



1976
Ford
recreation
vehicles

FORD— READY TO MEET YOUR RECREATION NEEDS

If you ski or sail . . . fish or hunt . . . hike, backpack, or ride the trails . . . if you travel to see the sights . . . or just like to get away and relax . . . whether you go alone or as a family—whatever your preference in outdoor recreation, Ford offers you a wide variety of ways to get where you're going.

In this booklet you'll find a complete selection of durable, specially equipped pickups for carrying a camper. You'll find Ford's versatile Bronco that can go 'most anywhere you point it. You'll find van conversions, mini-motorhomes, and the right chassis for the motorhome of your choice. And you'll find there's a perfectly equipped Ford car or truck for trailer towing.

To help you select the recreation vehicle that exactly suits your needs, you'll find facts concerning quality, innovation, product value and designs to make your kind of recreation more fun. Also included are helpful tips on trailer towing, choosing a hitch, loading a rec vehicle properly, and much more.

Look through these pages, then look at Ford recreation vehicles themselves. Like all light trucks and passenger cars, they are built to back our challenge: The closer you look, the better we look.

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FORD PICKUPS FOR CAMPING

Pickup camping, one of the most popular forms of outdoor recreation! Ford has kept pace with the steady growth in pickup camping interest and the wide variety of products available from recreation vehicle manufacturers. Today, Ford offers you a choice of rugged, dependable pickups in four series. A broad range of GVW's gives you the capacity to carry the camper of your choice. A selection of wheelbases helps you match camper to pickup for good weight distribution, handling and stability on the road. Cabs are roomy and comfortable. There is a Ford Pickup designed for your specific need.

There's even more you can do with a Ford Pickup. Put a box cover on it and you put a roof over your head or protect your camping or boating gear. Or, install a chassis-mounted camper on a Ford Chassis-Cab model and you have nearly all you could ask for in a small motorhome.

And when you're not using your Ford Pickup for recreation, you can use it for business or as a second car. No matter how you use it, the closer you look at a Ford Pickup, the better it'll look to you.



SLIDE-IN CAMPERS

Most slide-in campers can be removed easily and the pickup used as a pickup or second car. Generally, slide-ins have a cab-over section that contains the main sleeping area. Slide-in campers range from 6 to 12 feet in length and cost from about \$1500 to over \$6000. Telescoping campers, which you raise at your campsite and lower when you travel, run from about \$1000 to more than \$3000.



CHASSIS-MOUNTED CAMPERS

Chassis-mounted campers are much like mini-motorhomes and are designed almost exclusively for recreation. Since the camper body is mounted directly to the pickup chassis, more living and storage space is available than in a conventional slide-in camper. Chassis-mounted campers are usually from 14 to 15 feet long. Often, pickup and camper are modified by the body manufacturer to provide a walk-through passage between the camper and the truck's cab.*



PICKUP BOX COVERS

You may wish to consider a pickup box cover like the streamlined fiberglass model Ford offers as a factory installed option—fits over the pickup cargo area and provides protection from the elements. It means extra convenience on trips into the backwoods . . . and it's great for protecting your personal gear and tools when you're at home. (More on Ford's pickup box cover on page 35.)

BEFORE YOU BUY

Here are some questions you should answer before you buy any camper: ■ Is it large enough for your family to live in comfortably, and is it designed with reasonable privacy—even on long trips? ■ Are the beds wide enough? Long enough? ■ Can everyone sit down to eat at the same time? ■ Is the kitchen large enough for your needs? ■ Is there enough storage space for clothing, food, camping and sports equipment? ■ Is too much storage space up high, near the camper's roof, where it will raise the camper's center of gravity and affect the pickup's handling? ■ If your camping is in primitive areas, is there enough capacity in water storage and holding tanks? ■ Is the bathroom comfortably adequate? ■ Is there a heater for comfortable living in cool or cold weather? ■ Can accessories be operated from the pickup's—or an auxiliary—12-volt electrical system? ■ Is heavy equipment (fresh water tank, refrigerator, stove, etc.) toward the front of the camper so weight is properly distributed between the pickup's axles?

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



Why a Ford for Camping

People buy Ford Pickups for a number of reasons. They're tough, durable and dependable in all sorts of weather. Cabs are large and comfortable. People buy Ford Pickups because they *do* work like trucks and ride like cars, and at play they're ideal recreation vehicles.

BUILT-IN DURABILITY, LASTING VALUE

Durable steel frame with deep-section side channels and crossmembers gives your Ford Pickup a tough, durable foundation for carrying a camper or towing a trailer. Standard and optional auxiliary gas tanks are both in a protected position inside frame rails. (Both tanks fill on same side for convenience when you gas up.)

Twin I-Beam front suspension is a Ford exclusive. A forged steel I-beam axle and large coil spring at *each* front wheel absorb road shock independently for good ride and handling. Built-in caster and camber angles help maintain wheel alignment even after extended travel on rough roads.

The pickup body is built strong, with all-welded box construction and double side walls. The hood and doors also feature double-wall construction for extra strength. All inner and outer panels, including front fender aprons, are galvanized to help prevent rust. In fact, there are over 290 sq. ft. of galvanized and zinc coated sheet metal surfaces on styleside pickups with 8' box.

COMFORTABLE RIDE, HANDLING

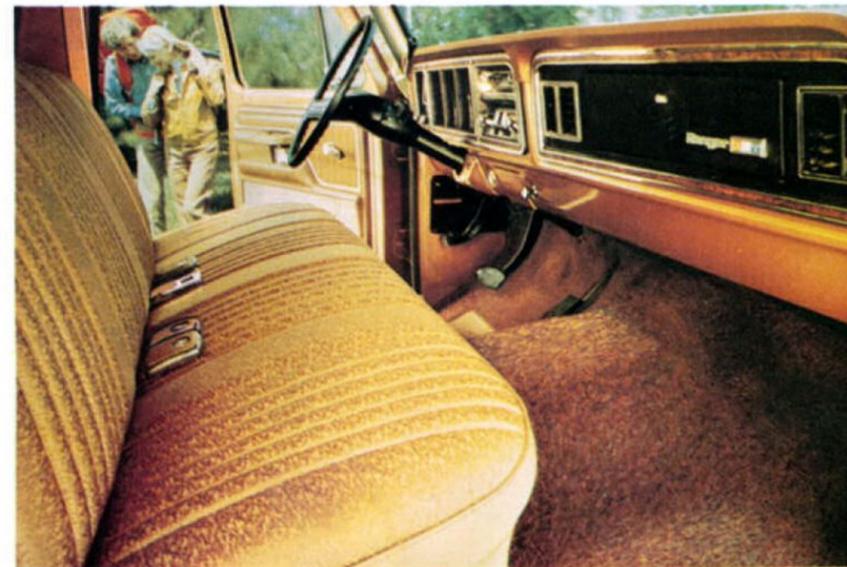
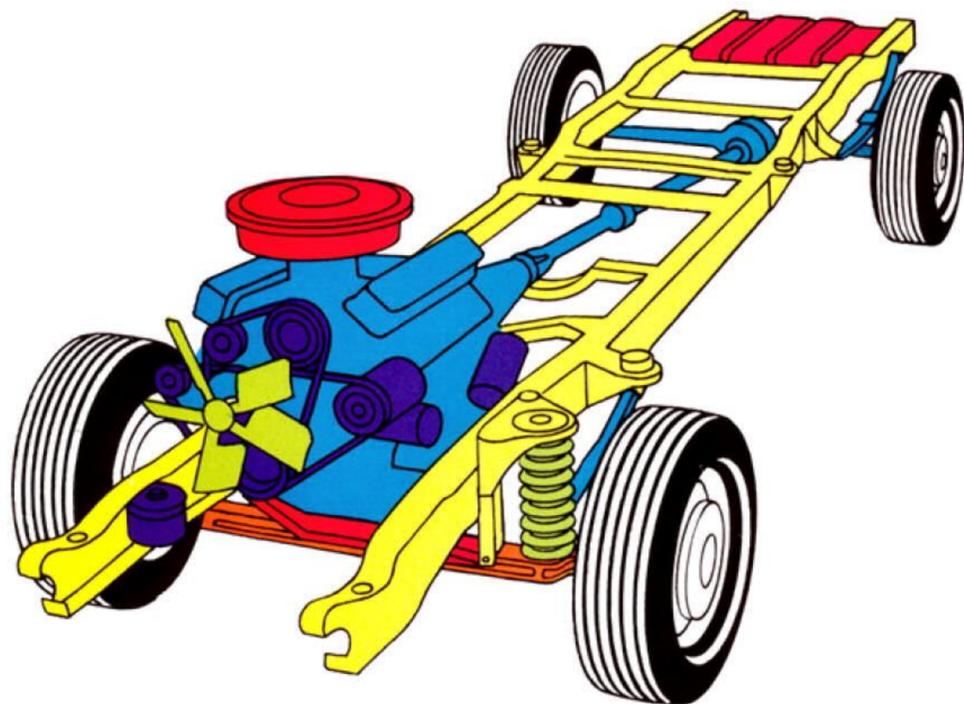
Progressive rear leaf springs automatically adjust to suit load conditions, provide control over sidesway and a better ride with or without a camper.

Double-acting shock absorbers, front and rear, improve your Ford Pickup's ride, handling and safety.

Power disc brakes are standard for all Regular and SuperCab 4 x 2 Ford Pickups over 5,200 lb. GVW. On the 4,600 lb. GVW to 5,200 lb. GVW F-100, the standard dual hydraulic brake system gives you reserve braking capacity.

The long wheelbases available on all Ford Regular and SuperCab models also contribute to smooth riding characteristics. They space out bumps and give the suspension system a better chance to dampen road shock to smooth the ride.

Wide-track stability is part of a Ford Pickup's car-like ride. Tread width is over 64 inches, front and rear, for a very steady stance and excellent road-holding ability.



COMFORTABLE, CONVENIENT CAB

Large cab—biggest and roomiest Regular Cab ever offered by Ford. Room for three adults to sit in comfort, with plenty of leg- and head-room. SuperCab offers even more seating capacity.

Four car-like interiors to choose from—standard Custom interior, optional Custom Decor Group, Ranger and Ranger XLT interiors.

Car-like instrument panel—All controls are fully lighted, easy to see and use. Efficient blend-air heater is standard; integrated air conditioning is optional. Glove compartment is extra large.

Excellent visibility, all around—more than 21 sq. ft. of glass area in windshield and side and rear windows give you a panoramic view.

Large, in-cab storage space behind the seat—ideal for stowing tools or recreation gear out of sight (up to 44 cu. ft. in SuperCab).

Deep-foam comfort is standard—seven inches of foam padding in the front seat cushion, five in the seat back. If your wife never felt comfortable in a pickup, get her to try a Ford!



Ford F-100, F-150

In 1976, Ford offers you two half-ton F-Series Pickups to choose from. In addition to the F-100, there is a heavy-duty F-150. The F-150 is a heavy-duty-half ton pickup which combines the riding comfort of the F-100 with almost the payload of an F-250. Both F-100 and F-150 are available in Regular and SuperCab models. The F-150 can operate on leaded or unleaded gasoline.

THREE-WAY VERSATILITY

It's amazing how many people use their Ford Pickups as good-looking *second cars*, because they'll carry a lot, and because they're easy and comfortable to drive (a fact many wives have discovered with pleasure).

Of course they're used for *business*. Both F-100 and F-150 are right at home wherever pickups have a hard day's work to do. And more and more people are using Ford half-ton pickups for recreation. Extra built-in durability features and ample payloads make these pickups ideal for recreation use. They're ideal for people who want to take off with a couple of dirt bikes or a snowmobile . . . or who want rugged, dependable transportation to go hunting or fishing.

Put a box cover on an F-100 or F-150 . . . perhaps equipped with one of the many slide-in "living" units now available on the market . . . and you have a sheltered place to stretch out for the night, or to protect your recreation gear. And, you can easily take an F-100 or 150 trailering. Properly equipped, they'll pull trailers up to 6,000 pounds very comfortably.



F-100 with Optional Ranger XLT Trim, Radio, Western-Type Mirrors, Protection Group, Pickup Box Cover, White Sidewall Tires



Slide-in Living Unit for 8' Box. Available from Independent RV Equip. Mfrs. (Box Cover Required)



F-100 with Optional Ranger XLT Trim, Radio, Mirrors, Wheel Covers, Protection Group, Paint Stripe, Rear Step Bumper, Clearance and Marker Lights and WSW Tires.

F-100/F-150 Specifications

| SERIES | WB | BOX LENGTH | ENGINE | MAX. GVW | PAYLOAD CAPACITY |
|-------------------|------|------------|---|----------|------------------|
| F-100 Reg. Cab | 117" | 6¾' | 300 Six (STD.) | 5350-lb. | 1720-lb. |
| | 133" | 8' | 302 V-8 | 5500-lb. | 1775-lb. |
| | | | 360 V-8 390 V-8 | | |
| F-150 Reg. Cab | 133" | 8' | 300 Six (STD.) 360 V-8 390 V-8 460 V-8 | 6050-lb. | 2245-lb. |



Ford F-250

The Ford F-250 could well be America's most popular pickup for recreation. Every year more people leave home with a camper on a Ford F-250 Pickup! It's a truck that delivers a lot of extra ruggedness without forgetting the comfort and convenience of the driver and passengers. Think about putting an F-250 under your camper.

EXTRA LOAD-CARRYING CAPACITY

The F-250 offers you a choice of Gross Vehicle Weight ratings up to 8,000 pounds—and payload capacities to 3,740 pounds, more than a ton and a half! Its 133-inch wheel-base provides for excellent weight distribution for today's popular 8- to 11-foot slide-in campers.

BUILT TO TAKE IT

Like all Ford Pickups, the F-250 can take a real beating and come right back for more. It's at home in rough country, as well as on a throughway—an ideal pickup for carrying a camper or for dependable business use. The closer you look, the better a Ford will look to you.

ADD A CAMPER SPECIAL PACKAGE

When you order your F-250 with a Camper Special Package, you equip it with all the heavy-duty components you need for carrying fully equipped campers up to 11 feet long. (See page 14 for complete Camper Special Package description.) A lot of owners have found the Camper Special Package's heavy-duty components worthwhile even if they don't use their pickup for recreation!



F-250 with Optional Ranger XLT Trim, Protection Group, Radio, Camper Special Package and Camper Tie-Down System

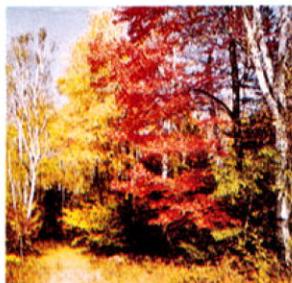
F-250 Specifications

| SERIES | WB | BOX LENGTH | ENGINE | MAX. GVW | PAYLOAD CAPACITY |
|-------------------|------|------------|---|--------------|------------------|
| F-250 Reg. Cab | 133" | 8' | 300 Six (STD.) 360 V-8 390 V-8 460 V-8 | 8000 lb. (1) | 3740 lb. |

(1) 7800 lbs. Max. GVW w/300 Six engine.



F-250 with Optional Ranger XLT Trim, Camper Special Package and Camper Tie-Down System



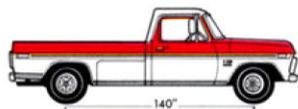
Ford F-350 Super Camper Special

F-350 SUPER CAMPER SPECIAL

The '76 Ford F-350 Super Camper Special is a pickup designed and built from the ground up specifically to carry today's large, self-contained 11- to 12-foot camper bodies. It's available with GVW ratings up to 10,000 pounds. The Camper Special Package is standard.



Also standard, the side-mounted spare tire carrier, concealed behind an easily removed panel—readily accessible with a camper body on the pickup.



Extra-long, 140-inch wheelbase distributes more of the camper's weight ahead of the rear axle for excellent roadability and handling.



Standard front and rear stabilizer bars and wide, 65-inch front tread improve directional stability when carrying a camper. A heavy-duty frame with extra-deep side rails contributes to the F-350 Super Camper Special's great load-carrying ability and provides long-lasting vehicle strength.

Big 12.00 x 16.5E "Super Single" rear tires are included in the 10,000-pound GVW package and provide significant advantages in handling, stability and traction because of additional tread on the road's surface and improved "flotation"—the ability to stay on top of soft surfaces, like sand.

F-350 Super Camper Special Specifications

| MODEL | WB | ENGINE | PAYLOAD CAPACITY |
|----------------------------|------|--------------------------------------|-----------------------------------|
| F-350 Super Camper Special | 140" | 360 V-8 (STD.) 390 V-8 460 V-8 | 5280-lb. (10,000 lb. Max. GVW) |



Ford F-350 Chassis-Cab

F-350 CHASSIS-MOUNTED CAMPERS

F-350 Camper Special Chassis-Cab models are available with a 137-inch wheelbase for carrying chassis-mounted campers up to 12 feet long. The long, 161-inch wheelbase F-350 with dual rear wheels has GVW ratings up to 10,000 pounds and can accommodate camper bodies to 14 feet long. Because the body is mounted to the frame, the body can be as wide as 96 inches with a low center of gravity for excellent stability and handling. F-350 Chassis-Cabs are available in two-door or 4-door models.*

MINIMUM CHASSIS REQUIREMENTS

The table below shows the minimum equipment required for using a chassis-mounted camper body with either single- or dual-rear wheel F-350 Chassis-Cab model. Equipment indicated does not necessarily represent the maximum equipment available.



F-350 with Chassis-Mount Camper

F-350 Chassis-Cab Minimum Requirements

| Rear Wheels | F-350 CHASSIS-CAB WITH CAMPER SPECIAL PACKAGE | | | |
|--|---|--------|-----------------|--------|
| | Single | | Dual | |
| GVW Rating (lbs.) | 8050 | 8250 | 9500 | 10,000 |
| Wheelbase (inches) | 137" | 161" | 137" | 161" |
| Max. Camper Body Length (for reference only) | 11 Ft. | 12 Ft. | 12 Ft. | 14 Ft. |
| Engine (minimum) | 360 V-8 | | | |
| Transmission | Cruise-O-Matic or 4-Speed | | | |
| Tires (a) | 8.00 x 16.5 D/E | | | |
| Tubeless, front/rear | (b) 8.75 x 16.5 E/E | | 8.00 x 16.5 D/D | |
| Tube-type, front/rear | 7.50 x 16 C/E | | 7.50 x 16 C/C | |
| Recommended Axle Ratios: | 3.73 | | | |
| w/8.00 x 16.5 & 8.75 x 16.5 tires | 4.10 (3.73 w/390/460 Eng.) | | | |
| w/9.50 x 16.5 & 7.50 x 16 tires | | | | |

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

(a) If spare tire is ordered, rear tire size should be ordered.
(b) 9.50 x 16.5 D recommended.



Ford SuperCab

Ford's SuperCab, the only two-door pickup big enough for a full back seat—roomy enough for a family of six to ride together in the cab or carry extra camping gear in the 44-cu.-ft. storage space behind the front seat.

Available in F-100, F-150, F-250 and F-350 series, two-door Ford SuperCab Pickups can be equipped with Custom,

Custom Decor Group, Ranger, or Ranger XLT luxury interior trim. Large, 15 x 15-inch rear side windows are standard; flip-open windows are optional. Equip your SuperCab with any of the recreation-oriented options available for Regular Ford Pickups, including a Camper Special Package for F-250 and F-350 models.

FOR CAMPER OR TRAILER

SuperCab GVW's range up to 9,350 lbs. for carrying campers as long as 11 feet. Chassis-mounted campers are attached directly to the frame of Chassis-Cab models; slide-ins fit neatly into SuperCab models with an 8-ft. Styleside pickup box. A Camper Special Package is recommended for SuperCabs used to carry campers.

SuperCab models can be equipped with a Trailer Towing Package. GCW's range up to 18,000 lbs. for towing regular trailers, to 15,000 lbs.* for fifth-wheel trailers. A SuperCab with 8-ft pickup box is ideal for fifth-wheel trailering.

*Not available with 139" wheelbase.



F-350 SuperCab with Optional Ranger XLT Trim, Camper Special Package, Camper Tie-Down System, Regular Two-Tone Paint, Flipper Rear Quarter Windows



EXTRA SPACE FOR PEOPLE OR CARGO

SuperCab gives you a choice of seating and cargo-carrying arrangements. Ford's exclusive, optional, full-width, foam-padded rear seat folds flat. Its steel-ribbed back makes a convenient load floor.

Or, two optional center-facing jump seats, with foam-padded cushion and back, fold up easily and quickly to clear the rear area for cargo.

Large, 44-cu. ft. cargo space is easy to reach from either side behind the split-back front seats. This extra, protected inside cargo space is ideal for recreation use.



Ford Four-Door Crew Cabs

Six-passenger, four-door Crew Cab provides roomy cab comfort for six adults on two full-width, fully foam-padded seats—easily accommodates convenient "walk-through" between pickup cab and a chassis-mounted camper*—available in F-250 and F-350 series. Order it with a pickup box and carry a slide-in camper. It tows a trailer easily.



F-350 Custom Crew Cab with Optional Camper Special Package and Radio

SuperCab Specifications

| Series | W.B. | Box Length | Engine | Max. GVW |
|--------|------|------------|--------------------------------------|---------------|
| F-100 | 139" | 6¾' | 300 Six (std.) | 5550 lbs. |
| | 155" | 8' | 360 V-8 390 V-8 | 5700 lbs. |
| F-150 | 139" | 6¾' | 300 Six (std.) | 6050 lbs. |
| | 155" | 8' | 360 V-8 390 V-8 460 V-8 | 6200 lbs. |
| F-250 | 139" | 6¾' | 300 Six (std.) | 7800 lbs. (1) |
| | 155" | 8' | 360 V-8 390 V-8 460 V-8 | 8100 lbs. (2) |
| F-350 | 155" | 8' | 360 V-8 (std.) 390 V-8 460 V-8 | 9350 lbs. |

(1) 7500 lbs. Max. GVW w/300 Six engine. (2) 7650 lbs. Max. GVW w/300 Six engine.

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

The popular Ford Camper Special Packages include all the special equipment you need to outfit your F-250 or F-350 Pickup for more trouble-free recreation travel with a camper. Here's what's included:

Extra-cooling package. Heavy-duty radiator for efficient cooling at high speeds and in heavy traffic.

Heavy-duty transmission oil cooler comes with optional Cruise-O-Matic transmission for dependable performance on long hauls in hot weather.

70-amp.-hour battery† and 55-amp. alternator to handle the heavier electrical load caused by your camper's lights and to assure you power for nighttime use and quick recharging when you're under way.

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

Oil pressure gauge to monitor the engine's lubrication system.

Heavy-duty rear shock absorbers for a smoother, more cushioned ride (included with F-350 only with 137- and 161-inch wheelbases)—optional for F-250, standard with 140-inch wheelbase F-350 Super Camper Special.

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

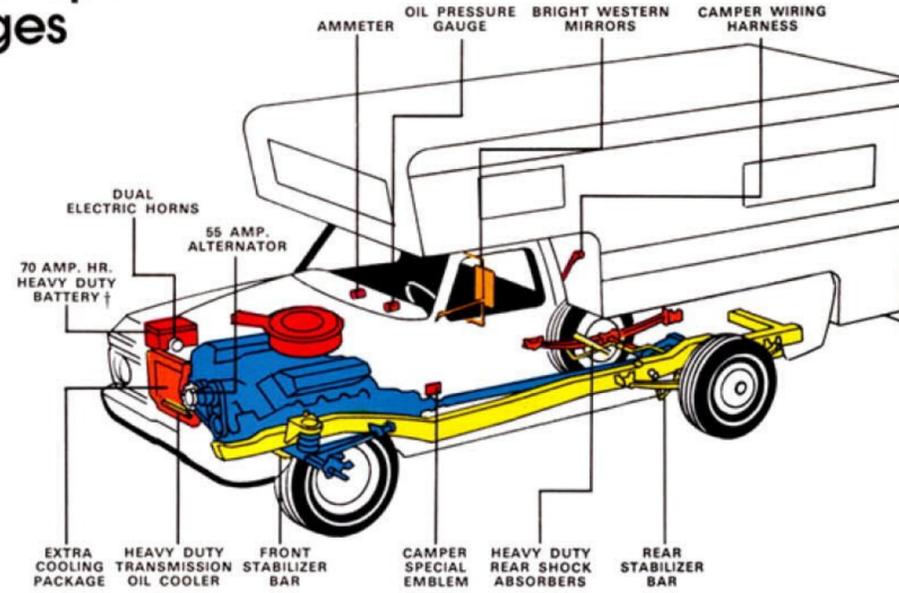
Camper wiring harness* hooks up 12-volt current for the camper's inside and outside lights (color-coded leads).

Dual, bright, 6 x 10-inch extended arm Western mirrors project beyond the width of the camper body to provide good visibility on both sides of the pickup-camper combination.

Dual electric horns have loud, clear warning signal.

Camper Special emblem.

F-250/F-350 Camper Special Packages



MINIMUM EQUIPMENT REQUIREMENTS

This table shows Gross Vehicle Weight ratings and minimum optional equipment required for F-250 with Camper Special Package and F-350 Super Camper Special. It does not necessarily call for the maximum equipment available. For example while not *required*, 9.50 x 16.5D or E tires are *recommended* for best handling and stability. (Camper Special Package is optional with F-250, standard with F-350, 140" wheelbase.)

| Regular Cab Pickups | F-250 with Camper Special Package (7) | | | F-350 Super Camper Special (with standard equipment) | | |
|--|---------------------------------------|-----------------|---------------|--|----------------------------|--------|
| | Wheelbase (inches) | 133" | | | 140" | |
| Maximum Camper Body Length (1) | 11 ft. | | | 12 ft. | | |
| GVW Rating (lbs.) | 6900 | 7800 | 8000 | 8400 | 9000 | 10,000 |
| Engine (minimum) | 360 V-8 | | | 360 V-8 | | |
| Transmission | Optional Cruise-O-Matic or 4-Speed | | | Cruise-O-Matic | | |
| Tires (2) | | | | | | |
| Tubeless, front/rear | 8.75x16.5 E/E (3, 4) | Standard (3, 4) | 8.75x16.5 E/E | 9.50x16.5 D/E | 9.50x16.5E/12.00x16.5E (5) | |
| Tube-type, front/rear | 7.50x16 D/D | 7.50x16 E/E | 7.50x16 E/E | — | — | |
| Recommended Axle Ratios: w/8.00 or 8.75x16.5 tires | 3.73 (3.54 w/390 or 460 V-8) | | | 4.10 (3.73 w/390 or 460 V-8) | | |
| w/9.50x16.5 or 7.50x16 tires | 3.73 | | | 4.10 | | |

| SuperCab & Crew Cab Pickups | SuperCab with Camper Special Package | | Crew Cab with Camper Special Package |
|--|--------------------------------------|----------|--------------------------------------|
| | F-250 (7) | F-350 | F-350 |
| Wheelbase (inches) | 155" | 155" | 167" |
| Maximum Camper Body Length (1) | 11 ft. | 11 ft. | 11 ft. |
| GVW Rating (lbs.) | 8100 | 9350 | 8250 |
| Engine (minimum) | 360 V-8 | 360 V-8 | 360 V-8 |
| Transmission | Optional Cruise-O-Matic or 4-Speed | | |
| Tires (2) | | | |
| Tubeless, front/rear | Standard (4) | Standard | 8.75x16.5E/E (3) |
| Tube-type, front/rear | 7.50x16 E/E | — | 7.50x16C/E |
| Recommended Axle Ratios: w/8.00 or 8.75x16.5 tires | — | — | 3.73 |
| w/9.50x16.5 tires | 3.73 | 4.10 (6) | 4.10 (6) |
| w/7.50x16 tires | 3.73 | — | 3.73 |

(1) Camper length shown for reference only. The combined weight of any camper body, occupants and equip. when added to the vehicle weight must not exceed vehicle GVW rating (2) Radial ply tires also available (3) 9.50 x 16.5D recommended (4) 9.50 x 16E recommended for optimum handling and stability for single rear wheel units w/full sized campers. (5) Super Single rear tires (N.A. as spare). (6) 3.73 w/390 or 460 V-8. (7) Super Cooling Package recommended for high ambient temperatures.



Watch Your Weight

Weight is extremely important in choosing the proper camper for your pickup—and *vice versa*. An overloaded truck is unsafe and can result in costly breakdowns.

Weight watching involves these four factors:

- Your pickup's cargo-carrying capacity (Cargo Weight Rating).
- Your camper's body weight with supply tanks filled to design capacity.
- The weight of everything else you take with you, including yourself and passengers.
- The way you distribute the load on your pickup.

Remember, vehicle and equipment manufacturers cannot be held responsible for *overloading* once the pickup and camper are in the hands of the owner.

KNOW YOUR PICKUP'S CARGO-CARRYING CAPACITY!

That means that you must have a basic understanding of these three factors:

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

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

Total Unloaded Weight of the pickup is the weight as it sits in your driveway, *with* all fluids (full gas tank, radiator, etc.), but *without* cargo or occupants.

You should consult the Truck Camper Loading Consumer Information pamphlet available at your Ford Dealership. It will help you determine the cargo-carrying capacity (Cargo Weight Rating) and proper load distribution (center of gravity zone) for your vehicle.

CHOOSE A CAMPER WITHIN YOUR PICKUP'S CAPACITY!

The weight of the camper body, camper options, supplies, equipment, etc. *must never exceed the Cargo Weight Rating* for your pickup. Base camper weights and individual option weights are provided with campers manufactured after January 1, 1973. Center of gravity information is provided with campers manufactured after October 1, 1973.

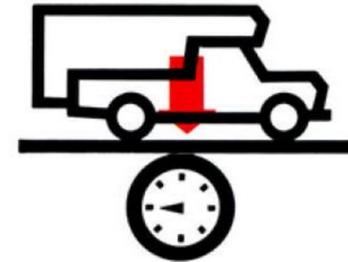
After you have selected your camper and you're packed up and ready to roll, you should make sure that your pickup's load capacity has not been exceeded. People, equipment, and supplies may have added more weight than you figure. Drive to a scale (at a trucking company, sand and gravel company, etc.) and weigh the front and rear axle systems separately. The axle loads *should not exceed* their respective GAWR's. The total of the axle loads *should not exceed* the GVWR. If you're over any of the weight ratings, move or remove items to bring all weights below the ratings.

PLAN FOR MAXIMUM FUEL ECONOMY

To make sure you get the best fuel economy your engine and vehicle can deliver, have your engine tuned before you start on a trip. Check to see that your tires are properly inflated. On the road, avoid jack-rabbit starts and drive at moderate, steady speeds. Coast to a stop, if possible. Avoid long periods of idling.

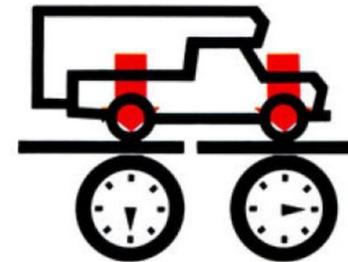
WHEN YOU LOAD REMEMBER . . .

- 1 The maximum weight of your rig (GVWR) incl.
 - Pickup (empty)
 - Pickup options
 - Camper body
 - Equip. & supplies
 - Passengers



Should not exceed your pickup's GVWR as shown on the Safety Certification Label.

- 2 The maximum weight on each axle (GAWR)



Should not exceed your pickup's front and rear GAWR'S as shown on the Safety Certification Label.

NOTE: For 1976, all Styleside and Flareside Pickups that are qualified for Slide-In Camper bodies will have the maximum allowable camper weight and acceptable camper Center-of-Gravity automatically computed for the vehicle. This information will be calculated for each individual truck based on options included with the vehicle and included on the Truck Consumer Information sheet. If the vehicle is not qualified for camper usage, it will be stated on the Truck Consumer Information sheet that the vehicle is not recommended for camper usage and therefore will not show any Center-of-Gravity data. The cargo weight rating of the vehicle will also be included on the Truck Consumer Information sheet. The Truck Consumer Information sheet will be placed in the glove box of each pickup vehicle.

Ford Motorhome Living

A Variety of Configurations

Self-contained recreation travel! More convenience on the road and at the campsite. One integrated vehicle to travel and live in, with as many of the comforts of home as you like—that's a motorhome. Ford manufactures Econoline Vans and Club Wagons for recreation use, as is, or for

conversion to a variety of recreation vehicle configurations by other manufacturers. And, as foundations for mini-motorhomes, Ford builds Econoline chassis incorporating many features specifically requested by motorhome manufacturers and owners.

VAN CONVERSIONS

Van conversions are popular with couples and families with one or two small children. They're excellent camping rigs for weekends and extended vacations. They can also provide good, economical second-car transportation during the week.

A van conversion is a compact van that's been modified by the addition of equipment like a stove, table, beds, etc. There are structural extras, too—like a permanently fixed or manually operated expandable roof, which enlarges the interior living area and provides stand-up space.

Suggested retail prices of van conversions range from as little as \$4000 to \$9000 or more, depending upon the extent of the conversion and the amount of self-containment.

MINI-MOTORHOMES

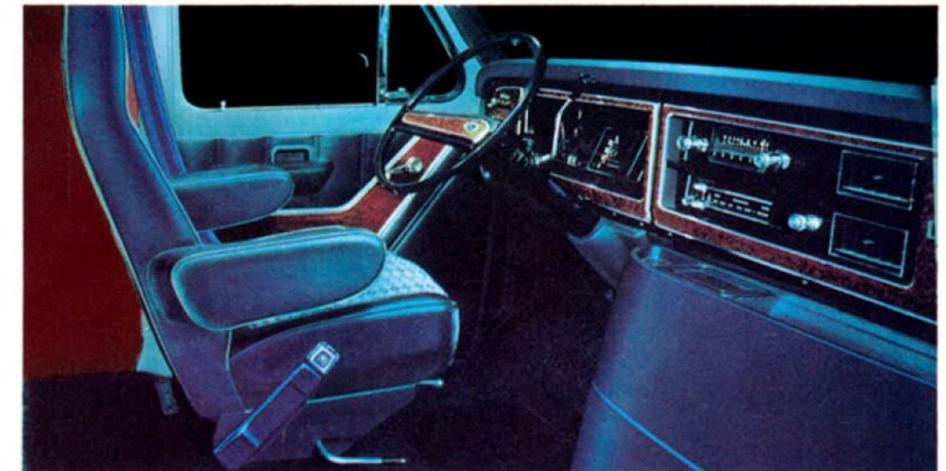
Mini-motorhomes offer most of the living features of the larger, more expensive motorhomes, but at much lower cost. They're more spacious than van conversions. A large, double bed over the cab adds valuable sleeping space. There's much more space for closets, bathroom with shower, and larger kitchen and cupboards. Three basic floor plans are available: rear dinette, side dinette, and folding table with no formal dining area. Choose the one that best suits your family and travel plans.

Mini-motorhomes can provide year-round camping with the added capability of towing a small boat, trailbike, or snowmobile. Mini-motorhome prices range from \$8,000 to \$10,000 or more.



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

Ford Econoline Van Chassis Models



FOR MINI-MOTORHOMES IN A VARIETY OF LENGTHS

The rugged Econoline Van chassis has the strength to accommodate mini-motorhomes up to 11,000 lbs. GVW. With engine choices to meet your needs—up to a heavy-duty 460 V-8 for those with maximum performance requirements. The 138" wheelbase Cutaway chassis model offers a choice of single or dual rear wheels (dual rear wheels only on 158" WB).

FOR YOUR CONVENIENCE

Optional Camper Special Low Line and High Line packages include camper wiring harness, dual batteries,* high-capacity alternator, extra cooling package, power steering and more.

Add the auxiliary fuel tank option and you have up to 42.6-gallons of fuel

capacity for an extended cruising range. And front power disc brakes are standard equipment.

FOR YOUR DRIVING AND RIDING COMFORT

Ford Econoline design positions the engine and front axle well forward. This allows ample move-around room inside the vehicle, for driver and passenger alike. A cab that's easy to step into and out of . . . or walk through to the living quarters.

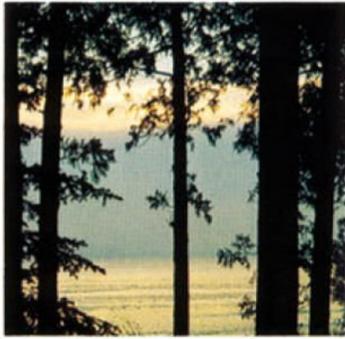
*Both packages available with or without dual batteries.

ENGINEERED FOR TOUGH PERFORMANCE

The separate full-frame chassis, a Ford exclusive in the U.S., provides a solid foundation for adding a mini-motorhome.

A special frame spacer system provides a flat floor mounting surface. Twelve rubber body mounts isolate the body from the frame for riding smoothness.

Ford's Twin-I-Beam front suspension helps contribute to stability down the road.



Ford Club Wagons



THEY OFFER MAXIMUM VERSATILITY AND VALUE

A stylish Ford Club Wagon could be the answer to *all* of your personal transportation needs . . . day in, day out, and day off. There's room for up to a dozen people in the spacious interior with seating plans available for 5, 8 or 12. The capacity to carry loads of people and luggage as heavy as 3,400 pounds. And if your holidays include the use of a trailer, this one can tow up to 8,000 pounds. Or add a camper conversion to make it a small motor home. *Versatile* is the word for 1976 Ford Club Wagons!

EASY TO DRIVE, SERVICE AND LOOK AT

Thanks to a combination of Twin I-Beam front suspension, computer-selected front springs, optimum steering

stability and short-wheelbase design, you'll find the Club Wagon a pleasure to ride in or drive. Optional radial ply tires add to that performance. For convenient entry or exit, choose either a sliding or hinged side door. The fact is, the Club Wagon is designed to make *everything* as easy as possible. Servicing of engine and accessories, for example; easier, because of quick under-the-hood access to 28 components. And with a wide variety of Tu-Tone paint combinations available to dress-up the styling, this versatile vehicle is especially easy on the eyes.

BUILT FOR LOW COSTS AND LONG SERVICE

Mechanically, the Ford Club Wagon is built to stand up to your holiday treks and everyday chores over the

years. It's the only domestic vehicle in its class offering body-on-frame construction. With energy-absorbing front frame rails designed to soften the impact in case of a collision. For a quiet ride, twelve elastometric body mounts isolate the body from frame, suspension and power train components. And all Club Wagon engines provide premium standard components such as the Solid-State Ignition System, which is virtually maintenance-free in normal use. Choose from *three* efficient powerplants: 300 CID 6 (std. in E-100 and E-150), 351 CID V-8 (std. in E-250, opt. in E-100 and E-150), and the 460 CID V-8 (opt. in E-250).

Interior Choice To Suit Your Needs

SEATING FOR 5, 8, OR 12

You can tailor a Ford Club Wagon precisely to your family's needs. With the right seating arrangement, for example, to suit your people-and-cargo requirements. E-100 and E-150 models provide seating for either 5 passengers or 8 passengers. And in E-250 models, you can get seating for 5, 8, or 12 passengers.

THREE TRIM LEVELS

After you've selected your seating, you can also choose the level of luxury you want, plain, fancy, or in between. The *Standard Club Wagon* offers features such as color-keyed armrests, seats, engine cover, coat hooks (black) . . . front and rear dome lights and insulated floor mats.

The *Custom Club Wagon*, a step up in luxury, provides such exterior features as bright hub caps, taillight bezels and window frames. And a higher level of interior trim than the standard Club Wagon: full-length simulated woodgrain instrument panel, white insulated headlining, stylish interior bodyside trim panels and moldings.

For maximum luxury and convenience, order the *Chateau Club Wagon*. It includes all the features of the Custom model, *plus* exterior items such as chrome front and rear bumpers, bright grille . . . and interior refinements like deep-pile color-keyed carpeting, super-soft vinyl seat trim and simulated woodgrain trim on doors and steering wheel.



MAKE YOURSELF COMFORTABLE

For extra comfort as you travel, order Captain's Chairs for driver and front passenger; high back swivel seats, with integral headrests and folding armrests (optional in all models). The car-like instrument panel adds to driving convenience by putting all controls within easy reach. So you'll breathe easy, a fresh-air ventilation system draws air through a high-mounted cowl inlet. And for hot days, an optional integral air conditioner system provides controls and outlets neatly integrated into the instrument panel. But your convenience and comfort need not stop there. An optional, space-saving auxiliary air conditioning unit—with or without auxiliary heater—designed into the left sidewall is available for the comfort of rear compartment passengers. There is an auxiliary fuel tank with electric switch-over,

that gives you an additional 18 gallons fuel capacity, and Fingertip Speed Control that maintains preset speed for optimum driving ease. And . . . on top of all that, three entertainment systems are available: AM pushbutton radio, AM/FM pushbutton stereo radio, and a traditionally exclusive "Entertainment Center" AM/FM/MPX stereo radio with tape player.

OTHER STANDARD CLUB WAGON FEATURES

- Wide front door opening and front step for easy entry and exit.
- Easy access from driver compartment to rear compartment.
- Walk-through access to all rear seats.
- Power front disc brakes.
- Wiper-arm-mounted windshield washer jets.

Camper Conversion for Ford Club Wagons and Econoline Vans



Here's a way to get even more use-value from a Club Wagon or Econoline Van, in terms of meeting your family's recreation needs.

A number of manufacturers make or install *camper conversions* that add a fixed raised roof or expandable top . . . to enable you to turn your vehicle into a small motor home by installing a stove, furnace, refrigerator, water system, lavatory, shower, air conditioning, table, cabinets, carpeting, or lounge seats that convert into beds.

The roominess and durability of the Ford Club Wagon and Econoline Van make them ideal for this use. Add a camper conversion and you have a mobile cottage for vacations as well as a second car when you're at home.

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

Econoline Van Trailer Towing Recommendations

| Model | E-100 VAN | | | | | | | | | | | | | | | | | |
|-----------------------|----------------|------|------|------|------------|------|------|------|--------------------------|------|------|------|------|------|-------|-------|------|------|
| | 124 | | | | 138 | | | | 124 | | | | 138 | | | | | |
| Trailer Weight (lbs.) | Up to 2000 | | | | | | | | 3500 | | | | 5000 | | | | | |
| GCW (Max.) | 6950 | 6950 | 7400 | 6900 | 6900 | 7500 | 8400 | 8400 | 9000 | 8550 | 8550 | 9000 | 9800 | 9900 | 10000 | 10000 | | |
| Tongue Load | 200 lbs. max. | | | | | | | | 10-15% of Trailer Weight | | | | | | | | | |
| Trailer Class | I | | | | II | | | | III | | | | | | | | | |
| GVW (Min.) | 5100 | 5250 | 5700 | 5100 | 5200 | 5800 | 5100 | 5250 | 5700 | 5100 | 5200 | 5800 | 5100 | 5250 | 5700 | 5100 | 5200 | 5800 |
| Towing Package | Light Duty | | | | Heavy Duty | | | | Heavy Duty | | | | | | | | | |
| Engine (Min. Req'd) | 300 | | | | 351 | | | | 351 | | | | | | | | | |
| Axle Ratio | 3.00 | | | | 3.50 | | | | 3.50 | | | | | | | | | |
| Transmission | Auto. | | | | Auto. | | | | Auto. | | | | | | | | | |
| Trailer Hitch | Non-equalizing | | | | | | | | Load-equalizing (3) | | | | | | | | | |

| Model | E-150 VAN | | | | | | | | | | | | | | | |
|-----------------------|----------------|------|------|------|------------|------|------|------|--------------------------|------|------|------|------|------|------|------|
| | 124 | | | | 138 | | | | 124 | | | | 138 | | | |
| Trailer Weight (lbs.) | Up to 2000 | | | | | | | | 3500 | | | | 5000 | | | |
| GCW (Max.) | 7800 | 8000 | 7750 | 7950 | 9300 | | | | 10000 | | | | | | | |
| Tongue Load | 200 lbs. Max. | | | | | | | | 10-15% of Trailer Weight | | | | | | | |
| Trailer Class | I | | | | II | | | | III | | | | | | | |
| GVW (Min.) | 6050 | 6250 | 6050 | 6250 | 6050 | 6250 | 6050 | 6250 | 6050 | 6250 | 6050 | 6250 | 6050 | 6250 | 6050 | 6250 |
| Towing Package | Light Duty | | | | Heavy Duty | | | | Heavy Duty | | | | | | | |
| Engine (Min. Req'd) | 300 | | | | 351 | | | | 351 | | | | | | | |
| Axle Ratio | 3.00 | | | | 3.50 | | | | 3.50 | | | | | | | |
| Transmission | Auto. | | | | Auto. | | | | Auto. | | | | | | | |
| Trailer Hitch | Non-equalizing | | | | | | | | Load-equalizing (3) | | | | | | | |

| Model | E-250 VAN | | | | | | | | | | | | | | | | | | | |
|-----------------------|----------------|------|--------|-------|------------|-------|-------|-------|--------------------------|-------|-------|-------|------------------|-------|-------|--|------|--|--|--|
| | 138 | | | | | | | | | | | | | | | | | | | |
| Trailer Weight (lbs.) | Up to 2000 | | | | 3500 | | | | 5000 | | | | 6000 | | | | 8000 | | | |
| GCW (Max.) | 8650 | 9400 | 10400 | 10000 | 11100 | 11900 | 11700 | 12600 | 13200 | 12600 | 13500 | 14200 | 14300 | 15300 | 16000 | | | | | |
| Tongue Load | 200 lbs. max. | | | | | | | | 10-15% of Trailer Weight | | | | | | | | | | | |
| Trailer Class | I | | | | II | | | | III | | | | IV | | | | | | | |
| GVW (Min.) | 6870 | 7625 | 8350 | 6870 | 7625 | 8350 | 6870 | 7625 | 8350 | 6870 | 7625 | 8350 | 6870 | 7625 | 8350 | | | | | |
| Towing Package | Light Duty | | | | Heavy Duty | | | | Heavy Duty | | | | Extra Heavy Duty | | | | | | | |
| Engine (Min. Req'd) | 300 | 460 | (1)(2) | 351 | 460 | 460 | 460 | 460 | 460 | 460 | 460 | 460 | 460 | 460 | 460 | | | | | |
| Axle Ratio | 3.31 | 3.31 | 3.31 | 3.31 | 3.31 | 3.31 | 3.31 | 3.31 | 3.31 | 3.31 | 3.31 | 3.31 | 3.31 | 3.31 | 3.31 | | | | | |
| Transmission | Auto. | | | | Auto. | | | | Auto. | | | | Auto. | | | | | | | |
| Trailer Hitch | Non-equalizing | | | | | | | | Load-equalizing (3) | | | | | | | | | | | |

| Model | E-350 VAN | | | | | | | | | | | | | | | | | | | | | | | |
|-----------------------|----------------|-------|-------|-------|------------|-------|-------|-------|--------------------------|-------|-------|-------|------------|-------|-------|------|------------------|------|------|------|-------|--|--|--|
| | 138 | | | | | | | | | | | | | | | | | | | | | | | |
| Trailer Weight (lbs.) | Up to 2000 | | | | 3500 | | | | 5000 | | | | 6000 | | | | 8000 | | | | 10000 | | | |
| GCW (Max.) | 10600 | 11600 | 11700 | 12200 | 12500 | 12500 | 13500 | 13800 | 14400 | 14700 | 16100 | 16400 | 16100 | 16400 | 17700 | | | | | | | | | |
| Tongue Load | 200 lbs. max. | | | | | | | | 10-15% of Trailer Weight | | | | | | | | | | | | | | | |
| Trailer Class | I | | | | II | | | | III | | | | IV | | | | IV | | | | | | | |
| GVW (Min.) | 8650 | 9600 | 9900 | 8650 | 9600 | 9900 | 8650 | 9600 | 9900 | 8650 | 9600 | 9900 | 8650 | 9600 | 9900 | 8650 | 9600 | 9900 | 8650 | 9600 | 9900 | | | |
| Towing Package | Light Duty | | | | Heavy Duty | | | | Heavy Duty | | | | Heavy Duty | | | | Extra Heavy Duty | | | | | | | |
| Engine (Min. Req'd) | 460 (2) | | | | 460 | | | | 460 | | | | 460 | | | | 460 | | | | | | | |
| Axle Ratio | 3.73 | | | | 3.73 | | | | 3.73 | | | | 3.73 | | | | 4.10 | | | | | | | |
| Transmission | Auto. | | | | Auto. | | | | Auto. | | | | Auto. | | | | Auto. | | | | | | | |
| Trailer Hitch | Non-equalizing | | | | | | | | Load-equalizing (3) | | | | | | | | | | | | | | | |

(1) 300 Min. W./9400 GCW or less.
 (2) 351 Min. W./ 9400-10,000 Range.
 (3) Hitch—Sway Control Recommended for Trailers Over 2000 lbs.

Club Wagon Trailer Towing Recommendations

| Model | E-100 CLUB WAGON | | | | | | | | | | | | | | |
|--------------------------|------------------|------|------|------------|------|--------------------------|------------|------|-----|--|-----------|--|--|--|--|
| | 5 | | 8 | | 5 | | 8 | | 5 | | | | | | |
| Passengers | 5 | | 8 | | 5 | | 8 | | 5 | | | | | | |
| Wheelbase | 124 | | 124 | | 124 | | 124 | | 124 | | | | | | |
| Trailer Weight (lbs.) | Up to 2000 | | | | | 2000-3500 | | | | | 3500-5000 | | | | |
| GCW (Max.) | 7350 | 7650 | 7700 | 8950 | 9250 | 9300 | 10000 | | | | | | | | |
| Tongue Load | 200 lbs. Max. | | | | | 10-15% of Trailer Weight | | | | | | | | | |
| Trailer Class | I | | | II | | | III | | | | | | | | |
| GVW (Min.) | 5600 | 5900 | 6000 | 5600 | 5900 | 6000 | 5600 | 5900 | | | | | | | |
| Towing Package | Light Duty | | | Heavy Duty | | | Heavy Duty | | | | | | | | |
| Engine (Min. Required) | 300 | | | 351 | | | 351 | | | | | | | | |
| Axle Ratio (Min. Req'd.) | 3.00 | | | 3.50 | | | 3.50 | | | | | | | | |
| Transmission (Req'd.) | Auto. | | | Auto. | | | Auto. | | | | | | | | |
| Trailer Hitch | Non-Equalizing | | | | | Load Equalizing (1) | | | | | | | | | |



| Model | E-150 CLUB WAGON | | | | | | | | | | | | | | | | | | | |
|--------------------------|------------------|------|------|------|----------------|------|------|------|--------------------------|------|------|------|--------------------------|------|------|--|------|--|------|--|
| | 5 | | 8 | | 5 | | 8 | | 5 | | 8 | | | | | | | | | |
| Passengers | 5 | | 8 | | 5 | | 8 | | 5 | | 8 | | | | | | | | | |
| Wheelbase | 124 | | 138 | | 124 | | 138 | | 124 | | 138 | | | | | | | | | |
| Trailer Weight (lbs.) | Up to 2000 | | | | Up to 2000 | | | | 2000-3500 | | | | 2000-3500 | | | | | | | |
| GCW (Max.) | 8000 | | | | 7800 | | 8000 | | 7950 | | 9650 | | 9600 | | 9400 | | 9600 | | 9700 | |
| Tongue Load | 200 lbs. Max. | | | | 200 lbs. Max. | | | | 10-15% of Trailer Weight | | | | 10-15% of Trailer Weight | | | | | | | |
| Trailer Class | I | | | | I | | | | II | | | | II | | | | | | | |
| GVW (Min.) | 6300 | 6350 | 6010 | 6300 | 6350 | 6300 | 6350 | 6300 | 6350 | 6010 | 6300 | 6350 | 6010 | 6300 | 6350 | | | | | |
| Towing Package | Light Duty | | | | Light Duty | | | | Heavy Duty | | | | Heavy Duty | | | | | | | |
| Engine (Min. Req'd.) | 300 | | | | 300 | | | | 351 | | | | 351 | | | | | | | |
| Axle Ratio (Min. Req'd.) | 3.00 | | | | 3.00 | | | | 3.50 | | | | 3.50 | | | | | | | |
| Transmission (Req'd.) | Auto. | | | | Auto. | | | | Auto. | | | | Auto. | | | | | | | |
| Trailer Hitch | Non-Equalizing | | | | Non-Equalizing | | | | Load Equalizing (1) | | | | Load Equalizing (1) | | | | | | | |

| Model | E-250 CLUB WAGON | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------------------|------------------|-------|-------|-------|------------|-------|-------|-------|--------------------------|-------|-------|-------|------------|-------|-------|-------|------------------|-------|------|------|--|--|--|--|-----------|--|--|--|--|--|--|--|-----------|--|--|--|--|--|--|--|
| | 5/8/12 | | | | 5/8/12 | | | | 5/8/12 | | | | 5/8/12 | | | | 5/8/12 | | | | | | | | | | | | | | | | | | | | | | | |
| Passengers | 5/8/12 | | | | 5/8/12 | | | | 5/8/12 | | | | 5/8/12 | | | | 5/8/12 | | | | | | | | | | | | | | | | | | | | | | | |
| Wheelbase | 138 | | | | 138 | | | | 138 | | | | 138 | | | | 138 | | | | | | | | | | | | | | | | | | | | | | | |
| Trailer Weight (lbs.) | Up to 2000 | | | | | | | | 2000-3500 | | | | | | | | 3500-5000 | | | | | | | | 5000-6000 | | | | | | | | 6000-8000 | | | | | | | |
| GCW (Max.)—5 Pass. | 8800 | 9400 | 10000 | 10300 | 10500 | 11200 | 11800 | 11900 | 12600 | 13200 | 13300 | 12900 | 13600 | 14200 | 14800 | 15400 | 16100 | 16100 | | | | | | | | | | | | | | | | | | | | | | |
| GCW (Max.)—8 Pass. | 8900 | 9500 | 10000 | 10300 | 10600 | 11200 | 11800 | 12100 | 12700 | 13200 | 13000 | 13600 | 14200 | 14900 | 15500 | 16100 | 16100 | | | | | | | | | | | | | | | | | | | | | | | |
| GCW (Max.)—12 Pass. | 9550 | 10000 | 10500 | 11300 | 11900 | 12100 | 12700 | 13400 | 13500 | 13600 | 14300 | 14400 | 15500 | 16200 | 16300 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Tongue Load | 200 lbs. Max. | | | | | | | | 10-15% of Trailer Weight | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Trailer Class | I | | | | II | | | | III | | | | IV | | | | IV | | | | | | | | | | | | | | | | | | | | | | | |
| GVW (Min.)—5 Pass. | 7000 | 7675 | 8300 | 8450 | 7000 | 7675 | 8300 | 8450 | 7000 | 7675 | 8300 | 8450 | 7000 | 7675 | 8300 | 8450 | 7000 | 7675 | 8300 | 8450 | | | | | | | | | | | | | | | | | | | | |
| GVW (Min.)—8 Pass. | 7100 | 7675 | 8300 | 8450 | 7100 | 7675 | 8300 | 8450 | 7100 | 7675 | 8300 | 8450 | 7100 | 7675 | 8300 | 8450 | 7100 | 7675 | 8300 | 8450 | | | | | | | | | | | | | | | | | | | | |
| GVW (Min.)—12 Pass. | 7850 | 8500 | 8750 | 7850 | 8500 | 8750 | 7850 | 8500 | 8750 | 7850 | 8500 | 8750 | 7850 | 8500 | 8750 | 7850 | 8500 | 8750 | 7850 | 8500 | | | | | | | | | | | | | | | | | | | | |
| Towing Package | Light Duty | | | | Heavy Duty | | | | Heavy Duty | | | | Heavy Duty | | | | Extra Heavy Duty | | | | | | | | | | | | | | | | | | | | | | | |
| Engine (Min. Required) | 351 | | | | 460 | | | | 460 | | | | 460 | | | | 460 | | | | | | | | | | | | | | | | | | | | | | | |
| Axle Ratio (Min. Req'd.) | 3.31 | | | | 3.31 | | | | 3.31 | | | | 3.31 | | | | 3.73 | | | | | | | | | | | | | | | | | | | | | | | |
| Transmission (Req'd.) | Auto. | | | | Auto. | | | | Auto. | | | | Auto. | | | | Auto. | | | | | | | | | | | | | | | | | | | | | | | |
| Trailer Hitch | Non-equalizing | | | | | | | | Load-equalizing (1) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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

Trailer Towing Packages for Ford Club Wagons and Econoline Vans

Light-Duty Package (for Class I trailers up to 2,000 lbs.) includes:

- Extra cooling package
- Wiring harness
- HD flasher
- "Trailer Special" decal
- Three relays

Heavy-Duty Package (for Class II, III and IV trailers from 2,000 to 6,000 lbs.) includes all components of the Light-Duty Package plus:

- 77-amp-hr. battery
- Dual horns
- Ammeter and oil pressure gauge
- 90-amp alternator
- External auxiliary transmission oil cooler

Extra Heavy-Duty Package (for Class IV trailers from 6,000 to 8,000 lbs.) includes all components of the Heavy-Duty package plus:

- Increased capacity front springs

Fords for Off-Road Travel

Bronco

BRAWNY TRACK MAKER

For rugged off-road recreation, solo or with your family, Bronco takes you and your gear in hardy comfort. Bronco goes almost anywhere off-road you point it. Bronco is not a modified four-wheel drive pickup, it's designed specifically for off-road use where trim size and an extra margin of maneuverability are important. High ground clearance, "almost identical track" front and rear axles, and four-wheel drive traction makes a road out of the roughest back country.

Its compact size and maneuverability (it can turn in a 33.9-ft. circle!) make Bronco an ideal second car, as well as an excellent recreational vehicle. Standard free-running hubs reduce drag and minimize wear. Optional SelectShift Cruise-O-Matic transmission, with Bronco's standard 302 cu. in. V-8, gives you a choice of automatic or manual shifting for added control in off-road driving. Power steering is optional for quick response and easy handling even in the toughest terrain.

Bronco can be equipped to tow Class I trailers (up to 2000 lbs.)—so it's great for tent trailering, hauling snowmobiles or watercycles, or towing a boat.

steep hills, they're easy with Ford's four-wheel drive. No roads? Any Ford 4 x 4 tames the terrain and makes its own rugged way. All Ford four-wheel drive vehicles can tow a trailer—set it up as your base camp and go way back in by 4 x 4.

TRAILER TOWING RECOMMENDATIONS FOR BRONCO

| | |
|-----------------------|--|
| Trailer Class (SAE) | Class I (a) |
| Trailer Weight (lbs.) | Up to 2000 (b) |
| Tongue Load (lbs.) | 10-15% of Gross Trailer Weight (Max. 200 lbs.) |
| Hitch Type | Weight Carrying |
| GVW Package | 4900 lb. |
| Engine | Std. |
| Steering | Power |
| Tires | G78-15 D or equivalent |
| Transmission | Cruise-O-Matic |
| Other Equipment | Extra cooling radiator |

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



Bronco with Optional Trim

4-Wheel Drive Pickups

New for '76 . . . F-150 4 x 4!

Four wheel drive and four wheel traction make the new F-150 the perfect companion for exploring wilderness trails that don't welcome conventional vehicles. Kin to the F-100 and F-250, it runs on leaded or unleaded fuel, and, it too, like the F-100, has a special shock absorber built into the new integral power steering system to absorb jolts on the roughest terrain.

The new F-150 4 x 4, is just one of Ford's answers to your needs for taking a load of recreation gear into the bush—or hauling a boat, a snowmobile, or a motorcycle. Take your choice! The Ford F-100, F-150, or F-250 4 x 4 Pickup can do the job comfortably,

and in style! High ground clearance, easy maneuverability, and standard power disc brakes let you roll in off-road country. If you like, add to your comfort and convenience from a complete list of options including . . .

Full-time four-wheel drive. Optional for sure-footed traction, on-road or off. Select high- or low-range as you need it. Power goes to all four wheels through a special transfer case differential providing continuous four-wheel traction to improve stability and control on wet or snowy surfaces. And with all four wheels working, the vehicle pulls itself through corners.



F-100 with Optional Ranger XLT Trim, Radio, Western-Type Mirrors, Pickup Box Cover, White Sidewall Tires, Combination Two-Tone Paint

Fords for Towing Trailers

Trailers have long been the most popular kind of recreation vehicle. They're easy to set up at a campsite, and the towing car or pickup becomes available for other uses.

Trailers are available in a wide variety of styles and prices and, generally, offer more living space and convenience than other types of recreation vehicles.

Whether you want to trailer a small boat, initiate yourself to camping with a tent trailer, or roam the countryside in a large Class IV travel trailer, there's a properly equipped Ford Car or Pickup to meet your needs.

Four Basic Types of Trailers Available

FOLDING CAMPING TRAILERS

Ideal for a family moving up from tent camping because accessories already owned—ice chest, portable stove, etc.—can still be used. Cost can be as little as \$850 for a folding tent trailer or as much as \$3,000 for more elaborate models with many self-containment features. Sizes range from 8 to 16 feet closed, weights from 300 to 2000 pounds. Low-cost tent trailers have canvas tops. More expensive units have hard tops of plastic, fiberglass, or a combination of aluminum and plastic foam.



Four Trailering Classes

Total *loaded* weight (gross weight) determines a trailer's class. Loaded weight and tongue weight and the frontal area of the trailer you *own* or plan to buy give you a starting point in selecting the right tow vehicle for it.

CLASS I—LIGHT-DUTY

Gross Trailer Weight: Under 2000-lb.

Tongue Weight: Up to 200-lb.

Tent trailers and trailers for light boats, snowmobiles, and motorcycles are in this class. Class I trailers can be pulled by all Ford Pickups and Cars, including the Pinto, Mustang II, and Granada, which can tow trailers up to 1000 lbs. (Pinto and Mustang II), and 2000 lbs. (Granada), when properly equipped. See pages 29 and 30.

TELESCOPING TRAILERS

They offer many of the features and advantages of the folding trailer and the travel trailer. The upper section can be lowered for towing to reduce wind resistance by as much as 40%. They vary in length from 16 to 24 feet. Prices go from \$3,500 to \$6,000.



CLASS II—MEDIUM-DUTY

Gross Trailer Weight: 2000-3500-lb.

Tongue Weight: 10-15% of Gross Trailer Weight. (Not to exceed 500 lbs. on passenger cars.)

Class II trailers are usually single-axle, small to medium length travel trailers, up to 18 feet, and trailers for larger boats. Ford LTD, Torino, Thunderbird, Elite, Ranchero and all Ford Pickups and Vans are ideal for Class II trailering, when they're equipped as recommended. See pages 20, 21, 26-28 and 33.

TRAVEL TRAILERS

They're heavier to tow than folding trailers, but offer many advantages. Solid construction permits greater use of insulation for more comfortable all-year operation. Less time is needed to set up or break camp. There's more storage space and they offer many self-containment features. Travel trailers range from 12 to 30 feet long and cost from \$2,500 to more than \$18,000.



CLASS III—HEAVY-DUTY

Gross Trailer Weight: 3500-6000-lb.

Tongue Weight: 10-15% of Gross Trailer Weight (Not to exceed 700 lbs. on passenger cars except Ford LTD which is 800 lbs.)

This class normally includes large, dual-axle travel trailers. A Ford LTD, Thunderbird, Elite, Torino, Ranchero, and all Ford Pickups equipped with a Heavy-Duty Trailer Towing Package and other recommended equipment can readily tow Class III trailers. See pages 26-28 and page 33 for trailer towing recommendations.

FIFTH-WHEEL TRAILERS

A way to travel that's gaining more attention every year. The fifth-wheel trailer is designed to be towed by a hitch in the cargo box of a pickup truck. They're available from 18 to 35 feet at prices from \$4,000 to \$12,000 or more. They can be equipped with all the comforts and conveniences of conventional travel trailers.



CLASS IV—EXTRA HEAVY-DUTY

Gross Trailer Weight: 6000-10,000-lb.

Tongue Weight: 10-15% of Gross Trailer Weight.

In this class are the largest trailers built for recreation, with maximum sleeping accommodations and convenience features. A properly equipped Ford F-350 Pickup can tow trailers to 10,000 pounds and fifth-wheel trailers to 8,500 pounds. A properly equipped standard-size Ford car or an F-250 Pickup can tow up to 7000 pounds. See pages 26 and 33.

LOOK—BEFORE YOU BUY A TRAILER

Look for interior quality—the way interior trim fits and workmanship of interior woodwork. Usually, interior quality is a good indication of the trailer's overall quality. Make sure the trailer interior provides enough privacy for your family. Folding doors and privacy curtains are good to have. Consider the kitchen—and the conveniences available for the cook. Size and quality of appliances, especially the stove, are particularly important. Make sure the floor plan suits the way your family lives. If you plan to entertain at campgrounds, for example, choose a model with extra couches rather than a unit with permanent bunks.



Ford LTD

Ford LTD . . . a car designed and built for your traveling comfort and convenience, to keep you relaxed and refreshed during the longest trip. A rugged frame, isolated from the body by cushioning rubber mounts, helps shield you from bothersome noise and road vibrations. The closer you look, the better a Ford looks—because of extra craftsmanship and careful attention to detail.

AMERICA'S MOST POPULAR FULL-SIZE WAGONS

No station wagon gives you more or serves you better than a Ford LTD Wagon—with Ford's versatile, three-way magic doorgate, room for a big family's camping gear, a wide variety of interiors, and a dual-facing rear seat option to let you carry up to eight passengers.

CLASS I PACKAGE

Wiring Harness
Non-Equalizing Hitch
Trailer Towing Plaque

CLASS II PACKAGE*

Heavy-Duty Suspension
Extra Cooling Package
Wiring Harness
Trailer Towing Plaque
External Trans. Oil Cooler

CLASS III PACKAGE*

Heavy-Duty Suspension
Heavy-Duty Battery
Heavy-Duty Alternator
Heavy-Duty Frame
Extra Cooling Package with Coolant Recovery System

Wiring Harness
6½" Wheel Rims (STD on wagons)
High Ratio Axle
Trailer Towing Plaque
External Trans. Oil Cooler

Ford LTD Trailer Towing Recommendations

| MINIMUM REQUIRED EQUIPMENT | CLASS I (Light) Up to 2000 lbs. loaded trailer weight | CLASS II (Medium) 2000-3500 lbs. loaded trailer weight | CLASS III (Heavy) 3500-7000 lbs. loaded trailer weight |
|----------------------------|---|--|--|
| Maximum Tongue Load (lbs.) | 200 | 500 | 800 |
| Trailer Hitch Type | Non-Equalizing | Load-Equalizing | Load-Equalizing |
| Engine | 351-2V—STD (b) 400-2V—STD (c) | 400-2V (min.) 460-4V (recommended) | 400-2V (recommended) |
| Transmission | Cruise-O-Matic—STD | Cruise-O-Matic—STD | Cruise-O-Matic—STD |
| Steering | Power—STD | Power—STD | Power—STD |
| Brakes | Power Disc—STD | Power Disc—STD | Power Disc—STD |
| Rear Axle Ratio | 2.75:1—STD | 2.75:1—STD | 3.25:1—400-2V (a) (d) |
| Tires | STD FOR ENGINE | JR78 x 15 (b); LR78 x 15 (c) (e) | JR78 x 15 (b); LR78 x 15 (c) |
| Trailer Towing Package | Class I (Light) | Class II (Medium) | Class III (Heavy) |

(a) Included in Class III Trailer Towing Package (b) Sedans (c) Wagons (d) 3.00:1 with 460-4V (a) (e) Wagons, load range "C" (tires) required with Auxiliary Fuel Tank
*Available either with or without trailer hitch platform.

TOWING WITH A FORD LTD

All 8 1976 Ford LTD models can tow up to 2000 pounds without special trailer towing equipment. With a Ford Class III Heavy-Duty Trailer Towing Package, any standard-size Ford model can tow up to 7000 pounds GTW.



LTD Landau 4-Door Pillared Hardtop with Optional Power-Operated Sunroof, Fender Skirts, Class I Trailer Towing Package, White Sidewall Tires, Dealer-Installed Trailer Towing Mirrors.

LTD Country Squire with Optional Landau Luxury Group, Vinyl Roof, Deluxe Luggage Rack, Class III Trailer Towing Package, Load-Equalizing Hitch Platform, White Sidewall Tires, Dealer-Installed Trailer Towing Mirrors



Ford Thunderbird and Elite

TRAVEL IN THUNDERBIRD LUXURY

Thunderbird for 1976 combines uncompromised luxury and superb engineering to establish its own standard of what a personal-luxury car should be. The suspension system is computer-tuned to match the standard steel-belted radial ply tires, for an extraordinarily smooth and comfortable ride.

Beside a long list of standard features, you can personalize your Thunderbird by choosing any of its many options, including a power Moonroof . . . power Mini-Vent windows . . . automatic temperature control . . . quick defrost windshield and rear window . . . and much more.

Even with all its luxury, you get premium trailering performance with the ability to tow trailers weighing up to 6,000 pounds, gross weight, when your

Thunderbird is equipped with a Class III Heavy-Duty package.

ELITE . . . IN THE THUNDERBIRD TRADITION

Elite for 1976 . . . a luxurious personal car in the Thunderbird tradition, with mid-size car operating economy. Combine distinctive styling and a luxurious interior with the ability to pull a 6,000-pound trailer, when properly equipped, and you have a recreation vehicle in a class by itself.



Elite with Optional White Sidewall Tires, Class I Trailer Towing Package, Dealer-Installed Trailer Towing Mirrors



Thunderbird 2-Door Hardtop with Optional Class III Trailer Towing Package, Deluxe Wheel Covers, Dealer-Installed Trailer Towing Mirrors

ELITE CLASS II PACKAGE

Heavy-Duty Suspension
Extra-Cooling Package
High Ratio Axle (exc. 460 CID eng.)
Wiring Harness
Trailer Towing Plaque
External Trans. Oil Cooler

ELITE CLASS III PACKAGE

Heavy-Duty Suspension
Heavy-Duty Alternator
Extra-Cooling Package with Coolant Recovery System
Wiring Harness
External Trans. Oil Cooler
Trailer Towing Plaque
Heavy-Duty Frame

THUNDERBIRD CLASS III PACKAGE

Heavy-Duty Suspension
Heavy-Duty Alternator
Extra-Cooling Package with Coolant Recovery System
Wiring Harness

3.00:1 Axle Ratio
External Trans. Oil Cooler
Trailer Towing Plaque

Thunderbird and Elite Trailer Towing Recommendations

| MINIMUM REQUIRED EQUIPMENT | CLASS I (Light) Up to 2000 lb. loaded trailer weight | CLASS II (Medium) 2000-3500 lb. loaded trailer weight | CLASS III (Heavy) 3500-6000 lb. loaded trailer weight |
|--|--|---|---|
| Maximum Tongue Load | 200 | 500 | 700 |
| Trailer Hitch Type | Non-Equalizing | Load-Equalizing | Load-Equalizing |
| Engine-Thunderbird -Elite | 460-4V—STD 351-2V—STD | 460-4V—STD 351-2V—STD | 460-4V—STD 400-2V (min.) |
| Transmission | Cruise-O-Matic—STD | Cruise-O-Matic—STD | Cruise-O-Matic—STD |
| Steering | Power—STD | Power—STD | Power—STD |
| Brakes | Power Disc—STD | Power Disc—STD | Power Disc—STD |
| Rear Axle Ratio-Thunderbird -Elite | 2.75:1—STD (a) 3.00:1—STD (b) | 3.00:1 (c) 3.25:1 (d) | 3.00:1 (c) 3.25:1—400-2V (e) |
| Tires-Thunderbird -Elite | LR78 x 15—STD HR78 x 15—STD | LR78 x 15—STD HR78 x 15—STD | LR78 x 15—STD HR78 x 15—STD |
| Trailer Towing Pkg.-Thunderbird -Elite | Not Required Not Required | Class III (Heavy) Class II (Medium) | Class III (Heavy) Class III (Heavy) |

(a) 3.00:1 recommended for towing trailers with more than 25 sq. ft. frontal area. (b) 3.25:1 recommended for towing trailers with more than 25 sq. ft. frontal area (except 460 CID engine). (c) Included in Class III Trailer Towing Package. (d) Included in Class II Trailer Towing Package (except 460 CID engine). (e) 3.00:1 with 460-4V



Ford Torino and Ranchero



Gran Torino 4-Door Pillared Hardtop with Optional Vinyl Roof, Deluxe Bumper Group, Class III Trailer Towing Package, White Sidewall Tires, Dealer-Installed Trailer Towing Mirrors



Ranchero 500 with Optional Vinyl Roof, Bodyside Moldings, Bumper Protection Group, Convenience Group, Wheel Covers, White Sidewall Tires

TORINO . . . MID-SIZE WAY TO TOW

Torino, combining comfort and convenience with the easy handling and maneuverability of a mid-size car, can be equipped for towing trailers up to 6,000 pounds. Torino features a wide tread and full-coil four-link rear suspension that help provide directional stability and solid roadability. Trailer towing becomes a pleasure with Torino thanks to its strong body-frame design and all-around sound insulation that help provide a surprisingly quiet ride for a car of Torino's size.

RANCHERO . . . THE PERSONAL PICKUP

Ranchero combines many of the features you expect to find in a passenger car with the toughness and load-carrying ability of a pickup. Carry what you want in a Ranchero—motorcycles, or a small boat, or recreation gear. Or, hitch Ranchero to a trailer—properly equipped, it can tow trailers weighing up to 6,000 pounds.

TORINO/RANCHERO CLASS II PACKAGE

Heavy-Duty Suspension
Extra-Cooling Package
Wiring Harness
3.25:1 Axle Ratio
Trailer Towing Plaque
External Trans. Oil Cooler

TORINO/RANCHERO CLASS III PACKAGE

Heavy-Duty Suspension
Heavy-Duty Alternator
Extra-Cooling Package with Coolant Recovery System
Wiring Harness
External Trans. Oil Cooler

Heavy-Duty Frame (Std. Ranchero and Sta. Wagons)
Trailer Towing Plaque

Torino and Ranchero Trailer Towing Recommendations

| MINIMUM REQUIRED EQUIPMENT | CLASS I (Light) Up to 2000 lb. loaded trailer weight | CLASS II (Medium) 2000-3500 lb. loaded trailer weight | CLASS III (Heavy) 3500-6000 lb. loaded trailer weight |
|----------------------------|--|---|---|
| Maximum Tongue Load | 200 | 500 | 700 |
| Trailer Hitch Type | Non-Equalizing | Load-Equalizing | Load-Equalizing |
| Engine | 351-2V—STD | 351-2V—STD | 400-2V (min.) |
| Transmission | Cruise-O-Matic—STD | Cruise-O-Matic—STD | Cruise-O-Matic—STD |
| Steering | Power—STD | Power—STD | Power—STD |
| Brakes | Power Disc—STD | Power Disc—STD | Power Disc—STD |
| Rear Axle Ratio | 3.00:1—STD (a) | 3.25:1 (b) | 3.25:1—400-2V (d) |
| Tires | HR78 x 14—STD (c) | HR78 x 14—STD (c) | HR78 x 14—STD (c) |
| Trailer Towing Package | Not Required | Class II (Medium) | Class III (Heavy) |

(a) 3.25:1 recommended for towing trailers with more than 25 sq. ft. frontal area. (b) Included in Class II & III Trailer Towing package (except 469 C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z, AA, AB, AC, AD, AE, AF, AG, AH, AI, AJ, AK, AL, AM, AN, AO, AP, AQ, AR, AS, AT, AU, AV, AW, AX, AY, AZ, BA, BB, BC, BD, BE, BF, BG, BH, BI, BJ, BK, BL, BM, BN, BO, BP, BQ, BR, BS, BT, BU, BV, BW, BX, BY, BZ, CA, CB, CC, CD, CE, CF, CG, CH, CI, CJ, CK, CL, CM, CN, CO, CP, CQ, CR, CS, CT, CU, CV, CW, CX, CY, CZ, DA, DB, DC, DD, DE, DF, DG, DH, DI, DJ, DK, DL, DM, DN, DO, DP, DQ, DR, DS, DT, DU, DV, DW, DX, DY, DZ, EA, EB, EC, ED, EE, EF, EG, EH, EI, EJ, EK, EL, EM, EN, EO, EP, EQ, ER, ES, ET, EU, EV, EW, EX, EY, EZ, FA, FB, FC, FD, FE, FF, FG, FH, FI, FJ, FK, FL, FM, FN, FO, FP, FQ, FR, FS, FT, FU, FV, FW, FX, FY, FZ, GA, GB, GC, GD, GE, GF, GG, GH, GI, GJ, GK, GL, GM, GN, GO, GP, GQ, GR, GS, GT, GU, GV, GW, GX, GY, GZ, HA, HB, HC, HD, HE, HF, HG, HH, HI, HJ, HK, HL, HM, HN, HO, HP, HQ, HR, HS, HT, HU, HV, HW, HX, HY, HZ, IA, IB, IC, ID, IE, IF, IG, IH, II, IJ, IK, IL, IM, IN, IO, IP, IQ, IR, IS, IT, IU, IV, IW, IX, IY, IZ, JA, JB, JC, JD, JE, JF, JG, JH, JI, JJ, JK, JL, JM, JN, JO, JP, JQ, JR, JS, JT, JU, JV, JW, JX, JY, JZ, KA, KB, KC, KD, KE, KF, KG, KH, KI, KJ, KK, KL, KM, KN, KO, KP, KQ, KR, KS, KT, KU, KV, KW, KX, KY, KZ, LA, LB, LC, LD, LE, LF, LG, LH, LI, LJ, LK, LL, LM, LN, LO, LP, LQ, LR, LS, LT, LU, LV, LW, LX, LY, LZ, MA, MB, MC, MD, ME, MF, MG, MH, MI, MJ, MK, ML, MM, MN, MO, MP, MQ, MR, MS, MT, MU, MV, MW, MX, MY, MZ, NA, NB, NC, ND, NE, NF, NG, NH, NI, NJ, NK, NL, NM, NN, NO, NP, NQ, NR, NS, NT, NU, NV, NW, NX, NY, NZ, OA, OB, OC, OD, OE, OF, OG, OH, OI, OJ, OK, OL, OM, ON, OO, OP, OQ, OR, OS, OT, OU, OV, OW, OX, OY, OZ, PA, PB, PC, PD, PE, PF, PG, PH, PI, PJ, PK, PL, PM, PN, PO, PP, PQ, PR, PS, PT, PU, PV, PW, PX, PY, PZ, QA, QB, QC, QD, QE, QF, QG, QH, QI, QJ, QK, QL, QM, QN, QO, QP, QQ, QR, QS, QT, QU, QV, QW, QX, QY, QZ, RA, RB, RC, RD, RE, RF, RG, RH, RI, RJ, RK, RL, RM, RN, RO, RP, RQ, RR, RS, RT, RU, RV, RW, RX, RY, RZ, SA, SB, SC, SD, SE, SF, SG, SH, SI, SJ, SK, SL, SM, SN, SO, SP, SQ, SR, SS, ST, SU, SV, SW, SX, SY, SZ, TA, TB, TC, TD, TE, TF, TG, TH, TI, TJ, TK, TL, TM, TN, TO, TP, TQ, TR, TS, TT, TU, TV, TW, TX, TY, TZ, UA, UB, UC, UD, UE, UF, UG, UH, UI, UJ, UK, UL, UM, UN, UO, UP, UQ, UR, US, UT, UY, UZ, VA, VB, VC, VD, VE, VF, VG, VH, VI, VJ, VK, VL, VM, VN, VO, VP, VQ, VR, VS, VT, VU, VV, VW, VX, VY, VZ, WA, WB, WC, WD, WE, WF, WG, WH, WI, WJ, WK, WL, WM, WN, WO, WP, WQ, WR, WS, WT, WU, WV, WW, WX, WY, WZ, XA, XB, XC, XD, XE, XF, XG, XH, XI, XJ, XK, XL, XM, XN, XO, XP, XQ, XR, XS, XT, XU, XV, XW, XX, XY, XZ, YA, YB, YC, YD, YE, YF, YG, YH, YI, YJ, YK, YL, YM, YN, YO, YP, YQ, YR, YS, YT, YU, YV, YW, YX, YY, YZ, ZA, ZB, ZC, ZD, ZE, ZF, ZG, ZH, ZI, ZJ, ZK, ZL, ZM, ZN, ZO, ZP, ZQ, ZR, ZS, ZT, ZU, ZV, ZW, ZX, ZY, ZZ



GRANADA . . . A NEW KIND OF FORD

Ford's newest car, Granada is designed for efficient use of space, fuel and money. There's more inside than you'd believe possible for a car its size. Visibility is excellent for enjoyable recreation travel. A body designed to help minimize road vibration and generous use of insulation give you an impressively smooth, quiet ride. Choose six-cylinder economy or V-8 punch. Handling's excellent, even with a 2000-pound trailer.

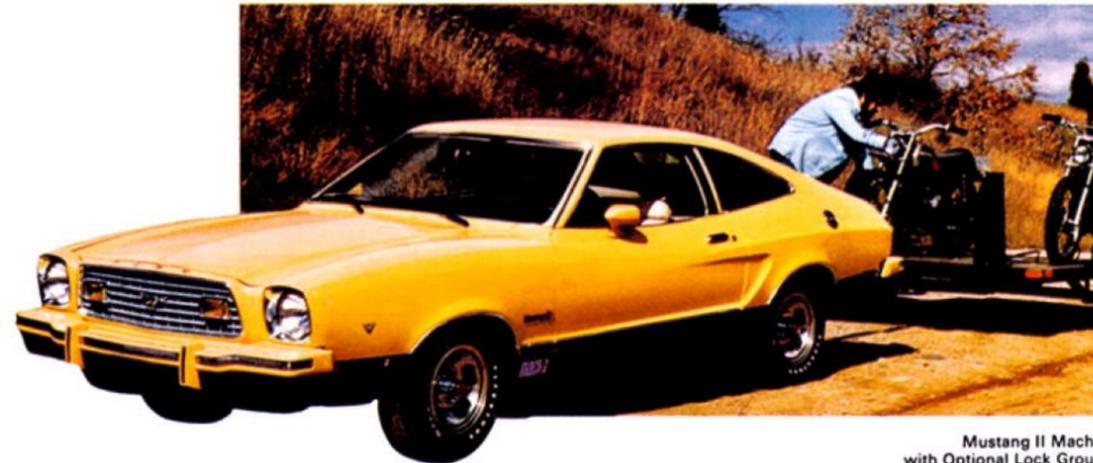
Ford Granada and Mustang II



Granada 4-Door Sedan with Optional White Sidewall Tires

MUSTANG II . . . FORD'S SMALL, SPORTY PERSONAL CAR

Luxury you'd never expect in a car its size. An unusually smooth ride, thanks in part to special rear Iso-Clamp suspension and isolated sub-frame up front that help reduce road shock and vibration. Responsive performance and handling from the optional V-6, optional V-8 or standard 2.3-liter overhead cam engine and precise rack-and-pinion steering.



Mustang II Mach I with Optional Lock Group and Forged Aluminum Wheels

Granada and Mustang II Trailer Towing Recommendations

| MINIMUM REQUIRED EQUIPMENT | CLASS I—LIGHTWEIGHT TRAILERS ONLY | |
|--------------------------------|-----------------------------------|------------------|
| | GRANADA | MUSTANG II |
| Maximum Tongue Load (lbs.) | 200 | 100 |
| Maximum Trailer Weight (lbs.) | 2000 | 1000 |
| Maximum Frontal Area (sq. ft.) | 25 | 25 |
| Trailer Hitch Type (a) | Non-Equalizing | Non-Equalizing |
| Engine | 250-1V—STD | 2800 cc (b) |
| Transmission | Cruise-O-Matic | Cruise-O-Matic |
| Steering | STD | STD |
| Brakes | STD | Power Front Disc |
| Rear Axle Ratio | 2.79:1—STD | 3.00:1—STD |
| Tires | DR78 x 14—STD | BR78 x 14—STD |
| Trailer Towing Package | Light-Duty | — |

(a) Bumper-mounted hitches not recommended (b) 2800 cc standard on Mach 1.

GRANADA LIGHT-DUTY PACKAGE
Non-Equalizing Hitch
Wiring Harness
Identification Plaque



Ford Pinto and Maverick

PINTO . . . LEADER IN BASIC TRANSPORTATION

The thrifty little Ford Pinto is a dependable car that can put a lot of pleasure into your recreation travel. Pinto can pull a trailer weighing up to 1000 pounds with recommended equipment like standard 2.3-liter engine and optional Cruise-O-Matic transmission. A pleasure to drive, Pinto handles precisely with rack-and-pinion steering and wide-stance stability. Choose from a wide selection of comfort and convenience options to make Pinto an even better traveling companion.

MAVERICK . . . THE FAMILY-SIZE COMPACT FOR VACATION FUN

Reliable machine, fun to drive, economical to operate, Maverick's a compact family automobile. Pulling power to tow trailers up to 2,000 pounds, when you add optional automatic transmission to standard, 200-cu. in. six-cylinder engine.* Or, get more power from the optional, and economical, 302 V-8. Power steering's available. And you can add the Luxury Decor Option for the kind of comfort you'd expect in more expensive cars.



Pinto Station Wagon with Optional Squire Trim, Radio, Luggage Rack, White Sidewall Tires

Maverick 4-Door Sedan with Optional Luxury Decor Trim and White Sidewall Tires



Pinto and Maverick Trailer Towing Recommendations

CLASS I—LIGHTWEIGHT TRAILERS ONLY

| MINIMUM RECOMMENDED EQUIPMENT | PINTO | MAVERICK |
|--------------------------------|-----------------------|----------------|
| Maximum Tongue Load (lbs.) | 100 | 200 |
| Maximum Trailer Weight (lbs.) | 1000 | 2000 |
| Maximum Frontal Area (sq. ft.) | 25 | 25 |
| Trailer Hitch Type (a) | Non-Equalizing | Non-Equalizing |
| Engine | 2300 cc—STD | 200-1V—STD* |
| Transmission | Cruise-O-Matic | Cruise-O-Matic |
| Steering | STD | STD |
| Brakes | Manual Front Disc—STD | STD |
| Rear Axle Ratio | 3.18:1—STD | 2.79:1—STD |
| Tires | A78 x 13—STD | BR78 x 14—STD |

(a) Bumper-mounted hitches not recommended. *200-1V engine not available in California.



Ford Trailer Towing Packages for Cars

Ford again offers you all the essential heavy-duty components you need for trailering in one, convenient low-cost package. Ford Trailer Towing Packages are available for Ford LTD, Thunderbird, Torino, Ranchero, Elite and Granada as factory-installed options, although they must be specified when you order your car. Some additional optional equipment may be required with the purchase of a Trailer Towing Package. Specific package content varies according to the trailer class (see pages 24-25), but includes all or a portion of the following equipment. See listings with each vehicle for specific items of equipment included.

Heavy-duty cooling package includes heavy-duty radiator with large surface area to provide more efficient engine cooling and helps dissipate extra heat developed by the engine due to air resistance and pulling your trailer up grades. A coolant recovery system is included in Class III Heavy-Duty packages.

Heavy-duty suspension includes stiffer springs and heavy-duty shock absorbers (in some trailer towing packages) to support the additional loads trailers transmit through the hitch to the car's rear suspension and, where a weight distributing hitch is used, to the front suspension as well.

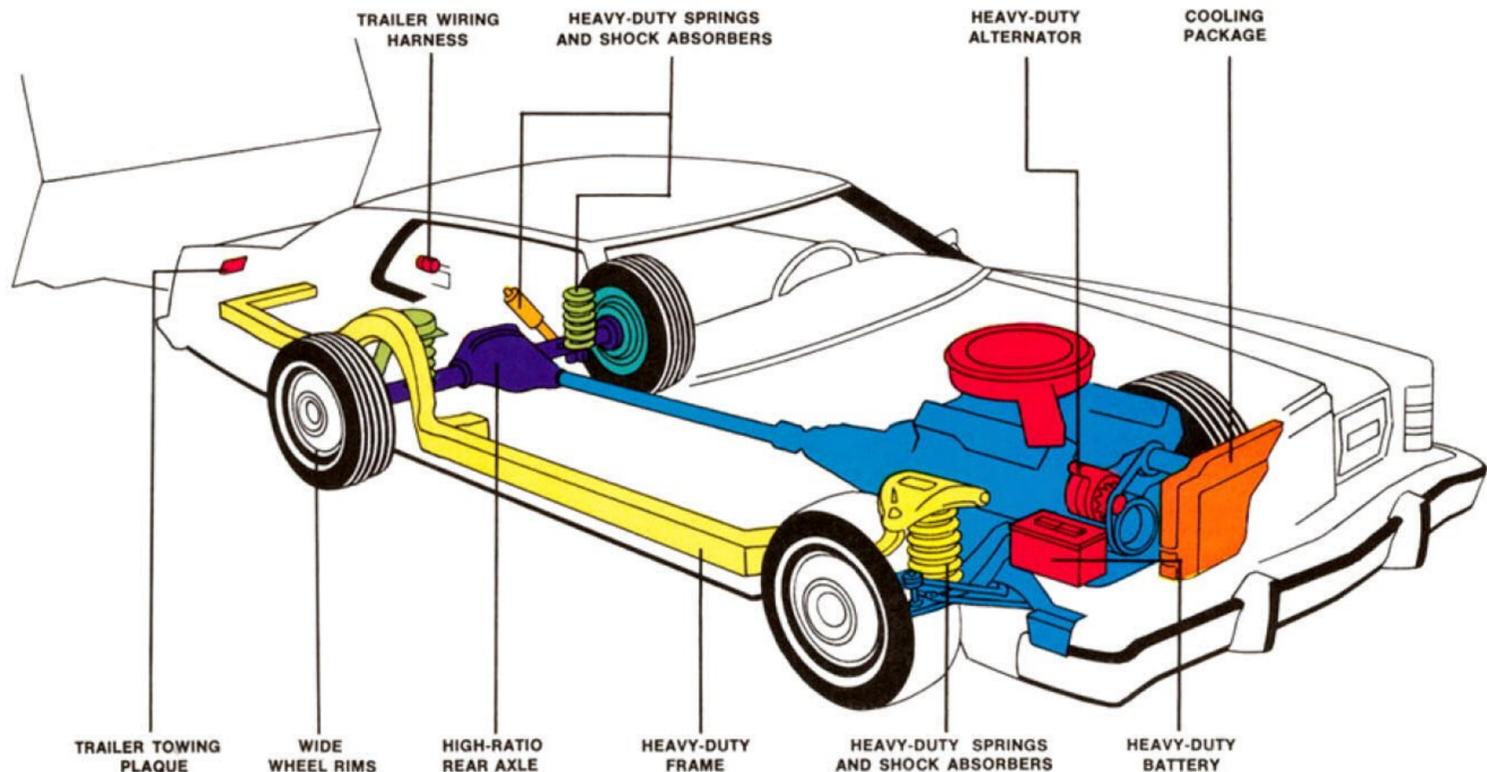
Heavy-duty frame. A reinforced frame is part of the Ford LTD and Torino Class III Heavy-Duty towing packages, except for Torino station wagons, on which a heavy-duty frame is standard. The heavy-duty frame helps distribute hitch loads to the car's front axle and wheels, when a weight distributing hitch is used.

Wide-rim wheels. On standard-size Fords, wider wheel rims improve resistance to sidesway common to larger trailers. They are standard on all standard-size Ford wagons.

High-ratio rear axle. Special higher ratio axles are included in selected towing packages to increase pulling power and reduce engine loads.

Heavy-duty electrical components. A larger alternator and battery assure adequate power and quick recovery for both car and trailer batteries. They also meet the extra demands placed on your car's electrical system made by trailer lights and electric brakes.

Trailer wiring harness. A seven-wire harness runs to the rear of the car to supply power to your trailer. An additional wire terminates under the dash for easy installation of a controller for electric trailer brakes. Each connector plug lead is fused and color-coded to identify specific circuits.



F-100/F-150/F-250/F-350 Minimum Trailer Towing Recommendations



Regular Cab

| F-100, 150, 250 | CONVENTIONAL TRAVEL TRAILER | | | | | FIFTH WHEEL | |
|---|-----------------------------|-------------------------------|----------------|-----------------------------------|---------------------|----------------------|----------------|
| | F-100-150 4x2 | | F-250 4x2 (1) | | | F-250 4x2 | |
| Trailer Weight (lb.) | Up to 2000 | 2000-6000 | Up to 2000 | 2000-5000 | 5000-7000 | Up to 5000 | 5000-6500 |
| Max. GCW (lbs.) (2) | — | 11,000 | — | — | 13,000 | — | 12,500 |
| Tongue Load | 200 lbs. Max. | 800 lbs. Max. | 200 lbs. Max. | 10 to 15% of Trailer Weight | | App. 25% of Tlr. Wt. | |
| Trailer Class | I | II, III & IV | I | II & III | IV | II, III | IV |
| Min. GVW Pkg. | 4950 | 5500 | Std. | Std. | 7800 | Std. | 7500 |
| Towing Pkg. Option | LD Pkg. (3) | HD Pkg. | LD Pkg. (3) | HD Pkg. | HD Pkg. | HD Pkg. | HD Pkg. |
| Engine (Min. required) | 360 V-8 | 390 V-8 | 360 V-8 | 390 V-8 | 390 V-8 | 390 V-8 | 390 V-8 |
| Axle Ratio | — | 3.25 to 1 | 3.31 to 1 | 3.73 to 1 | 3.73 to 1 | 3.73 to 1 | 3.73 to 1 |
| Transmission | Cruise-O-Matic | Cruise-O-Matic | Cruise-O-Matic | Cruise-O-Matic | Cruise-O-Matic | Cruise-O-Matic | Cruise-O-Matic |
| Trailer Hitch | Non-Equalizing | Load Equalizing (4) | Non-Equalizing | Load Equalizing (4) | Load Equalizing (4) | Frame-Mounted | |
| Recommended for High Ambient Temperatures | — | Aux. Trans. Oil Cooler (Ext.) | — | Aux. Trans. Oil Cooler (External) | | | — |
| | — | Super Cooling Package | — | Super Cooling Package | | | |

| F-350 | CONVENTIONAL TRAVEL TRAILER | | | FIFTH WHEEL | |
|---|-----------------------------|--|--|------------------------------------|----------------------------|
| | F-100-150 4x2 | F-250 4x2 (1) | | F-250 4x2 | |
| Trailer Weight (lb.) | Up to 2000 | 2000-5000 | | 5000-10,000 | |
| Max. GCW (lbs.) (2) | — | — | | 16,500 w/390 V-8; 18,500 w/460 V-8 | |
| Tongue Load | 200 lbs. Max. | 10 to 15% of Trailer Weight | | | Approx. 25% of Trailer Wt. |
| Trailer Class | I | II & III | | IV | |
| Min. GVW Pkg. | Std. | Std. | | Std. | |
| Towing Pkg. Option | LD Pkg. (3) | HD Pkg. | | HD Pkg. | |
| Engine (Min. required) | 360 V-8 | 390 V-8 | | 390 V-8 | |
| Axle Ratio | — | 3.25 to 1 | | 4.10 to 1 | |
| Transmission | Cruise-O-Matic | Cruise-O-Matic | | Cruise-O-Matic | |
| Trailer Hitch | Non-Equalizing | Load Equalizing (4) | | | Frame-Mounted |
| Recommended for High Ambient Temperatures | — | Auxiliary Transmission Oil Cooler (External) | | | |



SuperCab

| F-100, 150, 250 | CONVENTIONAL TRAVEL TRAILER | | | | | FIFTH WHEEL (5) | |
|---|-----------------------------|-------------------------------|----------------|-----------------------------------|---------------------|----------------------|----------------|
| | F-100-150 4x2 | | F-250 4x2 (1) | | | F-250 4x2 | |
| Trailer Weight (lb.) | Up to 2000 | 2000-6000 | Up to 2000 | 2000-5000 | 5000-8000 | Up to 5000 | 5000-6500 |
| Max. GCW (lbs.) (2) | — | 11,000 | — | — | 14,100 | — | 12,500 |
| Tongue Load | 200 lbs. Max. | 800 lbs. Max. | 200 lbs. Max. | 10 to 15% of Trailer Weight | | App. 25% of Tlr. Wt. | |
| Trailer Class | I | II, III & IV | I | II & III | IV | II, III | IV |
| Min. GVW Pkg. | 5200 | 5700 | Std. | Std. | 7500 | Std. | 7500 |
| Towing Pkg. Option | LD Pkg. (3) | HD Pkg. | LD Pkg. (3) | HD Pkg. | HD Pkg. | HD Pkg. | HD Pkg. |
| Engine (Min. required) | 360 V-8 | 390 V-8 | 360 V-8 | 390 V-8 | 390 V-8 | 390 V-8 | 390 V-8 |
| Axle Ratio | — | 3.25 to 1 | 3.73 to 1 | 3.73 to 1 | 3.73 to 1 | 3.73 to 1 | 3.73 to 1 |
| Transmission | Cruise-O-Matic | Cruise-O-Matic | Cruise-O-Matic | Cruise-O-Matic | Cruise-O-Matic | Cruise-O-Matic | Cruise-O-Matic |
| Trailer Hitch | Non-Equalizing | Load Equalizing (4) | Non-Equalizing | Load Equalizing (4) | Load Equalizing (4) | Frame-Mounted | |
| Recommended for High Ambient Temperatures | — | Aux. Trans. Oil Cooler (Ext.) | — | Aux. Trans. Oil Cooler (External) | | | — |
| | — | Super Cooling Package | — | Super Cooling Package | | | |

| F-350 | CONVENTIONAL TRAVEL TRAILER (1) | | | FIFTH WHEEL | |
|---|---------------------------------|--|--|------------------------------------|----------------------------|
| | F-100-150 4x2 | F-250 4x2 (1) | | F-250 4x2 | |
| Trailer Weight (lb.) | Up to 2000 | 2000-5000 | | 5000-9000 | |
| Max. GCW (lbs.) (2) | — | — | | 16,500 w/390 V-8; 18,000 w/460 V-8 | |
| Tongue Load | 200 lbs. Max. | 10 to 15% of Trailer Weight | | | Approx. 25% of Trailer Wt. |
| Trailer Class | I | II & III | | IV | |
| Min. GVW Pkg. | Std. | Std. | | Std. | |
| Towing Pkg. Option | LD Pkg. (3) | HD Pkg. | | HD Pkg. | |
| Engine (Min. required) | 360 V-8 | 390 V-8 | | 390 V-8 | |
| Axle Ratio | — | 3.25 to 1 | | 4.10 to 1 | |
| Transmission | Cruise-O-Matic | Cruise-O-Matic | | Cruise-O-Matic | |
| Trailer Hitch | Non-Equalizing | Load Equalizing (4) | | | Frame-Mounted |
| Recommended for High Ambient Temperatures | — | Auxiliary Transmission Oil Cooler (External) | | | |

(1) Camper Package with automatic transmission may be used in lieu of trailer towing package providing a conventional load carrying or equalizing-type trailer hitch is used (no extended hitches). (2) GCW equals combined weight of towing vehicle including passengers and cargo plus the weight of the trailer. GCW and both the front and rear GAWR's must not be exceeded. (3) H.D. Trailer Towing Package recommended for towing trailers having more than 25 square feet frontal area. (4) Hitch sway control recommended for trailers over 3500 lbs. (5) Not available with 139" wheelbase.



Watch Your Trailer's Weight

For full enjoyment of your trailering trips, eliminate any weight distribution problems before they start. There are two weight factors to consider.

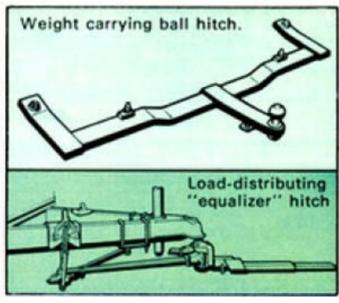
- Gross trailer weight** is weight of the empty trailer plus all trailer options, plus the trailer's payload (food, water, clothing, propane, extra batteries, *everything* not included in the manufacturer's dry trailer weight rating).
- Tongue weight** is the weight directly on the hitch ball, the weight a trailer adds to the rear of your car or pickup.

It is essential that gross trailer weight and tongue weight *do not exceed* the rated capabilities of the towing vehicle.

FOLLOW THESE SUGGESTIONS

- Carry only essential items. Before a trip, eliminate the things you're not sure you'll use.
- Store heavy articles, canned goods, tools, etc., as near the floor as possible to keep the trailer from being top-heavy. Stow lightweight items high for the same reason.
- Balance the load from side to side so that one side isn't heavier than the other.
- Secure all doors and drawers. Nothing should be left loose to cause damage or change proper weight distribution.

SELECT THE PROPER HITCH!



For pulling lightweight trailers, you should use a *weight-carrying ball hitch*. It mounts to the underbody of the towing vehicle and accepts the full weight of the trailer's tongue. It's used for Class I trailers.

A *load-distributing or "equalizer" hitch* should be used for trailers weighing more than 2,000 pounds. From 10 to 15% of the gross trailer weight should be on the hitch ball.

A hitch receiver is also available for heavy towing applications (an option for the standard-size Ford car). It accommodates the standard 2-inch shank of most load-equalizing hitches.

An anti-sway device, built into the hitch or installed separately, is recommended for trailers heavier than 3,500 pounds.

Ford does not recommend hitches that attach to the tow vehicle's rear axle. They may cause power train damage. Bumper-mounted multi-clamp or single-point hitches are not recommended.

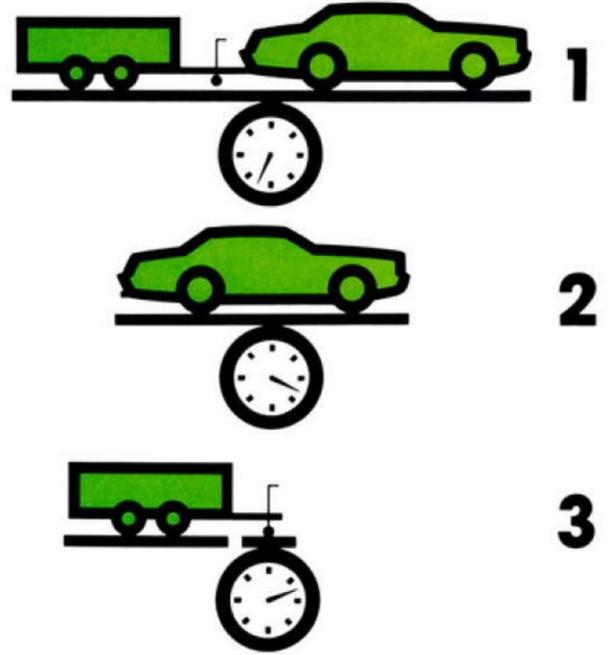
SAFETY CHAINS AND BRAKES*

Safety chains and a breakaway switch to put on 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 hydraulic fluid system may increase the towing vehicle stopping distance.

HOW TO FIGURE GROSS TRAILER WEIGHT/TONGUE LOAD CAPACITY

- To determine Gross Trailer Weight, weigh both the towing vehicle and trailer.
- Weigh the towing vehicle. The difference is Gross Trailer Weight.
- To determine Tongue Weight, disconnect the trailer and place the tongue only on the scale with the coupler at hitch ball height. If the tongue load exceeds 15% of the gross trailer weight, shift extra camping gear and equipment in trailer rearward to achieve recommended tongue load. If less than 10%, shift load forward.





Ford Options for Happier Trips

PICKUPS

1 *Pickup box cover* specifically designed for Ford Pickups and fully warranted by Ford Motor Company. The *standard* box cover is constructed of lightweight, corrosion-free fiberglass, has safety glass in all windows, T-handle locking rear liftgate, adjustable roof vent, is painted inside, and can be removed easily. The *deluxe* box cover (shown here) also has sliding side windows with screens, bright window moldings, a dome light, and optional sliding front window.

2 *Camper body tie-down system** is frame-anchored to hold the camper body securely in the pickup box (easily adjustable).

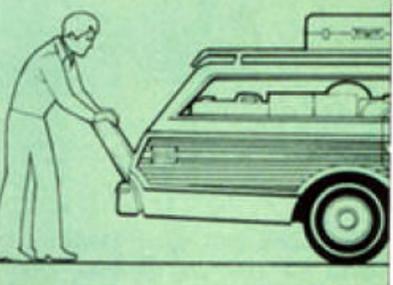
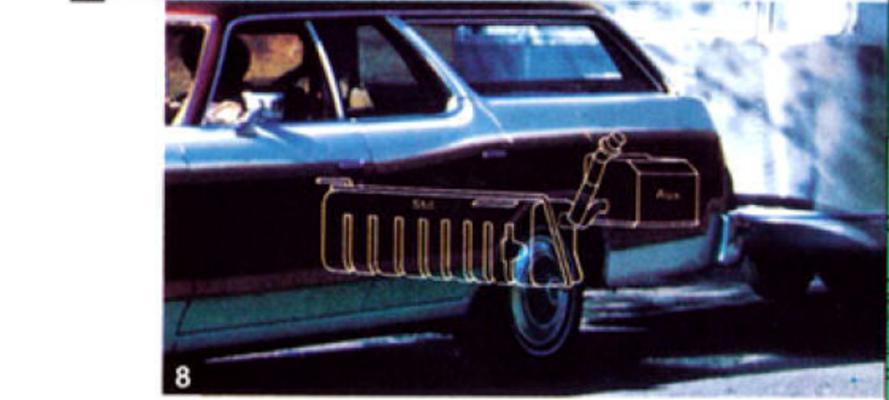
3 *Sliding rear cab window* is lockable, of weatherproof construction, and is designed to accept a weather seal boot between cab and camper. **4** Big, 22.5-gal. *auxiliary fuel tank* (20.2-gal. with fuel evaporative system)

5 *Auxiliary 70-amp.-hr. battery* powers the camper's 12-volt electrical system. Standard and auxiliary batteries charge while you drive.

CARS

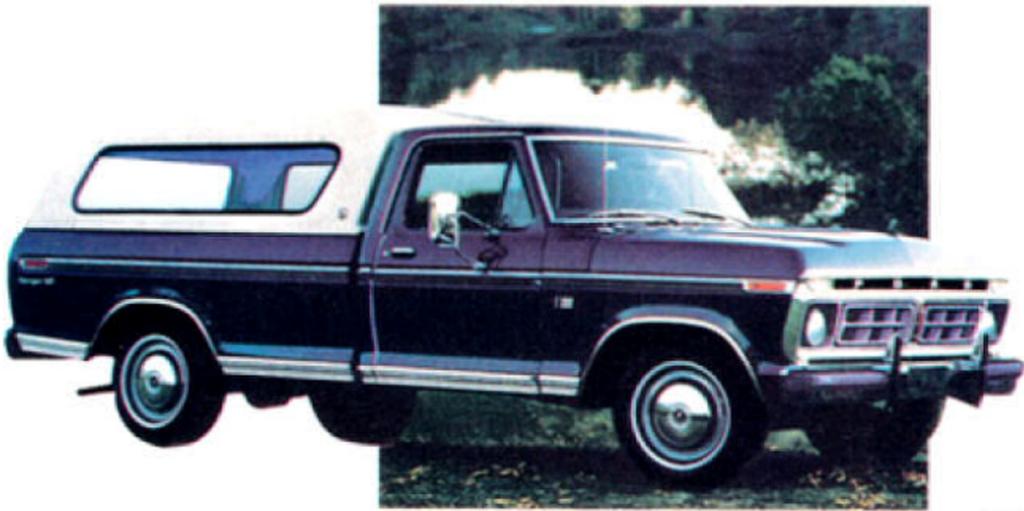
6 *Trailer hitch platform* (standard-size Ford cars) is used with load-equalizing hitch to equalize trailer tongue weight between the car's front and rear wheels. Helps eliminate front-end sway. Durability tested and certified. **7** *Adjustable Level Air Shock Absorbers* to maintain vehicle attitude and headlight aim with added load. **8** *Extended range fuel tank*—3.5-gal. for Mustang II, 8-gal. for standard-size Ford—adds to standard fuel capacity.

*This option is recommended for use with campers having an overall tie-down width no less than 86 inches to maintain an acceptable clearance between the tie-down rods and pickup box sheet metal.



See your Ford dealer

for a complete list of options and accessories, including these: *Power steering, Air conditioning, Heavy-duty shock absorbers, SelectShift Cruise-O-Matic transmission, Steel-belted radial tires, Electric rear window defroster, AM/FM stereo radio, Light-duty trailer hitch and ball, Door- or fender-mounted trailer towing mirrors (car only), Fire extinguisher, Reflector flare kit.*



Descriptions and specifications contained in this publication were in effect at the time of printing and are subject to change without notice or liability. All options and accessories illustrated or referred to as optional or available in this publication are at extra cost. Some options are required in combination with other options. Ford Motor Company reserves the right to change or discontinue options or accessories at any time. Availability may be subject to Environmental Protection Agency certification.

 Ford Division