

1983 FORD RECREATION VEHICLES



THE FORD FUN FLEET— AMERICA'S GREAT VACATION VALUE.



Rangers

RV's are the fun and inflation-fighting way to see America. They can be your best value in carefree vacations. Whatever your lifestyle—from roughing it off-road in a sleeping bag

to a large, luxurious travel trailer or motorhome—Ford offers the right car, truck or RV Chassis to match your desires and your budget. And all are designed to increase your fun as they hold down your cost of operation.



NOW! FORD RANGER RV FUN COMES IN 2- OR 4- WHEEL DRIVE.

Ranger is the new-sized concept in high-mileage* pickups that's ideal for pulling a trailer or carrying a camper. It's built Ford Tough like the big ones, yet saves gas* like the small ones with its aerodynamic design.

Ranger shares many tough structural advantages with its big brother, the full-size F-Series. Ford's tough double-wall construction is used in roof, hood, doors, box sides and tailgate. And the sturdy ladder-type frame provides a solid foundation for campers or towing.

All Rangers can tow Class I trailers up to 1,000 lb. (providing GCWR does not exceed GVWR). And with optional 2.3L engine, automatic transmission and the Trailer Towing Package, Rangers can pull trailers weighing up to 3,300 lb.

The Ranger's tailgate is easily removable in seconds

so campers can slide right in. Equipped with the Camper Package, Ranger can accommodate various styles of camper bodies. See page 13 of the RV Data Section for details.

The Ranger's roomy interior seats three and is cushioned by Ford's famous Twin-I-Beam (4x2) or Twin-Traction Beam (4x4) independent front suspension for ruggedness and smooth ride. Both suspensions permit front wheels to move over bumps independently and are cushioned by computer selected front coil springs.

Fuel efficient power with your choice of gas or diesel engines. Gasoline engines include the standard 2.0L and the optional 2.3L (standard with 4x4 and California 4x2's). An energy-saving viscous fan clutch is included so fan operates only when actually needed, saving fuel or providing more pulling power. New 2.2L diesel option on 4x2's adds a thrifty* new dimension to Ranger economy.

*See EPA mileage statement on page 14.



Ranger 4x4

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F-150 Regular Cab Pickup

FORD F-SERIES PICKUPS TOP ALL OTHERS IN TOWING!

New for '83, Ford offers both big gas and diesel V-8's. Allowing Gross Combination Weights of up to 18,500 lb. and 15,700 lb. respectively, you can have a Ford with plenty of power for towing hefty Class IV rated trailers. That's 1,000 to 2,200 lb. more than comparable pickups can offer. And you have a wide choice of cab types with the room and seating capacity you need for your personal style of camping or trailering fun.

Regular Cab Pickups provide spacious comfort for three adults. Folding bench seat back gives convenient access to the handy behind-seat storage area. Choice of sleek Styleside or sporty Flareside pickup boxes.

SuperCab Pickups have features the others can't match. Here's the only 2-door pickup big enough for an optional full-width bench seat in back. Room for a family of six! Or there's 37.4 cu. ft. of

protected interior loadspace for camping gear and luggage. Seating arrangements include: Front bench seat or optional Captain's Chairs, and a rear bench seat that folds flat for loadspace, or two center-facing jump seats.

New Crew Cab—the ultimate in Ford Pickup room, comfort and convenience. The Crew Cab seats six big adults with ease. Two full-width, full-foam bench seats. Four large doors for easy entry and exit.

Dual Rear Wheel Styleside Pickup has extra stability for really big campers or pulling long fifth-wheel trailers. This F-350 has the highest trailering capacity of any Ford Pickup—up to 18,500 lb. of combined weight.



Courier

F-250
SuperCab
Pickup

F-350 Six-Wheeler



F-350 Crew Cab 4x4

Complete RV line. Ford pickups provide a wide choice of gas and diesel power with appropriate transmissions—including an automatic with locking torque converter, and Automatic Overdrive. In addition, a fully-synchronized manual 4-speed transmission with 7.5L V-8 and 6.9L diesel provides a power team for almost any size camper or trailer.

Courier* An excellent choice for small campers or trailers up to 2,000 lb.

Ford Chassis-Cab models are also available for large frame-mounted campers or fifth-wheel trailering. See RV Data Section for technical details on Ford's RV line-up.

*'82 models.



LEAVE THE HIGHWAYS BEHIND WITH A FORD F-SERIES 4x4.

Carefree camping fun begins with tough transportation to your campsite. And the farther your campsite is beyond the road, the more you need 4 x 4 traction, ground clearance, angles of approach/departure and extra tough construction throughout. In short, a 4-wheeler that's built Ford Tough.

Ford full-size F-Series 4 x 4's are available in Regular Cab, SuperCab and Crew Cab models. And all F-Series—150 through 350—are available with the Ford Trailer Towing/Camper Package. (This package is available for slide-in campers on F-250 or F-350 Series.)

Twin-Traction Beam independent front suspension is standard across the F-Series 4 x 4 line for toughness and smoothness. An integral front axle differential carrier skid plate is also standard, and a Skid Plate Package for fuel tank(s) and transfer case is optional. Standard "free running" front hubs allow energy-saving part-time 4-wheel drive. And automatic locking hubs, that you never have to leave the cab to engage or disengage, are available.

Engine choices range from the thrifty 4.9L Six, 5.0L and 5.8L V-8's... all the way up to the high-performance 7.5L gas V-8 and powerful 6.9L diesel.

'83 FORD RV DATA

NEW DIESEL POWER.

New Ranger 2.2L diesel. This modern fuel-efficient diesel is optional with Ranger 4x2 models. The 2.2 features quick-heating glow plugs and an "afterglow" that continues to assist warm-up until the coolant reaches 86 degrees. In addition, there's a manual cold-start control which advances injection timing for starting and warm-up. High-swirl precombustion chambers, too, and a high 22:1 compression ratio.

But fuel efficiency and modern design are not the only virtues of Ranger's new diesel. It's a tough, hardworking powerplant for your trailering or camping usage.

And traditional diesel simplified maintenance means no points, plugs, coil, condenser or carburetor to adjust or replace. The 2.2L diesel adds a new dimension to the Ranger concept.

Big, new 6.9L diesel. The all-new heavy-duty 6.9L V-8 diesel develops

the most horsepower and torque of any diesel available in pickups today. Its high efficiency is reflected in a low weight-to-horsepower ratio of only 4.96 pounds per horsepower. A great engine for RV applications.

This clean, compact 6.9L diesel has a 90° vee configuration and short-stroke design (4-in. bore and 4.18-in. stroke). Advanced indirect injection with "swirl chamber" combustion allows optimum power with low emissions. And its clean design with few external hang-ons translates into ease of service. For example, the injector pump is on top for easy access.

The 6.9L heavy-duty diesel has the most power in its class—26 horsepower more than its closest competitor. You get a great combination of performance with diesel fuel economy. In Ford fuel economy tests the 6.9L diesel showed 53% better fuel economy than our best-selling heavy-



duty gas engine. Your improvement will vary depending on how you use your pickup.

RV trailer towing capacities go up to 15,700-lb. GCWR—2,200 lb. more than competition. And this powerful engine is teamed with a premium high-torque 4-speed manual transmission that's synchronized in all forward gears for easier driving and shifting. Ford's SelectShift automatic is also available.*

*Available February, 1983.

TRAILERING DRIVING TIPS

BEFORE YOU START.

Good preventive maintenance practices are especially important before taking a trailering trip. Be sure lubrication, oil and filter changes have been taken care of; take a good look at the cooling system and check the condition of your tires, including inflation pressure, before starting off. Trailer towing should not be attempted with a new vehicle until after 500 miles of operation.

ON THE ROAD.

Turning. Always remember that trailer wheels will be closer than your wheels to the inside of a turn. To compensate, drive slightly beyond the normal turning point.

Passing. Allow extra distance and time when overtaking and passing a vehicle. If your speed is low, shift to second gear for better control and more rapid acceleration. Avoid quick maneuvers which may sway or tilt your trailer.

Being Passed. When being passed, hold to a straight course. Sudden and jerky changes in steering can cause the trailer to fishtail. Preparing yourself for being passed can minimize the effects of air displaced by the passing vehicle. A slight increase in speed will help keep your trailer going straight.

Following. Keep your rig a safe distance behind the vehicle ahead. For each ten miles an hour of speed,

allow a distance of at least one length of your vehicle and trailer combined.

Backing. Position your right hand so it grips the bottom of the steering wheel. To move your trailer to the right, move your hand to the right. To back to the left, move your hand to the left. Don't turn the wheel too much, or hold it turned too long. Make small corrections as you need them.

Stopping. If your trailer is equipped with brakes, and you gradually apply the vehicle and trailer brakes—the stopping distance is about the same as for the vehicle without the trailer. Allow more time and distance if you have car/truck brakes only. Stop smoothly and gradually to maintain good control over your trailer and to avoid tilt and sway.

Shifting with automatic transmissions.

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

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

Descending hills—For moderate downgrades (under 4%) at speeds between 45 and 25 MPH, use the "2" position ("1" with the AOD).

Before descending steep grades (greater than 4%), slow to 15 MPH and shift to the "1" position to stay in 1st gear. Keep the vehicle speed below 25 MPH.

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

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

4-SPEED MANUAL

The easy shifting, 4-speed manual heavy-duty Warner T-19 transmission is standard with 7.5L gas and 6.9L diesel engines in pickups. This transmission is synchronized in all forward speeds for easy downshifting—even into first gear. And the T-19 is of heavy-duty design and construction with plenty of extra-tough capacity for big-rated trailering loads.

CAUTION:

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

wheels as follows:

1. Apply the regular brakes and hold.
2. Have another person place the wheel chocks under the trailer wheels.
3. Once the wheel chocks are in place, release the regular brakes so that the chocks absorb the load.
4. Apply the parking brake.
5. Shift the transmission into "P" (Park) with an automatic transmission, and make sure it is latched. If your vehicle has a manual transmission, put the gear shift lever in "R" (Reverse).

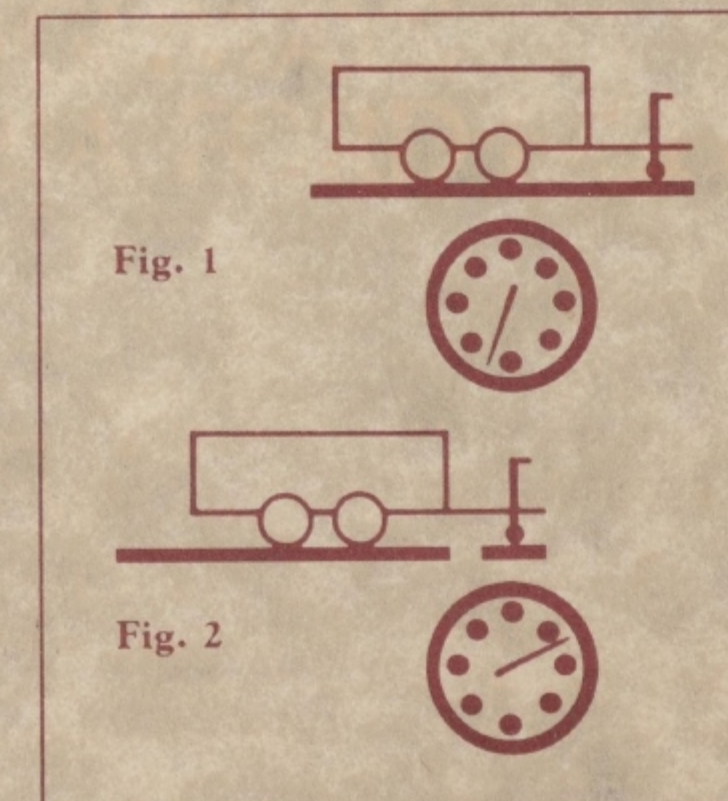
To start, after being parked on a grade:

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

Estimating Your Recreation Vehicle's Weight.

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

Following this precaution can help ensure many trouble-free trips in your RV.

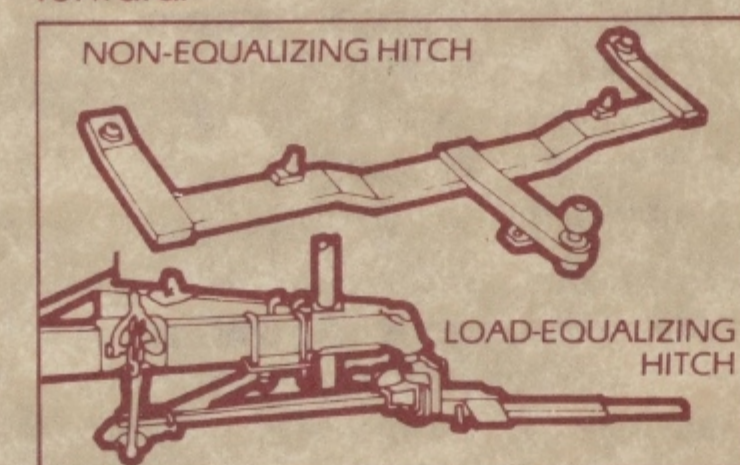


Trailer Weight and Hitching Up.

It is essential that your towing load is evenly distributed and does not exceed the manufacturer's rated towing capability of the towing vehicle.

Two important weights should be kept in mind when loading your trailer: Gross Trailer Weight and Tongue Weight. Gross Trailer Weight is the weight of the empty trailer plus all trailer options and trailer payload (fig. 1). Tongue Weight is the weight directly on the hitch ball (Fig. 2).

Weigh your trailer, then disconnect your trailer and place only the tongue with the coupler at hitch ball height on a scale. If the tongue load exceeds 15% of Gross Trailer Weight or maximum weight specified for the vehicle, shift extra camping gear and equipment rearward to achieve the recommended tongue load. If the weight is less than 10%, shift the load forward.



Hitches are a Dealer installed accessory.

Select the Proper Hitch.

A load-equalizing hitch, designed to distribute the weight of the trailer and the towing vehicle equally between the axles of both units, should be used for trailers weighing over 2,000 pounds. No more than 10% to 15% of the Gross Trailer weight should be on the hitch ball. An anti-sway device, built into the hitch or installed separately, is recommended for trailers heavier than 2,000 pounds.

Ford does not recommend hitches that attach to the towing vehicle's rear axle. They may cause powertrain damage.

Safety Chains and Brakes.

Safety chains and a breakaway switch to activate the trailer's brakes are important if the coupling unit or hitch ball should fail. Chains should cross under the trailer tongue to prevent it from dropping to the road in case of failure. Check state requirements and trailer

manufacturer's recommendations for brake system installation and adjustment.

Ford Motor Company does not recommend trailer braking systems that have a direct hydraulic brake fluid connection with the towing vehicle's braking system. Any trailer brake control system utilizing a connection to the towing vehicle's hydraulic fluid system may increase the towing vehicle's stopping distance.

Four Basic Trailering Classes.

Class I—Light-Duty

Gross Trailer Weight: Under 2,000 lb. Tongue Weight: Up to 200 lb. Folding tent trailers and trailers for light boats and snowmobiles are in this class.

Class II—Medium-Duty

Gross Trailer Weight: 2,000-3,500 lb. Tongue Weight: 10-15% Gross Trailer Weight. (Not to exceed 500 lb. on passenger cars.) Class II trailers are usually single-axle, small-to-medium length travel trailers (up to 18 feet).

Class III—Heavy-Duty

Gross Trailer Weight: 3,500-5,000 lb. Tongue Weight: 10-15% of Gross Trailer Weight.

This class includes large, dual-axle travel trailers.

Class IV—Extra Heavy-Duty

Gross Trailer Weight: 5,000-10,000 lb. Tongue Weight: 10-15% of Gross Trailer Weight.

The largest trailers made for recreation are in this class.

Fifth-Wheel Trailering.

A conventional fifth-wheel hitch assembly is mounted on the pickup's bed allowing the pickup to be used as a "tractor" to pull a semi-trailer with a kingpin hitch.

The hitch load should be approximately 25% of Gross Trailer Weight (weight of the empty trailer plus its total payload).

TRAILERING WITH FORD TRUCKS

Ford Pickup Trucks have the right combination of power and performance to tow a wide variety of trailers ranging up to 12,500 lb. In many cases, Class I trailers (up to 2,000 lb.) can be towed without the addition of any special equipment. Heavier trailers usually require some additional equipment for proper and safe operation.

The following trailer towing charts are designed to assist you in selecting the most suitable Ford Truck for your trailer and load.

To determine the vehicle that will

best suit your needs, first establish the total weight of your trailer when loaded ready for your trip (less the 10 to 15% tongue load to be carried on your truck). Next, estimate the weight of the load to be carried in the truck. This must include people and any optional or additional equipment on the truck, plus a tongue load of up to 10 to 15% of the loaded trailer weight. This, plus the weight of the truck you select, will establish the Gross Combination Weight Rating (GCWR).

Example:

Trailer weight loaded 6,000 lb.
Less 10% tongue load. 600
Net Trailer Weight 5,400 lb.
PLUS

F-250 weight
(w/7,300 lb. GVWR). 3,810 lb.
Options: 5.8L V-8 and auto-
matic transmission, stabilizer
bar, trailer towing package,
auxiliary fuel tank, air
conditioning and power
steering. 573
Driver and two passengers
(150 lb. each) 450
Camping supplies 600
Trailer hitch 100
Trailer tongue load 600
Box cover 100
Actual GCWR. 11,633 lb.
F-250 maximum GCWR 12,300 lb.

RANGER PICKUPS

NR = No Requirements. A = GCWR not to exceed vehicle GVWR.

Model	Trailer Towing Capacities		Minimum Equipment Requirements/Recommendations				
	Maximum Trailer Weight (lb.)	Maximum GCWR (lb.)	Minimum Engine	Axle Ratio	Trans- mission	Required Equipment	Recommended Equipment
Ranger 4x2	1,000 3,300†	A 6,200	NR 2.3L I-4	NR 3.73	NR Auto.	NR 1	— 2
Ranger 4x4	1,000 4,200†	A 7,500	NR 2.8L V-6**	NR 3.45	NR Auto.	NR 1	— 2

COURIER PICKUPS*

Courier	2,000	5,000	2.3L I-4	3.31	4 spd./ 5 spd.	NR	3
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*Assumes maximum trailer frontal area of 25 square feet, a 150 lb. driver, no passengers, and no weight in the pickup box. Additional passengers, options, or pickup box cargo decrease maximum trailer weight.

†1982 models. **Available 2/83.

REQUIRED EQUIPMENT

1. • Trailer Towing Package:
—4600 lb. Payload Package
—Super Engine Cooling
—Trailer Wiring Harness (7-wire)
—Heavy-Duty Turn Signal Flasher
—Auxiliary Transmission Oil Cooler (w/auto trans.)

RECOMMENDED EQUIPMENT

2. • Gauge Package
• Heavy-Duty Battery
• Rear Step Bumper for trailers up to 2,000 lb. Weight distributing hitch for trailers over 2,000 lb. (Max. tongue load is 10%-15%.)
3. • Rear Step Bumper (or trailer hitch attached to frame)
• Maximum trailer frontal area of 21 square feet.

TRUCK TRAILER TOWING DATA

(D) = Diesel
AOD = Automatic Overdrive
SS = SelectShift Automatic

SR = Single rear wheels
DR = Dual rear wheels
HD = Heavy Duty

T19 = 4-speed manual
NR = No Requirements
WB = Wheelbase

F-SERIES REGULAR CAB PICKUPS (4x2)

Model	Trailer Towing Capacities		Minimum Equipment Requirements/Recommendations				
	Maximum Trailer Weight (lb.)	Maximum GCWR (lb.)	Engine*	Axle Ratio	Transmission	Required Equipment	Recommended Equipment
F-100	1,000	4,700	NR	NR†	NR	NR	—
	4,000	8,025	4.9L I-6	3.55	AOD	4	5
	5,000	9,175	5.0L V-8	3.55	AOD	4	5
F-150 117" WB 133" WB	1,500	5,250	NR	NR†	NR	NR	—
	1,500	6,100	NR	NR†	NR	NR	—
	5,000	9,175	4.9L I-6	3.55	AOD/SS	4	5
	6,000	10,450	5.8L V-8	3.55	SS	4	5
	6,000	10,500	5.0L V-8	3.55	AOD	4	5
	6,000	10,500	5.0L V-8	3.55	AOD	4	5
F-250	2,000	6,300	NR	NR	NR	NR	—
	2,000	9,600	4.9L I-6	3.54	SS	NR	3
	6,000	10,500	5.0L V-8	3.73	AOD/SS	4	5
	6,000	12,300	5.8L V-8	3.54	SS	4	5
F-250 HD	2,000	8,600	NR	NR	NR	NR	—
	2,000	10,500	4.9L I-6	3.73	SS	NR	3
	2,000	10,500	5.8L V-8	3.73	SS	NR	3
	3,500	11,575	6.9L (D)	3.07	SS/T19	4	5
	3,500	11,575	7.5L V-8	3.07	SS	4	5
	8,000	12,975	5.8L V-8	4.10	SS	4	5
	10,000	15,700	6.9L (D)	4.10*	SS/T19	NR	5
	10,000	15,900	7.5L V-8	4.10	SS/T19	NR	5
	10,000	17,100	7.5L V-8	4.10	T19	NR	5
	2,000	8,700	NR	NR	NR	NR	—
	2,000	10,700	6.9L (D)	3.07	SS/T19	NR	3
	2,000	10,700	7.5L V-8	3.54	T19	NR	3
F-350 SR	2,000	10,700	5.8L V-8	3.73	SS	NR	3
	3,500	11,875	6.9L (D)	3.07	SS/T19	NR	5
	3,500	11,875	7.5L V-8	3.07	SS	4	5
	6,000	14,000	6.9L (D)	3.54	SS/T19	NR	5
	6,000	14,000	7.5L V-8	3.54	SS	NR	5
	8,000	12,975	5.8L V-8	4.10	SS	4	5
	10,000	15,700	6.9L (D)	4.10**	SS/T19	NR	5
	10,000	15,900	7.5L V-8	4.10	T19	NR	5
	10,000	17,400	7.5L V-8	4.10	SS	NR	5
	2,000	10,000	NR	NR	NR	NR	—
	2,000	11,800	5.8L V-8	3.54	SS	NR	3
	6,000	15,100	7.5L V-8	3.54	SS	NR	5
	6,000	15,100	6.9L (D)	3.54	SS/T19	NR	5
	8,000	12,975	5.8L V-8	4.10	SS	4	5
	10,000	15,700	6.9L (D)	4.10**	SS/T19	NR	5
	10,000	15,900	7.5L V-8	4.10	T19	NR	5
	10,000	18,500	7.5L V-8	4.10	SS	NR	5
F-350 DR	2,000	10,000	NR	NR	NR	NR	—
	2,000	11,800	5.8L V-8	3.54	SS	NR	3
	6,000	15,100	7.5L V-8	3.54	SS	NR	5
	6,000	15,100	6.9L (D)	3.54	SS/T19	NR	5
	8,000	12,975	5.8L V-8	4.10	SS	4	5
	10,000	15,700	6.9L (D)	4.10**	SS/T19	NR	5
	10,000	15,900	7.5L V-8	4.10	T19	NR	5
	10,000	18,500	7.5L V-8	4.10	SS	NR	5

*See your Ford Dealer to determine availability of 5.8L V-8 in California. **3.54 w/T19. †2.47 axle ratio not recommended.

F-SERIES REGULAR CAB PICKUPS (4x4)

Model	Trailer Towing Capacities		Minimum Equipment Requirements/Recommendations				
	Maximum Trailer Weight (lb.)	Maximum GCWR (lb.)	Engine*	Axle Ratio	Transmission	Required Equipment	Recommended Equipment
F-150 117" WB 133" WB	1,500	6,100	NR	NR	NR	NR	—
	1,500	6,250	NR	NR	NR	NR	—
	2,000	8,050	4.9L/5.0L/5.8L	3.55	SS	NR	3
	3,500	9,225	4.9L I-6	3.55	SS	4	5
	6,000	10,500	5.0L V-8	3.55	SS	4	5
	6,000	10,700	5.8L V-8	3.55	SS	4	5
F-250	2,000	6,600	NR	NR	NR	NR	—
	2,000	8,600	4.9L I-6	3.55	SS	NR	3
	2,000	9,200	5.0L/5.8L	3.55	SS	NR	3
	3,500	10,075	4.9L I-6	3.55	SS	4	5
	3,500	10,500	5.0L V-8	3.55	SS	4	5
	5,500	10,500	5.8L V-8	3.55	SS	4	5
F-250 HD	2,000	8,600	NR	NR	NR	NR	—
	2,000	10,500	5.8L V-8	3.54	SS	NR	3
	2,000	10,400	7.5L/6.9L	3.54	SS/T19	NR	3
	6,000	11,625	5.8L	3.54	SS	4	5
	6,000	13,700	7.5L/6.9L	3.54	SS/T19	NR	5
	7,000	12,075	5.8L V-8	4.10	SS	4	5
	10,000	15,700	6.9L V-8	4.10	SS/T19	NR	5
	10,000	15,900	7.5L V-8	4.10	T19	NR	5
	10,000	17,100	7.5L V-8	4.10	SS	NR	5
	2,000	9,000	NR	NR	NR	NR	—
F-350	2,000	10,900	5.8L	4.10	SS	NR	3
	2,000	10,900	7.5L/6.9L	3.54	SS/T19	NR	3
	6,000	14,200	7.5L/6.9L	3.54**	SS/T19	NR	5
	7,000	12,075	5.8L V-8	4.10	SS	4	5
	10,000	15,700	6.9L V-8	4.10†	SS/T19	NR	5
	10,000	15,900	7.5L V-8	4.10	T19	NR	5
	10,000	17,600	7.5L V-8	4.10	SS	NR	5
	10,000	17,600	7.5L V-8	4.10	SS	NR	5

*See your Ford Dealer to determine availability of 5.8L V-8 in California. **4.10 with 7.5L and T19. †3.54 with 6.9L (D) and T19.

TRUCK TRAILER TOWING DATA

AOD = Automatic Overdrive
SS = SelectShift Automatic

(D) = Diesel
HD = Heavy Duty

T19 = 4-speed manual
NR = No Requirements
WB = Wheelbase

F-SERIES SUPERCAB PICKUPS (4x2 & 4x4)

Model	Trailer Towing Capacities		Minimum Equipment Requirements/Recommendations				
	Maximum Trailer Weight (lb.)	Maximum GCWR (lb.)	Engine*	Axle Ratio	Transmission	Required Equipment	Recommended Equipment
F-150 139" WB 155" WB	1,500	6,050	NR	NR	NR	NR	—
	1,500	6,250	NR	NR	NR	NR	—
	2,000	8,050	All	3.55	AOD/SS**	NR	3
	3,500	9,175	5.0L V-8	3.55	AOD/SS	4	5
	4,500	9,175	4.9L I-6	3.55	AOD/SS	4	5
	6,000	10,450	5.8L V-8	3.55	SS	4	5
F-150 4x4	1,500	6,450	NR	NR	NR	NR	—
	2,000	8,250	All	3.55	SS	NR	3
	3,500	9,725	4.9L/5.0L	3.55	SS	4	5
	5,500	10,700	5.8L V-8	3.55	SS	4	5
F-250	2,000	7,900	NR	NR	NR	NR	—
	2,000	9,800	4.9L/5.8L	3.54	SS	NR	3
	2,000	9,800	5.0L V-8	3.73	AOD	NR	3
	3,500	10,875	4.9L	3.54	SS	4	5
	3,500	10,875	5.0L V-8	3.73	AOD	4	5
	6,000	12,300	5.8L V-8	3.54	SS	4	5
F-250 4x4	2,000	7,600	NR	NR	NR	NR	—
	3,500	10,500	5.0L V-8	3.54	SS	4	5
	5,000	10,500	5.8L V-8	3.54	SS	4	5
F-250 HD	2,000	8,800	NR	NR	NR	NR	—
	2,000	10,700	4.9L I-6	4.10	SS	NR	3
	3,500	11,975	7.5L/6.9L (D)	3.07†	SS/T19	4	5
	6,000	14,100	7.5L/6.9L (D)	3.54††	SS/T19	4	5
	8,000	12,975	5.8L V-8	4.10	SS	4	5
	10,000	15,700	6.9L V-8	4.10	SS/T19	NR	5
	10,000	15,900	7.5L V-8	4.10	T19	NR	5
	10,000	17,000	7.5L V-8	4.10	SS	NR	5
	10,000	17,000	7.5L V-8	4.10	SS	NR	5

*See your Ford Dealer to determine availability of 5.8L V-8 in California. **SS with 5.8L †3.54 with T19 and 7.5L ††4.10 with T19 and 7.5L

F-SERIES CREW CAB PICKUPS (4x2 & 4x4)

Model	Trailer Towing Capacities		Minimum Equipment Requirements/Recommendations				
	Maximum Trailer Weight (lb.)	Maximum GCWR (lb.)	Engine**	Axle Ratio	Transmission	Required Equipment	Recommended Equipment
F-350 168"	2,000	9,200	NR	NR	NR	NR	—
	8,000	12,975	5.8L V-8	4.10	SS	4	5
F-350 4x4	2,000	9,300	NR	NR	NR	NR	—
	8,000	12,075	5.8L V-8	4.10	SS	4	5

**5.8L V-8 NA in California.

BRONCO TRAILER TOWING DATA

	1,000	NR	NR	NR	NR	NR	—
	2,000	8,100	NR	3.55	SS	NR	3
	3,500	9,175	4.9L I-6	3.55	SS	4	5
	5,500	10,550	5.0L V-8	3.55	SS	4	5
	5,500	10,550	5.8L V-8*	3.55	SS	4	5

*See your Ford Dealer to determine availability of 5.8L V-8 in California.

REQUIRED EQUIPMENT

4 • Extra Engine Cooling

RECOMMENDED EQUIPMENT

- 3 • Extra engine cooling
 - Weight carrying hitch or Step bumper
- 5 • Super Engine Cooling
 - Trailer Towing Package (See description at right)
 - Weight Distributing Hitch
 - Auxiliary Fuel Tank
 - Dual Electric Horns
 - In-Box Spare Tire Carrier

Trailer Towing Package includes:

- 60 amp alternator
- 63 amp-hr. battery (dual 83 amp. standard on 6.9L)
- Extra engine cooling
- Ammeter & Oil Pressure gauges
- Bright swing-out recreational mirrors
- Heavy-duty turn signal flasher
- Auxiliary transmission oil cooler with automatic transmission and V-8 (Standard over 8,500 lb. GVW)
- Handling package
- Trailer wiring harness (7-wire)
- Engine Oil Cooler (7.5L only)

TRAILER TOWING DATA

(D) = Diesel
AOD = Automatic Overdrive
SS = SelectShift Automatic

NR = No Requirements
SWB = Short Wheelbase
LWB = Long Wheelbase

CLUB WAGON

Model	Trailer Towing Capacities		Minimum Equipment Requirements/Recommendations				
	Maximum Trailer Weight (lb.)	Maximum GCWR (lb.)	Engine*	Axle Ratio	Transmission	Required Equipment	Recommended Equipment
E-150 Club Wagon	1,500	NR	NR	NR	NR	NR	—
	4,500	9,575	4.9L/5.0L	3.50	AOD	1	2
	6,000	10,850	5.8L V-8	3.50	SS	1	2
E-250 Club Wagon	2,000	NR	NR	NR	NR	NR	—
	2,000	NR	7.5L V-8	3.07	SS	NR	1A
	6,000	12,000	5.8L V-8	3.54	SS	1	2
	6,000	13,900	6.9L (D)	3.54	SS	NR	2
	6,000	13,900	7.5L V-8	3.54	SS	1	2
	10,000	15,700	6.9L (D)	4.10	SS	NR	2
E-250 Super Wagon	10,000	16,875	7.5L V-8	3.73	SS	1	2
	2,000	NR	NR	NR	NR	NR	—
	2,000	10,200	7.5L V-8	3.07	SS	NR	1A
	6,000	11,600	5.8L V-8	3.54	SS	1	2
	6,000	13,500	6.9L (D)	3.54	SS	NR	2
	6,000	13,500	7.5L V-8	3.54	SS	1	2
E-350 Super Wagon	10,000	15,700	6.9L (D)	4.10	SS	NR	2
	10,000	16,475	7.5L V-8	4.10	SS	1	2
	2,000	NR	NR	NR	NR	NR	—
	6,000	12,000	5.8L V-8	3.54	SS	1	2
	6,000	14,500	6.9L (D)	3.54	SS	NR	2
	6,000	14,500	7.5L V-8	3.54	SS	1	2
	10,000	15,700	6.9L (D)	4.10	SS	NR	2
	10,000	17,050	7.5L V-8	3.73	SS	1	2

*5.8L V-8 NA in California.

ECONOLINE VAN

Model	Trailer Towing Capacities		Minimum Equipment Requirements/Recommendations				
	Maximum Trailer Weight (lb.)	Maximum GCWR (lb.)	Engine*	Axle Ratio	Transmission	Required Equipment	Recommended Equipment
E-100 Van	1,000	5,200	NR	NR	NR	NR	—
	4,500	8,975	4.9L/5.0L	3.50	AOD	1	2
	6,000	10,250	5.8L V-8	3.50	SS	1	2
E-150 Van	1,500	6,350/6,300†	NR	NR	NR	NR	—
	5,000	9,575	4.9L/5.0L	3.50	AOD	1	2
	6,000	10,550	5.8L V-8	3.50	SS	1	2
E-150 Super Van	1,500	6,150	NR	NR	NR	NR	—
	4,500	9,575	4.9L/5.0L	3.50	AOD	1	2
	6,000	10,550	5.8L V-8	3.50	SS	1	2
E-250 Van	2,000	6,750	NR	NR	NR	NR	—
	6,000	9,725	4.9L/5.0L	3.55	AOD	1	2
	6,000	10,500	5.8L V-8	3.55	SS	1	2
E-250 Super Van	2,000	7,900	NR	NR	NR	NR	—
	6,000	9,725	4.9L/5.0L	3.55	AOD	1	2
	6,000	10,500	5.8L V-8	3.55	SS	1	2
E-350 Van	2,000	8,750/9,100**	NR	NR	NR	NR	—
	2,000	10,550	7.5L V-8	3.07	SS	NR	1A
	6,000	12,000	5.8L V-8	3.54	SS	1	2
	6,000	13,850	6.9L (D)	3.54	SS	NR	2
	6,000	13,850	7.5L V-8	3.54	SS	1	2
	10,000	15,700	6.9L (D)	4.10	SS	NR	2
	10,000	17,250	7.5L V-8	3.73	SS	1	2

*See your Ford Dealer to determine availability of 5.8L V-8 in California. †SWB/LWB. **Van/Super Van.

REQUIRED EQUIPMENT

1. • Extra Engine Cooling

RECOMMENDED EQUIPMENT

- 1A. • Extra Engine Cooling
• Weight Carrying Hitch or Step Bumper
2. • Trailer Towing Package (See at right)
• Stabilizer Bars
• Weight Distributing Hitch
• Super Engine Cooling

CLUB WAGON/ECONOLINE VAN

Trailer Towing Package includes:

- Bright swing-out recreational mirrors
- Extra engine cooling
- Auxiliary transmission oil cooler with V-8's
- Trailer wiring harness (7-wire)
- Heavy-duty turn signal flasher
- HD shocks (standard E-350)
- 68 amp-hr. battery (dual 83 amp-hr. standard on 6.9L diesel)
- 60 amp. alternator
- Ammeter and oil pressure gauges
- Dual electric horns
- Engine oil cooler with 7.5L V-8 (avail. 11/82)

SLIDE-IN CAMPER DATA

(D) = Diesel
HD = Heavy Duty

WB = Wheelbase
SR = Single rear wheels
DR = Dual rear wheels

RANGER AND F-SERIES PICKUPS

Series	Cab	Rangers accommodate smaller campers** than the Full-Size F-Series Pickups				
		Drive (Wheelbase)	Required Min. GVWR	Required Engine*	Recommended Axle (min.)	Required Tires (min.)
Ranger	Regular	4x2 (108" WB) (114" WB)	4,360** 4,400**	2.3L I-4 2.3L I-4	3.73 3.73	P205/75R14XL P205/75R14XL
Ranger	Regular	4x4 (108" WB) (114" WB)	4,460** 4,500**	2.3L/2.8L† 2.3L/2.8L†	3.73 3.73	P195/75R15SL P195/75R15SL
F-100		Not Recommended for Slide-In Campers				
F-150		Not Recommended for Slide-In Campers				
F-250	Regular	4x2 (133" WB)	6,300	5.0L V-8 5.8L V-8	3.54 3.54	Standard Standard
F-250 HD	Regular	4x2 (133" WB)	8,600	5.8L V-8 7.5L V-8 6.9L (D)	3.73 3.54 3.54	Standard Standard Standard
F-250	Regular	4x4 (133" WB)	6,600	5.0L V-8 5.8L V-8	3.54 3.54	Standard Standard
F-250 HD	Regular	4x4 (133" WB)	8,600	5.8L V-8 7.5L V-8 6.9L (D)	4.10 3.54 3.54	Standard Standard Standard
F-250	SuperCab	4x2 (155" WB)	7,900	5.0L V-8 5.8L V-8	3.54 3.54	Standard Standard
F-250 HD	SuperCab	4x2 (155" WB)	8,800	5.8L V-8 7.5L V-8 6.9L (D)	3.73 3.54 3.54	Standard Standard Standard
F-250	SuperCab	4x4 (155" WB)	7,600	5.0L V-8 5.8L V-8	3.54 3.54	Standard Standard
F-350	Regular	4x2 (133" WB)	8,700/10,000 (SR/DR)	5.8L V-8 7.5L V-8 6.9L (D)	4.10 3.54 4.10	Standard Standard Standard
F-350	Regular	4x4 (133" WB)	9,000	5.8L V-8 7.5L V-8 6.9L (D)	4.10 3.54 4.10	Standard Standard Standard
F-350	Crew Cab	4x2 (168" WB)	8,700	5.8L V-8	3.73	Standard
F-350	Crew Cab	4x4 (168" WB)	9,300	5.8L V-8	4.10	Standard

*5.8L V-8 NA in California.

**45 sq. ft. max. frontal area (combined vehicle and camper).

†2.8L Available 2/83.

REQUIRED EQUIPMENT

Ranger

- Camper Package which includes
 - 1,600 lb. payload (4x4) #2
 - 1,750 lb. payload (4x2) #3
 - P195/75R15XL Tires (4x4)
 - P205/75R14XL Tires (4x2)
 - Front and Rear Stabilizer Bars
 - HD Rear Shock Absorbers
 - HD Rear Springs
 - Auxiliary Transmission Oil Cooler (w/auto)

F-Series

- V-8 Engine—5.0L, 5.8L, 7.5L, 6.9L Diesel
- Optional Transmission
 - SelectShift Automatic
 - 4 Spd. Manual
 - AOD
- Front and rear stabilizer bars

RECOMMENDED EQUIPMENT

Ranger

- Gauge Package
 - Bright Low-Mount Western Swing-Away Mirrors
 - 63 amp-hr. battery
 - Super Engine Cooling
 - Automatic Transmission
- F-Series**
- Super engine cooling
 - Trailer Towing/Camper Package which includes:
 - 60 amp. alternator (standard on 6.9L)
 - 63 amp-hr. battery (dual 83 amp. standard on 6.9L)
 - Ammeter and oil pressure gauge

- Bright swing-out recreational mirrors
- Extra engine cooling package
- Handling Package
- Camper wiring harness (7-wire)
- Engine Oil Cooler (7.5L only)
- Auxiliary Transmission Oil Cooler
- Heavy-duty turn signal flasher

FIFTH WHEEL TRAILER TOWING DATA F-SERIES PICKUP

Model	Trailer Towing Capacities		Minimum Equipment Requirements/Recommendations					REQUIRED/RECOMMENDED EQUIPMENT
	Max. Trailer Weight (lb.)	Maximum GCWR (lb.)	Engine**	Axle Ratio	Trans-mission	Required Equipment	Recommended Equipment	
F-250 (4x2, 4x4)	5,500	10,500	5.8L V-8	3.54	SS	1	2	1 • Extra engine cooling 2 • Super Cooling • Auxiliary fuel tank • Dual horns • Trailer towing package Trailer Towing/Camper Package includes: -Extra engine cooling -Trailer wiring harness -Heavy-duty turn signal flasher -63 amp. battery (dual 83 amp. with 6.9L) -60 amp. alternator (std. with 6.9L) -Ammeter and oil pressure gauges -Bright swing-out recreational mirrors -Auxiliary transmission oil cooler (w/auto.) -Handling package -Engine oil cooler (7.5L V-8 only) <small>*3.54 w/T19 trans. **5.8L N.A. in California.</small>
F-250 (Super Cab 4x4)	5,000	10,500	5.8L V-8	3.54	SS	1	2	
F-250 HD (4x2)	8,000	12,975	5.8L V-8	4.10	SS	1	2	
	10,000	14,700	6.9L(D)	4.10*	T19/SS	1	2	
	10,000	15,900	7.5L V-8	4.10	T19	1	2	
	10,000	16,700	7.5L V-8	4.10	SS	1	2	
F-250 HD (4x4)	7,000	12,075	5.8L V-8	4.10	SS	1	2	
	10,000	14,700	6.9L(D)	4.10*	T19/SS	1	2	
	10,000	15,900	7.5L V-8	4.10	T19	1	2	
	10,000	16,100	7.5L V-8	4.10	SS	1	2	
F-350 (4x2)	7,500	12,975	5.8L V-8	4.10	SS	1	2	
	10,000	14,700	6.9L(D)	4.10*	T19/SS	1	2	
	10,000	15,900	7.5L V-8	4.10	T19	1	2	
	10,000	16,600	7.5L V-8	4.10	SS	1	2	
F-350 (4x4)	7,000	12,075	5.8L V-8	4.10	SS	1	2	
	10,000	14,700	6.9L(D)	4.10*	T19/SS	1	2	
	10,000	15,900	7.5L V-8	4.10	T19	1	2	
	10,000	16,600	7.5L V-8	4.10	SS	1	2	
F-350 (4x2) DR	7,500	12,975	5.8L V-8	4.10	SS	1	2	
	10,000	15,700	6.9L(D)	4.10*	T19/SS	1	2	
	10,000	15,900	7.5L V-8	4.10	T19	1	2	
	12,500	18,500	7.5L V-8	4.10	SS	1	2	

TRAILER TOWING WITH FORD CARS

Towing a wide variety of recreational or utility trailers is possible with all Ford cars by following a few simple rules:

- 1. Determine the fully loaded weight of the trailer you want to tow.
- 2. Select the Ford car of your choice

that can handle your trailer from the chart below.

3. For long distance high speed, an aftermarket transmission oil cooler is recommended.

Note: For trailers over 2,000 lb., you

Car	Trailer Towing Capacities		Minimum Equipment Required	
	Max. Trailer Wt. (lb.)	Max. Tongue Load	Engine	Transmission
EXP/Escort	1,000	100	1.6L	Manual
Mustang	1,000	100	3.8	Auto.
Fairmont	1,000	100	2.3	Standard
	1,500	200	3.3	Auto.
LTD	2,000	200	3.8	Auto.
	3,500*	500	3.8	Auto.
Thunderbird	2,000	200	3.8	Auto.
Crown Victoria	2,000	200	5.0	Auto.
	5,000*	750	5.0	Auto.

*Require trailer towing package and load equalizing hitch.

While EPA mileage estimates were not available at the time this brochure was approved for printing, Ford Cars and Trucks are expected to post as good or better mileage ratings than they did last year. As soon as EPA figures are released, your Ford Dealer will be among the first to have this information and will be happy to pass it along to you.

Camper and trailer information has been supplied by the manufacturers of the recreation vehicles. Ford Motor Company has no knowledge of, and takes no responsibility for, the accuracy of that information, the performance and durability characteristics of these units, or their availability or pricing. Buyers should secure such information as needed from the manufacturers or their dealers.

Those portions of the vehicles which are not supplied by Ford are not covered by the Ford warranty. Nor are repairs to Ford-supplied components covered if the repairs are necessitated by the effects of alterations made by, or equipment installed by entities other than Ford Motor Company.

Buyers who purchase vehicles produced or altered by manufacturers other than Ford should assure themselves that each such vehicle bears appropriate certifications

by the manufacturer that, as completed or altered, the vehicle conforms to all applicable Federal Motor Vehicle Safety Standards and that each such vehicle or engine, as applicable, is covered by a certificate of conformity issued by the United States EPA pursuant to the provisions of the Clean Air Act, as amended.

Some features presented here are optional at extra cost. Some options are required in combination with other options.

Availability of some models and features described may be subject to a slight delay. Ask your Ford Dealer for the latest information on options, prices and availability.

Specifications, descriptions and illustrative material contained herein were accurate at the time this catalog was approved for printing. Ford Division reserves the right to discontinue models or options at any time, or change specifications, equipment or design without notice or without incurring obligation. All options and accessories illustrated or referred to as optional are extra cost. Availability of engines and transmissions is contingent upon Federal Emission Certificate and production schedules.

should equip your car with a load equalizing hitch. Also, trailers having over 20 sq. ft. of frontal area require a car with a 5.0L engine.

LTD Trailer Towing Package**

- Extra cooling radiator
- Heavy-Duty Suspension
- Heavier duty tires and wheels
- Heavier duty brakes for LTD Sedan
- Auxiliary power steering oil cooler
- Auxiliary transmission oil cooler
- Heavy-duty battery (54 amp. minimum)
- 60 amp. alternator
- Trailer wiring harness
- HD turn signal & flasher
- Conventional spare tire required.

Crown Victoria Trailer Towing Package**

- Extra cooling radiator
- Larger "U" joint
- Heavy-Duty Suspension
- Up-sized rear brakes (sedan only)
- Auxiliary power steering oil cooler
- Auxiliary transmission oil cooler
- Heavy-duty battery (71 amp.)
- 60 amp. alternator
- Trailer wiring harness
- HD turn signal & flasher
- Higher rear axle ratio (3.55 to 1)
- Conventional spare tire required.

**Available 11/82.



IT'S EASY TO TAKE ON THE HIGH GROUND IN A BRONCO.

The great outdoors was made to be enjoyed in a Ford Bronco. It's an ideal off-roader for hunting and fishing. And a great family vacation 4-wheeler providing room for a family of six with optional front bench seat. The new standard flip-fold rear bench seat, when folded flat, makes for over 81 cu. ft. of space for cargo and camping gear.

Bronco can pull big Class III trailers up to 5,500 lb. with the Trailer Towing Package, 5.8L V-8, automatic and

other equipment (shown in RV Data Section, page 11).

Built like the big Ford 4x4's, Bronco is tough with Twin-Traction Beam independent front suspension, ladder-type frame, integral front axle differential carrier skid plate (transfer case skid plate optional). 2-speed transfer case. P-metric radial tires (multi-surface radials optional) and free-running front hubs (automatic locking feature is an option).

You'll find that the '83 Ford Bronco is



a great 4-wheeler—around town or around the country with your trailer in tow.



Super Wagon

Econoline Van

Econoline Cutaway

FORD CLUB WAGONS AND ECONOLINES: THE RV CROWD PLEASERS.

For families and friends on the go, Ford Club Wagons provide twice the room of ordinary wagons. Spacious seating for up to 12 passengers—15 with Super Wagons. And for the ultimate in Ford luxury, there's the Captain's Club with quad Captain's Chairs that swivel and recline. Even a snack/game table is standard and much, much more.

Both Club Wagons and Econoline Vans are designed and built with all

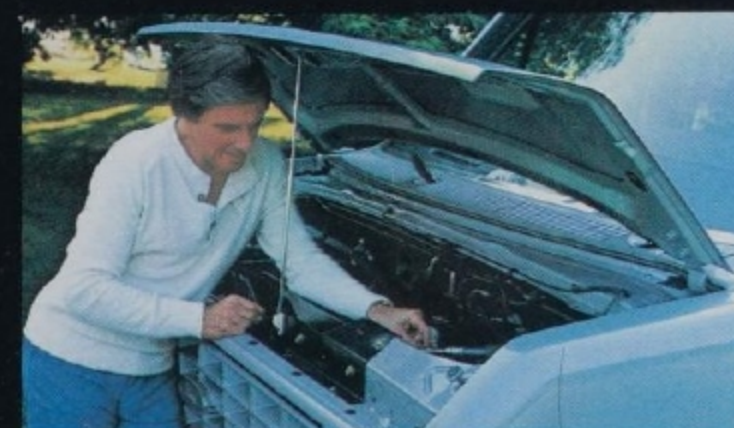
the Ford features that make them ideal for trailer towing—big trailers up to 10,000 lb.—and van or camper conversions. Body-on-frame construction gives a tough, rigid chassis with ladder-type truck frame. Rubber body mounts isolate body and passengers from the frame, adding to riding comfort. Additionally, the frame serves as an excellent foundation to pull trailers, or support camper conversions. Twin-I-Beam

independent front suspension is designed for both ruggedness and a good ride. Optional auxiliary fuel tank provides greater range with a 40.1-gallon combined fuel capacity.

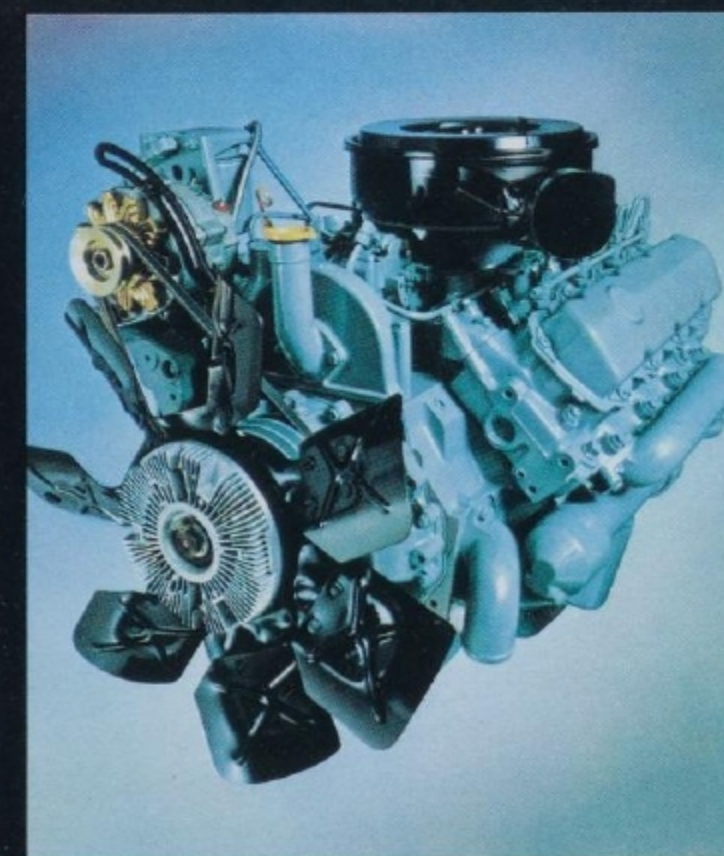
New diesel economy for '83. For large trailers, the big 7.5L V-8 is joined by the new 6.9L diesel* with 26 horsepower more than its nearest competitor. You get high performance with diesel economy and range. And to facilitate service checks on long trips, the hood opening allows service attendants to check as many as 28 key items quickly from the front of the vehicle.

*Expected availability: February 1983.

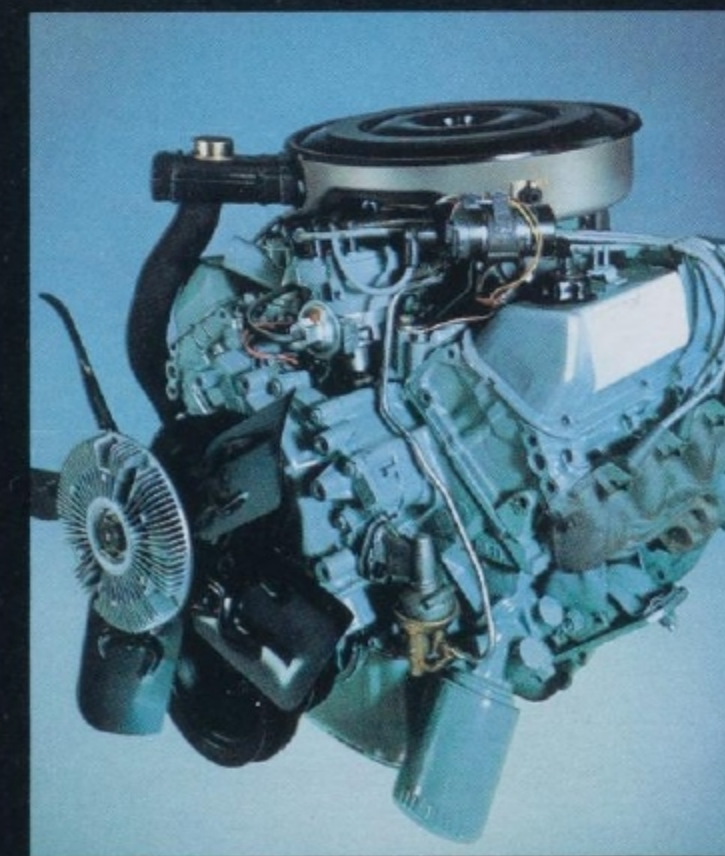
Motor Home RV Cutaway Chassis. Econoline offers a special RV chassis with the rear of the driver's compartment cut away to easily accommodate modern motor homes. They're built Ford Tough with 138-in., 158-in. or long 176-in. wheelbases and Gross Vehicle Weight Ratings up to a hefty 11,000 lb.



Out-front Service Ease



6.9L Diesel



7.5L V-8



LTD Wagon with Squire Option



Ford LTD Country Squire

Thunderbird

'83 FORD CARS-HIGH TECHNOLOGY FOR TRAILERING.

This year there's a Ford for everyone's taste in trailering—from the sporty EXP up to the spacious Country Squire, or dramatically exciting new Thunderbird soon to be introduced. Whichever model you choose, you'll have a new Ford built with high technology and quality to measure up to all your trailering needs.

Ford LTD Crown Victoria and Country Squire. Quiet elegance is the hallmark of this full-size Ford. You see it in the luxurious, 6-passenger interior. You feel it in the ride. Features include:

body-on-frame construction, "Super Luxury" insulation. Plus electronic fuel-injected 5.0L V-8 with Automatic Overdrive transmission. Few other cars can claim so much for trailering. LTD Crown Victoria available in 2- or 4-door sedans.

In Country Squire you have America's most spacious station wagon.* There's almost 90 cu. ft. of loadspace with rear seats down, plus two lockable storage compartments that add 11.9 cu. ft. more. Optional

*Based on EPA Cargo Volume Index. Other Ford Motor Company wagons excluded.

Dual Facing Rear Seats provide 8-passenger seating. Trailer towing capacity up to 5,000 lb. is available with optional equipment on all models.

Ford LTD. A new size for today... trim, aerodynamic and more efficient. The ride is traditional LTD, smooth and quiet. The luxurious interior has 5-passenger room. And you have an options selection that includes Tripfinder® Computer, Electronic Instrument Cluster, and equipment for Class II trailers to 3,500 lb. Available in 4-door sedan and wagon models.

Thunderbird.** A new interpretation of personal luxury with a super

**Expected availability: January, 1983

aerodynamic design. Reclining front seats. Luxurious appointments all around. Engineered for trailering, too, with standard 3.8L V-6 and SelectShift automatic. Modified MacPherson strut suspension with new gas-filled shocks. Power-assisted variable ratio rack and pinion steering. Equipment is available with the all-new Thunderbird for up to 2,000 lb. trailers.

Ford Fairmont Futura. This popular mid-size car already is the choice of more than 1.3 million owners.† And no wonder. Futura is a great combination of room and value. Six-passenger capacity with optional bench seat. Available in family-size 2- and 4-door sedans and the sleek 2-door coupe. With 3.3L Six

and trailer towing options, Futura takes trailers up to 1,500 lb.

Ford Mustang. Mustang puts sports car excitement in trailering for '83. Front end styling has a bolder, more aerodynamic look. The GT has performance flair to match its 5.0L High Output V-8. It's the Boss! A 3.8L V-6 is also available. And the biggest Mustang news: The new GLX Convertible! Properly equipped, Mustangs can pull trailers up to 1,000 lb.

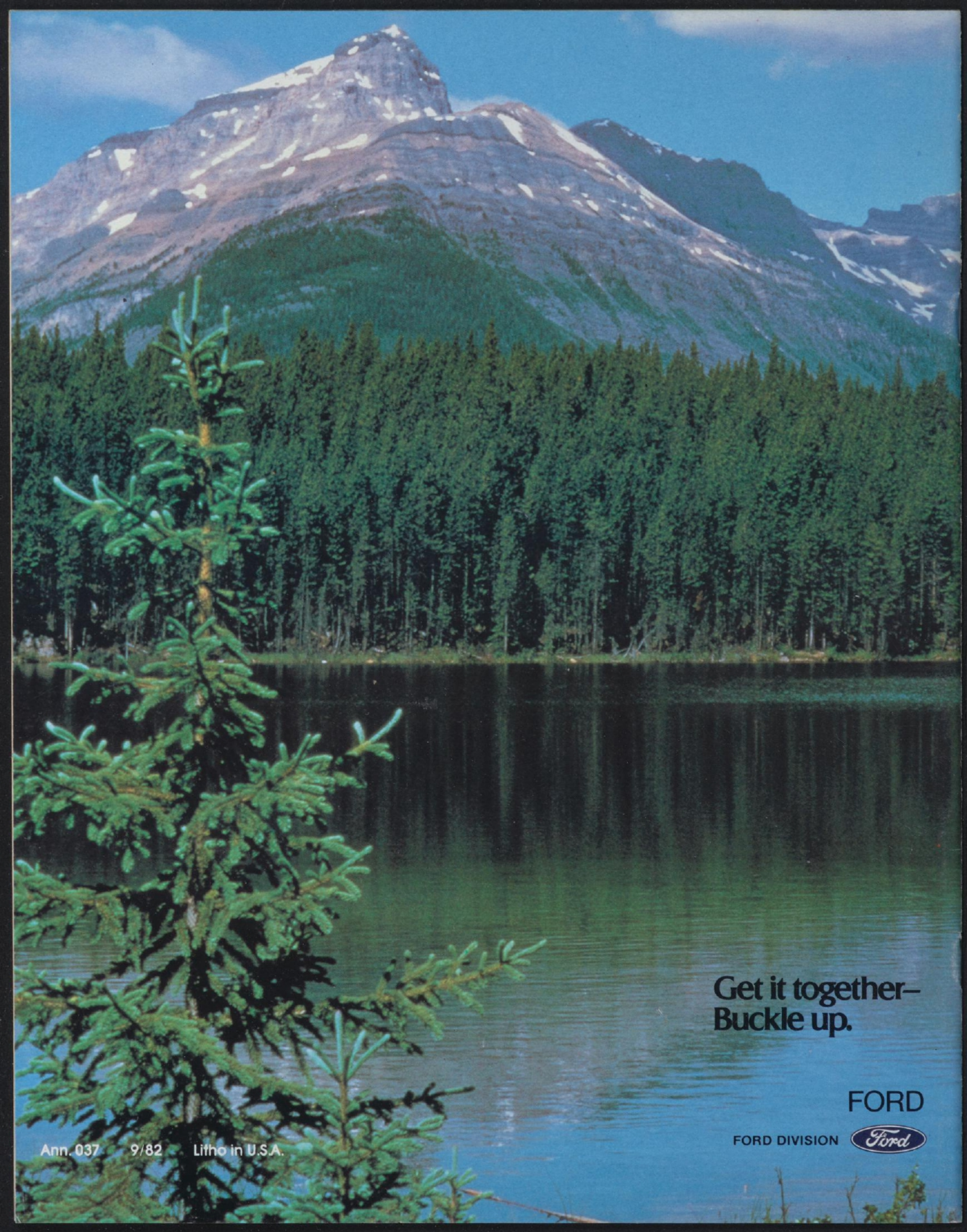
Ford Escort. World Car technology with front-wheel drive and 4-wheel independent suspension. Escort gives you efficiency with surprising room for four. New electronic fuel injection option, too. Available in 2- and 4-door

hatchbacks and spacious wagon with 58 cu. ft. of loadspace (rear seat down). Escort is rated for trailers up to 1,000 lb.

Ford EXP. Ford's 2-seat sport coupe with front-wheel drive. One of today's most aerodynamic cars, EXP features 4-wheel independent suspension. Five equipment groups are available with sport features like 5-speed manual transaxle, Higher Output 1.6L engine and new electronic fuel-injected 1.6. EXP can tow trailers up to 1,000 lb.

Note: See RV Data Section for trailering equipment recommendations regarding all 1983 Ford cars.

†Based on R.L. Polk & Co. registrations from October, 1977 to April 30, 1982.



Get it together—
Buckle up.

FORD

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