

1994

FORD RECREATION VEHICLE AND TRAILER TOWING GUIDE



CONTENTS:	
Class A Motor Home Chassis	4-5
Class C Motor Home Chassis.....	4-5
Dinghy Towing.....	5
Van Conversions/ Van Campers/Club Wagon/ Aerostar Wagon	6-7
Slide-In Campers.....	8
Ford Vehicles for On/Off-Highway RV Fun	9
Things to Know Before You Tow	10-13
Trailer Towing Selector	14-17
Required/Recommended Trailer Towing Equipment	18
Frontal Area Restrictions.....	19
Trailer Tips	20

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.
- **Experience** – Every vehicle in our lineup is backed by many years of RV and towing experience.
- **Performance** – Ford's comprehensive powertrain selection has been engineered to handle the rigors of RV and towing use.
- **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's offering is:

• 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)
- 25,000-lb. Gross Combined Weight Rating (GCWR)
- Accommodates 26–36-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 14 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. Properly equipped Ford vehicles provide towing power for trailers up to 12,500 lbs.

* Based on cumulative calendar year registrations from 1979 through June, 1993.



Econoline Van Conversion



Crown Victoria LX 4-Door Sedan



Class A Motor Home on F-Super Duty Chassis



Explorer Eddie Bauer 2-Door 4x4



F-150 XLT 4x4 SuperCab

Class A Motor Home Chassis

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. Ideal for 26- to 36-foot units. 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 (trailers up to 9,800 lbs. when properly equipped)
- 7.5L (460-CID) EFI V-8 engine offering 255 horsepower and 405 lbs.-ft. of torque for plenty of power and performance
- Electronically controlled 4-speed automatic overdrive transmission
- 4-wheel power disc brakes
- Strong truck-type frame
- 75-gallon fuel tank for extended cruising range
- Extra wide and long springs for riding comfort
- Large-diameter front and rear shock absorbers and stabilizer bars contribute to ride control



F-Super Duty Class A Motor Home Chassis

Class C Motor Home Chassis

Ford Econoline RV Cutaway Chassis

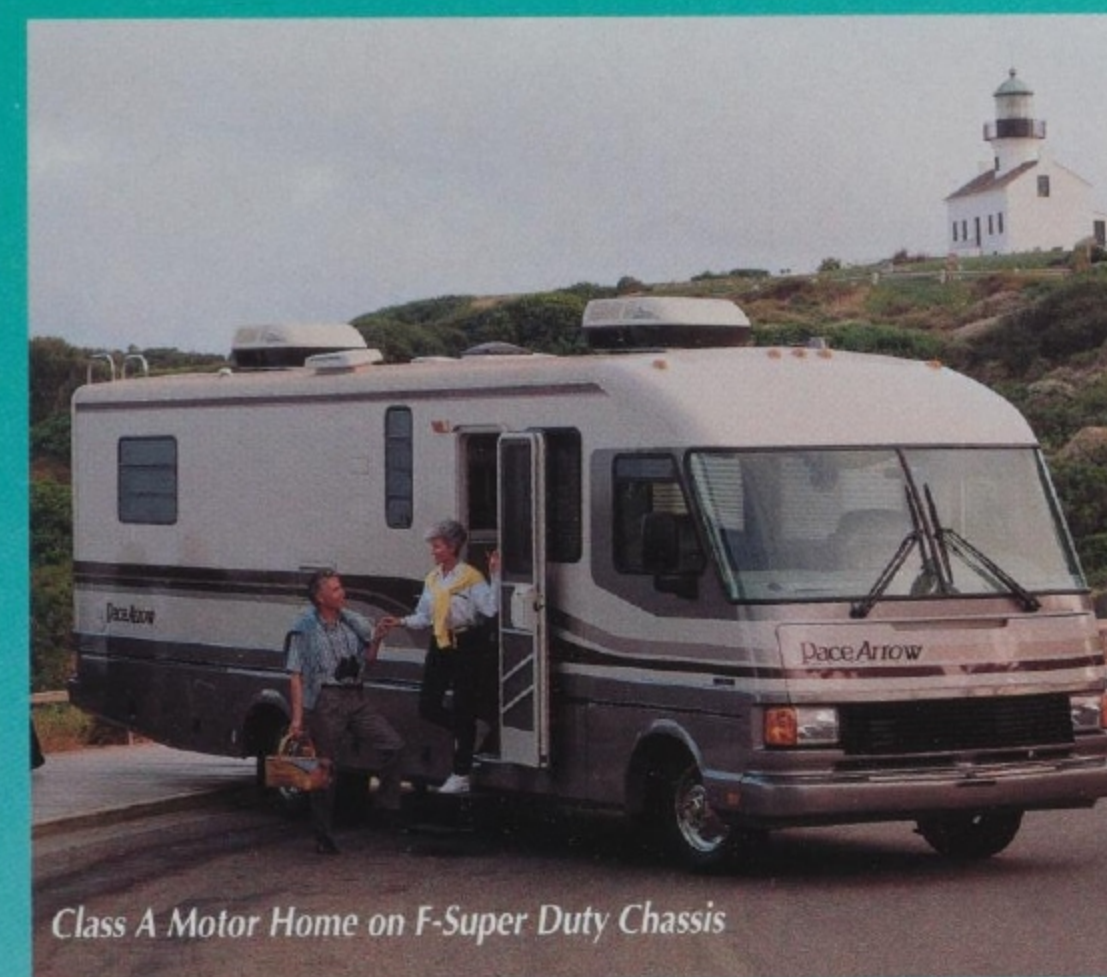
The Econoline cutaway chassis is the industry's overwhelming sales leader in the Class C category, and it shares the Econoline Van's aero styling and functional features. It remains the industry's only full-frame chassis, offering an unmatched selection of features including:

- Up to 11,500-lb. GVWR
- Three wheelbase choices – 138, 158 and 176-inch
- The largest gas and diesel engines in its class – 7.5L (460-CID) EFI V-8 and 7.3L (444-CID) V-8 diesel
- 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
- 4-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
- 35-gallon fuel tank standard; 55-gallon tank optional
- Van-like driver position with ergonomic instrument panel and controls



Econoline Class C Motor Home Chassis

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



Class A Motor Home on F-Super Duty Chassis



Class C Motor Home on Econoline RV Cutaway Chassis

All Motor Homes Built on a Ford Chassis 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 motor homes with a Ford chassis:

- More than 2,900 Ford Dealers across the country with factory-authorized technicians to serve your motor home chassis service needs.
- Nationwide Customer 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.

Dinghy Towing a Ford Vehicle Behind Your Motor Home

Many motor home owners enjoy the convenience of having another vehicle along when they travel. In fact, towing another vehicle behind the motor home – or "dinghy towing" – has become more and more popular in recent years. And most of those who want to tow another vehicle prefer one that can be easily towed on all fours – without the need, expense or hassle of a dolly or trailer. **Note: The motor home brakes are rated for the weight of that unit only – not the added weight of the dinghy vehicle.**

Ford Cars and Trucks Approved for Dinghy Towing

The Ford car and truck models shown in the chart at right can be towed with all four wheels down.

Note: Different vehicles have different restrictions and towing procedures. Contact your Ford Dealer or refer to the specific vehicle Owner Guide for complete details.

	Manual Transmission	Automatic Transmission
Ford Cars		
Festiva	Yes	No
Escort	Yes	No
Tempo	Yes	No
Probe	Yes	No
Taurus (SHO only)	Yes	No
Ford Trucks		
Ranger 4x2	Yes	No
Ranger 4x4	Yes**	Yes**
Explorer 4x2	Yes	No
Explorer 4x4	Yes**	Yes**
Aerostar 2WD	Yes	No
F-Series 4x4	Yes**	Yes**
Bronco 4x4	Yes**	Yes**

**Manual transfer case only (not Touch Drive Electric Shift).

* Based on combined Class A and Class C registrations for 1992 calendar year.

Van Conversions

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/ Videotape player
- 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. It offers aerodynamic styling and advanced functional features – including (in all models except E-350) the first ever driver-side air bag* in a full-size van – and 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) EFI V-8 and 5.8L (351-CID) EFI V-8
- Three transmission choices on E-150 ... 3-speed automatic or two electronically controlled 4-speed automatic overdrives (E4OD or new 4R70W)
- Excellent towing capabilities...up to 6,400 pounds on E-150 when properly equipped



Econoline Van Conversions

- 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
- 4-wheel anti-lock brakes

Econoline Class B Van Campers

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



Econoline Class B Van Camper



Econoline Van Conversion Interior



Aerostar Van Conversion

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. when properly equipped



Econoline Van Conversion

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.

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)
- Ergonomically designed instrument panels and controls
- Choice of Dual or Quad Captain's Chairs
- Rear Seat/Bed option
- Excellent towing capability (up to 6,400 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
- Four-wheel anti-lock brakes standard on all Club Wagons. (Rear-wheel ABS on Aerostar)

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



Aerostar Eddie Bauer Wagon Extended Length



Regular Club Wagon XLT

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 – plus a 7.3L (444-CID) IDI Turbo Diesel offering 190 horsepower and 395 lbs.-ft. of torque



F-350 XLT 4x2 Crew Cab

Slide-In Camper Selector

Use the chart below 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).
- Cargo Weight Rating assumes a base vehicle without options. This rating must be adjusted to reflect the weight of options on the vehicle (see the Ford Pickup Truck Consumer Information Sheet, available at your Ford Dealer). Weight of driver and passengers also must be deducted.
- Camper Package (not Trailer Towing 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.

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 to prevent contact of the fully installed camper with the pickup box headboard or taillight rear pillars.

Camper Center-Of-Gravity Information

- All Styleside pickups that are qualified for slide-in camper bodies will have the camper center-of-gravity included on the Consumer Information Sheet, which is placed in the vehicle's glovebox.
- Data is calculated for each individual truck, based on options included with the vehicle.
- If the vehicle is not qualified for camper usage, the Consumer Information Sheet will state that the vehicle is not recommended for camper usage, and no center-of-gravity data will be shown.

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)

Slide-In Camper Data -- F-Series Pickups						
Minimum Equipment						
Model		W.B.	GVWR (lbs.)	Cargo Weight Rating (lbs.)	Engine	Recommended Axle Ratio
F-150	4x2 Reg. Cab	133.0"	6,250	1,822	V-8 (1)	3.55
	4x4 Reg. Cab	133.0"	6,250	1,506	V-8 (1)	3.55
F-250	4x2 Reg. Cab	133.0"	6,600	1,873	V-8 (1)	Std.
F-250 HD	4x2 Reg. Cab	133.0"	8,600	3,594	V-8	Std. (2)
	4x2 SuperCab	155.0"	8,800	3,264	Std.	Std. (2)
	4x4 Reg. Cab	133.0"	8,600	3,177	Std.	Std. (2)
	4x4 SuperCab	155.0"	8,800	2,833	Std.	Std. (2)
F-350	4x2 DRW Reg. Cab	133.0"	10,000	4,628	Std.	Std. (2)
	4x2 DRW SuperCab	155.0"	10,000	3,801	Std.	Std.
	4x2 SRW Crew Cab	168.4"	9,200	3,038	Std.	Std. (2)
	4x2 DRW Crew Cab	168.4"	10,000	3,663	Std.	Std. (2)
	4x4 Reg. Cab	133.0"	9,000	3,488	Std.	Std. (2)
	4x4 Crew Cab	168.4"	9,200	2,604	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) EFI V-8.

Ford Vehicles for On/Off-Highway RV Fun

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



Ranger XLT 4x4 SuperCab



Bronco XLT



Explorer Limited 4x4

Ranger Pickup

America's best-selling compact pickups* offer plenty of opportunities for all kinds of on- or off-highway driving enjoyment with a broad selection of 4x2 and 4x4 models. Ranger features contemporary aerodynamic styling, a comfortable car-like interior, and a distinctive, sporty 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) EFI 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 15 years.* It's built to take all the punishment off-highway use 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 7,000 lbs.
- Standard 4-wheel anti-lock brakes (ABS)
- New standard driver-side air bag**
- Optional Touch Drive electric shift for 2WD/4WD High "on-the-fly" shifting

Explorer

The best-selling compact sport 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) EFI 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)
- Standard 4-wheel anti-lock brakes (ABS)

*Based on 1993 calendar year manufacturer's reported retail deliveries by segment through June, 1993.

** To supplement safety belts. Always buckle up.

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, you should determine the approximate weight of the trailer you intend to tow. When determining the weight of the trailer, 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 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

- **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 dealership salesperson can give you this number for the vehicle(s) you are considering.
- **Cargo Weight** includes all weight added to the Base Curb Weight – including cargo and optional equipment (consult salesperson). When towing, trailer tongue weight also is part of the Cargo Weight.
- **Payload** is the combined, maximum allowable weight of cargo and passengers 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 *plus* passengers. 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.**
- **Gross Combined Weight (GCW)** is the weight of the loaded vehicle (GVW) *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 must 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 (not Base Curb Weight) from its GCWR.

The charts on pages 14-17 include both Maximum GCWR and Loaded Trailer Weights for 1994-model Ford cars and light trucks. The weights are listed for each powertrain and axle ratio combination. If you are not sure of your vehicle's axle ratio, check the Rear Axle

Sample Truck Safety Compliance Certification Label

(Refer to actual label on your vehicle)

MFD. BY FORD MOTOR CO. IN U.S.A.	
DATE: 12/93	GVWR: 7700 LB/3492 KG
FRONT GAWR: 3020 LB	REAR GAWR: 5300 LB
1368KG	2404KG
LT 235/85R 16D	LT 235/85R 16D
16x6K	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	
TYPE: XXXXXXXXXXXXXXXXXX	
F0083 T0112	
7N 9M	
EXTERIOR PAINT COLORS	
MB	TYPE-GAW BODY TRANS AXLE TAPE SPRINGS
133	F252 LG4 F 342 B 2 D 2 9
VF0TA-15204A10-AA	

Weight Computations

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

GVW
+ Loaded Trailer Weight
Gross Combined Weight (GCW)

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

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

Code on your vehicle's Safety 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.

- **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 approximately 25% of trailer weight.

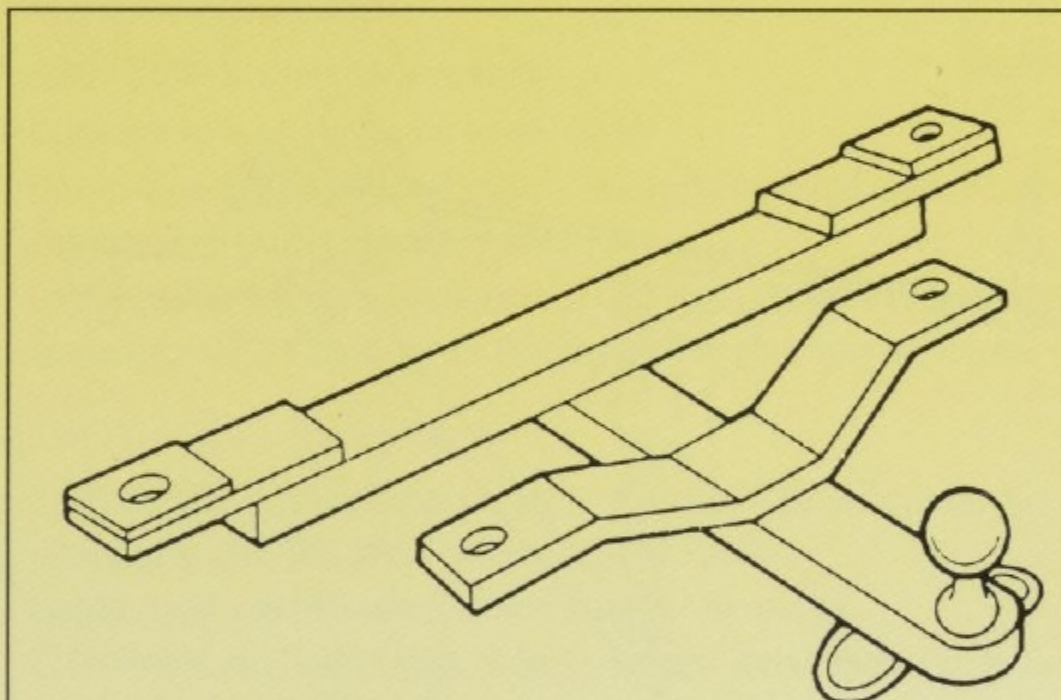
To determine the proper tongue load for a 3,000-lb. trailer, for example, multiply 3,000 by .10 and .15 to obtain a tongue load range of 300 to 450 lbs. For a fifth-wheel trailer, multiply 3,000 by .25 to arrive at a tongue load of approximately 750 lbs.

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.

Hitches

When towing, it 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 if there is no step bumper. It accepts the full weight of the trailer's tongue. Use only for Class I – Light-Duty trailers (up to 2,000 pounds total weight and 200 pounds vertical tongue load).

(Cont'd.)

Measuring tongue weight with commercial scale



Measuring tongue weight with bathroom scale

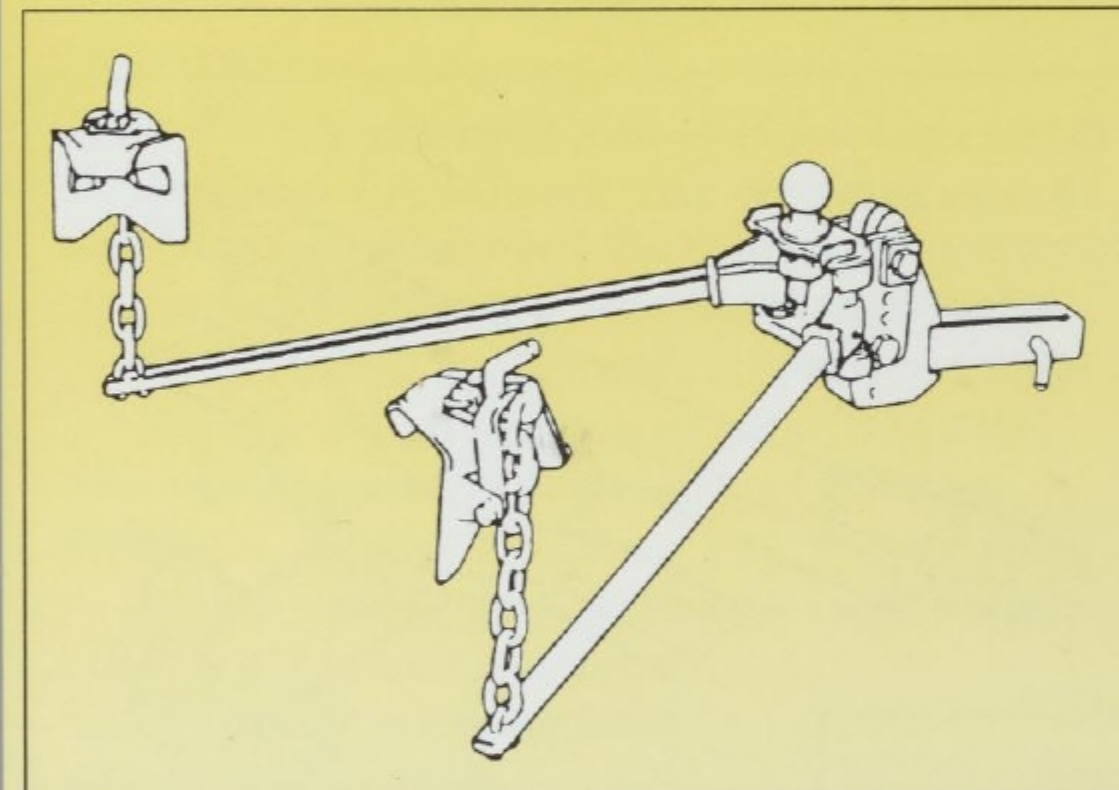


Things to Know Before You Tow (Cont'd.)

Ford load-carrying rear step bumpers are rated for the following maximum loads. The F-Series tubular bumper is Class I only.

Vehicle	Class	Total Trailer GVW (Lbs.)	Tongue Weight (Lbs.)
Ranger	I	2,000	200
Explorer	II	3,500	350
Bronco	III (Limited)	4,000	400
F-Series	III	5,000	500
Econoline	III	5,000	500

- **Load-Equalizing Hitch** — Should 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 1,500 lbs.
- There are basically three types of trailer brake activation:

1. Electronically controlled electric

- 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. Hydraulically controlled electric

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

3. Surge (hydraulic)

- Independent hydraulic brakes activated by a master cylinder at the junction of the hitch and trailer tongue.

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

Safety Chains

- Always use safety chains when towing. Safety chains are used to retain connection between the towing and towed vehicle in the event of separation of the trailer coupling or ball.
- Cross chains under the trailer tongue and allow enough slack for turning corners.
- See your vehicle's Owner Guide for safety chain attachment information.
- When using a frame-mounted trailer hitch, attach the safety chains to the frame-mounted hitch using the recommendations supplied by the hitch manufacturer.
- 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.*

Three Basic RV Trailer Types



Folding Camping Trailer

Relatively inexpensive units providing campers with a comfortable, dry mobile shelter, plus these added benefits:

- Lightweight for easy towing (usually range from 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

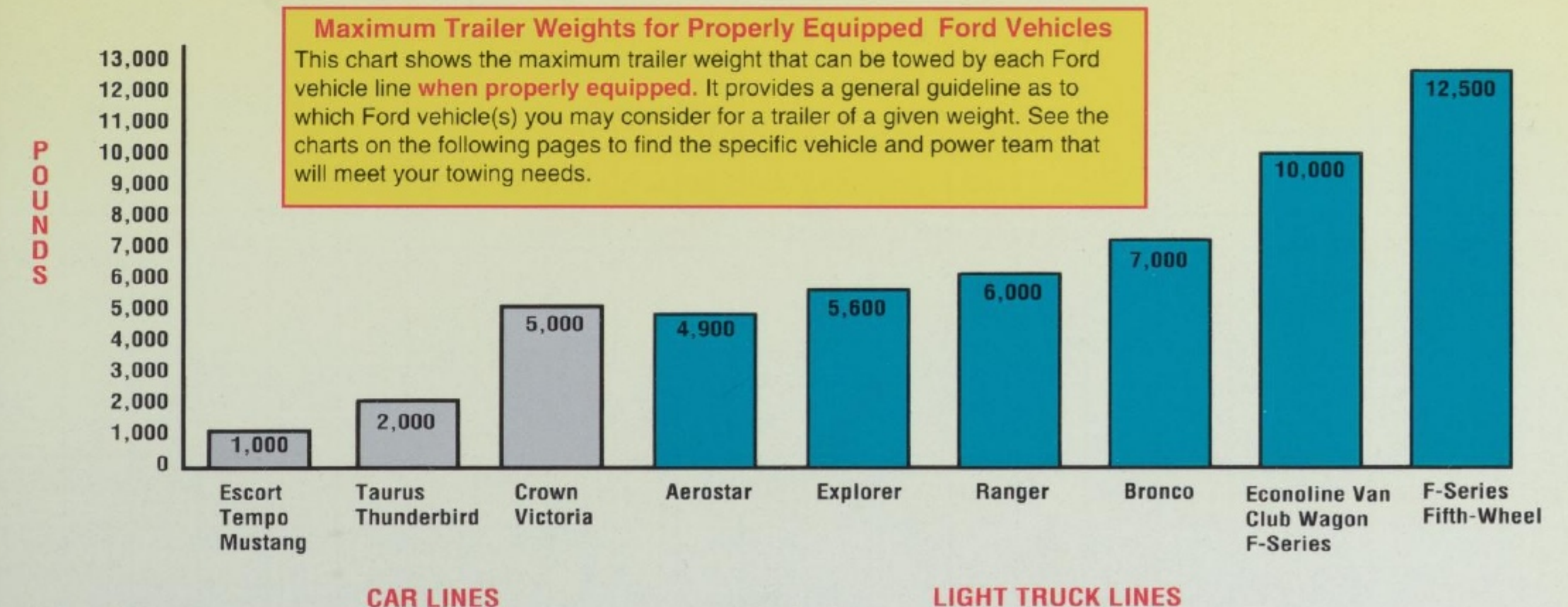
- 2,001-3,500-lb. gross trailer weight
- Single-axle, small- to medium-length (up to 18 ft.) trailers
- Crown Victoria and Ford trucks can be equipped to tow these trailers
- Load-equalizing hitch required (except with step bumper on F-Series, Bronco, Econoline and Explorer)

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 and Econoline, 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



Ford Car & Compact Truck Trailer Towing Selector

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. 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.

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. *	3.8L V-6 *	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. (4) When towing on roads with steep grades or moderate but long sustained grades (5 Miles or more) or when ambient temperatures exceed 100 degrees F., vehicle speed should not exceed 45 MPH in both cases. Trailer towing with the manual transmission SHO model is restricted to a maximum gross trailer weight of 1,000 lbs. and a maximum trailer tongue load of 100 lbs. Trailer towing with the automatic transmission SHO model is not permitted.

* Auxiliary transmission oil cooler recommended for automatic transmission during long-distance hauling (greater than 50 miles). 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, New York 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).
- Maximum Loaded Trailer Weight assumes towing vehicle with mandatory options, no cargo and driver (150-lb.) only. Weight of additional options, passengers and cargo must be deducted from this weight.
- 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.)	Ranger								Explorer				Regular Length Aerostar				Extended Length Aerostar			
			Regular Cab				SuperCab				2-Door		4-Door		Van		Wagon		Van		Wagon	
			4x2	4x4	Splash 4x2	Splash 4x4	4x2	4x4	Splash 4x2*	Splash 4x4	4x2	4x4	4x2	4x4	2WD	4WD	2WD	4WD	2WD	4WD	2WD	4WD
2.3L EFI I-4	3.73	5,300	--	--	2,000	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
	3.73	5,500	2,300	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
3.0L EFI V-6	3.45	5,300	--	--	2,000	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
	3.45	5,700	--	--	--	--	--	2,000	--	--	--	--	--	--	--	--	--	--	--	--	--	
	3.45	7,000	3,700	--	--	--	3,400	--	--	--	--	--	--	--	3,400	--	--	--	3,300	--	--	
	3.73	5,300	--	--	2,000	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
	3.73	5,700	--	--	--	--	--	2,000	--	--	--	--	--	--	--	--	--	--	--	--	--	
	3.73	7,500	4,000	4,000	--	4,000	3,900	3,700	--	3,700	--	--	--	--	3,900	--	3,800	--	3,800	--	3,700	
	4.10	8,000	--	4,500	--	4,500	--	4,200	--	4,200	--	--	--	--	--	--	--	--	--	--	--	
	4.10	8,500	--	--	--	--	--	--	--	--	--	--	--	--	4,900	--	4,800	--	4,800	--	4,700	
4.0L EFI V-6	3.08	5,400	--	--	2,000	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
	3.08	5,700	--	--	--	--	--	2,000	--	--	--	--	--	--	--	--	--	--	--	--	--	
	3.08	6,000	2,700	--	--	--	2,300	--	--	2,100	--	1,900	--	--	--	--	--	--	--	--	--	
	3.27	7,500	--	3,900	--	3,800	--	3,600	--	3,600	3,400	3,400	3,200	--	--	--	--	3,800	--	3,600	--	
	3.55	5,400	--	--	2,000	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
	3.55	5,700	--	--	--	--	--	2,000	--	--	--	--	--	--	--	--	--	--	--	--	--	
	3.55	8,500	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	4,800	--	4,600	--	
	3.55	9,500	6,000	--	--	--	5,800	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
	3.73	8,500	--	--	--	--	--	--	--	--	--	--	--	--	4,700	--	4,500	--	4,600	--	4,400	
	3.73	9,500	--	5,900	--	5,800	--	5,600	--	5,600	5,400	5,400	5,200	--	--	--	--	--	--	--	--	
Maximum Loaded Trailer Weight (Lbs.) -- Manual Transmission																						
2.3L EFI I-4	3.08	--	(1)	--	(1)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
	3.45	--	(1)	--	(1)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
	3.73	4,800	1,600	--	1,500	--	1,300	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
	4.10	4,800	--	1,300	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
3.0L EFI V-6	3.45	5,000	1,800	--	1,700	--	1,500	--	1,400	--	--	--	--	--	1,500	--	--	--	1,400	--	--	
	3.73	5,300	--	--	2,000	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
	3.73	5,600	--	--	--	--	--	--	2,000	--	--	--	--	--	--	--	--	--	--	--	--	
	3.73	6,000	2,800	2,500	--	2,500	2,500	2,200	--	2,200	--	--	--	--	2,500	--	2,300	--	2,400	--	2,200	
4.0L EFI V-6	3.08	5,000	1,700	--	1,600	--	1,400	--	1,300	--	--	--	--	--	--	--	--	--	--	--	--	
	3.27	6,000	--	2,000	--	2,000	--	2,000	--	2,000	2,000	1,900	2,000	1,700	--	--	--	--	--	--	--	
	3.55	5,400	--	--	2,000	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
	3.55	5,700	--	--	--	--	--	--	2,000	--	--	--	--	--	--	--	--	--	--	--	--	
	3.55	7,000	3,700	--	--	--	3,400	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
	3.73	7,000	--	3,400	--	3,400	--	3,100	--	3,100	3,100	2,900	2,900	2,700	--	--	--	--	--	--	--	

*Late Availability (1) Not Available for Trailer Towing

Ford F-Series and Bronco Trailer Towing Selector



F-150 XLT Regular Cab



Bronco XLT

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, New York 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.
- Maximum Loaded Trailer Weight assumes towing vehicle with mandatory options, no cargo and driver (150-lb.) only. Weight of additional options, passengers and cargo must be deducted from this weight.
- If you are selecting a vehicle, 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 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)	--	--	--	--	--	4,300	--	--	--	--	--	--	--	--
	3.31	9,500	5,200	--	--	--	--	--	--	4,800	--	--	--	--	--	--	--	--
	3.55	10,000	5,700	5,400	5,400	--	--	--	--	5,300	--	--	--	--	--	--	--	--
	4.10	11,000	--	--	--	6,300	--	--	--	--	--	6,000	--	--	--	--	--	--
5.0L (302-CID) EFI V-8	3.08	9,000	4,700	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	3.31	11,500	--	6,900	--	--	--	--	--	--	6,600	--	--	--	--	--	--	--
	3.55	11,500	7,200	6,900	--	--	--	--	--	6,800	6,600	--	--	--	--	--	--	6,600
	4.10	12,500	--	--	7,900	--	--	--	--	--	--	--	--	--	--	--	--	--
5.8L (351-CID) EFI V-8	3.08	10,000	5,600	5,300	--	--	--	--	--	5,200	--	--	--	--	--	--	--	--
	3.55	11,500	--	--	6,800	6,600	6,300	6,200	6,400	--	--	6,300	5,900	--	6,100	5,900	5,600	--
	3.55	12,000	7,600	7,300	--	--	--	--	--	7,200	7,000	--	--	--	--	--	--	7,000
	4.10	13,000	--	--	8,300	8,100	7,800	7,700	7,800	--	--	7,800	7,400	--	7,500	7,300	7,100	--
	4.10	9,900 ⁽²⁾	5,000 ⁽²⁾	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
7.3L (444-CID) V-8 IDI DIESEL/ TURBO DIESEL	3.55	12,000	--	--	--	6,500	6,100	6,000	--	--	--	6,200	5,800	--	5,900	--	5,400	--
	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	--	--	--	9,900	9,600	9,500	--	--	--	9,600	9,300	--	9,300	--	8,900	--
	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	1,900	--	--	--	--	--	1,900	1,600	--	--	--	--	--	--	--
	3.31	7,125	2,900	2,600	--	--	--	--	--	2,500	2,300	--	--	--	--	--	--	--
	3.55	7,800	3,600	3,300	3,300	--	--	--	--	3,200	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	3,300	--	--	--	--	3,200	3,000	--	--	--	--	--	--	3,000
	4.10	10,000	--	--	5,500	--	--	--	--	--	--	--	--	--	--	--	--	--
5.8L (351-CID) EFI V-8	3.55	11,500	--	--	--	6,600	6,300	6,200	--	--	--	6,300	6,000	--	--	--	--	--
	4.10	13,000	--	--	--	8,100	7,800	7,700	7,900	--	--	7,800	7,500	--	7,500	7,300	7,100	--
7.3L (444-CID) V-8 IDI DIESEL/ TURBO DIESEL	3.55	12,000	--	--	--	6,500	6,100	6,000	--	--	--	6,200	5,800	--	6,000	--	5,500	--
	4.10	14,000	--	--	--	8,500	8,100	8,000	8,300	--	--	8,200	7,800	8,000	8,000	7,800	7,500	--
7.5L (460-CID) EFI V-8	3.55	12,000	--	--	--	6,900	6,600	6,500	--	--	--	6,600	6,300	--	6,400	--	5,900	--
	4.10	16,000	--	--	--	10,000	10,000	10,000	10,000	--	--	10,000	10,000	10,000	10,000	10,000	9,900	--

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.
- 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, New York 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.
- Maximum Loaded Trailer Weight assumes towing vehicle with mandatory options, no cargo and driver (150-lb.) only. Weight of additional options, passengers and cargo must be deducted from this weight.
- 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 Cab Pickup				SuperCab Pickup			Crew Cab Pickup				Chassis Cab				
			F-250 4x2	F-250 HD 4x2	F-250 HD 4x4	F-350 4x4	F-350 DRW	F-250 HD 4x2	F-250 HD 4x4	F-350 DRW	F-350 SRW	F-350 DRW	F-350 4x4	F-350 SRW	F-350 SRW	F-350 DRW	F-350 4x4	F-SUPER DUTY
4.9L (300-CID) EFI I-6	3.08	9,000	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	3.31	9,000	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	3.55	10,000	5,400	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	4.10	11,000	--	6,300	--	--	--	6,000	--	--	--	--	--	6,700	--	6,100	--	--
5.0L (302-CID) EFI V-8	3.08	9,000	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	3.31	11,500	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	3.55	11,500	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	4.10	12,500	7,900	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
5.8L (351-CID) EFI V-8	3.08	10,000	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	3.55	11,500	6,800	6,600	6,300	6,200	6,400	6,300	5,900	--	6,100	5,900	5,600	7,000	--	6,500	--	--
	3.55	12,000	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	4.10	13,000	8,300	8,100	7,800	7,700	7,800	7,800	7,500	--	7,500	7,300	7,100	8,500	--	8,000	--	--
7.3L (444-CID) V-8 IDI DIESEL/ TURBO DIESEL	3.55	12,000	--	6,500	6,100	6,000	--	6,200	5,800	--	5,900	--	5,400	6,900	6,400	--	--	--
	4.10	17,000	--	11,500	11,100	11,000	11,300	11,200	10,800	10,900	10,900	10,700	10,400	11,900	11,400	11,300	10,900	--
	5.13	18,000	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	11,500
7.5L (460-CID) EFI V-8	3.55	15,000	--	9,900	9,600	9,500	--	9,600	9,300	--	9,300	--	8,900	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	12,500	--
	4.63	22,000	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	(1)
	5.13	26,000	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	(1)
MAXIMUM LOADED TRAILER WEIGHT (LBS.) -- MANUAL TRANSMISSION																		
4.9L (300-CID) EFI I-6	4.10	10,000	--	5,300	--	--	--	--	--	--	--	--	--	5,600	--	5,100	--	--
5.0L (302-CID) EFI V-8	4.10	10,000	5,500	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
5.8L (351-CID) EFI V-8	3.55	11,500	--	6,600	6,300	6,200	--	6,300	6,000	--	--	--	7,000	--	--	--	--	--
	4.10	13,000	--	8,100	7,800	7,700	7,900	7,800	7,500	--	7,500	7,300	7,100	8,500	--	7,900	--	--
7.3L (444-CID) V-8 IDI DIESEL/ TURBO DIESEL	3.55	12,000	--	6,500	6,100	6,000	--	6,200	5,800	--	6,000	--	5,500	6,900	6,500	--	--	--
	4.10	14,000	--	8,500	8,100	8,000	8,300	8,200	7,800	8,000	8,000	7,800	7,500	8,900	8,500	8,300	8,000	--
	5.13	17,000	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	10,500 (2)
7.5L (460-CID) EFI V-8	3.55	12,000	--	6,900	6,600	6,500	--	6,600	6,300	--	6,400	--	5,900	7,300	6,900	--	--	--
	4.10	16,000	--	10,900	10,600	10,500	10,700	10,600	10,300	10,300	10,400	10,200	9,900	11,300	10,900	10,800	10,400	--
	4.63	22,000	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	12,500
	5.13	26,000	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	12,500

(1) Maximum Trailer Weight must be calculated by subtracting GVW from Maximum GCWR. (2) 1,000 lbs. maximum trailer weight with Commercial Stripped Chassis at 16,000 lbs. GVWR.

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

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, New York 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.
- Maximum Loaded Trailer Weight assumes towing vehicle with mandatory options, no cargo and driver (150-lb.) only. Weight of additional options, passengers and cargo must be deducted from this weight.
- 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	3,800	--	--	--	--	--	--	3,600	--	--
	3.31	9,500	4,300	--	--	--	--	--	--	4,100	--	--
	3.54	10,000	--	4,700	4,700	--	4,600	4,600	--	--	--	--
	3.55	10,000	4,800	--	--	--	--	--	--	4,600	--	--
	3.73	10,500	--	5,200	5,100	5,100	5,000	5,000	4,900	--	4,700	4,400
5.0L (302-CID) EFI V-8	3.31	11,500	6,200	--	--	--	--	--	--	6,100	--	--
5.8L (351-CID) EFI V-8	3.54	11,500	--	--	--	5,900	--	--	5,700	--	5,400	5,100
	3.55	12,000	6,600	--	--	--	--	--	--	6,400	--	--
	3.73	13,000	--	7,500	7,500	--	7,400	7,300	--	--	--	--
	4.09	13,000	--	--	--	7,400	--	--	7,200	--	6,900	6,600
7.3L (444-CID)	3.54	12,000	--	--	--	6,000	--	--	5,800	--	5,500	5,200
V-8 IDI Diesel*	4.09	14,000	--	--	--	8,000	--	--	7,800	--	7,500	7,200
7.5L (460-CID) EFI V-8	3.54	15,000	--	--	--	9,200	--	--	9,100	--	8,800	8,500
	4.09	18,500	--	--	--	10,000	--	--	10,000	--	10,000	10,000

(1) Not available for trailer towing. *Vehicles equipped with Ambulance Preparation Package are not available for trailer towing.

Econoline RV Cutaway Trailer Towing Selector

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

Engine	Axle Ratio	Max. GCWR (Lbs.)	Max. Loaded Trailer Weight (Lbs.) -- Automatic Transmission		
			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 IDI 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

*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(g)(c)	X(g)(c)
Load-Equalizing Hitch (Trailers Over 2,000 lbs.)	--	X(d)	X	X(f)	X(f)	X(f)	--	X(f)	X(f)
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) Also refer to rear bumper capacities above. (g) Load-carrying or rear contour bumper clamp-type hitch.

Crown Victoria Trailer Towing Package

- 5,000-lb. capacity
- 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
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 II package content shown. Class II/III/IV package includes Class I items plus: electric brake controller tap-in capability, Pollak-type RV trailer plugs (bumper-mounted), 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.

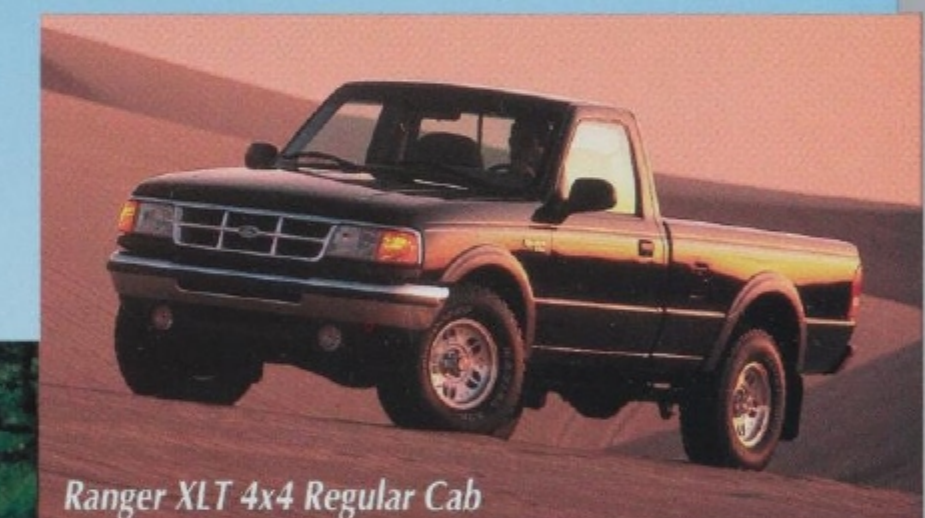
NOTE: Trailer Towing Package recommended for all light trucks that will be used for towing, to ensure easy, proper connection of trailer lights.

Frontal Area Restrictions

Frontal area is the total area in square feet that a moving vehicle and trailer exposes to air resistance. The following chart shows the limitations that must be considered in selecting a vehicle/trailer combination.

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/ RV Cutaway	Base Vehicle Frontal Area	Without H.D. Service Pkg., air conditioning or Trailer Towing Pkg.
	60 sq.ft.	With H.D. Service Pkg., air conditioning, Trailer Towing Pkg., 7.3L Diesel or 7.5L
Bronco/F-Series	Base Vehicle Frontal Area	Without Super Cooling or Trailer Towing Pkg.
	60 sq.ft.	With Super Cooling or Trailer Towing Pkg.

KEY: MT = Manual Transmission AT = Automatic Transmission



Ranger XLT 4x4 Regular Cab



Regular Club Wagon XLT

Trailering Tips

Trailer towing is a unique driving experience which places extra demands on your driving skills. We have included a few basic tips that you should know in order to transport your trailer and its contents safely, comfortably and without abusing the towing vehicle:

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 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
 - Trailer wheel lug nuts for tightness
 - Engine oil...check 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.

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