



1982 FORD RECREATION VEHICLES

The Adventure of Living on the Road

If you've discovered the adventure of the outdoors... if you travel to see the sights or just to get away and relax... if you head for the highways or for the "off-roads"... whatever your outdoor interest is, "getting there" in a Ford can be as much fun as "being there".

There's a wide selection of 1982 Ford vehicles to meet your special recreation needs... passenger cars, pickups and vans to handle trailering requirements... Broncos and 4x4s if you're an off-road enthusiast. It's little wonder that they're called "recreation vehicles". They open the door to another world: a lifestyle of fun and freedom, adventure and travel.

This brochure is designed to help you select the Ford car or truck that exactly suits your needs. It includes product feature information and key vehicle specifications. Additionally, there are tips on towing a trailer, selecting the right equipment, properly loading your vehicle, and more.

If you haven't done so already, see your Ford dealer for more complete information on any of the vehicles shown here. It could be the first step down the road to a whole new world of outdoor pleasure.

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Driving Tips for Pleasant Trailering

Before You Start — As recommended in your Owner's Manual, note that trailer towing should begin only after 500 miles of operation with a new vehicle... you should check maintenance requirements more frequently... and ensure maximum tire pressures shown on tire sidewalls are not exceeded.

On The Road — Additional demands are placed upon your driving skills when towing a trailer. The following

tips should be helpful for safety and carefree travel.

Shifting with automatic transmissions — The conventional 3-speed automatic and the 4-speed Automatic Overdrive (AOD) can be shifted manually to help meet special requirements of trailer towing.

To load your vehicle and loaded trailer moving from a stop, start in the "1" position and accelerate slowly to 20 MPH. Then manually shift to the "2" position ("3" with the AOD) and continue to accelerate to within 5 to 10 MPH of cruising speed before upshifting to "D" ("D" with the AOD).

Descending hills — For moderate downgrades (under 4%) at speeds between 45 and 25 MPH use the "2" position ("1" with the AOD). Before descending steep grades (greater than 4%) slow to 15 MPH and shift to the "1" position to stay in 1st gear. Keep the vehicle speed below 25 MPH.

Climbing hills — Downshifting your automatic transmission for ascending grades can minimize engine strain and prevent overheating. Speed can be maintained in the 25 to 50 MPH range. For climbing steeper and longer grades which limit vehicle speed to less than 25 MPH use the "1" position.

Passing — More room and time are required. Check traffic behind you for clearance and signal. If your speed is below 45 MPH, downshift manually to the "2" position ("1" with the AOD). Accelerate and merge smoothly into the passing lane. Return to the travel lane when there is adequate clearance and upshift for cruising operation.

Braking — Small trailers not equipped with brakes require more time and distance to stop. Trailers over 1,000 lbs. gross weight should have an independent braking system. Pump brakes smoothly, avoid prolonged application and downshift the transmission for added braking power.

Backing and parking — Place your hand at the bottom of the steering wheel. The trailer will move in the direction of your hand. Once the trailer is moving in the desired direction, adjust the wheel so that the vehicle "follows" the trailer.

CAUTION:

Vehicles with trailers should not be parked on a grade. However, if you must park on a grade, wheel chocks must be placed under the trailer's wheels as follows:

1. Apply the regular brakes and hold.
2. Have another person place the wheel chocks under the trailer wheels.
3. Once the wheel chocks are in place, release the regular brakes so that

the chocks absorb the load.

4. Apply the parking brake.
5. Shift the transmission into "P" (Park) with an automatic transmission, and make sure it is latched. If your vehicle has a manual transmission, put the gear shift lever in "R" (Reverse).

To start, after being parked on a grade:

1. Apply the regular brakes and hold.
2. Start the engine with the gear shift selector lever in "P" (Park) on automatic transmissions or "N" (Neutral) on manual transmissions.
3. Shift the transmission into gear and release the parking brake.
4. Release the regular brakes and move the vehicle so that the wheel chocks are free.
5. Apply the regular brake and hold, while another person retrieves the chocks.

Estimating Your Recreation Vehicle's Weight

Overloading or unbalanced loading could cause problems in handling and could even damage structural or powertrain components. So play it safe. Weigh your loaded vehicle. Scales are available at trucking companies (usually listed in your Yellow Pages).

Following this precaution can help ensure 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 (fig. 1). Tongue Weight is the weight directly on the hitch ball (Fig. 2).



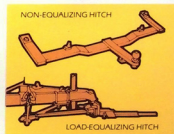
Fig. 1



Fig. 2

Weight 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



A load-equalizing 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 2,000 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 3,500 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 are 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.

Definition of Terms

Recommended Equipment — Equipment deemed necessary to assure that your vehicle includes the proper combination of comfort, convenience and performance features to fully meet your camper or trailer towing needs.

Required Minimum Equipment — Equipment deemed essential to assure that your vehicle includes the necessary powertrain and suspension components to meet the additional ride, handling and performance requirements of hauling your camper or trailer.

Four Basic Trailering Classes
Class I — Light-duty Gross Trailer Weight: Up to 2,000 lbs.; Tongue Weight: Up to 200 lbs. Folding tent trailers and trailers for light boats and snowmobiles are in this class.

Class II — Medium-duty Gross Trailer Weight: 2,000-3,500 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).

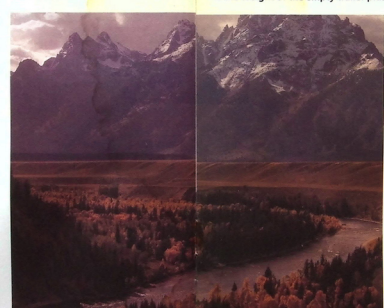
Class III — Heavy-duty Gross Trailer Weight: 3,500-5,000 lbs.; Tongue Weight: 10-15% of Gross Trailer Weight. This class includes large, dual-axle travel trailers.

Class IV — Extra heavy-duty Gross Trailer Weight: 5,000-10,000 lbs.; Tongue Weight: 10-15% of Gross Trailer Weight. The largest trailers made for recreation are in this class.

Camper and trailer information has been supplied by the manufacturers of the recreation vehicles. Ford Motor Company has no knowledge of, and is not responsible for, the accuracy of the information. The performance and durability characteristics of these vehicles, or their availability or price, are not subject to change without notice. This information is provided for informational purposes only and does not constitute a warranty. Repairs are not covered by the Ford warranty. Repairs are not covered by Ford equipment components covered if the repairs are necessary by the effects of alterations made to or equipment installed by entities other than Ford Motor Company.

Buyers who purchase vehicles produced or altered by manufacturers other than Ford should ensure themselves that each vehicle bears appropriate certification by the manufacturer that, as completed or altered, the vehicle conforms to applicable Federal Motor Vehicle Safety Standards and that each such vehicle or engine, as applicable, is covered by a valid warranty 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 features are not available on certain models. Availability of some models and features described may be subject to a slight delay due to the time required for the manufacturer to produce, price and availability. 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, options or features at any time without incurring obligation. All prices are approximate and are subject to change without notice. Availability of agents and transportation to participating agent Ford Emission Certificate and production schedules.



Trailer with Ford Cars

All 1982 Ford passenger cars feature maintenance-free batteries, Duraspark electronic ignition and bright, white halogen headlamps. All are suitable for light towing, and their towing performance also can be improved with the addition of special optional equipment indicated.

1982 Ford Cars

Ford LTD — Here's room for six adults, whether you select a wagon, 4-door or 2-door. Under the hood a 4.2 liter V-8 engine (5.0 liter in wagons) is matched with Ford's Automatic Overdrive Transmission which shifts into a fourth overdrive gear automatically when cruising past 40 MPH in (D). The Automatic Overdrive comes standard ... the highway mileage comes easy.

For even more pleasant trailering, equip your LTD with such options as Fingertip Speed Control, tilt steering wheel, one of the many available entertainment systems, and the Trip-minder™ Computer which, with the press of a finger, displays time, date

and day of week, plus elapsed trip time, trip average speed, current fuel economy, trip average fuel economy and total fuel used, converting instantly from English to metric measures.

Ford Thunderbird — Technology and innovation. That's the Thunderbird style for 1982. Three series are offered: Thunderbird, Thunderbird Town Landau and Thunderbird Heritage. A new 3.8 liter V-6 optional engine is available with its teammate, Automatic Overdrive Transmission. Both are standard on the Thunderbird Heritage.

Ford Granada — For the first time, Ford brings you a Granada wagon — one with more room than any other American-built wagon in its class, based on the EPA interior volume index. Power choices range from the 2.3 liter 4-cylinder engine (standard, with 4-speed manual transmission, on sedans) up to two optional 6-cylinder engines, the 2.3 liter (standard, with automatic transmission, on the wagons) or the new 3.8 liter. The 1982 Granada features a new deep-well trunk for upright luggage storage. With the optional V-16 Package, the split bench seat, tilt steering wheel and electric clock options are included at no extra charge when you purchase the power steering option. Granada for '82 ... definitely something to arrive in.

Ford Fairmont Futura — It's built around one beautiful idea: value ... in 2-door and 4-door models. New deep-well trunk. New lower-maintenance schedule. And Ford's 2.3 liter OHC 4-cylinder engine, teamed with a 4-speed manual transmission. For 1982, the Fairmont Futura ... more car, less money.

Ford Mustang — Mustang is designed to move with precision. Rack and pinion steering, a modified MacPherson strut front suspension and the stabilizer bar bring a world of sports-car fun to the most ordinary trip. A 6-cylinder and two V-8 engines are optional. Mustang has you covered, from simmer to sizzle.

Ford Escort — For 1982, a brand new world car, the Escort 4-door hatchback, joins the Escort wagon and 2-door front-wheel-drive hatchback

for a complete lineup of front-wheel-drive cars available with a full range of trim levels. Highlights: four-wheel independent suspension and the Compound Valve Hemispherical 1.6 liter engine with 4-speed manual transaxle. Mileage estimates are [28] EPA est. mpg and 44 est. hwy.

Ford EXP — An EXP puts you in touch with the pleasure of traveling in a sleek two-seater sports coupe. It's a hatchback with 29.3 cu. ft. of cargo space, cargo restraining bar and carpeted load floor. And EXP, designed for the two of you, follows a new road — away from the world of ordinary cars.

Ask your dealer about value packages on all 1982 Ford cars. They could save you hundreds of dollars!

Use these estimates for comparison. Your mileage may differ depending on speed, distance and weather. Actual highway mileage will probably be lower.

Ford LTD Country Squire Station Wagon, Escort 4-Door Hatchback and Granada GL Wagon.

MINIMUM RECOMMENDED EQUIPMENT FOR TRAILER TOWING

| | ESCORT | EXP | MUSTANG | FAIRMONT FUTURA | GRANADA | THUNDERBIRD |
|--|--------------------------|--------------------------|----------------------|----------------------|----------------------|--------------------------|
| Minimum Trailer Weight (lbs.) (Light Duty) | 700 or less | 700 or less | 1000 or less | 1000 or less | 1000 to 1500 or less | 1000 to 1500 or less |
| Maximum Tongue Load (lbs.) | 150 | 150 | 100 | 100 | 150 | 100 |
| Maximum Trailer Frontal Area (sq. ft.) | 20 | 20 | 20 | 20 | 20 | 20 |
| Trailer Hitch Type(s) | Non-Equalizing | Non-Equalizing | Non-Equalizing | Non-Equalizing | Non-Equalizing | Non-Equalizing |
| Engine | 1.6 STD | 1.6 STD | 2.3 | 2.3 | 2.3L | 3.3L |
| Transmission(s) | Manual/STD | Manual/STD | Auto/STD | Manual/STD | Manual/STD | Auto/STD |
| Steering | Manual/STD | Manual/STD | Manual/STD | Manual/STD | Manual/STD | Power/STD |
| Brakes | Power Front Disc—OPT | Power Front Disc—OPT | Power Front Disc—STD | Power Brakes—STD | Power Brakes—STD | Power Front Disc—STD (c) |
| Final Drive Axle Ratio | 3.59 Manual 3.31 Auto | 3.59 Manual 3.31 Auto | 2.73 | 3.08-1 3.45-1 (d) | 2.73-1 | 2.47-1 (c) 2.73-1 (d) |
| Tires | STD | STD | STD | STD | STD | STD |
| Trailer Towing Package | (a) | (a) | (a) | (a) | (a) | (a) |

(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 packages are not available. 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. (c) Fifty States. (d) All states. (e) Heavy-duty/hairing suspension recommended.

MINIMUM RECOMMENDED EQUIPMENT FOR TRAILER TOWING

| | FORD LTD | Medium-Duty Trailer Towing Package |
|-------------------------------|------------------------------|------------------------------------|
| Minimum Required Equipment | Light Duty Up to 2000 lbs. | Medium-Duty 2000-2900 lbs. |
| Maximum Trailer Weight (lbs.) | 2000 | 2900 |
| Trailer Hitch Type(s) | Non-Equalizing | Load-Equalizing |
| Engine | 4.2L V-16 (V-8 STD on Sedan) | 5.0L V-8 (V-8 STD on Wagon) |
| Transmission | Automatic Overdrive—STD | Automatic Overdrive—STD |
| Steering | Power—STD | Power—STD |
| Brakes | Power Front Disc—STD | Power Front Disc—STD |
| Rear Axle Ratio | 3.59 STD | 3.59 STD |
| Tires | P225/75R14(d) or P225/75R15 | Med-Duty |
| Trailer Towing Package | (a) | (a) |

(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) Non-equalizing hitch accepts weight of trailer's tongue. Load-equalizing hitch distributes the weight of the trailer and the towing vehicle equally between the axles of both units. (c) All states with wagons. (d) P225/75R14 (S) STANDARD for wagons. (e) Trailer towing package not available. Required components available as separate options or dealer-installed accessories.

LTD Medium-Duty Trailer Towing Package
The Medium-Duty Package is required for towing trailers over 2000 and up to 3500 pounds. (No trailer towing package is required with Ford LTD for trailers up to 2000 pounds.)

- Heavy-duty (71-amp.-hr.) battery
- Trailer towing suspension
- Trailer towing wiring harness
- Trailer towing axle
- Power steering oil cooler
- Conventional spare tire*
- Heavy-duty turn signal and hazard warning flasher
- External transmission oil cooler
- External power steering oil cooler
- Heavy-duty radiator
- 6.5 x 14" wheels*

Tires required at extra cost:
P215/75R14*, P205/75R15 or P225/75R14.

*Standard on Station Wagons.

**AMERICA'S
TRUCK** Built Ford Tough



Ford F-Series Pickups... the Best-Selling Trucks in America

Ford trucks have been industry sales leaders for a lot of reasons... toughness, versatility and choice, technology, fuel efficiency... and they can get the job done. The Ford oval on the new grille serves to symbolize Ford's commitment to toughness and quality in every Ford pickup. They're Built Ford Tough for payloads up to 4820 pounds—and, with dual-rear wheels, up to 5620 pounds.

A Complete Lineup

For 1982, you can choose from Styleside Pickups with single or dual-

rear wheels, Flareside Pickups with running boards for easy side loading, or SuperCabs—the pickup with room for a family of six, or 37.4 cu. ft. of added inside storage space. In addition, Chassis-Cab models can accommodate the special custom body you may require.

Four Pickup Series and Trim Packages

Ford Trucks are available in four series—F-100, F-150, F-250 and F-350—with a wide range of payload capacities. And in four functional and attractive trim levels... from the value-packed Standard and XL to the luxurious XLT Lariat or sporty XL5 with F-100/150 regular cab models.

Pickups and Camping

Besides pulling heavier trailers than most cars, pickups permit the use of "cups" for handy storage, and slide-on units that turn the truck into a living area. The F-250 and F-350 can also be equipped with a fifth-wheel hitch or a Camper Special Package for extra hauling capacity.

Advanced Technology

The Ford 3.8 liter (232 cu. in.) V-6 engine is an outstanding example of new Ford technology. Over 1,300,000 miles of road-testing proved that it has excellent horsepower-per-cubic-inch output and the advantages of substantial weight reduction and fuel economy. The 3.8 liter V-6 is standard



F-150 XLT Lariat, F-250 XLT Lariat SuperCab, Courier and F-350 XLT Lariat with dual-rear wheels.

in F-100 Series trucks, except in California and high-altitude areas.

Another innovation: the optional new SelectShift automatic transmission with a locking torque converter provides a mechanical lockup between the engine and transmission. Available in F-100 with 3.8 liter (232) V-6 or 4.2 liter (255) V-8.

An automatic overdrive transmission is also available on Ford F-100/150 and F-250 Pickups, with the optional 5.0 liter (302) V-8 engine. At about 45 MPH in (D) (overdrive), the transmission automatically shifts into the overdrive gear. The engine then runs more slowly for less wear and better highway fuel economy.

Exclusive Twin-I-Beam Front Suspension

Ford's famous independent front suspension consists of two steel I-beams. Each front wheel has its own I-beam and big coil spring to step over bumps independently. And for '82 it's built tough with new improvements: new lubed-for-life ball joints and adjustable camber (F-100/F-150).

Excellent Driving Range

Ford pickups' good gas mileage ratings and 16.5-gallon fuel tank (19-gallon tank on long wheelbase models) provide excellent cruising range. Add the optional 19-gallon auxiliary tank and cruising range is nearly doubled.

Courier... The Tough Little Truck

A standout it is the name for it... tough and hard-working... with a fuel economy rating and reputation that help put it among the best-selling compact pickups.

You can have your Courier plain and simple, luxurious or sporty, with two engine choices: the standard 2.0 liter or optional 2.3 liter. Mileage estimates are 27 EPA est. mpg and 38 est. hwy.

This tough little truck can tow up to 2000 pounds and can be outfitted with a seven-foot pickup box for more total cargo room.

*Use these estimates for comparison. Your mileage may differ depending on speed, distance and weather. Actual highway mileage will probably be lower. California economies travel.

COURIER AND F-SERIES (4x2) TRAILER TOWING INFORMATION

| MODEL | COURIER | REGULAR CAB F-100 (4x2) | | | | | | | | | | REGULAR CAB F-150 (4x2) | | | | | | | | | |
|------------------------------|--|--|------|------|------|------|-----------------------------|------|------|------|------|--|------|------|------|----------|-----------------------------|----------|----------|-----|---|
| Towing Method | Conventional | Conventional | | | | | | | | | | Conventional | | | | | | | | | |
| Wheelbase—In. | | 117 | | 133 | | 117 | | 133 | | 117 | | 133 | | 117 | | 133 | | 117 | | 133 | |
| Payload Package No.(1) | | 1 | 1 | 2 | 1 | 2 | 1 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 |
| Towing Pkg./Trailer Class(1) | N.A./Class I | N.A./Class I | | | | | M.D. & H.D./Class II & III | | | | | N.A./Class I | | | | | M.D. & H.D./Class II-IV | | | | |
| Tongue Load—Lbs. | 10 to 15% of Trailer Weight 200 Max.(18) | 10 to 15% of Trailer Weight, 200 Maximum | | | | | 10 to 15% of Trailer Weight | | | | | 10 to 15% of Trailer Weight, 200 Maximum | | | | | 10 to 15% of Trailer Weight | | | | |
| Trailer Weight—Lbs. 3.2L | Up to 2000 | | | | | | | | | | | | | | | | | | | | |
| 4.9L | | | | | | | 2000 to 4000 | | | | | | | | | | 2000 to 4500(8)(9) | | | | |
| 5.0L | | Up to 2000 | | | | | 2000 to 5000 | | | | | Up to 2000 | | | | | 2000 to 5000 | | | | |
| 5.8L | | | | | | | | | | | | | | | | | 2000 to 6000 | | | | |
| Cooling Package(1) | N.A. | Extra Engine Cooling | | | | | Super Engine Cooling | | | | | Extra Engine Cooling | | | | | Super Engine Cooling | | | | |
| Stabilizer Bars(2) | N.A. | Not Required | | | | | Front & Rear(3) | | | | | Not Required | | | | | Front & Rear(3) | | | | |
| Trailer Hitch(1) | Weight Carrying(4) | Weight Carrying(4) | | | | | Weight Distributing(5) | | | | | Weight Carrying(4) | | | | | Weight Distributing(5) | | | | |
| GVWR—Lbs. Min. | 4100 | 4650 | 4750 | 4900 | 4650 | 5050 | 4650 | 4750 | 4900 | 4650 | 5050 | 5250 | 5800 | 5450 | 6100 | 5250 | 5800 | 5450 | 6100 | | |
| GCWR—Lbs. Max.(6) 2.3L(6) | 5000 | | | | | | | | | | | | | | | | | | | | |
| 3.8L(2) | | 6450 | 6550 | 6700 | 6450 | 6850 | N.A. | N.A. | N.A. | N.A. | N.A. | N.A. | | | | | | | | | |
| 4.2L | | 6450 | 6550 | 6700 | 6450 | 6850 | N.A. | N.A. | N.A. | N.A. | N.A. | | | | | | | | | | |
| 4.9L(7)(8) | | 6450 | 6550 | 6700 | 6450 | 6850 | 8025 | 8025 | 8025 | 8025 | 8025 | 7050 | 7600 | 7250 | 7900 | 8500(10) | 8500(10) | 8500(10) | 8500(10) | | |
| 5.0L(8) | | 6450 | 6550 | 6700 | 6450 | 6850 | 8900 | 9000 | 9150 | 8900 | 9175 | 7050 | 7600 | 7250 | 7900 | 9175 | 9175 | 9175 | 9175 | | |
| 5.8L(8) | | N.A. | | | | | | | | | | 7050 | 7600 | 7250 | 7900 | 10,350 | 10,450 | 10,450 | 10,450 | | |
| Min. Axle Ratio 3.8L | | 2.75(7) | | | | | N.A. | | | | | N.A. | | | | | | | | | |
| 4.2L | | 2.75(7) | | | | | N.A. | | | | | N.A. | | | | | | | | | |
| 4.9L | | 2.75(3.00 in CA)(7) | | | | | 2.75(3.00 in CA)(7) | | | | | 2.75(3.00 in CA)(2) | | | | | 3.25(3.00 in CA)(2) | | | | |
| 5.0L | | 2.75(7) | | | | | 3.25(7) | | | | | 2.75(2) | | | | | 3.25(2) | | | | |
| 5.8L | | | | | | | | | | | | 3.50(2) | | | | | 3.50(2) | | | | |
| Transmission(2)(9) | Std. | Automatic | | | | | Automatic | | | | | Automatic | | | | | Automatic | | | | |

| MODEL | REGULAR CAB F-250 (4x2) ⁽¹⁵⁾ | | | | | | | | | | REGULAR CAB F-350 (4x2) ⁽¹⁵⁾ | | | | | | | | | |
|------------------------------|--|------|------|--------|-----------------------------|--------|--------|------------|-------------------------------------|--------|---|----------|------------|-----------------------------|----------|------------|-----------------------------|----------|------------|--|
| Towing Method | Conventional | | | | | | | | | | Conventional | | | | | | | | | |
| Wheelbase—In. | 133 | | | | | | | | | | 133 | | | | | | | | | |
| Payload Package No. | 1 | 2 | 3 | 1X | 1 | 2 | 3 | 1X | 1,2,3 | 1X | 133 137 161 | | | | | | | | | |
| Towing Pkg./Trailer Class(1) | N.A./Class I | | | | M.D. & H.D./Class II-III-IV | | | | M.D. & H.D./Class II-III-IV | | 1 SR | 1 DR | 2 DR | 1 SR | 1 DR | 2 DR | 1 SR | 1 DR | 2 DR | |
| Tongue Load—Lbs. | 10 to 15% of Trailer Weight, 200 Maximum | | | | 10 to 15% of Trailer Weight | | | | Approximately 25% of Trailer Weight | | N.A./Class I | | | M.D. & H.D./Class II-III-IV | | | M.D. & H.D./Class II-III-IV | | | |
| Trailer Weight—Lbs.(8) 5.8L | Up to 2000 | | | | Up to 6000 | | | | 8000(10) | | Up to 2000 | | | 2000 to 8000 | | | Up to 7500(12) | | | |
| 6.6L | | | | | N.A. | | | | 9500 | | N.A. | | | 2000 to 9000 | | | Up to 9000(12) | | | |
| Cooling Package(1) | Extra Engine Cooling | | | | Super Engine Cooling | | | | Super Engine Cooling | | Extra Engine Cooling | | | Super Engine Cooling | | | Super Engine Cooling | | | |
| Stabilizer Bars(2) | Not Required | | | | Front & Rear(3) | | | | Front & Rear(3)(13) | | Not Required | | | Front & Rear(3) | | | Front & Rear(3)(13) | | | |
| Trailer Hitch(1) | Weight Carrying(4) | | | | Weight Distributing(5) | | | | Frame Mounted | | Weight Carrying(4) | | | Weight Distributing(5) | | | Frame Mounted | | | |
| GVWR—Lbs. Min. | 6500 | 6900 | 7800 | 8700 | 6500 | 6900 | 7800 | 8700 | Under 8500 | | 8900 | 9100(15) | 10,000(16) | 8900 | 9100(16) | 10,000(16) | 8900 | 9100(16) | 10,000(16) | |
| GCWR—Lbs. Max.(6) 4.9L(2) | 8300 | 8700 | 9600 | 10,500 | N.A. | | | | N.A. | | N.A. | | | N.A. | | | N.A. | | | |
| 5.0L | 8300 | 8700 | 9600 | N.A. | N.A. | | | | N.A. | | N.A. | | | N.A. | | | N.A. | | | |
| 5.8L(13) | 8300 | 8700 | 9600 | 10,500 | 10,500 | 10,500 | 10,500 | 12,975(11) | 10,500 | 12,975 | 10,700 | 10,900 | 11,800 | 12,975 | 12,975 | 12,975 | 10,700 | 10,900 | 11,800 | |
| 6.6L | N.A. | N.A. | N.A. | 10,500 | N.A. | N.A. | N.A. | 14,200 | N.A. | 14,200 | 10,700 | 10,900 | 11,800 | 14,200 | 14,200 | 14,200 | 10,700 | 10,900 | 11,800 | |
| Min. Axle Ratio(2) 4.9L | 3.33 | | | | 4.10 | | | | N.A. | | N.A. | | | N.A. | | | N.A. | | | |
| 5.0L | 3.33 (3.54 w/A.O.D.) | | | | N.A. | | | | N.A. | | N.A. | | | 4.10 | | | 4.10 | | | |
| 5.8L(8)(13) | 3.00 (3.54 in 49 States) | | | | 3.73 | | | | 3.54 | | 3.73 | | | 3.73 | | | 3.73 | | | |
| 6.6L(7) | N.A. | | | | 3.73 | | | | N.A. | | N.A. | | | 4.10 | | | 4.10 | | | |
| Transmission(2)(9) | Automatic | | | | Automatic | | | | Automatic | | Automatic | | | Automatic(7) | | | Automatic(7) | | | |

Light-Duty Trailer Towing

NOTE: Class I Trailer Towing with manual or automatic transmissions permissible up to the limits shown below, provided that the GCWR does not exceed the GVWR. For larger trailers refer to the following charts:
 Bronco/F-100 = 1000 Lbs. Maximum Trailer Weight
 F-150 = 1500 Lbs. Maximum Trailer Weight
 F-250/350 = 2000 Lbs. Maximum Trailer Weight
CAUTION: Vehicles equipped with 4-Speed Overdrive Manual Transmissions should not use overdrive gear for trailer towing. Shift as though you were driving a 3-speed transmission.

Heavy-Duty Trailer Towing Package for pulling trailers from 2000 to 9500 pounds

Available with F-Series Styleside and Flareside Pickups, Bronco, Econoline Van/Club Wagon

- Extra Engine Cooling Package(1) (Includes heavy-duty radiator for efficient cooling at highway speeds, in heavy traffic and under load)
- Trailer tow wiring harness (Seven identified leads hook up to 12-volt current. Sealed cable with connectors)
- Heavy-duty turn signal flasher
- 60-Amp. alternator
- 63-Amp.-hr. heavy-duty maintenance-free battery (68-Amp. with Econoline)
- Auxiliary transmission oil cooler with SelectShift Automatic Transmission
- Heavy-duty front and rear shock absorbers with E-100/150/250
- Dual electric horns (Econoline only)
- Ammeter and oil pressure gauges
- Heavy-duty suspension (E-250 and E-350 Club Wagon only)
- Bright low-mount swingaway recreational mirrors (9" x 6")
- Handling Package(2) (Bronco and F-Series only)

(1) Super Engine Cooling required with E-250/350 Econoline/Club Wagon with 5.8 liter and 5.6 liter V-8 engines. (2) Includes front and rear stabilizer bars, heavy-duty front springs, heavy-duty front and rear shock absorbers (heavy-duty front quad and heavy-duty rear shock absorbers with Bronco and F-150 4x4).

NOTE: See your Ford Dealer for additional required or recommended equipment (engines, transmissions, axle ratios, etc.)

| MODEL | SUPERCAB F-150 (4x2) | | | | | | | | SUPERCAB F-250 (4x2) (SWB) ⁽¹⁵⁾ | | | | | | | |
|---------------------------------|--|------|------|------|-----------------------------|----------|----------|----------|--|------|------|--------|-----------------------------|--------|--|--|
| Towing Method | Conventional | | | | | | | | Conventional | | | | | | | |
| Wheelbase—In. | 138.8 | | 155 | | 138.8 | | 155 | | 138.8 | | | | | | | |
| Payload Package No. | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 | 3 | 1 | 2 | 3 | | |
| Towing Pkg./Trailer Class(1) | N.A./Class I | | | | M.D. & H.D./Class II-IV | | | | N.A./Class I | | | | M.D. & H.D./Class II-III-IV | | | |
| Tongue Load—Lbs. | 10 to 15% of Trailer Weight 200 Maximum | | | | 10 to 15% of Trailer Weight | | | | 10 to 15% of Trailer Weight 200 Maximum | | | | 10 to 15% of Trailer Weight | | | |
| Trailer Weight—Lbs. 4.9L | Up to 2000 | | | | 2000 to 4000(10) | | | | Up to 2000 N.A. | | | | 2000 to 5000 N.A. | | | |
| 5.0L | | | | | 2000 to 4500 | | | | | | | | | | | |
| 5.8L | | | | | 2000 to 6000 | | | | | | | | | | | |
| Cooling Package(1) | Extra Engine Cooling | | | | Super Engine Cooling | | | | Extra Engine Cooling | | | | Super Engine Cooling | | | |
| Stabilizer Bars(2) | Not Required | | | | Front & Rear(3) | | | | Not Required | | | | Front & Rear(3) | | | |
| Trailer Hitch(1) | Weight Carrying(4) | | | | Weight Distributing(5) | | | | Weight Carrying(4) | | | | Weight Distributing(5) | | | |
| GVWR—Lbs. min. | 5450 | 6050 | 5650 | 6250 | 5450 | 6050 | 5650 | 6250 | 6500 | 7000 | 7700 | 6500 | 7000 | 7700 | | |
| GCWR—Lbs. max.(6) 4.9L(2)(8) | 7250 | 7850 | 7450 | 8050 | 8500(10) | 8500(10) | 8500(10) | 8500(10) | 8300 | 8800 | 9500 | N.A. | N.A. | N.A. | | |
| 5.0L(2)(8) | 7250 | 7850 | 7450 | 8050 | 9175 | 9175 | 9175 | 9175 | 8300 | 8800 | 9500 | N.A. | N.A. | N.A. | | |
| 5.8L(8) | 7250 | 7850 | 7450 | 8050 | 10,450 | 10,450 | 10,450 | 10,450 | 8300 | 8800 | 9500 | 10,500 | 10,500 | 10,500 | | |
| Min. Axle Ratio(2) 4.9L | 2.75 (3.00 in CA) | | | | 3.25 (3.00 in CA)(10) | | | | 3.33 | | | | N.A. | | | |
| 5.0L | 2.75 | | | | 3.25 | | | | 3.33 (3.54 W/A.O.D. and CA) | | | | N.A. | | | |
| 5.8L | 3.50 | | | | 3.50 | | | | 3.00 (3.54 49 States) | | | | 3.54 | | | |
| Transmission(2)(9) | Automatic | | | | Automatic(7) | | | | Automatic | | | | Automatic(7) | | | |

4X4's by Ford: Pickups, Broncos and SuperCabs

No roads? Any Ford four-wheel-drive vehicle makes its own rugged way over wilderness trails where conventional cars and trucks can't go. And that's exactly where some people find the most enjoyment.

Ford 4X4 Pickups

They give you a way to go "tough" yet comfortably. Ford's exclusive Twin-Traction Beam independent front suspension eases the wheels over bumps independently for a better ride and off-road control than conventional suspensions.

For off-road exploring, there's the protection of an integral front differential skid plate, the driving ease of power steering, the convenience of power brakes. There's also a standard *part-time* four-wheel-drive system in which the front wheels are engaged or disengaged by turning a hub selec-

tor. For even more convenient operation, the F-150 and F-250 4X4's can be equipped with optional automatic locking hubs — a feature that automatically locks or unlocks the front hubs as you move to and from four-wheel drive. There's also an efficient, easy-to-shift two-speed transfer case which minimizes power loss. See page 8 for Heavy-Duty Trailer Towing Packages. Ask your Ford dealer about Heavy-Duty Suspension Packages.

Ford 4X4 SuperCabs

SuperCab means the family can all ride up front because there's room for six passengers with the optional rear bench seat. Or you can pack in a lot of luggage and gear in the 37.4 cubic feet of available space behind the front seat.

Your standards are our standards, that's why we give you extra value — heavy-duty frame rails for extra toughness, double-wall box, hood, doors and cab roof, and corrosion protection backed by a Limited Corrosion Perforation Warranty, to name a few.

Ford Bronco

Here is the family 4-wheeler for on or off-road, for work or recreation. Available with option trim packages to make it more luxurious (XLT Lariat) or sportier (XLS). Bronco's roomy interiors can seat up to six adults comfortably with optional front and rear bench seats. Or remove the rear seat for more than 102 cu. ft. of cargo area. Advanced technology rides with you on Twin-Traction Beam independent front suspension that eases the front wheels over bumps independently for a ride more stable and controlled than conventional systems.

Bronco is Built Ford Tough. Just check these features: deep-channel side rails and crossmembers for extra strength, heavy-duty front shocks and power steering. Automatic front locking hubs are optional. You can also equip your Bronco with optional front limited-slip differential and snow plow or heavy-duty front suspension packages. See page 8 for Heavy-Duty Trailer Towing Packages.

F-SERIES (4x4) AND BRONCO TRAILER TOWING INFORMATION

| MODEL | REGULAR CAB F-150 (4x4) | | | | | | | |
|------------------------------|--|------|------|------|-----------------------------|--------|--------|--------|
| Towing Method | Conventional | | | | | | | |
| Wheelbase—In. | 117 | | 133 | | 117 | | 133 | |
| Payload Package No. | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 |
| Towing Pkg./Trailer Class(1) | N.A./Class I | | | | M.D. & H.D./Class II-III-IV | | | |
| Tongue Load—Lbs. | 10 to 15% of Trailer Weight, 200 Maximum | | | | 10 to 15% of Trailer Weight | | | |
| Trailer Weight—Lbs.(8) | Up to 2000 | | | | 2000 to 5000 | | | |
| 5.0L | | | | | 2000 to 6000 | | | |
| 5.8L | | | | | | | | |
| Cooling Package(1) | Extra Engine Cooling | | | | Super Engine Cooling | | | |
| Stabilizer Bars(2) | Not Required | | | | Front & Rear(3) | | | |
| Trailer Hitch(1) | Weight Carrying(4) | | | | Weight Distributing(5) | | | |
| GVWR—Lbs. min. | 5500 | 6100 | 5700 | 6250 | 5500 | 6100 | 5700 | 6250 |
| GCWR—Lbs. max.(6) | | | | | | | | |
| 5.0L(2)(8) | 7300 | 7900 | 7500 | 8050 | 9750 | 9800 | 9800 | 9800 |
| 5.8L(8) | 7300 | 7900 | 7500 | 8050 | 10,600 | 10,700 | 10,700 | 10,700 |
| Min. Axle Ratio(2) | | | | | | | | |
| 5.0L | 3.50 | | | | 3.50 | | | |
| 5.8L | 3.50 | | | | 3.50 | | | |
| Transmission(2)(9) | Automatic | | | | Automatic(7) | | | |

| MODEL | REGULAR CAB F-250 (4x4) ⁽¹⁵⁾ | | | | | | | | | REGULAR CAB F-350 (4x4) ⁽¹⁵⁾ | | | | | |
|------------------------------|--|------|--------|-----------------------------|--------|------------|-------------------------------|----------------|--------|--|---|-----------------------------|---|-------------------------------|---|
| Towing Method | Conventional | | | | | | Fifth Wheel | | | Conventional | | | | Fifth Wheel | |
| Wheelbase In. | 133 | | | | | | | | | 133 | | | | | |
| Payload Package | 1 | 2 | 1X | 1 | 2 | 1X | 1 | 2 | 1X | 1 | 2 | 1 | 2 | 1 | 2 |
| Towing Pkg./Trailer Class(1) | N.A./Class I | | | M.D. & H.D./Class II-III-IV | | | M.D. & H.D./Class II-III-IV | | | N.A./Class I | | M.D. & H.D./Class II-III-IV | | M.D. & H.D./Class II-III-IV | |
| Tongue Load—Lbs. | 10 to 15% of Trailer Weight, 200 Maximum | | | 10 to 15% of Trailer Weight | | | Approx. 25% of Trailer Weight | | | 10 to 15% of Trailer Weight, 200 Maximum | | 10 to 15% of Trailer Weight | | Approx. 25% of Trailer Weight | |
| Trailer Weight — Lbs.(8) | Up to 2000 | | | N.A. | | N.A. | | N.A. | | N.A. | | N.A. | | N.A. | |
| 5.0L | | | | 5.8L | | 6.6L | | 5.0L | | 5.8L | | 6.6L | | | |
| Up to 2000 | | | | Up to 5500 | | 7000 (17) | | Up to 5500(12) | | 7000(12) | | Up to 2000 | | 2000 to 7000 | |
| | | | | N.A. | | 8500(17) | | N.A. | | 8500(12) | | Up to 2000 | | 2000 to 8500 | |
| Cooling Package(1) | Extra Engine Cooling | | | Super Engine Cooling | | | Super Engine Cooling | | | Extra Engine Cooling | | Super Engine Cooling | | Super Engine Cooling | |
| Stabilizer Bars(2) | Not Required | | | Front & Rear(3) | | | Front & Rear(3) | | | Not Required | | Front & Rear(3) | | Front & Rear(3) | |
| Trailer Hitch(1) | Weight Carrying(4) | | | Weight Distributing(5) | | | Frame Mounted | | | Weight Carrying(4) | | Weight Distributing(5) | | Frame Mounted | |
| GVWR—Lbs. (min.) | 6800 | 7400 | 8700 | 6800 | 7400 | 8700 | 6800 | 7400 | 8700 | 9100 | | 9100 | | 9100 | |
| GCWR—Lbs. (max.)(6) | | | | | | | | | | | | | | | |
| 5.0L(2)(8) | 8600 | 9200 | N.A. | N.A. | N.A. | N.A. | N.A. | N.A. | N.A. | N.A. | | N.A. | | N.A. | |
| 5.8L(8)(14) | 8600 | 9200 | 10,500 | 10,500 | 10,500 | 12,075(17) | 10,500 | 10,500 | 12,975 | 10,900 | | 12,075 | | 12,075 | |
| 6.6L(8) | N.A. | N.A. | 10,500 | N.A. | N.A. | 13,700(17) | N.A. | N.A. | 13,700 | 10,900 | | 13,700 | | 13,700 | |
| Min. Axle Ratio(2) | | | | | | | | | | | | | | | |
| 5.0L | 3.54 | | N.A. | N.A. | N.A. | N.A. | N.A. | N.A. | N.A. | | | | | | |
| 5.8L(14) | 3.54 | | 3.54 | 3.54 | 3.54 | 4.10(17) | 3.54 | 3.54 | 4.10 | 4.10 | | 4.10 | | 4.10 | |
| 6.6L | N.A. | | 3.54 | N.A. | N.A. | 4.10(17) | N.A. | N.A. | 4.10 | 4.10 | | 4.10 | | 4.10 | |
| Transmission(2)(9) | Automatic | | | Automatic(7) | | | Automatic(7) | | | Automatic | | Automatic(7) | | Automatic(7) | |

| MODEL | SUPERCAB F-150 (4x4) | | | | SUPERCAB F-250 (4x4) ⁽¹⁵⁾ | | | |
|------------------------------|--|--|-----------------------------|--|--|--|-----------------------------|--|
| Towing Method | Conventional | | | | Conventional | | | |
| Wheelbase—In. | 155 | | 155 | | 155 | | 155 | |
| Payload Package No. | 1 | | 1 | | 1 | | 1 | |
| Towing Pkg./Trailer Class(1) | N.A./Class I | | M.D. & H.D./Class II-III-IV | | N.A./Class I | | M.D. & H.D./Class II-III-IV | |
| Tongue Load—Lbs. | 10 to 15% of Trailer Weight, 200 Maximum | | 10 to 15% of Trailer Weight | | 10 to 15% of Trailer Weight, 200 Maximum | | 10 to 15% of Trailer Weight | |
| Trailer Weight—Lbs.(8) | Up to 2000 | | 2000 to 5500 | | Up to 2000 | | 2000 to 5000 | |
| Cooling Package(1) | Extra Engine Cooling | | Super Engine Cooling | | Extra Engine Cooling | | Super Engine Cooling | |
| Stabilizer Bars(2) | Not Required | | Front & Rear(3) | | Not Required | | Front & Rear(3) | |
| Trailer Hitch(1) | Weight Carrying(4) | | Weight Distributing(5) | | Weight Carrying(4) | | Weight Distributing(5) | |
| GVWR—Lbs. min. | 6450 | | 6450 | | 7100 | | 8200 | |
| GCWR—Lbs. max.(6) | | | | | | | | |
| 5.8L(2)(8)(14) | 8250 | | 10,700 | | 8900 | | 10,000 | |
| Min. Axle Ratio(2)(8) | | | | | | | | |
| 5.8L(14) | 3.50 | | 3.50 | | 3.54 | | 3.54 | |
| Transmission(2)(9) | Automatic | | Automatic(7) | | Automatic | | Automatic(7) | |

(1) Recommended equipment. (2) Required minimum equipment. (3) Included with H.D. Trailer Towing Package. (4) Attached to the frame or original equipment step bumper. (5) Hitch sway control recommended for trailer over 2000 lbs. (6) GCWR defines the maximum combined weight of the towing vehicle (including driver, passengers, extra equipment and cargo) plus the weight of the fully loaded trailer. GCWR, GVWR and both the front and rear GAWR's must be exceeded. NOTE: Trailer tongue load must be included in towing vehicle cargo weight. Use the scale method described on page 3 to determine GVW and GAW's. (7) Requires auxiliary transmission cooler. (8) When towing trailers over 2000 lbs. gross loaded weight for long distances, change engine oil every 3 months or 3000 miles, whichever occurs first, and replace oil filter at alternate changes. Check, clean and regap spark plugs every 6000 miles. (9) For Class I trailer towing with manual transmission, see page 8. (10) Add 500 lbs. to obtain maximum trailer weight for Chassis Cab and Pickup Box Removal vehicles. (11) Requires California emission system in 49 states on under 8500 lbs. GVWR applications. (12) Camper special package with automatic transmission and external auxiliary oil cooler may be used in place of Trailer Towing Package. (13) A conventional weight-carrying or weight-distributing hitch is used (no extended hitches). (14) GCWR up to 11,625 lbs. and maximum trailer weight up to 6500 lbs. with 3.54 axle ratio with 8700 lbs. GVWR.

Regular cab F-150 XLT Lariat and
Bronco XLT Lariat.

Ford Vans and Club Wagons: Out Front in Pleasure

The interior roominess of Ford Vans and Club Wagons is in part a result of the forward, out-of-the-way location of the engine. There's plenty of move-around room to get from the driver's seat to the rear area, to step across to the passenger side, and to enter and leave by any door. America's Truck, Built Ford Tough and out front in design!

Ford Econoline Vans

More Econoline Vans are on the road today than any other make. And for good reasons. Fuel efficiency, design, Ford toughness, styling and choice. The carrying space is outstanding too — with up to 347-cubic feet of cargo

area on the Econoline Super Van. It's a vehicle that's ideal for customizing into a small motorhome.

Econoline has traditionally been a mileage leader. Last year, it posted unbeaten 6-cylinder mpg ratings for any van built in America. For 1982, estimates are 18 EPA est. mpg* and 26 est. hwy.* for the E-100/150 with standard 4.9 liter (300) six and optional 4-speed manual overdrive transmission. This powertrain combination, when equipped with the 22.1-gal. fuel tank on long wheelbase models and the optional 18-gal. auxiliary fuel tank will go a long way between fueling stops with 1043 miles est. hwy. range and 722 miles est. cruising range. Mileage like that puts the "Econo" in Econoline!

Econolines are available in a variety of body styles for all kinds of work applications and recreational fun. Cargo Vans are available in short-wheelbase, long-wheelbase and Super Van models. For specialized needs, choose a Window Van, Display Van or the versatile Econoline Chassis.

*Use these estimates for comparison. Your actual mileage may differ depending on speed, distance and weather. Actual highway mileage will probably be lower. California estimates lower.

Ford Club Wagons

Ford offers a whole fleet of Club Wagons for business, family, recreation and pure traveling pleasure. They've got what America wants: fuel efficiency . . . toughness . . . variety . . . and performance.

Club Wagon, Econoline XL and Econoline Cutaway

Club Wagons for 1982 can seat from four to twelve passengers (Super Wagons up to 15). And a 22.1-gallon fuel tank (standard on long-wheelbase models) adds up to exceptional driving range. Add the 18-gallon optional auxiliary tank and Club Wagon's range is nearly doubled. All Club Wagons have standard power steering and power brakes.

For those who want something truly special, there's the luxurious King of Clubs. Its interior appointments include handsome dual Captain's Chairs with swivel, recline features and color-keyed seat pedestals, full-length luxury carpet, power door locks, automatic transmission, a cloth headliner and more.

RV Cutaway

Econoline E-350 RV Cutaway, a Ford exclusive in the U.S., is built tough, expressly to carry campers. It will accommodate a variety of motorhome bodies on its full-length, six-crossmember 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. Twin I-Beam front suspension and tapered leaf rear springs help cushion the ride.

It's the ideal unit for the dedicated camper because it will accept up to 6450 pounds of body and payload with a GVWR of 11,000 pounds. And Ford offers a wide range of comfort and convenience options to enhance the pleasure of your RV.

RV Cutaway Camper Package — XL

Required: Optional passenger seat or seat-delete package.

- XL Trim Package
- 60-Amp. alternator
- 68-Amp. hr. maintenance-free battery
- Camper wiring harness
- Extra Engine Cooling Package (with 7.5 liter V-8)
- Super Engine Cooling Package (all engines except 7.5 liter)
- Step-well pads
- Radio Prep. Package* (does not include radio chassis or speakers)
- Optional radios may substitute components of Radio Prep. Package.

RV Camper Package — XL Plus — Includes all items in XL Package (or substitutions for items) plus the following:

- Oil pressure and ammeter gauges
- Dual electric horns
- High-output heater
- Chrome grille
- Auxiliary battery
- Soft vinyl or cloth and vinyl seat trim

ECONOLINE VAN AND WAGON TRAILER TOWING INFORMATION

| MODEL | E-100 REGULAR VAN | | | | | | | | E-100 CLUB WAGON | | | |
|------------------------------|--|------|------|------|-----------------------------|--------|------|--------|--|--|-----------------------------|--|
| Wheelbase—In. | 124 | | 138 | | 124 | | 138 | | 124 | | 138 | |
| Payload Package | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 | N.A. | | N.A. | |
| GVWR—Lbs. (min.) | 5200 | 5600 | 5200 | 5600 | 5200 | 5600 | 5200 | 5600 | N.A. | | N.A. | |
| Towing Pkg./Trailer Class(1) | L.D./Class I | | | | M.D. & H.D./Class II-IV | | | | L.D./Class I | | M.D. & H.D./Class II-IV | |
| Tongue Load—Lbs. | 10 to 15% of Trailer Weight, 200 Maximum | | | | 10 to 15% of Trailer Weight | | | | 10 to 15% of Trailer Weight, 200 Maximum | | 10 to 15% of Trailer Weight | |
| Trailer Weight—Lbs.(2) | | | | | | | | | | | | |
| 4.9L | | | | | 2000 to 4500 | | | | | | 2000 to 4000 | |
| 5.0L | Up to 2000 | | | | 2000 to 4500 | | | | Up to 2000 | | 2000 to 4000 | |
| 5.8L | | | | | 2000 to 5500 | | | | | | 2000 to 5500 | |
| Cooling Package(1) | Extra Engine Cooling(12) | | | | Super Engine Cooling(12) | | | | Extra Engine Cooling(12) | | Super Engine Cooling(12) | |
| Trailer Hitch(1) | Weight Carrying(3) | | | | Weight Distributing(4) | | | | Weight Carrying(3) | | Weight Distributing(4) | |
| GCWR — Lbs. max.(5) | | | | | | | | | | | | |
| 4.9L(6)(2) | 7000 | 7400 | 7000 | 7400 | 8975 | 8975 | 8975 | 8975 | 7800 | | 8975 | |
| 5.0L(2) | 7000 | 7400 | 7000 | 7400 | 8975 | 8975 | 8975 | 8975 | 7800 | | 8975 | |
| 5.8L(2) | 7000 | 7400 | 7000 | 7400 | 9875 | 10,250 | 9875 | 10,250 | 7800 | | 10,250 | |
| Min. Axle Ratio(6) | | | | | | | | | | | | |
| 4.9L | 2.75 (3.25 in CA) | | | | 2.75 (3.25 in CA) | | | | 2.75 (3.25 in CA) | | 2.75 (3.25 in CA) | |
| 5.0L | 2.75 | | | | 2.75 | | | | 2.75 | | 2.75 | |
| 5.8L | 3.00 | | | | 3.00 | | | | 3.00 | | 3.00 | |
| Transmission(6)(7) | Automatic | | | | Automatic | | | | Automatic | | Automatic | |

Light-Duty Towing Package

Includes the Following: • Extra Engine Cooling • Wiring Harness • H.D. Turn Signal Flasher
NOTE: Class I Trailer Towing with manual or automatic transmissions permissible up to the limits shown below, provided that the GCWR does not exceed the GVWR. For Larger Trailers refer to the following charts:

E-100 = 1000 Lbs. Maximum Trailer Weight
E-150 = 1500 Lbs. Maximum Trailer Weight
E-250/350 = 2000 Lbs. Maximum Trailer Weight

CAUTION: Vehicles equipped with 4-Speed Over-drive Manual Transmissions should not use over-drive gear for trailer towing. Shift as though you were driving a 3-speed transmission.

Heavy-Duty Towing Package: See page 8.

| MODEL | E-150 REGULAR VAN | | | | | | | | E-150 SUPER VAN | | | | E-150 CLUB WAGON | | | | E-150 SUPER WAGON | | | |
|------------------------------|--|------|------|------|-----------------------------|----------|----------|----------|--|------|---------|---------|--|----------|------|----------|--|----------|----------|----------|
| Wheelbase—In. | 124 | | 138 | | 124 | | 138 | | 138 | | 124 | | 138 | | 124 | | 138 | | 138 | |
| Payload Package | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2 | N.A. | N.A. |
| GVWR—Lbs. min. | 5950 | 6300 | 5850 | 6300 | 5950 | 6300 | 5850 | 6300 | 6050 | 6200 | 6050 | 6200 | 6050 | 6200 | 6050 | 6200 | 6050 | 6200 | N.A. | N.A. |
| Towing Pkg./Trailer Class(1) | L.D./Class I | | | | M.D. & H.D./Class II-IV | | | | L.D./Class I | | | | M.D. & H.D./Class II-IV | | | | L.D./Class I | | | |
| Tongue Load—Lbs. | 10 to 15% of Trailer Weight, 200 Maximum | | | | 10 to 15% of Trailer Weight | | | | 10 to 15% of Trailer Weight, 200 Maximum | | | | 10 to 15% of Trailer Weight, 200 Maximum | | | | 10 to 15% of Trailer Weight, 200 Maximum | | | |
| Trailer Weight—Lbs.(2) | | | | | | | | | | | | | | | | | | | | |
| 4.9L | | | | | 2000 to 4500(9) | | | | | | | | 2000 to 4000 | | | | 2000 to 4000(11) | | | |
| 5.0L | Up to 2000 | | | | 2000 to 4500(10) | | | | Up to 2000 | | | | 2000 to 4000 | | | | 2000 to 4000(12) | | | |
| 5.8L | | | | | 2000 to 6000 | | | | | | | | 2000 to 5500 | | | | 2000 to 6000 | | | |
| Cooling Package(1) | Extra Engine Cooling(12) | | | | Super Engine Cooling(12) | | | | Extra Engine Cooling(12) | | | | Super Engine Cooling(12) | | | | Extra Engine Cooling(12) | | | |
| Trailer Hitch(1) | Weight Carrying(3) | | | | Weight Distributing(4) | | | | Weight Carrying(3) | | | | Weight Distributing(4) | | | | Weight Carrying(3) | | | |
| GCWR—Lbs.(5) | | | | | | | | | | | | | | | | | | | | |
| 4.9L(6)(2) | 7750 | 8100 | 7650 | 8100 | 9000(9) | 9000(9) | 9000(9) | 9000(9) | 7850 | 8000 | 9000(8) | 9000(8) | 8400 | 9000(10) | 8400 | 9000(10) | 8400 | 9000(10) | 9000(10) | 9000(10) |
| 5.0L(2) | 7750 | 8100 | 7650 | 8100 | 9100(10) | 9100(10) | 9100(10) | 9100(10) | 7850 | 8000 | 9100(9) | 9100(9) | 8400 | 9100(11) | 8400 | 9100(11) | 8400 | 9100(11) | 9100(11) | 9100(11) |
| 5.8L(2) | 7750 | 8100 | 7650 | 8100 | 10,550 | 10,550 | 10,550 | 10,550 | 7850 | 8000 | 10,550 | 10,550 | 8400 | 10,850 | 8400 | 10,850 | 8400 | 10,850 | 10,850 | 10,850 |
| Min. Axle Ratio(6) | | | | | | | | | | | | | | | | | | | | |
| 4.9L | 2.75 (3.00 in CA) | | | | 2.75 (3.00 in CA) | | | | 2.75 (3.00 in CA) | | | | 2.75 (3.00 in CA) | | | | 2.75 (3.00 in CA) | | | |
| 5.0L | 2.75 | | | | 2.75 | | | | 2.75 (3.00 in CA) | | | | 2.75 (3.00 in CA) | | | | 2.75 (N.A. in CA) | | | |
| 5.8L | 2.47 (3.00 in 49 States) | | | | 2.47 (3.00 in 49 States) | | | | 2.47 (3.00 in 49 States) | | | | 3.00 | | | | 3.00 (N.A. in CA) | | | |
| Transmission(6)(7) | Automatic | | | | Automatic | | | | Automatic | | | | Automatic | | | | Automatic | | | |

| MODEL | E-250 REGULAR VAN | | | | E-250 SUPER VAN | | | | E-250 CLUB WAGON | | | |
|------------------------------|--|------|-----------------------------|------------|--|------|-----------------------------|------------|--|------------|--|------------------------------|
| Wheelbase—In. | 138 | | | | 138 | | | | 138 | | | |
| Payload Package | 1 | 2 | 1 | 2 | 1 | 2 | 3 | 1 | 2 | 3 | N.A. | |
| GVWR—Lbs. (min.) | 6800 | 7500 | 6800 | 7500 | 6500 | 7100 | 7900 | 6500 | 7100 | 7900 | N.A. | |
| Towing Pkg./Trailer Class(1) | L.D./Class I | | M.D. & H.D./Class II-IV | | L.D./Class I | | M.D. & H.D./Class II-IV | | L.D./Class I | | M.D. & H.D./Class II-IV | |
| Tongue Load—Lbs. | 10 to 15% of Trailer Weight, 200 Maximum | | 10 to 15% of Trailer Weight | | 10 to 15% of Trailer Weight, 200 Maximum | | 10 to 15% of Trailer Weight | | 10 to 15% of Trailer Weight, 200 Maximum | | 10 to 15% of Trailer Weight | |
| Trailer Weight—Lbs.(2) | Up to 2000 | | N.A. | | Up to 2000 | | N.A. | | Up to 2000 | | 2000 to 6500(15) 2000 to 9000(16) 2000 to 9500(16) | |
| N.A. | | | | | | | | | | | | |
| 2000 to 5500(13) | | | | | | | | | | | | |
| 2000 to 7000 | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| 4.9L | | | | | | | N.A. | | | | | |
| 5.0L | | | | | | | N.A. | | | | | |
| 5.8L | | | 2000 to 5500(13) | | | | 2000 to 5500(13) | | | | | |
| 6.6L | | | 2000 to 7000 | | | | 2000 to 7000 | | | | | |
| 7.5 | | | | | | | | | | | | |
| Cooling Package(1) | Extra Engine Cooling(1)(12) | | Super Engine Cooling(6) | | Extra Engine Cooling(1)(12) | | Super Engine Cooling(6) | | Super Engine Cooling(14) | | Super Engine Cooling(14) | |
| Trailer Hitch(1) | Weight Carrying(3) | | Weight Distributing(4) | | Weight Carrying(3) | | Weight Distributing(4) | | Weight Carrying(3) | | Weight Distributing(4) | |
| GCWR — Lbs. max.(5) | | | | | | | | | | | | |
| 4.9L(6)(2) | 8600 | 9300 | N.A. | N.A. | 8300 | 8900 | 9700 | N.A. | N.A. | N.A. | N.A. | N.A. |
| 5.0L(2) | 8600 | 9300 | N.A. | N.A. | 8300 | 8900 | 9700 | N.A. | N.A. | N.A. | N.A. | N.A. |
| 5.8L(2) | 8600 | 9300 | 10,500(13) | 10,500(13) | 8300 | 8900 | 9700 | 10,500(13) | 10,500(13) | 10,500(13) | 10,600 | 12,000(15) |
| 6.6L(2) | 8600 | 9300 | 12,150 | 12,150 | 8300 | 8900 | 9700 | 12,150 | 12,150 | 12,150 | 10,600 | 14,500(16) |
| 7.5L(2) | N.A. | | N.A. | | N.A. | | | N.A. | | | 10,600 | 15,000(16) |
| Min. Axle Ratio(6) | | | | | | | | | | | | |
| 4.9L | 3.33 | | N.A. | | 3.33 | | | N.A. | | | N.A. | N.A. |
| 5.0L | 3.33 | | N.A. | | 3.33 | | | N.A. | | | N.A. | N.A. |
| 5.8L | 3.00 | | 3.00 | | 3.00 | | | 3.00 | | | 3.33 | 3.54 (3.73 in 49 States)(15) |
| 6.6L | 3.33 | | 3.33 | | 3.33 | | | 3.33 | | | 3.33 | 3.73(16) |
| 7.5L—49 States Only | | | | | | | | | | | 3.33 | 3.73(16) |
| Transmission(7)(6) | Automatic | | Automatic | | Automatic | | Automatic | | Automatic | | Automatic | |



FORD DIVISION

