

FORD COMMERCIAL VANS

'93

# VANS







Top: Econoline Regular Van in Silver Clearcoat Metallic.

Center: Econoline Super Van in two-tone Crystal Blue Clearcoat Metallic over Light Blue.

Left: An ergonomically designed instrument panel in Econoline and Club Wagon, which includes a multi-stalk control system on the steering column, makes operation easy.

Some equipment shown is optional.

Ford is #1 in America in cargo van sales, full-size and compact combined. Which is one reason why there are more Ford trucks on the road today than any other truck division.

Since 1960, when the first full-size Ford Econoline came off the assembly line, we have been building a solid reputation for delivering work-tough and quality-built cargo vans designed and engineered with a commitment unsurpassed in the industry to rugged and reliable performance. We know, as well as you do, how much your business success depends on it.

## Ford Trucks. The Best Never Rest.™

The commitment to continuous improvement that has made Ford America's most popular truck line is

stronger than ever. So you can look to us to continue being at the forefront of innovation, with work vans designed and engineered with performance, efficiency, dependability — and your comfort and safety — always in mind.

### 1993 FORD ECONOLINE VAN AND CLUB WAGON

In design, today's full-size Ford Econoline vans are many years ahead of the competition. They also have an impressive list of safety features, which includes a driver air bag (on select models) designed to supplement your safety belts.

And they're always ready for work. Because they have all the proven features people have come to expect from Ford. Rugged body-on-frame construction, for example. And the "out-front" design, too, that provides greater convenience, including easy

access to the engine compartment for routine scheduled maintenance.

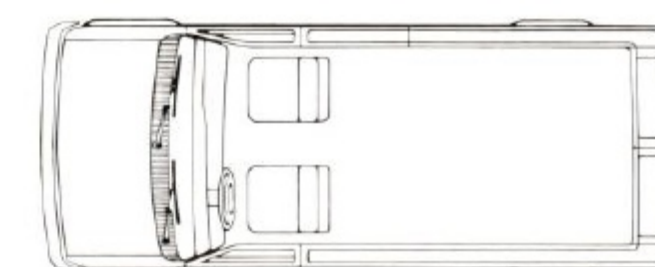
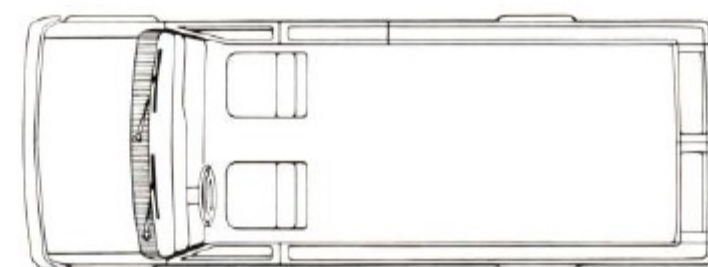
There's a wide range of gasoline-powered I-6 and V-8 engines with computer-controlled, "multi-port" electronic fuel injection. High-torque diesel power as well, available in the heavier-duty models.

### 1993 FORD AEROSTAR VAN

Aerostar is versatile, comfortable, spacious, and tough — everything you could ask for in a compact cargo van. Its ergonomic instrumentation makes the daily drive easier. Its list of safety features includes a driver air bag to supplement your safety belts.

And with Aerostar's choice of regular- or extended-length bodystyle, multi-port electronically fuel-injected 3.0-liter or 4.0-liter V-6 power, and 2-wheel drive or 4-wheel drive, you'll find it easy to find the right Aerostar Van to fit your specific requirements.

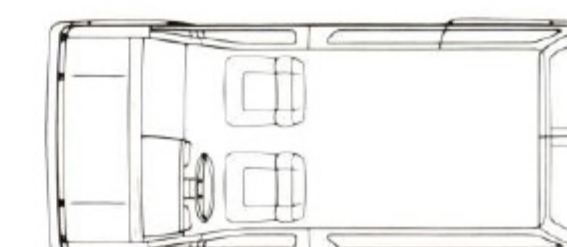
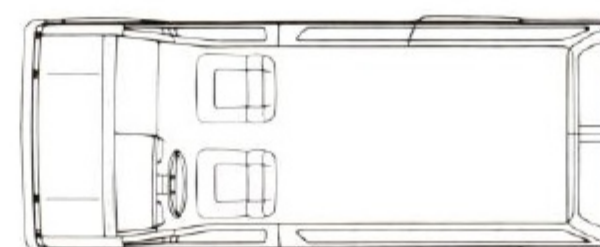
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### THE RIGHT TRUCK FOR YOUR JOB

Econoline Van:

- ☐ 138" Wheelbase Super Van
- ☐ 138" Wheelbase Regular Van



Aerostar Van:

- ☐ 118.9" Wheelbase Extended-length
- ☐ 118.9" Wheelbase Regular-length

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## 1993 FORD COMMERCIAL VANS



## NEXT-GENERATION ECONOLINE DESIGN

Even before we introduced the redesigned Ford Econoline Van last year, we were already a generation ahead of the competition.

So why would we invest so much of our human and financial resources into building an even better Econoline? The answer is simple.

The Best Never Rest.

Because when you're committed to continuous improvement, you can never rest on yesterday's success.

When we designed today's generation of Econoline Van, we made changes to make it better, not just different.

Econoline's advanced design, engineering refinements and quality workmanship leave other full-size vans many miles behind. For example:

□ Econoline was designed to be the highest-quality full-size cargo van we have ever built. Precise fit and finish, the result of a continuing quality commitment, contributes to a better appearance. There's an improved door weather sealing system and an absence of exposed coach and lap joints.

□ Econoline safety features include a driver air bag (all models except the E-350) to supplement your safety belt, energy-absorbing front end structure, a computer-controlled rear anti-lock brake system, self-adjusting parking brake, large window area for visibility, and a high-mount rear stop lamp.

Our commitment to safety goes well beyond the total number of safety features, however. We not only design our trucks to meet or exceed federal crash test requirements, but we perform special safety testing of our own.

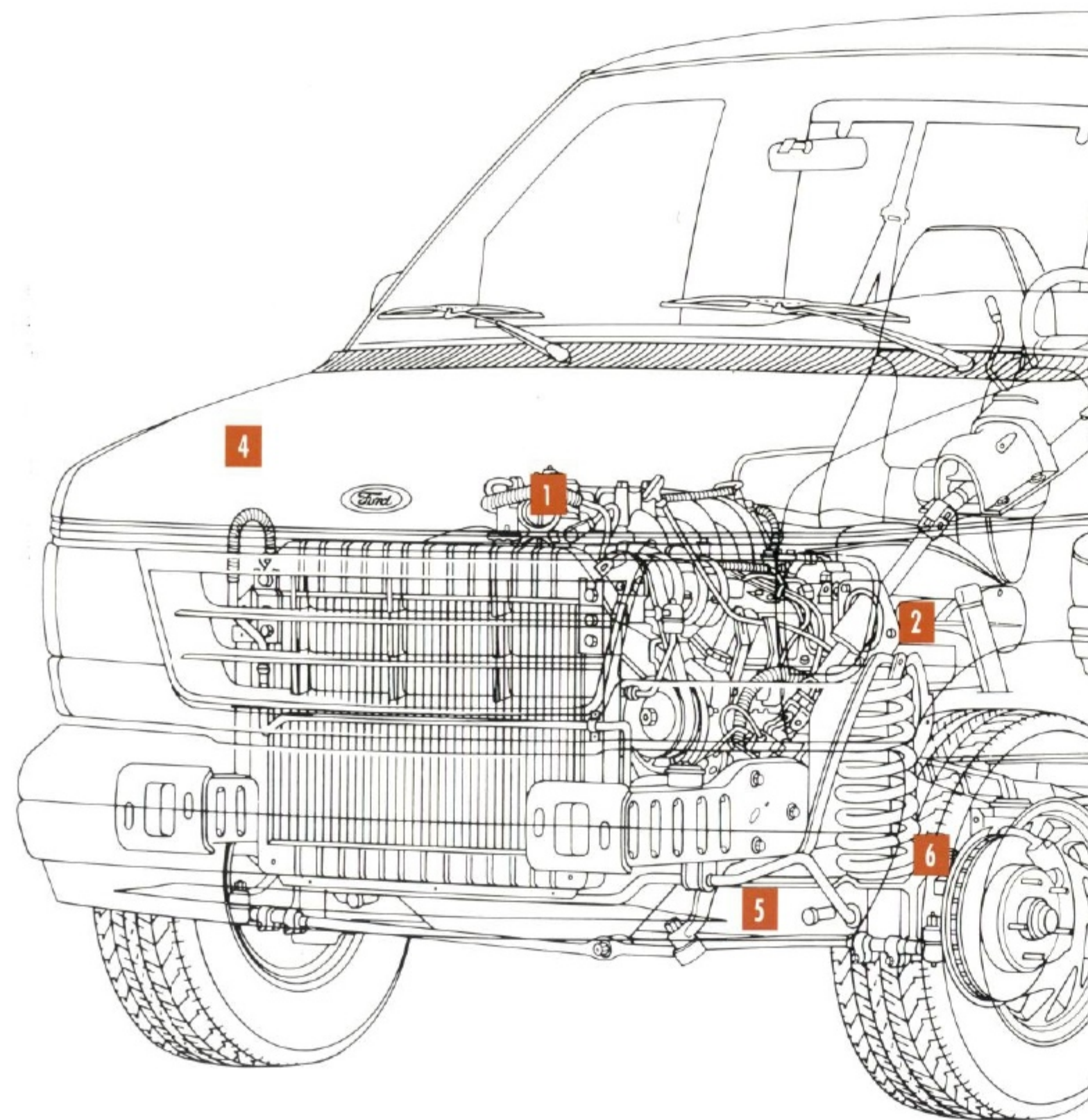
□ Advanced aerodynamics enhances Econoline's styling and reduces wind resistance. A low .39 coefficient of drag contributes to Econoline's functional efficiency.

□ The interior is designed to help make the day-to-day operation of your Econoline Van more convenient. "Car-like" is an accurate description for the ergonomic instrumentation.

The controls, some at your fingertips on the steering column, are easy to operate. The instruments are designed for legibility and are positioned to be read easily. Backlit dials and lighted pointers enhance night visibility.

□ High-back bucket seats are also part of an interior compartment that's designed to make time on the job more comfortable.

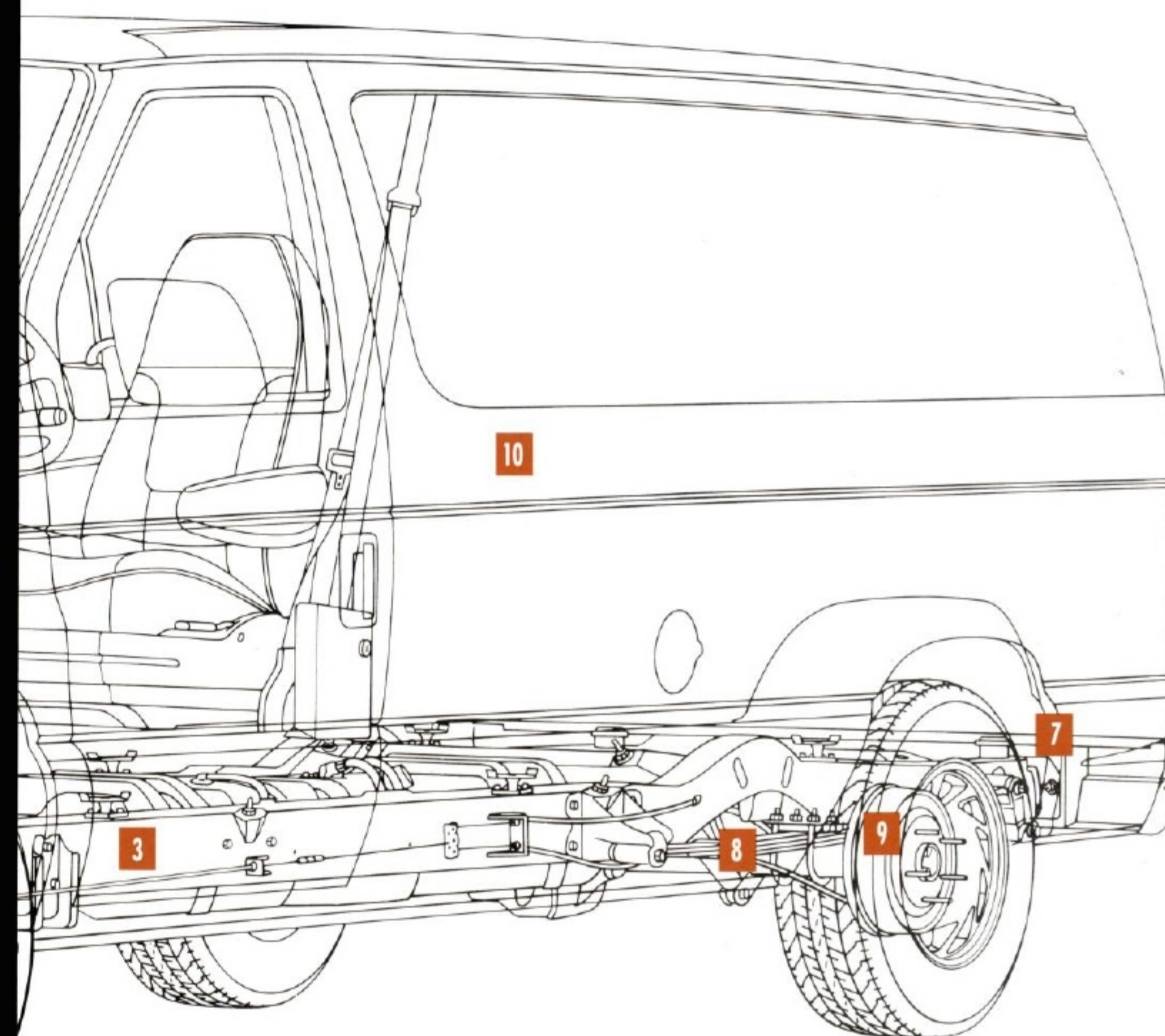
□ Two side door designs are available: (1) The 60/40 side doors provide flexibility for loading and easy access to the cargo area. (2) The optional sliding side door can make working in tight spaces easy.



□ All the doors, front and rear, have a latching system that helps make it easy to open and close them.

□ Double-wall bodyside sheet metal construction helps prevent damage from shifting cargo. It's in the Ford tradition of *Built Ford Tough!*

□ Econoline is designed for excellent "conversion-ready" capability. The heater and air conditioning taps are among the features designed to easily accommodate aftermarket installations. The design of the roof rail reinforcements and double-wall bodyside sheet metal construction are also great conversion-oriented features.



## TRADITIONAL FORD-TOUGH ENGINEERING

1 Every Econoline gas-powered engine is equipped with multi-port electronic fuel injection for precise fuel metering, easy starting, and excellent throttle response. It's governed by Ford's EEC-IV engine control computer.

2 Electronic 4-speed automatic overdrive transmission (E4OD), standard with most engines, is designed to provide improved shift timing, fuel economy (EPA ratings unavailable at press time), and performance over vacuum-controlled systems. The Overdrive Cancel Switch is useful when 3rd gear engine braking is needed on downgrades.

3 Among full-size vans, only Econoline has the advantages of body-on-frame construction. The parallel ladder-type frame has full-length, heavy-gauge side rails with up to six crossmembers for a minimum yield strength of 36,000 pounds per square inch (psi). And it permits the direct attachment of a weight distributing towing hitch.

4 "Out-front" design. One of several advantages of this Ford-exclusive feature is 27 key service items located under the hood and easily accessible for maintenance. When time is money, fast servicing can help reduce costs.

5 Twin-I-Beam independent front suspension is another feature you'll find only in a full-size van built by Ford. It's designed for ruggedness as well as ride smoothness and control. Each wheel has its own forged I-beam axle and separate big coil spring to handle rough road conditions independently. The coil springs are computer-selected to match the gross vehicle weight rating (GVWR) and the weight of options.

6 You can have the caster/camber of Econoline's Twin-I-Beam independent front suspension adjusted at your Ford Dealer to match the ride/handling characteristics more closely to the kinds of loads you'll be carrying.

7 Econoline's spare tire is located under the body. Because it is not taking up space inside, there's more room for cargo.

8 Rear leaf springs and finely tuned shock absorber valving combine with the adjustable Twin-I-Beam front suspension and a responsive steering system to deliver excellent ride and handling.

9 The computer-controlled rear anti-lock braking system is standard in all Econolines. It's designed to inhibit braking-induced rear-wheel lockup under most operating conditions. An electronic module activates solenoids to modulate rear brake pressure anytime rear wheel lockup is detected by the system. The result is more controlled braking.

10 Double-wall bodyside sheet metal construction is a big feature of today's Econoline Van. It's in the tradition of engineering trucks that are Built Ford Tough!



## FORD ECONOLINE VAN. IN A CLASS BY ITSELF.

When it comes down to delivering all the important benefits you would look for in a hard-working full-size van, Econoline is in a class by itself.

Among the features that for many years has set the Econoline apart from other vans in its class is the "out-front" design. It offers conveniences that can make your job easier.

The engine is located forward of the passenger compartment, providing more than 9 inches of clearance between the engine cover and the driver's seat for easy access to the cargo compartment.

Because of the forward location of the wheelhouses, entering or leaving by the front doors is convenient. And especially important, 27 key service items are under the hood, making routine scheduled maintenance easy.

Outstanding also is Econoline's wide range of performance choices.

You have four gas-powered engines to choose from, all equipped with multi-port electronic fuel injection for precise fuel metering, easy starting, and excellent throttle response.

There's the standard 4.9-liter I-6, the biggest in-line Six available in a full-size van; the 5.0- and 5.8-liter mid-range V-8s; and 7.5-liter V-8, the biggest in a full-size van and offering a maximum towing capacity of 10,000 pounds.

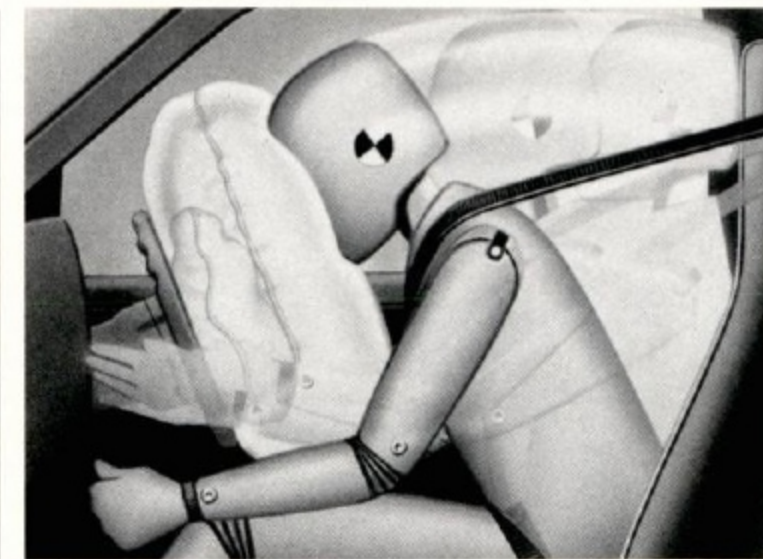
The largest diesel in a full-size cargo van is also Econoline's: the muscular 7.3-liter V-8 diesel.

To help minimize interruptions on the job, Econoline offers you a big 35-gallon single fuel tank (standard with gas V-8s; optional with 4.9-liter Six).

The diesel engine has a 31-gallon tank.

With Econoline you have a wide range of payload ratings, too, from 945 lbs. (5,500-lb. GVWR) in the E-150 to 4,280 lbs. (9,400-lb. GVWR) in the E-350. And if you need more cargo volume than the Regular Van's 260.8 cu. ft., the Super Van has 20 more inches of inside length and 299.8 cu. ft.

Performance. Convenience. Safety. Capability. All in all, the best thing going in full-size cargo vans today is Ford Econoline.



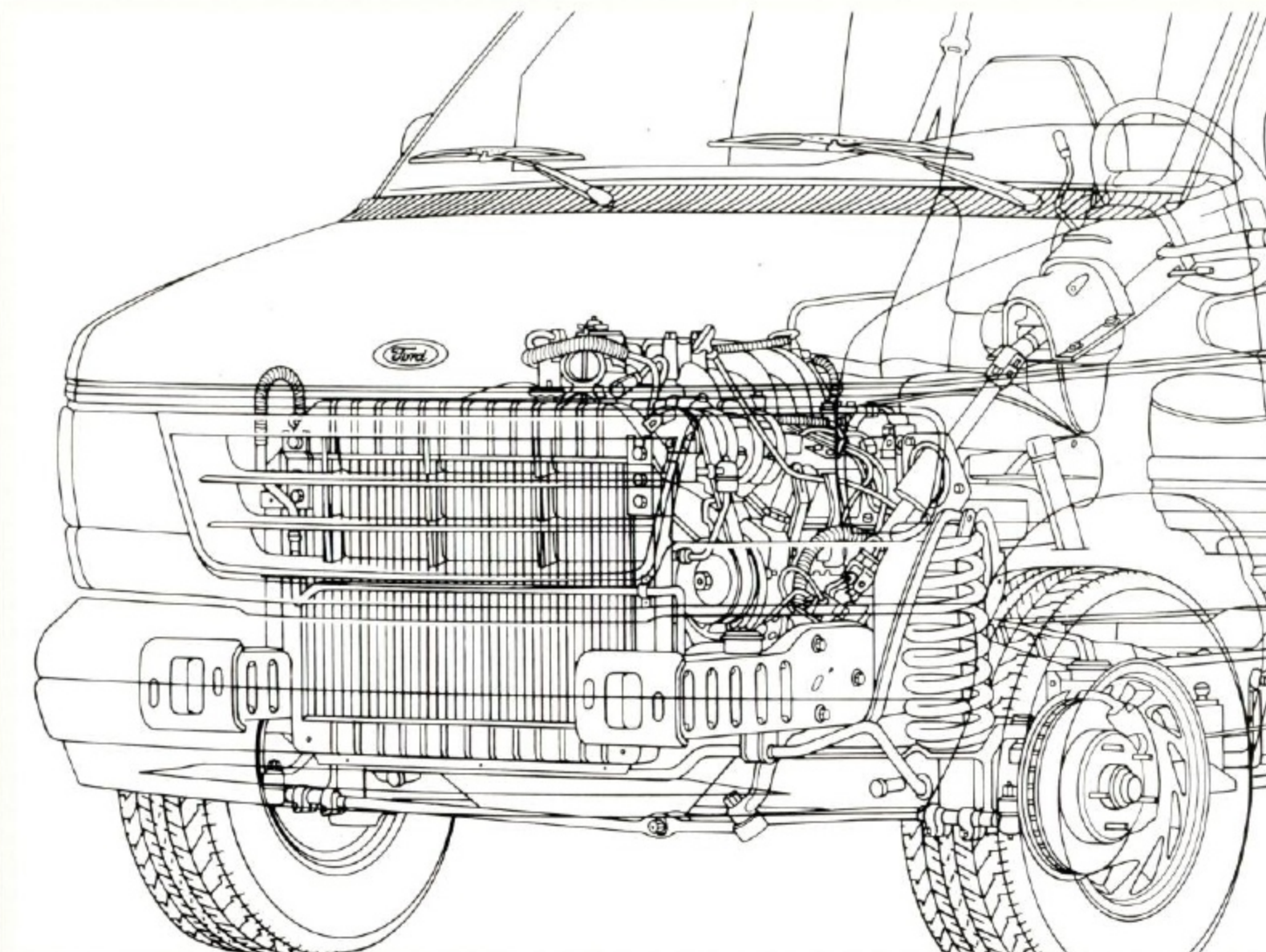
Beneath Econoline's modern aero shape is a long tradition of engineering rugged and dependable trucks. And with today's Econoline you have an impressive list of safety features including the only driver air bag to supplement your safety belt in a full-size van (in all models except E-350) and an energy-absorbing front end structure, to mention just a few.

Above left: Commercial-use Econolines have a painted grille and painted steel bumpers, plus halogen headlamps to help reduce maintenance and repair costs. With the "out-front" design's forward location of the wheelhouses, entering and exiting by the front doors is convenient. Also, 27 key maintenance items are under the hood for easy servicing.

Below left: There are over 9" of clearance between the engine cover and the driver's seat for easy access to the cargo area. This is yet another benefit of Econoline's exclusive "out-front" design.



Displacement (liters):	5.8
Type/cylinders:	Gasoline/V-8
Fuel injection:	Electronic multi-port
Horsepower:	200 @ 3,800 rpm
Torque, lbs./ft.:	310 @ 2,800 rpm



Displacement (liters):	4.9
Type/cylinders:	Gasoline/I-6
Fuel injection:	Electronic multi-port
Horsepower:	145 @ 3,400 rpm
Torque, lbs./ft.:	265 @ 2,000 rpm



Displacement (liters):	5.0
Type/cylinders:	Gasoline/V-8
Fuel injection:	Electronic multi-port
Horsepower:	185 @ 3,800 rpm
Torque, lbs./ft.:	270 @ 2,400 rpm



Displacement (liters):	7.5
Type/cylinders:	Gasoline/V-8
Fuel injection:	Electronic multi-port
Horsepower:	230 @ 3,600 rpm
Torque, lbs./ft.:	390 @ 2,200 rpm



Displacement (liters):	7.3
Type/cylinders:	Diesel/V-8
Fuel injection:	Mechanical
Horsepower:	185 @ 3,000 rpm
Torque, lbs./ft.:	360 @ 1,400 rpm



ECONOLINE SPECIFICATIONS/DIMENSIONS

ECONOLINE SPECIFICATIONS

Equipment	E-150	E-250	E-250 HD (1)	E-350
Powerteams	Standard: 4.9L EFI I-6/3-Spd. Auto.	4.9L EFI I-6/3-Spd. Auto. (1)	4.9L EFI I-6/3-Spd. Auto.	4.9L EFI I-6/3-Spd. Auto. (1)
	Optional: 4.9L EFI I-6/4-Spd. Auto. E4OD	4.9L EFI I-6/4-Spd. Auto. E4OD (2)(3)	4.9L EFI I-6/4-Spd. Auto. E4OD	5.8L EFI V-8/4-Spd. Auto. E4OD (2)
	5.0L EFI V-8/4-Spd. Auto. AOD	5.8L EFI V-8/4-Spd. Auto. E4OD	5.8L EFI V-8/4-Spd. Auto. E4OD	7.5L EFI V-8/4-Spd. Auto. E4OD
	5.8L EFI V-8/4-Spd. Auto. E4OD			7.3L Diesel V-8/4-Spd. Auto. E4OD
Fuel capacity (gal.)	Standard: 23.0 (4)	23.0 (4)	23.0 (4)	23.0 (4)(5)
	Optional: 35.0 (4)	35.0 (4)	35.0 (4)	35.0 (4)
Electrical:				
Battery (amp-hr.)	Standard: 72	72	72	72 (dual 84/63 with 7.3L Diesel)
	Optional: 84/60	84/60	84/60	84/60 [except 7.3L Diesel]
Alternator (amp.)	Standard: 95	95	95	95 (130 with 7.3L Diesel)
	Optional: 130	130	130	130 [except 7.3L Diesel]
Steering	Standard: Power	Power	Power	Power
Brakes	Standard: Power/rear anti-lock	Power/rear anti-lock	Power/rear anti-lock	Power/rear anti-lock
Construction	Standard: Body-on-frame	Body-on-frame	Body-on-frame	Body-on-frame
Shock absorbers	Standard: Gas-pressurized	Gas-pressurized	Gas-pressurized	Gas-pressurized
	Optional: Heavy-duty (6)	Heavy-duty (6)	Heavy-duty (6)	—
Springs (combined rating @ ground)	Standard: Computer-selected	Computer-selected	Computer-selected	Computer-selected
	Standard: Single-stage 2,950 lbs.	Two-stage 4,265 lbs.	Two-stage 5,345 lbs	Two-stage 6,195 lbs
Front coil/rear leaf	Standard: P215/75R15SL all-season	LT225/75R16D all-season	LT225/75R16E all-season	LT245/75R16E all-season
	Optional: Optional tires in sizes to match Payload/GVWR requirements. Use adequate tires for loads and type of service. Consult your Ford Dealer.			
Tires (tubeless)	Standard: P215/75R15SL all-season	LT225/75R16D all-season	LT225/75R16E all-season	LT245/75R16E all-season
	Optional: Optional tires in sizes to match Payload/GVWR requirements. Use adequate tires for loads and type of service. Consult your Ford Dealer.			

AOD=Automatic Overdrive, E4OD=Electronic Automatic Overdrive. Note: All batteries are maintenance free except 60 amp-hr. auxiliary, available with gas engines. (1) Not available in California. (2) Standard powertrain in California only. (3) Not available with California 8,450-lb. GVWR. (4) 35.0 gallons standard with V-8 gas engines; optional with 4.9L I-6. (5) 31-gal. with V-8 diesel. (6) Available in optional handling package, heavy-duty service package and trailer towing package only.



Super Van has a 299.8-cu. ft. cargo capacity (with 60/40 side doors shown). It's available in the E-250 and E-350 models.



The optional sliding side door shown (not available with Super Van) is easy to open and close and is ideal when you're working in tight spaces. The rear cargo doors are designed to stay open and out of the way when you're loading or unloading.

PAYLOAD PACKAGE SELECTOR

Series	Wheelbase	Payload	GVWR*	Tires
E-150 Regular Van	138"	945 lbs.	5,500 lbs.	P215/75R15SL
	138"	1,885 lbs.	6,500 lbs.	P235/75R15XL**
	138"	1,915 lbs.	6,700 lbs. (1)	P235/75R15XL**
E-250 Regular Van	138"	2,230 lbs.	7,200 lbs.	LT225/75R16D
E-250 HD Regular Van	138"	3,540 lbs.	8,550 lbs. (2)	LT225/75R16E
E-250 Super Van	138"	2,155 lbs.	7,300 lbs.	LT225/75R16D
E-250 HD Super Van	138"	3,335 lbs.	8,550 lbs. (3)	LT225/75R16E
E-350 Regular Van	138"	4,280 lbs.	9,400 lbs.	LT245/75R16E
E-350 Super Van	138"	4,015 lbs.	9,300 lbs.	LT245/75R16E

\*Maximum allowable weight of people, cargo, and equipment. \*\*Required at extra cost. (1) RV only. (2) California uses 8,450 GVWR with 3,440 payload. (3) California uses 8,450 GVWR with 3,305 payload.

CARGO AREA DIMENSIONS

	Wheelbase	Max. Length*	Height	Overall Width	Cargo Volume
Regular Van (sliding door)	138"	120.7"	53.2"	79.5"	260.8 cu. ft.
Super Van (hinged door)	138"	140.7"	53.2"	79.5"	299.8 cu. ft.

\*Measured at floor.

ECONOLINE DIMENSIONS (STANDARD VANS)

Series	WB	OAL	LH Empty	OAH Empty	AH Loaded	Front TW	Rear TW
E-150	138"	211.8"	25.9"	80.7"	6.9"	69.4"	67.0"
E-250	138"	211.8"	29.2"	83.4"	7.6"	69.4"	66.5"
	138" SV	231.8"	29.6"	83.4"	7.6"	69.4"	66.5"
E-250 HD	138"	211.8"	29.4"	83.4"	7.6"	69.4"	66.5"
	138" SV	231.8"	29.4"	83.4"	7.6"	69.4"	66.5"
E-350	138"	211.8"	31.8"	84.1"	8.1"	69.4"	66.5"
	138" SV	231.8"	32.0"	84.1"	8.1"	69.4"	66.5"

SV = Super Van HD = Heavy-duty  
WB = Wheelbase OAL = Overall length  
LH = Load height OAH = Overall height  
AH = Axle height TW = Tread width





## TODAY'S CLUB WAGON. THE BEST FORD PASSENGER VAN EVER.

Club Wagon, the largest vehicle we build for passenger travel, provides comfortable roominess for people and plenty of space for cargo. Plus smooth performance and riding comfort.

You will find a great deal to choose from in the complete line of Club Wagons. There are three models (Regular Wagon, HD Regular Wagon, and Super Wagon) offering a range of seating arrangements and powertrains.

Start with the Regular Club Wagon model with standard 8-passenger seating. It's the only full-size passenger van equipped with a driver air bag to supplement your lap/shoulder belt.

Move up to the higher-capacity HD Regular Wagon with standard seating for twelve. With the HD Regular Wagon you also have the option of the 7.5-liter multi-port EFI gas V-8 or the 7.3-liter Diesel V-8 if you need additional power for an application like extra heavy-duty trailer towing.

Then comes the Super Wagon, a full-size van that lives up to its name. It provides all the comfort and performance of the HD Regular Wagon. Plus 20 more inches of inside length and standard seating for fifteen (or optional twelve). Super Wagon is ideal for van pooling or shuttle bus service.

From its contemporary aerodynamic shape to its ergonomic and spacious interior, today's Club Wagon is built to design standards that are the highest ever established for a Ford full-size van. And it comes equipped with more safety features as well.

So you have every reason to choose Ford Club Wagon to meet your needs in a full-size passenger van:

- Safety features including a driver air bag to supplement the safety belt (Regular Wagon model only), 3-point rear outboard safety belts, an energy-absorbing front end structure, and a rear high-mount stop lamp.

- Standard computer-controlled rear anti-lock brake system.

- Aerodynamics for reduced wind resistance and enhanced quietness.

- Ergonomic instruments and controls, high-back reclining front seats (Custom model), and captain's chairs with available 6-way power driver seat adjustment (XLT).

- Seating capacities from seven in Regular Wagon to fifteen in Super Wagon.

- Exclusive "out-front" design: The forward location of the wheelhousings for convenient front door entry and exit. The forward location of the engine housing providing comfortable leg room and convenient access for the

driver to the rear seating compartment. Convenient servicing as well, with 27 key service items within easy reach under the hood.

- "Quick-release" rear bench seats when you need more space for cargo.

- Versatile 60/40 side doors, standard; or easy-to-use sliding side door (not available with Super Wagon).

- The strength of body-on-frame construction, an exclusive Ford feature.

- Gas engines with multi-port electronic fuel injection for precise fuel metering, easy starting, and excellent throttle response.

- 35-gallon fuel tank with V-8 gas engines; 31-gallon tank with V-8 Diesel; 23 gallons with 4.9-liter I-6 engine (35-gallon tank optional).

- Twin-I-Beam independent front suspension with adjustable caster and camber for excellent ride and handling.

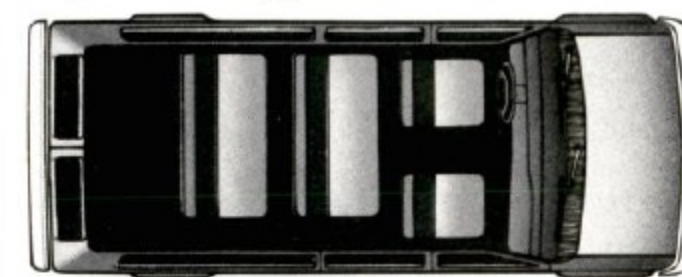
For more information on the Club Wagon, get a copy of the 1993 Ford Club Wagon catalog available at your Ford Dealer.



Above and at right: Super Club Wagon XLT. An ideal passenger vehicle for van pooling or shuttle bus service. Its standard 15-passenger seating arrangement includes dual front captain's chairs, three 3-passenger bench seats, and a 4-passenger bench seat. Power windows and locks, AM/FM stereo with six speakers, and sport wheel covers are also among the features that are included with the XLT trim level. There's also the well-equipped standard Custom trim level, which is now available with a 12-passenger seating arrangement in the Super Wagon.

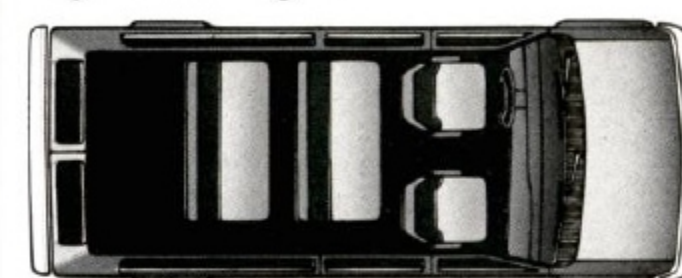
### REGULAR WAGON SEATING

Eight Passengers



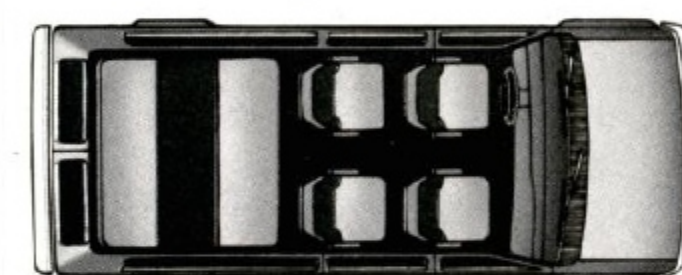
Bucket seats; two 3-passenger bench seats (std. in Custom)

Eight Passengers



Captain's chairs; two 3-passenger bench seats (std. in XLT)

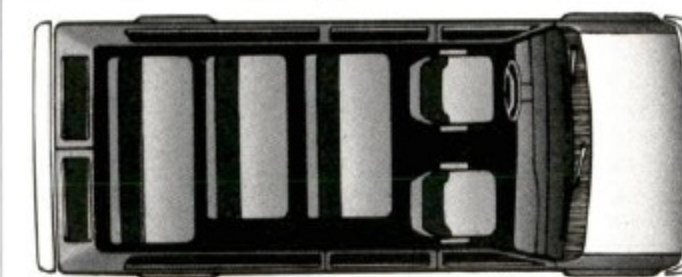
Seven Passengers



Quad captain's chairs; combination seat/bed (opt. in XLT)

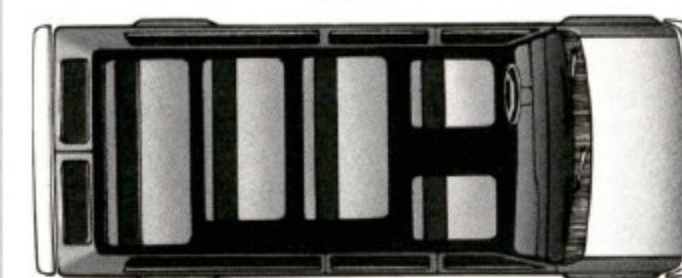
### HD REGULAR WAGON SEATING

Twelve Passengers



Bucket seats; two 3-passenger bench seats; 4-passenger bench seat (std. in Custom)

Twelve Passengers



Captain's chairs; two 3-passenger bench seats; 4-passenger bench seat (std. in XLT)

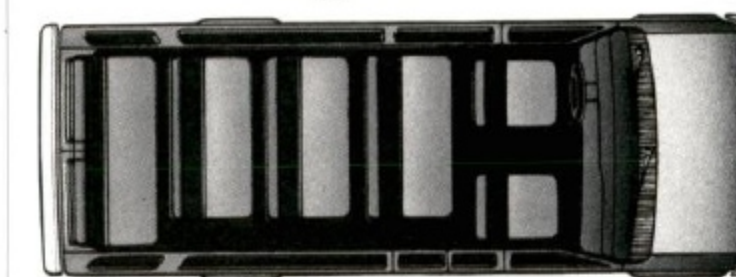
Seven Passengers



Quad captain's chairs; combination seat/bed (opt. in XLT)

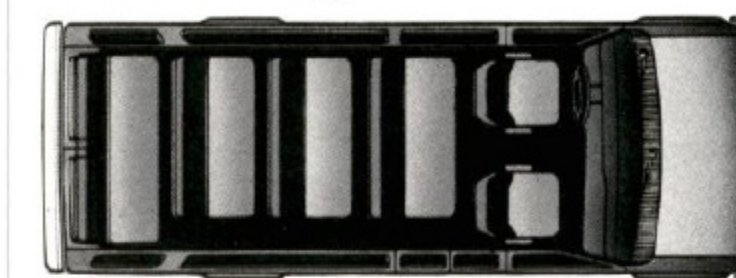
### SUPER WAGON SEATING

Fifteen Passengers



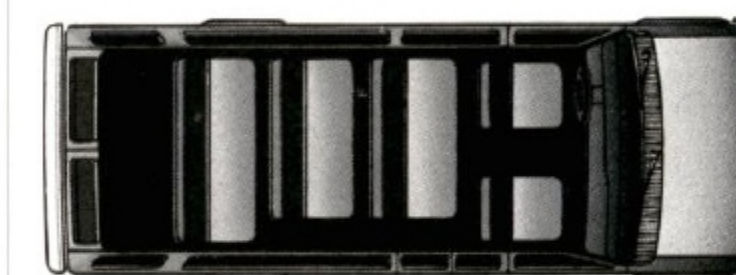
Bucket seats; three 3-passenger bench seats; 4-passenger bench seat (std. in Custom)

Fifteen Passengers



Captain's chairs; three 3-passenger bench seats; 4-passenger bench seat (std. in XLT)

Twelve Passengers



Bucket seats; two 3-passenger bench seats; 4-passenger bench seat (opt. in Custom)





## 1993 AEROSTAR. A MINIVAN BUILT TO TAKE ON THE BIG JOBS.

Aerostar is a compact cargo van engineered to operate efficiently\* and built tough to work hard.

Aerostar delivers plenty of V-6 power. And it maneuvers easily into and out of tight places, an advantage especially for city delivery applications.

The seating and instrumentation are designed to make the job of driving easier. Which can mean greater driver efficiency and productivity.

And Aerostar carries hefty payloads. In fact, the regular-length 2-wheel-drive model's maximum 1,950-lb. payload rating is comparable to that of a full-size Econoline E-150.

What's more, Aerostar's fuel efficiency\* and 21-gal. fuel tank can help you go a long time between fill-ups.

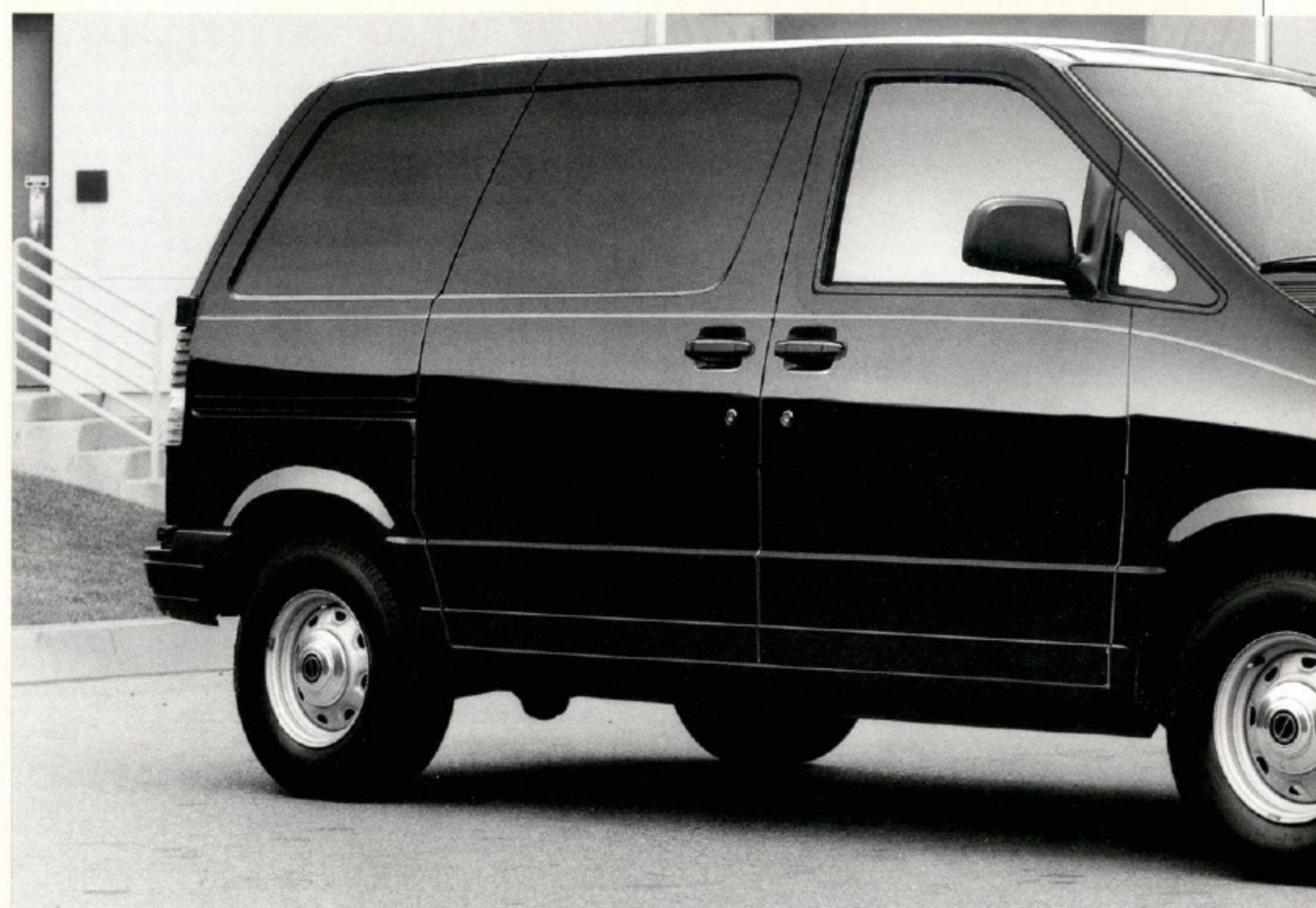
Aerostar Van is available in your choice of cargo or window van style. Both come in regular- or extended-length model and are available in 2-wheel drive or optional electronic 4-wheel drive (E-4WD).

The 4WD Aerostar, not an off-road vehicle in the strict "utility" sense, is engineered to help you maintain control, on a paved or unpaved road, in wet or dry weather. And the system operates "full time" without your having to touch a single switch. It's all done automatically.

When wheel slippage is detected, the computer locks the slipping wheel(s) to the other driveshaft (front or rear) with non-slipping wheels for a few seconds. This anti-slip action is repeated as often as necessary to provide normal 4WD traction.



Aerostar Van comes with standard dual rear doors (shown). An optional rear liftgate door is available. Cargo volume is 141.4 cu. ft. (regular-length model) or 172.5 cu. ft. (extended-length model).



In Aerostar Van you'll find other notable safety, convenience and performance features. Among them:

- ☐ A driver air bag to supplement the safety belts.
- ☐ Standard rear anti-lock brakes.
- ☐ Standard 3.0-liter multi-port electronically fuel-injected (EFI) V-6.
- ☐ Optional 4.0-liter multi-port EFI V-6 for extended-length 2WD model (included with 4WD models).
- ☐ Standard 5-speed manual overdrive transmission.
- ☐ Optional 4-speed automatic overdrive transmission (standard with 4WD models); includes brake-shift interlock feature that's designed to prevent shifting out of "P" (Park) position if brake pedal is not depressed.
- ☐ Up to 4,900-pound towing capability when properly equipped (see page 18 for towing information).

\*EPA economy ratings were unavailable at press time.

Aerostar Van comes in regular-length (shown above) or extended-length model, cargo van (shown) or window van body style, in 2-wheel drive or 4-wheel drive. It's powered by a 3.0L or 4.0L V-6 with manual overdrive or automatic overdrive transmission. Dual bucket seats (at right) are standard; dual captain's chairs are optional.



## AEROSTAR SPECIFICATIONS/DIMENSIONS

### AEROSTAR SPECIFICATIONS

Engines	3.0 liter V-6, multi-port electronic fuel injection standard; 4.0 liter V-6 optional with extended-length models and included with 4WD
Horsepower (SAE net)	3.0 liter V-6: 135 @ 4,600 rpm* 4.0 liter V-6: 155 @ 4,000 rpm
Torque, lbs./ft. (SAE net)	3.0 liter V-6: 160 @ 2,800 rpm* 4.0 liter V-6: 230 @ 2,400 rpm
Transmissions	5-speed manual overdrive standard; 4-speed automatic overdrive optional with 3.0 liter V-6; Heavy duty 4-speed automatic overdrive standard with 4.0 liter V-6
Clutch linkage	Hydraulic self-adjusting
Fuel tank	21 gallons
Battery	72 ampr, maintenance free
Alternator	95 amp
Steering	Power rack-and-pinion system, no-lube linkage
Front suspension	Independent "short/long arm" (SLA) design; springs computer-selected to match GVWR
Rear suspension	Semi-floating coil-link design; variable-rate tapered coil springs
Shock absorbers	Twintube nitrogen gas pressurized
Tires	P215/70R14SL steel belted radials, all-season tread design (VSW optional)
Wheels	5.5J, 5-hole; 6.0J, 5-hole for 2WD extended-length model (forged aluminum optional)

\*1992 ratings for 3.0-liter engine; 1993 ratings unavailable at press time. See your dealer for latest information.

### AEROSTAR DIMENSIONS

	Regular Length	Extended Length
<b>Exterior</b>		
Overall length	174.9"	190.3"
Overall width	71.7"	72.0"
Overall height (2WD/4WD)	72.9"/73.6"	74.0"/74.0"
Wheelbase	118.9"	118.9"
Front tread	61.5"	61.5"
Rear tread	60.0"	60.0"
<b>Front Compartment</b>		
Head room	39.5"	39.5"
Leg room	41.4"	41.4"
<b>Rear Compartment</b>		
Cargo length at floor	86.0"	100.5"
Cargo width at floor	65.5"	65.5"
Cargo width at wheelhouse	48.2"	48.2"
Maximum cargo height	48.1"	49.0"
Cargo floor to ground (2WD/4WD)	24.9"/26.0"	25.0"/26.3"
Cargo volume (cubic feet)	141.4	172.5

### AEROSTAR PAYLOAD PACKAGE SELECTOR

Regular Length	Payload*	GVWR	Tires
2WD	1,600 lbs.	4,920 lbs.	—
2WD	1,950 lbs.	5,300 lbs.	P215/75R14SL**
4WD	1,700 lbs.	5,340 lbs.	—
<b>Extended Length</b>			
2WD	1,600 lbs.	5,020 lbs.	—
2WD	1,870 lbs.	5,300 lbs.	P215/75R14SL**
4WD	1,650 lbs.	5,340 lbs.	—

\*Maximum allowable weight of people, cargo and equipment. \*\*Required at extra cost.



ECONOLINE CUTAWAY CHASSIS



Cutaways come with the finished front end and interior of the Econoline Van. You customize the rear portion. They're available for completion for commercial and recreational uses.

Only Econoline cutaways have rugged body-on-frame construction and adjustable Twin-I-Beam independent front suspension system.

Both Commercial and RV Cutaways come in either single rear-wheel model (for lighter-duty applications) or dual rear-wheel model.

The RV Cutaway is available in standard or XL trim levels or as a special RV package.



And there are the following packages available to help prepare your vehicle for specialized applications.

HEAVY-DUTY SERVICE PACKAGE

Available on E-350 Commercial and RV Cutaways, the package includes:

- Super engine cooling (standard with 7.3-liter and 7.5-liter engines, included with air conditioning).
- Dual electric horns.
- Heavy-duty alternator.

AMBULANCE PREP PACKAGE\*

Available with the E-350 RV Cutaway, the Ambulance Prep Package includes:

- Auxiliary heater/air conditioning connector package.
- 4.10 limited-slip axle ratio.
- 165-amp. alternator.
- 4,600-lb front GAWR.
- Front air conditioning.
- Dual electric horns.
- Bright swing-out recreational mirrors.
- 7.3-liter diesel engine required.

SCHOOL BUS BODY BUILDER PREP PACKAGE\*

Available with the E-350 Commercial Cutaway (138" wheelbase with 9,600- or 10,000-lb GVWR), the School Bus Body Builder Prep Package includes:

- Dual electric horns.
- Banded front door main glass (tinted/laminated).
- Right-hand seat not included.

*\*Incomplete vehicle package — requires further manufacture and certification by a final-stage manufacturer. Ford vehicles are suitable for completion as ambulances only if equipped with the Ford Ambulance Preparation Package. In addition, Ford urges ambulance manufacturers to follow the recommendations of the Ford Incomplete Vehicle Manual and the Ford Truck Body Builders Layout Book (and pertinent supplements). Using a Ford vehicle without the Ford Ambulance Preparation Package to produce an ambulance voids the Ford Warranty.*

Above: The Econoline E-350 Commercial Cutaway features dual rear wheels and a payload capacity up to 5,940 lbs. (10,700-lb. GVWR).

ECONOLINE CUTAWAY SPECIFICATIONS/DIMENSIONS

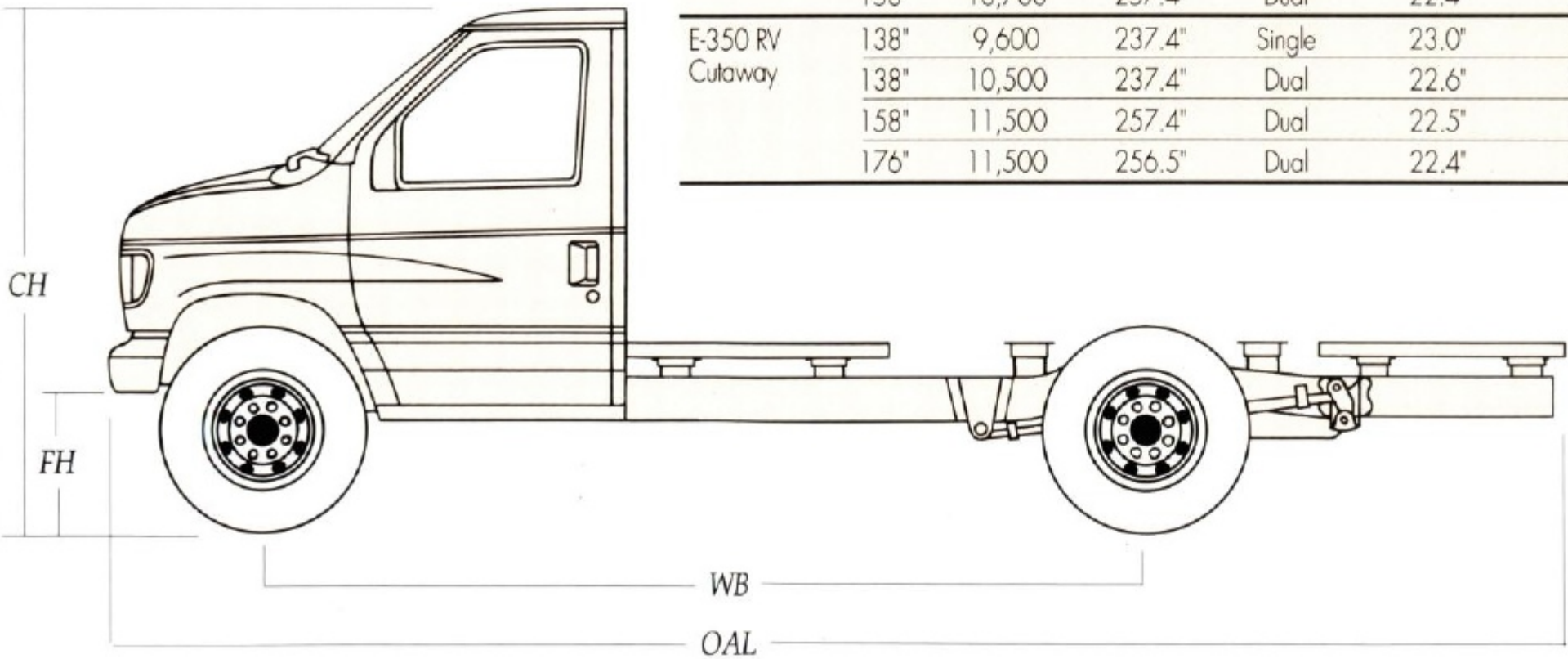
ECONOLINE CUTAWAY SPECIFICATIONS

Series	Commercial E-350 SRW/DRW		RV E-350 SRW/DRW	
	138 (1)	138/158 (2)	138	138/158/176
Wheelbases (in.)	138 (1)	138/158 (2)	138	138/158/176
GVWRs (lb.)	9,600 SRW/10,000 DRW	10,300/10,700 DRW	9,600 SRW	10,500/11,500/11,500 DRW
Payloads (lb.)	4,415/4,820	5,580/5,940	4,420	5,615/6,565/6,560
Axles (lb.)	Front:	4,600	4,600	4,600
	Rear:	7,800	7,800	7,800/8,000/8,000
Springs—Minimum (comb. rating @ ground)	Front:	3,900	3,800	3,550/4,050/3,900
	Rear:	6,195/7,810	7,810	7,480/7,810/7,810
Steering and Brakes	Power	Power	Power	Power
Electrical:				
Batteries (amp-hr.)	Standard:	84/63 Dual	84/63 Dual	72 (84/63 Dual with diesel)
	Optional:	—	—	84/60 Dual with gas engines
Alternators (amp.)	Standard:	130	—	95 (130 with diesel)
	Optional:	—	—	130 with gas engines
Engines	Standard:	7.3L V-8 Diesel	7.3L V-8 Diesel	5.8L EFI V-8 (7.5L with 176" wb)
	Optional:	—	—	7.3L V-8 Diesel
		7.5L EFI V-8		7.5L EFI V-8
Transmissions	Standard:	Electronic 4-spd. automatic OD	Electronic 4-spd. automatic OD	Electronic 4-spd. automatic OD
	Optional:	3-spd. automatic (3)	—	3-spd. automatic (3)
Fuel tanks (gal.)	Standard:	36.0	36.0	36.0
	Optional:	—	—	55.0 with 158" and 176" wb
Tires	Standard:	LT245/75R16E (SRW) LT225/75R16D (DRW)	LT245/75R16E	LT225/75R16D
	Optional:	Optional tire sizes available to match Payload/GVWR requirements. Use adequate tires for loads and type of service. Consult your Ford Dealer.		
Wheels (number)	Four 8-hole disc 16x7K (SRW)	Six 8-hole disc 16x6K	Four 8-hole disc 16x7K	Six 8-hole disc 16x6K
Type/rim size	Six 8-hole disc 16x6K (DRW)			

SRW = Single Rear Wheels. DRW = Dual Rear Wheels. Note: Load rating represents maximum allowable weight of people, cargo and body equipment, and is reduced by weight of optional equipment.  
(1) 9,600-lb. GVWR is available with School Bus Body Builder Prep Package. 10,000-lb. GVWR includes the School Bus Body Builder Prep Package. (2) 10,300- and 10,700-lb. GVWRs are not available with School Bus Body Builder Prep Package. (3) Available on DRW models with 7.3L V-8 diesel only.

ECONOLINE CUTAWAY DIMENSIONS

Series	WB	GVWR	OAL	Rear Wheels	FH Empty	FH Loaded	CH Empty	CH Loaded
E-350 Comm. Cutaway	138"	9,600	237.4"	Single	23.0"	20.7"	80.5"	78.0"
	138"	10,000	237.4"	Dual	21.8"	20.2"	80.0"	77.5"
	138"	10,300	237.4"	Dual	22.5"	20.2"	83.0"	79.5"
	158"	10,700	257.4"	Dual	22.4"	20.2"	83.0"	79.5"
E-350 RV Cutaway	138"	9,600	237.4"	Single	23.0"	20.7"	82.3"	80.0"
	138"	10,500	237.4"	Dual	22.6"	20.2"	81.8"	79.5"
	158"	11,500	257.4"	Dual	22.5"	20.2"	82.5"	79.5"
	176"	11,500	256.5"	Dual	22.4"	20.2"	82.8"	79.5"



WB = Wheelbase  
GVWR = Gross Vehicle  
Weight Rating  
OAL = Overall length  
FH = Frame height  
CH = Cab height



## ECONOLINE AND AEROSTAR TRAILER TOWING

You'll find here the basic information for towing with Econoline and Aerostar Vans. For more, see the 1993 Recreation Vehicle and Towing Guide.

### TRAILER CLASSES AND HITCHES

**Class I Light Duty:** □ 2,000-lb. gross trailer weight (trailer and cargo) □ Load-carrying (non-equalizing) hitch (frame-mounted or bumper clamp-type hitch with Econoline; body-mounted hitch with Aerostar).

**Class II Medium Duty:** □ 2,001 to 3,500-lb. gross trailer weight □ Load-equalizing hitch required (frame-mounted with Econoline; body-mounted with Aerostar).

**Class III Heavy-Duty:** □ 3,501 to 5,000-lb. gross trailer weight □ Load-equalizing hitch required (frame-mounted with Econoline; body-mounted with Aerostar).

**Class IV Extra Heavy-Duty:** □ 5,001 to 10,000-lb. gross trailer weight □ Load-equalizing hitch required (frame-mounted with Econoline).

### REQUIRED EQUIPMENT

**For Aerostar towing over 2,000 lbs.:** None. See powertrain requirements below.

**For Econoline E-150/250/250HD Standard or XL Van towing 2,000 to 3,500 lbs. (with 4.9-liter, 5.0-liter and 5.8-liter engines):** HD Service Package or air conditioning or Towing Package.

**For Econoline E-150/250/250HD Standard or XL Van towing over 3,500 lbs.:** Air conditioning with Handling Package or Heavy Duty Service Package or Towing Package.

**For Regular Custom Club Wagon towing 2,000 to 3,500 lbs. (with 4.9-liter, 5.0-liter and 5.8-liter engines):** Air conditioning or Towing Package.

### TRAILER TOWING PACKAGES

**Aerostar:** □ Class I wiring harness □ HD turn signal flasher □ Limited-slip axle/ratio upgrade.

**Econoline Class I:** □ Super engine cooling □ Trailer wiring harness □ Handling package: front stabilizer bar; HD shock absorbers (standard on Econoline E-350, HD Regular and Super Club Wagon) □ Dual electric horns (standard on Club Wagon).

**Econoline Class II, III, IV:** □ Class I Towing Package features □ Electric brake controller tap-in capability □ Pollak-type trailer plugs and bumper bracket □ Relay system for bracket/B+/running lights □ HD alternator.

### ECONOLINE/WAGON MAXIMUM TRAILER WEIGHTS — AUTOMATIC TRANSMISSION

Engine	Axle Ratio	GCWR Max.	Regular Van				Super Van			Club Wagon		
			E-150	E-250	E-250 HD	E-350	E-250	E-250 HD	E-350	Regular	HD Regular	Super Wagon
4.9L EFI I6	2.73	(1)	(1)	—	—	—	—	—	—	—	—	—
	3.08	9,000	3,900	—	—	—	—	—	—	3,800	—	—
	3.31	9,500	4,400	—	—	—	—	—	—	4,300	—	—
	3.54	10,000	—	4,800	4,800	—	4,700	4,700	—	—	—	—
	3.55	10,000	4,900	—	—	—	—	—	—	4,800	—	—
	3.73	10,500	—	5,300	5,200	5,200	5,100	5,100	5,000	—	4,800	4,500
	4.09	11,000	—	—	—	5,700	—	—	5,500	—	5,300	5,000
5.0L EFI V8	3.55	11,500	6,400	—	—	—	—	—	—	6,300	—	—
5.8L EFI V8	3.55	12,000	6,800	—	—	—	—	—	—	6,600	—	—
	3.54	11,500	—	—	—	5,900	—	—	5,700	—	5,500	5,200
	3.73	13,000	—	7,600	7,600	—	7,500	7,400	—	—	—	—
	4.09	13,000	—	—	—	7,400	—	—	7,200	—	7,000	6,700
7.3L V8	3.54	12,000	—	—	—	6,000	—	—	5,800	—	5,600	5,300
Diesel	4.09	14,000	—	—	—	8,000	—	—	7,800	—	7,600	7,300
7.5L EFI V8	3.54	15,000	—	—	—	9,300	—	—	9,100	—	8,900	8,600
	4.09	18,500	—	—	—	10,000	—	—	10,000	—	10,000	10,000

(1) Not available for trailer towing. Note: Engine/axle ratio combinations may not be available in all areas. See your dealer for availability information. All maximum trailer weights shown must be reduced by passenger and cargo weight in the towing vehicle. Maximum trailer weights shown. The combined weight of the towing vehicle (including hitch, passengers and cargo) and the loaded trailer must not exceed the Gross Combined Weight Rating (GCWR).

### AEROSTAR MAXIMUM TRAILER WEIGHTS — AUTOMATIC TRANSMISSION

Engine	Axle Ratio	GCWR Max.	Regular-Length Aerostar				Extended-Length Aerostar			
			Van		Wagon		Van		Wagon	
			2WD	4WD	2WD	4WD	2WD	4WD	2WD	4WD
3.0L EFI V6	3.45	7,000	3,400	—	—	—	3,300	—	—	—
	3.73	7,500	3,900	—	3,800	—	3,800	—	3,700	—
	4.10	8,500	4,900	—	4,800	—	4,800	—	4,700	—
4.0L EFI V6	3.27	7,500	—	—	—	—	3,800	—	3,600	—
	3.55	8,500	—	—	—	—	4,800	—	4,600	—
	3.73	8,500	—	4,700	—	4,500	—	4,600	—	4,400

### AEROSTAR MAXIMUM TRAILER WEIGHTS — MANUAL TRANSMISSION

Engine	Axle Ratio	GCWR Max.	2WD	4WD	2WD	4WD
3.0L EFI V6	3.45	5,000	1,500	—	1,400	—
	3.73	6,000	2,500	—	2,400	—

Note: Engine/axle ratio combinations may not be available in all areas. See your dealer for availability information. All maximum trailer weights shown must be reduced by passenger and cargo weight in the towing vehicle. Maximum trailer weights shown. The combined weight of the towing vehicle (including hitch, passengers and cargo) and the loaded trailer must not exceed the Gross Combined Weight Rating (GCWR).



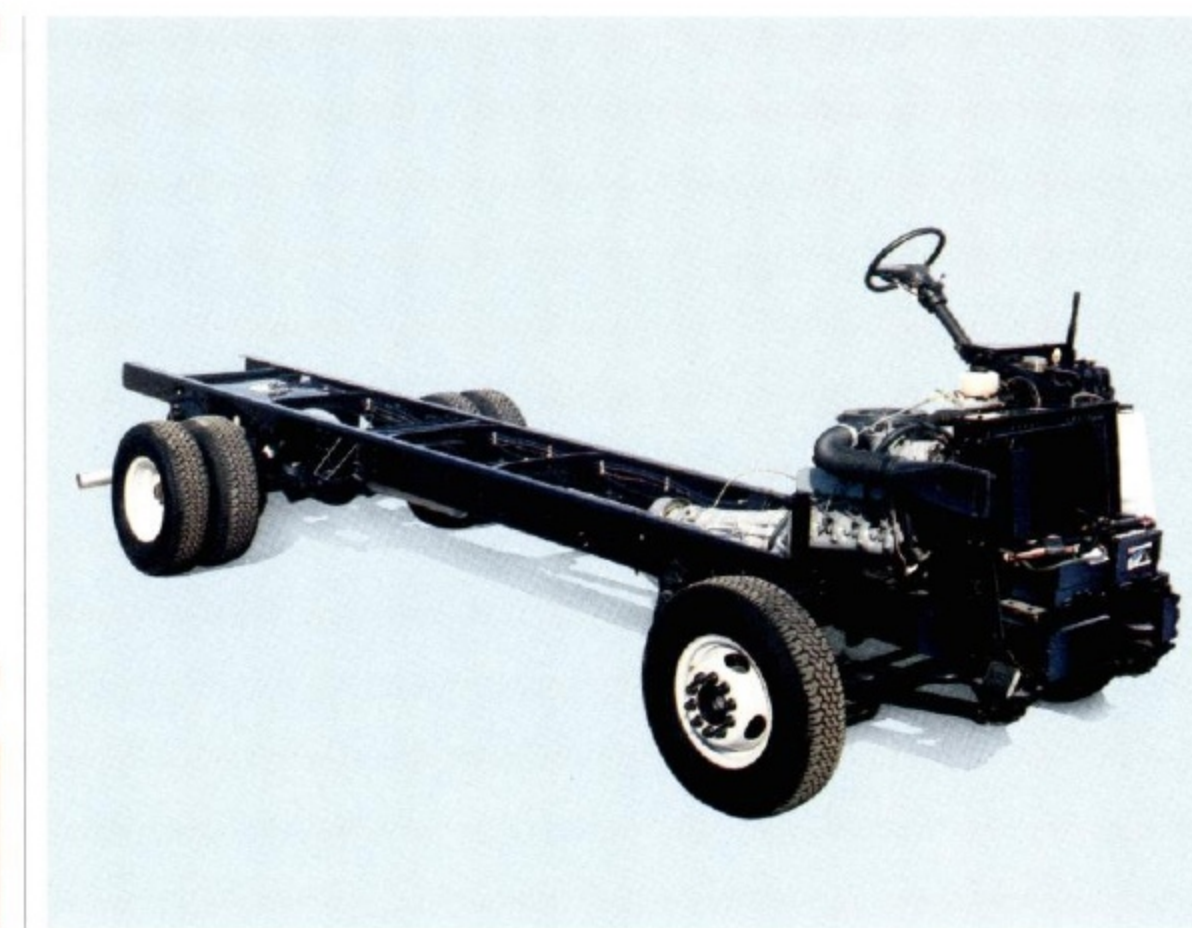
The Super Wagon XLT in Electric Red Clearcoat Metallic. Some equipment shown is optional.



The Super Wagon with its standard seating for 15 passengers (shown here) is ideal for van pooling or shuttle bus service. A new 12-passenger seating arrangement is now available with Custom trim. Some equipment shown is optional.



The Econoline Cutaway Chassis provides the frame and cab compartment to which you have a custom cargo or RV body added. See pages 14-15 for cutaway chassis information.



E- and F-Series Stripped Chassis come without the body, driver's compartment and front-end sheet metal. You add a commercial or RV body. Specifications are provided on pages 16-17.



## BUMPER-TO-BUMPER COVERAGE

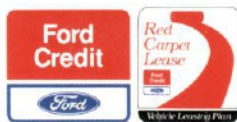
The 36-month/36,000-mile bumper-to-bumper coverage of Ford's new vehicle limited warranty covers the complete vehicle (except tires, battery, service adjustments and other items covered under separate provisions) against defects in factory-supplied materials or workmanship. For complete information, see your Ford Dealer.



Optional Ford Extended Service Plans can cover major components on new Ford cars and light trucks for longer than the vehicle's basic warranty. Your dealer has full details.

## SPECIFY GENUINE FORD COLLISION REPAIR PARTS

Genuine Ford sheet metal and plastic replacement collision parts, such as hood, doors, fenders and bumper components, are the right choice — and for all the right reasons. Genuine Ford parts are equal to original parts in fit, finish, structural integrity and corrosion protection. Ford parts are the same as those used on new vehicles which are certified to meet all Federal Motor Vehicle Safety Standards. And all Ford sheet metal parts are covered by the exclusive Ford Lifelong Sheet Metal Guarantee. Ask your dealer to see a copy of this limited warranty. Don't settle for imitations. Ask your insurer to authorize genuine Ford collision parts.



Ford Credit offers advantageous financing and leasing arrangements for qualified customers, plus the convenience of making them right where you buy or lease your truck — at your Ford Dealer.

## IMPORTANT INFORMATION

Many of the items shown on vehicles in this publication are available through retail organizations and establishments not connected with Ford Motor Company. Availability, price, quality and durability of these items rest solely with the respective manufacturers and their sales organizations; Ford assumes no responsibility for their use.

## FEDERAL REGULATIONS

Federal regulations such as those issued by the National Highway Traffic Safety Administration, the Environmental Protection Agency or the Federal Highway Administration, or issued pursuant to the Occupational Safety and Health Organization (OSHA) and/or state and local laws and regulations, may require additional equipment for the particular use you intend for the vehicle. It is the buyer's responsibility to determine the applicability of such laws and regulations to the buyer's intended use for the vehicle and to arrange for the installation of required equipment. Your Ford Dealer has information about the availability of many items of equipment which can be ordered for the vehicle.

## OPTIONS AVAILABILITY

Options shown or described in this catalog are available at extra cost and may be offered only in combination with other options or subject to additional ordering requirements or limitations.

## PRODUCT CHANGES

Following publication of this catalog, certain changes in standard equipment, options, prices and the like, or product delays, may have occurred which would not be included in these pages. Your Ford Dealer is your best source for up-to-date information.

Ford Division reserves the right to change product specifications at any time without incurring obligations.

