

2008 RV & TRAILER TOWING GUIDE





Ford

A LEADER IN RV AND TRAILER TOWING!

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Ford continues to be a leader in RV and trailer towing, and for good reason!

Outstanding Selection

Whatever your requirements, there's a Ford vehicle or chassis to fill your needs.

Exceptional Towing Capabilities

Ford F-150, the new Super Duty® Pickup and Super Duty Chassis Cab can pull the heaviest trailers in their class. In fact, when properly equipped, the Super Duty can handle conventional trailers up to **16,000 pounds** and fifth-wheel trailers all the way up to **24,500 pounds**.

Experience

Decades of RV and towing experience back all Ford vehicles.

Quality And Reliability

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



PICKUPS/CHASSIS CABS



SLIDE-IN CAMPERS



VAN CONVERSIONS/
CLASS B VAN CAMPERS



CLASS A MOTORHOMES



CLASS C MOTORHOMES



TRAILERS

Ford F-150



We Have a Size and Model to Meet Your RV and Towing Needs!

The Ford F-Series has now extended its sales leadership record to 30 straight years. For 2008, F-150 is doing its share to extend that run to 31 years by offering pickup buyers more of what has made it such an overwhelmingly popular choice, year after year!

That means new refinements to make F-Series even more stylish and friendly on the inside, plus some great new and upgraded packages to make it even bolder on the outside.

New for 2008 are the XL SuperCrew, a Limited package on the Lariat SuperCrew, optional Reverse Camera System, Cargo Management System and an STX Wheels and Stripes package. And don't forget the popular Ford Harley-Davidson™ F-150!

KEY FEATURES

- Three Powerful Engine Choices:
 - 4.2L V6 with 202 hp and 260 lb-ft of torque
 - 4.6L Triton® V8 with 248 hp and 294 lb-ft of torque
 - 5.4L Triton® V8 with 300 hp and 365 lb-ft of torque
- Fully boxed frame with welded through-rail cross members for superior handling control and responsiveness – strongest in its class
- Coil-over-shock front suspension, exclusive outboard rear shocks and rack-and-pinion steering for outstanding steering response and performance
- Huge 4-wheel vented disc brakes with standard 4-wheel Anti-lock Brake System (ABS) and electronic brake force distribution for responsive, confident stops and exceptional control under hard braking
- Three cab styles (Regular, SuperCab and SuperCrew) – all offering four doors
- Deep cargo boxes offering largest capacity in their class, plus tailgate assist



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

For 2008, F-150 Again Offers the Highest Available Towing Capability – 11,000 Pounds* and the Highest Available Payload in its Class.

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

F-250, F-350 & F-450 Super Duty® Pickups

Built Ford Tough Hitch Receiver



Every Super Duty comes with a BUILT FORD TOUGH® HITCH RECEIVER** matched to each truck's capabilities. 7-pin and 4-pin connectors are also standard.



Tough — EXCEEDS AND EXCELS

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

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

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

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

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

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

THE MOST CAPABLE PICKUPS IN AMERICA

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

POWERFUL GAS AND DIESEL ENGINES

- 5.4L Triton® V8 – 300 hp & 365 lb-ft torque
- 6.8L Triton® V10 – 362 hp & 457 lb-ft torque (Best-in-class gas horsepower and torque)
- 6.4L Power Stroke® V8 Turbo Diesel – 350 hp & 650 lb-ft torque (All new for 2008!)

BEST-IN-CLASS MAXIMUM TOWING

BEST CONVENTIONAL TOWING:

F-450 UP TO
16,000 LBS.*

BEST FIFTH-WHEEL TOWING:

F-450 UP TO
24,500 LBS.*

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

**Drawbar and its accessories are not included.

F-350/F-450/F-550 Super Duty® Chassis Cabs

TASK MASTERS – The new F-Series Super Duty Chassis Cabs are more ready than ever to take on the toughest towing jobs and the most aggressive payloads. Now enhanced by the most powerful, cleanest and quietest Ford Truck diesel ever offered – the all-new 6.4L Power Stroke® V8 Turbo Diesel – they can master almost any task. These monsters can pull conventional trailers as heavy as 16,000 pounds and fifth-wheel trailers all the way up to 24,500 pounds.

Ford Exclusive TowCommand System (91T)

This fully integrated system arms you with sophisticated technology to offer you optimum control and effortless towing:

Integrated Trailer Brake Controller (TBC) and Upfitter Switches

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



TorqShift® 5-speed Automatic Transmission with Tow/Haul Mode

- Improved for 2008 with a beefed-up torque converter and stronger gear sets
- Engineered to handle highest torque loads and most demanding work conditions
- Selectable Tow/Haul mode adjusts transmission operation to match towing and hauling demand, reduces gear hunting, improves power delivery and engages engine braking to help control speed when descending hills

New Class-Exclusive PowerScope™ Trailer Tow Mirrors

- Adjust, fold and telescope almost 3 inches on each side of the truck at the touch of a switch for expanded rearward field of vision around trailers
- Include heated glass, integrated turn signals and clearance lamps



Big Capabilities in a Smaller Package

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

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

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

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

Other 2008 features include:

Four Series Choices – to meet a wide variety of needs

XL – Entry-level workhorse

XLT – Comfortably equipped for multi-purpose use

SPORT – “Made you look” style delivers the best of both fun and work

FX4/OFF-ROAD – A hot-looking and powerfully rugged performer

Regular Cab (6' and 7' box lengths) and 2-door/4-door SuperCab Models for maximum versatility.

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

– 2.3L DOHC I4 with 143 hp and 154 lb-ft of torque

– 3.0L OHV V6 with 148 hp and 180 lb-ft of torque

– 4.0L SOHC V6 with 207 hp and 238 lb-ft of torque

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

Standard 4-wheel Anti-lock Brakes provide impressive stopping power and support heavy hauling and towing.

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

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

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

Slide-In Campers For F-Series Pickups

SLIDE-IN CAMPER INSTALLATION

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

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

CAMPER CENTER-OF-GRAVITY

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

F-150 HEAVY DUTY PAYLOAD PACKAGE (Option Code 627)

Increases GVWR to 8,200 pounds.

- 50-state emissions system
- LT245/70x17D BSW A/T tires (5)
- High-capacity 17" 7-lug steel wheels
- Heavy-duty shock absorbers, frame and 72-amp battery
- Upgraded springs, radiator and auxiliary transmission oil cooler
- 10.5" gear set with 4.10 axle (Limited Slip optional)

Available on XL and XLT Regular Cab and SuperCab models with 8' box or Mid-Box Prep Package. Requires 5.4L gas engine and (on 4x4) 35.7-gallon fuel tank.

F-250/F-350/F-450 SUPER DUTY CAMPER PACKAGE (Option Code 471)

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

Use the chart below to select the proper F-Series Pickup/Camper Combination:

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

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

MAXIMUM CARGO WEIGHT WITH SLIDE-IN CAMPER (WITH MINIMUM EQUIPMENT)

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

		GVWR (Lbs.)			Maximum Cargo Weight Rating (Lbs.)		
Model	Wheelbase	5.4L	6.8L	6.4L	5.4L Std./Opt.†	6.8L Std./Opt.†	6.4L Std./Opt.†
F-150 (1)							
4x2 Reg. Cab	144.5"	8,200	—	—	2,684/ —	— / —	— / —
4x2 SuperCab	163.0"	8,200	—	—	1,889/ —	— / —	— / —
4x4 Reg. Cab	144.5"	8,200	—	—	2,337/ —	— / —	— / —
4x4 SuperCab	163.0"	8,200	—	—	1,542/ —	— / —	— / —
F-250 Super Duty (2)							
4x2 Reg. Cab	137.0"	8,800	9,000	9,400	2,625/ —	2,690/ —	2,325/ —
4x2 SuperCab	141.8"	9,000	9,200	9,600	2,155/ —	2,220/ —	1,825/ —
4x2 SuperCab	158.0"	9,200	9,400	9,800	2,200/ —	2,265/ —	1,900/ —
4x2 Crew Cab	156.2"	9,200	9,400	9,800	2,150/ —	2,215/ —	1,850/ —
4x2 Crew Cab	172.4"	9,400	9,600	10,000	2,225/ —	2,290/ —	1,925/ —
4x4 Reg. Cab	137.0"	9,000	9,200	9,600	2,385/ —	2,450/ —	2,065/ —
4x4 SuperCab	141.8"	9,200	9,400	9,800	1,915/ —	1,980/ —	1,565/ —
4x4 SuperCab	158.0"	9,400	9,600	10,000	1,960/ —	2,025/ —	1,640/ —
4x4 Crew Cab	156.2"	9,400	9,600	10,000	1,910/ —	1,975/ —	1,590/ —
4x4 Crew Cab	172.4"	9,600	9,800	10,000	1,985/ —	2,050/ —	1,465/ —
F-350 Super Duty (2)							
4x2 SRW Reg. Cab(3)	137.0"	—	—	10,200*	— / —	— / —	3,092/2,892
4x2 SRW SuperCab(3)	141.8"	—	—	10,400*	— / —	— / —	2,592/2,192
4x2 SRW SuperCab(3)	158.0"	10,100*	10,200*	10,600*	3,067/2,967	3,032/2,832	2,667/2,067
4x2 SRW Crew Cab(3)	156.2"	10,100*	10,200*	10,600*	3,017/2,917	2,982/2,782	2,617/2,017
4x2 SRW Crew Cab(3)	172.4"	10,200*	10,400*	10,800*	2,992/2,792	3,057/2,657	2,692/1,892
4x2 SRW Reg. Cab(4)	137.0"	10,100*	10,100*	10,700*	3,787/3,687	3,652/3,552	3,487/2,787
4x2 SRW SuperCab(4)	141.8"	10,300*	10,300*	10,800*	3,117/3,017	3,182/2,882	2,887/2,087
4x2 SRW SuperCab(4)	158.0"	10,400*	10,600*	11,000*	3,262/2,862	3,327/2,727	2,962/1,962
4x2 SRW Crew Cab(4)	156.2"	10,400*	10,600*	11,000*	3,212/2,812	3,277/2,677	2,912/1,912
4x2 SRW Crew Cab(4)	172.4"	10,600*	10,800*	11,200*	3,287/2,687	3,352/2,552	2,987/1,787
4x2 DRW Reg. Cab	137.0"	11,800	12,000	12,400	5,175/ —	5,240/ —	4,875/ —
4x2 DRW SuperCab	158.0"	12,200	12,400	12,800	4,750/ —	4,815/ —	4,450/ —
4x2 DRW Crew Cab	156.2"	12,200	12,400	12,800	4,700/ —	4,765/ —	4,400/ —
4x2 DRW Crew Cab	172.4"	12,400	12,600	13,000	4,775/ —	4,840/ —	4,475/ —
4x4 SRW Reg. Cab(3)	137.0"	10,100*	10,200*	10,600*	3,452/3,352	3,417/3,217	3,032/2,432
4x4 SRW SuperCab(3)	141.8"	10,200*	10,400*	10,800*	2,882/2,682	2,947/2,547	2,532/1,732
4x4 SRW SuperCab(3)	158.0"	10,400*	10,600*	11,000*	2,927/2,527	2,992/2,392	2,607/1,607
4x4 SRW Crew Cab(3)	156.2"	10,400*	10,600*	11,000*	2,877/2,477	2,942/2,342	2,557/1,557
4x4 SRW Crew Cab(3)	172.4"	10,600*	10,800*	11,200*	2,952/2,352	3,017/2,217	2,632/1,432
4x4 SRW Reg. Cab(5)	137.0"	10,500*	10,700*	11,100*	3,747/3,247	3,812/3,112	3,427/2,327
4x4 SRW SuperCab(5)	141.8"	10,600*	10,800*	11,200*	3,177/2,577	3,242/2,442	2,827/1,627
4x4 SRW SuperCab(5)	158.0"	10,800*	11,000*	11,400*	3,222/2,422	3,287/2,287	2,902/1,502
4x4 SRW Crew Cab(5)	156.2"	10,800*	11,000*	11,400*	3,172/2,372	3,237/2,237	2,852/1,452
4x4 SRW Crew Cab(5)	172.4"	11,000*	11,200*	11,500*	3,247/2,247	3,312/2,112	2,827/1,327
4x4 DRW Reg. Cab	137.0"	12,000	12,200	12,600	4,935/ —	5,000/ —	4,615/ —
4x4 DRW SuperCab	158.0"	12,400	12,600	13,000	4,510/ —	4,575/ —	4,190/ —
4x4 DRW Crew Cab	156.2"	12,400	12,600	13,000	4,460/ —	4,525/ —	4,140/ —
4x4 DRW Crew Cab	172.4"	12,400	12,600	13,000	4,335/ —	4,440/ —	4,015/ —
F-450 Super Duty (2)							
4x2 DRW Crew Cab	172.4"	—	—	14,500	— / —	— / —	5,285/ —
4x4 DRW Crew Cab	172.4"	—	—	14,500	— / —	— / —	4,925/ —

(1) Requires Heavy Duty Payload Package option. (2) Requires Camper Package option.

(3) 17" tires and wheels with XL trim. (4) 18" tires and wheels with all trims.

(5) 18" and 20" tires and wheels with all trims.

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



*Customize For Your
Recreational Needs
and Ride In Comfort*

Van Conversions

E-Series Van Conversions*

Van conversions are a popular choice for recreational use — from camping to simply traveling in enhanced comfort and style. Converters offer an extensive selection of styles, designs and luxury furnishings limited only by your imagination to uniquely set your van apart from any others.

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

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

- Sturdy body-on-frame construction
- Outstanding towing capabilities — up to 7,500 lbs. on properly equipped E-150
- E-150 and E-250 offer two engine choices, each with 4-speed automatic overdrive transmission:
 - 4.6L V8 with 225 hp
 - 5.4L Triton® V8 with 255 hp
- E-350 Super Duty offers an optional Triton® 6.8L V10 engine with TorqShift® 5-speed automatic transmission including Tow/Haul mode
- Standard 4-wheel disc Anti-lock Brake System (ABS)
- Exclusive Twin-I-Beam independent front suspension for ruggedness and smooth ride

**Completed by authorized converters.*



Class B Van Campers



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

Ford SUVs

Wherever You Want To Go, Ford SUVs Will Lead The Way!

Expedition

The 2008 Expedition and Expedition EL (extended length) feature bold good looks and seating for up to nine passengers. Expedition tows up to 9,200 pounds when properly equipped. Just like your plans, these SUVs are big and they're built to encourage an adventurous nature and a willingness to go anywhere, do anything and bring everything.

KEY FEATURES

- Proven 5.4L Triton® V8 generating 300hp/365 lb-ft of torque, mated to segment-first 6-speed automatic transmission
- Class-leading 9,200-pound trailer towing capacity (9,000 lbs. for Expedition EL)
- First-in-class independent rear suspension features refined, second-generation architecture for controlling and tuning ride and handling
- Standard 4-wheel disc Anti-lock Brake System (ABS)
- Standard AdvanceTrac® with RSC® (Roll Stability Control™) ^(a)
- First-in-class, available PowerFold™ 3rd-row seat and 2nd-row CenterSlide™ feature for improved cargo area utility

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

Explorer

One of America's best-selling SUVs, the 2008 Explorer can handle rugged adventures or the hectic demands of your everyday, active lifestyle. Its aggressive good looks, spacious and comfortable interior and exceptional versatility make this vehicle a popular and appealing choice to consumers. With exciting and innovative options like the DVD-based voice-activated Navigation System or the spirited 292-hp 4.6L V8 engine and 5-, 6- or 7-passenger seating, the Explorer is designed to fit your needs.

KEY FEATURES

- Standard 210-hp 4.0L SOHC V6 engine with 5-speed automatic transmission
- Optional 292-hp 4.6L 3-valve V8 engine with 6-speed automatic transmission
- Can be equipped to tow trailers up to 7,310 lbs.
- Independent rear suspension tackles rough terrain and uneven road surfaces with ease
- Standard AdvanceTrac® with RSC® (Roll Stability Control™) helps maximize stability for cornering, changing lanes and emergency maneuvers ^(a)
- Standard Safety Canopy® System with side-curtain airbags and rollover sensor
- Versatile, comfortable interior includes fold-flat 2nd- and available 3rd-row seats, optional 50/50 split 3rd-row and available PowerFold™ 3rd row
- Earned 5-Star ratings in NHTSA Frontal and Side-Impact crash tests for the 2nd year* in a row

*2006-2007 model years.



Metric Conversion — To obtain information in kilograms, multiply pounds by .45; to obtain information in liters, divide cubic feet by .0353; to obtain information in centimeters, multiply inches by 2.54.

For More Information on Any of the Ford Vehicle Lines, See the Appropriate Brochure at Your Ford Dealership.



Escape

For 2008, the Escape offers an impressive combination of features and capabilities that make riding in this SUV smoother and more refined than ever before. Escape's standard Duratec 23-2.3L I-4 engine – offered in XLS and XLT series – provides 153 hp and up to a 1,500-pound towing capability.* With more standard safety features than ever, the Escape is well-equipped with AdvanceTrac® with RSC® (Roll Stability Control™) ^(a) (not available on Escape Hybrid), 4-wheel Anti-lock Brake System (ABS), Tire Pressure Monitoring System and the Personal Safety System® and Safety Canopy® System now standard on every series.

KEY FEATURES

- Available Duratec 30-3.0L V6 engine generates a sporty 200 horsepower, 193 lb-ft torque (standard on Limited)
- New Electric Power Assisted Steering system adapts to changing road conditions and vehicle speed, allowing for more confident steering and handling
- 4-wheel independent suspension helps maximize agility and control
- 3,500-pound towing capability when properly equipped
- Escape XLS Manual and Escape Hybrid capable of flat/neutral tow
- Seating capacity for up to five adults
- Available Intelligent 4WD System monitors traction 5,000 times per second and adjusts torque distribution as needed to give maximum traction
- Available DVD-based Navigation System paired with 320-watt Audiophile® 7-speaker Sound System (MP3 and Satellite capable)

*Towing equipment available as dealer-installed accessory for this application.

Sport Trac

The 2008 Sport Trac is ready for action. Its rugged styling, exceptional power and performance, spacious cargo box volume and comfortable seating for five passengers create a unique utility vehicle offering the know-how of both a truck and SUV. All six airbags are now standard on every 2008 Sport Trac. You get adaptive front airbags in the class-exclusive Intelligent Safety System™ (ISS), plus front-seat side airbags and the side-curtain airbags in our patented Safety Canopy® System.

KEY FEATURES

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

Edge

The innovative, new Edge is a CUV (Crossover Utility Vehicle) that will appeal to consumers due to its bold look, muscular stance, sporty handling, exceptional flexibility and available all-wheel-drive. Its 3.5L V6 engine delivers 265 horsepower and 250 lb-ft torque. Teamed with a 6-speed automatic transmission, it offers a balanced combination of energetic performance and fuel efficiency. Edge offers comfortable seating for five passengers, plus 69.0 cubic feet of cargo space behind the front row. And with the available front passenger fold-flat seat, it can transport items up to eight feet long inside. Additional features include:

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

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

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

Class A Motorhome Chassis

#1 SELLING CLASS A Motorhome Chassis In The RV Industry^{a/}

The Ford Super Duty Class A Motorhome Chassis (F53) is the industry sales leader.^{a/} Its advanced features and excellent performance provide the ideal basis for the exceptional luxury and comfort of the finest Class A motorhomes.

OUTSTANDING FEATURES:

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



ADDITIONAL FEATURES INCLUDE:

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

^{a/} Based on Class A calendar year registrations (through May 2007).



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

Revised October 2007

Class C Motorhome Chassis



#1 SELLING CLASS C Motorhome Chassis In The RV Industry^{a/}

The E-350 and E-450 Super Duty Cutaway Chassis continue to be the overwhelming sales leaders for Class C motorhomes.^{a/} Functional features include:

- Three wheelbase choices: 138, 158 and 176 inches
- Up to 14,500-lb. GVWR and 20,000-lb. GCWR
- Powerful 5.4L Triton® V8, 6.8L Triton® V10 and 6.0L Power Stroke® Turbo Diesel V8 engines
- 100,000-mile scheduled tune-up interval on gasoline engines^{b/}
- TorqShift® 5-speed automatic transmission with Tow/Haul mode (gasoline engines only)
- Out-front engine design provides spacious cab with access to “living area” and ease of ingress/egress
- Twin-I-Beam independent front suspension (with caster/camber adjustment), front stabilizer bar and gas-pressurized shock absorbers contribute to a smooth, comfortable ride
- Driver and passenger airbags^{c/}
- 4-wheel disc Anti-lock Brake System (ABS)
- Steel ladder-type truck frame with six crossmembers
- 37-gallon fuel tank (E-350); 55-gallon fuel tank (E-450; optional on E-350 with 158-inch wheelbase DRW)
- Van-like driver position with ergonomic instrument panel and controls
- Up to 10,000 lbs. maximum trailer weight

^{a/} Based on Class C calendar year registrations (through May 2007).

^{b/} Under normal driving conditions with routine fluid/filter changes.

^{c/} Always wear your safety belt and secure children in rear seat.

SERVICE & SUPPORT

CLASS A & C MOTORHOME CUSTOMER ASSISTANCE CENTER

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

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

IN-DEALERSHIP SERVICE SUPPORT

- Over 500 Ford dealerships in the U.S. and Canada
- Certified service technicians backed by computerized diagnostics and national technical hotline support
- Verification of available owner satisfaction and recall information affecting motorhomes

“Four-Wheel-Down” Towing

Towing a Ford Vehicle Behind Your Motorhome With All Four Wheels Down

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

Note: Some aftermarket camper centers offer kits which may allow vehicles with automatic transmissions to be flat-towed. Check your new vehicle Warranty Guide, as this could void the warranty of your vehicle.



2008 Ford Cars

	Manual Transmission	Automatic Transmission
Focus	Yes	No
Fusion	Yes	No
Taurus (FWD/AWD)	N/A	Yes (h)

2008 Ford Crossovers

	Manual Transmission	Automatic Transmission
Taurus X (FWD/AWD)	N/A	Yes (h)
Edge (FWD/AWD)	N/A	Yes (h)

2008 Ford Trucks

	Manual Transmission	Automatic Transmission
Escape I4	Yes	No
Escape Hybrid	N/A	Yes
Ranger	Yes (a)(c)	Yes (d)
Explorer 4x4 V6	N/A	Yes (e)(i)
Explorer 4x4 V8	N/A	Yes (f)(i)
Explorer AWD	N/A	No
Sport Trac 4x4 V6	N/A	Yes (e)(i)
Sport Trac 4x4 V8	N/A	Yes (f)(i)
Sport Trac AWD	N/A	No
F-150 4x2	No	No
F-150 4x4 (g)	N/A	Yes (b)
F-250/F-350/F-450 Super Duty 4x2	No	No
F-250/F-350/F-450 Super Duty 4x4	Yes (b)	Yes (b)

(a) Electronic Shift-on-the-Fly rotary control in 2-high position and transmission in NEUTRAL (with 4x4 only)

(b) Manual transfer case shifted into NEUTRAL (with 4x4 only)

(c) Manual transmission in NEUTRAL (with 4x2 or 4x4) (max speed is 55 mph)

(d) Only 4x4 with dealer-installed Neutral Tow Kit (Part #3L2Z-7H332-AA)

(e) Only 4x4 with dealer-installed Neutral Tow Kit (Part #1L2Z-7H332-AB)

(f) Only 4x4 with dealer-installed Neutral Tow Kit (Part #6L2Z-7H332-A)

(g) Excludes Harley-Davidson™ model

(h) All-wheel-drive vehicles cannot be towed on a dolly

(i) Vehicles with a 4x4 low button are capable of four-wheel-down towing with the appropriate Neutral Tow Kit



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

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

Trailer Classes & RV Trailer Types

FOUR TRAILER CLASSES

CLASS I — LIGHT-DUTY

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

CLASS II — MEDIUM-DUTY

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

CLASS III — HEAVY-DUTY

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

CLASS IV — EXTRA-HEAVY-DUTY⁽²⁾

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

(1) Refer to page 15 for Required Equipment.

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

THREE BASIC RV TRAILER TYPES

FOLDING CAMPING TRAILER



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

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

CONVENTIONAL TRAVEL TRAILER



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

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

FIFTH-WHEEL TRAILER

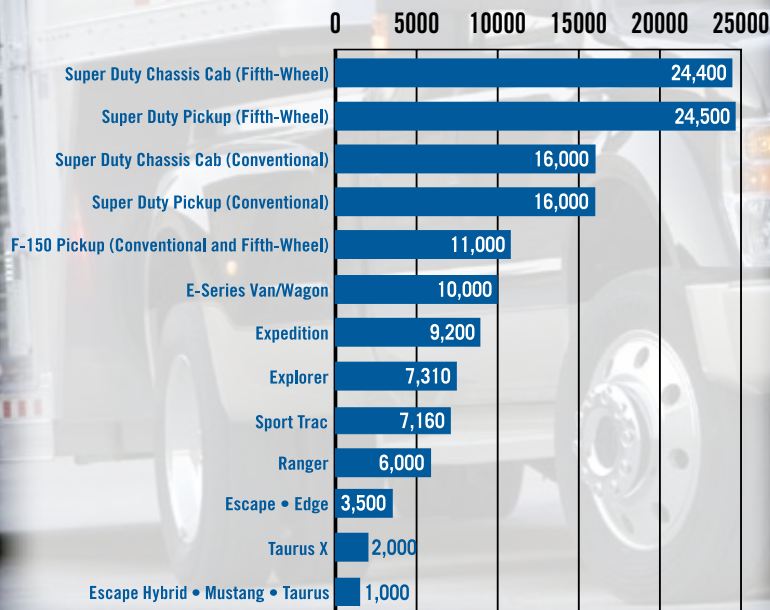


Provide the same types of accommodations as a conventional travel trailer, but with these unique characteristics:

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

Maximum Trailer Weights And Towing Equipment/Packages

Maximum trailer weights *in pounds*
for properly equipped Ford vehicles *with no cargo*



EDGE CLASS II TRAILER TOW/PREP PACKAGE

- Class II hitch receiver
- Engine oil cooler
- Larger radiator
- Upgraded cooling fans
- Upgraded battery (68 amp)
- Wiring harness with 4-pin connector

FORD SUV/TRUCK STANDARD TOWING EQUIPMENT & TRAILER TOWING PACKAGES

Model (Option Code)	Escape (536)(a)	Explorer & Sport Trac (Std.)	Explorer & Sport Trac (53G)	Expedition (Std.)	Expedition (536)	E-Series Van/Wagon (534)(b)	E-Series Van/Wagon (536)	Ranger (Std.)	Ranger (53L)	F-150 (Std.)	F-150 (535)	F-250/F-350/F-450 Super Duty Pickup (Standard)	F-250/F-350/F-450 Super Duty Pickup (Optional)	F-350/F-450/F-550 Chassis Cab (Standard)
72 Amp.-Hr. Heavy-Duty Battery	-	-	-	-	-	-	-	-	-	-	X	-	-	-
7-Wire Harness & 7-Pin Connector	-	-	-	-	-	-	X(c)	-	-	-	-	-	-	-
7-Wire Harness & 4/7-Pin Connector	-	-	(Std.)	-	X	-	-	-	-	-	X	X	-	-
7-Wire Harness (Blunt Cut) with Relays	-	-	-	-	-	-	-	-	-	-	-	-	-	X
Trailer Wiring Harness (4-Pin)	X	(Std.)	-	X	-	X	-	(Std.)	(Std.)	X	-	-	-	-
Hitch Receiver (See Chart on Page 25)	X	X	X	X	(Std.)	-	X	-	X	-	X	X	-	-
Transmission Oil-to-Air Cooler	-	X	(Std.)	-	-	-	-	-	-	-	-	-	-	-
Aux. Auto Trans. Oil Cooler	(Std.)	-	-	X(d)	X(d)	X	(Std.)	(Std.)(e)	(Std.)(e)	X(f)	X(g)	X	(Std.)	X
Radiator Upgrade	-	-	-	-	X	-	-	-	-	-	X(h)	-	-	-
Heavy-Duty Flashers	-	-	-	X	(Std.)	-	-	-	-	-	-	-	-	-
Trailer Brake Wiring/Feed Kit	-	-	-	-	-	-	-	-	-	-	-	X(i)	-	X(i)(j)
Trailer Brake Controller (52B)	-	-	-	-	-	-	-	-	-	-	-	-	X(n)	-
Rear Stabilizer Bar	-	-	-	-	-	-	-	-	-	-	-	X(k)	-	X
3.73 Rear Axle with 4.0L V6	-	X	X	-	-	-	-	-	-	-	-	-	-	-
Electronic Brake Wiring Kit	-	-	-	-	X	-	-	-	-	-	-	-	-	-
Electric Brake Controller Tap-in Capability	-	(Std.)	(Std.)	-	-	-	X	-	-	-	-	-	-	-
TowCommand System (91T) (See page 5)	-	-	-	-	-	-	-	-	-	-	-	-	X(n)	-
TowBoss Package (53B) (l)	-	-	-	-	-	-	-	-	-	-	-	-	X	-
High Capacity Trailer Tow Package (535)	-	-	-	-	-	-	-	-	-	-	-	-	-	-

(a) Available with 3.0L V6 only. Available as dealer accessory with 2.3L I4 engine.

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

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

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

(e) Standard with 3.0L/4.0L engine only.

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

(g) 4-channel with 4.2L engine; 9-channel with 4.6L/5.4L engine.

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

(i) In-cab, no controller.

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

(k) F-350 DRW; F-450

(l) Includes 4.30LS axle and 26,000-lb. GCWR; requires

F-350 DRW with 6.4L Turbo Diesel, TorqShift® automatic transmission and TowCommand System.

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

(n) Standard F-450; TowCommand System requires automatic transmission.

Notes: • Content may vary depending on model, trim and/or powertrain. See your Ford Dealer for specific content information.

• Trailer Towing Package recommended for all light trucks that will be used for towing to help ensure easy, proper connection of trailer lights.

Required/Recommended Trailer Towing Equipment

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

REQUIRED EQUIPMENT

Escape

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

Edge

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

Explorer and Sport Trac

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

Expedition

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

F-150

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

F-350 Pickup

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

F-450 Pickup

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

F-450/F-550 Chassis Cab

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

1. **Required Equipment** includes items that must be installed. Your New Vehicle Limited Warranty (see your Dealer for a copy) may be voided if you tow without them.

2. **Recommended Equipment** includes items that can make towing easier, and are strongly recommended for strenuous towing conditions.

RECOMMENDED EQUIPMENT

(where not required)

	Ford Cars
Weight-Carrying Hitch (Trailers Under 5,000 Lbs.)	X

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

FRONTAL AREA CONSIDERATIONS

F-350/F-450/ F-550 Chassis Cab (Optional)	Vehicle Line	Frontal Area Limitations/ Considerations	With
–	Mustang	32 sq. ft.	All Applications
–	Taurus	30 sq. ft.	All Applications
–	Edge	25 sq. ft.	All Applications
–	Taurus X	30 sq. ft.	All Applications
–	Escape/Escape Hybrid	Base Vehicle Frontal Area (24 sq. ft.)	2.3L I4 Engine or 2.3L Hybrid
–		30 sq. ft.	3.0L V6 Engine
(Std.)	Explorer and Sport Trac	40 sq. ft.	All Applications
–	Ranger	Base Vehicle Frontal Area	2.3L I4 Engine
–		50 sq. ft.	3.0L V6 or 4.0L V6 Engine
X(j)	E-Series	60 sq. ft.	All Applications
X	F-150	Base Vehicle Frontal Area	Without Trailer Tow Pkg. or Heavy Duty Payload Pkg.
(Std.)		60 sq. ft.	With Trailer Tow Pkg. or Heavy Duty Payload Pkg.
–	Expedition	Base Vehicle Frontal Area	5.4L V8 Engine Without Heavy Duty Trailer Tow Pkg.
–		60 sq. ft.	5.4L V8 With Heavy Duty Trailer Tow Pkg.
X	F-250/F-350/F-450/F-550 Super Duty	60 sq. ft.	All Applications
–			
X(m)			

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

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

Trailer Towing Selector



Pages 17-25

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

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

F-150 PICKUP CONVENTIONAL TOWING (1)

			Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission													
Engine	Axle Ratio	GCWR (Lbs.)	REGULAR CAB				SUPERCAB						SUPERCREW			
			4x2		4x4		4x2		4x4		4x2		4x4			
			126.0" Wb	144.5" Wb	126.0" Wb	144.5" Wb	132.5" Wb	144.5" Wb	163.0" Wb	132.5" Wb	144.5" Wb	163.0" Wb	138.5" Wb	150.5" Wb	138.5" Wb	150.5" Wb
4.2L SEFI V6	3.55	10,000	5,200	5,100	–	–	–	–	–	–	–	–	–	–	–	–
	3.73	10,500	5,700	5,600	–	–	–	–	–	–	–	–	–	–	–	–
4.6L SEFI V8	3.55	11,500	6,600	–	6,300	–	6,400	–	–	6,100	–	–	–	–	–	–
		11,700	–	6,700	–	6,400	–	6,500	–	–	6,200	–	6,400	6,300	–	–
	3.73	12,000	7,100	–	6,800	–	6,900	–	–	6,600	–	–	–	–	–	–
		12,200	–	7,200	–	6,900	–	7,000	–	–	6,700	–	6,900	6,800	6,600	6,600
5.4L SEFI V8 3V	3.55	13,000	8,000	–	7,700	–	7,700	–	–	7,400	–	–	–	–	–	–
		14,000	–	8,900	–	8,600	–	8,700	–	–	8,400	–	8,600	8,500	8,300	8,200
	3.73	13,500	8,500	–	8,200	–	8,200	–	–	7,900	–	–	–	–	–	–
		15,000	–	9,800	–	9,500	–	9,500	–	–	9,400	–	9,500	9,500	9,300	9,200
		11,000(2)	–	–	–	–	–	–	–	–	–	–	5,300	–	5,100	–
	4.10(3)	15,300	–	–	–	9,500	–	–	9,500	–	–	9,300	–	–	–	–
		15,800(4)	–	10,400	–	–	–	–	–	–	–	–	–	–	–	–
		16,400(5)	–	11,000	–	–	–	–	–	–	–	–	–	–	–	–
Maximum Loaded Trailer Weight (Lbs.) – Manual Transmission																
4.2L SEFI V6	3.31	7,200	2,400	2,300	–	–	–	–	–	–	–	–	–	–	–	–
	3.55	8,500	3,700	3,600	–	–	–	–	–	–	–	–	–	–	–	–

Maximum Loaded Trailer Weight (Lbs.) – Manual Transmission

4.2L SEFI V6	3.31	7,200	2,400	2,300	–	–	–	–	–	–	–	–	–	–
	3.55	8,500	3,700	3,600	–	–	–	–	–	–	–	–	–	–

(1) Reduce GCWR and Maximum Trailer Weight by 500 lbs. on models with 18" or 20" wheels. (2) Optional Ford Harley-Davidson™ Package and Lariat Limited.
 (3) Requires Heavy Duty Payload Package. (4) Available with XLT Trim and LT245/75R17E A/T BSW tires only. (5) Available with XL Trim and LT245/70R17E A/T BSW tires only.

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

F-150 PICKUP FIFTH-WHEEL TOWING (1)

			Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission									
			REGULAR CAB				SUPERCAB (2)				SUPERCREW (2)	
			4x2		4x4		4x2		4x4		4x2	4x4
Engine	Axle Ratio	GCWR (Lbs.)	126.0" Wb	144.5" Wb	126.0" Wb	144.5" Wb	144.5" Wb	163.0" Wb	144.5" Wb	163.0" Wb	150.5" Wb	150.5" Wb
4.2L SEFI V6	3.55	10,000	5,200	5,100	–	–	–	–	–	–	–	–
	3.73	10,500	5,700	5,600	–	–	–	–	–	–	–	–
4.6L SEFI V8	3.55	11,500	6,600	–	6,300	–	–	–	–	–	–	–
		11,700	–	6,700	–	6,400	6,500	–	6,200	–	6,300	–
	3.73	12,000	7,100	–	6,800	–	–	–	–	–	–	–
		12,200	–	7,200	–	6,900	7,000	–	6,700	–	6,800	6,600
5.4L SEFI V8 3V	3.55	13,000	8,000	–	7,700	–	–	–	–	–	–	–
		14,000	–	8,900	–	8,600	8,700	–	8,400	–	8,500	8,200
	3.73	13,500	8,500	–	8,200	–	–	–	–	–	–	–
		15,000	–	9,800	–	9,500	9,500	–	9,400	–	9,500	9,200
	4.10(3)	15,300	–	–	–	9,500	–	9,500	–	9,300	–	–
		15,800(4)	–	10,400	–	–	–	–	–	–	–	–
		16,400(5)	–	11,000	–	–	–	–	–	–	–	

(1) Reduce GCWR and Maximum Trailer Weight by 500 lbs. on models with optional 18" or 20" wheels (On SuperCab, applies only to 5.4L engine).

(2) While F-150 SuperCrew (138.5" Wb) and SuperCab (132.5" Wb) 5½' box will accept a fifth-wheel hitch, current fifth-wheel trailer designs are not compatible with these models. Any questions should be referred to the trailer dealer/manufacturer. (3) Requires Heavy Duty Payload Package.

(4) Available with XLT Trim and LT245/75R17E A/T BSW tires only. (5) Available with XL Trim and LT245/70R17E A/T BSW tires only.

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

Tailgate Clearance Considerations When Towing a Fifth-Wheel or Gooseneck Trailer

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

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

*Distance from ground to top of closed tailgate.



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

F-250/F-350/F-450 SUPER DUTY® PICKUP CONVENTIONAL TOWING

Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission

Engine	Axle Ratio	GCWR (Lbs.)	REGULAR CAB				SUPERCAB				CREW CAB					
			F-250/F-350 SRW 4x2	F-250/F-350 SRW 4x4	F-350 DRW 4x2	F-350 DRW 4x4	F-250/F-350 SRW 4x2	F-250/F-350 SRW 4x4	F-350 DRW 4x2	F-350 DRW 4x4	F-250/F-350 SRW 4x2	F-250/F-350 SRW 4x4	F-350 DRW 4x2	F-350 DRW 4x4	F-450 DRW 4x2	F-450 DRW 4x4
5.4L SEFI V8	3.73	16,000	10,100	9,600	–	–	9,900	9,400	–	–	9,700	9,200	–	–	–	–
	4.10	18,000	12,100	11,600	–	–	11,900	11,400	–	–	11,700	11,200	–	–	–	–
		18,500	–	–	12,100	11,700	–	–	11,800	11,300	–	–	11,700	11,200	–	–
6.8L SEFI V10	4.10	21,000	12,500	12,500	–	–	12,500	12,500	–	–	12,500	12,500	–	–	–	–
		21,500	–	–	15,000	14,600	–	–	14,600	14,200	–	–	14,600	14,100	–	–
	4.30	22,500/23,000(1)	12,500	12,500	–	–	12,500	12,500	–	–	12,500	12,500	–	–	–	–
6.4L V8 Turbo Diesel	3.73	23,000	12,500	12,500	–	–	12,500	12,500	–	–	12,500	12,500	–	–	–	–
		23,500	–	–	15,000	15,000	–	–	15,000	15,000	–	–	15,000	15,000	–	–
	4.10	23,500	–	–	15,000	15,000	–	–	15,000	15,000	–	–	15,000	15,000	–	–
	4.30LS	26,000(2)	–	–	15,000	15,000	–	–	15,000	15,000	–	–	15,000	15,000	–	–
		29,000	–	–	–	–	–	–	–	–	–	–	–	–	16,000	16,000
	4.88LS	33,000(3)	–	–	–	–	–	–	–	–	–	–	–	–	16,000	16,000

Maximum Loaded Trailer Weight (Lbs.) – Manual Transmission

5.4L SEFI V8	3.73	15,000	9,100	8,600	–	–	8,900	8,400	–	–	8,700	8,200	–	–	–	–
	4.10	17,000	11,100	10,600	–	–	10,900	10,400	–	–	10,700	10,200	–	–	–	–
		17,500	–	–	11,100	10,700	–	–	10,800	10,300	–	–	10,700	10,200	–	–
6.8L SEFI V10	4.10	20,000	12,500	12,500	–	–	12,500	12,500	–	–	12,500	12,500	–	–	–	–
		20,500	–	–	14,000	13,600	–	–	13,600	13,200	–	–	13,600	13,100	–	–
	4.30	22,000	12,500	12,500	–	–	12,500	12,500	–	–	12,500	12,500	–	–	–	–
6.4L V8 Turbo Diesel		22,500	–	–	15,000	15,000	–	–	15,000	15,000	–	–	15,000	15,000	–	–
	3.73	23,000	12,500	12,500	–	–	12,500	12,500	–	–	12,500	12,500	–	–	–	–
		23,500	–	–	15,000	15,000	–	–	15,000	15,000	–	–	15,000	15,000	–	–
	4.10	23,500	–	–	15,000	15,000	–	–	15,000	15,000	–	–	15,000	15,000	–	–
	4.30LS	27,000	–	–	–	–	–	–	–	–	–	–	–	–	16,000	16,000
	4.88LS	28,000	–	–	–	–	–	–	–	–	–	–	–	–	16,000	16,000

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

Notes: • This information also applies to models with Pickup Box Delete option (66D).

• For F-250/F-350 SRW models, F-250 trailer weights are shown. F-350 trailer weights are within 200 pounds. Check with your sales consultant.

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

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

F-250/F-350/F-450 SUPER DUTY® PICKUP FIFTH-WHEEL TOWING (1)

Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission

			REGULAR CAB				SUPERCAB				CREW CAB					
Engine	Axle Ratio	GCWR (Lbs.)	F-250/F-350	F-250/F-350	F-350	F-350	F-250/F-350	F-250/F-350	F-350	F-350	F-250/F-350	F-250/F-350	F-350	F-350	F-450	F-450
			SRW 4x2	SRW 4x4	DRW 4x2	DRW 4x4	SRW 4x2	SRW 4x4	DRW 4x2	DRW 4x4	SRW 4x2	SRW 4x4	DRW 4x2	DRW 4x4	DRW 4x2	DRW 4x4
5.4L SEFI V8	3.73	16,000	10,100	9,600	–	–	9,900	9,400	–	–	9,700	9,200	–	–	–	–
	4.10	18,000	12,100	11,600	–	–	11,900	11,400	–	–	11,700	11,200	–	–	–	–
		18,500	–	–	12,100	11,700	–	–	11,800	11,300	–	–	11,700	11,200	–	–
6.8L SEFI V10	4.10	21,000	14,900	14,500	–	–	14,700	14,300	–	–	14,500	14,000	–	–	–	–
		21,500	–	–	15,000	14,600	–	–	14,600	14,200	–	–	14,600	14,100	–	–
	4.30	22,500/23,000(2)	16,400/16,800(2)	16,000/16,300(2)	–	–	16,200/16,600(2)	15,800/16,100(2)	–	–	16,000/16,400(2)	15,500/15,900(2)	–	–	–	–
6.4L V8 Turbo Diesel		23,000	–	–	16,500	16,100	–	–	16,100	15,700	–	–	16,100	15,600	–	–
	3.73	23,000	16,200	15,700	–	–	15,900	15,400	–	–	15,800	15,200	–	–	–	–
		23,500	–	–	16,200	15,800	–	–	15,900	15,400	–	–	15,800	15,300	–	–
	4.10	23,500	–	–	16,200	15,800	–	–	15,900	15,400	–	–	15,800	15,300	–	–
	4.30LS	26,000(3)	–	–	18,700	18,300	–	–	18,400	17,900	–	–	18,300	17,800	–	–
		29,000	–	–	–	–	–	–	–	–	–	–	–	–	20,500	20,100
	4.88LS	33,000(4)	–	–	–	–	–	–	–	–	–	–	–	–	24,500	24,100

Maximum Loaded Trailer Weight (Lbs.) – Manual Transmission

5.4L SEFI V8	3.73	15,000	9,100	8,600	–	–	8,900	8,400	–	–	8,700	8,200	–	–	–	–
	4.10	17,000	11,100	10,600	–	–	10,900	10,400	–	–	10,700	10,200	–	–	–	–
		17,500	–	–	11,100	10,700	–	–	10,800	10,300	–	–	10,700	10,200	–	–
6.8L SEFI V10	4.10	20,000	13,900	13,500	–	–	13,700	13,200	–	–	13,500	13,000	–	–	–	–
		20,500	–	–	14,000	13,600	–	–	13,600	13,200	–	–	13,600	13,100	–	–
	4.30	22,000	15,900	15,500	–	–	15,700	15,200	–	–	15,500	15,000	–	–	–	–
6.4L V8 Turbo Diesel		22,500	–	–	16,000	15,600	–	–	15,600	15,200	–	–	15,600	15,100	–	–
	3.73	23,000	16,200	15,700	–	–	15,900	15,400	–	–	15,800	15,200	–	–	–	–
		23,500	–	–	16,200	15,800	–	–	15,800	15,400	–	–	15,800	15,300	–	–
	4.10	23,500	–	–	16,200	15,800	–	–	15,800	15,400	–	–	15,800	15,300	–	–
	4.30LS	27,000	–	–	–	–	–	–	–	–	–	–	–	–	18,500	18,100
	4.88LS	28,000	–	–	–	–	–	–	–	–	–	–	–	–	19,500	19,100

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

Notes: • This information also applies to models with Pickup Box Delete option (66D).

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



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

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

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

Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission

			REGULAR CHASSIS CAB								SUPER CHASSIS CAB								CREW CHASSIS CAB															
			F-350 4x2	F-350 4x4	F-350 4x2	F-350 4x4	F-450 4x2	F-450 4x4	F-550 4x2	F-550 4x4	F-350 4x2	F-350 4x4	F-350 4x2	F-350 4x4	F-450 4x2	F-450 4x4	F-550 4x2	F-550 4x4	F-350 4x2	F-350 4x4	F-350 4x2	F-350 4x4	F-450 4x2	F-450 4x4	F-550 4x2	F-550 4x4								
			SRW	SRW	DRW	DRW	DRW	DRW	DRW	DRW	SRW	SRW	DRW	DRW	DRW	DRW	DRW	DRW	SRW	SRW	DRW	DRW	DRW	DRW	DRW	DRW	DRW	DRW						
Engine	Axle Ratio	GCWR (Lbs.)	5.4L	3.73	16,000	9,500	9,000	–	–	–	–	–	–	–	–	–	–	9,100	8,600	–	–	–	–	–	–	–	8,900	8,300	–	–	–	–	–	–
			SEFI V8		16,500	–	–	9,600	9,100	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
	Axle Ratio	GCWR (Lbs.)	4.10	18,000	11,500	11,000	–	–	–	–	–	–	–	–	–	–	–	11,100	10,600	–	–	–	–	–	–	–	10,900	10,300	–	–	–	–	–	–
				18,500	–	–	11,600	11,100	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
6.8L	Axle Ratio	GCWR (Lbs.)	SEFI V10	4.10	21,000	12,500	12,500	–	–	–	–	–	–	–	–	–	–	12,500	12,500	–	–	–	–	–	–	–	12,500	12,500	–	–	–	–	–	–
				21,500	–	–	14,500	14,000	–	–	–	–	–	–	–	–	–	–	–	–	14,100	13,600	–	–	–	–	–	–	13,900	13,400	–	–	–	–
	Axle Ratio	GCWR (Lbs.)	4.30	23,000	–	–	15,000	15,000	–	–	–	–	–	–	–	–	–	–	–	15,000	15,000	–	–	–	–	–	–	–	15,000	14,900	–	–	–	–
			4.88	26,000	–	–	–	–	16,000	16,000	16,000	16,000	–	–	–	–	16,000	16,000	16,000	16,000	–	–	–	–	16,000	16,000	16,000	16,000	–	–	–	–	16,000	16,000
	Axle Ratio	GCWR (Lbs.)	5.38	26,000	–	–	–	16,000	16,000	16,000	16,000	–	–	–	–	16,000	16,000	16,000	16,000	–	–	–	–	16,000	16,000	16,000	16,000	–	–	–	–	16,000	16,000	16,000
			6.4L V8 Turbo Diesel	3.73	23,000	12,500	12,500	–	–	–	–	–	–	–	–	–	–	–	–	12,500	12,500	–	–	–	–	–	–	12,500	12,500	–	–	–	–	–
	Axle Ratio	GCWR (Lbs.)		23,500	–	–	15,000	15,000	–	–	–	–	–	–	–	–	–	–	–	15,000	14,800	–	–	–	–	–	–	–	15,000	14,600	–	–	–	–
			4.10	23,500	–	–	15,000	15,000	–	–	–	–	–	–	–	–	–	–	–	–	15,000	14,800	–	–	–	–	–	–	15,000	14,600	–	–	–	–
	Axle Ratio	GCWR (Lbs.)	4.30	26,000	–	–	–	–	16,000	16,000	16,000	16,000	–	–	–	–	16,000	16,000	16,000	16,000	–	–	–	–	16,000	16,000	16,000	16,000	–	–	–	–	16,000	16,000
			4.88	26,000	–	–	–	–	16,000	16,000	16,000	16,000	–	–	–	–	16,000	16,000	16,000	16,000	–	–	–	–	16,000	16,000	16,000	16,000	–	–	–	–	16,000	16,000
	Axle Ratio	GCWR (Lbs.)		30,000(1)	–	–	–	–	16,000	16,000	–	–	–	–	16,000	16,000	–	–	–	–	–	–	–	–	16,000	16,000	–	–	–	–	16,000	16,000	–	–
				33,000(1)	–	–	–	–	–	–	16,000	16,000	–	–	–	–	–	–	–	16,000	16,000	–	–	–	–	–	–	–	–	–	–	16,000	16,000	–

Maximum Loaded Trailer Weight (Lbs.) – Manual Transmission

5.4L	3.73	15,000	8,500	8,000	8,100	7,600	-	-	-	-	8,100	7,600	-	-	-	-	-	-	7,900	7,300	-	-	-	-	-	-	-	-	-	-	-	-	
SEFI V8	4.10	17,000	10,500	10,000	-	-	-	-	-	-	10,100	9,600	-	-	-	-	-	-	9,900	9,300	-	-	-	-	-	-	-	-	-	-	-	-	
		17,500	-	-	10,600	10,100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
6.8L	4.10	20,000	12,500	12,500	-	-	-	-	-	-	12,500	12,500	-	-	-	-	-	-	12,500	12,200	-	-	-	-	-	-	-	-	-	-	-	-	
SEFI V10		20,500	-	-	13,500	13,000	-	-	-	-	-	-	13,100	12,600	-	-	-	-	-	-	12,900	12,400	-	-	-	-	-	-	-	-	-	-	
	4.30	22,500	-	-	15,000	15,000	-	-	-	-	-	-	15,000	14,600	-	-	-	-	-	-	14,900	14,400	-	-	-	-	-	-	-	-	-	-	
	4.88	26,000	-	-	-	16,000	16,000	16,000	16,000	-	-	-	-	16,000	16,000	16,000	16,000	-	-	-	-	16,000	16,000	16,000	16,000	-	-	-	-	-	-	-	
	5.38	26,000	-	-	-	16,000	16,000	16,000	16,000	-	-	-	-	16,000	16,000	16,000	16,000	-	-	-	-	16,000	16,000	16,000	16,000	-	-	-	-	-	-	-	
6.4L V8	3.73	23,000	12,500	12,500	-	-	-	-	-	-	12,500	12,500	-	-	-	-	-	-	12,500	12,500	-	-	-	-	-	-	-	-	-	-	-	-	
Turbo		23,500	-	-	15,000	15,000	-	-	-	-	-	-	15,000	14,800	-	-	-	-	-	-	15,000	14,600	-	-	-	-	-	-	-	-	-	-	
Diesel	4.10	23,500	-	-	15,000	15,000	-	-	-	-	-	-	15,000	14,800	-	-	-	-	-	-	15,000	14,600	-	-	-	-	-	-	-	-	-	-	
	4.30	26,000	-	-	-	-	16,000	16,000	-	-	-	-	-	-	16,000	16,000	-	-	-	-	-	-	-	16,000	16,000	-	-	-	-	-	-	-	
	4.88	26,000	-	-	-	-	16,000	16,000	16,000	16,000	-	-	-	-	16,000	16,000	16,000	16,000	-	-	-	-	16,000	16,000	16,000	16,000	-	-	-	-	-	-	-
		28,000(1)	-	-	-	-	16,000	16,000	16,000	16,000	-	-	-	-	16,000	16,000	16,000	16,000	-	-	-	-	16,000	16,000	16,000	16,000	-	-	-	-	-	-	-

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

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

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





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

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

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

Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission

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

Maximum Loaded Trailer Weight (Lbs.) – Manual Transmission

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

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

(1) Weights shown are for 141-inch wheelbase models. For 165-, 189- and 201-inch wheelbase models, weights may be somewhat less (usually 200 pounds with 165- and 189-inch wheelbase, or 400 pounds with 201-inch wheelbase). (2) Weights shown are for 176-inch wheelbase models. For 200-inch wheelbase models, weights may be somewhat less (usually 200 pounds with F-350, or 100 pounds with F-450/F-550). (3) Available with High Capacity Trailer Tow Package only.

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



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

SUPER DUTY® CLASS A MOTORHOME CHASSIS

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

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

F-650/F-750 SUPER DUTY® CHASSIS CABS

Model	Max. GVWR	Max. GCWR
F-650 Pro Loader (Kick-Up Frame)	20,500-26,000 lbs.	*
F-650 Pro Loader (Straight Frame)	20,500-29,000 lbs.	*
F-650 (Straight Frame)	20,500-29,000 lbs.	*
F-750	25,999-33,000 lbs.	*

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



FORD LCF

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

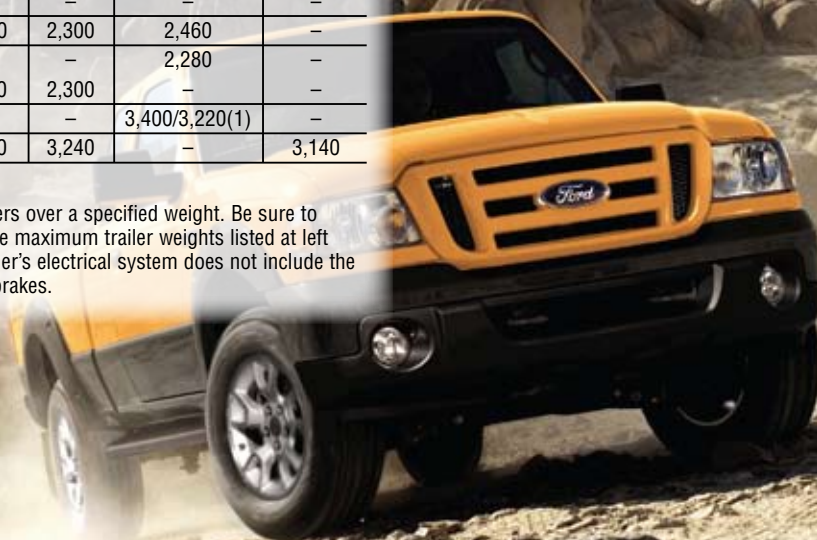
Max. GVWR	Max. GCWR
15,000 lbs.	22,000 lbs.
16,000 lbs.	22,000 lbs.
17,999 lbs.	26,000 lbs.
19,500 lbs.	26,000 lbs.

RANGER PICKUP

			Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission					
			REGULAR CAB				SUPERCAB	
	Axle Ratio	GCWR (Lbs.)	4x2		4x4		4x2	4x4
Engine			6-ft. Box	7-ft. Box	6-ft. Box	7-ft. Box	6-ft. Box	6-ft. Box
2.3L SEFI I4	4.10	5,500	2,240	2,220	–	–	2,080	–
	4.10(1)	5,500	1,960	–	–	–	–	–
3.0L SEFI V6	3.73	6,000	2,600	2,560	2,320	2,260	2,420	–
	4.10(1)	6,000	2,520	–	–	–	2,240	–
	4.10	6,000	–	–	2,320	2,260	–	–
4.0L SOHC	3.55	9,500	–	6,000	–	–	5,860	–
SEFI V6	3.55(1)	9,500	–	–	–	–	5,680	–
	3.73/4.10	9,500	–	–	5,740	5,680	–	5,600
Maximum Loaded Trailer Weight (Lbs.) – Manual Transmission								
2.3L SEFI I4	3.73/4.10	4,800	1,580	1,540	–	–	1,420	–
	4.10(1)	4,800	1,520	–	–	–	–	–
3.0L SEFI V6	3.73	6,000	2,640	2,600	2,360	2,300	2,460	–
	4.10(1)	6,000	2,580	–	–	–	2,280	–
	4.10	6,000	–	–	2,360	2,300	–	–
4.0L SOHC	3.55	7,000	–	–	–	–	3,400/3,220(1)	–
	3.73/4.10	7,000	–	–	3,280	3,240	–	3,140

(1) Ranger Sport only.

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



EXPEDITION

Engine	Axle Ratio	GCWR (Lbs.)	Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission			
			Expedition		Expedition EL	
			4x2	4x4	4x2	4x4
5.4L SEFI V8	3.31	11,800	6,000	–	–	–
		15,000(1)	9,200	–	–	–
	3.73	12,100	–	6,000	–	–
		12,200	–	–	6,000	–
		12,400	–	–	–	6,000
		15,000(1)	–	9,050	9,000	8,750

(1) Requires optional Heavy Duty Trailer Tow Package.



EXPLORER

Engine	Axle Ratio	GCWR (Lbs.)	Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission			
			4x2 Class II	4x2 Class III/IV	4x4 Class II	4x4 Class III/IV
4.0L SOHC	3.55	8,500	3,500	–	3,500	–
SEFI V6	3.73	10,000	–	5,395	–	5,225
4.6L SOHC	3.55	8,500	3,500	–	3,500	–
SEFI V8		12,000(1)	–	7,310(1)	–	7,130(1)

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



SPORT TRAC

Engine	Axle Ratio	GCWR (Lbs.)	Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission	
			4x2	4x4
4.0L SOHC SEFI V6	3.73	10,000	5,260	5,090
4.6L SOHC SEFI V8	3.55	12,000	7,160	7,000

Note for Expedition, Explorer and Sport Trac Charts:

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



ESCAPE/ESCAPE HYBRID

Engine	Axle Ratio	GCWR (Lbs.)		Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission
		FWD	4x4	
2.3L Hybrid I4	2.93	4,820	4,980	1,000*
2.3L SEFI I4	2.93	5,000	5,140	1,500**
3.0L SEFI V6	2.93	7,080	7,260	3,500
Maximum Loaded Trailer Weight (Lbs.) – Manual Transmission				
2.3L SEFI I4	2.93	4,960	–	1,500**

*Escape Hybrid does not offer factory- or dealer-installed towing equipment for this application.

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

Notes: • Conventional trailer hitches are not compatible with Escape Hybrid components.

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



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

Ford Crossovers and Cars



FORD CROSSOVERS

VEHICLE LINE Towing Class	TAURUS X	EDGE	
	Light-Duty Class I	Light-Duty Class I	Medium-Duty Class II
Max. Gross Trailer Wt. (Lbs.)	2,000	2,000	3,500
Max. Tongue Load (Lbs.)	200	200	350

FORD CARS

CAR LINE Towing Class	MUSTANG Light-Duty I	TAURUS Light-Duty I
Max. Gross Trailer Wt. (Lbs.)	1,000	1,000
Max. Tongue Load (Lbs.)	100	100
Minimum Engine	4.0L V6	3.5L V6

Note: Focus and Fusion are not recommended for towing.



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

Ford E-Series



E-SERIES VAN/WAGON

Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission

Engine	Axle Ratio	GCWR (Lbs.)	VAN					WAGON		
			E-150	E-250	E-250 Extended	E-350 Super Duty	E-350 Super Duty Extended	E-150	E-350 Super Duty	E-350 Super Duty Extended
4.6L SEFI V8	3.73	11,500	6,000	6,000	5,900	–	–	–	–	–
	4.10	12,000	6,500	6,500	6,400	–	–	6,100	–	–
5.4L SEFI V8	3.55	12,000	6,500	–	–	–	–	6,000	–	–
	3.73	13,000	7,500	7,400	7,400	7,400	7,200	7,000	6,700	6,500
	4.10	13,000	–	–	–	7,400	7,200	–	–	–
6.8L SEFI V10	3.73	15,000	–	–	–	9,200	9,000	–	–	–
	4.10	18,500	–	–	–	10,000	10,000	–	–	–
6.0L V8	3.55	16,000	–	–	–	9,600	9,400	–	9,000	–
Turbo Diesel	4.10	20,000	–	–	–	10,000	10,000	–	10,000	–

Notes: • For Maximum Trailer Weights with Crew Van, deduct 200 lbs. from weights in chart (except with 18,500 lbs. and 20,000 lbs. GCWR).

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

E-SERIES CUTAWAY & STRIPPED CHASSIS

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

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

Note: 6.0L Diesel applications that exceed 10,000 lbs. Maximum Trailer Weight require an aftermarket fifth-wheel hitch.



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1



2



3



4



5



6



7



8

1. Class II Trailer Hitch Assembly

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

Base Part No. 19D520

Available for: Escape and Edge

2. Class III/IV Trailer Hitch Assembly

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

Base Part No. 19D520

Available for: F-150 and E-Series

Base Part No. 17D826

Available for: Ranger Class III Only

3. Trailer Hitch Wiring Harness – 4-Pin

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

Base Part No. 15A416

Available for: Escape and Edge

4. Trailer Hitch Wiring Kit – 4/7-Pin

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

Base Part No. 15A416

Available for: F-150

5. Telescoping Trailer Tow Mirrors – Power Heated

Convenient manual telescoping feature allows mirrors to be easily extended to help increase your range of vision. Also features a power adjust, electrically heats glass to minimize snow and ice buildup, as well as powering turn signal and marker lights for increased safety. Manual mirrors are available with black housing; power mirrors are available with black or chrome housing. Dealer installation only.

Base Part No. 17682 Passenger side

Base Part No. 17683 Driver side

Available for: F-150

6. Telescoping Trailer Tow Mirrors – Manual and Power

Two styles available. **Manual** – When towing, the mirror telescopes out to help increase your range of vision. When not towing, the mirror slides in for normal range. Mirrors also include a forward folding feature that helps minimize damage if one of them gets caught while the vehicle is backing out of a garage or other tight spot.

Power – The same features as manual mirrors, but the mirror glass features a power adjust. The telescoping feature is still manual. NOTE: Power mirrors are for vehicles equipped with power mirrors only. Not designed as an upgrade.

Base Part No. 17682 Passenger Side

Base Part No. 17683 Driver Side

Available for: Super Duty

7. Trailer Hitch Drawbars – Square Shank

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

Base Part No. 19A282

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

Vehicles with 1-1/4" (3cm) receiver for Escape and Edge

8. Trailer Hitch Balls

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

Base Part No. 19F503

Available for: Vehicles equipped with trailer hitch

9. Neutral Tow Kit (not shown)

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

Base Part No. 7H332

Available for: Ranger, Explorer and Sport Trac

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

Things To Know Before You Tow

Before You Buy

If you are selecting a vehicle that will be used for towing, you should determine the approximate weight of the trailer you intend to tow, including the weight of any additional cargo and fluids that you will be carrying in the trailer. Also be sure the vehicle has the proper optional equipment (see page 15).

Note: Performance can be severely compromised in hilly terrain when minimum acceptable powertrain combination is selected. Consider purchasing a vehicle with a more powerful engine.

BRAKES

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

1. Electronically Controlled Brakes

usually provide automatic and manual control of trailer brakes. They require that the tow vehicle be equipped with a controlling device and additional wiring for electrical power. These brakes typically have a control box installed within reach of the driver and can be applied manually or automatically.

2. Surge Brakes are independent hydraulic brakes activated by a master cylinder at the junction of the hitch and trailer tongue. They are not controlled by the hydraulic fluid in the tow vehicle's brake system, and the tow vehicle's hydraulic system should never be connected directly to the trailer's hydraulic system.

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

TRAILER LAMPS

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

After You Buy

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

SAFETY CHAINS

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

TRAILER WIRING HARNESS

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

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

Things To Know About Hitches

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



WEIGHT-CARRYING (NON-WEIGHT-DISTRIBUTING) HITCH

A weight-carrying (non-weight-distributing hitch) is commonly used to tow small and medium-sized trailers. Choose a proper hitch and ball, and make sure its location is compatible with that of the trailer. Use a good weight-carrying hitch that uniformly distributes the trailer tongue loads through the bumper and frame (through the body with Escape; bumper hitch not available with Escape, Explorer or Expedition). Ford rear step bumpers

and hitch receivers provide weight-carrying capacities as shown in the chart on the following page. (A label affixed to the hitch receiver provides both the weight-carrying and weight-distributing capacities for each receiver.) The vehicle owner is responsible for obtaining the proper hitch ball, ball mounting and other appropriate equipment to tow both the trailer and load that will be towed.



WEIGHT-DISTRIBUTING HITCH

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

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

FORD REAR STEP BUMPER/HITCH RECEIVER WEIGHT CAPACITY

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

Vehicle	Weight-Carrying Max. Trailer Capacity (Lbs.)(1)	Max. Tongue Load (Lbs.)	Weight-Distributing Max. Trailer Capacity (Lbs.)(1)	Max. Tongue Load (Lbs.)
Rear Step Bumper:				
Ranger	2,000	200	—	—
E-Series Van/Wagon	5,000	500	—	—
F-Series	5,000	500	—	—
Hitch Receiver:				
Edge	3,500	350	—	—
Escape	3,500	300	—	—
Ranger	3,500	350	6,000	600
Explorer 4-Door/Sport Trac (Class II)	3,500	350	—	—
Explorer 4-Door (Class III/IV)	5,000	500	7,310	731
Sport Trac (Class III/IV)	5,000	500	7,160	716
E-Series Van/Wagon	5,000	500	10,000	1,000
Expedition/Expedition EL	6,000	600	9,200	920
F-150	5,000	500	11,000	1,100
F-250/F-350 Super Duty SRW and F-350 DRW w/5.4L engine	5,000	500	12,500	1,250
F-350 Super Duty DRW w/6.8L or 6.4L engines (2)	6,000	600	15,000(2)	1,500(2)
F-450 Super Duty DRW (2)	6,000	600	16,000(2)	1,600(2)

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

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

Factory-Installed Trailer Hitch Receiver Options

are available on the following Ford vehicles:

- **Edge:** Included with Class II Trailer Tow/Prep Package – Option Code 53G
- **Escape:** Included with Class II Trailer Towing Package – Option Code 536
- **Ranger Pickup:** Included with Class III Trailer Towing – Option Code 53L
- **Explorer/Sport Trac:** Class II Standard; Class III/IV included with Trailer Towing Prep Package – Option Code 53G
- **E-Series Van/Wagon:** Included with Trailer Towing Package – Option Code 536
- **Expedition:** Standard
- **F-150 Pickups:** Included with Trailer Tow Group – Option Code 535
- **F-250/F-350/F-450 Super Duty Pickups:**
 - F-250/350 SRW and F-350 DRW w/5.4L engine – Standard for 12,500-lb. Maximum Trailer Capacity
 - F-350 DRW w/6.8L gas or 6.4L diesel engines – Standard for 15,000-lb. Maximum Trailer Capacity
 - F-450 – Standard for 16,000-lb. Maximum Trailer Capacity

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

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

Fifth-Wheel Hitch

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

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



Base Curb Weight

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

Cargo Weight

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

Payload

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

Things To Know About Weights



MEASURING TONGUE LOAD WITH COMMERCIAL SCALE

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



Gross Vehicle Weight (GVW)

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

Gross Vehicle Weight Rating (GVWR)

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

Gross Axle Weight (GAW)

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

Gross Axle Weight Rating (GAWR)

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

WEIGHTS TO CHECK

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

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

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

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



Gross Combination Weight (GCW)

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

Gross Combination Weight Rating (GCWR)

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

Maximum Loaded Trailer Weight

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

Tongue Load or Fifth-Wheel King Pin Weight

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

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

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

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

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

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

How to Find Your Truck's Axle Ratio

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

AXLE RATIOS

Vehicle	Rear Axle Ratio	Non-Limited Slip Rear Axle Code	Limited Slip Rear Axle Code
Super Duty	3.73	37	3L
	4.10	41	4N/4W*
	4.30	43	4L
	4.88	48	8L
	5.38	53	5L
F-150	3.31	27	Not Available
	3.55	19	H9
	3.73	26	B6
	4.10	25	B5
Ranger	3.55	95	R5
	3.73	86/96	F6/R6
	4.10	87/97	R7/R8
Explorer	3.55	45	Not Available
	3.73	46	Not Available
Sport Trac	3.55	45	Not Available
	3.73	46	Not Available
Expedition	3.31	15	Not Available
	3.73	16	H6
E-Series	3.55	29/39	Not Available
	3.73	24/34	B4/C4
	4.10	22/32/52/56/82	B2/C2/E2/E6/F2
	4.56	83	F3
Motorhome Chassis	5.38	53	Not Available
	6.17	61	Not Available

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

Sample Truck Safety Compliance Certification Label

(Refer to actual label on your vehicle)

Front GAWR **GVWR** **Rear GAWR**

MFD. BY FORD MOTOR CO.

DATE: 03/07 GVWR: 10000 LB / 4536 KG

FRONT GAWR: 6000 LB REAR GAWR: 6100 LB

2722 KG WITH 2767 KG WITH TIRES

LT275/65R20E LT275/65R20E LT275/65R20E

20X8.0J 20X8.0J 20X8.0J

AT 450 kPa/ 65 PSI COLD AT 450 kPa/ 65 PSI COLD

THIS VEHICLE CONFORMS TO ALL APPLICABLE FEDERAL MOTOR VEHICLE SAFETY STANDARDS IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE.

VIN: 1FTSX21R08EA67127 F0791

TYPE: Truck T0914

EXT PNT: UD RC: 48 DSO: 8F716

WB INT TR TP/PS R AXLE TR SPR 158 MS 1 3L B CCFE A05

UTC 5U5A-1520472-BA



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

TRAILERING TIPS

Trailer towing places extra demands on your driving skills. Here are a few basic tips to help you transport your trailer and its contents safely, comfortably and without abusing the towing vehicle:

WEIGHT DISTRIBUTION

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

BEFORE STARTING

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

BACKING

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

TURNING

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

BRAKING (Also see page 27)

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

TOWING ON HILLS

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

PARKING WITH A TRAILER

- Whenever possible, vehicles with trailers should not be parked on a grade. However, if it is necessary, place wheel chocks under the trailer's wheels as follows:
 - Apply the foot service brakes and hold.
 - Have another person place the wheel chocks under the trailer wheels on the downgrade side.
 - Once the chocks are in place, release brake pedal, making sure the chocks will hold the vehicle and trailer.
 - Apply the parking brake.
 - Shift automatic transmission into Park, or manual transmission into Reverse.*NOTE: With 4-wheel drive, make sure the transfer case is not in Neutral (if applicable).*
- To start, after being parked on a grade:
 - Apply the foot service brake and hold.
 - Start the engine with transmission in Park (automatic) or Neutral (manual).
 - Shift the transmission into gear and release the parking brake.
 - Release the brake pedal and move the vehicle uphill to free the chocks.
 - Apply the brake pedal and hold while another person retrieves the chocks.

ACCELERATION AND PASSING

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

DRIVING WITH AN AUTOMATIC OVERDRIVE TRANSMISSION

- With certain automatic overdrive transmissions, towing – especially in hilly areas – may cause excessive shifting between overdrive and the next lower gear.
- To eliminate this condition and achieve steadier performance, overdrive can be locked out (see vehicle Owner Guide).
- If excessive shifting does not occur, use overdrive to optimize fuel economy.
- Overdrive may also be locked out to obtain engine braking on downgrades.

NOTE: With TorqShift® transmission, select Tow/Haul mode to automatically eliminate unwanted gear search and help control vehicle speed when going downhill.

DRIVING WITH SPEED CONTROL

- When driving uphill with a heavy load, significant speed drops may occur.
- An 8- to 14-mph speed drop will automatically cancel speed control.
- Temporarily resume manual control through the vehicle's accelerator pedal until the terrain levels off.

TIRE PRESSURE

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

SPARE TIRE USE

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

ON THE ROAD

- After about 50 miles, stop in a protected location and double-check:
 - Trailer hitch attachment.
 - Lights and electrical connections.
 - Trailer wheel lug nuts for tightness.
 - Engine oil – check regularly throughout trip.

HIGH ALTITUDE OPERATION

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

POWERTRAIN/FRONTAL AREA CONSIDERATIONS

- The charts in this guide show the minimum engine size needed to move the GCW of tow vehicle and trailer.
- Under certain conditions, however, (e.g., when the trailer has a large frontal area that adds substantial air drag or when trailering in hilly or mountainous terrain) it is wise to choose a larger engine.
- Selecting a trailer with a low-drag, rounded front design will help optimize performance and fuel economy.

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

For the Latest RV/Towing Information, Check Out the Ford Fleet Web Site at www.fleet.ford.com/showroom/rv_trailer_towing/2008/2008_default.asp

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



Retailer Education and Training

RV-VER8173-0807

