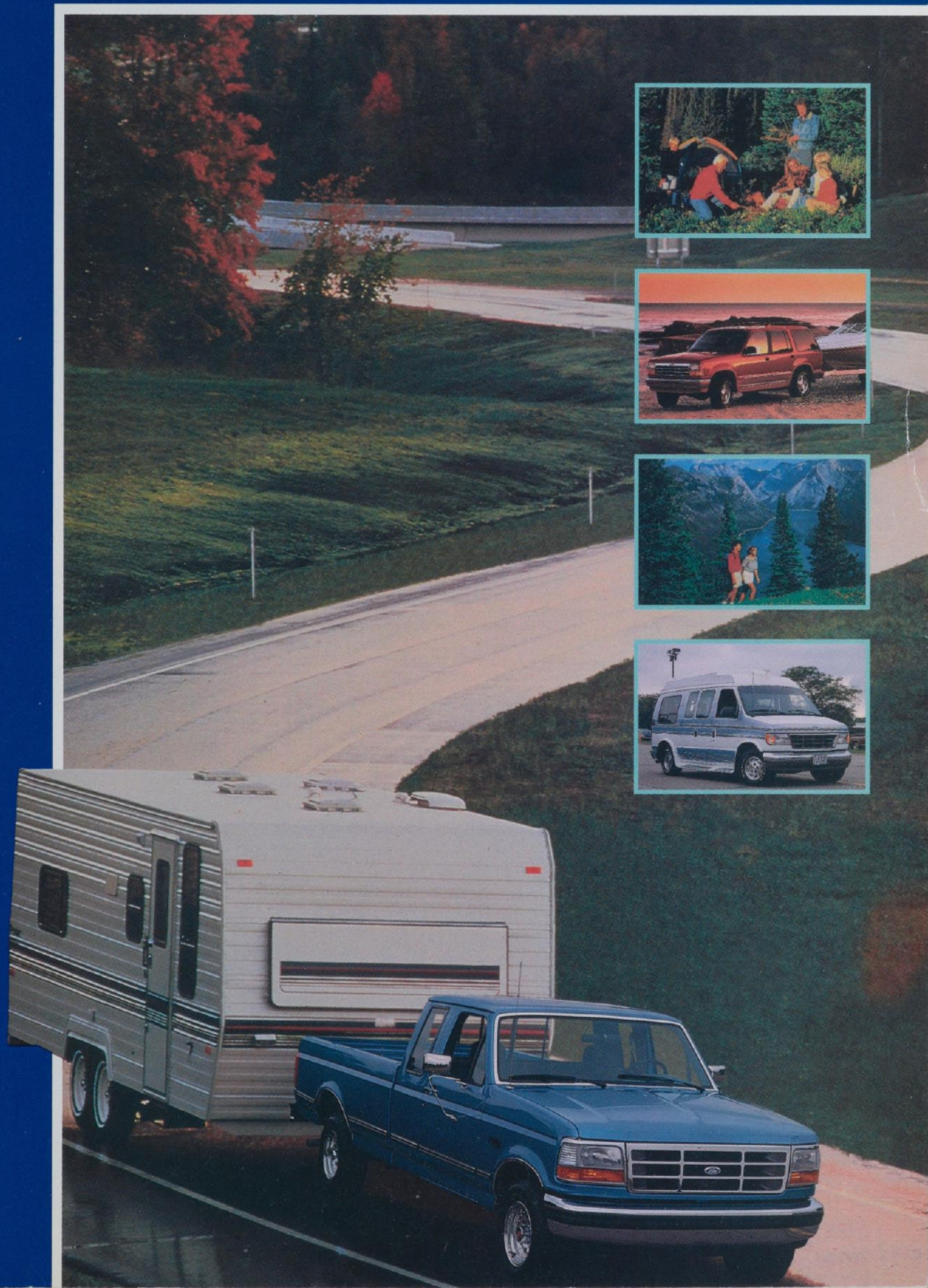




Recreation Vehicle and Trailer Towing Guide

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Ford – Your First Choice In RV and Trailer Towing

When you think RV or trailer towing, there are many good reasons to consider Ford first:

- **Extensive Selection** – No matter what your need, there's a Ford-powered vehicle or chassis that's just right for the job.
- **Performance** – Ford's comprehensive powertrain selection has been engineered to handle the rigors of RV and towing use.
- **Experience** – Every vehicle in our lineup is backed by many years of RV and towing experience.
- **Quality and Reliability** – Ford is proud of the reputation it has earned through the years.

Ford Products Are Available for All Major RV Categories



Conventional Motor Homes

(Class A) – Self-contained RV camping/travel vehicles with a living unit entirely constructed on a specially designed vehicle chassis. Ford offerings include:

• F-Super Duty Class A Motor Home Chassis

- Sets the standard in motor home chassis design
- 15,200-lb. and 17,000-lb. Gross Vehicle Weight Ratings (GVWR)
- Accommodates 26–34-foot Class A motor homes

• Econoline E-350 Motor Home Stripped Chassis

- Enables big motor home roominess and features combined with compact-sized maneuverability and efficiency
- 11,500-lb. GVWR
- Supports 22–28-foot Class A motor homes



Compact or Mini Motor

Home (Class C) – Built on a cutaway van chassis – includes van cab section. Ford's entry is:

• Econoline E-350 RV Cutaway Chassis

- Only full-frame chassis in the industry
- Overwhelming Class C chassis sales leader
- Accepts wide variety of motor home bodies
- Wheelbases up to 176 inches and up to 11,500-lb. GVWR



Van Conversions/Van

Campers – Van converters use a full-size or compact van chassis to create travel/camping units with special equipment and comfort features. Ford choices are:

• Econoline Van

- America's best-selling full-size van for over 13 years*

- Trendsetting aero styling and functional features
- Rugged body-on-frame construction provides solid foundation for full-size conversions

• Aerostar Van

- Ford toughness and choice of two- or four-wheel drive make it great for mini-van conversions



Slide-In Truck Camper –

Designed for carrying in a pickup truck bed, these units can be easily removed to use the truck for other purposes. Ford F-Series pickups are ideal for slide-in camper use.



Trailers – A wide range of trailer types are available for RV use: folding campers, conventional travel trailers, boat/ATV/snowmobile haulers, and fifth-wheel travel units – in a broad range of sizes, floor plans and furnishing levels.



F-150 XLT Regular Cab



Crown Victoria LX 4-Door Sedan



Regular Club Wagon Chateau



Explorer Eddie Bauer 4-Door 4x4



* Based on cumulative calendar year registrations from 1979 through April, 1992.

Class A Motor Homes

Ford F-Super Duty Class A Motor Home Chassis

If you're looking for a Class A motor home, this is the chassis for you. It offers the industry's latest technology and features – plus renowned Ford toughness. Features include:

- 15,200-lb. and 17,000-lb. Gross Vehicle Weight Ratings (GVWR)
- 25,000-lb. Gross Combined Weight Rating (GCWR) for excellent towing capability
- Ideal for 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.
- Four-wheel power disc brakes
- Strong 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 ride control

Ford Econoline E-350 Stripped Chassis

Ideal for smaller Class A motor homes. Enables the spaciousness and features of a larger motor home to be combined with the efficiency and maneuverability of a smaller one. Includes these features:

- 11,500-lb. GVWR
- Accepts 22- to 28-foot units
- 7.5L (460-CID) EFI V-8 engine
- Electronically controlled 4-speed automatic overdrive transmission
- Rear-wheel anti-lock brakes
- Twin-I-Beam independent front suspension with stabilizer bar
- Steel ladder-type frame–36,000 PSI
- 55-gallon fuel tank

Class C Motor Homes

Ford Econoline RV Cutaway Chassis

The Class C motor home features a camper unit mounted on a cutaway van chassis. The Econoline cutaway chassis is the industry's overwhelming sales leader in this category, and it shares the advanced styling and functional improvements incorporated into the Econoline Van for the 1992 model year. It remains the industry's only full frame chassis, offering an unmatched selection of features including:

- Up to 11,500-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

- Standard electronically controlled 4-speed automatic overdrive transmission
- Out-front engine design allows spacious cab with easy access to "living area" and ease of ingress/egress
- Rear-wheel anti-lock brakes
- Twin-I-Beam independent front suspension (with caster/camber adjustment), front stabilizer bar and gas-pressurized shock absorbers for smooth, comfortable ride
- Steel ladder-type frame with six crossmembers – 36,000 PSI
- 36-gallon fuel tank standard; 55-gallon tank optional
- Van-like driver position with car-like instrument panel

Towing Your Ford Vehicle Behind Your Motor Home

Many motor home owners enjoy the convenience of having a second vehicle available when they are on a trip in their motor home. Before towing a vehicle behind your motor home, however, you should check the Owner Guide of the towed vehicle to determine any special procedures required to tow that vehicle. This information also can be obtained from your Ford dealer or by calling the Ford Customer Assistance Center on 1-800-392-FORD. Also, make sure the added weight of the towed vehicle, combined with the fully loaded motor home, does not exceed the gross combined weight rating (GCWR) of the chassis.

All Ford-Powered Motor Homes Are Backed by Nationwide Service Support – When and Where You Need It!

To help provide worry-free travel, Ford offers the following chassis and powertrain service support for all Ford-based motor homes:

- More than 2,900 Ford Dealers across the country with factory-authorized technicians to serve your motor home chassis service needs.
- Nationwide Ford Parts and Service locations for quick parts availability.
- Ford Motor Home Service Directory lists all dealership locations and phone numbers. (Call 1-800-245-7343 for a copy.)
- Ford Motor Home 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. It also can assist in locating towing service, if needed.

More Motor Homes Are Built on Ford Chassis Than Any Other Make*



*Based on combined Class A and Class C registrations for 1991 calendar year

Van Conversions

Full-size and compact van conversions have become an increasingly popular choice for numerous recreation uses – from camping to simply traveling in enhanced comfort and style. Converters offer an extensive selection of styles, designs and luxury furnishings on Econoline and Aerostar vans. Typical features include:

- Quad Captain's Chairs
- Seat/Bed
- TV/VCR
- Large vista windows
- Special seat and interior trim
- Unique exterior paint/tape treatment, plus running boards
- And much more

Econoline Van Conversions

Econoline has been a top choice for full-size van conversions and van campers. It offers aerodynamic styling and advanced functional features – including (in all models except E-350) the first ever driver-side air bag* in a

Econoline Class B Van Campers

Econoline vans also provide an excellent basis for Class B camper units equipped with sleeping, kitchen and bathroom facilities, as well as 110-volt hookup, fresh water storage and/or city water hookup. They even add a high roof that provides greater comfort by allowing occupants to stand up inside.

full-size van – while retaining the basic features that have made it so popular:

- Sturdy body-on-frame construction ...a Ford exclusive
- Choice of Regular or Super Van models
- Three engine choices on E-150 vans ... 4.9L (300-CID) EFI I-6, 5.0L (302-CID) V-8 and 5.8L (351-CID) V-8
- Three transmission choices on E-150 ... 3-speed automatic, 4-speed automatic overdrive or electronically controlled 4-speed automatic overdrive
- Excellent towing capabilities...up to 6,800 pounds on E-150
- Unique out-front engine design for greater cab roominess, more convenient underhood servicing, and ease of ingress/egress
- Exclusive Twin-I-Beam independent front suspension for both ruggedness and smooth ride – plus adjustable caster and camber
- Rear wheel anti-lock brakes

Plus – Club Wagon and Aerostar Wagon Offer Versatility and Comfort for Recreational Applications

Both of these factory-produced "passenger vans" are ideally suited to recreational driving, offering numerous passenger-oriented features, in addition to the functional features they share with their van conversion counterparts. Noteworthy comfort/convenience/safety features on Regular Club Wagon and Aerostar Wagon include:

- Seating for up to 8 passengers (up to 7 in Aerostar)
- Car-like, ergonomically designed instrument panels
- Choice of Dual or Quad Captain's Chairs
- Rear Seat/Bed option
- Excellent towing capability (up to 6,600 pounds for Regular Club Wagon, and 4,800 pounds for Aerostar Wagon)
- Excellent cargo space
- Driver-side air bag* on Aerostar and Regular Club Wagon and three-point safety belts for all outboard seating positions

Aerostar Van Conversions

For compact van conversions, Aerostar is a great choice:

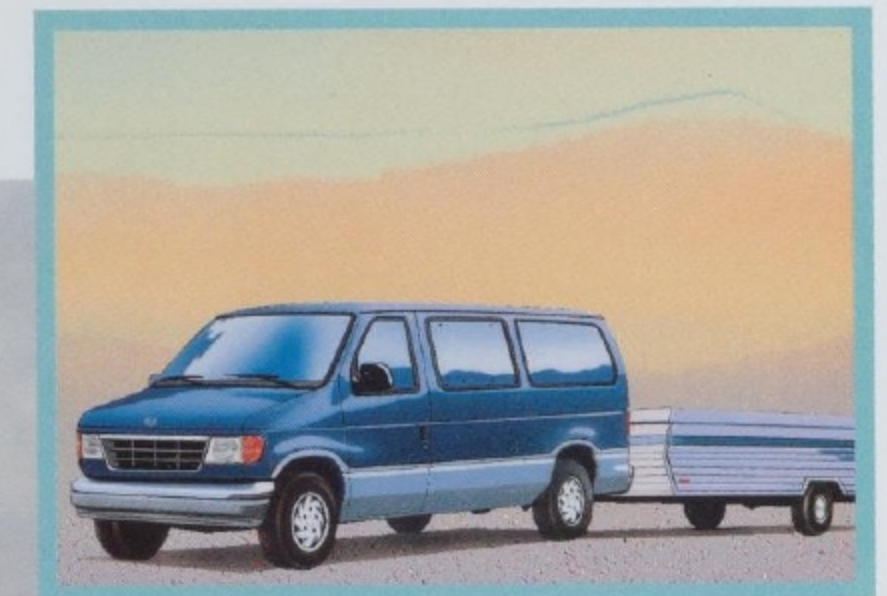
- Choice of rear- or four-wheel drive for optimized traction
- Choice of regular or extended-length models
- Two powerful V-6 engines available with automatic overdrive transmission
- Rear wheel anti-lock brakes
- Driver-side air bag*
- Towing capacity up to 4,900 lbs.

Improved Conversion Quality

Working as a team, Ford Division and its authorized converters are continuously improving van conversion quality and customer satisfaction. Converters must meet specific Ford quality standards and process controls.



Econoline Van Conversions



Regular Club Wagon Chateau



Aerostar Van Conversion



Econoline Van Conversion

*The air bag is designed to supplement your safety belts.

Slide-In Campers for F-Series Pickups

If you're looking for a camper, and also need the unique functional capabilities of a full-size pickup, a slide-in camper may be perfect for your RV needs. Use the pickup as a hauler during the week, then simply slide in the camper when you're ready to go camping.

The chart below shows the wide selection of F-Series models available for slide-in camper use. They offer these major functional features:

- Choice of 2- or 4-wheel drive
- Choice of Regular, Super or Crew Cab models
- 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

Camper Body Installation

- Ford Motor Company recommends that all full-height slide-in camper bodies be directly attached to the vehicle frame structure.
- It is required that no additional holes be drilled through the vehicle frame side rail horizontal flanges.
- It is suggested that outrigger-type "L" brackets be attached to the frame's vertical web to which the camper body can be conveniently attached.
- A 5-foot-long 2x4 or 4x4 wood spacer is recommended between the headboard of the pickup box and the forward edge of the camper floor, resting the spacer on the pickup box bed.
- If a 2x4 is not wide enough to prevent contact of the fully installed camper with the pickup box headboard or taillight rear pillars, a 4x4 spacer should be used.

Camper Center-Of-Gravity Information/Location

- All Styleside pickups that are qualified for slide-in camper bodies will have the maximum allowable

camper weight and acceptable camper center-of-gravity location automatically computed for the vehicle.

- Data is calculated for each individual truck based on options included with the vehicle and included on the Truck Consumer Information Sheet, placed in the glove box of each pickup vehicle.
- If the vehicle is not qualified for camper usage, it will be stated on the Truck Consumer Information Sheet that the vehicle is not recommended for camper usage and therefore will not show any center-of-gravity data.
- Cargo weight rating of the vehicle also will be included on the Truck Consumer Information Sheet.

F-Series Camper Package Content

- Super Engine Cooling
- Trailer Wiring Harness
- Heavy-Duty Turn Signal Flasher
- Handling Package
- Heavy-Duty Battery (84 AH) (Gas engines only)



F-250 HD XLT 4x2 SuperCab

Slide-In Camper Selector

Use this chart to select the proper F-Series Pickup/Camper combination:

- Combined weight of vehicle, camper body, occupants and cargo must not exceed Gross Vehicle Weight Rating (GVWR).
- Carrying Capacity represents maximum allowable weight of camper body, occupants and cargo, and is reduced by weight of optional equipment.
- Camper Package required for all applications.
- If you intend to pull a trailer in addition to carrying your camper, see the F-Series Trailer Towing Selector on page 15.

| Slide-In Camper Data -- F-Series Pickups | | | | | | | |
|--|------------------|--------|-------------|--------------------------|---------------------------|---------|------------------------|
| Minimum Equipment | | | | | | | |
| Model | | W.B. | GVWR (lbs.) | Carrying Capacity (lbs.) | | Engine | Recommended Axle Ratio |
| | | | | Standard Dual Fuel Tanks | Optional Single Fuel Tank | | |
| F-150 | 4x2 Reg. Cab | 133.0" | 6,250 | 2,280 | 2,425 | V-8 (1) | 3.55 |
| | 4x4 Reg. Cab | 133.0" | 6,250 | 2,000 | 2,145 | V-8 (1) | Std. |
| F-250 | 4x2 Reg. Cab | 133.0" | 6,600 | 2,380 | 2,525 | V-8 (1) | Std. |
| | 4x2 SuperCab | 133.0" | 8,600 | 4,150 | 4,295 | V-8 | Std. (2) |
| F-250 HD | 4x2 SuperCab | 155.0" | 8,800 | 4,080 | — | V-8 | Std. (2) |
| | 4x4 Reg. Cab | 133.0" | 8,600 | 3,770 | 3,915 | Std. | Std. (2) |
| | 4x4 SuperCab | 155.0" | 8,800 | 3,630 | — | Std. | Std. (2) |
| | 4x4 SuperCab | 155.0" | 8,800 | 3,630 | — | Std. | Std. (2) |
| F-350 | 4x2 DRW Reg. Cab | 133.0" | 10,000 | 5,100 | — | Std. | Std. (2) |
| | 4x2 DRW SuperCab | 155.0" | 10,000 | 4,670 | — | Std. | Std. |
| | 4x2 Crew Cab | 168.4" | 9,200 (3) | 4,020 (4) | — | Std. | Std. (2) |
| | 4x4 Reg. Cab | 133.0" | 9,000 | 3,990 | 4,135 | Std. | Std. (2) |
| | 4x4 Crew Cab | 168.4" | 9,200 | 3,670 | — | Std. | Std. (2) |

(1) 5.0L (302-CID) V-8 with 5-speed manual overdrive transmission not available for camper applications.
(2) 4.10 with 5.8L (351-CID) V-8.
(3) 10,000-lb. GVWR for Dual Rear Wheel model.
(4) 4,610 for Dual Rear Wheel model.



Ranger XLT 4x4 SuperCab



Explorer Eddie Bauer 4-Door 4x4



Bronco XLT

Ford Vehicles for On/Off-Road RV Fun

Ford also offers a large selection of tough, sporty trucks that are perfect for RV excitement – on or off road:

Ranger Pickup

America's best-selling compact pickups* offer plenty of opportunities for all kinds of on- or off-road driving enjoyment with a broad selection of 4x2 and 4x4 models. For 1993, Ranger features new aerodynamic styling, major interior refinements and a distinctive, sportier look for the 4x4 models. Major functional features include:

- Choice of Regular or SuperCab models with seating for up to five passengers
- Three engine choices – from a 2.3L (140-CID) fuel-injected dual-plug I-4 to a 160-horsepower 4.0L (245-CID) V-6
- 5-speed manual or 4-speed automatic overdrive transmission
- Can be equipped to tow trailers up to 6,000 lbs.
- Standard rear-wheel anti-lock brakes

Bronco

The Bronco 4x4 has been the best-selling full-size utility truck in America for the past 14 years.* It's built to take all the punishment off-roading can dish out – and let you have fun doing it. Its long list of outstanding features includes:

- Choice of two multi-port fuel-injected V-8 engines – 5.0L (302-CID) and 5.8L (351-CID)
- 5-speed manual or 4-speed automatic overdrive transmission
- Can be equipped to tow trailers up to 7,100 lbs.
- New standard 4-wheel anti-lock brakes (ABS)
- Optional Touch Drive electric shift for 2WD/4WD High "on-the-fly" shifting

Explorer

The best-selling compact utility vehicle* offers distinctive 2- and 4-door models – both available with 2- or 4-wheel drive. It offers a unique blend of utility vehicle versatility, Ford Truck toughness and the comfort and convenience features of a car. Major features include:

- Rugged body-on-frame construction
- Seating for up to six passengers (4-door)
- Standard 160-horsepower 4.0L (245-CID) V-6 engine
- 5-speed manual or 4-speed automatic overdrive transmission
- Can be equipped to tow trailers up to 5,600 lbs.
- Standard Touch Drive electric shift for 2WD/4WD-High "on-the-fly" shifting (4x4)
- New standard 4-wheel anti-lock brakes (ABS)

* Based on 1992 calendar year manufacturer's reported retail deliveries by segment through June, 1992.

For More Information on Any of Ford's Vehicle Lines, See the Appropriate Brochure at Your Ford Dealership.

Things to Know Before You Tow

Weight Considerations

Probably the single most critical factor in trailer towing is weight, since overloading a vehicle places undue stress on components and can lead to shortened service life or failure.

Before you Buy

If you are selecting a vehicle that will be used for towing, it will be very helpful if you can determine the approximate weight of the trailer you intend to tow. That way you can use the charts in this section to select a vehicle/powertrain combination that will handle that weight. When determining the weight of the trailer, be sure to include the weight of any additional cargo and fluids that you will be carrying in the trailer.

After You Buy

Before heading out on a trip (remember, do not tow a trailer until your vehicle has been driven at least 500 miles), be sure to have your fully loaded vehicle (including passengers) and trailer weighed at a highway weigh station or commercial trucking company (check the Yellow Pages) to make sure that none of the critical weight limits (listed below) are exceeded. If any of these limits are exceeded, cargo should be removed from the vehicle and/or trailer until all weights are within the specified limits.

Weights to Check

Following are the different weights that you should know before towing.

- **Base Curb Weight** is the weight of the vehicle including a full tank of fuel and all standard equipment. It does not include passengers, cargo or any optional equipment. Your Ford dealer can give you this number for the vehicle(s) you are considering.
- **Cargo Weight** includes all weight added to the Base Curb Weight – including passengers, cargo and

optional equipment. When towing, trailer tongue weight also is part of the Cargo Weight.

- **Payload** is the combined, maximum allowable weight of cargo, occupants and optional equipment that the truck is designed to carry. It is Gross Vehicle Weight Rating minus the base curb weight.
- **Gross Vehicle Weight (GVW)** is Base Curb Weight *plus* actual Cargo Weight. It is important to remember that GVW is not a limit or specification...it is the actual weight that is obtained when the fully loaded vehicle is driven onto a scale.
- **Gross Vehicle Weight Rating (GVWR)** is the *maximum allowable* weight of the fully loaded vehicle (Base Curb Weight plus Payload). This number – along with other maximum safe vehicle weights, as well as tire, rim size and inflation pressure – are shown on the vehicle's Safety Compliance Certification

Label, located on the left front door lock facing or the door latch post pillar. The vehicle's measured GVW should not exceed the GVWR.

- **Gross Axle Weight (GAW)** is the total weight supported by each axle (front or rear). To determine the Gross Axle Weights for your vehicle and trailer combination, take your loaded vehicle and trailer to a scale. With the trailer attached, place the front wheels of the vehicle on the scale to get the front GAW. To get the rear GAW, weigh the towing vehicle with the trailer attached, but with just the four wheels of the vehicle on the scale. You get the Rear GAW by subtracting the front GAW from that amount.
- **Gross Axle Weight Rating (GAWR)** is the total weight each axle (front or rear) is capable of carrying. These numbers also are shown on the Safety Compliance Certification Label. The total load on each axle must not exceed its GAWR.

Sample Truck Safety Compliance Certification Label

(Refer to actual label on your vehicle)

| Front GAWR | GVWR | Rear GAWR |
|--|-----------------------|----------------------|
| MFD. BY FORD MOTOR CO. IN U.S.A. | | |
| DATE: 12/92 | | |
| FRONT GAWR: 3020 LB | GVWR: 7700 LB/3492 KG | REAR GAWR: 5300 LB |
| 1368KG | WITH 2404KG | WITH 2404KG |
| LT 235/85R 16D | TIRES LT 235/85R 16D | TIRES LT 235/85R 16D |
| 16x6K | RIMS 16x6K | RIMS 16x6K |
| AT 44 PSI COLD | AT 65 PSI COLD | |
| THIS VEHICLE CONFORMS TO ALL APPLICABLE FEDERAL MOTOR VEHICLE SAFETY STANDARDS IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE. | | |
| ***** | | |
| VIN: 1FTBF25G 5 KLA 00000 | F0083 | T0112 |
| TYPE: ***** | | |
| 7N 9M | | |
| EXTERIOR PAINT COLORS | | |
| HB | TYPE-GVW | BODY |
| 133 | F252 | LG4 |
| TRANS | AXLE | TAPE |
| F | 342 | B |
| | | SPRINGS |
| | | 2 D 2 9 |
| VFOTA-15204A10-AA | | |

Weight Computations

Base Curb Weight
+ Cargo Weight
Gross Vehicle Weight (GVW)

GVW should not exceed GVWR (obtain from Safety Compliance Certification Label on the left front door lock facing or the door latch post pillar).

GVW
+ Loaded Trailer Weight
Gross Combined Weight (GCW)

GCW should not exceed GCWR (obtain from charts in this section or your vehicle's Owner Guide).

- **Gross Combined Weight (GCW)** is the GVW of the vehicle *plus* the weight of the fully loaded trailer. It is the actual weight obtained when the vehicle and trailer are weighed together on a scale.
- **Gross Combined Weight Rating (GCWR)** is the maximum allowable weight of the towing vehicle and the loaded trailer – including all cargo and passengers. The measured GCW should not exceed the GCWR.
- **Maximum Loaded Trailer Weight** is the maximum allowable fully loaded weight of the trailer the vehicle can tow. This number is obtained by subtracting the towing vehicle's GVW from its GCWR.

Compliance Certification Label (see sample), and then refer to the Rear Axle Code chart in the Trailer Towing section of your vehicle's Owner Guide.

Again, it is imperative that your vehicle and trailer do not exceed the weight limits.

- **Tongue Weight** is another critical measurement that must be made before towing. It refers to the amount of the trailer's weight that presses down on the trailer hitch. Too much tongue weight can cause suspension/drivetrain damage, and can press the vehicle down in back causing the front wheels to lift to the point where traction, steering response and braking are severely decreased. Too little tongue weight can actually lift the rear of the vehicle, reducing rear-wheel traction and causing instability which may result in tail wagging or jackknifing.

For proper handling, tongue loads must meet the following requirements:

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

To determine the proper tongue load for a 3,000-lb. trailer, for example, multiply 3,000 by .10 and .15 to obtain a tongue load range of 300 to 450 lbs. For a fifth-wheel trailer, multiply 3,000 by .25 to arrive at a tongue load of 750 lbs.

To measure actual tongue load, disconnect the trailer and place only the tongue – with the coupler at hitch ball height – on a scale. If the tongue load exceeds the upper weight limit, shift some of the trailer contents rearward to achieve the recommended tongue load. If the tongue load is less than the lower limit, shift the load forward. (Cont'd.)

Measuring tongue weight with commercial scale



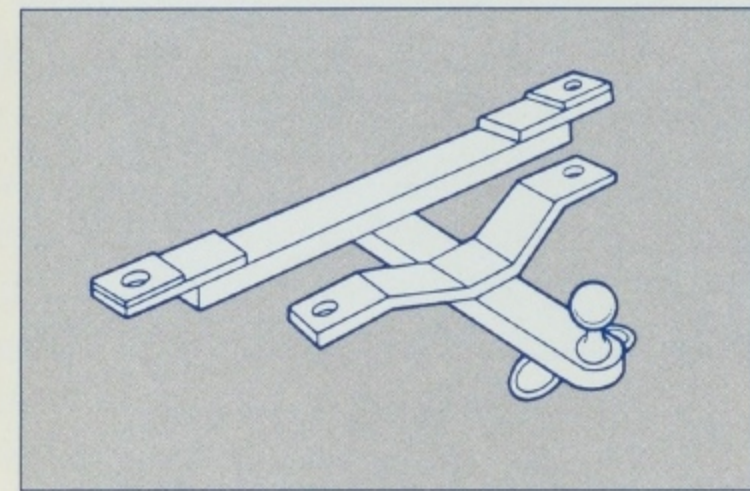
Measuring tongue weight with bathroom scale



Things to Know Before You Tow (Cont'd.)

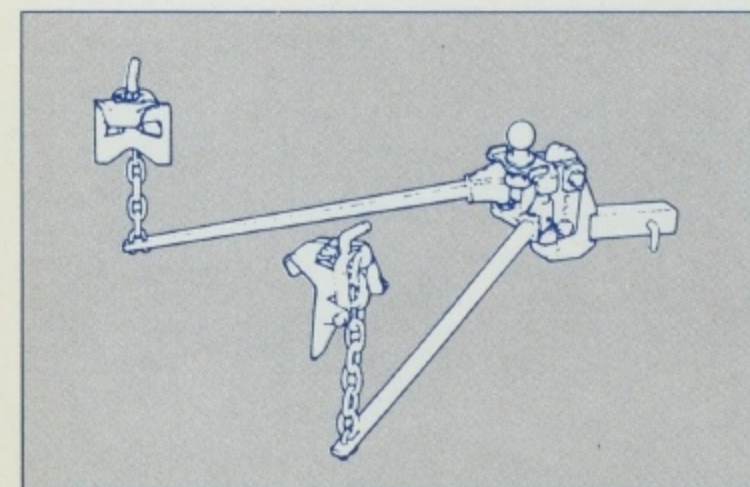
Hitches

When towing, it also is vital that the proper hitch be used. There are two basic types of hitch that you should know about:



• **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 Class I — Light-Duty trailers (up to 2,000 pounds — 200-lb. maximum tongue weight) on all vehicles except Bronco, F-Series and Explorer. Bronco and F-Series rear step bumpers are rated to tow trailers up to 4,000 pounds and 5,000 pounds respectively. Explorer's standard rear bumper is rated to tow trailers up to 3,500 pounds.

• **Load-Equalizing Hitch** — Must be used for all Class II — Medium-Duty and Class III — Heavy-Duty 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.



Equalizer hitch platforms are welded or bolted to vehicle underbody:

— Bolt-on types are recommended because they can be removed.

— Properly installed bolt-on equalizer hitch platform will not weaken vehicle or underbody as heat of welding might.

Spring bars are connected from hitch to trailer's A-frame, and are adjusted for best towing performance:

— Lengths of chain are pulled up and tightened to bend spring bars upward:

- lifts some of weight from rear wheels
- transfers weight to other wheels of vehicle and trailer

Trailer Brakes

- Separate trailer brakes are required on most trailers weighing over 1,000 lbs.
- Two different types of brake systems are used:

1. Electro-hydraulic trailer brake control

- Provides automatic and manual control of electric trailer brakes
- Requires the vehicle to be equipped with:
 - controlling device, and
 - additional wiring to supply the electrical power

2. Hydraulic brake system

- Trailer brakes are applied in proportion to brake pedal pressure
- Should not be connected directly to vehicle's brake system

- Be sure your trailer brakes conform to Federal and local regulations.

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.

Trailer Lamps

- Make sure the trailer is equipped with lights that conform to Federal and local regulations. Do not connect a trailer lighting system directly to the lighting system of the vehicle. See a local recreational vehicle dealer or rental trailer agency for correct wiring and relays for the trailer and heavy-duty flashers.

Trailer Wiring Harness

- Vehicles equipped with a factory-installed Trailer Towing Package include a trailer wiring harness and a wiring kit.
- This kit is packaged in a cardboard box and includes one jumper harness (to connect to your trailer wiring connector) and installation instructions.

For Additional Information You Should Know Before Towing, Be Sure to Read the Trailering Tips on back cover.

Trailer Towing Types and Classes

Three Basic Types of RV Trailers



Folding Camping Trailer

Relatively inexpensive units providing 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
- Compact, low-profile traveling package
- Easily maneuverable — generally 8 to 16 feet long



Conventional Travel Trailer

Generally larger, rigid construction units offering more of the conveniences of home, including such features as kitchen sink, dinette, shower, refrigerator and flush toilet. Additional benefits 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 with a load-equalizing hitch



Fifth-Wheel Trailer

Provide the same types of accommodations as a conventional travel trailer, but with these unique characteristics:

- The forward raised portion is designed to extend over the box of a pickup truck
- Attach to the truck via a fifth-wheel hitch mounted in the pickup bed
- Offers the advantages of improved weight distribution and towing dynamics, since some trailer weight is directly over the towing vehicle

Four Trailering Classes

Class I — Light-Duty

- 2,000-lb. maximum weight (trailer and cargo combined)
- Folding camping trailers and trailers for small boats, motorcycles and snowmobiles
- Many Ford vehicles 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
- Crown Victoria and Ford trucks can be equipped to tow these trailers

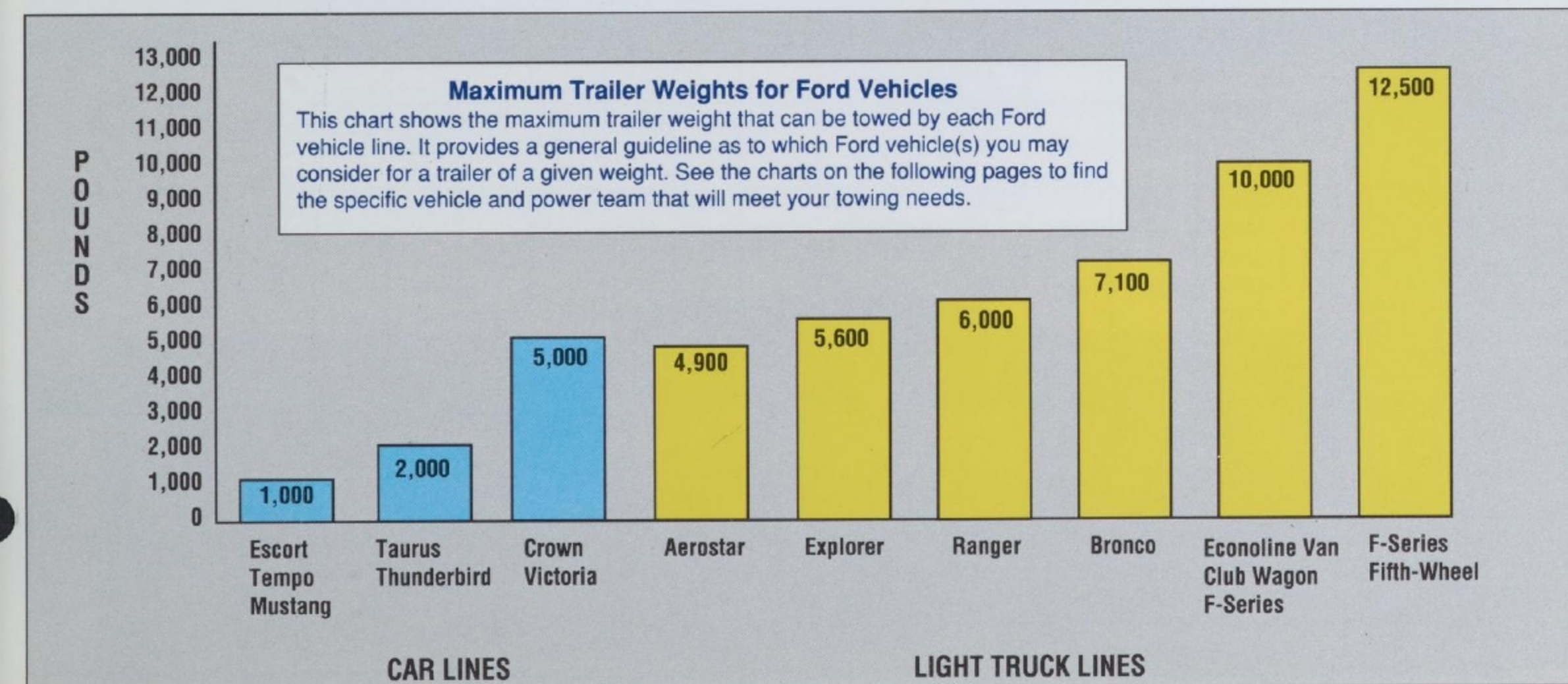
- Load-equalizing hitch required (except with step bumper on F-Series, Bronco and Explorer)

Class III — Heavy-Duty

- 3,501-5,000-lb. gross trailer weight
- Dual-axle or large single-axle travel trailers
- Crown Victoria with optional Trailer Towing Package and most properly equipped Ford trucks can tow them
- Load-equalizing hitch required (except with step bumper on F-Series, or for trailers up to 4,000 lbs. with step bumper on Bronco)

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



Trailering 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:

Weight Distribution

- To assure optimum handling, the trailer must be properly loaded and balanced.
- Keep center of gravity low for best handling.
- Approximately 60% of the cargo weight should be in the front half of the trailer and 40% in the rear (within limits of Tongue Weight – see above).
- Load should also be balanced from side to side to help assure good handling and proper tire wear.
- Load should be firmly secured to prevent shifting during cornering or braking, which could result in a sudden loss of control.

Before Starting

- Before setting out on a trip, practice turning, stopping and backing in an area away from heavy traffic.

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.

Downgrades and Upgrades

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

Parking with a Trailer

- Vehicles with trailers should not be parked on a grade. However, if it is necessary to park on a grade, place wheel chocks under the trailer's wheels as follows:
 - Apply the foot service brakes and hold.
 - Have another person place the wheel chocks under the trailer wheels.
 - Once the wheel chocks are in place, release foot service brakes, making sure that the chocks are holding the vehicle and trailer.
 - Apply the parking brake.
 - 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 gearshift lever in **R** (REVERSE).

NOTE: With 4-wheel drive, make sure the transfer case is not in **N** (NEUTRAL).

- To start, after being parked on a grade:
 - Apply the foot service brake and hold.
 - Start the engine with the gearshift selector lever in **P** (PARK) on automatic transmissions or **N** (NEUTRAL) on manual transmissions.
 - Shift the transmission into gear and release the parking brake.
 - Release the foot service brakes and move the vehicle uphill to free the wheel chocks.
 - Apply the foot service brakes and hold while another person retrieves the chocks.

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.

Tire Pressure

- Underinflated tires get very hot and can lead to tire failures and possible loss of vehicle control.
- Overinflated tires can cause uneven tire wear.
- Tires should be checked often for conformance to cold inflation pressures recommended on the Safety Compliance Certification Label for original equipment tires.

Spare Tire Use (Car Applications)

- Conventional full-size spare tire is:
 - Included with Heavy-Duty Trailer Towing Package
 - Required for Class II and Class III trailer towing
- Mini-spare tires:
 - Should not be used ...
 - as a conventional road tire, or
 - while towing Class II or Class III trailers
 - Are intended only ...
 - for emergency and limited mileage use
 - until conventional tire is available

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.

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.



LITHO IN USA 8-92
RVS 93-300



Ford Car & Compact Truck Trailer Towing Selector

The charts on the following pages show the maximum trailer-towing capabilities of all Ford car and light truck models with every available power team. Be sure to also check the REQUIRED/RECOMMENDED EQUIPMENT charts on page 18.

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.



Crown Victoria LX 4-Door Sedan

| Car Line | Escort | Tempo | Mustang | Taurus | Thunderbird (1) | Crown Victoria | |
|-------------------------------|------------------|----------------|----------------|-----------------|-----------------|----------------|----------------|
| Towing Class | Light-Duty I (2) | Light-Duty (2) | Light-Duty (2) | Light-Duty I | Light-Duty I | Light-Duty I | Heavy-Duty III |
| Max. Gross Trailer Wt. (lbs.) | 1,000 | 1,000 | 1,000 | 1,000/2,000 (4) | 2,000 | 2,000 | 5,000 (3) |
| Max. Tongue Load (lbs.) | 100 | 100 | 100 | 100/200 (4) | 200 | 200 | 750 |
| Minimum Engine | 1.9L 4-Cyl.* | 2.3L 4-Cyl.* | 2.3L 4-Cyl.* | 3.0L V-6 (4) | 3.8L V-6* | 4.6L V-8 | 4.6L V-8 |

(1) Supercharged engine not to be used for trailer towing.

(2) Frontal area under 20 square feet.

(3) Requires Trailer Towing Package and Load Equalizing Hitch.

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

(4) 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.

NOTE: Probe and 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 loaded trailer weight that can be towed with the engine/axle ratio combinations listed at left. (If you live in California or a
- The MAX GCWR column shows the maximum allowable combined weight of vehicle, trailer and cargo (including passengers).
 - Be sure to also check the Required/Recommended Equipment charts on page 18.

High Altitude area, check with your Ford Dealership to be sure the desired powertrain/axle ratio is available in your area.)

| Maximum Loaded Trailer Weight (Lbs.) -- Automatic Transmission | | | | | | | | | | | | | | | | | | |
|--|------------|------------------|-------------|-------|----------|-------|----------|-------|--------|-------|-------------------------|-------|-------|-------|--------------------------|-------|-------|-----|
| Engine | Axle Ratio | Max. GCWR (Lbs.) | Ranger | | | | Explorer | | | | Regular Length Aerostar | | | | Extended Length Aerostar | | | |
| | | | Regular Cab | | SuperCab | | 2-Door | | 4-Door | | Van | | Wagon | | Van | | Wagon | |
| | | | 4x2 | 4x4 | 4x2 | 4x4 | 4x2 | 4x4 | 4x2 | 4x4 | 2WD | 4WD | 2WD | 4WD | 2WD | 4WD | 2WD | 4WD |
| 2.3L (140-CID) EFI I-4 | 3.73 | 5,500 | 2,300 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | |
| 3.0L (182-CID) EFI V-6 | 3.45 | 7,000 | 3,700 | -- | 3,500 | -- | -- | -- | -- | -- | 3,400 | -- | -- | -- | 3,300 | -- | -- | |
| | 3.73 | 7,500 | 4,000 | 4,000 | 4,000 | 3,800 | -- | -- | -- | -- | 3,900 | -- | 3,800 | -- | 3,800 | -- | 3,700 | |
| | 4.10 | 8,000 | -- | 4,500 | -- | 4,300 | -- | -- | -- | -- | 4,900 | -- | 4,800 | -- | 4,800 | -- | 4,700 | |
| 4.0L (245-CID) EFI V-6 | 3.08 | 6,000 | 2,700 | -- | 2,400 | -- | 2,100 | -- | 1,900 | -- | -- | -- | -- | -- | -- | -- | -- | |
| | 3.27 | 7,500 | -- | 3,900 | -- | 3,600 | 3,600 | 3,400 | 3,400 | 3,200 | -- | -- | -- | -- | 3,800 | -- | 3,600 | |
| | 3.55 | 8,500 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 4,800 | -- | 4,600 | |
| | 3.55 | 9,500 | 6,000 | -- | 5,900 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | |
| | 3.73 | 8,500 | -- | -- | -- | -- | -- | -- | -- | -- | -- | 4,700 | -- | 4,500 | -- | 4,600 | -- | |
| | 3.73 | 9,500 | -- | 5,900 | -- | 5,600 | 5,600 | 5,400 | 5,400 | 5,200 | -- | -- | -- | -- | -- | -- | -- | |
| Maximum Loaded Trailer Weight (Lbs.) -- Manual Transmission | | | | | | | | | | | | | | | | | | |
| 2.3L (140-CID) EFI I-4 | 3.73 | 4,800 | 1,600 | -- | 1,300 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | |
| | 4.10 | 4,800 | -- | 1,300 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | |
| 3.0L (182-CID) EFI V-6 | 3.45 | 5,000 | 1,800 | 1,500 | 1,500 | 1,300 | -- | -- | -- | -- | 1,500 | -- | -- | -- | 1,400 | -- | -- | |
| | 3.73 | 6,000 | 2,800 | 2,500 | 2,500 | 2,300 | -- | -- | -- | -- | 2,500 | -- | 2,300 | -- | 2,400 | -- | 2,200 | |
| 4.0L (245-CID) EFI V-6 | 3.08 | 5,000 | 1,700 | -- | 1,400 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | |
| | 3.27 | 6,000 | -- | 2,000 | -- | 2,000 | 2,000 | 1,900 | 1,900 | 1,700 | -- | -- | -- | -- | -- | -- | -- | |
| | 3.55 | 7,000 | 3,700 | -- | 3,400 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | |
| | 3.73 | 7,000 | -- | 3,400 | -- | 3,200 | 3,100 | 2,900 | 2,900 | 2,700 | -- | -- | -- | -- | -- | -- | -- | |

Ford F-Series and Bronco Trailer Towing Selector

| MAXIMUM LOADED TRAILER WEIGHT (LBS.) -- AUTOMATIC TRANSMISSION | | | | | | | | | | | | | | | | | | |
|--|------------|------------------|--------------------|-----------|-----------|--------------|--------------|-----------|---------------|-----------------|-----------|--------------|--------------|-----------------|---------------|---------------|-----------|--------|
| ENGINE | AXLE RATIO | MAX. GCWR (LBS.) | Regular Cab Pickup | | | | | | | SuperCab Pickup | | | | Crew Cab Pickup | | | | Bronco |
| | | | F-150 4x2 | F-150 4x4 | F-250 4x2 | 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 | 4x4 |
| | | | | | | | | | | | | | | | | | | |
| 4.9L (300-CID) EFI I-6 | 3.08 | 9,000 | 4,700 | (1) | -- | -- | -- | -- | -- | 4,400 | -- | -- | -- | -- | -- | -- | -- | -- |
| | 3.55 | 10,000 | 5,700 | 5,500 | 5,500 | -- | -- | -- | -- | 5,400 | -- | -- | -- | -- | -- | -- | -- | -- |
| | 4.10 | 11,000 | -- | -- | -- | 6,400 | -- | -- | -- | -- | -- | 6,100 | -- | -- | -- | -- | -- | -- |
| 5.0L (302-CID) EFI V-8 | 3.08 | 9,000 | 4,700 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | 3.55 | 11,500 | 7,200 | 7,000 | -- | -- | -- | -- | -- | 6,900 | 6,700 | -- | -- | -- | -- | -- | -- | 6,600 |
| | 4.10 | 12,500 | -- | 8,000 | 8,000 | -- | -- | -- | -- | -- | 7,700 | -- | -- | -- | -- | -- | -- | -- |
| 5.8L (351-CID) EFI V-8 | 3.08 | 10,000 | 5,600 | 5,400 | -- | -- | -- | -- | -- | 5,300 | -- | -- | -- | -- | -- | -- | -- | (1) |
| | 3.55 | 11,500 | -- | -- | 6,900 | 6,700 | 6,400 | 6,300 | 6,500 | -- | -- | 6,400 | 6,100 | -- | 6,100 | 5,900 | 5,700 | -- |
| | 3.55 | 12,000 | 7,600 | 7,400 | -- | -- | -- | -- | -- | 7,300 | 7,100 | -- | -- | -- | -- | -- | -- | 7,100 |
| | 4.10 | 13,000 | 8,500(2) | -- | 8,400 | 8,200 | 7,900 | 7,800 | 7,900 | -- | -- | 7,900 | 7,600 | -- | 7,600 | 7,400 | 7,200 | -- |
| 7.3L (444-CID) V-8 DIESEL | 3.55 | 12,000 | -- | -- | -- | 6,600 | 6,300 | 6,200 | -- | -- | -- | 6,300 | 6,000 | -- | 6,000 | -- | 5,600 | -- |
| | 4.10 | 17,000 | -- | -- | -- | 10,000 | 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 | 9,700 | 9,600 | -- | -- | -- | 9,700 | 9,400 | -- | 9,400 | -- | 9,000 | -- |
| | 4.10 | 18,500 | -- | -- | -- | 10,000 | 10,000 | 10,000 | 10,000 | -- | -- | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 | -- |
| MAXIMUM LOADED TRAILER WEIGHT (LBS.) -- MANUAL TRANSMISSION | | | | | | | | | | | | | | | | | | |
| 4.9L (300-CID) EFI I-6 | 2.73 | 6,250 | (1) | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | 3.08 | 6,450 | 2,200 | 2,000 | -- | -- | -- | -- | -- | 1,900 | 1,700 | -- | -- | -- | -- | -- | -- | -- |
| | 3.55 | 7,800 | 3,600 | 3,300 | 3,300 | -- | -- | -- | -- | 3,300 | 3,000 | -- | -- | -- | -- | -- | -- | -- |
| | 4.10 | 10,000 | -- | -- | -- | 5,300 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| 5.0L (302-CID) EFI V-8 | 3.08 | 6,450 | 2,200 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | 3.55 | 7,800 | 3,600 | 3,300 | 3,400 | -- | -- | -- | -- | 3,300 | 3,000 | -- | -- | -- | -- | -- | -- | 3,000 |
| | 4.10 | 10,000 | -- | 5,600 | 5,500 | -- | -- | -- | -- | -- | 5,300 | -- | -- | -- | -- | -- | -- | -- |
| 5.8L (351-CID) EFI V-8 | 3.55 | 11,500 | -- | -- | -- | 6,700 | 6,400 | 6,300 | -- | -- | -- | 6,400 | 6,100 | -- | -- | -- | -- | -- |
| | 4.10 | 13,000 | -- | -- | -- | 8,200 | 7,900 | 7,800 | 7,900 | -- | -- | 7,900 | 7,600 | -- | 7,600 | 7,400 | 7,200 | -- |
| 7.3L (444-CID) V-8 DIESEL | 3.55 | 12,000 | -- | -- | -- | 6,700 | 6,300 | 6,300 | -- | -- | -- | 6,400 | 6,100 | -- | 6,100 | -- | 5,700 | -- |
| | 4.10 | 14,000 | -- | -- | -- | 8,700 | 8,300 | 8,300 | 8,400 | -- | -- | 8,400 | 8,100 | 8,100 | 8,100 | 7,900 | 7,700 | -- |
| 7.5L (460-CID) EFI V-8 | 3.55 | 12,000 | -- | -- | -- | 7,000 | 6,700 | 6,600 | -- | -- | -- | 6,700 | 6,400 | -- | 6,400 | -- | 6,000 | -- |
| | 4.10 | 16,000 | -- | -- | -- | 10,000 | 10,000 | 10,000 | 10,000 | -- | -- | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 | -- |

(1) Not available for trailer towing. (2) Available with "Lightning" Truck only (late availability).

Use the above 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 loaded trailer weight that can be towed with the engine/axle ratio

combination listed at left. (If you live in California or a High Altitude area, check with your Ford Dealership to be sure the desired powertrain/axle ratio is available in your area.)

- The Max. GCWR column shows the maximum allowable combined weight of vehicle, trailer and cargo (including passengers) for this engine/axle ratio combination.
- If you are selecting a vehicle, be sure to also check the Required/Recommended Equipment charts on page 18.



F-150 XLT 4x2 SuperCab

Ford F-Series Fifth-Wheel Trailer Towing Selector

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 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.

| MAXIMUM LOADED TRAILER WEIGHT (LBS.) -- AUTOMATIC TRANSMISSION | | | | | | | | | | | | | | | | | | | | | | | |
|--|------------|------------------|--------------------|-----------|-----------|--------------|--------------|-----------|---------------|-----------------|-----------|--------------|--------------|---------------|-----------------|---------------|---------------|---------------|------------------------------|---------------|--------------|--|--|
| ENGINE | AXLE RATIO | MAX. GCWR (LBS.) | Regular Cab Pickup | | | | | | | SuperCab Pickup | | | | | Crew Cab Pickup | | | | Chassis Cab/Stripped Chassis | | | | |
| | | | F-150 4x2 | F-150 4x4 | F-250 4x2 | 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 SRW | F-350 4x2 SRW | F-350 4x2 DRW | F-350 4x4 DRW | F-SUPER DUTY | | |
| 4.9L (300-CID) EFI I-6 | 3.08 | 9,000 | 4,700 | (1) | -- | -- | -- | -- | -- | 4,400 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | | |
| | 3.55 | 10,000 | 5,700 | 5,500 | 5,500 | -- | -- | -- | -- | 5,400 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | | |
| | 4.10 | 11,000 | -- | -- | -- | 6,400 | -- | -- | -- | -- | -- | 6,100 | -- | -- | -- | -- | 6,700 | -- | 6,100 | -- | -- | | |
| 5.0L (302-CID) EFI V-8 | 3.08 | 9,000 | 4,700 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | | |
| | 3.55 | 11,500 | 7,200 | 7,000 | -- | -- | -- | -- | -- | 6,900 | 6,700 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | | |
| | 4.10 | 12,500 | -- | 8,000 | 8,000 | -- | -- | -- | -- | -- | 7,700 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | | |
| 5.8L (351-CID) EFI V-8 | 3.08 | 10,000 | 5,600 | 5,400 | -- | -- | -- | -- | -- | 5,300 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | | |
| | 3.55 | 11,500 | -- | -- | 6,900 | 6,700 | 6,400 | 6,300 | 6,500 | -- | -- | 6,400 | 6,100 | -- | 6,100 | 5,900 | 5,700 | 7,000 | -- | 6,500 | -- | | |
| | 3.55 | 12,000 | 7,600 | 7,400 | -- | -- | -- | -- | -- | 7,300 | 7,100 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | | |
| 7.3L (444-CID) V-8 DIESEL (4) | 4.10 | 13,000 | 8,500(2) | -- | 8,400 | 8,200 | 7,900 | 7,800 | 7,900 | -- | -- | 7,900 | 7,600 | -- | 7,600 | 7,400 | 7,200 | 8,500 | -- | 8,000 | -- | | |
| | 3.55 | 12,000 | -- | -- | -- | 6,600 | 6,300 | 6,200 | -- | -- | -- | 6,300 | 6,000 | -- | 6,000 | -- | 5,600 | 7,000 | 6,600 | -- | -- | | |
| | 4.10 | 17,000 | -- | -- | -- | 11,600 | 11,300 | 11,200 | 11,400 | -- | -- | 11,300 | 11,000 | 11,100 | 11,000 | 10,800 | 10,600 | 12,000 | 11,600 | 11,400 | 11,000 | | |
| 7.5L (460-CID) EFI V-8 | 5.13 | 18,000 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 11,400 | | |
| | 3.55 | 15,000 | -- | -- | -- | 10,000 | 9,700 | 9,600 | -- | -- | -- | 9,700 | 9,400 | -- | 9,400 | -- | 9,000 | 10,300 | 9,900 | -- | -- | | |
| | 4.10 | 18,500 | -- | -- | -- | 12,500 | 12,500 | 12,500 | 12,500 | -- | -- | 12,500 | 12,500 | 12,500 | 12,500 | 12,500 | 12,500 | 12,500 | 12,500 | 12,500 | -- | | |
| | 4.63 | 22,000 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 12,500 | | |
| | 5.13(5) | 26,000 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 12,500 | | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| MAXIMUM LOADED TRAILER WEIGHT (LBS.) -- MANUAL TRANSMISSION | | | | | | | | | | | | | | | | | | | | | | | |
| 4.9L (300-CID) EFI I-6 | 4.10 | 10,000 | -- | -- | -- | 5,300 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 5,700 | -- | 5,100 | -- | -- | | |
| 5.0L (302-CID) EFI V-8 | 4.10 | 10,000 | -- | 5,600 | 5,500 | -- | -- | -- | -- | -- | 5,300 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | | |
| 5.8L (351-CID) EFI V-8 | 3.55 | 11,500 | -- | -- | -- | 6,700 | 6,400 | 6,300 | -- | -- | -- | 6,400 | 6,100 | -- | -- | -- | 7,100 | -- | -- | -- | -- | | |
| 7.3L (444-CID) V-8 DIESEL (4) | 4.10 | 13,000 | -- | -- | -- | 8,200 | 7,900 | 7,800 | 7,900 | -- | -- | 7,900 | 7,600 | -- | 7,600 | 7,400 | 7,200 | 8,600 | -- | 8,000 | -- | | |
| | 3.55 | 12,000 | -- | -- | -- | 6,700 | 6,300 | 6,300 | -- | -- | -- | 6,400 | 6,100 | -- | 6,100 | -- | 5,800 | 7,000 | 6,600 | -- | -- | | |
| | 4.10 | 14,000 | -- | -- | -- | 8,700 | 8,300 | 8,300 | 8,400 | -- | -- | 8,400 | 8,100 | 8,100 | 8,100 | 7,900 | 7,700 | 9,000 | 8,600 | 8,500 | 8,100 | | |
| 7.5L (460-CID) EFI V-8 | 5.13 | 17,000 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 10,400 (3) | | |
| | 3.55 | 12,000 | -- | -- | -- | 7,000 | 6,700 | 6,600 | -- | -- | -- | 6,700 | 6,400 | -- | 6,400 | -- | 6,000 | 7,400 | 6,900 | -- | -- | | |
| | 4.10 | 16,000 | -- | -- | -- | 11,000 | 10,700 | 10,600 | 10,700 | -- | -- | 10,700 | 10,400 | 10,400 | 10,400 | 10,200 | 10,000 | 11,400 | 10,900 | 10,800 | 10,400 | | |
| | 4.63 | 22,000 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 12,500 | | |
| | 5.13 | 26,000 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 12,500 | | |

(1) Not available for trailer towing. (2) Available with "Lightning" Truck only (late availability). (3) 1,000 lbs. maximum trailer weight with Commercial Stripped Chassis at 16,000 lbs. GVWR. (4) Vehicles equipped with Ambulance Preparation Package are not available for trailer towing. (5) Late availability.

F-Super Duty Motor Home Stripped Chassis

| ENGINE | TRANSMISSION | AXLE RATIO | MAX. GCWR (LBS.) | GVWR (LBS.) | MAX. TRAILER WEIGHT (LBS.) |
|------------------------|------------------------------|------------|------------------|-------------|----------------------------|
| 7.5L (460-CID) EFI V-8 | Electronic 4-Speed Automatic | 5.13 | 25,000 | 15,200 | 9,800 |
| | | | | 17,000 | 8,000 |



F-250 HD XLT 4x2 SuperCab

Ford Econoline Van/Club Wagon Trailer Towing Selector

Use this chart to select the vehicle/powertrain/axle ratio combination that best meets your trailer towing needs:

- Find the model column across the top.
- Read down that column to find the maximum loaded trailer weight that can be towed with the engine/axle ratio combination listed at left. (If you live in California or a High Altitude area, check with your Ford Dealership to be

sure the desired powertrain/axle ratio is available in your area.)

- The Max. GCWR column shows the maximum allowable combined weight of vehicle, trailer and cargo (including passengers) for this engine/axle ratio combination.
- Be sure to also check the Required/Recommended Equipment charts on page 18.

| Maximum Loaded Trailer Weight (Lbs.) -- Automatic Transmission | | | | | | | | | | | | |
|--|--------------|------------------|-------------|-------|----------|--------|-----------|----------|--------|------------|------------|--------|
| Engine | Axle Ratio | Max. GCWR (Lbs.) | 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 |
| 4.9L (300-CID) EFI I-6 | 2.73 | (1) | (1) | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | 3.08 | 9,000 | 3,900 | -- | -- | -- | -- | -- | -- | 3,800 | -- | -- |
| | 3.31(2) | 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(3) | 11,000 | -- | -- | -- | 5,700 | -- | -- | 5,500 | -- | 5,300 | 5,000 |
| 5.0L (302-CID) EFI V-8 | 3.31(4) | 11,500 | 6,400 | -- | -- | -- | -- | -- | -- | 6,300 | -- | -- |
| | 3.55 | 11,500 | 6,400 | -- | -- | -- | -- | -- | -- | 6,300 | -- | -- |
| 5.8L (351-CID) EFI V-8 | 3.54 | 11,500 | -- | -- | -- | 5,900 | -- | -- | 5,700 | -- | 5,500 | 5,200 |
| | 3.55 | 12,000 | 6,800 | -- | -- | -- | -- | -- | -- | 6,600 | -- | -- |
| | 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 (444-CID) V-8 Diesel* | 3.54 | 12,000 | -- | -- | -- | 6,000 | -- | -- | 5,800 | -- | 5,600 | 5,300 |
| | 4.09 | 14,000 | -- | -- | -- | 8,000 | -- | -- | 7,800 | -- | 7,600 | 7,300 |
| 7.5L (460-CID) EFI V-8 | 3.54 | 15,000 | -- | -- | -- | 9,300 | -- | -- | 9,100 | -- | 8,900 | 8,600 |
| | 4.09/4.10(4) | 18,500 | -- | -- | -- | 10,000 | -- | -- | 10,000 | -- | 10,000 | 10,000 |

(1) Not available for trailer towing. (2) Available in California only and will replace 3.55 axle ratio (late availability). (3) Will replace 3.73 axle ratio (late availability). (4) Late availability. *Vehicles equipped with Ambulance Preparation Package are not available for trailer towing.

Econoline RV Stripped Chassis/RV Cutaway Trailer Towing Selector

- The Econoline E-350 Stripped Chassis and E-350 RV Cutaway are popular choices for Class A and Class C Motorhomes.
- These units also may be used for trailer towing — but Maximum Trailer Weight will depend on the weight of the motorhome body, plus its contents.
- Use the following chart as a guide for Maximum Loaded Trailer Weights, based on the GVWRs of the Stripped Chassis and RV Cutaway.
- To determine the exact Maximum Trailer Weight for your unit, subtract its actual GVW from the Maximum GCWR shown in the chart.

| Maximum Loaded Trailer Weight (Lbs.) -- Automatic Transmission | | | | | | |
|--|------------|------------------|------------------|----------------|----------------|--|
| Engine | Axle Ratio | Max. GCWR (Lbs.) | E-350 RV Cutaway | | | E-350 RV Stripped Chassis (11,500-lb GVWR) |
| | | | 9,600-lb GVWR | 10,500-lb GVWR | 11,500-lb GVWR | |
| 5.8L (351-CID) EFI V-8 | 4.10 | 13,000 | -- | 2,500 | 1,500 | -- |
| 7.3L (444-CID) V-8 Diesel* | 4.10 | 14,000 | 4,400 | 3,500 | 2,500 | -- |
| 7.5L (460-CID) EFI V-8 | 4.10 | 18,500 | -- | 8,000 | 7,000 | 7,000 |

*Vehicles equipped with Ambulance Preparation Package are not available for trailer towing.

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 them.
- 2. Recommended Equipment includes items that can make towing easier...they are strongly recommended for strenuous towing conditions.

Required Equipment

Crown Victoria

- For Trailers Over 2,000 lbs. – Heavy-Duty Trailer Towing Pkg.

Ranger

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

Explorer

- For Trailers Over 2,000 lbs. – Super Engine Cooling.
- For Gross Combined Weight Rating (GCWR) Over 5,000 lbs. – Trailer Towing Package.

Econoline Van/Club Wagon

- For Trailers from 2,000-3,500 lbs. (With 4.9L/5.0L/5.8L Engines) – Heavy Duty Service Package (NA on Club Wagon) OR Air Conditioning OR Trailer Towing Package.
- For Trailers Over 3,500 lbs. – Heavy Duty Service Package (NA on Club Wagon) OR Air Conditioning with Handling Package OR Trailer Towing Package.

F-Series (Including 5th-Wheel)

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

Bronco

- For Trailers Over 2,000 lbs. – Trailer Towing Package.

Recommended Equipment (Where Not Required)

| | Ford Cars | Aerostar | Ranger | Explorer | 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 | -- | -- |
| Step Bumper or Load-Carrying Hitch (Trailers Under 2,000 lbs.) | -- | X(d) | X | X(e) | X(b) | X(c) | -- | X (f) | X (f) |
| Load-Equalizing Hitch (Trailers Over 2,000 lbs.) | -- | X(d) | X | X (g) | X (g) | X (g) | -- | X | X |
| Trailer Towing Package | -- | X | -- | X | X | X | X | X | X |

(a) Recommended for long-distance, high-speed towing with automatic transmission on Crown Victoria, Thunderbird, Mustang, Escort, Tempo 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. (e) For trailers under 3,500 lbs. with standard rear bumper. (f) Load-carrying or rear bumper clamp-type hitch. (g) Also refer to rear bumper capacities above.

Crown Victoria Trailer Towing Package

- Dual exhaust (210 hp. engine)
- Heavy-duty battery
- Rear air suspension
- Auxiliary transmission oil cooler
- Conventional spare tire
- Traction-Lok axle (except with Anti-Lock Braking System)
- Heavy-duty U-joint
- Trailer wiring harness
- Power steering oil cooler
- Heavy-duty flasher system
- Extra cooling

Ford Truck Trailer Towing Packages

| MODEL | Aerostar | Bronco | F-Series | Econoline Van (b) | Club Wagon (b) | Explorer |
|--|----------|--------|----------|-------------------|----------------|----------|
| Super Engine Cooling | -- | X | X | X | X | X |
| Auxiliary Auto. Trans. Oil Cooler | -- | X (c) | X (c) | X (c) | -- | -- |
| Heavy-Duty Battery | -- | X | X | -- | -- | -- |
| Trailer Wiring Harness | X(a) | X | X | X | X | X |
| Heavy-Duty Flasher System | X | X | X | -- | -- | X |
| Handling Package | -- | -- | X | X | X | -- |
| Rear Stabilizer Bar | -- | X | -- | -- | -- | -- |
| Quad Front & HD Rear Shock Absorbers | -- | X | -- | -- | -- | -- |
| Limited Slip Rear Axle w/ Axle Ratio Upgrade | X | -- | -- | -- | -- | -- |
| Dual Electric Horns | -- | -- | -- | X | -- | -- |

(a) Class I type. (b) Class I package content shown. Class II/III/IV package includes Class I items plus: electric brake controller tap-in capability, Pollak-type trailer plugs and bumper bracket, relay system for back-up/B+/running lights, heavy-duty alternator. (c) Included with certain powertrain combinations. NOTE: Content may vary depending on model, trim and/or powertrain. See your Ford Dealer for specific content information.



Econoline Van Conversion



Ranger XLT 4x4 SuperCab

Frontal Area Restrictions

| Vehicle Line | Frontal Area Not to Exceed | With |
|----------------------|----------------------------|--|
| Escort/Tempo/Mustang | 20 sq. ft. | All applications |
| Aerostar Van/Wagon | Base Vehicle Frontal Area | 3.0L/MT/3.45 ratio |
| | 50 sq.ft.* | 3.0L/MT/3.73 ratio OR 3.0L/AT OR 4.0L/AT |
| Explorer | Base Vehicle Frontal Area | Without Super Cooling or Trailer Towing Pkg. |
| | 50 sq.ft. | With Super Cooling or Trailer Towing Pkg. |
| Ranger | Base Vehicle Frontal Area | 2.3L OR 3.0L/MT/3.45 ratio OR 3.0L/MT/3.73 or AT without Super Cooling and Reg. Cab Payload Pkg. No. 2 OR 4.0L/MT/3.08 OR 4.0L/MT/3.27, 3.55 or 3.73 or AT without Super Cooling and 4x2 Reg. Cab Payload Pkg. No. 2 |
| | 50 sq.ft. | 3.0L/MT/3.73 or AT combined with Super Cooling and Reg. Cab Payload Pkg. No. 2 OR 4.0L/MT/3.27, 3.55 or 3.73 or AT combined with Super Cooling and 4x2 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 | Base Vehicle Frontal Area | Without Trailer Towing Pkg. |
| | 60 sq.ft. | With Trailer Towing Pkg. |
| F-Series | Base Vehicle Frontal Area | Without Super Cooling or Trailer Towing Pkg. |
| | 60 sq.ft. | With Super Cooling or Trailer Towing Pkg. |

* Regardless of engine size, trailer frontal area is not to exceed base vehicle frontal area if driving on steep grades, or moderate grades for long distances (minimum 5 miles), or in 100°F (38°C) temperatures or above.

KEY: MT = Manual Transmission AT = Automatic Transmission