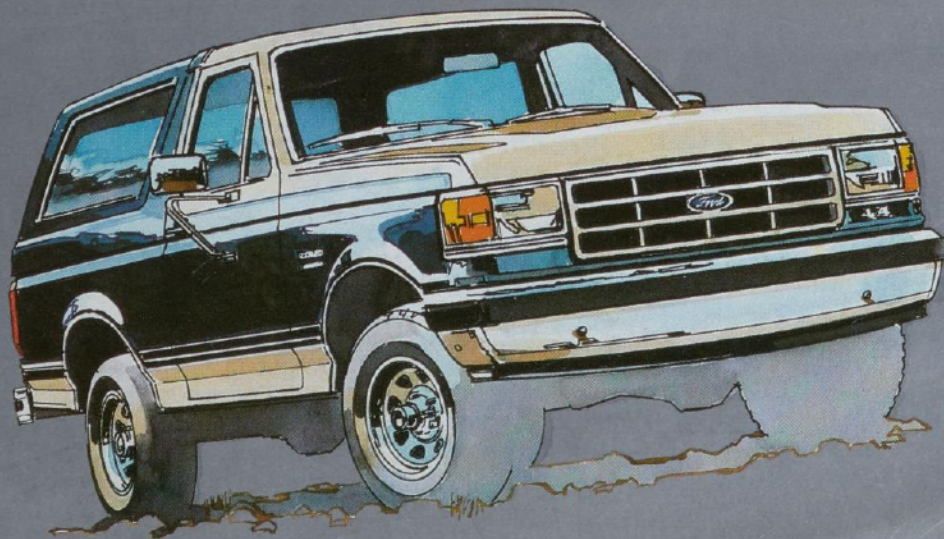
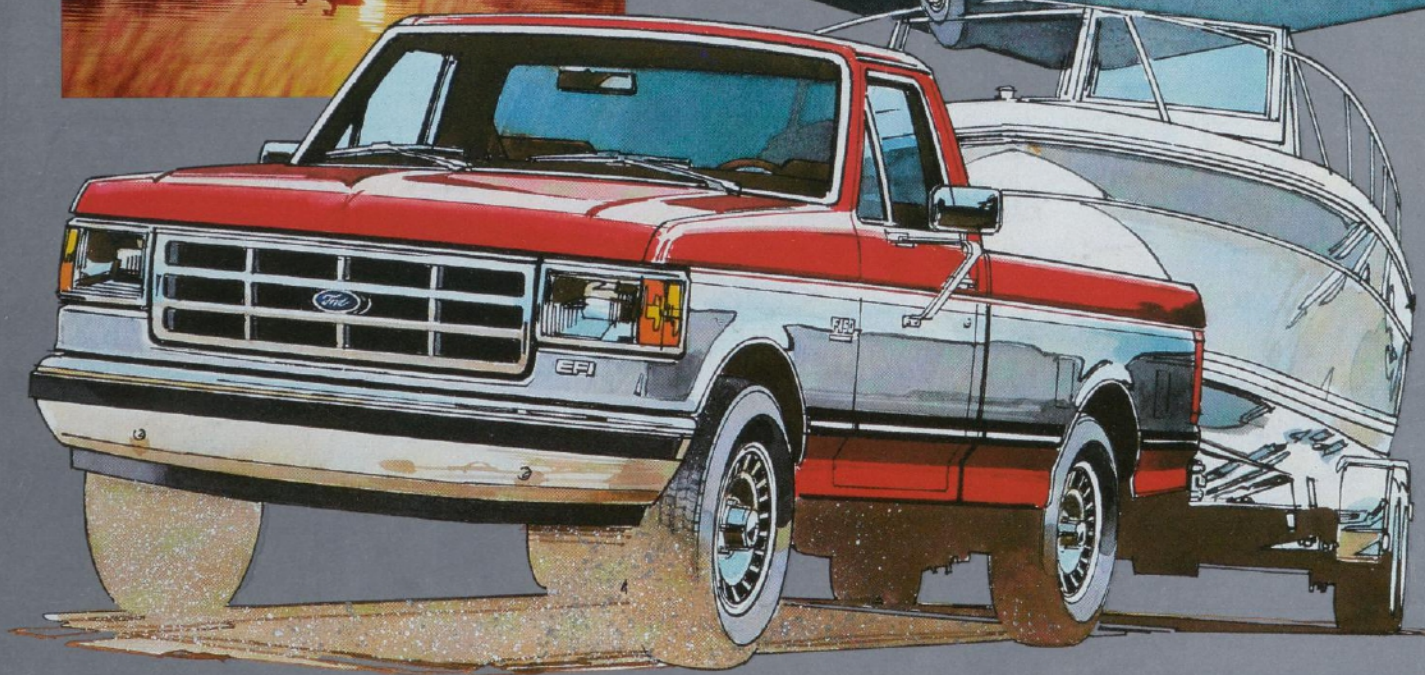
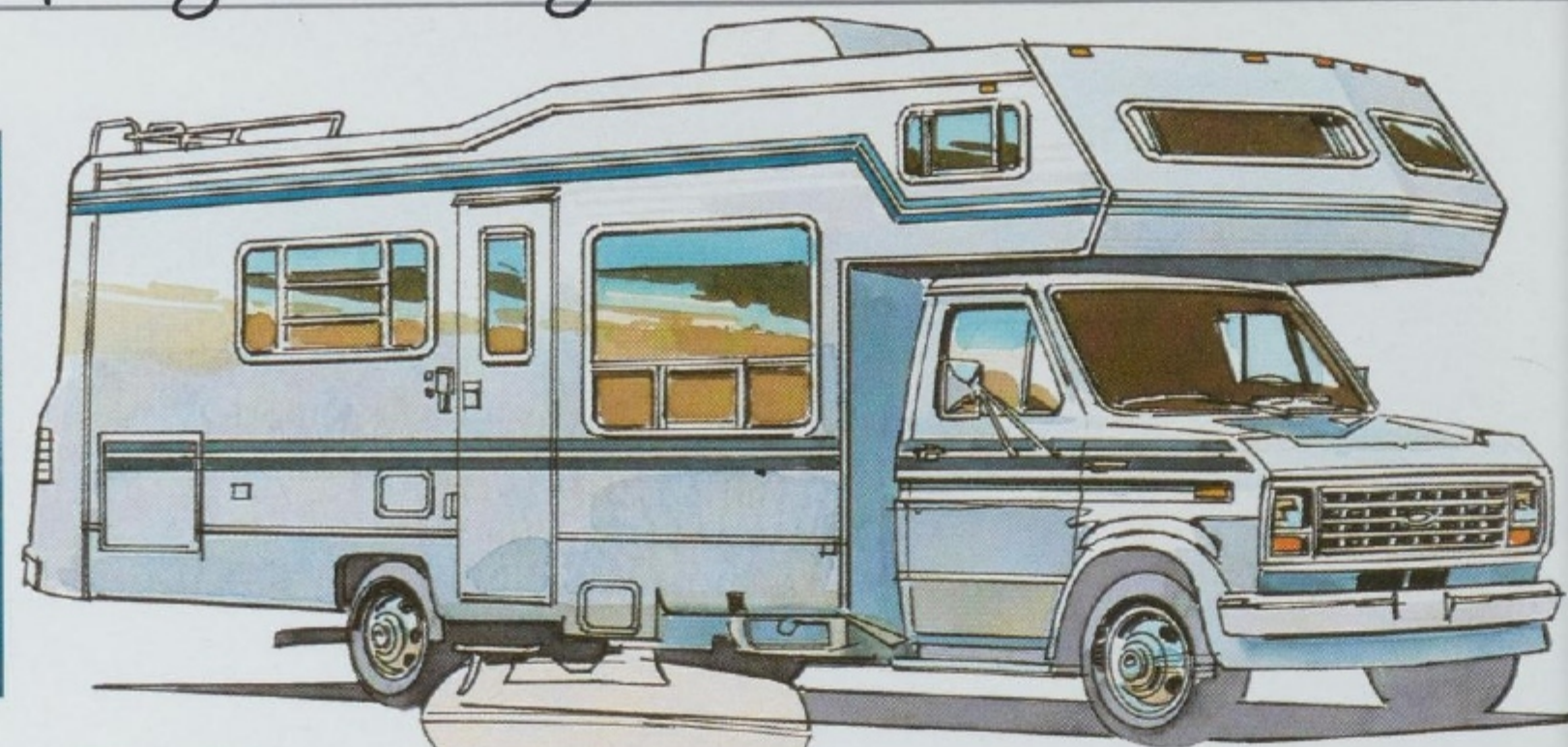


RV Lifestyles '88 RV & TRAILER TOWING GUIDE





The Call of the Open Road

More and more American families are discovering the fun of outdoor, nature-related activities. They're finding that those "long-weekend" escapes throughout the year can hold just as much excitement as the traditional two-week vacation. The freedom and variety of today's outdoor activities have become irresistible for many reasons. For some, it's to reduce stress, to stay healthy and relax. But for most, the focus is entirely on the fun of togetherness, new friends, new sights and adventures.

It's a new and growing, carefree lifestyle that Ford not only endorses, but enhances with the kinds of vehicles that can move people to wherever their hearts take them. Isn't it time for you to answer the call of the open road?

Just for a moment, picture yourself in the driver's seat of a Ford-powered RV—like the Class C motorhome shown above. These self-contained motorhomes provide a perfect way to rediscover America's true beauty. A wide variety of Class C "bodies" of up to 30 feet in length can be built on

Ford's tough Econoline RV Cutaway Chassis. And, since the "living area" is directly accessible from the driver's seat, they are particularly convenient for on-the-road use of their facilities.

For practicality and comfort, you'll feel right at home in your motorhome's Ford Econoline cab. Entry to the cab is made easy with wide-opening doors and forward location of the front wheels. As you settle in, you'll find plenty of room, thanks to Econoline's outfront engine design. Body-on-frame construction and Ford's exclusive Twin-I Beam independent front suspension combine to provide you with a sturdy foundation and smooth ride.

The Econoline RV Cutaway Chassis is available in 3 wheelbases and 3 engine choices all the way up to the new 7.3L diesel and 7.5L EFI gas V8 engines. So, whatever your adventure, a Class C motorhome powered by Ford offers the right combination for your family's recreational needs.



The Convenient "Go-Along Home"

Picture this: you're pulling out of your driveway. The family is on-board. Mountains, streams, and breathtakingly beautiful scenes are a few hundred miles down the road. You're in your new Ford-powered RV and the picture is perfect.

There's another thing that's perfect about the RV Lifestyle—you never have to leave the "important stuff" behind. Roomy, versatile and flexible—your RV can hold just about all the gear your family will need to enjoy their favorite activities.

Another practical advantage? How's this? RV Lifestylers can do it all—see it all—and that's not all. They can actually simplify their travel plans because an RV vacation can mean doing away with not only the hassles, but the expense, of hotels, motels and air travel. But that's just the beginning. As an RV Lifestyler, you'll do more—see more and enjoy

the comfort and convenience of your own go-along home.

For the ultimate in roadworthy luxury, many RV'ers choose a Class A motorhome. Here, the living unit has been entirely constructed on Ford's special Econoline RV chassis. This is the big RV that allows you to enjoy many of the amenities of home...anywhere you feel like exploring. And, since it's powered by a Ford 7.5L EFI V-8, you've got the right combination for your outdoor enjoyment.

Ford's end-to-end flat floor platform allows motorhome builders virtually limitless floor-plan and furnishing opportunities. And, to add to your driving convenience, Ford offers a 5-position tilt steering wheel, automatic transmission and speed control as standard features. A word of caution. With a Ford-powered Class A motorhome, you may never want to go back to your "stuck-in-the-ground" home.

Ford helps make the Picture Perfect!



Let the Adventure Begin

It doesn't seem fitting to call a four-day weekend a vacation when it's taken in an RV. It's more like an adventure—something that's impossible to match when your campsite is a motel room.

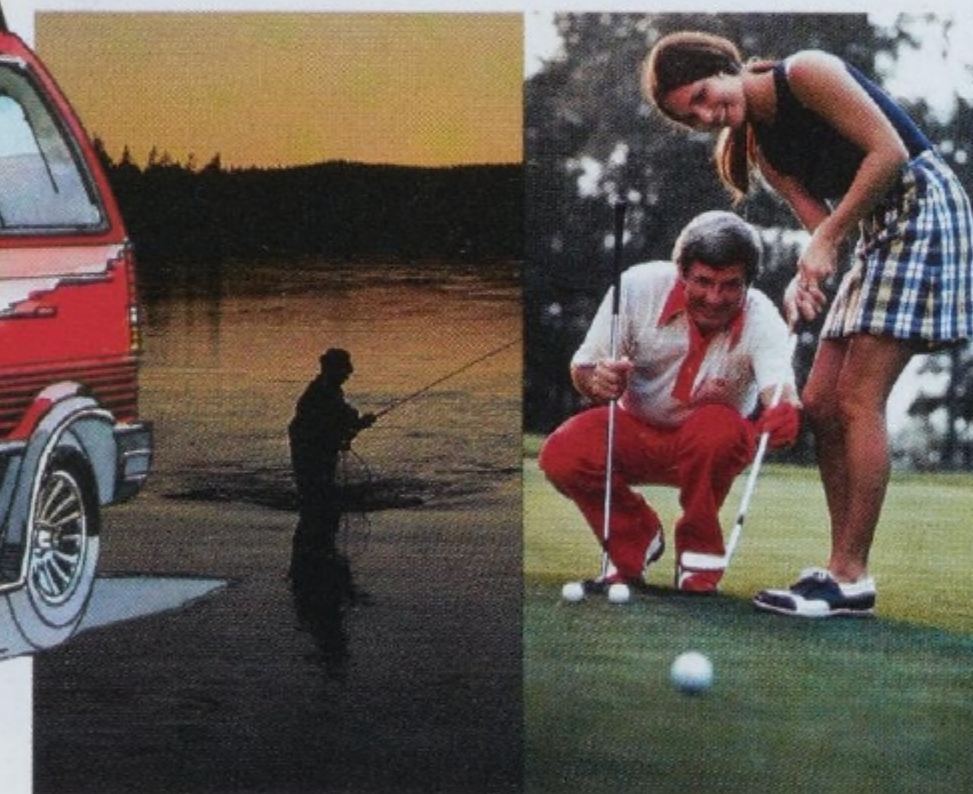
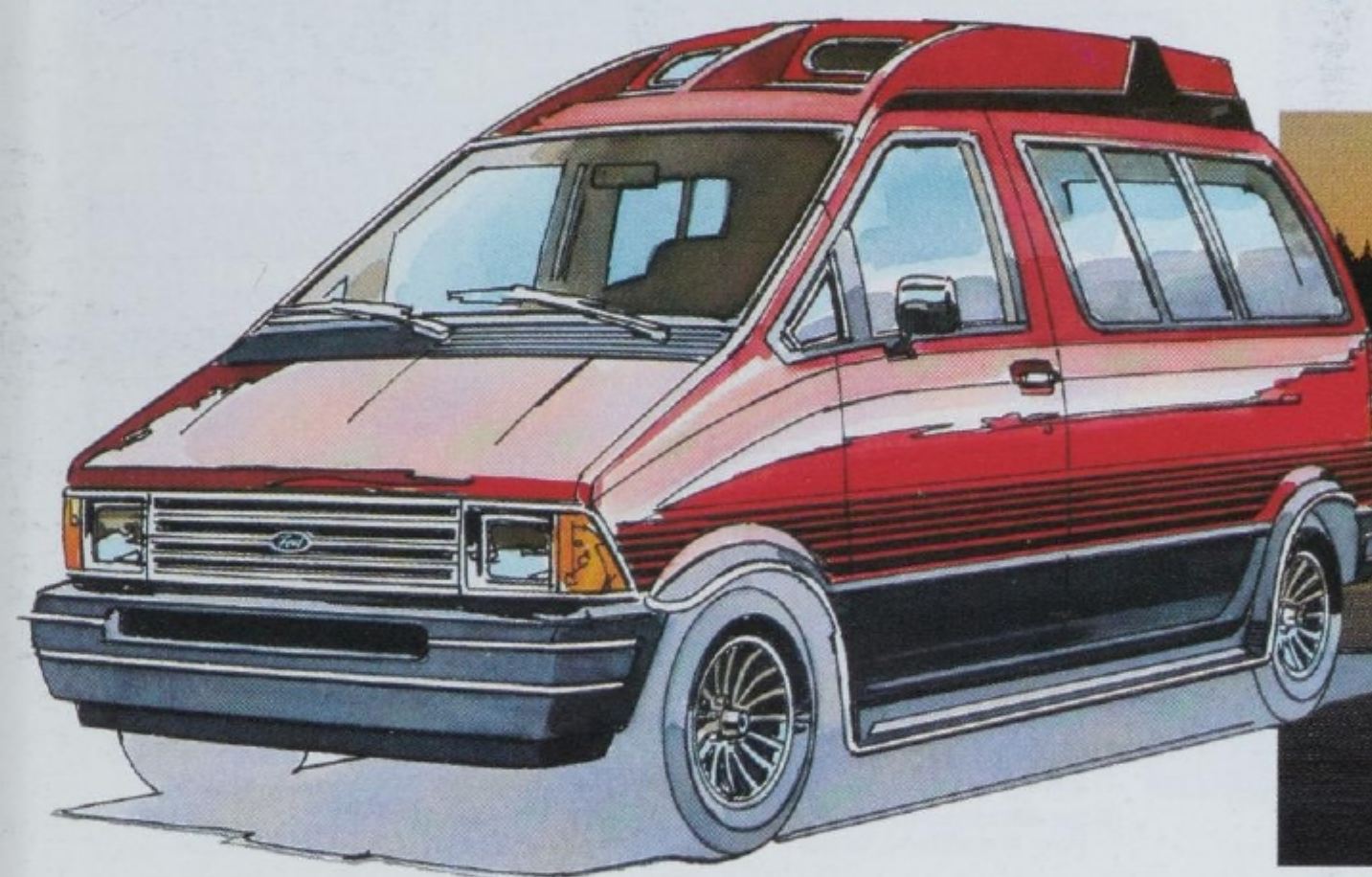
Thousands of campground and other outdoor locations beckon the adventurous new RV Lifestylers, and the accommodations run the gamut from primitive to palatial. And, when you park your RV, it means you've found where you want to be—at least for the moment.

RV Lifestylers not only pick their place, they set the pace. In the span of four days and nights, you could find yourself in mountain forests; on ocean shores; by a fishing stream; then at a resort campground near a large city. The place and the pace are yours to choose. With RV power from Ford, you'll find that cruising the highways, back roads, and by-ways of America can be as much fun as reaching your planned destination.

Finding your own adventure can be fantastic fun—in a Ford-powered RV.

Consider the practical luxury of a converted full-size Ford van. More than ever, the customized van is becoming a personal reflection of its owner's tastes, needs, and family size. Many have been converted to van campers bringing a new dimension of luxury to RV Lifestylers.

Built "truck-tough" with ladder-frame construction and Twin-I Beam independent front suspension, Ford Econoline Van and Club Wagon models offer a wide choice of gasoline engines all featuring multiple-port electronic fuel injection, plus the most powerful diesel engine in the light truck industry. The outfront engine design provides convenient entrance to the front seats, allows easy walk-through between the front seats, and provides access to key service items under the hood for easy maintenance. See your Ford dealer for details on models, engines, equipment, and your area's best van converters.



Memories to Last a Lifetime

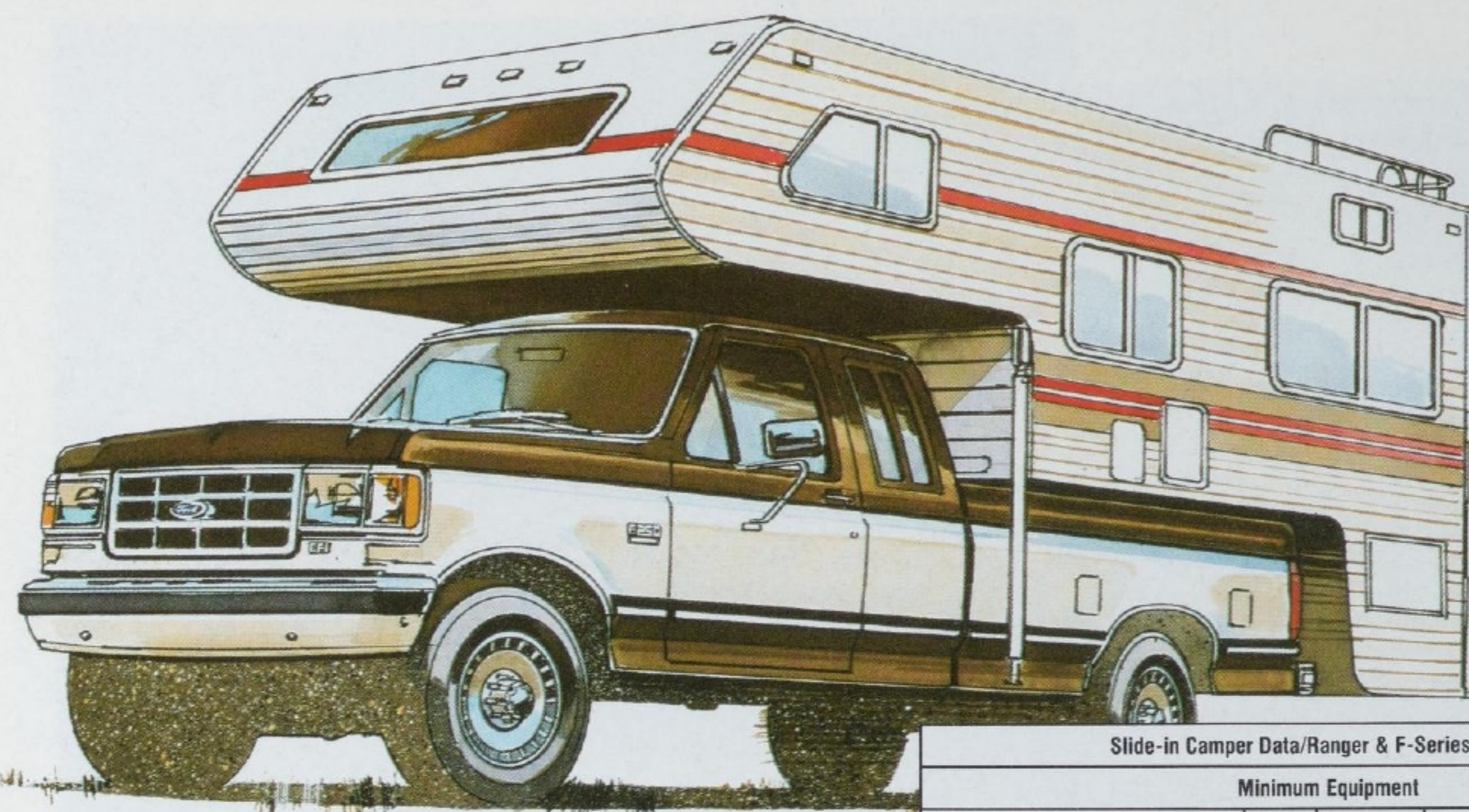
Life is a collection of memories, and RV Lifestylers can fill album after album with photographic records of their favorite sojourns. With an RV, you pick the picture you want to be in. The size of your family—recreational preferences—where you live—all these considerations will help determine the size and type RV that's best for you.

Maybe your idea of outdoor fun is as simple as a week-end of sailing at the lake, a couple of rounds of golf, or that tail-gate party at the big game. For the simple pleasures of life, your first-step into the RV Lifestyle could be a Ford Aerostar. It's a dynamic package of style, power and versatility that simply allows you to do more of what you like.

Aerostar is roomy, comfortable, convenient, yet has the rugged toughness of the traditional Ford full-size van. It's strong. A properly equipped Aerostar Wagon is rated to pull up to a 4,900 pound trailer load.

The Ford Aerostar can play many roles in your lifestyle. It's a family "taxi"—it's "go-to-work" transportation—and, on weekends, it's your best bet to take you to the fun. The Aerostar Wagon design accommodates a variety of optional seating arrangements to comfortably carry up to seven people. And, best of all, its sleek aerodynamic styling contributes to its performance and handling at highway speeds.

With an RV-prepped Ford Aerostar, you're ready for a first-class conversion to a van for travel, camping or entertaining. And, since the RV-prepped model is uniquely designed with a floor plan for van conversion, it's often less expensive to customize. Pretty bright, this Ford Aerostar. Your Ford Dealer can help you select the just-right Aerostar for about anything you may want it to be.



Slide-in Camper Data/Ranger & F-Series Pickups					
Minimum Equipment					
MODEL		W.B.	GVWR (1)	ENGINE	RECOMMENDED AXLE RATIO
Ranger (5)	4x2 Reg. Cab	107.9"	4,500	2.3L EFI I-4 (2)	Std.
	4x4 Reg. Cab	113.9"	4,580	2.3L EFI I-4 (2)	Std.
	4x4 Reg. Cab	107.9"	4,540	2.3L EFI I-4 (2)	Std.
F-150 (3)	4x2 Reg. Cab	133.0"	6,250	V-8	3.55
	4x4 Reg. Cab	133.0"	6,250	V-8	3.55
F-250 (3)	4x2 Reg. Cab	133.0"	6,600	V-8	3.55
	4x4 Reg. Cab	133.0"	6,800	V-8	3.55
F-250HD (3)	4x2 Reg. Cab	133.0"	8,600	V-8	3.55 (6)
	Super Cab	155.0"	8,800	V-8	3.55 (6)
	4x4 Reg. Cab	133.0"	8,600	V-8	3.55 (6)
	Super Cab	155.0"	8,800	V-8	3.55 (6)
F-350 (3)	4x2 DRW Reg. Cab	133.0"	10,000	V-8	4.10 (7)
	4x2 DRW Super Cab	155.0"	10,000 (8)	V-8	3.55
	Crew Cab	168.4"	9,200 (4)	V-8	4.10 (7)
	4x4 Reg. Cab	133.0"	9,000	V-8	4.10 (7)
	Crew Cab	168.4"	9,200	V-8	4.10 (7)

NOTE: If you intend to pull a trailer in addition to carrying your camper, refer to the section in this catalog on the specific pickup you'll use, for detailed towing specifications.

(1) The combined weight of any camper body, occupants and equipment when added to the vehicle weight must not exceed Gross Vehicle Weight Rating (GVWR).

(2) 2.9L EFI V-6 engine is recommended.

(3) Requires optional Handling Package or the Trailer Towing/Camper Package.

(4) 10,000 lbs. GVWR for Dual Rear Wheel model.

(5) Requires Camper Package. Combined Frontal Area of vehicle and camper must not exceed 45 sq. ft. 4x4 STX High Rider is not recommended for camper applications.

(6) 4.10 with 5.8L EFI V-8 engine.

(7) 3.55 with 7.3 Diesel and 7.5L EFI V-8 engines.

(8) F-350 4x2 DRW Super Cab includes all necessary equipment for camper use.

Ford — For the Pure Fun of it!

On mountain trails or four-lane expressways, Ford's round-up of vehicles is designed, engineered and built for the outdoor purist who takes fun very seriously. RV enthusiasts are demanding drivers and Ford knows how to meet their demands. Consumer research guides Ford engineers, they listen, then respond. For example, for those who want a Ford-tough vehicle that can work hard all week, then turn into a fun-lovin' RV on the weekend, Ford offers a number of solutions. Consider the slide-in camper or camper cap possibilities found in Ford's F-Series pickups and Ranger. Or, if you're looking for a utility vehicle that can do double duty for work or play, look to Ford's Bronco or Bronco II.

When you choose Ford, you choose from a wide selection of engines, wheelbases, cab styles and payloads. In fact, in the F-Series pickup line, the choices get even better this year with the introduction of the short (139") wheelbase F-150 4x4, and F-350 4x2 Dual Rear Wheel Super Cab models.

Note: All Ford Pickups that are qualified for slide-in camper bodies have maximum camper/cargo weight, and center-of-gravity location information on a Truck Consumer Information Sheet placed in the glovebox of each vehicle.

Ford goes Tow-to-Tow with any Travel Trailer

RV adventures can be anything you want them to be; exciting, relaxing, rejuvenating, carefree, lavish or practical. And, it's a wonderful lifestyle you can enjoy for a lifetime!

RVing isn't limited to vans, trucks and motorhomes. It includes a wide variety of utility and travel trailers designed to haul most all outdoor recreational equipment: boats, motorcycles, snowmobiles, horses, you name it.

Many RV'ers start with a less expensive type RV such as a pop-up camping trailer. Then, as they become enthusiasts, they "move-up" to larger travel trailers, mini- and conventional motorhomes. For just about every type of trailer built, there's a Ford vehicle designed to pull it.

Full size Ford trucks and vans can handle many of the heaviest trailering jobs, but it's also nice to know that, properly equipped, Ford cars, compact trucks and vans can also bring those hefty trailering jobs down to size. In fact, when properly equipped, the Ford LTD Crown Victoria can handle up to 5,000 pounds; Ranger 5,500; and Bronco II 5,100.

(Weights must be reduced by passenger and cargo weight in the towing vehicle.)

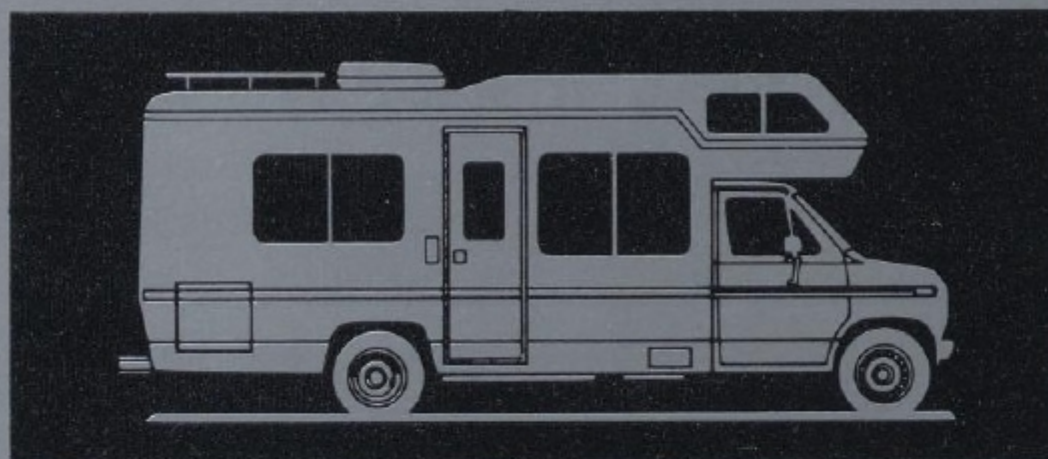
So, if your RV Lifestyle requires trailering—Ford is ready to go Tow-to-Tow with it.

When you're ready for the RV Lifestyle, you'll need some basic RV equipment facts. Your local Ford Dealer is the person to see. As an example, when your plans call for trailer towing, he knows that trailering is a matter of balance and proper equipment. Matching the tow vehicle's power and weight to the type of trailer and its load is a "balancing act" best left to a knowledgeable professional—your Ford Dealer.

The RV Lifestyle may be perfect for you and your family. If so, you'll be joining the estimated three million families who expect to buy their first RV in the next few years. See your Ford Dealer. His focus on RV facts may be your best bet in finding the recreation vehicle that will become an important element in your outdoor enjoyment.

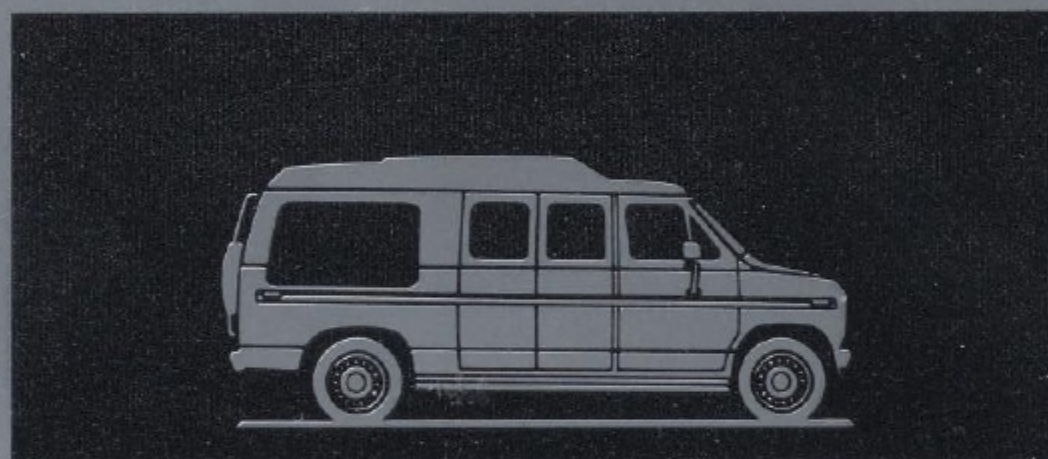


FORD-POWERED RECREATIONAL VEHICLE TYPES



Compact or Mini Motorhome (Class C)

These motorhomes can be built by RV manufacturers on Ford's specially designed Econoline RV Cutaway Chassis with an attached cab section. Camper "bodies" with an overall height of more than 8 feet, and up to 30 feet in length allow for a wide variety of convenient layouts. Features can include such items as a kitchen area, full bathroom facilities, water holding tanks, water heater and exterior electrical hookups.



Van Conversion/Van Camper

In the Ford Econoline Van, the RV industry's finest customizers and camper manufacturers make modifications (i.e. windows, expanded roofs, etc.) and additions (i.e. carpeting, sofas, bunks, mini-kitchens, etc.) necessary to meet your recreational needs. Accessories offered will vary among convertors.



Conventional Motorhomes (Class A)

Starting with a tough Ford heavy-duty RV chassis and powertrain, specially designed, engineered and built to house Class A units, motorhome builders have virtually limitless opportunity to create a strong, functional, aerodynamic motorhome body complete with the floorplans and furnishings you and your family desire. They can include such household amenities as large fresh water capacity, self-supporting water heater and electrical system, twin beds, and external gas and electrical hookups.



Slide-In Truck Camper

These versatile units are designed to be loaded onto the bed of a pickup. They provide ample living quarters for recreation and camping. And these units can be conveniently removed, freeing the vehicle for other use, at home or at the campsite. Built-in features vary greatly in these units, yet many can be purchased with full kitchen area, full bath, and (depending on cab design of the pickup) a king size bed.

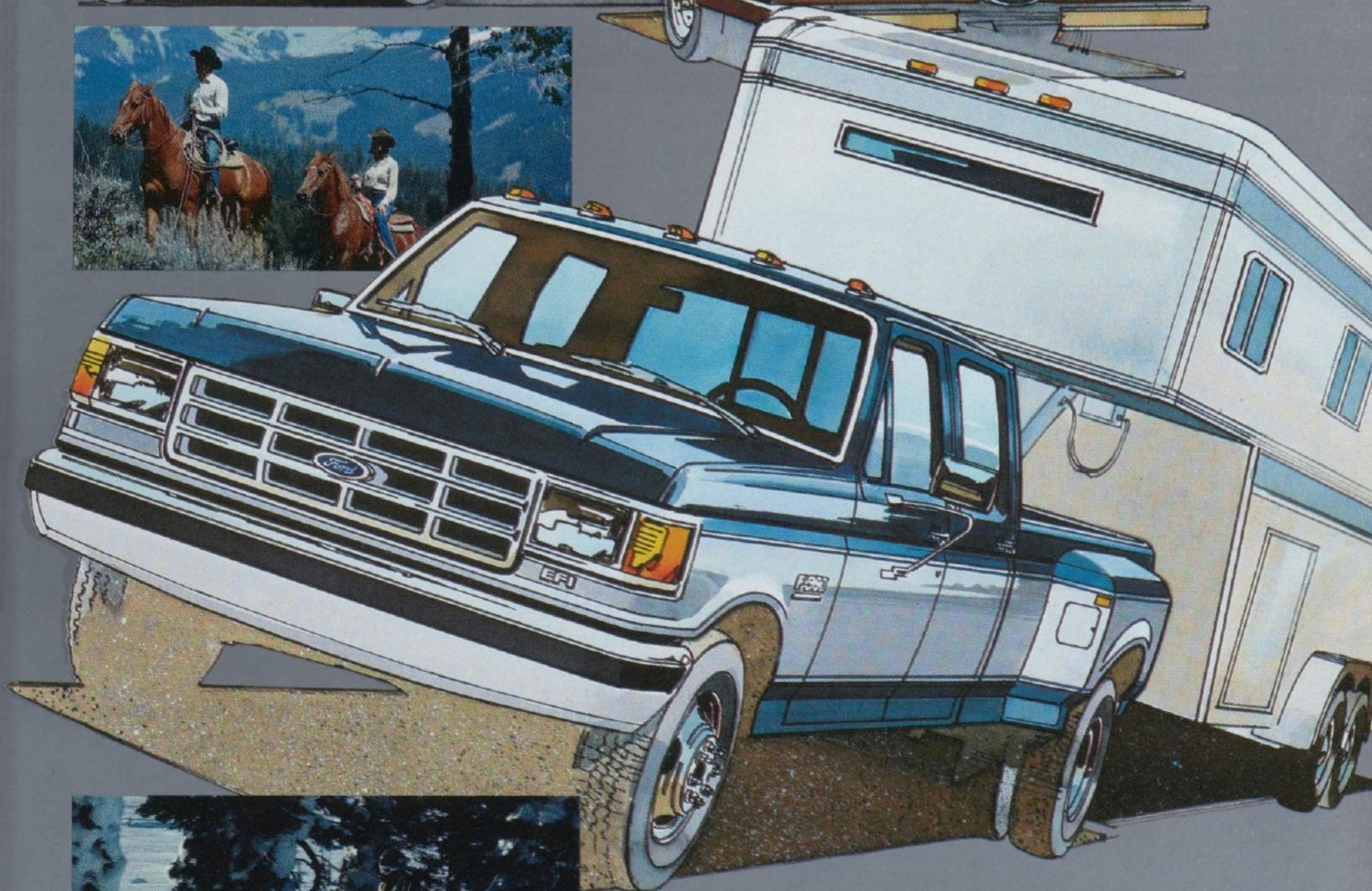
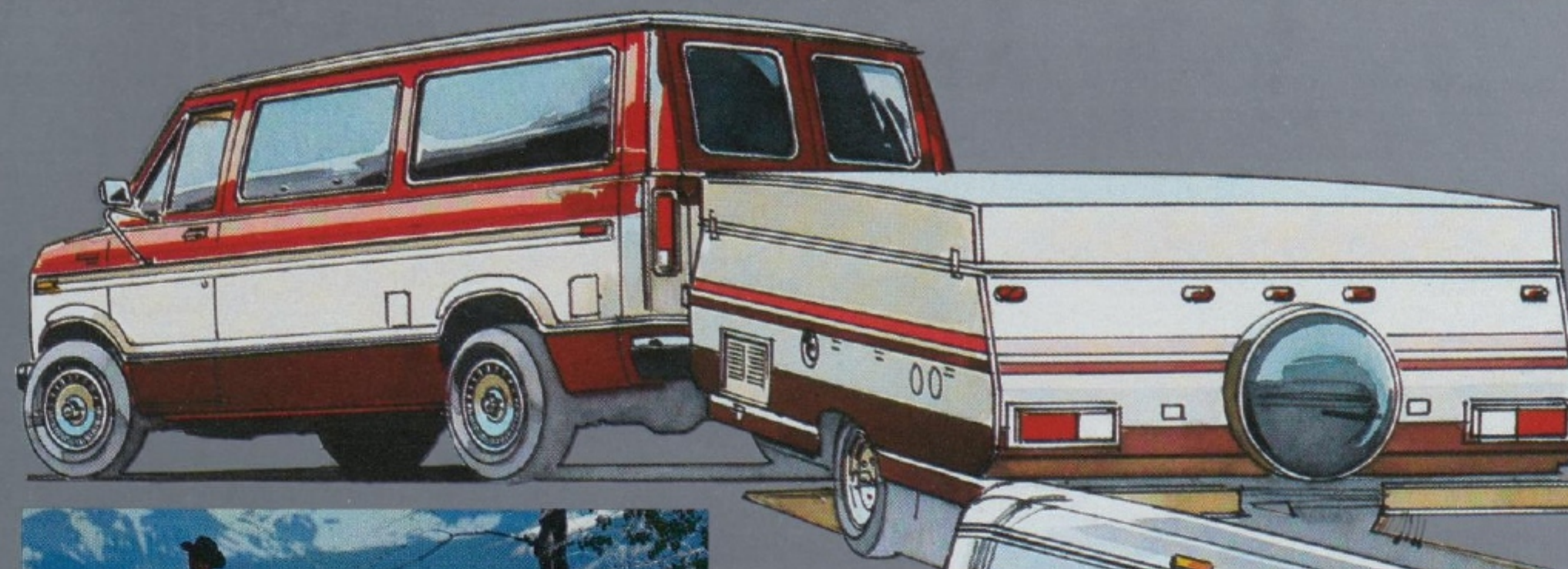
Illustrations and information presented herein were correct when approved for printing. Ford Division reserves the right to discontinue or change at any time the specifications or designs without incurring obligations. Some features shown or described are optional at extra cost. Most options offered on all models. Some options are required in combination with other options. Consult your Ford Dealer for the latest most complete information on models, features, prices and availability.

Camper units and other vehicle modifications shown within are performed through establishments not connected with Ford Motor Company. Availability, price, quality, safety and durability of these modifications rest with the respective manufacturers and Ford assumes no responsibility for their use.

FORD DIVISION



1988 FORD TRAILER TOWING GUIDE



TRAILERING TIPS & TERMS

Trailer-towing is a unique driving experience. The usual rules of driving must be modified in order to move cargo and people safely, comfortably, and without abuse to the tow-vehicle. Since all of these "rules of the trailering road" and the language that goes with the trailering are not self-explanatory, a number of tips and terms have been included here. They're most important for you to know.

Trailering Tips

Trailer Hitches

There are two basic types of trailer-towing hitches. The "weight-carrying hitch" and the "load equalizing hitch." When hauling trailers over 2,000 pounds, a load equalizing hitch is designed to distribute the weight of the trailer and towing vehicle equally between the axles of both the vehicle and the trailer. For trailers under 2,000 pounds, a simple bumper hitch is usually sufficient. Bronco and F-Series rear step bumpers are rated to haul trailers up to 4,000 pounds and 5,000 pounds respectively.

Trailer Brakes

Separate trailer brakes are recommended and required on most trailers weighing over 1,000 pounds. Check state requirements and trailer manufacturers' recommendations for brake system installation and adjustment. Ford Motor Company does not recommend trailer braking systems that have a direct hydraulic brake fluid connection with the towing vehicle's braking system. Any trailer brake control system utilizing a connection to the towing vehicle's hydraulic fluid system may increase the towing vehicle's stopping distance.

Safety Chains

Always use the safety chains between your vehicle and trailer. This will help avoid danger to road users if the hitch fails. Cross chains under the trailer tongue and allow enough slack for turning corners. Connect safety chains to the vehicle frame or hook retainers. Never attach safety chains to the bumper. For rental trailers, follow rental agency instructions for proper hook-up of safety chains.

High-Altitude

In a high-altitude operating environment, gasoline and diesel engines lose power at the rate of 3% to 4% per 1,000 ft. elevation. For these high-altitude operating conditions, a reduction in gross vehicle weights and gross combination weights recommended (2% per 1,000 ft. elevation) will result in improved vehicle performance.

Trailering Terms

Gross Vehicle Weight Rating (GVWR)

The total allowable weight of a fully-equipped truck with driver, passengers, cargo, fluids and accessories (the manufacturer's operating weight limitation).

Gross Combined Weight Rating (GCWR)

GCWR equals the combined weight of the fully-equipped towing vehicle, including passengers and cargo, and the loaded trailer. Maximum GCWR and both the front and rear GAWR's (Gross Axle Weight Rating) must not be exceeded.

Gross Axle Weight Rating (GAWR)

The maximum allowable weight on each axle system. The load on each axle system should NOT exceed the Gross Axle Weight Rating specified on the safety certification label—nor should the total load on both axle systems exceed the pickup's Gross Vehicle Weight rating.

Trailer Weight, Maximum

Assumes the weight of the standard vehicle and powertrain indicated, the driver only (150 pounds) and no cargo. A tongue load of 10-15% of trailer weight for conventional trailers and 25% of trailer weight for fifth-wheel trailers is also assumed. The weight of optional equipment, passengers (150 pounds per), cargo and the load equalizing hitch (for trailers over 2,000 pounds) or saddle hitch for fifth-wheel trailers must be deducted from trailer weights shown.

Tongue Weight

The amount of trailer weight imposed on the vehicle by the hitch. In most cases, this should not be less than 10% of the trailer load or more than 15%. Fifth-wheel applications should place about 25% of the trailer weight on the coupling when the weight is properly distributed. Placing too much of the trailer weight on the hitch can damage the suspension and drivetrain components of the vehicle. Too little can reduce traction and tend to lift the rear of the vehicle.

Fifth-Wheel Trailer

One with its tongue attached to a special mount in a pick-up bed, which permits heavier loads to be hauled, since it puts the tongue weight directly over the pickup's rear wheels.

TRAVEL TRAILER TYPES & CLASSES



Folding Camping Trailer
Folded down for towing, the sides raise and extend outward for camping. Excellent lightweight unit offering trailering ease and low initial expense.



Conventional Travel Trailer
Usually measure from 12-35 feet in length. Towed by means of bumper or frame hitch on towing vehicle.



Park Trailer
Fine for seasonal or temporary living. May be connected to utilities necessary for operation of installed fixtures and appliances. Easy to set up.



Fifth-Wheel Travel Trailer
Constructed with raised forward section that allows a bi-level floor plan. Designed to be towed by a pick-up truck equipped with a fifth-wheel hitch.

FORD GO-POWER...FORD TOW-POWER

Whether it's leisure-load pulling or tough-job tugging, your trailering cargo meets its match with a Ford power package. Light loads are handled with horses to spare in most Ford passenger cars and compact trucks. If your RV fun runs more to the heavy-duty side, you'll need the brawn of a full-size vehicle engine. Whatever your needs, there's a Ford vehicle/engine combo right for the job.

For optimized trailer towing capability, matching the right powertrain to the load is one of the most critical elements. It results in peak performance, a smooth ride, and optimized economy.

Generally, trailers fall into one of four weight classifications: Light-Duty (Class I), Medium-Duty (Class II), and Heavy-Duty (Classes III & IV). These classes identify the effective maximum weight that can be towed by a vehicle. Specifically, the weight classifications are as follows:

Class I—Light-Duty

The maximum weight for this class (cargo and trailer combined) is 2,000 pounds. Small boats and folding camping trailers typically fit into this class. Many Ford cars and trucks meet this load challenge with power to spare.

Class II—Medium-Duty

This class includes gross weights between 2,001 and 3,500 pounds. Typical of this class would be single-axle conventional trailers. Full-size Ford passenger cars such as the

LTD Crown Victoria/Country Squire and properly equipped Ford trucks are rated for towing Class II loads.

Class III—Heavy-Duty

This class covers the gross weight range from 3,501 to 5,000 pounds. Trailers in this class have either a dual-axle or a large single-axle. Ford's LTD Crown Victoria/Country Squire and most trucks easily manage these loads when properly equipped.

Class IV—Extra Heavy-Duty

Class IV gross-trailer weights are 5,001 to 10,000 pounds. Properly outfitted Econoline Vans and Club Wagons, F-Series Pickups and Broncos can handle this trailering. With a fifth-wheel application, certain F-Series models can handle trailer loads up to 12,500 pounds.

To select the engine/transmission and the rear axle ratio needed to tow a specific load, you'll need to know about the Gross Combined Weight Rating (GCWR). The GCWR is the combined weight of the tow vehicle (including its passengers, cargo and additional equipment) and the loaded trailer.

The charts below will help you determine the engine and axle combination needed to tow most typical loads. Calculate the approximate GCWR; find it in the Max. GCWR lbs. column of the chart, then read across that column to find the proper engine/axle ratio.

Engine	W/ Automatic Transmission		W/ Manual Transmission	
	Rear Axle Ratio	Max. GCWR lbs.	Rear Axle Ratio	Max. GCWR lbs.
2.0L 2-V I-4 (1) (6)	—	—	3.73	3,860
2.3L EFI I-4 (1) (6)	3.73	6,000	3.73	4,800
2.9L EFI V-6	3.45	7,500 (2)	3.45	5,000 (3)
	3.73	8,000 (2)	3.73	6,000 (3)
	4.10	8,500 (2)	—	—
3.0L EFI V-6	3.45	7,500 (2)	3.45	5,000 (3)
	3.73	8,000 (2)	3.73	6,000 (3)
	4.10	8,500 (2)	—	—
4.9L EFI I-6 (4) (5)	2.73	6,100	2.73	6,100
	3.08	9,000	3.08	6,450
	3.54/3.55	10,000	3.55	7,800
	4.10	11,000	4.10	10,000
5.0L EFI V-8 (4) (5)	3.08	9,000	3.08	6,450
	3.55	11,500	3.55	7,800
	3.73	12,000	—	—
	4.10	12,500	4.10	10,000
5.8L EFI V-8 (4) (5)	3.08	10,000	—	—
	3.54/3.55	12,000	3.55	12,000
	3.73/4.10	14,000	4.10	14,000
7.3L Diesel V-8 (4) (5)	3.54/3.55	12,000	3.55	12,000
	4.10	14,000	4.10	14,000
	—	—	5.13	17,000
7.5L EFI V-8 (4) (5)	3.54/3.55	15,000	3.55	12,000
	4.10	18,500	4.10	16,000
	—	—	4.63	22,000
	—	—	5.13	26,000

- NOTE: Engine/Axle Ratio Combinations shown may not be available on all vehicles in all areas. Your Ford Dealer can supply availability information.
- (1) Trailer frontal area is not to exceed the frontal area of the pulling vehicle.
 - (2) Maximum GCWR 5,500 lbs. and trailer frontal area is not to exceed the frontal area of the pulling vehicle on: Ranger without optional Payload Package No. 2 and Super Cooling; Bronco II without optional Super Cooling. Trailer frontal area is not to exceed 50 sq. ft. on Aerostar and aforementioned models with optional equipment specified.
 - (3) Trailer frontal area not to exceed the frontal area of the pulling vehicle with 3.45 axle ratio; trailer frontal area is not to exceed 50 sq. ft. with 3.73 axle ratio on: Aerostar; Ranger with Payload Package No. 2 and Super Cooling; Bronco II with optional Super Cooling.
 - (4) Trailer frontal area is not to exceed frontal area of the pulling vehicle on: Econoline and Club Wagon with 4.9L/5.0L/5.8L engines without optional Super Cooling (Econoline only), air conditioning or Trailer Towing Package; Bronco without optional Super Cooling or Trailer Towing Package; F-Series with 4.9L/2.73 axle ratio and all other powertrain combinations without optional Super Cooling or Trailer Towing Package.
 - (5) Trailer frontal area is not to exceed 60 sq. ft. on: Econoline and Club Wagon with optional 7.3L/7.5L engines or 4.9L/5.0L/5.8L engines with optional Super Cooling (Econoline only), air conditioning or Trailer Towing Package; Bronco and F-Series with optional Super Cooling or Trailer Towing Package (except 4.9L/2.73 axle ratio).
 - (6) GCWR not to exceed GVWR with 2.0L I-4 2V engine or manual brakes.

Note: All maximum trailer weights shown must be reduced by passenger and cargo weight in the towing vehicle.

See your Ford Dealer and the specification charts on the following pages to help you find the right vehicle for your towing job.



TRAILER TOWING WITH FORD CARS AND COMPACT TRUCKS

Ford Cars and Compact Trucks Can Pull The Weight

Properly equipped, most Ford cars and compact trucks are great at many trailering assignments. As an example, a Ford LTD Crown Victoria can handle up to 5,000 pound trailers and Ford's Regular Cab Ranger can tow a gross weight of 5,500 pounds, when each is properly equipped. The charts below will show specific details.

Note: Required and Recommended Equipment Information can be found on the back cover of this guide.

To use the FORD CAR chart, find the car model across the top, then read down that column to find what weight a particular model is rated to tow, and what engine is most appropriate.

To use the FORD COMPACT TRUCK chart, find the truck model across the top, then read down that column to find the maximum trailer weight to be pulled, then read across to the left to find the engine and axle ratio required.

The column marked "GCWR MAX" gives the Gross Combined Weight Rating.

FORD CARS							
	FORD LTD CROWN VICTORIA		THUNDERBIRD (1)	TEMPO	MUSTANG	ESCORT	TAURUS
TOWING CLASS	HEAVY- DUTY III	LIGHT- DUTY I	LIGHT- DUTY I	LIGHT- DUTY I (2)	LIGHT- DUTY I (2)	LIGHT- DUTY I (2/3)	LIGHT- DUTY I
Gross Trailer Weight (lbs.)	5,000 or less (4)	2,000 or less	2,000 or less	1,000 Max.	1,000 Max.	1,000 Max.	2,000 Max. (5)
Maximum Tongue Load (lbs.)	750	200	200	100	100	100	100
Minimum Engine	5.0L V-8	5.0L* V-8	3.8L* V-6	2.3L HSC 4-Cyl.	2.3L OHC* 4-Cyl.	1.9L CVH* 4-Cyl. (3)	3.0L* V-6
<p>(1) Turbocharged engine not to be used for trailer towing.</p> <p>(2) Frontal area under 20 square feet.</p> <p>(3) 4-spd. transaxle w/FS 2.85:1 Transfer Ratio not to be used for trailer towing.</p> <p>(4) Require Trailer Towing Package and Load Equalizing Hitch.</p> <p>(5) When the geographic location for your planned trailer-towing is in relatively flat country (interstate highways in non-</p>				<p>mountainous areas generally fall into this category) and ambient temperatures do not exceed 100 degrees F, you can increase the maximum trailer weight to 2,000 lbs. (200 lbs. tongue load). On roads with steep grades or moderate but long sustained grades (5 miles or more), a 1,000 lbs. maximum gross trailer weight limit should be followed and vehicle speeds should not exceed 45 mph.</p>			
<p>NOTE: Trailer Towing Packages vary in content with certain powertrains. See individual car catalogs for contents.</p> <p>*Aftermarket auxiliary transmission oil cooler recommended for long distance, high speed towing with automatic transmission.</p>							

FORD COMPACT TRUCKS										
TRAILER WEIGHT (MAX) W/ AUTOMATIC TRANSMISSION										
ENGINE	AXLE RATIO	GCWR MAX.	RANGER				BRONCO II		AEROSTAR	
			REGULAR CAB		SUPER CAB					
			4×2	4×4 (2)	4×2	4×4	4×2	4×4	VAN	WAGON
2.3L EFI I-4	3.73	6,000*	3,100*	—	2,800	—	—	—	—	—
2.9L EFI V-6	3.45	7,500	4,500	—	4,200	—	—	—	—	—
	3.73	8,000	—	4,800	—	4,500	4,600	4,500	—	—
	4.10	8,500	5,500	5,300	5,200	5,000	5,100	5,000	—	—
3.0L EFI V-6	3.45	7,500	—	—	—	—	—	—	4,100	3,900
	3.73	8,000	—	—	—	—	—	—	4,600	4,400
	4.10	8,500	—	—	—	—	—	—	(1)	4,900
TRAILER WEIGHT (MAX) W/ MANUAL TRANSMISSION										
2.0L 2V I-4	3.73	*	*	—	—	—	—	—	—	—
2.3L EFI I-4	3.73	4,800*	1,900*	1,700	1,600	—	—	—	—	—
2.9L EFI V-6							3.45	5,000		
	3.73	6,000	3,100	2,800	2,800	2,600	2,600	2,500	—	—
3.0L EFI V-6	3.45	5,000	—	—	—	—	—	—	1,700	1,400
	3.73	6,000	—	—	—	—	—	—	2,700	2,400
*GCWR not to exceed GVWR on Ranger w/2.0L engine or with manual brakes. NOTE: Engine/Axle ratio combinations shown may not be available on all vehicles in all areas. Your Ford Dealer can supply availability information. (1) Maximum GCWR 8500 lbs. Maximum trailer weight will vary as the 4.10 ratio is available with RV Prep Van only. (2) Maximum Trailer Weight w/STX High Rider is 2,000 lbs.										

Note: All maximum trailer weights shown must be reduced by passenger and cargo weight in the towing vehicle.



TRAILER TOWING WITH FORD ECONOLINE VANS AND CLUB WAGONS

Ford Vans and Club Wagons Pull Double Duty

With a van or wagon full of family and recreational equipment, can it double as a towing vehicle? Sure it can, because both the Ford Econoline Van and Club Wagon have available brawny, robust power to take trailering in stride. When equipped with the available 7.5L EFI V-8 engine, these Ford vehicles boast a maximum trailer-weight rating of 10,000 pounds. The 7.3L Diesel V-8 is rated to pull a trailer up to 8,000 pounds with the Club Wagon and up to 8,400 pounds with the Econoline Van.

To use the charts, find the van or wagon model across the top, then read down that column to find the maximum trailer weight to be pulled. Reading across, to the left, you'll find the engine and axle ratio required as well as the maximum GCWR.

TRAILER WEIGHTS (MAX) W/ AUTOMATIC TRANSMISSION											
ENGINE	AXLE RATIO	GCWR MAX.	REGULAR VAN			SUPER VAN			CLUB WAGON		SUPER WAGON
			E-150	E-250	E-350	E-150	E-250	E-350	E-150	E-250	E-350
4.9L EFI I-6	3.08	9,000	4,500	—	—	—	—	—	—	—	—
	3.54	10,000	—	5,100	—	—	5,000	—	—	—	
	3.55	10,000	5,500	—	—	5,400	—	5,200	—	—	
	3.73	10,500	—	5,600	—	—	5,500	—	—	—	
	4.10	11,000	—	—	6,100	—	—	5,800	5,600	5,300	
5.0L EFI V-8	3.55	11,500	7,000	—	—	6,900	—	—	6,800	—	
	3.73	12,000	—	7,200	—	—	7,000	—	—	—	
5.8L EFI V-8	3.08	10,000	5,400	—	—	5,300	—	—	5,100	—	
	3.54	12,000	—	7,100	7,000	—	6,900	6,800	—	6,600	
	3.55	12,000	7,400	—	—	7,300	—	—	7,100	—	
	3.73	14,000	—	9,100	—	—	8,900	—	—	—	
	4.10	14,000	—	—	9,000	—	—	8,800	8,600	8,200	
7.3L V-8 Diesel	3.54	12,000	—	—	6,400	—	—	6,200	—	6,000	
	4.10	14,000	—	—	8,400	—	—	8,200	—	8,000	
7.5L EFI V-8	3.54	15,000	—	—	9,800	—	—	9,600	—	9,400	
	4.10	18,500	—	—	10,000	—	—	10,000	—	10,000	
TRAILER WEIGHTS (MAX) W/ MANUAL TRANSMISSION											
4.9 EFI I-6	3.08	6,450	2,000	—	—	—	—	—	—	—	
	3.55	7,800	3,400	—	—	—	—	—	—	—	
NOTE: Engine/Axle Ratio combinations shown may not be available on all vehicles in all areas. Your Ford Dealer can supply availability information.											

Note: All maximum trailer weights shown must be reduced by passenger and cargo weight in the towing vehicle. Required and Recommended Equipment Information can be found on the back cover of this guide.



TRAILERING EQUIPMENT

Important Information

Driver and passenger comfort and convenience, along with obtaining peak vehicle performance, are the primary goals of Ford engineers. With this in mind, the charts below show the "Required" and the "Recommended" equipment for maximum-efficiency trailer towing.

REQUIRED EQUIPMENT (minimum) is considered essential so that the vehicle includes the necessary powertrain and suspension components to meet the additional ride, handling and performance requirements of hauling a camper or trailer.

RECOMMENDED EQUIPMENT is suggested so that the vehicle includes the proper combination of comfort and convenience features to make trailering an adventurous yet pleasant experience.

REQUIRED EQUIPMENT									
MODEL	FORD CARS*	AEROSTAR 6	RANGER	BRONCO II	BRONCO	F-SERIES	F-SERIES 5th WHEEL	ECONOLINE VANS	CLUB WAGONS
Trailer Towing/Camper Package**					5	5	5	4	3
Power Brakes			2						
Super Engine Cooling			1	1	5	5	5	4	
Handling/H.D. Suspension					5	5	5	4	3
<p>*LTD Crown Victoria and Country Squire models only.</p> <p>**See chart below for Package Contents.</p> <p>(1)—w/trailers over 2,000 lbs.; also Payload Package 2 w/2.9L engine Ranger models only.</p> <p>(2)—Ranger 4×2 w/2.3L engine when GCWR exceeds GVWR.</p> <p>(3)—Air conditioning or Trailer Towing Package w/4.9L/5.0L/5.8L engines w/trailers from 2,000—3,500 lbs.</p> <p>(4)—Air conditioning w/handling package or Trailer Towing Package w/trailers over 3,500 lbs.</p> <p>(5)—Super Cooling or air conditioning w/handling package or Trailer Towing Package w/trailers over 3,500 lbs.</p> <p>(6)—No optional equipment required.</p>									

RECOMMENDED EQUIPMENT								
MODEL	AEROSTAR	RANGER	BRONCO II	BRONCO	F-SERIES	F-SERIES 5th WHEEL	ECONOLINE VANS	CLUB WAGONS
Super Engine Cooling*								
Hitch:								
Weight Carrying or Step Bumper 1/3/4								
Weight Distributing 2/4								
Trailer Towing Package*								
<div><div>*Where not Required as shown in chart above.</div><div>(1)—with trailers under 2,000 lbs. (2)—with trailers over 2,000 lbs.</div><div>(3)—with trailers under 4,000 lbs. on Bronco or 5,000 lbs. on F-Series w/Rear Step Bumper. (4)—Aerostar requires body mounted hitch. No bumper hitch.</div></div>								

TRAILER TOWING PACKAGE CONTENTS*					
MODEL	AEROSTAR	BRONCO	F-SERIES	ECONOLINE VANS	CLUB WAGONS
Cooling: Super Engine				4	4
Aux. Auto. Trans. Oil				2	2
Electrical: H.D. Battery			2		
Wiring Harness	1				
H.D. Turn Signal Flasher					
Suspension: Handling/Suspension Pkg.			3		
Other Equipment: Low Mount Mirrors					
Limited Slip Rear Axle					
Dual Elect. Horns					
<p>*Packages vary in content with certain powertrains. See your Ford Dealer for content information.</p> <p>(1)—Class I type.</p> <p>(2)—Gasoline engines only.</p> <p>(3)—A higher capacity rear spring is substituted for front and rear stabilizer bars on F-250 4×4 with 7.3L Diesel in combination with air conditioning or Super Cooling.</p> <p>(4)—With 4.9L/5.0L/5.8L engines only.</p>					

