPECIAL EMBLEM.

Minimum Equipment Requirements

These tables show Payload Ratings and the minimum equipment required for the F-250 and F-350. They do not necessarily call for maximum equipment available. For example: while 9.50 x 16.5 E tires are not required, they are recommended for best handling and stability. (Camper Special Package is available with F-250 4x2 and F-250 4x4, Regular and SuperCabs, and F-350 Stylesides only.)

SUPERCAB

Model	F-250 4x2	F-250 4x4 ⁴	F-350 4x2
Wheelbase		3937mm (155'')	
Payload Package	#4	#2	#1
GVWR (Min.)	3628(8000)	3719(8200)	4037(8900)
Max. Camper Length ¹		3352mm (11 ft.)	
Engine Required		8 Cylinder	
Transmission		Automatic or 4-Speed Manual	
Tires ²		Std. ³	Std.
Recommended Axle Ratios	3.54	4.10	3.73
Recommended Cooling Package		Super Cooling	

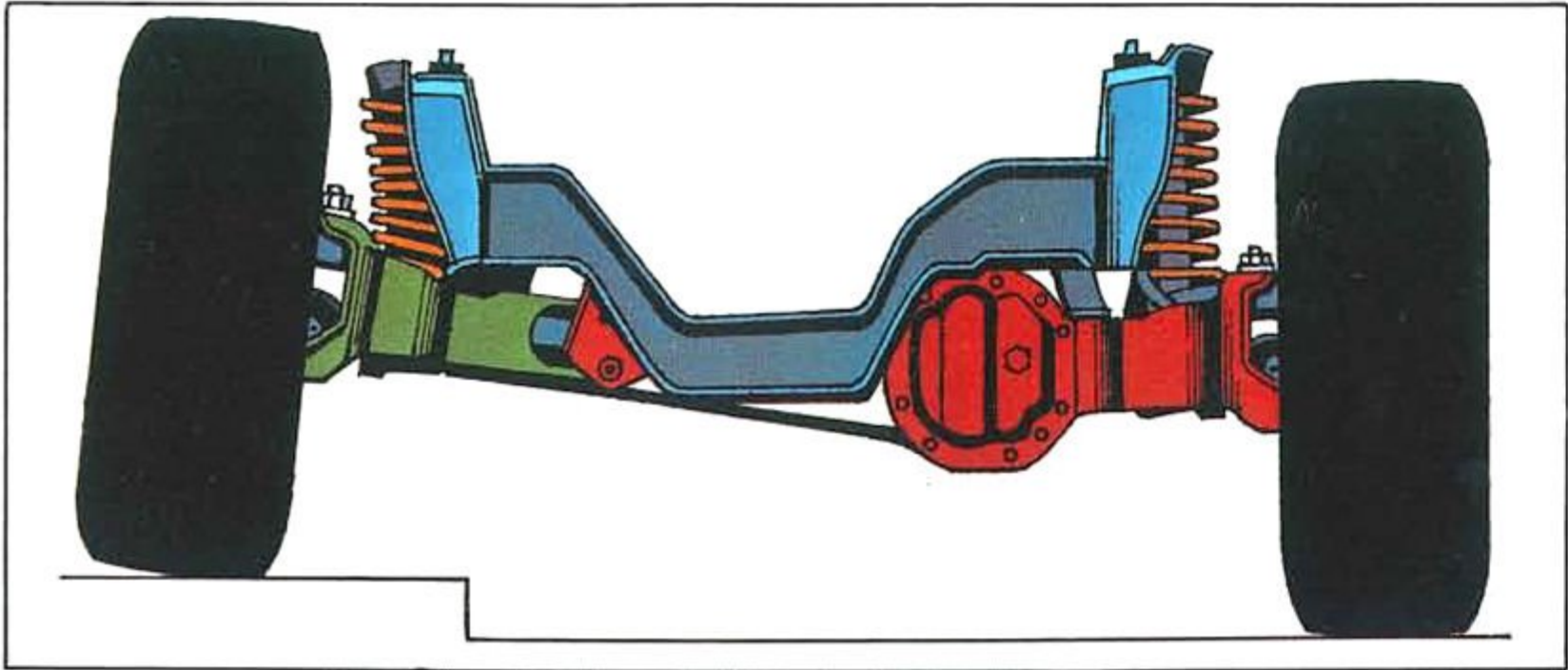
¹ — Camper length shown for reference only. The combined weight of any camper body, occupants and equipment when added to the vehicle weight must not exceed vehicle GVW rating.

² — Radial ply tires available in 8.75 size only.

³ — 9.50 x 16.5-E recommended.

⁴ — Available 1980-1/2.

Ford 4x4's



Twin-Traction Beam Independent Front Suspension

For Off-Road Recreation

A tough Ford 4x4 will enable you to tackle the roughest kind of country. They're redesigned for 1980 with new styling and new engineering features such as the new Twin-Traction Beam Independent Front Suspension — two front axles with computer-selected coil springs (with F-150) which react independently to walk over bumps for an improved ride. Ford 4x4's have a new transfer case with easier shift efforts. The 1980 part-time transfer case has a selector for 4x2 (HIGH only) or 4x4 operation in either "High" or "Low" range. The gear selector has been re-designed so that the most used position — 2H — is forward and away from front seat passengers' legs. Gear ratios with the new transfer case are 2.6:1 (L) (2.7:1 on F-350) and 1:1 (H).

Tough Ford 4x4's are available in a wide range of models and sizes from the F-150, F-250 up to the tough F-350. There are Regular Cab models and SuperCabs with additional passenger or cargo space in the cab. Power plants range from the 4.9 liter (300 CID) Six to the powerful 6.6 liter (400 CID) V-8.

New options include Fingertip Speed Control with the new "resume speed" feature that automatically brings your vehicle back up to cruising speed; an underhood tool box that includes a very practical movable work light that has a 20-foot retractable cord; Captain's Chairs for the Bronco and SuperCab; Electronic Digital Clock; a Center Console with Captain's Chairs for the SuperCab; styled steel wheels painted white (5) or (4) and steel spare. Ask your dealer for a complete list of available options.

For recreation — or for those tough jobs — select a 4x4 that's Built Ford Tough!

Ford Bronco! An outstanding utility vehicle that enables you to take on the tough terrain . . . or ride in comfort on the highway. Keyed to the changing lifestyle and 4x4 motoring needs of the '80's.

As with all tough Ford 4x4's, with Bronco you get Ford's exclusive Twin-Traction Beam Independent Front Suspension.

Bronco's got the backbone for taking on those rigorous assignments. A tough truck chassis . . . power steering . . . power front disc brakes . . . integral carrier skid plate . . . all standard.

And, load space! Bronco's got it! 2.9 cubic meters (102.6 cubic feet) of cargo capacity — more than full-size station wagons — with the rear seat removed (without an allowance for the wheelhousings).

Bronco features front bucket seats, standard (front bench seat is a no-cost option), and offers comfortable Captain's Chairs as an option. An optional rear flip-fold seat accommodates 3 adults. It folds forward for more cargo area when not in use.

FOR FEWER FUEL STOPS

A big maximum capacity 121 liter (32-gallon) fuel tank is available as a Bronco option and, for steady, even speeds, a Fingertip Speed Control with a new resume feature is offered as an option.

LIGHT-DUTY TRAILER TOWING-PACKAGE

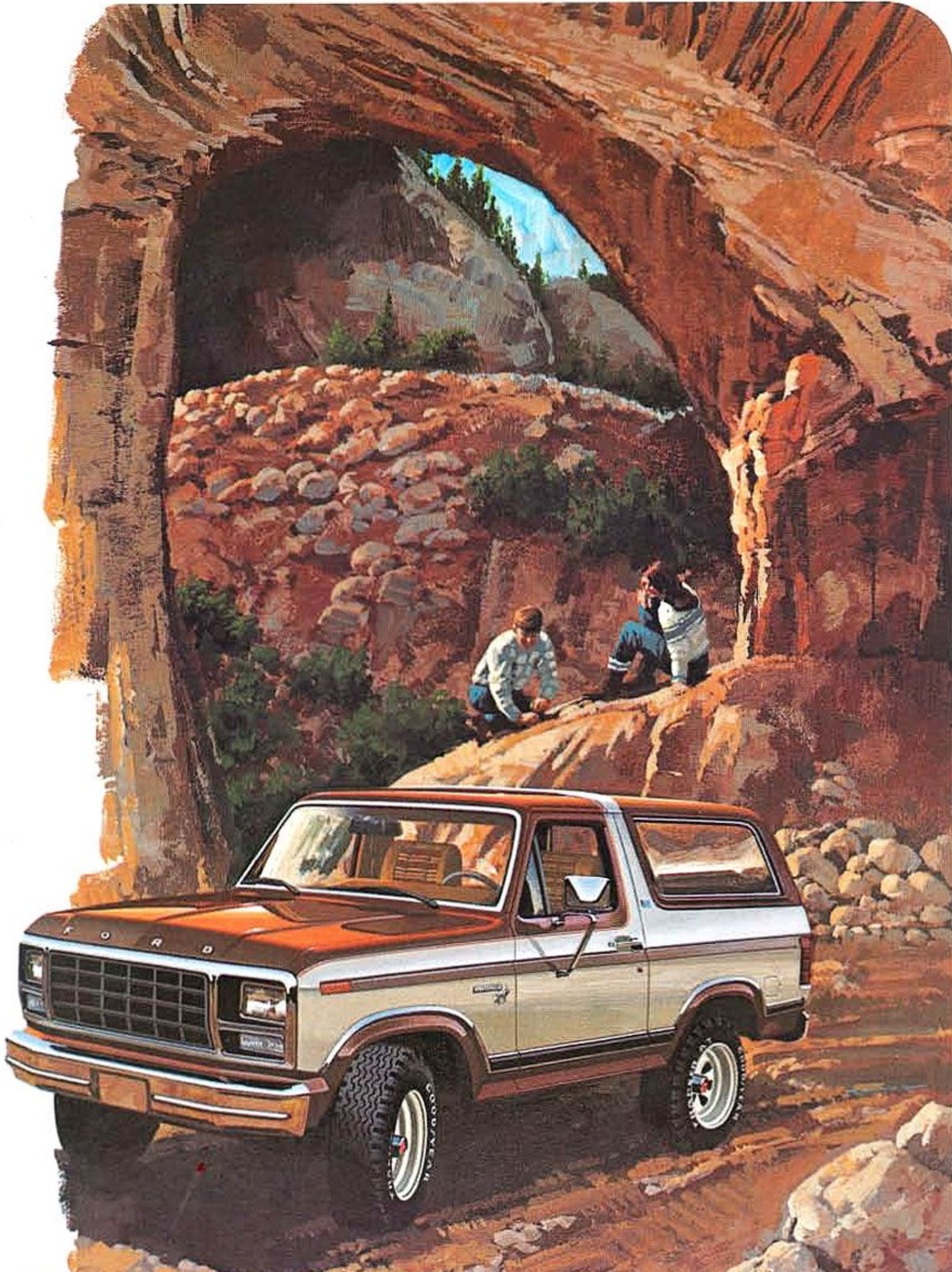
- L.D. Trailer-Towing Package¹ (For Trailers Up to 2000 lbs.)
- Includes:
 - Extra Cooling
 - Wiring Harness³
 - H.D. Turn Signal Flasher
 - Rear Step Bumper
 - "Trailer Special" Emblem

HEAVY-DUTY TRAILER-TOWING PACKAGE

- H.D. Trailer-Towing Package² (For Trailers Over 2000 lbs.)
- Includes:
 - Extra Cooling
 - Wiring Harness³
 - H.D. Turn Signal Flasher
 - 60 Amp. Battery
 - Ammeter and Oil Pressure Gauge
 - Mirrors — Bright Western Low-Mount Recreation Swing-Away w/Trailer Arm 228 mm x 152 mm (9" x 6")
 - "Trailer Special" Emblem
 - External Auxiliary Transmission Oil Cooler w/Auto. Trans.
 - Handling Package⁴

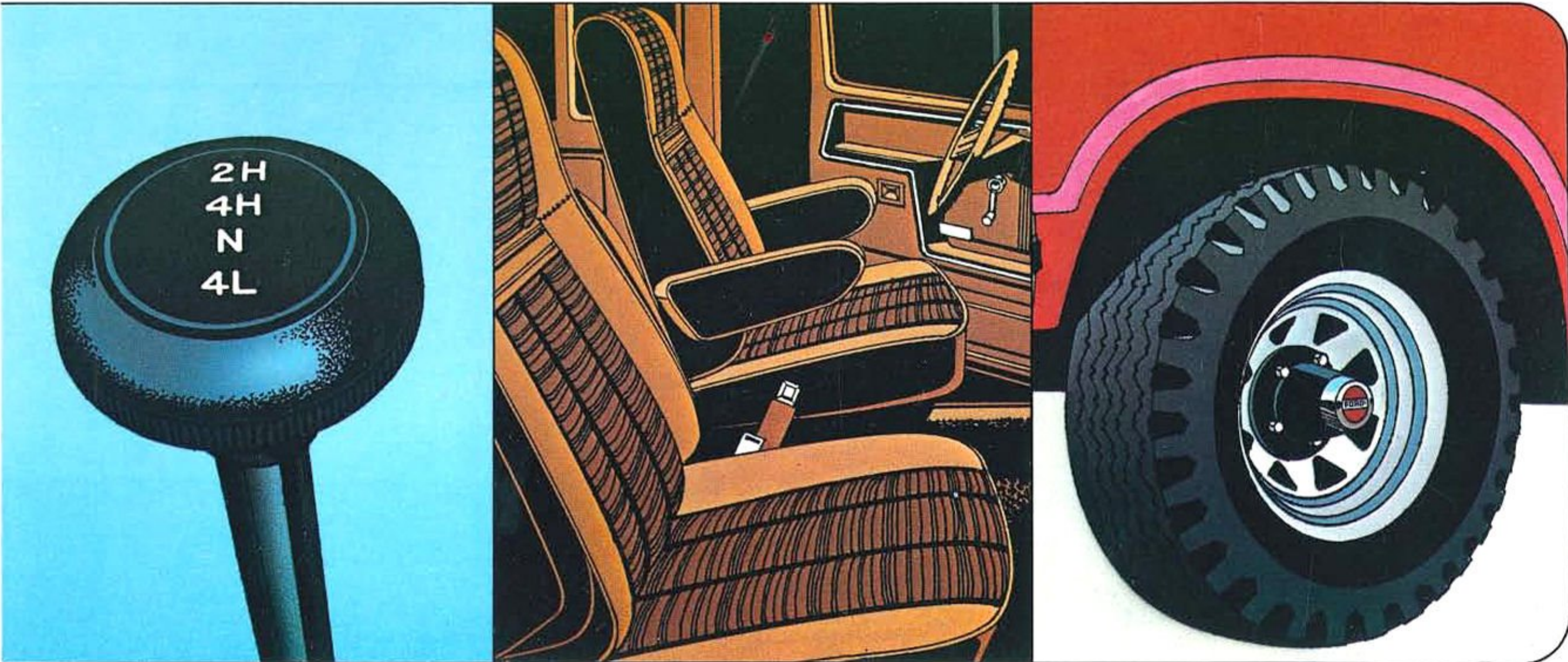
¹ — Available w/Bronco and F-Series Styleside Pickups Only.
² — Available w/Bronco and F-Series Styleside and Flareside Pickups.
³ — Includes Seven Identified Wires: Taillights; Right and Left Turn Signal/Stoplights; Electric Brake Feed and Stoplight; Ground and Battery Feed Extended to Rear of Vehicle
⁴ — Includes Front and Rear Stabilizer Bar H.D. Front Springs, H.D. Front and Rear Shock Absorbers (H.D. Front Quad and H.D. Rear Shocks w/Bronco and F-150 4x4)

Ford Bronco



MODEL	BRONCO		
Towing Method	Conventional		
Trailer Weight kg (lbs.) ⁴	Up to 907(2000)	907(2000) to 1587(3500)	1587(3500) to 2268(5000)
GCWR (Max.) kg (lbs.) ¹	3674(8100)	4207(9275)	4785(10550)
Tongue Load	10 to 15% of Trailer Weight 90 kg (200 lbs.) Max.	10 to 15% of Trailer Weight 238 kg (525 lbs.) Max.	10 to 15% of Trailer Weight 340 kg (750 lbs.) Max.
Trailer Class	I	II	III
Engine ⁴	5.0L(302) V-8	5.8L(351) V-8	5.8L(351) V-8
Transmission*	Automatic	Automatic	Automatic
Axle Ratio*	3.50	3.50	3.50
Cooling Package*	Extra Cooling	Super Cooling	Super Cooling
Towing Package*	L.D.	H.D.	H.D.
Trailer Hitch*	Weight Carrying ³	Weight Distributing ²	Weight Distributing ²

* — Recommended equipment • — Required minimum equipment
¹ — GCWR equals the combined weight of the towing vehicle (including passengers and cargo) plus the weight of the trailer. GCWR and both the front & rear GAWR's must not be exceeded. NOTE: Trailer tongue load must be included in towing vehicle cargo weight.
² — Hitch sway control recommended for trailer over 907 kg (2,000 lbs.)
³ — Attached to the frame or original equipment step bumpers.
⁴ — When towing trailers over 900 kg (2,000 lbs.) gross loaded weight for long distances, change engine oil every 3 months or 4,800 km (3,000 miles), whichever occurs first, and replace oil filter at alternate oil changes. Check, clean and regap spark plugs every 9,600 km (6,000 miles).



Transfer Case Selector

Captain's Chairs

Styled-Steel Wheel

Ford 4x4 Pickups



1980 Ford 4x4 Pickups are a rugged bunch — built Ford tough with big payload capacities. Part-time 4-wheel drive is standard and this means you only use it when you need it — resulting in less drag and wear.

1980 Ford 4x4 Pickups have got what it takes to provide outstanding performance on the road or off-road. A newly designed 4x4 transfer case offers improved efficiency and easy shifting. The 1980 transfer case is part-time operation, with a selector for 4x2 or 4x4 operation.

These tough built trucks feature a Ford patented Twin-Traction Beam Independent Front Suspension that seems to gobble up the bumps and roughness on the trail and provides benefits like reduced roll and improved ride. It's available in both coil (F-150) and leaf spring configurations (F-250/350). The design features an integral skid plate that provides improved off-road protection.

Other improvements for 1980 include: an easily-removeable tailgate on the Ford Styleside Pickup. A redesigned air conditioner for improved output and lower blower speeds for decreased noise. Glass area has been increased. The instrument panel has been redesigned. A new locking steering column and an inside hood release help protect against theft. The cabs have been made roomier with more legroom and they're built tough with doublewall construction.

Front disc and rear drum power brakes and power steering are standard, and for 1980, all Ford Pickups feature the maintenance-free battery.

Option availability has been increased to include such features as an underhood toolbox that includes a movable work light on a 20-foot retractable cord; a new 40-channel CB radio with fast, direct access to Channel 9; reclining Captain's Chairs for SuperCab; tilt steering wheel.

Trim levels range from the Custom, which is the standard trim level for all 1980 Ford Pickups, to the distinctive styling of the Ranger, to the stylish Ranger XLT to the top-of-the-line Ranger Lariat.

The F-150 4x4 has a full range of power from the standard 4.9L (300 CID) Six to the optional 5.0L (302 CID) and 5.8L (351 CID) V-8s.

F-250 4x4 features the 4.9L (300 CID) six cylinder engine as standard. Available optional engines are 5.0L (302 CID) V-8 and 5.8L (351 CID) V-8 and 6.6L (400 CID) V-8. New options include a Handling Package with front and rear stabilizer bars, heavy-duty front springs, heavy-duty front and rear shocks.

Standard engine for the F-350 4x4 Regular Cab is the 5.8L (351 CID) V-8.

FOR MORE EFFICIENT OPERATION

Do not exceed the payload limits of your vehicle . . . maintain recommended tire pressure . . . take advantage of the optional Fingertip Speed Control that helps you maintain a steady, efficient cruising speed. You can extend your cruising range on Styleside models, too, with Ford's big 72 liter (19-gallon) auxiliary fuel tank option.



MODEL	REGULAR CAB F-150 4x4									
Towing Method	Conventional									
Wheelbase — mm (in.)	2967(117)		3378(133)		2967(117)		3378(133)		2967(117)	
Trailer Weight kg (lbs.) ⁵	Up to 907(2000)		907(2000)-1587(3500)		1587(3500)-2268(5000)		2268(5000)-3175(7000)		Up to 2948(6500)	
GCWR (Max.) kg (lbs.) ¹	3356(7400)	3606(7950)	3447(7600)	3696(8150)	3890(8575)	4139(9125)	3980(8775)	4229(9325)	4467(9850)	4717(10400)
Payload Package	#1	#2	#1	#2	#1	#2	#1	#2	#1	#2
GVWR (Min.) kg (lbs.)	2540(5600)	2789(6150)	2630(5800)	2880(6350)	2540(5600)	2789(6150)	2630(5800)	2880(6350)	2540(5600)	2789(6150)
Tongue Load	10 to 15% of Trailer Weight 90 kg (200 lbs.) Max.		10 to 15% of Trailer Weight		10 to 15% of Trailer Weight		10 to 15% of Trailer Weight		10 to 15% of Trailer Weight	
Trailer Class	I		II		III		IV		V	
Engine ⁵	5.0L(302) V-8		5.8L(351) V-8		5.8L(351) V-8		5.8L(351) V-8		5.8L(351) V-8	
Transmission [*]	Automatic		Automatic		Automatic		Automatic		Automatic	
Axle Ratio [*]	3.50		3.50		3.50		3.50		3.50	
Cooling Package [*]	Extra Cooling		Super Cooling		Super Cooling		Super Cooling		Super Cooling	
Towing Package [*]	L.D.		H.D.		H.D.		H.D.		H.D.	
Trailer Hitch [*]	Weight Carrying ⁴		Weight Distributing ²		Weight Distributing ²		Weight Distributing ²		Weight Distributing ²	

MODEL	REGULAR CAB F-250 4x4 ³									
Towing Method	Conventional					Fifth Wheel				
Wheelbase — mm (in.)	3378 (133)		3378 (133)		3378 (133)		3378 (133)		3378 (133)	
Trailer Weight kg (lbs.) ⁵	Up to 907(2000)		907(2000)-1587(3500)		1587(3500)-2268(5000)		2268(5000)-3175(7000)		Up to 2948(6500)	
GCWR (Max.) kg (lbs.) ¹	3878(8550)	4150(9150)	4445(9800)	4411(9725)	4683(10325)	4978(10975)	4989(11000)	5261(11600)	5556(12250)	5761(12700)
Payload Packages	#1	#2	#3	#1	#2	#3	#1	#2	#3	#1
GVWR (Min.) kg (lbs.)	3061(6750)	3333(7350)	3628(8000)	3061(6750)	3333(7350)	3628(8000)	3061(6750)	3333(7350)	3628(8000)	3061(6750)
Tongue Load	10 to 15% of Trailer Weight 90 kg (200 lbs.) Max.		10 to 15% of Trailer Weight		10 to 15% of Trailer Weight		10 to 15% of Trailer Weight		Approx. 25% of Trailer Weight	
Trailer Class	I		II		III		IV		V	
Engine ⁵	5.8L(351) V-8		5.8L(351) V-8		6.6L(400) V-8		6.6L(400) V-8		6.6L(400) V-8	
Transmission [*]	Automatic		Automatic		Automatic		Automatic		Automatic	
Axle Ratio [*]	3.54 (Std.)		3.54 (Std.)		3.54 (Std.)		3.54 (Std.)		3.54 (Std.)	
Cooling Package [*]	Extra Cooling		Super Cooling		Super Cooling		Super Cooling		Super Cooling	
Towing Package [*]	L.D.		H.D.		H.D.		H.D.		H.D.	
Trailer Hitch [*]	Weight Carrying ⁴		Weight Distributing ²		Weight Distributing ²		Weight Distributing ²		Frame Mounted	

MODEL	REGULAR CAB F-350 4x4 ³									
Towing Method	Conventional					Fifth Wheel				
Wheelbase — mm (in.)	3378 (133)		3378 (133)		3378 (133)		3378 (133)		3378 (133)	
Trailer Weight kg (lbs.) ⁵	Up to 907(2000)		907(2000)-1587(3500)		1587(3500)-2268(5000)		2268(5000)-3175(7000)		Up to 2948(6500)	
GCWR (Max.) kg (lbs.) ¹	4762(10500)-4944(10900)		4717(10400) ⁶		5874(12950)-6055(13350)		6214(13700)		6157(13575)-6214(13700)	
Payload Package	#1	#2	#1	#2	#1	#2	#1	#2	#1	#2
GVWR (Min.) kg (lbs.)	3946(8700)	4127(9100)	3946(8700)	4127(9100)	3946(8700)	4127(9100)	3946(8700)	4127(9100)	3946(8700)	4127(9100)
Tongue Load	10 to 15% of Trailer Weight 90 kg (200 lbs.) Max.		10 to 15% of Trailer Weight		10 to 15% of Trailer Weight		10 to 15% of Trailer Weight		Approx. 25% of Trailer Weight	
Trailer Class	I		II		III		IV		V	
Engine ⁵	5.8L(351) V-8		5.8L(351) V-8		6.6L(400) V-8		6.6L(400) V-8		6.6L(400) V-8	
Transmission [*]	Automatic		Automatic		Automatic		Automatic		Automatic	
Axle Ratio [*]	3.54 (Std.)		3.54 (Std.)		4.10		4.10		4.10	
Cooling Package [*]	Extra Cooling		Super Cooling		Super Cooling		Super Cooling		Super Cooling	
Towing Package [*]	L.D.		H.D.		H.D.		H.D.		H.D.	
Trailer Hitch [*]	Weight Carrying ⁴		Weight Distributing ²		Weight Distributing ²		Weight Distributing ²		Frame Mounted	

¹ — Required minimum equipment

² — Recommended equipment

³ — GCWR Equals the combined weight of the towing vehicle (including passengers and cargo) plus the weight of the trailer. GCWR and both the front and rear GAWR's must not be exceeded. NOTE: Trailer tongue load must be included in towing vehicle cargo weight.

⁴ — Hitch sway control recommended for trailer over 907 kg (2,000 lbs.)

⁵ — Camper special package w/auto, trans. and external auxiliary oil cooler may be used in lieu of trailer towing package providing a conventional load carrying or equalizing-type hitch is used. (No extended hitches.)

⁶ — Attached to the frame or original equipment step bumper.

⁷ — When towing trailers over 900 kg (2,000 lbs.) gross loaded weight for long distances, change engine oil every 3 months or 4,800 km (3,000 miles), whichever occurs first, and replace oil filter at alternate oil changes. Check, clean and regap spark plugs every 9,600 km (6,000 miles).

⁸ — Max. GCWR w/6.6L (400 CID) V-8: w/3946 (8700) GVWR — 5295 (11625), w/4127 (9100) GVWR — 5477 (12075).

Ford 4x4 SuperCab

SuperCabs are ideal vehicles for slide-in campers, for trailering . . . for family recreation and for extra stowage.

SuperCab is roomy, versatile, and exceedingly utilitarian. Room enough to seat six people with the optional rear bench seat . . . or room enough to carry a lot more gear with 39.0 cubic feet of enclosed rear stowage space.

These tough and rugged trucks for 1980 have:

New Twin-Traction Beam Independent Front Suspension . . . new part-time 4-wheel drive with a new, more efficient transfer case . . . new doublewall cab roof . . . new corrosion protection . . . new anti-theft features . . . new easily-removable tailgate — and much more!

There are two models of Ford's 1980 SuperCabs: F-150 4x4, F-250 4x4 . . . both built for outstanding performance whether they are used for recreation or for work.

Tough, heavy-duty frame rails put real backbone and muscle in Ford 4x4 SuperCabs. The F-250 will handle slide-in campers up to 3.4 meters (11 feet) in length. Payload Ratings for these tough trucks range up to 1585 kg (3495 lbs.) with the Camper Special Package.

Optional equipment to help make your trucking more convenient, comfortable and enjoyable can be chosen from a long list of items: one of the 5 Ford entertainment systems and the advanced 40-channel CB radio, Fingertip Speed Control with the new "resume" feature that automatically brings your vehicle up to cruising speed after you have braked, tilt steering wheel, 72 liter (19-gallon) auxiliary fuel tank (to increase your cruising range), an auxiliary battery for the operation of your emergency lights. And, of course, there are optional power plants too, including the 5.8L (351 CID) V-8 and the 6.6L (400 CID) V-8.

Ford F-150 and F-250 SuperCabs for people and cargo . . . work and play!



MODEL	SUPERCAB F-150 4x4		
Towing Method	Conventional		
Wheelbase — mm (in.)	3937(155)		
Trailer Weight kg (lbs.) ⁵	Up to 907(2000)	907(2000)-1587(3500)	1587(3500)-2268(5000)
GCWR (Max.) kg (lbs.) ¹	3810(8400)	4343(9575)	4921(10850)
Payload Package	#1		
GVWR (Min.) kg (lbs.)	2993(6600)		
Tongue Load	10 to 15% of Trailer Weight 90 kg (200 lbs.) Max.	10 to 15% of Trailer Weight	
Trailer Class	I	II	III
Engine ²	5.8L(351) V-8	5.8L(351) V-8	
Transmission ³	Automatic	Automatic	
Axle Ratio ⁴	3.50	3.50	
Cooling Package [*]	Extra Cooling	Super Cooling	
Towing Package [*]	L.D.	H.D.	
Trailer Hitch [*]	Weight Carrying ⁴	Weight Distributing ²	

MODEL	SUPERCAB F-250 4x4 ³									
Towing Method	Conventional								Fifth Wheel	
Wheelbase — mm (in.)	3937(155)									
Trailer Weight kg (lbs.) ⁵	Up to 907(2000)		907(2000)-1587(3500)		1587(3500)-2268(5000)		2268(5000)-2948(6500)		Up to 2948(6500)	
GCWR (Max.) kg (lbs.) ¹	3969(8750)	4535(10000)	4501(9925)	5068(11175)	5880(11200)	5647(12450)	5658(12475)	5987(13200)	5363(11825)	5930(13075)
Payload Package	#1	#2	#1	#2	#1	#2	#1	#2	#1	#2
GVWR (Min.) kg (lbs.)	3152(6950)	3719(8200)	3152(6950)	3719(8200)	3152(6950)	3719(8200)	3152(6950)	3719(8200)	3152(6950)	3719(8200)
Tongue Load	10 to 15% of Trailer Weight 90 kg (200 lbs.) Max.		10 to 15% of Trailer Weight						Approx. 25% of Trailer Weight	
Trailer Class	I		II		III		IV		II, III, IV	
Engine ⁵	5.8L(351) V-8		5.8L(351) V-8		6.6L(400) V-8					
Transmission*	Automatic		Automatic		Automatic					
Axle Ratio*	3.54 (Std.)		3.54 (Std.)		3.54 (Std.)					
Cooling Package*	Extra Cooling		Super Cooling		Super Cooling					
Towing Package*	L.D.		H.D.		H.D.					
Trailer Hitch*	Weight Carrying*		Weight Distributing ²		Weight Distributing ²				Frame Mounted	

* — Recommended equipment * — Required minimum equipment

¹ — GCWR equals the combined weight of the towing vehicle (including passengers and cargo) plus the weight of the trailer. GCWR and both the front and rear GAWR's must not be exceeded. NOTE: Trailer tongue load must be included in towing vehicle cargo weight.

² — Hitch sway control recommended for trailer over 907 kg (2,000 lbs.)

³ — Camper special package w/auto. trans. and external auxiliary oil cooler may be used in lieu of trailer towing package providing a conventional load carrying or equalizing-type hitch is used (no extended hitches).

⁴ — Attached to the frame or original equipment step bumper.

⁵ — When towing trailers over 900 kg (2,000 lbs.) gross loaded weight for long distances, change engine oil every 3 months or 4,800 km (3,000 miles), whichever occurs first, and replace oil filter at alternate oil changes. Check, clean and regap spark plugs every 9,600 km (6,000 miles).

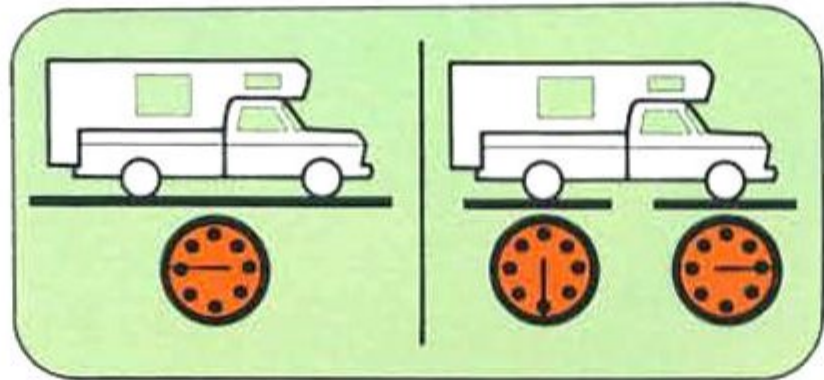
Estimate Your Recreation Vehicle's Weight

It is easy to overload when you start packing for that trip or vacation, so you should take special care to make sure you do not exceed the rated carrying capacity of your rig. Overloaded units can cause handling problems, and excessive weight can damage a vehicle's structural and power train components.

To make sure you're on the safe side, you should weigh your loaded vehicle. Scales are available at trucking companies usually listed in your Yellow Pages.

This is a precaution that can help insure many trouble-free trips in your RV.

Trailer Weight and Hitching Up



It is essential that your towing load is evenly distributed and does not exceed the manufacturer's rated towing capability of the towing vehicle.

Two important weights should be kept in mind when loading your trailer; Gross Trailer Weight and Tongue Weight. Gross Trailer Weight is the weight of the empty trailer plus all trailer options and trailer payload. Tongue Weight is the weight directly on the hitch ball.

Weigh your trailer, then disconnect your trailer and place only the tongue with the coupler at hitch ball height on a scale. If the tongue load exceeds 15% of Gross Trailer

Weight or maximum weight specified for the vehicle, shift extra camping gear and equipment rearward to achieve the recommended tongue load. If the weight is less than 10%, shift the load forward.

Select the Proper Hitch

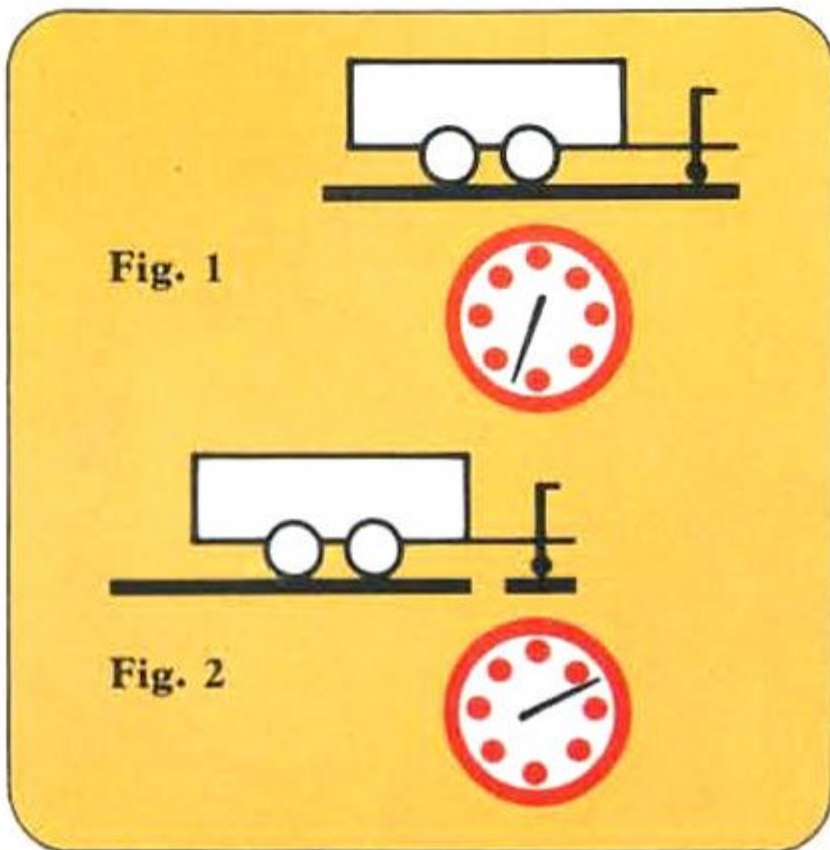
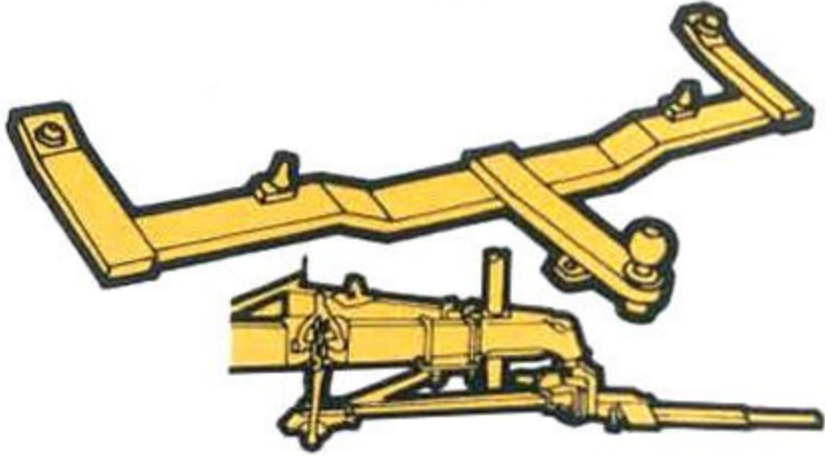


Fig. 1

Fig. 2

A load-equalizing hitch, that is, a hitch designed to distribute the weight of the trailer and the towing vehicle equally between the axles of both units, should be used for trailers weighing over 2000 pounds. No more than 10% to 15% of the Gross Trailer Weight should be on the hitch ball. An anti-sway device, built into the hitch or installed separately, is recommended for trailers heavier than 3500 pounds.

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



SAFETY CHAINS AND BRAKES.

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

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

WEIGHT ESTIMATOR'S WORKSHEET

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

- *1. Curb Weight of the Vehicle _____
2. Body Weight, Dry _____
(Camper, pickup shell, etc.)
- *3. Weight of Supplies _____
(Water, bottled gas, ice, etc.)
- *4. Household Equipment _____
(Bedding, towels, cooking utensils, dishes, hoses, power cords, tools, flashlights, etc.)
- *5. Personal Equipment _____
(Sporting equipment, boat, motor, rifles, bow and arrows, toys, games, etc.)

- *6. Clothing _____
(Fifty pounds per person is a reasonable estimate.)
- *7. Food and Beverages _____
- *8. Miscellaneous _____
(Check and double-check your list. Be sure you've included *everything*!)
9. Yourself and Your Family _____
10. TOTAL _____
(Gross Vehicle Weight. Or, numbers 1 and 3-8: Gross Trailer Weight.)

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

Ford Econoline Van/Club Wagon

The Econoline Van which is ideally suited to recreational vehicle conversion . . . and the Club Wagon, designed to carry up to 15 people or tow trailers up to 4532 kg (10,000 lbs.) with the E-350 Superwagon . . . have earned their popularity with recreational vehicle enthusiasts. The engine-forward design puts the engine up front, out of the way of the driver and front passenger. Ford's Econoline Van and Club Wagon also offer exclusive body-on-frame construction and Ford's famous Twin-I-Beam independent front suspension.

They're popular vehicles, too, because they can be tailored to individual tastes and requirements with options and features ranging from simple paint and tape treatments to factory "customizing".

New features for 1980 include a locking steering column for all transmissions and P-metric steel-belted radial tires on the E-100 and E-150 models.

FORD ECONOLINE VAN

Econoline Vans are available with a 124.0" or 138.0" wheelbase.

With an optional Heavy-Duty Trailer-Towing Package, the Econoline can pull up to 4532 kg (10,000 lbs).

Econoline's cargo-carrying capacity carries a lot of weight with outdoor enthusiasts, too. Ford E-350 Vans can carry more than 2,300 kg (5,070 lbs.) of family, luggage, recreation gear, options and any conversions to the body.

SPECIALTY VANS

• CRUISING VAN • FREE WHEELING VAN

The 1980 Ford Cruising Van is an option that's as tough as it is good-looking . . . with youth appeal. Features include tri-color tape stripe, 10-hole polished wheels, low mount Western swing-out outside sideview mirrors, black grille and bumpers, sport steering wheel, dark glass portholes, courtesy dome lamp switches on all doors, full-length color-keyed carpet.

Captain's Chairs are also included in the Cruising Van option as well as Chateau-level door trim panels with door map pockets.

The Free Wheeling Exterior Package includes black rocker paint treatment, black grille and bumpers and black low mount Western swing-out outside sideview mirrors.

CLUB WAGON

A vehicle that really pulls its weight when it comes to providing plenty of opportunity for enjoyment — the Ford Club Wagon. It will carry 5, 8, or 12 people — or 15 people in the Super Wagon.

The Captain's Club Wagon is the top of the line . . . loaded with luxury . . . wrapped around a lot of passenger room. The Captain's Club Wagon includes: Quad Captain's Chairs, luxury carpet, unique headliner with map lights, a snack-and-game table, and a combination rear seat and bed.

The standard engine for all Club Wagons (in 49 states) is the 4.9L (300 CID), I-6.



Trailer-Towing Packages

Light-Duty Trailer-Towing Package for pulling Class I trailers (under 2000 pounds Gross Trailer Weight):

- Extra Engine Cooling
- Trailer Tow Wiring Harness
- Heavy-Duty Flasher
- "Trailer Special" Plaque

Heavy-Duty Trailer-Towing Package for pulling Class II, III and IV trailers:

- Extra Engine Cooling (Super cooling required w/E-250/350 w/5.8L and 6.6L V-8 engines)

- Auxiliary Transmission Oil Cooler
- Trailer Tow Wiring Harness
- Heavy-Duty Flasher
- Heavy-Duty Front and Rear Shock Absorbers (standard on E-350)
- Heavy-Duty Suspension with E-250/350 Club Wagon
- Heavy-Duty Maintenance-Free Battery
- 60 Amp. Alternator
- Ammeter and Oil Pressure Gauges
- "Trailer Special" Plaque

MODEL		E-100 ECONOLINE VAN (EV)/CLUB WAGON (CW)											
Towing Method (EV/CW)		Conventional											
Wheelbase (CW)		124"											
Wheelbase (EV)		124"		138"		124"		138"		124"		138"	
Trailer Weight (lbs.) ¹		Up to 2000				2000 to 3500				3500 to 5000			
GCWR (Max.) ¹ (CW)		7800				8975				10250			
GCWR (Max.) ¹ (EV)		7000	7350	7000	7350	8175	8525	8175	8475	9450	9800	9450	9750
Payload Package		#0	#1	#0	#1	#0	#1	#0	#1	#0	#1	#0	#1
GVWR (Min.) (EV)		5200	5550	5200	5500	5200	5550	5200	5500	5200	5550	5200	5500
Tongue Load		10-15% of Trailer Weight (200 lbs.) Max.				10-15% of Trailer Weight				10-15% of Trailer Weight			
Trailer Class		I				II				III			
Engine ²		Std. 4.9L (300) Six ²				5.8L (351) V-8				5.8L (351) V-8			
Transmission*		Automatic				Automatic				Automatic			
Axle Ratio*		2.75 (STD.)				2.75 (STD.)				2.75 (STD.)			
Cooling Package*		Extra Cooling				Super Cooling				Super Cooling			
Towing Package*		L.D.				H.D.				H.D.			
Trailer Hitch*		Weight Carrying				Weight Distributing ²				Weight Distributing ²			
MODEL		E-150 REGULAR VAN (EV)/SUPER VAN (SV)/CLUB WAGON (CW)/SUPER WAGON (SW)											
Towing Method		Conventional											
Wheelbase (SV/SW)		138"											
Wheelbase (EV/CW)		124"		138"		124"		138"		124"		138"	
Trailer Weight (lbs.) ¹		Up to 2000				2000-3500				3500-5000			
GCWR (Max.) ¹ (EV)		8000	8100	8000	8100	9175	9275	9175	9275	10450	10550	10450	10550
Payload Package (EV)		#0	#1	#0	#1	#0	#1	#0	#1	#0	#1	#0	#1
GVWR (Min.) (EV)		6200	6300	6200	6300	6200	6300	6200	6300	6200	6300	6200	6300
GCWR (Max.) ¹ (SV)		7850		8000		9025		9175		10300		10450	
Payload Package (SV)		#0		#1		#0		#1		#0		#1	
GVWR (Min.) (SV)		6050		6200		6050		6200		6050		6200	
GCWR (Max.) ¹ (CW/SW)		8300		8400		9475		9575		10750		10850	
Tongue Load		10-15% of Trailer Wgt. (200 lbs.) Max.				10-15% of Trailer Weight				10-15% of Trailer Weight			
Trailer Class		I				II				III			
Engine ²		Std. 4.9L(300) Six				5.8L(351) V-8				5.8L(351) V-8			
Transmission*		Automatic				Automatic				Automatic			
Axle Ratio*		3.25				3.25				3.25			
Cooling Package*		Extra Cooling				Super Cooling				Super Cooling			
Towing Package*		L.D.				H.D.				H.D.			
Trailer Hitch*		Weight Carrying				Weight Distributing ²				Weight Distributing ²			
MODEL		E-250 REGULAR VAN (EV)/SUPER VAN (SV)/CLUB WAGON (CW)/SUPER WAGON (SW)											
Towing Methods		Conventional											
Wheelbase		138"											
Trailer Weights (lbs.) ¹		Up to 2000				2000-3500				3500-5000			
GCWR (Max.) ¹ (EV)		8550	9300	10050		9725	10475	11225		11000	11750	12500	
Payload Package (EV)		#0	#1	#2		#0	#1	#2		#0	#1	#2	
GVWR (Min.) (EV)		6750	7500	8250		6750	7500	8250		6750	7500	8250	
GCWR (Max.) ¹ (SV)		8300	8900	9700		9475	10075	10875		10750	11350	12150	
Payload Package (SV)		#0	#1	#2		#0	#1	#2		#0	#1	#2	
GVWR (Min.) (SV)		6500	7100	7900		6500	7100	7900		6500	7100	7900	
GCWR (Max.) ¹ (CW)		10600				11775				13050			
GCWR (Max.) ¹ (SW)		10300				11475				12750			
Tongue Load		10-15% of Trailer Weight (200 lbs.) Max.				10 to 15% of Trailer Weight				10 to 15% of Trailer Weight			
Trailer Class		I				II				III			
Engine ² (EV/SV/SW)		Std. 4.9L(300) Six				5.8L(351) V-8				6.6L(400) V-8			
Engine (CW)		5.8L(351) V-8				5.8L(351) V-8				6.6L(400) V-8			
Transmission*		Automatic				Automatic				Automatic			
Axle Ratio*		Std. 3.31				Std. 3.31				Std. 3.31			
Cooling Package*		Extra Cooling*				Super Cooling*				Super Cooling*			
Towing Package*		L.D.				H.D.				H.D.			
Trailer Hitch*		Weight Carrying				Weight Distributing ²				Weight Distributing ²			
MODEL		E-350 REGULAR VAN (EV)/SUPER VAN (SV)/SUPER WAGON (SW)											
Towing Method		Conventional											
Wheelbase		138"											
Trailer Weights (lbs.) ¹ (EV/SV)		Up to 2000			2000-3500			3500-5000			5000-10000		
Trailer Weights (lbs.) ¹ (SW)		Up to 2000			2000-3500			3500-5000			5000-10000		
GCWR (Max.) ¹ (SW)		11200			12375			13650			17900		
GCWR (Max.) ¹ (EV)		10350	11300	11550	11525	12475	12725	12800	13750	14000	17050	18000	18250
Payload Package		#0	#1	#2	#0	#1	#2	#0	#1	#2	#0	#1	#2
GVWR (Min.) (EV)		8550	9500	9750	8550	9500	9750	8550	9500	9750	8550	9500	9750
GCWR (Min.) ¹ (SV)		10800		11100	11975	12275	13250	13550			17500		
Payload Package		#0		#1	#0	#1	#0	#1			#0		#1
GVWR (Min.) (SV)		9000		9300	9000	9300	9000	9300			9000		9300
Tongue Load		10-15% of Trailer Weight (200 lbs.) Max.			10-15% of Trailer Weight			10-15% of Trailer Weight			10-15% of Trailer Weight		
Trailer Class		I			II			III			IV		
Engine ²		5.8L(351) V-8			5.8L(351) V-8			6.6 (400) V-8			7.5L(460) V-8		
Transmission*		Automatic			Automatic			Automatic			Automatic		
Axle Ratio*		Std. 3.73			Std. 3.73			Std. 3.73			Std. 3.73		
Cooling Package*		Super Cooling			Super Cooling			Super Cooling			None		
Towing Package*		L.D.			H.D.			H.D.			H.D.		
Trailer Hitch*		Weight Carrying			Weight Distributing ²			Weight Distributing ²			Weight Distributing ²		

Ford Econoline RV Cutaway

Econoline E-350 RV Cutaway is a Ford exclusive in the U.S. It will accommodate a variety of mini-motorhome bodies on its exclusive full-length, six cross-member frame. Special frame spacers offer a flat-floor mounting system, and twelve rubber body mounts isolate the body from the frame to reduce road harshness and vibration, and power brakes and power steering are standard on the 4645 kg (10,250 lb.) and 4985 kg (11,000 lb.) GVWR made-for-camping vehicle.

It's the ideal unit for the dedicated camper because it will accept up to 2920 kg (6445 lbs.) of body and payload with a GVWR of 4985 kgs. (11,000 lbs.).

Twin I-Beam front suspension and taper leaf rear springs help cushion the ride and contribute to the excellent handling characteristics.

The standard engine for the E-350 RV Cutaway is the 4.9L (300 CID) Six for GVW rating up to 4400 kg (9700 pounds). 5.8L (351 CID) V-8 with automatic transmission is required for the 4645 kg (10,250 lb.) GVWR Packages.

7.5L (460 CID) V-8 is required for the 4985 kg (11,000 lb.) GVWR vehicle.

Ford offers a wide range of comfort and convenience options to enhance the pleasure of your RV: dual Captain's Chairs, air conditioning, tilt steering wheel, entertainment systems (they all include Traveler's Advisory Band), Fingertip Speed Control with the new "resume" feature, auxiliary gas tank with a refill capacity of over 151 liters (40 gallons) to extend your cruising range —plus many more optional items to make your camping even more enjoyable.

In addition, Camper Special Packages help you build your motorhome for the precise kind of use you have in mind.

THE LOW-LINE CAMPER SPECIAL PACKAGE:

- 60 Amp. Alternator
- 68 Amp.-Hr. Battery
- Extra Engine Cooling Package
- Custom Trim Package
- "Camper Special" Emblem
- Adjustable Passenger Seat
- Dual Battery (81 Amp. Auxiliary Battery)
- Camper Wiring Harness (Includes Safety Relay)

THE HIGH-LINE CAMPER SPECIAL PACKAGE:

Includes all items in Low-Line Package with the addition or substitution of the following items:

- 100 Amp. Alternator
- Oil and Ammeter Gauges
- Dual Horns
- 5.8L (351) V-8 Engine
- Chateau Trim Package
- High Output Heater
- Power Steering
- Tinted Windshield and Door Glass
- External Transmission Oil Cooler (w/Auto. Trans.).



Options...

Add To The Practical Pleasure Of Your Recreation Vehicle!

Take a mighty fine Ford vehicle and add your own personal touches through the addition of some great options and you're headed on the right road for more enjoyable recreational travel. Many of these options can help you extend your cruising range and make a substantial contribution to more economical driving.

The options listed on this page are just a small sampling of what you will find available. Application and availability vary according to the vehicle. Check the literature covering the vehicle of your choice, and see your Ford dealer for assistance.

- 1) **Fingertip Speed Control** with the new-for-1980 "resume" feature. Helps you maintain pre-set speeds for steady, smooth cruising. Controls are conveniently located for fingertip operation.
- 2) **P-Metric Radial tires.** Help save fuel through decreased roll resistance.
- 3) **Automatic Overdrive Transmission.** Fully automatic with 4th gear overdrive for improved highway fuel economy (Ford LTD and Thunderbird only).
- 4) **Fog Lamps** to help light the way when the going gets thick.
- 5) **Auxiliary Fuel Tank.** Carry additional fuel to extend your cruising range between gas stops.

Other fine options available are:

- **Underhood Tool Box.** This handy option includes inside locking hood release and a movable underhood light on a magnetic base with 20' cord on a retractable reel.
- **Tie-Down Hooks.** Helps keep cargo secure and snug.
- **Security Lock Group.** Includes locking gas cap, inside locking hood release, spare tire lock and locking glove box. Helps keep contents of your vehicle secure.

• **Handling Package** that includes front and rear stabilizer bars, heavy-duty front and rear shock absorbers and heavy-duty front springs.

• **81-Amp.-Hr. Heavy-Duty Auxiliary Battery** powers a recreational vehicle's 12-volt electrical system without drawing from the vehicle's regular battery. It has a special low discharge rate. Both standard and auxiliary batteries charge as you drive.

• **Sliding Rear Window** for pickups.

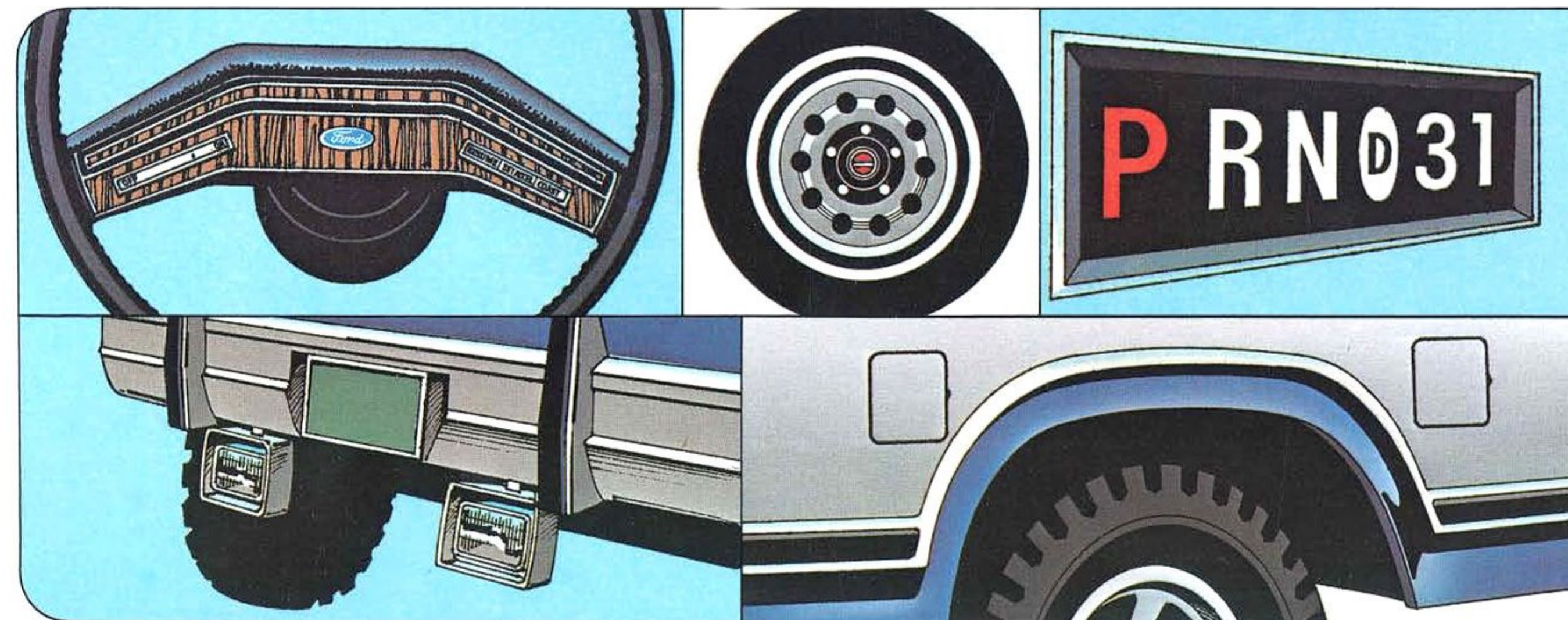
• **Adjustable Level Air Shock Absorbers** help maintain car level with added loads.

• **PrivacyTM Glass** for Econoline Vans and Club Wagons.

• **Captain's Chairs** that swivel and recline for vans Bronco and Supercab.

• **Traction-Lok or Limited Slip Differential** to help get over slippery spots and add traction when added traction is necessary.

There are, of course, many more options and accessories available for your Ford vehicle.





Specifications, descriptions and illustrative material contained herein were accurate at the time this catalog was approved for printing. Ford Division reserves the right to discontinue models or options at any time, or change specifications, equipment or design without notice or without incurring obligation. All options and accessories illustrated or referred to as optional are extra cost. Availability of engines and transmissions is contingent upon Federal Emission Certificate and production schedules.

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