

# FORD RECREATION VEHICLE AND TRAILER TOWING GUIDE





# FORD: FIRST FOR RV & TRAILER TOWING

No one appreciates freedom more than the American RV & trailing crowd! They are a special breed, who know how to find the natural beauty of America—where to find that favorite secluded fishing stream—how to enjoy our National Parks, our mountains, forests and deserts. And, they won't settle for pictures in magazines, movies or on television—they want to experience it all for themselves and to share this exciting lifestyle with their families.

They also know that when it comes to RV or trailer towing power, it's time to consider Ford...first.

RV'ers are demanding drivers who rely on their vehicle's power and performance. Ford knows how to meet their demands with a round-up of recreational and trailer-towing vehicles designed, engineered and built for the outdoor purist who takes fun very seriously.

So—if you want to join the great American RV & trailing family, or if you're already a "member" looking to upgrade your equipment, check out the details in this catalog. Then, look to your Ford Dealer for the right vehicle for your needs.



## CONTENTS

RV Types &	Page
Trailer Towing	3
Class A Motorhomes	4
Class C Motorhomes	5
Van Conversions	6 & 7
Slide-In Campers	8
Trailer-Towing,	
Cars & Trucks	9
Trailer Tips & Terms	10
Ford Powertrains	11
Towing Specifications	
and Data	12-16

## Conventional Motorhome (Class A)

Starting with a tough Ford heavy-duty RV chassis and powertrain, specially designed, engineered and built to carry Class A units, motorhome builders are able to create a strong, functional motorhome body complete with the floorplans and furnishings you and your family desire.

And with the addition of Ford's soon to be introduced 16,000 #GVWR F-Super Duty Class A Motorhome Chassis on 178 and 208 inch wheel-bases, the choices grow even broader.

## Compact or Mini Motorhome (Class C)

Ford's rugged Econoline RV Cut-away Chassis, specially designed with an attached cab section, is the basis for a wide variety of camper "bodies." Ford's chassis features and available 7.5L EFI V-8 power make it the overwhelming Class C chassis sales leader.

# FORD-POWERED RV & TOWING VEHICLES

## Van Conversions/ Van Campers

With Ford's Econoline Van—or the more compact Aerostar Van—the RV Industry's finest customizers can nearly tailor-make a unit just for you. The variety is astonishing—expanded roofs—bay windows—seat/beds—sophisticated radio systems—almost whatever you want, you can look for Ford's basic chassis, power and convenience to provide the kind of van you need for your requirements.

## Slide-In Truck Camper

These popular units, designed to be loaded onto the bed of a pickup are easily handled by a wide range of Ford trucks. Match the camper weight and size with Ford's full-sized F-series pickups—and you're on your way to the campsite. And, after you drop off the camper, Ford's great pickups allow you to do the hauling, pulling and carrying you need in solid comfort.

## Trailer Towing

No matter what your traveling needs—a folding camper, a conventional travel trailer, a park trailer, a boat or snowmobile trailer, a fifth-wheel travel trailer or other type—go no further than your Ford Dealer. Ford vehicles that can handle the job range from passenger cars and small trucks to the powerful F-series pickups with 7.5L EFI V-8 engines.



## CLASS A MOTORHOMES



The best "good news" in Class A Motorhomes is Ford's soon-to-be-introduced, F-Super Duty Class A Motorhome chassis.\* This chassis will provide builders with a totally **new standard of excellence** that includes:

- 16,000 lb. Gross Vehicle Weight Rating (GVWR)
- 25,000 lb. Gross Combined Weight Rating (GCWR) for excellent towing capability

- 178 and 208 inch wheelbases
- "Built Ford Tough" throughout
- 36,000 PSI steel truck-type frame
- 7.5L (460 CID) EFI V-8 power
- 4-speed automatic overdrive transmission
- Four-wheel power disc brakes
- Excellent ride and handling
- Speed control and tilt steering wheel for driver comfort

- 75 gallon fuel tank for extended cruising range
- 6 year-60,000 mile powertrain limited warranty\*\*

This chassis will compliment the 11,500 lb. GVWR E-350 stripped chassis that is ideal for entry level Class A applications.

Because of Ford, the future of Class A Motorhomes is brighter than ever!

\*Available early 1989.

\*\*Restrictions and deductible apply. See your dealer for a copy.

## CLASS C MOTORHOMES



Ford continues its dominance of the industry in Class C Motorhomes by providing an unmatched series of features and benefits in its tough Econoline RV Cutaway chassis.

A wide variety of Class C bodies can be built on the Ford Econoline RV Cutaway chassis, the only full frame chassis in the industry. Features include:

- Available with the largest gas and diesel engines in its class—7.5L EFI V-8 and 7.3L V-8 diesel

- Up to 11,000 lb. Gross Vehicle Weight Rating (GVWR)
- Three wheelbases available up to 176"
- Forward location of front wheel housings for easy entry and exit through front doors
- Roomy cab interior; out-front engine design allows easy accessibility to the "living area" from the drivers seat

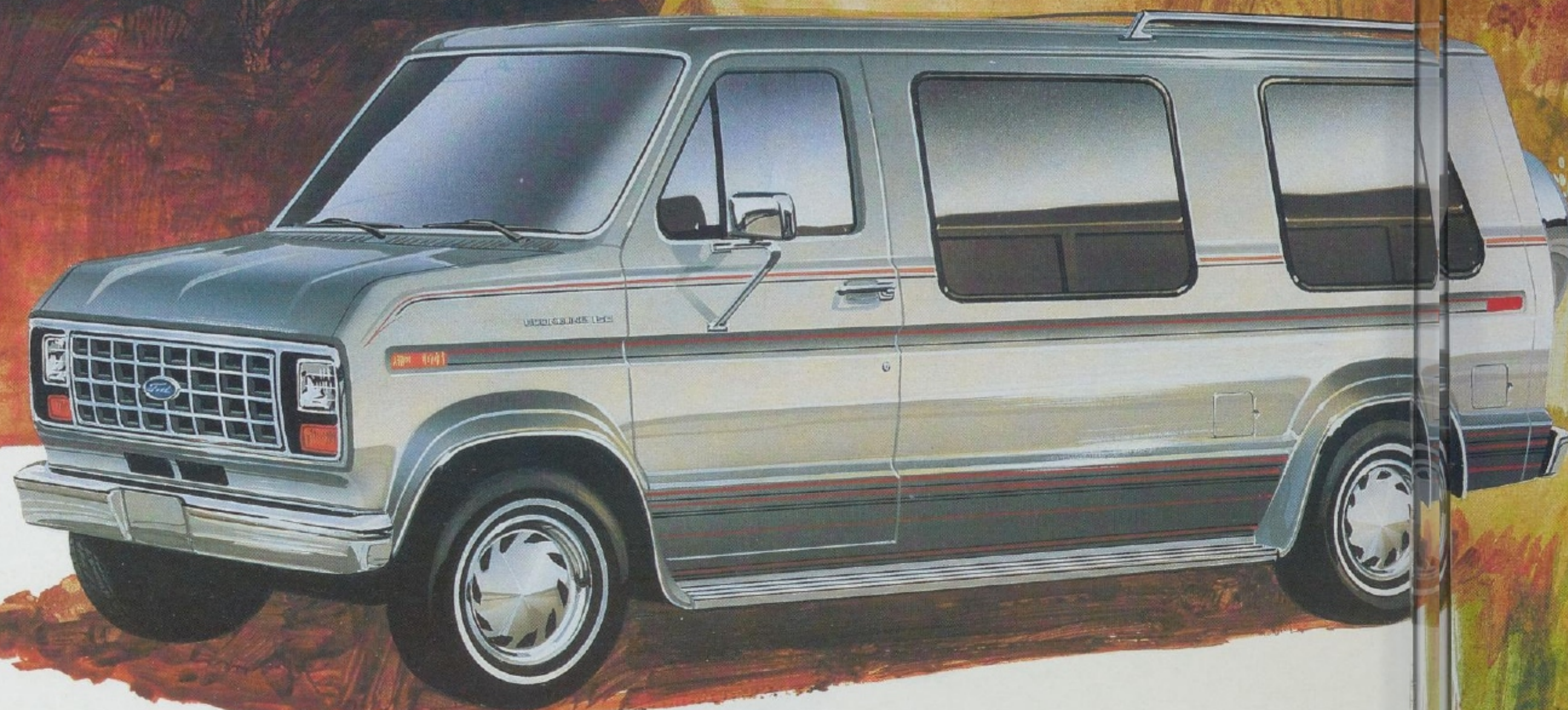
- Twin-I Beam independent front suspension for a smooth, comfortable ride
- Standard power steering and brakes
- Standard 3-speed automatic transmission with 4-speed automatic overdrive transmission soon to be available\*

With Ford's combination of features, power and handling Ford is first in Class C Motorhome applications!

\*See your Ford Dealer for availability.



## ECONOLINE VAN CONVERSIONS



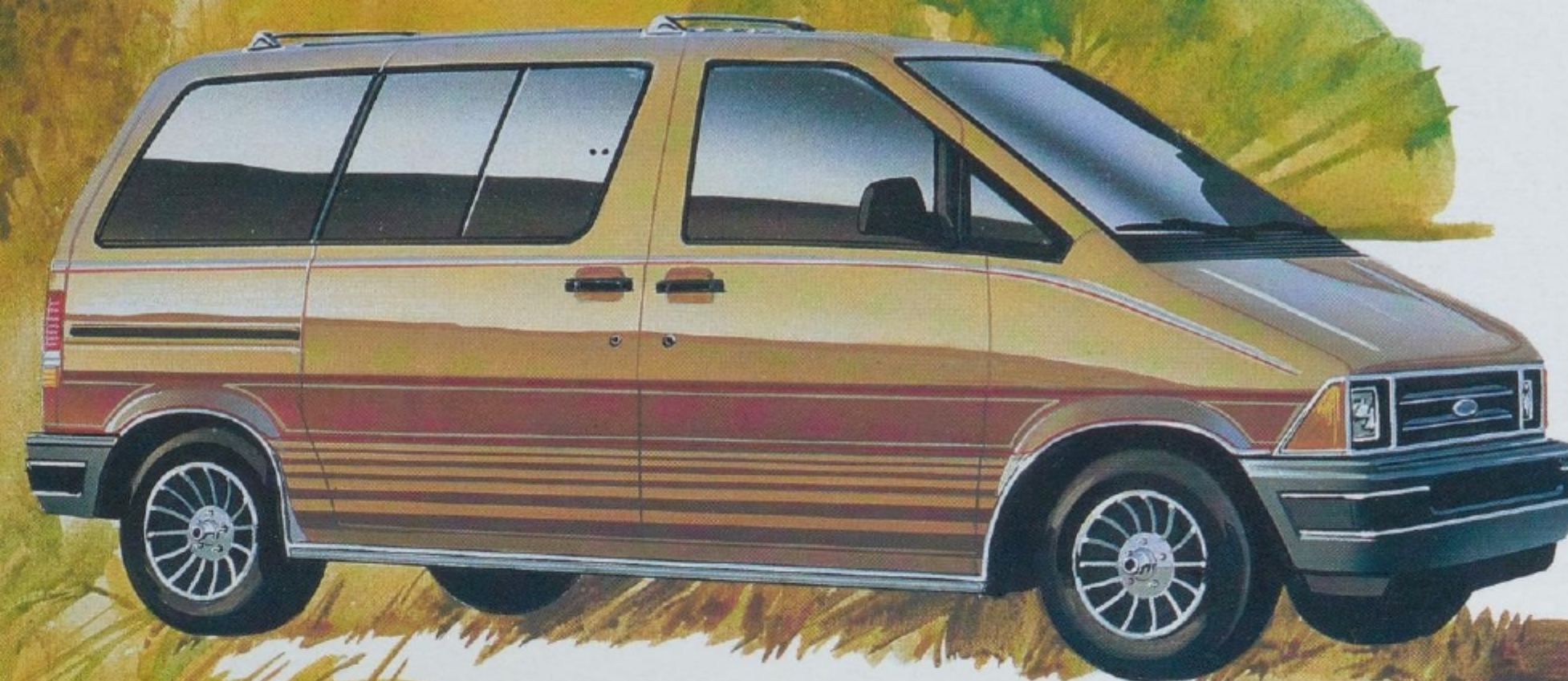
Any time—any day—can be a “vacation” in a van conversion built on a Ford Econoline chassis. Take the kids to the zoo, a Little League game—or head for the golf course or stadium. You’ll want to take these important “vacation” trips in a Ford-based van conversion, and you’ll soon find that Econoline vans lead the way with:

- A great combination of room, power, carrying capacity and model availability
- Unique out-front engine design
- 24 key service items under the hood for easy maintenance
- Easy front door entrance and roomy interiors
- Body-on-frame construction
- Twin-I Beam independent front suspension
- Electronic fuel injection on all gas engines
- Automatic overdrive transmission available\*
- Power steering/power brakes
- 124" or 138" wheelbases available

Ford Club Wagon's also offer luxurious comfort for your trips "away from it all." Look to Ford!

\*See your Ford Dealer for availability on E-350 models.

## AEROSTAR WAGON & VAN CONVERSIONS



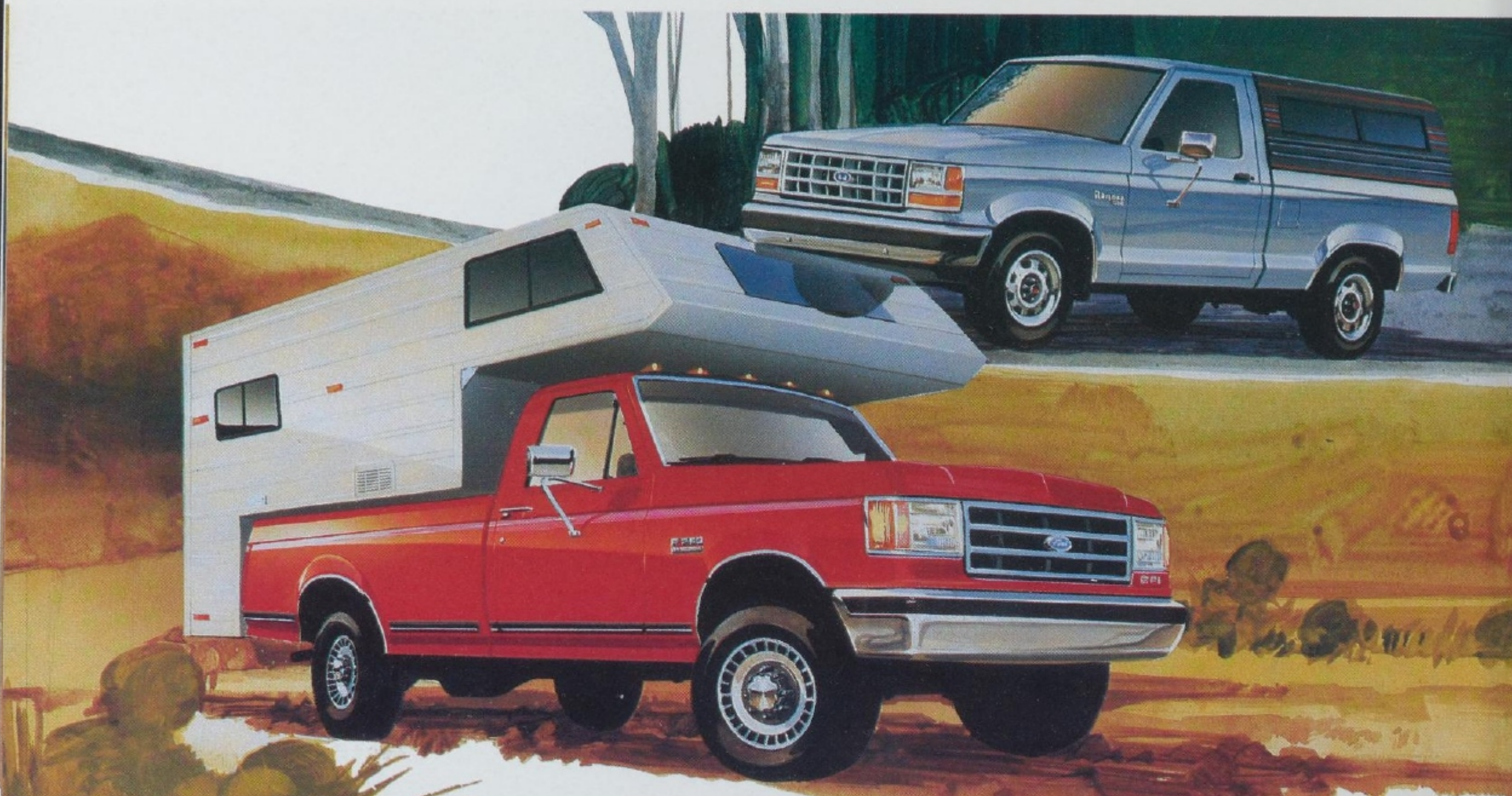
The sleek, versatile Ford Aerostar is also a solid van conversion choice. With the RV-prepped Aerostar you're ready for a first-class conversion to a van for travel, camping or entertaining. Features include:

- New for '89 extended length model with 15" more interior length and an extra 28 cubic feet of cargo space
- Styling, comfort, handling ease
- Rear wheel drive
- 21 gallon fuel tank for long cruising range
- Power steering and brakes
- Available with automatic overdrive transmission
- Standard 3.0L EFI V-6 engine
- Many comfort and convenience options available
- Choice of dual rear doors or liftgate on van

Ford's quality and value are built in.



## SLIDE-IN CAMPERS/ CAMPER CAPS



Getting away to a favorite spot is easily handled by a Ford pickup truck that can work for you all week—then perform “double-duty” for use with a Slide-In Camper or a Camper Cap. You’re the boss—a Ford pickup will do what you need done!

With Ford, you have a wide choice of models to choose from to meet your specific needs. Ford has what it takes to get you where you and your family want to go.

### Ford F-Series pickups include:

- F-150, F-250, F-250 HD, F-350
- Wide range of engine selections from 4.9L EFI I-6 to 7.5L EFI V-8
- Two or four-wheel drive
- Regular, Super or Crew Cab
- New Electronically controlled automatic overdrive transmission available over 8500 lbs. GVWR\*
- Single or dual rear wheels
- Ford durability and reliability
- Comfort and handling options

Ford has the full-size pickup to handle your Slide-In Camper or Camper Cap—but don’t overlook Ford Ranger when choosing a vehicle for camper/cap applications! Ask your Ford Dealer to show you those choices.

All Ford Pickups that are qualified for slide-in

Slide-in Camper Data/Ranger & F-Series Pickups					
Minimum Equipment					
MODEL		W.B.	GVWR (1)	ENGINE	RECOMMENDED AXLE RATIO
Ranger (2)	4×2 Reg. Cab	113.9"	4,580	2.9L EFI V-6	3.73
F-150 (3)	4×2 Reg. Cab	133.0"	6,250	V-8 (4)	3.55
	4×4 Reg. Cab	133.0"	6,250	V-8 (4)	3.55
F-250 (3)	4×2 Reg. Cab	133.0"	6,600	V-8 (4)	3.55
	4×4 Reg. Cab	133.0"	6,800	V-8 (4)	3.55
F-250HD (3)	4×2 Reg. Cab	133.0"	8,600	V-8	3.55 (5)
	Super Cab	155.0"	8,800	V-8	3.55 (5)
	4×4 Reg. Cab	133.0"	8,600	V-8	3.55 (5)
	Super Cab	155.0"	8,800	V-8	3.55 (5)
F-350 (3)	4×2 DRW Reg. Cab	133.0"	10,000	V-8	3.55 (5)
	4×2 DRW Super Cab	155.0"	10,000	V-8	4.10
	Crew Cab	168.4"	9,200 (6)	V-8	3.55 (5)
	4×4 Reg. Cab	133.0"	9,000	V-8	3.55 (5)
	Crew Cab	168.4"	9,200	V-8	3.55 (5)

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) Requires Camper Package and limited slip rear axle (see your Ford Dealer for camper package availability). Combined Frontal Area of vehicle and camper must not exceed 45 sq. ft.

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

(4) 5.0L EFI V-8 with 5-speed manual overdrive transmission not available for camper applications.

(5) 4.10 with 5.8L EFI V-8 engine.

(6) 10,000 lbs. GVWR for Dual Rear Wheel model.

camper bodies have maximum camper/cargo weight, and center of gravity location on a Truck Consumer Information Sheet placed in the glovebox of each vehicle.

\*Late availability—see your Ford Dealer for more information.

## FORD TRAILER TOWING

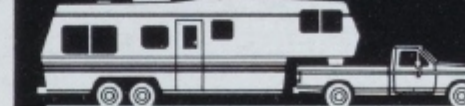
Travel Trailer Types and Classes



**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 to 35 feet in length. Towed by means of bumper or frame hitch on towing vehicle.



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



# 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. Therefore, we have included a number of tips and terms that are very 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 more than 1,000 pounds. Be sure your trailer brakes conform to local and Federal regulations. Do not couple a trailer hydraulic brake system directly to a vehicle brake system. Additionally, for vehicles with diesel engines, do not couple a vacuum-assisted trailer brake system into the vehicle's vacuum system. Doing so may result in inadequate braking and possible personal injury.

### 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 is recommended (2% per 1,000 ft. elevation) and will result in improved vehicle performance.

### Powertrain Considerations

The charts beginning on page 11 show the minimum engine size needed to move the gross combined weight of the tow vehicle and trailer. Under certain conditions, however, it's wise to choose an engine larger than the minimum recommendation. For example, when the trailer has a large frontal area that adds substantial air drag or when trailering in hilly or mountainous terrain.

## TRAILERING TERMS

### Gross Vehicle Weight Rating (GVWR)

The total allowable weight of a fully-equipped towing vehicle 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 that will meet acceptance tests with your powertrain (engine, transmission and axle). 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 MUST NOT exceed the Gross Axle Weight Rating specified on the safety certification label—nor can the total load on both axle systems exceed the pickup's Gross Vehicle Weight Rating.

### Trailer Weight, Maximum

The maximum trailer weight that your particular vehicle is rated to tow can be calculated after determining two numbers:

- The Loaded Vehicle Weight is the weight of your vehicle as loaded for towing (including trailer hitch, passengers and gear). Scales to weigh your loaded vehicle are available at trucking companies—usually listed in the Yellow Pages.
- The Maximum Gross Combined Weight Rating (GCWR) for specific Ford vehicles may be found in the charts on the following pages.

Once these two figures are found, the GCWR minus the Loaded Vehicle Weight determines the Maximum Trailer Weight allowed for your vehicle.

### 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 towing vehicle. Too little can reduce traction and tend to lift the rear of the vehicle while driving.

### Fifth-Wheel Trailer

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

Note: Hitch must be properly positioned to allow clearance of cab when making turns.

# FORD TOW-POWER

Trailer Classes

Generally, trailers fall into one of four weight classes, as defined below. These classes identify the effective maximum weight that can be towed by a vehicle.

### 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 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.

The charts below will help you to determine the engine, transmission 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	Light Trucks W/ Automatic Transmission		Light Trucks W/ Manual Transmission	
	Rear Axle Ratio	Max. GCWR lbs.	Rear Axle Ratio	Max. GCWR lbs.
2.3L EFI I-4 (1)	4.10	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 (300 CID) EFI I-6 (4) (5)	2.73	6,100	—	—
	3.08	9,000	3.08	6,450
	3.54/3.55	10,000	3.55	7,800
	3.73	10,500	—	—
	4.10	11,000	4.10	10,000
5.0L (302 CID) 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 (351 CID) EFI V-8 (4) (5)	3.08	10,000	—	—
	3.54/3.55 (6)	11,500 (6)	—	—
	3.55 (7)	12,000 (7)	3.55	11,500
	3.73/4.10	13,000	4.10	13,000
7.3L V-8 Diesel (4) (5)	3.54/3.55	12,000	3.55	12,000
	4.10	14,000	4.10	14,000
	5.13 (8)	17,000 (8)	5.13	17,000
7.5L (460 CID) 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 (8)	22,000 (8)	4.63	22,000
	5.13 (8)	26,000 (8) (9)	—	—

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) F/E-250-350 models.

(7) Bronco, F/E-150 models.

(8) See your Ford Dealer for availability.

(9) 25,000 lbs. max. with F-Super Duty Motorhome stripped chassis.

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

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



# TRAILER TOWING WITH FORD CARS & COMPACT TRUCKS

Ford Cars and Compact Trucks Can Pull The Weight

Ford passenger cars and compact trucks, when properly equipped, can handle a variety of trailer loads. For instance, when each is properly equipped, a Ford LTD Crown Victoria can pull up to 5,000 pound trailers and Ford's Regular Cab Ranger, properly equipped, can tow trailers up to 5,400 pounds!

See the chart below for specific details for each Ford vehicle listed, and be sure to check the **REQUIRED AND RECOMMENDED EQUIPMENT INFORMATION CHART** on the back cover of this guide.

To use the FORD CARS 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 TRUCKS chart, based on transmission type (automatic or manual), 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	PROBE (2)
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	LIGHT-DUTY I
Gross Trailer Weight (lbs.)	5,000 Max. (4)	2,000 Max.	2,000 Max.	1,000 Max.	1,000 Max.	1,000 Max.	2,000 Max. (5)	1,500 Max.
Maximum Tongue Load (lbs.)	750	200	200	100	100	100	100	150
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	2.2L 4-Cyl.

- (1) Supercharged or turbocharged engine not to be used for trailer towing.  
 (2) Frontal area under 20 square feet.  
 (3) 4-spd. transaxle w/FS 2.85:1 Transfer Ratio not to be used for trailer towing.  
 (4) Require Trailer Towing Package and Load Equalizing Hitch.  
 (5) When the geographic location for your planned trailer-towing is in relatively flat country (interstate highways in non-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. Heavy duty suspension recommended.

NOTE: Trailer Towing Packages vary in content with certain powertrains. See individual car catalogs for contents.  
 \*Aftermarket auxiliary transmission oil cooler recommended for long distance, high speed towing with automatic transmission.

## FORD COMPACT TRUCKS

### TRAILER WEIGHT (MAX) W/ AUTOMATIC TRANSMISSION

ENGINE	AXLE RATIO	GCWR MAX.	RANGER				BRONCO II		REGULAR LENGTH AEROSTAR		EXTENDED LENGTH AEROSTAR	
			REGULAR CAB		SUPER CAB				VAN	WAGON	VAN	WAGON
			4x2	4x4(1)	4x2	4x4	4x2	4x4				
2.3L EFI I-4	4.10	6,000	3,000	—	—	—	—	—	—	—	—	—
2.9L EFI V-6	3.45	7,500	4,400	—	4,100	—	—	—	—	—	—	—
	3.73	8,000	—	4,600	—	4,400	4,500	4,400	—	—	—	—
	4.10	8,500	5,400	5,100	5,100	4,900	5,000	4,900	—	—	—	—
3.0L EFI V-6	3.45	7,500	—	—	—	—	—	—	4,100	3,900	—	—
	3.73	8,000	—	—	—	—	—	—	4,600	4,300	4,500	4,200
	4.10	8,500	—	—	—	—	—	—	5,100	4,800	5,000	4,700

### TRAILER WEIGHT (MAX) W/ MANUAL TRANSMISSION

2.3L EFI I-4	3.73	4,800	1,800	1,500	1,500	—	—	—	—	—	—	—
2.9L EFI V-6	3.45	5,000	2,000	—	1,700	—	1,500	1,400	—	—	—	—
	3.73	6,000	3,000	2,600	2,700	2,400	2,500	2,400	—	—	—	—
3.0L EFI V-6	3.45	5,000	—	—	—	—	—	—	1,700	1,400	—	—
	3.73	6,000	—	—	—	—	—	—	2,600	2,400	2,500	2,300

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 Trailer Weight w/STX Sport 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 & CLUB WAGONS

Ford Econolines and Club Wagons Pull Double Duty

Load up the family with all their recreational gear, and let Ford's powerful Econoline Van or Club Wagon carry the load and do double duty as it also pulls your trailer. When equipped with the available 7.5L EFI V-8 engine, these Ford vehicles can offer a trailer-weight rating of up to 10,000 pounds!

Pick the combination from the table below that best suits your needs—and talk it over with your Ford Dealer!

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. Remember to use the correct chart for your particular type of transmission (automatic or manual).

### 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 (300 CID) EFI I-6	3.08	9,000	4,600	—	—	4,400	—	—	4,200	—	—
	3.54	10,000	—	5,200	—	—	5,000	—	—	—	—
	3.55	10,000	5,600	—	—	5,400	—	—	5,200	—	—
	3.73	10,500	—	5,700	—	—	5,500	—	—	—	—
	4.10	11,000	—	—	6,100	—	—	5,900	—	5,700	5,300
5.0L (302 CID) EFI V-8	3.55	11,500	7,100	—	—	6,900	—	—	6,800	—	—
	3.73	12,000	—	7,200	—	—	7,100	—	—	—	—
	4.10	12,500	—	—	—	—	—	—	—	—	—
5.8L (351 CID) EFI V-8	3.08	10,000	5,500	—	—	5,300	—	—	5,100	—	—
	3.54	11,500	—	6,800	6,500	—	6,500	6,200	—	6,000	5,700
	3.55	12,000	7,500	—	—	7,300	—	—	7,100	—	—
	3.73	13,000	—	8,100	—	—	8,000	—	—	—	—
	4.10	13,000	—	—	8,000	—	—	7,700	—	7,500	7,200
7.3L V-8 Diesel	3.54	12,000	—	—	6,400	—	—	6,200	—	6,000	5,700
	4.10	14,000	—	—	8,400	—	—	8,200	—	8,000	7,700
7.5L (460 CID) EFI V-8	3.54	15,000	—	—	9,800	—	—	9,500	—	9,300	9,000
	4.10	18,500	—	—	10,000	—	—	10,000	—	10,000	10,000

### TRAILER WEIGHTS (MAX) W/ MANUAL TRANSMISSION

4.9L (300 CID) EFI I-6	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.



# TRAILER TOWING WITH FORD F-SERIES & BRONCO

## Trailer Towing Power

High scoring Ford F-Series vehicles go as high as 18,500 pounds GCWR/10,000 pounds trailer weight with the big-cube 7.5L EFI V-8! That's trailer-towing power. With the 7.3L diesel, they go up to 14,000 pounds GCWR/9,000 pounds trailer weight.

The rugged Bronco boasts a maximum GCWR of 12,500 pounds/7,800 pound trailer weight with the 5.0L EFI V-8 engine. Ford's powertrain choices make pulling the "big loads" seem easier.

On the chart below, find the truck 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 axle ratio and engine required as well as the Maximum Gross Combined Weight Rating. Be sure to use the chart based on your particular transmission type (automatic or manual).

TRAILER WEIGHTS (MAX) W/ AUTOMATIC TRANSMISSION																			
ENGINE	AXLE RATIO	GCWR MAX.	REGULAR CAB PICKUP								SUPERCAB PICKUP				CREW CAB PICKUP				BRONCO
			F-150 4x2	F-150 4x4	F-250 4x2	F-250 4x4	F-250 H.D. 4x2	F-250 H.D. 4x4	F-350 4x4	F-350 DRW 4x2	F-150 4x2	F-150 4x4	F-250 H.D. 4x2	F-250 H.D. 4x4	F-350 4x2 DRW	F-350 4x2 SRW	F-350 4x2 DRW	F-350 4x4	
4.9L (300 CID) EFI I-6	2.73	6,100	2,100	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	3.08	9,000	5,000	4,700	—	—	—	—	—	—	4,500	—	—	—	—	—	—	—	4,300
	3.55	10,000	6,000	5,700	5,700	—	—	—	—	—	5,500	—	—	—	—	—	—	—	5,300
	4.10	11,000	—	—	—	—	6,700	—	—	—	—	—	—	—	—	—	—	—	—
5.0L (302 CID) EFI V-8	3.08	9,000	5,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	3.55	11,500	7,500	7,200	—	—	—	—	—	—	7,000	6,700	—	—	—	—	—	—	6,800
	4.10	12,500	—	8,200	8,200	8,000	—	—	—	—	—	7,700	—	—	—	—	—	—	7,800
	4.10	12,500	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
5.8L (351 CID) EFI V-8	3.08	10,000	5,900	5,600	—	—	—	—	—	—	5,400	5,100	—	—	—	—	—	—	5,200
	3.55	11,500	—	—	7,100	6,900	7,000	6,700	6,600	6,600	—	—	6,500	6,700	—	6,100	6,000	5,900	—
	3.55	12,000	7,900	7,600	—	—	—	—	—	—	7,400	7,100	—	—	—	—	—	—	—
	4.10	13,000	—	—	8,600	8,400	8,500	8,200	8,100	8,100	—	—	8,000	7,600	—	7,600	7,500	7,300	7,200
7.3L V-8 Diesel	3.55	12,000	—	—	—	—	6,900	6,700	6,500	6,500	—	—	6,400	6,100	6,200	6,100	6,000	5,800	—
	4.10	14,000	—	—	—	—	8,900	8,600	8,500	8,500	—	—	8,400	8,100	8,100	8,100	7,900	7,700	—
	4.10	14,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	5.13*	17,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
7.5L (460 CID) EFI V-8	3.55	15,000	—	—	—	—	10,000	9,900	9,900	9,900	—	—	9,800	9,500	9,600	9,500	9,400	9,200	—
	4.10	18,500	—	—	—	—	10,000	10,000	10,000	10,000	—	—	10,000	10,000	10,000	10,000	10,000	10,000	—
	4.10	18,500	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	4.63*	22,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	5.13*	26,000**	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TRAILER WEIGHTS (MAX) W/ MANUAL TRANSMISSION																			
ENGINE	AXLE RATIO	GCWR MAX.	REGULAR CAB PICKUP								SUPERCAB PICKUP				CREW CAB PICKUP				BRONCO
			F-150 4x2	F-150 4x4	F-250 4x2	F-250 4x4	F-250 H.D. 4x2	F-250 H.D. 4x4	F-350 4x4	F-350 DRW 4x2	F-150 4x2	F-150 4x4	F-250 H.D. 4x2	F-250 H.D. 4x4	F-350 4x2 DRW	F-350 4x2 SRW	F-350 4x2 DRW	F-350 4x4	
4.9L (300 CID) EFI I-6	3.08	6,450	2,400	2,200	—	—	—	—	—	—	2,000	1,800	—	—	—	—	—	—	1,700
	3.55	7,800	3,800	3,500	3,500	3,300	—	—	—	—	3,300	3,000	—	—	—	—	—	—	3,100
	4.10	10,000	—	—	—	—	5,700	—	—	—	—	—	—	—	—	—	—	—	—
	4.10	10,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
5.0L (302 CID) EFI V-8	3.08	6,450	2,500	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	3.55	7,800	3,700	3,500	3,500	3,300	—	—	—	—	3,300	3,000	—	—	—	—	—	—	3,100
	4.10	10,000	—	5,800	5,700	5,500	—	—	—	—	—	5,300	—	—	—	—	—	—	5,300
	4.10	10,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
5.8L (351 CID) EFI V-8	3.55	11,500	—	—	—	—	7,000	6,700	6,600	—	—	—	6,600	6,200	—	7,700	7,500	7,400	—
	4.10	13,000	—	—	—	—	8,500	8,200	8,100	8,100	—	—	8,100	7,700	—	—	—	—	—
	4.10	13,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	5.13*	17,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
7.3L V-8 Diesel	3.55	12,000	—	—	—	—	7,000	6,700	6,600	—	—	—	6,500	6,200	—	6,200	6,000	5,800	—
	4.10	14,000	—	—	—	—	9,000	8,700	8,600	8,500	—	—	8,500	8,200	8,200	8,200	8,000	7,800	—
	4.10	14,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	5.13*	17,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
7.5L (460 CID) EFI V-8	3.55	12,000	—	—	—	—	7,300	7,000	6,900	—	—	—	6,900	6,500	—	6,500	—	6,200	—
	4.10	16,000	—	—	—	—	10,000	10,000	10,000	10,000	—	—	10,000	10,000	10,000	10,000	10,000	10,000	—
	4.10	16,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	4.63*	22,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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.

# TRAILER TOWING WITH FORD F-SERIES/FIFTH-WHEEL

## Fifth-Wheel Power

Ford vehicles are able to provide the power to get tough, fifth-wheel trailering jobs done. Ford offers Dual Rear Wheel Models in Regular Cab, Crew Cab and Super Cab with powertrain choices that are ideal for fifth-wheel applications.

Ford F-Series pickups handle the really big jobs in their stride—one of the many reasons they have been **America's best selling truck for over eleven years!**—based on calendar year manufacturer's reported retail deliveries.

With the proper combination of engine, transmission and axle ratio and equipment, the GCWR for a

Ford F-Series/Fifth-Wheel can reach **18,500 pounds/12,500 pounds maximum trailer weight!**

Use the chart below to see how a fifth-wheel application can meet some of the most challenging requirements. Find the truck 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 axle ratio and engine needed to do the job and maximum Gross Combined Weight Rating. Remember, these maximum weights are based on your transmission type (automatic or manual).

TRAILER WEIGHTS (MAX) W/ AUTOMATIC TRANSMISSION																								
ENGINE	AXLE RATIO	GCWR MAX.	REGULAR CAB PICKUP								SUPERCAB PICKUP					CREW CAB PICKUP				REGULAR CHASSIS CAB				
			F-150 4x2	F-150 4x4	F-250 4x2	F-250 4x4	F-250 H.D. 4x2	F-250 H.D. 4x4	F-350 4x4	F-350 DRW 4x2	F-150 4x2	F-150 4x4	F-250 H.D. 4x2	F-250 H.D. 4x4	F-350 4x2 DRW	F-350 4x2 SRW	F-350 4x2 DRW	F-350 4x4	F-350 133" WB 4x2	F-350 133" WB 4x4	F-350 137" WB 161" WB 4x2	F-350 137" WB 161" WB 4x4	F-SUPER DUTY	
4.9L (300 CID) EFI I-6	3.08	9,000	5,000	4,700	—	—	—	—	—	—	4,500	—	—	—	—	—	—	—	—	—	—	—	—	
	3.55	10,000	6,000	5,700	5,700	—	—	—	—	—	5,500	—	—	—	—	—	—	—	—	—	—	—		
	4.10	11,000	—	—	—	—	6,700	—	—	—	—	—	—	—	—	—	—	—	7,000	—	6,400	—		
5.0L (302 CID) EFI V-8	3.08	9,000	5,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
	3.55	11,500	7,500	7,200	—	—	—	—	—	—	7,000	6,700	—	—	—	—	—	—	—	—	—	—		
	4.10	12,500	—	8,200	8,200	8,000	—	—	—	—	—	7,700	—	—	—	—	—	—	—	—	—	—		
5.8L (351 CID) EFI V-8	3.08	10,000	5,900	5,600	—	—	—	—	—	—	5,400	5,100	—	—	—	—	—	—	—	—	—	—		
	3.55	11,500	—	—	7,100	6,900	7,000	6,700	6,600	6,600	—	—	6,500	6,200	—	6,100	6,000	5,900	7,300	—	6,800	—		
	3.55	12,000	7,900	7,600	—	—	—	—	—	—	7,400	7,100	—	—	—	—	—	—	—	—	—	—		
4.10	13,000	—	—	8,600	8,400	8,500	8,200	8,100	8,000	—	—	8,000	7,600	—	7,600	7,500	7,300	8,800	—	8,200	—			
7.3L V-8 Diesel	3.55	12,000	—	—	—	—	6,900	6,700	6,500	6,500	—	—	6,400	6,100	6,200	6,100	6,000	5,800	7,200	6,900	6,700	—		
	4.10	14,000	—	—	—	—	8,900	8,600	8,500	8,500	—	—	8,400	8,100	8,100	8,100	7,900	7,700	9,200	8,800	8,700	8,300		
	5.13*	17,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	11,000		
7.5L (460 CID) EFI V-8	3.55	15,000	—	—	—	—	10,300	9,900	9,900	9,900	—	—	9,800	9,500	9,600	9,500	9,400	9,200	10,600	10,300	10,100	—		
	4.10	18,500	—	—	—	—	12,500	12,500	12,500	12,500	—	—	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	—		
	4.63*	22,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	12,500		
5.13*	26,000**	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	12,500			
TRAILER WEIGHTS (MAX) W/ MANUAL TRANSMISSION																								
4.9L (300 CID) EFI I-6	3.55	7,800	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
	4.10	10,000	—	—	—	—	5,700	—	—	—	—	—	—	—	—	—	—	—	6,000	—	5,400	—		
5.0L (302 CID) EFI V-8	3.55	7,800	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
	4.10	10,000	—	5,800	5,700	5,500	—	—	—	—	—	5,300	—	—	—	—	—	—	—	—	—	—		
5.8L (351 CID) EFI V-8	3.55	11,500	—	—	—	—	7,000	6,700	6,600	—	—	—	6,600	6,200	—	—	—	—	7,400	—	—	—		
	4.10	13,000	—	—	—	—	8,500	8,200	8,100	8,100	—	—	8,100	7,700	—	7,700	7,500	7,400	8,900	—	8,300	—		
7.3L V-8 Diesel	3.55	12,000	—	—	—	—	7,000	—	—	—	—	—	6,500	—	—	6,200	—	—	7,300	—	—	—		
	4.10	14,000	—	—	—	—	9,000	8,700	8,600	8,500	—	—	8,500	8,200	8,200	8,200	8,000	7,800	9,300	8,900	8,400	—		
	5.13	17,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	11,100		
7.5L (460 CID) EFI V-8	3.55	12,000	—	—	—	—	7,300	7,000	6,900	—	—	—	6,900	6,500	—	6,500	—	6,200	7,700	7,300	—	—		
	4.10	16,000	—	—	—	—	11,300	11,000	10,900	10,900	—	—	10,900	10,500	10,600	10,500	10,400	10,200	11,700	11,300	11,100	10,800		
4.63	22,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	12,500		



# TRAILERING EQUIPMENT

"Must-Know" Information

Driver handling, comfort, passenger convenience and peak performance are always Ford Engineers' primary goals. To achieve these goals for your trailer towing need, check the charts below for "Required Equipment," "Recommended Equipment," and "Trailer Towing Package Contents."

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 5	RANGER	BRONCO II	BRONCO	F-SERIES	F-SERIES 5th WHEEL	ECONOLINE VANS	CLUB WAGONS
Trailer Towing/Camper Package**					4	4	4	3	2
Super Engine Cooling			1	1	4	4	4	3	
Handling/H.D. Suspension					4	4	4	3	2

\*LTD Crown Victoria and Country Squire models only.  
 \*\*See chart below for Package Contents.  
 (1)—w/trailers over 2,000 lbs.; also Payload Package 2 w/2.9L engine Ranger Regular Cab models only.  
 (2)—Air conditioning or Trailer Towing Package w/4.9L/5.0L/5.8L engines w/trailers from 2,000—3,500 lbs.  
 —Air conditioning w/handling package or Trailer Towing Package w/trailers over 3,500 lbs.  
 (3)—Super Cooling or air conditioning or Trailer Towing Package w/4.9L/5.0L/5.8L engines w/trailers from 2,000—3,500 lbs.  
 —Super Cooling or air conditioning w/handling package or Trailer Towing Package w/trailers over 3,500 lbs.  
 (4)—Super Cooling or Trailer Towing Package w/trailers from 2,000—3,500 lbs.  
 —Super Cooling w/handling package or Trailer Towing Package w/trailers over 3,500 lbs.  
 (5)—No optional equipment required.

## 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*								

\*Where not Required as shown in chart above.  
 (1)—with trailers under 2,000 lbs.  
 (2)—with trailers over 2,000 lbs.  
 (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.

## 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					

\*Packages vary in content with certain powertrains. See your Ford Dealer for content information.  
 (1)—Class I type.  
 (2)—Gasoline engines only.  
 (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.  
 (4)—With 4.9L/5.0L/5.8L engines only.

