

1990 

Ford Recreation Vehicle and Trailer Towing Guide



In RV and Trailer Towing...



CONTENTS

Class A Motorhome Chassis	4
Class C Motorhome Chassis	5
Econoline Van Conversions/ Van Campers (Class B)/Club Wagon	6
Aerostar Van Conversions/Aerostar Wagon	7
Slide-In Camper Applications	8
Ford Vehicles for Any RV Preference	9
Trailer Towing—Types and Classes	10
Trailer Towing Selector	11-14
Required/Recommended Trailer Towing Equipment	15
Trailer Terms and Tips	16

When you're ready to experience the outdoor activities and beauty that America has to offer, remember that Ford provides the power for towing and RV applications.

Make Ford Your First Choice

No matter what your RV or trailer towing need, there are many good reasons why you should consider Ford first:

- **Comprehensive Lineup**—Whether it's a motorhome, a van conversion, a camping vehicle or a vehicle to pull a trailer or boat, there's a Ford-powered vehicle or chassis that's just right for the job.
- **Experience**—Ford's many years of RV and towing leadership is reflected in the design of every vehicle in our lineup.

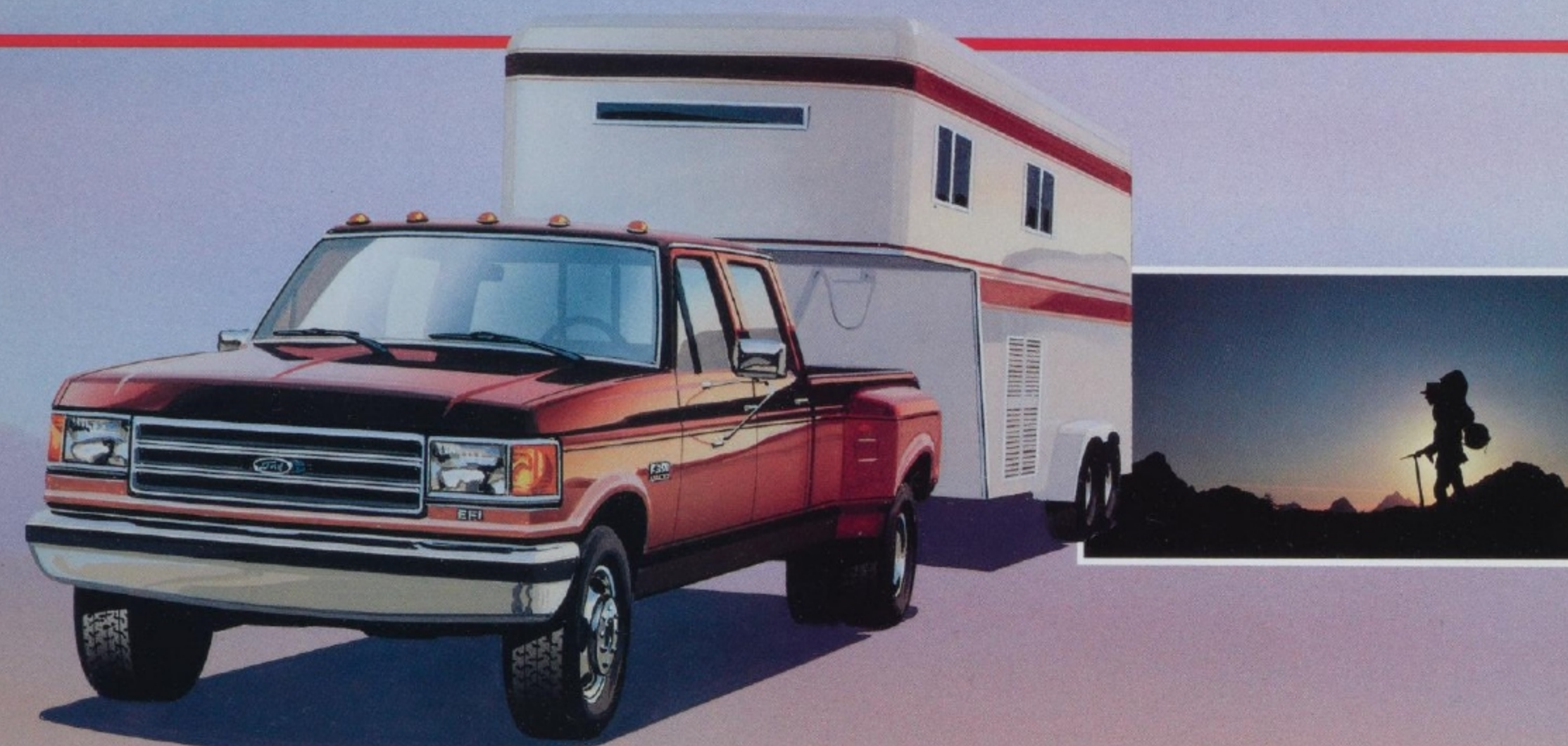
- **Performance**—Ford's broad selection of powertrain combinations offers something for virtually all RV and towing applications. They are engineered to handle strenuous demands.

- **Toughness**—America's best-selling trucks continue to be "Built Ford Tough"—the way truck buyers want them.

- **Quality**—For the past nine years, Ford has earned the reputation "The Best Built American Cars and Trucks"*. A quality that shows in every 1990 model we build.

*Based on an average of consumer-reported problems in a series of surveys of all Ford and competitive '81-'89 models designed and built in North America.

...Ford Provides The Power



Check Out the Major RV Categories...And What Ford Has to Offer



Conventional Motorhome (Class A)

A Class A Motorhome is a self-contained RV camping/travel vehicle with a living unit entirely constructed on a specially designed vehicle chassis. Ford motorhome chassis offerings include:

- **Ford F-Super Duty Class A Motorhome Chassis**
 - 16,000-lb. Gross Vehicle Weight Rating (GVWR).
 - Sets a standard of excellence in motorhome chassis design.
 - Functional base for 26- to 34-foot Class A Motorhomes.
- **Ford Econoline E-350 Motorhome Stripped Chassis**
 - 11,500-lb. GVWR.
 - Ideal for big motorhome spaciousness and features with compact-sized maneuverability and efficiency.
 - Designed specifically for 22- to 28-foot Class A Motorhomes.



Compact or Mini Motorhome (Class C)

A Class C Motorhome is built on a cutaway van chassis including the van cab section. Ford's entry in this class is:

- **Ford Econoline E-350 RV Cutaway Chassis**
 - The only full-frame chassis in the industry.
 - The overwhelming Class C chassis sales leader.
 - Provides the base for a wide variety of camper bodies.
 - Available in wheelbases up to 176 inches and up to 11,000-lb. GVWR.



Van Conversions/Van Campers

Based on a van chassis—full-size or compact—a converter can nearly tailor-make a travel/camping unit to your specifications, including expanded roofs, bay windows, seat/beds—virtually anything you want. Ford choices are:

- **Ford Econoline Van**
 - America's most popular full-size van for the past 25 years.*
 - Sturdy body-on-frame construction provides firm foundation for full-size conversions.
 - Choice of regular or Super Van bodystyles.

*Based on cumulative calendar year registrations from 1964 to 1988.

Ford Aerostar Van

- Ford truck toughness and rear-wheel drive make it great for mini-van conversions.
- Available in regular and extended lengths.
- New Electronic 4-Wheel Drive (E-4WD) model and 4.0L (245-CID) EFI V-6 engine offer enhanced traction and handling and increased power (available December, 1989).



Slide-In Truck Camper

These popular units are designed to be loaded onto the bed of a pickup truck. They're especially handy since you can easily remove the camper and use the truck for other purposes. Ford's F-Series pickups provide an ideal base for slide-in camper applications.

Trailers

Trailers are available to meet many RV preferences—including folding campers, conventional travel trailers, boat/snowmobile/ATV trailers, and fifth-wheel travel trailers—in a full range of sizes, floor plans and furnishing levels.

Ford offers a full range of car and truck models with varying trailer-towing capabilities (See Trailer Towing section of this guide).

Class A Motorhomes... Powered by Ford



Ford F-Super Duty Class A Motorhome Chassis

If you want the best in motorhome chassis, look to the F-Super Duty Class A chassis. It incorporates the latest technology and product features in the industry—plus renowned Ford toughness and quality. The chassis 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—compatible with 26- to 34-foot units.
- 7.5L (460-CID) EFI V-8 engine for plenty of power and performance.

- Electronically controlled 4-speed automatic overdrive transmission for smooth, consistent shifts.
- Four-wheel power disc brakes.
- Strong, durable truck-type frame—36,000 PSI steel construction.
- 75-gallon fuel tank for extended cruising range.
- Extra wide and long springs for riding comfort.
- Large-diameter front and rear stabilizer bars contribute to stability and ride control.

Ford Econoline E-350 Stripped Chassis

If you'd like a smaller Class A motorhome that combines the spaciousness and features of a big motorhome with the efficiency and maneuverability of a

smaller one, consider one built on the Econoline motorhome stripped chassis. It's ideal for a host of attractive 22- to 28-foot units.

Major features include:

- 11,500-lb. GVWR.
- 158- and 176-inch wheelbases.
- 7.5L (460-CID) EFI V-8 engine.
- Three-speed automatic transmission.
- Twin-I-Beam independent front suspension with stabilizer bar.
- Steel ladder-type frame side rails—36,000 PSI.
- 36-gallon fuel tank.

Class C Motorhomes... Powered by Ford



Ford Econoline RV Cutaway Chassis

Another extremely popular motorhome choice is the Class C, which features a camper unit mounted on a cutaway van chassis. If this is your choice, look for a unit based on the Econoline cutaway chassis—the industry's overwhelming sales leader. And for good reason... it is the only full-frame chassis in the industry, plus it offers an unmatched array of features and benefits including:

- 10,500-11,000-lb. GVWR.
- Three wheelbase choices—138, 158 and 176-inch
- Three engine choices—including the largest gas and diesel engines in its class—5.8L (351-CID) EFI V-8, 7.5L (460-CID) EFI V-8 and 7.3L (444-CID) V-8 diesel.
- 3-speed automatic or electronically controlled 4-speed automatic overdrive transmission.

- Out-front engine design allows spacious cab with easy access to "living area."
- Twin-I-Beam independent front suspension, front stabilizer bar and gas-pressurized shock absorbers for smooth, comfortable ride.
- Steel ladder-type frame side rails with six cross-members—36,000 PSI.
- 36-gallon fuel tank.
- Van-like driver position.

Ford-Powered Motorhomes Are Backed by Service Support—When and Where You Need It

To make your motoring experiences enjoyable and worry-free, Ford offers the following powertrain and chassis service support for all Ford-based motorhomes:

- 1,900 Ford Dealers across the country with factory-authorized Class A Motorhome technicians to serve you.
- Nationwide Ford Parts and Service locations for quick parts availability.
- Ford Motorhome Service Directory lists all dealership locations and phone numbers.
- Ford Motorhome Owners Service Locator Hotline (1-800-444-3311) provides 24-hour, 7-day-a-week assistance in contacting a dealership, arranging a service appointment and providing a dealership contact person name. Can also assist in locating towing service, if needed.

Plus, Like All Ford Cars and Light Trucks, Your Motorhome Chassis Is Covered by Ford's 6-Year/60,000-Mile Powertrain Limited Warranty... Ask Your Dealer for Details and a Copy of the Warranty.

Ford Econoline Van Conversions/ Van Campers (Class B)/Club Wagon



Econoline Van Conversions

Full-size van conversions offer comfort and convenience for traveling on vacation or to recreational activities. Numerous converters offer an almost unlimited selection of styles, configurations and luxury equipment, based on the Econoline Van.

Van Campers (Class B)

RV manufacturers also can use the Econoline Van as the basis for attractive campers which include conveniences such as sleeping, kitchen and toilet facilities, as well as 110-volt hook-up, fresh water storage and/or city water hook up. These comfortable units also incorporate a roof extension that allows occupants to stand up inside.

Econoline Chassis Features

- Rugged body-on-frame construction...exclusive ladder-type frame provides a solid foundation for camping or custom conversions.
- Excellent size selection...choice of Regular or Super Van models.
- Choice of transmissions...3-speed automatic or state-of-the-art electronically controlled 4-speed automatic overdrive.
- Excellent towing capabilities.
- Unique out-front engine design for greater cab roominess, plus more convenient underhood servicing.
- Exclusive Twin-I-Beam independent front suspension for both ruggedness and smooth ride.

Club Wagon Also Can Be an Attractive "Recreation" Vehicle

While Econoline Van provides the base for a wide range of campers/conversions, its sister vehicle, Club Wagon, also is ideally suited to recreational driving—in its factory-produced form. Besides sharing all of the Van's major product features, Club Wagon adds the upgraded XLT trim level, plus numerous seating alternatives which make it an excellent choice as a production RV:

- Seating for up to 15 passengers (Super Wagon).
- Choice of Dual or Quad Captain's Chairs for comfort and luxury.
- Rear Seat/Bed option enables it to double as an overnight camper.

Ford Aerostar Van Conversions/Wagon



The tremendous popularity of mini-vans has opened up a new and rapidly expanding segment for van converters, and they've created a big selection of great-looking units for recreation uses—from camping to simply traveling in style and comfort.

Aerostar Van conversions are an excellent choice for mini-van buyers. And for 1990, Aerostar becomes even more versatile with the addition of a new Electronic 4-Wheel Drive (E-4WD) model and a more powerful 4.0L (245-CID) EFI V-6 engine (available December, 1989).

Key Aerostar features include:

- Rear-wheel drive puts the load weight over the driving wheels for optimum traction...4-wheel drive will also be available December, 1989.

- Choice of regular- or extended-length models, with cargo volumes up to 168.4 cubic feet.
- GVWRs range from 4,820 to 5,240 lbs. to handle heavy loads.
- Can be equipped to tow trailers up to 5,000 lbs.
- Two powerful multiple-port EFI V-6 engines: 3.0L and 4.0L (late availability).
- Available with 4-speed automatic overdrive transmission.
- Choice of dual rear doors or liftgate.

And Don't Forget Aerostar Wagon as a Versatile "Production RV"

While Aerostar Wagon shares most of the Van's major features, it adds numerous passenger-oriented features which make it a great factory-equipped vehicle for "recreational" motoring:

- 3 trim levels—XL, XLT and Eddie Bauer—for enhanced passenger comfort, convenience and luxury.
- 5- or 7-passenger seating, including available Dual or Quad Captain's Chairs.
- Rear seat/bed option adds the versatility of a convenient overnight camper.

Slide-In Campers... For Ford F-Series Pickups



Slide-in Camper Data/F-Series Pickups
Minimum Equipment

Model		W.B.	GVWR(1)	Engine	Recommended Axle Ratio	Required Equipment
F-150	4x2 Reg. Cab	133.0"	6,250	V-8 (3)	3.55	(2)
	4x4 Reg. Cab	133.0"	6,250	V-8 (3)	3.55	(2)
F-250	4x2 Reg. Cab	133.0"	6,600	V-8 (3)	Std.	(2)
	4x4 Reg. Cab	133.0"	6,800	V-8 (3)	Std.	(2)
F-250 HD	4x2 Reg. Cab	133.0"	8,600	V-8	Std. (4)	(2)
	4x2 SuperCab	155.0"	8,800	Std.	Std. (4)	(2)
	4x4 Reg. Cab	133.0"	8,600	Std.	Std. (4)	(2)
	4x4 SuperCab	155.0"	8,800	Std.	Std. (4)	(2)
F-350	4x2 DRW Reg. Cab	133.0"	10,000	Std.	Std. (4)	(2)
	4x2 DRW SuperCab	155.0"	10,000	Std.	Std. (4)	(2)
	4x2 Crew Cab	168.4"	9,200 (5)	Std.	Std. (4)	(2)
	4x4 Reg. Cab	133.0"	9,000	Std.	Std. (4)	(2)
	4x4 Crew Cab	168.4"	9,200	Std.	Std. (4)	(2)

If you like to camp but need the hard-working, load carrying capabilities of a pickup truck, a slide-in camper or camper cap might be the perfect answer to your RV needs. Put the pickup to work during the week, then slide in the camper and take off for fun when the weekend comes.

Ford offers a vast array of F-Series pickups that will accommodate almost any slide-in camper configuration you choose. Ford pickups which qualify to carry slide-in camper bodies are listed in the chart.

F-Series Pickups offer:

- Choice of 2- or 4-wheel drive.
- Choice of Regular, Super or Crew Cab provides seating for up to six passengers.
- Single- or dual-rear-wheel models.
- Engine choices up to 7.5L (460-CID) EFI V-8 or 7.3L (444-CID) V-8 diesel.
- High level of trim and equipment.

F-Series Handling/Camper/ Trailer Towing Package Content

HANDLING PACKAGE

- Front/rear stabilizer bars
- Heavy-duty front/rear shock absorbers (Standard with F-250 HD/F-350)
- Quad front and heavy-duty rear shock absorbers (F-150 Regular Cab 4x4 only)

- Heavy-duty front springs (Except F-150 4x4)
- NOTE: High capacity rear springs will be substituted for the front/rear stabilizer bars on F-250 HD 4x4 models with 7.3L (444-CID) diesel engine and air conditioning or super engine cooling.

CAMPER AND TRAILER TOWING PACKAGES

- Super Engine Cooling
- Aux. transmission oil cooler (with select automatic transmissions—see your Ford Dealer for usage)

- Bright low-mount swingaway mirrors (single-rear-wheel Reg. Cab Custom trim only)
- Trailer wiring harness
- Heavy-duty turn signal flasher
- Handling Package
- Heavy-duty battery (84 AH) (Gas eng. only)

Not available with:

- Heavy-Duty Front Suspension Package

(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) Handling Package or Camper Package or Trailer Towing Package (see package content below).

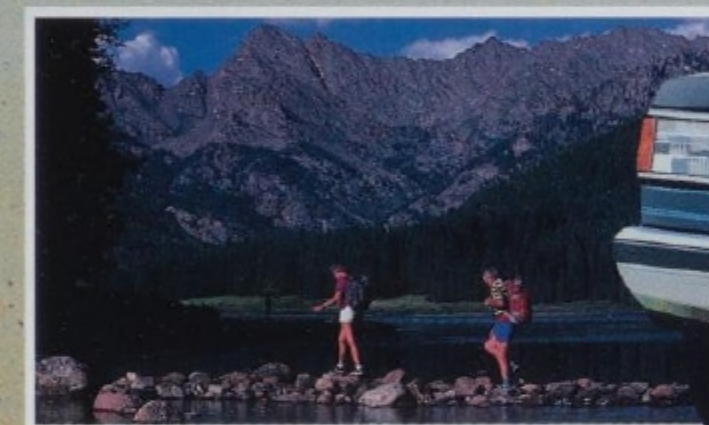
(3) 5.0L (302-CID) EFI V-8 with 5-speed manual overdrive transmission not available for camper applications.

(4) 4.10 with 5.8L (351-CID) EFI V-8 engine.

(5) 10,000 lbs. GVWR for Dual Rear Wheel model.

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.

Ford Vehicles For Any RV Preference



In addition to the slide-in camper-carrying F-Series full-size pickups and recreation-oriented Club Wagon and Aerostar Wagon models, Ford offers several other production vehicles that can be equipped for recreational driving...from the tough, sporty Bronco and Bronco II utility vehicles to a full lineup of Ranger Compact Pickups that are perfect for on- or off-road excitement.

BRONCO

Built to take all the punishment off-roading can dish out—and have fun doing it. This full-size 4x4 provides seating for up to six passengers, plus a long list of outstanding features including:

- Three trim levels: Custom, XLT and the distinctive top-of-the-line Eddie Bauer model.
- Three multi-port EFI engines: 4.9L (300-CID) I-6, 5.0L (302-CID) V-8 and the 210-horsepower 5.8L (351-CID) V-8.
- Standard rear wheel anti-lock braking system.
- Standard 5-speed manual overdrive transmission; optional 4-speed automatic overdrive available with all engines.
- Twin-Traction Beam independent front suspension helps smooth out rugged terrain.
- Permits towing trailers up to 7,800 lbs. when properly equipped.
- Optional Touch Drive electric shift for "on-the-fly" 2WD/4WD-High shifting.

BRONCO II

Bronco II offers seating for four or five passengers plus choice of two- or four-wheel drive in a maneuverable compact utility vehicle. Other notable features include:

- Four trim levels including the unique XL Sport with black accents and wheel spats, and the handsomely appointed Eddie Bauer.
- Powerful 2.9L (179-CID) multiple-port EFI V-6 engine.
- Standard rear wheel anti-lock braking system.
- Standard 5-speed manual overdrive and optional 4-speed automatic overdrive transmissions.
- Tows trailers up to 4,500 lbs. (4,300 lbs. for 4x4).
- Twin-I-Beam (4x2) or Twin-Traction Beam (4x4) independent front suspensions for ride and handling on- or off-road.
- Standard Touch-Drive electric shift transfer case on 4x4 models for 2WD/4WD-High "on-the-fly" shifting (manual locking hubs are available as an option).

RANGER PICKUP

America's best-selling lineup of compact pickups includes plenty of opportunities for all kinds of driving excitement. Additional Ranger features include:

- Choice of 2- or 4-wheel drive.
- Choice of Regular Cab or SuperCab offer seating for up to five passengers.
- Choice of three engines depending on model—2.3L (140-CID) EFI I-4 Dual Plug, 2.9L (179-CID) EFI V-6 and the new 4.0L (245-CID) EFI V-6 (available 10/2/89)—plus optional 4-speed automatic overdrive transmission.
- Available with GVWRs up to 4,780 lbs.
- New 4.0L V-6 engine (available 10/2/89) will tow trailers up to 6,300 lbs. (9,500-lb. max. GCWR).
- Sturdy ladder-type frame.
- Standard Touch-Drive electric shift transfer case on 4x4 models for 2WD/4WD-High "on-the-fly" shifting (manual locking hubs are available as an option).

Trailer Towing...With Ford Vehicles

3 Basic Types of RV Trailers



Folding Camping Trailer

These relatively inexpensive units provide campers with a comfortable, dry mobile shelter, plus these added benefits:

- Lightweight for easy towing (300 to 2,000 lbs.).
- Simple bumper hitch is usually sufficient for towing.
- Provide a compact, low-profile traveling package.
- Easily maneuverable—generally 8 to 16 feet long.



Conventional Travel Trailer

These generally larger, rigid construction units offer more of the conveniences of home, including such features as kitchen sink, dinette, shower, refrigerator and flush toilet. Additional characteristics 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 ft. long.
- Towed by means of a load-equalizing hitch.



Fifth-Wheel Trailer

These units can provide the same types of accommodations as a conventional travel trailer, but with these unique characteristics:

- Designed to fit the contour of a pickup truck, with the forward raised portion extending over the pickup box.
- Attach to the truck via a fifth-wheel hitch mounted in the pickup bed.
- Offer the advantages of improved weight distribution resulting in improved towing dynamics, since some of the trailer weight is directly over the towing vehicle.

4 Trailing Classes

Class I—Light-Duty

- 2,000-lb. maximum weight (trailer and cargo combined)
- Folding camping trailers/trailers for small boats, motorcycles and snowmobiles.
- Most Ford cars and trucks can handle easily.
- Load-carrying (non-equalizing) 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 LTD Crown Victoria/Country Squire and Ford trucks can be equipped to tow these trailers.
- Load-equalizing hitch required.

Class III—Heavy-Duty

- 3,501-5,000-lb. gross trailer weight.
- Dual-axle or large single-axle travel trailers.
- Ford LTD Crown Victoria/Country Squire with optional Trailer Towing Package and most properly equipped Ford trucks can tow them.
- Load-equalizing hitch required.

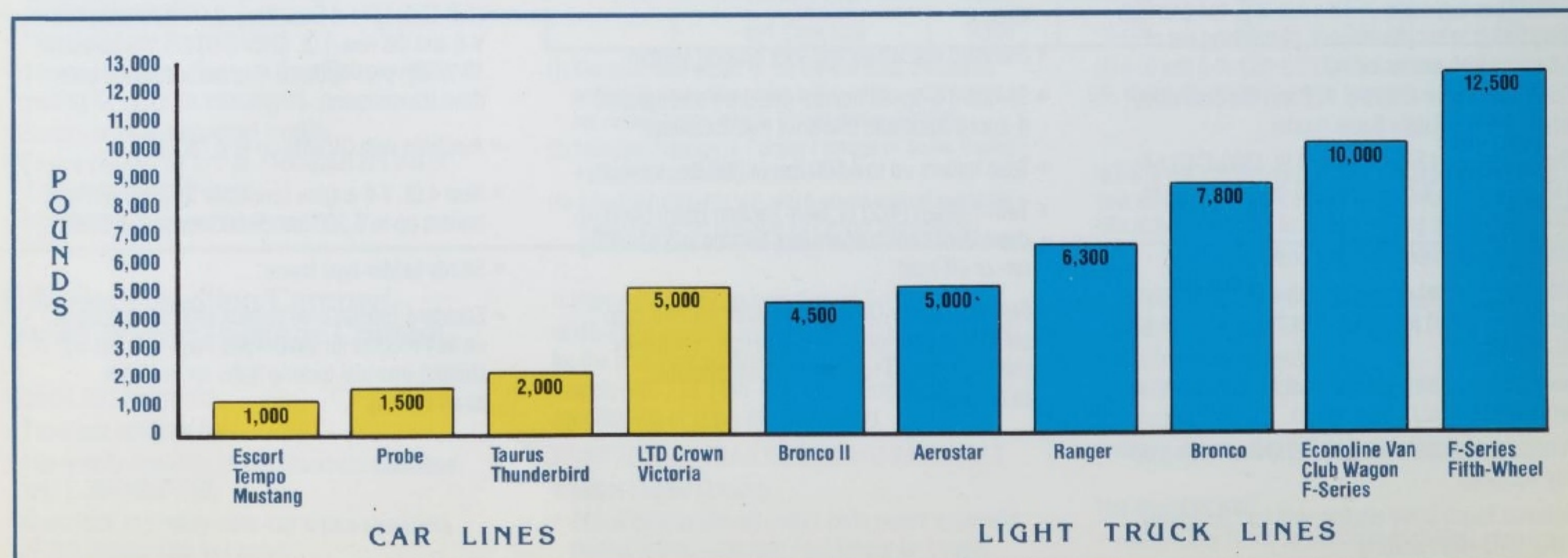
Class IV—Extra-Heavy-Duty

- 5,001-10,000-lb. gross trailer weight (F-250 HD/F-350 pickups can be equipped to pull fifth-wheel trailers up to 12,500 lbs.).
- Largest travel and fifth-wheel trailers made for recreation.
- Econoline Vans, Club Wagons, F-Series Pickups and Broncos can be equipped to handle these trailers.
- Load equalizing or fifth-wheel hitch required.

NOTE: See the trailer weight charts on the following pages to find the vehicle that meets your specific towing needs.

Maximum Trailer Weights for Ford Vehicles

The following chart shows the maximum trailer weights that can be towed by all Ford vehicle lines. It provides a general guideline as to which Ford vehicle(s) you may consider for a trailer of a given weight. See the individual vehicle line charts on the following pages for specific series and power team requirements.



Ford Car & Compact Truck

Trailer Towing Selector

The charts on the following pages show the precise maximum trailer-towing capabilities of all Ford car and compact truck models with every available power team. Be sure to also check the **REQUIRED/RECOMMENDED EQUIPMENT** charts on page 15.

Ford Cars

To use this chart, find the car line across the top, then read down that column to find the maximum weight that car and engine can tow.

CAR LINE	FORD LTD CROWN VICTORIA		THUNDERBIRD ⁽¹⁾	TEMPO	MUSTANG	ESCORT	TAURUS	PROBE ⁽¹⁾⁽²⁾⁽⁶⁾
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
Maximum Gross Trailer Weight (lbs.)	5,000 ⁽⁴⁾	2,000	2,000	1,000	1,000	1,000	1,000/2,000 ⁽⁵⁾	1,500
Maximum Tongue Load (lbs.)	750	200	200	100	100	100	100/200 ⁽⁵⁾	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 ^{(5)*}	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 with 2.85:1 Transfer Ratio not to be used for trailer towing.

⁽⁴⁾Require Trailer Towing Package and Load Equalizing Hitch.

⁽⁵⁾If towing will be on roads with steep grades or moderate but long sustained grades (5 miles or more), or when ambient temperatures exceed 100°F, limit maximum trailer weight to

1,000 lbs. and tongue weight to 100 lbs. Vehicle speed should not exceed 45 mph. Heavy-duty suspension recommended. When equipped with 2.5L engine, limit maximum trailer weight to 1,000 lbs. and tongue weight to 100 lbs.

⁽⁶⁾Vehicle speed of no higher than 55 mph is recommended while towing a 1,500-lb. trailer.

*Auxiliary transmission oil cooler recommended for automatic transmission during long-distance hauling (greater than 50 miles).

NOTE: Festiva not recommended for trailer towing.

Ford Compact Trucks

Use this chart to locate vehicle's maximum GCWR and trailer weight with a variety of power team combinations:

- Select automatic or manual transmission section.
- Find the column for the truck model you want.

- Read down that column to determine the maximum trailer weight that can be towed with the engine/axle ratio combinations listed at left.
- The GCWR MAX. column shows the maximum Gross Combined Weight Rating for each power team.

MAXIMUM TRAILER WEIGHT—AUTOMATIC TRANSMISSION																
ENGINE	AXLE RATIO	GCWR MAX.	RANGER				BRONCO II		REGULAR LENGTH AEROSTAR				EXTENDED LENGTH AEROSTAR			
			REGULAR CAB		SUPERCAB		4X2	4X4	VAN		WAGON		VAN		WAGON	
			4X2	4X4	4X2	4X4			2WD	4WD	2WD	4WD	2WD	4WD	2WD	4WD
2.3L (140-CID) EFI I-4	4.10	6,000	2,900	—	—	—	—	—	—	—	—	—	—	—	—	—
2.9L (179-CID) EFI V-6	3.45	7,500	4,400	—	4,100	—	—	—	—	—	—	—	—	—	—	—
	3.73	8,000	4,900	4,500	4,600	4,300	4,500	4,300	—	—	—	—	—	—	—	—
	4.10	8,500	—	5,000	—	4,800	—	—	—	—	—	—	—	—	—	—
3.0L (182-CID) EFI V-6	3.45	7,500	—	—	—	—	—	—	4,000	—	—	—	3,900	—	—	—
	3.73	8,000	—	—	—	—	—	—	4,500	—	4,400	—	4,400	—	4,300	—
	4.10	8,500	—	—	—	—	—	—	5,000	—	4,900	—	4,900	—	4,800	—
4.0L (245-CID) EFI V-6	3.08	6,000	2,800	—	2,400	—	—	—	—	—	—	—	—	—	—	—
	3.27	7,500	—	—	—	—	—	—	—	3,800	—	3,700	3,900	3,800	3,700	3,600
	3.55	8,000	—	4,400	—	4,100	—	—	—	—	—	—	—	—	—	—
	3.55	8,500	—	—	—	—	—	—	—	—	—	—	4,900	—	4,700	—
	3.55	9,500	6,300	—	5,900	—	—	—	—	—	—	—	—	—	—	—
	3.73	8,500	—	—	—	—	—	—	—	4,800	—	4,700	—	4,800	—	4,600
	3.73	9,500	—	5,900	—	5,600	—	—	—	—	—	—	—	—	—	—
MAXIMUM TRAILER WEIGHT—MANUAL TRANSMISSION																
2.3L (140-CID) EFI I-4	ALL	4,800	1,800	1,400	1,400	—	—	—	—	—	—	—	—	—	—	—
2.9L (179-CID) EFI V-6	3.45	5,000	1,900	—	1,600	—	1,500	—	—	—	—	—	—	—	—	—
	3.73	6,000	2,900	2,500	2,600	2,300	2,500	2,400	—	—	—	—	—	—	—	—
3.0L (182-CID) EFI V-6	3.45	5,000	—	—	—	—	—	—	1,600	—	—	—	1,500	—	—	—
	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. All maximum trailer weights shown must be reduced by passenger and cargo weight in the towing vehicle. Also, be sure to check the **REQUIRED/RECOMMENDED EQUIPMENT** charts on page 15 before ordering your vehicle.

Ford Econoline Van and Club Wagon Trailer Towing Selector



Use this chart to select the vehicle and powertrain combination that best meets your towing needs:

- Find the model column across the top.
- Read down that column to find the maximum trailer weight that can be towed with the engine/axle ratio combinations listed at left.
- The GCWR MAX. Column shows the maximum Gross Combined Weight Rating for each power team.

MAXIMUM TRAILER WEIGHT—AUTOMATIC TRANSMISSION												
ENGINE	AXLE RATIO	GCWR MAX.	REGULAR VAN			SUPER VAN			E-350 RV CUTAWAY	CLUB WAGON		SUPER WAGON E-350
			E-150	E-250	E-350	E-150	E-250	E-350		E-150	E-250	
4.9L (300-CID) EFI I-6	3.08	9,000	4,500	—	—	4,300	—	—	—	4,200	—	—
	3.55	10,000	5,500	—	—	5,300	—	—	—	5,200	—	—
	3.73	10,500	—	5,600	—	—	5,500	—	—	—	—	—
	4.10	11,000	—	—	6,000	—	—	5,900	—	—	5,700	5,300
5.0L (302-CID) EFI V-8	3.55	11,500	7,100	—	—	6,900	—	—	—	6,700	—	—
	3.73	12,000	—	7,200	—	—	7,000	—	—	—	—	—
5.8L (351-CID) EFI V-8	3.54	11,500	—	—	6,500	—	—	6,200	(a)	—	6,000	5,700
	3.55	12,000	7,400	—	—	7,200	—	—	—	7,100	—	—
	3.73	13,000	—	8,000	—	—	7,900	—	—	—	—	—
	4.10	13,000	—	—	8,000	—	—	7,700	(a)	—	7,500	7,200
7.3L (444-CID) V-8 DIESEL	3.54	12,000	—	—	6,400	—	—	6,200	—	—	5,900	5,600
	4.10	14,000	—	—	8,400	—	—	8,200	(a)	—	7,900	7,600
7.5L (460-CID) EFI V-8	3.54	15,000	—	—	9,800	—	—	9,500	(a)	—	9,300	9,000
	4.10	18,500	—	—	10,000	—	—	10,000	(a)	—	10,000	10,000

(a) To determine Maximum Trailer Weight, subtract the actual weight of your completed vehicle (including passengers and cargo) from the GCWR Max.

NOTE: Engine/Axle Ratio combinations shown may not be available on all vehicles in all areas. Your Ford Dealer can supply availability information. All maximum trailer weights shown must be reduced by passenger and cargo weight in the towing vehicle. Also, be sure to check the REQUIRED/RECOMMENDED EQUIPMENT Charts on page 15 before ordering your vehicle.

Ford F-Series and Bronco Trailer Towing Selector

Use the chart to select the F-Series or Bronco model and powertrain that best meets your towing needs:

- Select automatic or manual transmission section.
- Determine which F-Series cab design you prefer—or Bronco.
- Find the column for the truck series and drive system (4x2 or 4x4) you want.

- Read down that column to find the maximum trailer weight that can be towed with the engine/axle ratio combinations listed at left.
- The GCWR MAX. column shows the maximum Gross Combined Weight Rating for each power team.

MAXIMUM TRAILER WEIGHT—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 HD 4x2	F-250 HD 4x4	F-350 4x4	F-350 DRW 4x2	F-150 4x2	F-150 4x4	F-250 HD 4x2	F-250 HD 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	9,000	5,000	—	—	—	—	—	—	—	4,500	—	—	—	—	—	—	—
	3.55	10,000	6,000	5,700	5,700	—	—	—	—	—	5,500	—	—	—	—	—	—	5,300
	4.10	11,000	—	—	—	—	6,600	—	—	—	—	—	—	—	—	—	—	—
5.0L (302-CID) EFI V-8	3.08	9,000	5,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	3.55	11,500	7,500	7,200	—	—	—	—	—	—	6,900	6,700	—	—	—	—	—	6,800
	4.10	12,500	—	8,200	8,200	7,900	—	—	—	—	—	7,700	—	—	—	—	—	7,800
5.8L (351-CID) EFI V-8	3.08	10,000	5,900	5,600	—	—	—	—	—	—	5,400	—	—	—	—	—	—	—
	3.55	11,500	—	—	7,100	6,800	7,000	6,700	6,500	6,600	—	—	6,500	6,100	—	6,200	6,100	5,800
	3.55	12,000	7,900	7,600	—	—	—	—	—	—	7,400	7,100	—	—	—	—	—	7,200
	4.10	13,000	—	—	8,600	8,300	8,500	8,200	8,000	8,000	—	—	8,000	7,600	—	7,700	7,500	7,300
7.3 (444-CID) V-8 DIESEL	3.55	12,000	—	—	—	—	6,900	6,600	6,400	—	—	—	6,400	6,000	—	6,100	—	5,800
	4.10	17,000	—	—	—	—	10,000	10,000	10,000	10,000	—	—	10,000	10,000	10,000	10,000	10,000	—
7.5L (460-CID) EFI V-8	3.55	15,000	—	—	—	—	10,000	10,000	9,800	—	—	—	9,800	9,400	—	9,500	—	9,200
	4.10	18,500	—	—	—	—	10,000	10,000	10,000	10,000	—	—	10,000	10,000	10,000	10,000	10,000	—

MAXIMUM TRAILER WEIGHT—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 HD 4x2	F-250 HD 4x4	F-350 4x4	F-350 DRW 4x2	F-150 4x2	F-150 4x4	F-250 HD 4x2	F-250 HD 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	—	—	—	—	—	—	1,900	1,700	—	—	—	—	—	1,700
	3.55	7,800	3,800	3,500	3,600	3,300	—	—	—	—	3,300	3,100	—	—	—	—	—	3,100
	4.10	10,000	—	—	—	—	5,600	—	—	—	—	—	—	—	—	—	—	—
5.0L (302-CID) EFI V-8	3.08	6,450	2,400	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	3.55	7,800	3,800	3,500	3,600	3,300	—	—	—	—	3,300	3,100	—	—	—	—	—	3,100
	4.10	10,000	—	5,800	5,800	5,500	—	—	—	—	—	5,300	—	—	—	—	—	5,400
5.8L (351-CID) EFI V-8	3.55	11,500	—	—	—	—	7,000	6,700	6,500	—	—	—	6,500	6,200	—	6,200	—	5,900
	4.10	13,000	—	—	—	—	8,500	8,200	8,000	8,000	—	—	8,000	7,700	—	7,700	7,600	7,400
7.3L (444-CID) V-8 DIESEL	3.55	12,000	—	—	—	—	7,000	6,700	6,500	—	—	—	6,500	6,100	—	6,200	—	5,900
	4.10	14,000	—	—	—	—	9,000	8,700	8,500	8,500	—	—	8,500	8,100	8,200	8,200	8,000	7,900
7.5L (460-CID) EFI V-8	3.55	12,000	—	—	—	—	7,300	7,000	6,800	—	—	—	6,800	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	—

NOTE: Engine/Axle combinations shown may not be available on all vehicles in all areas. Your Ford Dealer can supply availability information. All maximum trailer weights shown must be reduced by passenger and cargo weight in the towing vehicle. Also, be sure to check the REQUIRED/RECOMMENDED EQUIPMENT charts on page 15 before ordering your vehicle.



Ford F-Series Fifth-Wheel Trailer Towing Selector

As the chart indicates, the biggest RV towing jobs can be handled by a Fifth-Wheel F-Series model—**12,500-lb. trailer weight and 18,500-lb. GCWR** for a pickup, and up to a **26,000-lb. GCWR*** for the F-Super Duty Chassis Cab. Use the chart to determine which model and powertrain combination best meets your towing needs:

- Select automatic or manual transmission section.

- Determine which cab design you prefer.
- Find the column for the truck series and drive system (4x2 or 4x4) you want.
- Read down that column to find the maximum trailer weight that can be towed with the engine/axle ratio combination listed at the left.
- The GCWR MAX. column shows the maximum Gross Combined Weight Rating for each power team.

MAXIMUM TRAILER WEIGHTS—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 HD 4X2	F-250 HD 4X4	F-350 4X4	F-350 DRW 4X2	F-150 4X2	F-150 4X4	F-250 HD 4X2	F-250 HD 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 4X2	F-350 137" WB 4X4	F-350 161" WB 4X2	F-350 161" WB 4X4	F-350 SUPER DUTY
4.9L (300-CID) EFI I-6	3.08	9,000	5,000	—	—	—	—	—	—	—	4,500	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	3.55	10,000	6,000	5,700	5,700	—	—	—	—	—	5,500	—	—	—	—	—	—	—	—	—	—	—	—	—	
	4.10	11,000	—	—	—	—	6,600	—	—	—	—	—	—	—	—	—	—	7,000	—	6,300	—	—	—	—	
5.0L (302-CID) EFI V-8	3.08	9,000	5,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
	3.55	11,500	7,500	7,200	—	—	—	—	—	—	6,900	6,700	—	—	—	—	—	—	—	—	—	—	—	—	
	4.10	12,500	—	8,200	8,200	7,900	—	—	—	—	—	7,700	—	—	—	—	—	—	—	—	—	—	—	—	
5.8L (351-CID) EFI V-8	3.08	10,000	5,900	5,600	—	—	—	—	—	—	5,400	—	—	—	—	—	—	—	—	—	—	—	—	—	
	3.55	11,500	—	—	7,100	6,800	7,000	6,700	6,500	6,600	—	—	6,500	6,100	—	6,200	6,100	5,800	7,300	—	6,800	—	—	—	
	3.55	12,000	7,900	7,600	—	—	—	—	—	—	7,400	7,100	—	—	—	—	—	—	—	—	—	—	—	—	
7.3L (444-CID) V-8 DIESEL	4.10	13,000	—	—	8,600	8,300	8,500	8,200	8,000	8,000	—	—	8,000	7,600	—	7,700	7,500	7,300	8,800	—	8,200	—	—	—	
	3.55	12,000	—	—	—	—	6,900	6,600	6,400	—	—	—	6,400	6,000	—	6,100	—	5,800	7,300	6,800	—	—	—	—	
	4.10	17,000	—	—	—	—	11,900	11,600	11,400	11,400	—	—	11,400	11,000	11,100	11,100	10,900	10,800	12,300	11,800	11,600	11,300	—	12,100	
7.5L (460-CID) EFI V-8	3.55	15,000	—	—	—	—	10,300	10,000	9,800	—	—	—	9,800	9,400	—	9,500	—	9,200	10,600	10,200	—	—	—	—	
	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	12,500	—	12,500	
	4.63	22,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	12,500	
5.13*	26,000**	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	12,500		
MAXIMUM TRAILER WEIGHTS—MANUAL TRANSMISSION																									
4.9L (300-CID) EFI I-6	4.10	10,000	—	—	—	—	5,600	—	—	—	—	—	—	—	—	—	—	—	6,000	—	5,300	—	—		
5.0L (302-CID) EFI V-8	4.10	10,000	—	5,800	5,800	5,500	—	—	—	—	—	5,300	—	—	—	—	—	—	—	—	—	—	—		
5.8L (351-CID) EFI V-8	3.55	11,500	—	—	—	—	7,000	6,700	6,500	—	—	—	6,500	6,200	—	6,200	—	5,900	7,400	—	—	—	—		
7.3L (444-CID) V-8 DIESEL	4.10	13,000	—	—	—	—	8,500	8,200	8,000	8,000	—	—	8,000	7,700	—	7,700	7,600	7,400	8,900	—	8,200	—	—		
	3.55	12,000	—	—	—	—	7,000	6,700	6,500	—	—	—	6,500	6,100	—	6,200	—	5,900	7,400	6,900	—	—	—		
	4.10	14,000	—	—	—	—	9,000	8,700	8,500	8,500	—	—	8,500	8,100	8,200	8,200	8,000	7,900	9,400	8,900	8,700	8,400	—		
7.5L (460-CID) EFI V-8	5.13	17,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	11,200		
	3.55	12,000	—	—	—	—	7,300	7,000	6,800	—	—	—	6,800	6,500	—	6,500	—	6,200	7,700	7,200	—	—	—		
	4.10	16,000	—	—	—	—	11,300	11,000	10,800	10,800	—	—	10,800	10,500	10,500	10,500	10,300	10,200	11,700	11,200	11,000	10,700	—		
4.63	22,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	12,500			

NOTE: Engine/Axle Ratio combinations shown may not be available on all vehicles in all areas. Your Ford Dealer can supply availability information. All maximum trailer weights shown must be reduced by passenger and cargo weight in the towing vehicle. And be sure to check the REQUIRED/RECOMMENDED EQUIPMENT charts on page 15 before ordering your vehicle.

*See your Ford Dealer for availability with F-Super Duty Chassis Cab.

**25,000 lbs. max. with F-Super Duty Motorhome Stripped Chassis.

Ford Required/Recommended Trailer Towing Equipment

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

1. **Required Equipment** includes all items that **must** be installed on the vehicle if it is to be used for towing...your New Vehicle Limited Warranty may be voided if you tow without this equipment.
2. **Recommended Equipment** includes items that can make towing easier...they are strongly recommended for strenuous towing conditions.

Trailer Towing Package Contents

Ford LTD Crown Victoria

- Heavy-duty battery
- Trailer-towing suspension
- Auxiliary transmission oil cooler
- Conventional spare tire
- 3.55 ratio Traction-Lok rear axle
- Heavy-duty U-joint
- Trailer wiring harness
- Power steering oil cooler
- Heavy-duty flasher system
- Extra-heavy-duty (3-row) radiator
- Dual exhaust system

Ford Trucks					
MODEL	AEROSTAR	BRONCO	F-SERIES	ECONOLINE VAN	CLUB WAGON
Super Engine Cooling	—	X ^(a)	X	X	X
Auxiliary Auto. Trans. Oil Cooler	—	X ^(a)	X	X	X
Heavy-Duty Battery	—	X ^(a)	X	—	—
Trailer Wiring Harness	X ^(a)	X	X	X	X
Heavy-Duty Flasher System	X	X	X	X	X
Handling Package	—	X ^(a)	X	X	X
Low-Mount Swingaway Mirrors	—	—	X	—	—
Limited Slip Rear Axle	X	—	—	—	—
Dual Electric Horns	—	—	—	X	—

^(a)Class I type. ^(b)Also included in Heavy-Duty Service Package.

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

REQUIRED EQUIPMENT

Ford LTD Crown Victoria

- **For Trailers Over 2,000 lbs.**—Heavy-Duty Trailer Towing Package.

Ranger/Bronco II

- **For Trailers Over 2,000 lbs.**—Super Engine Cooling. Also Payload Package #2 on Ranger Regular Cab models.

F-Series (Including 5th Wheel)/Bronco

- **For Trailers from 2,000-3,500 lbs.**—Super Engine Cooling OR Trailer Towing Package OR Camper Package.
- **For Trailers Over 3,500 lbs.**—Super Engine Cooling with Handling Package OR Trailer Towing Package OR Camper Package.

Econoline Van

- **For Trailers from 2,000-3,500 lbs. (With 4.9L/5.0L/5.8L Engines)**—Super Engine Cooling OR Air Conditioning OR Trailer Towing Package.
- **For Trailers Over 3,500 lbs.**—Super Engine Cooling OR Air Conditioning with Handling Package OR Trailer Towing Package.

Club Wagon

- **For Trailers from 2,000-3,500 lbs. (With 4.9L/5.0L/5.8L Engines)**—Air Conditioning OR Trailer Towing Package.
- **For Trailers Over 3,500 lbs.**—Air Conditioning with Handling Package OR Trailer Towing Package.

RECOMMENDED EQUIPMENT (WHERE NOT REQUIRED)

	Ford Cars	Aerostar	Ranger	Bronco II	Bronco	F-Series	F-Series 5th Wheel	Econoline Van	Club Wagon
Aftermarket Auxiliary Transmission Oil Cooler	X ^(a)	—	—	—	—	—	—	—	—
Super Engine Cooling	—	—	X	X	X	X	X	X	—
Step Bumper or Load-Carrying Hitch (Trailers Under 2,000 lbs.)	—	X ^(a)	X	X	X ^(b)	X ^(c)	—	X	X
Load-Equalizing Hitch (Trailers Over 2,000 lbs.)	—	X ^(a)	X	X	X	X	—	X	X
Trailer Towing Package	—	X	—	—	X	X	X	X	X

^(a)Recommended for long-distance, high-speed towing with automatic transmission on Ford LTD Crown Victoria, Thunderbird, Mustang, Escort and Taurus Light-Duty applications.

^(b)For trailers under 4,000 lbs. with Rear Step Bumper.

^(c)For trailers under 5,000 lbs. with Rear Step Bumper.

^(d)Requires body-mounted hitch—no bumper hitch.

FRONTAL AREA RESTRICTIONS

Vehicle Line	Frontal Area Not to Exceed	With
Escort/Tempo/Mustang/Probe	20 sq. ft.	All applications.
Aerostar Van/Wagon	Base Vehicle Frontal Area	3.0L/MT/3.45 ratio OR 4.0L/3.27 ratio.
	50 sq. ft.	3.0L/MT/3.73 ratio OR 3.0L/AT OR 4.0L/3.55 or 3.73 ratio.
Bronco II	Base Vehicle Frontal Area	2.9L/MT/3.45 ratio OR 2.9L/MT/3.73 ratio without Super Cooling OR 2.9L/AT without Super Cooling.
	50 sq. ft.	2.9L/MT/3.73 ratio with Super Cooling OR 2.9L/AT with Super Cooling.
Ranger	Base Vehicle Frontal Area	2.3L OR 2.9L/MT/3.45 ratio OR 2.9L/MT/3.73 ratio without Super Cooling and Reg. Cab Payload Pkg. No. 2 OR 2.9L/AT or 4.0L/3.55 or 3.73 ratio without Super Cooling and Reg. Cab Payload Pkg. No. 2.
	50 sq. ft.	2.9L/MT/3.73 ratio with Super Cooling and Payload Pkg. No. 2 OR 2.9L/AT or 4.0L/3.55 or 3.73 ratio with Super Cooling and Reg. Cab Payload Pkg. No. 2.
Econoline/Club Wagon	Base Vehicle Frontal Area	Without H.D. Service Pkg. (Econoline only), air conditioning or Trailer Towing Pkg.
	60 sq. ft.	With H.D. Service Pkg. (Econoline only), air conditioning, Trailer Towing Pkg., 7.3L Diesel or 7.5L.
Bronco/F-Series	Base Vehicle Frontal Area	Without H.D. Service Pkg. or Trailer Towing Pkg.
	60 sq. ft.	With H.D. Service Pkg. or Trailer Towing Pkg.

KEY: MT = Manual Transmission AT = Automatic Transmission

Trailer Terms & Tips

If you're new to trailering, you'll find there are some new terms and techniques that you'll need to learn. Following is a brief introduction to help get you started:

Trailer Terms

Gross Vehicle Weight Rating (GVWR)—The maximum allowable weight of the vehicle when fully loaded—including all cargo and passengers.

Gross Combined Weight Rating (GCWR)—The maximum allowable weight of the towing vehicle and the loaded trailer—including all cargo and passengers.

Gross Axle Weight Rating (GAWR)—The maximum weight allowed on each axle system (front and rear), as specified on the safety certification label.

Gross/Maximum Trailer Weight—The maximum trailer weight the vehicle is permitted to tow. To be sure your trailer does not exceed this limit, subtract the weight of your fully loaded towing vehicle—including hitch, passengers and gear—from the GCWR. Trucking companies—listed in the Yellow Pages—have scales for weighing your vehicle with and without the trailer.

Tongue Weight—The amount of trailer weight imposed on the vehicle at the hitch. Following are recommended tongue loads:

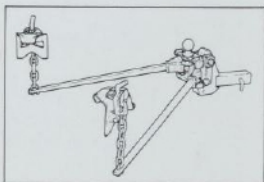
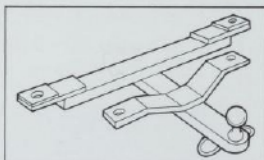
- For trailers up to 2,000 pounds, tongue load should not exceed 200 pounds.
- For trailers over 2,000 pounds, tongue load should be 10-15% of trailer weight.
- For fifth-wheel trailers, tongue load should be 25% of trailer weight.

Too much tongue weight can cause suspension/drivetrain damage; too little can lift the rear of the vehicle, reducing traction.

Load-Carrying (Non-Equalizing) Hitch—This is the familiar ball hitch which mounts to the underbody of the towing vehicle and accepts the full weight of the trailer's tongue. Use only for trailers up to 2,000 pounds (200-lb. maximum tongue weight).

NOTE: Bronco and F-Series rear step bumpers are rated to tow trailers up to 4,000 pounds and 5,000 pounds respectively.

Load-Equalizing Hitch—Must be used for trailers over 2,000 pounds (except as noted in preceding description). Attaches to the vehicle at several frame and/or underbody points to distribute the weight among all the wheels, including those on the trailer.



Trailer Tips

Trailer towing is a unique driving experience which places extra demands on your driving skills. Your usual driving techniques must be modified in order to transport your trailer and its contents safely, comfortably and without abusing the towing vehicle. Therefore, we have included a few basic tips that you should know before you tow:

Before Starting

- Before setting out on a trip, practice turning, stopping and backing in an area away from heavy traffic.
- Be sure trailer load is evenly distributed, with low center of gravity for stability.

Backing

- Back very slowly, with someone outside at rear of 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 corrections...slight movement of steering wheel results in much greater movement in rear of trailer.

Braking

- Allow considerably more distance for stopping with trailer attached.
- If you have a manual brake controller, "lead" with trailer brakes, if possible.
- To correct trailer side-sway, touch trailer brakes momentarily without using vehicle brakes.

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. Many 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.

Many of the recreational vehicles shown in this brochure are modified or manufactured by companies other than Ford Motor Company. Ford assumes no responsibility for such modifications or manufacturing.

Trailer Brakes

- Separate trailer brakes are required on most trailers weighing over 1,000 lbs.
- Be sure your trailer brakes conform to Federal and local regulations.
- Do not couple a trailer hydraulic brake system directly to the 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 safety chains between your vehicle and trailer.
- Helps 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 hookup of safety chains.

Downgrades and Upgrades

- Downshifting assists braking on downgrades and provides added power at the rear wheels for climbing hills.

Passing

- If you must pass a slower vehicle, be sure to allow extra distance...remember, you have the added length of the trailer which must clear the other vehicle before you can pull back in.
- Make your pass on level terrain with plenty of clearance.
- If necessary, downshift for improved acceleration.

Driving with an Automatic Overdrive Transmission or Transaxle

- Towing—especially in hilly areas and with heavier trailers—may cause excessive shifting between overdrive and the next lower gear.
- With certain transmissions, it is recommended that the overdrive gear be locked out to eliminate the condition and provide steadier performance (see your vehicle's Owner Guide for information).
- When there is no excessive shifting, use the overdrive gear for best fuel economy.

Driving with Speed Control

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

On the Road

- After about 50 miles, stop in a protected location and double-check:
 - Trailer hitch
 - Lights and electrical connections
 - Tire pressure (vehicle and trailer)
 - Trailer wheel lug nuts for tightness
 - Engine oil and coolant level...check these regularly throughout trip.

High Altitude Operation

- Since engines lose power at a rate of 3% to 4% per 1,000 ft. elevation, a reduction in gross vehicle weights and gross combined weights of 2% per 1,000 ft. elevation is recommended for improved performance.

Powertrain Considerations

- The charts in this guide show the minimum engine size needed to move the gross combined weight of the 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's wise to choose a larger engine.

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