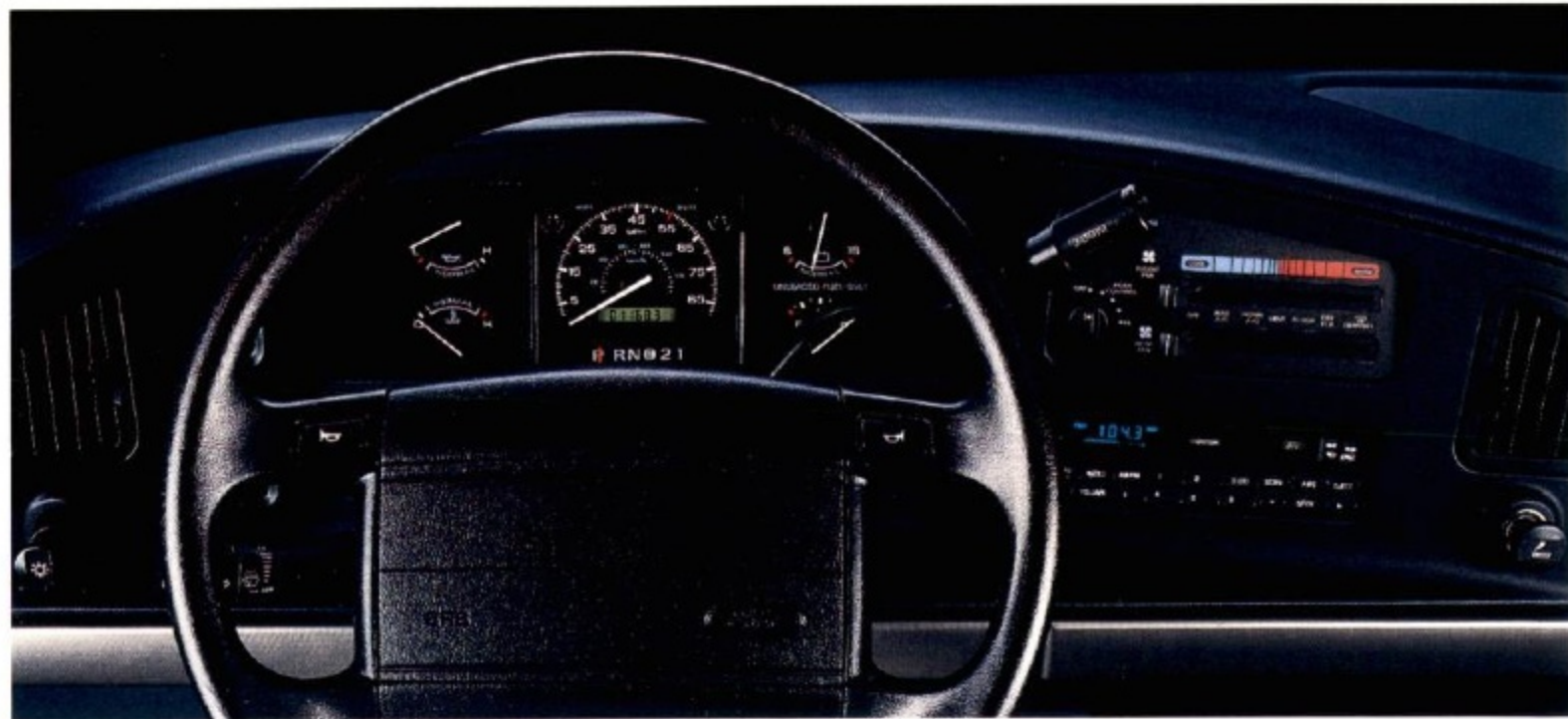


1995 FORD
VANS



1995 FORD COMMERCIAL VANS



Top: Econoline Regular Van in Silver Clearcoat Metallic.

Center: Econoline Super Van in Portofino Blue Clearcoat Metallic.

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

Some equipment shown is optional.

The right van for the job at hand has made Ford #1 in America in cargo van sales, full-size and compact combined. That's one of the reasons why there are more Ford trucks on the road today than any other division.

Since 1960, when the first full-size Ford Econoline came off the assembly line, we have been building a solid reputation for delivering work-tough and quality-built cargo vans designed and engineered with a vigorous, ongoing commitment to rugged and reliable performance.

Ford Trucks. The Best Never Rest. We know, as well as you do, just how much your business success depends on these qualities.

The commitment to continuous improvement that has made Ford America's best-selling truck line is

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

1995 FORD ECONOLINE VAN AND CLUB WAGON

Today's full-size Ford Econoline vans have an impressive list of safety features, which includes a driver air bag designed to supplement your safety belts. Rear anti-lock brakes are standard and a full 4-wheel anti-lock system is optional (standard on Club Wagon and RV Vans).

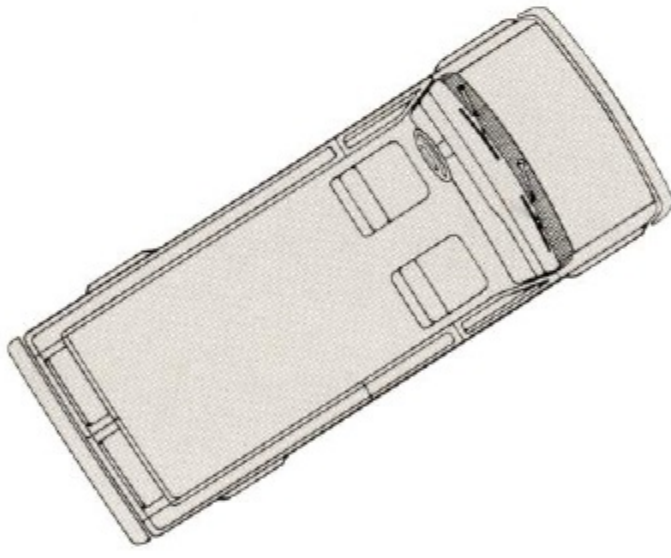
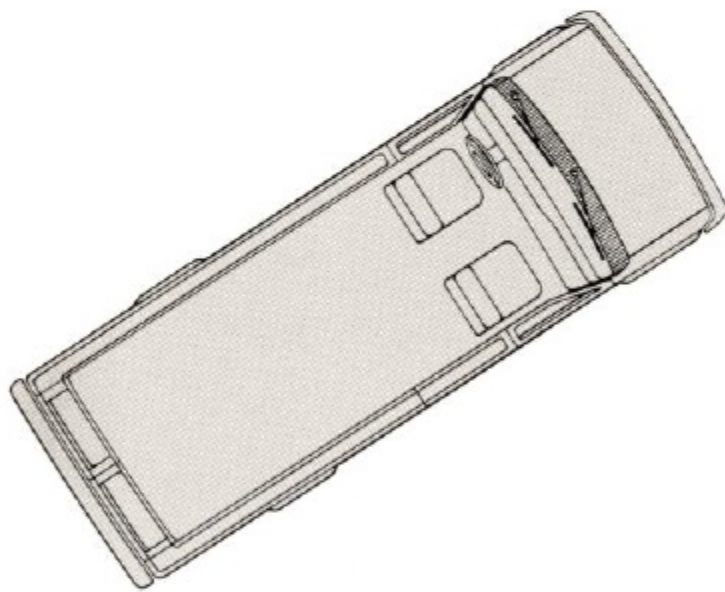
Econolines have rugged body-on-frame construction and the "out-front" design that provides easy access to the engine compartment for routine scheduled maintenance.

There's a wide range of gasoline-powered I-6 and V-8 engines with computer-controlled, "multi-port" electronic fuel injection. And a new 7.3L Power Stroke Turbo Diesel is available in the heavier-duty models. Econoline is also available in Cutaway and Stripped Chassis models.

1995 FORD AEROSTAR VAN

Aerostar is versatile, comfortable, spacious and tough — pretty much everything you could ask for in a hard-working compact cargo van. Its list of standard safety features includes a driver air bag to supplement your safety belts as well as a rear-wheel anti-lock braking system.

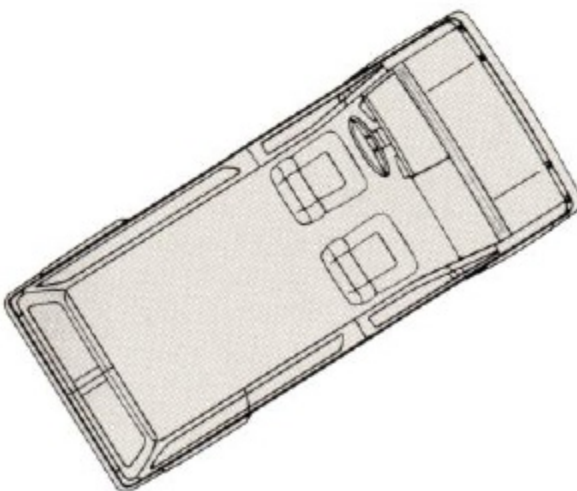
Aerostar's powerplant is a multi-port fuel-injected 3.0-liter V-6. It's teamed with an automatic overdrive transmission. Power steering is also standard.



THE RIGHT VEHICLE FOR YOUR JOB

ECONOLINE VAN:

□ 138" Wheelbase Super Van □ 138" Wheelbase Regular Van



AEROSTAR VAN:

□ 118.9" Wheelbase Regular Length

CONTENTS

Econoline Van	4-7
Econoline Specifications and Dimensions	8-9
Club Wagon	10-11
Aerostar Van	12-13
Econoline Cutaway Chassis	14-15
Econoline and F-Super Duty Stripped Chassis	16-17
Econoline and Aerostar Trailer Towing	18

NEXT-GENERATION ECONOLINE DESIGN

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

■ Econoline was designed to be the highest-quality full-size van we have ever built. Precise fit and finish and an absence of exposed coach and lap joints contribute to a better appearance.

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

■ Econoline safety features include a driver air bag to supplement your safety belt and a computer-controlled

rear anti-lock brake system (4-wheel anti-lock brakes are optional, standard with the RV Van). There's also an energy-absorbing front end structure, collapsible steering column, padded instrument panel and visors, a large window area for visibility, a high-mount rear stop lamp, side-door intrusion beams and a brake/shift interlock system.

■ The interior is designed to help make the day-to-day operation of your Econoline Van more convenient. The controls, some at your fingertips on the steering column, are easy to

operate. The instruments are designed for legibility and are positioned to be read easily. Backlit dials and lighted pointers enhance night visibility.

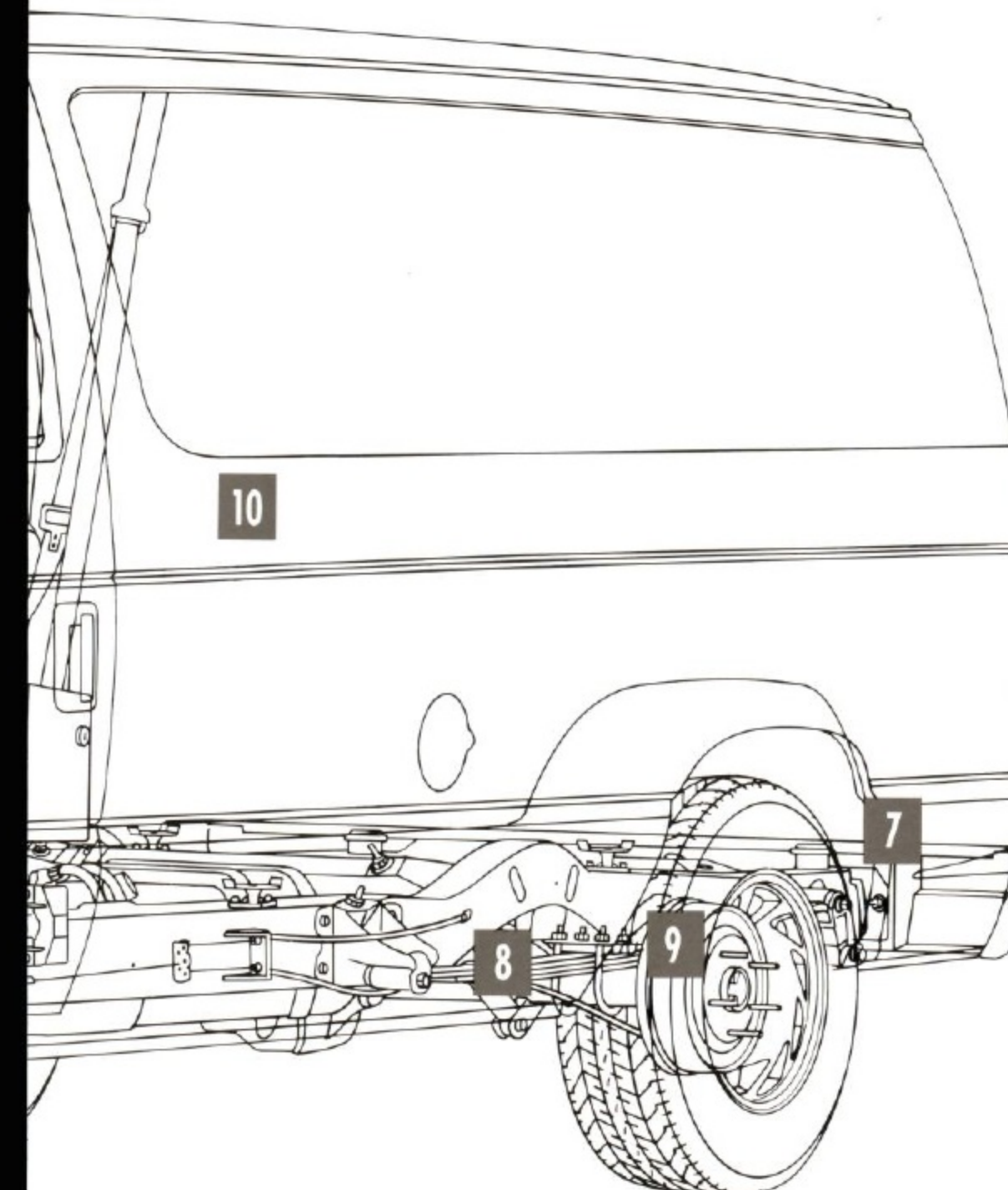
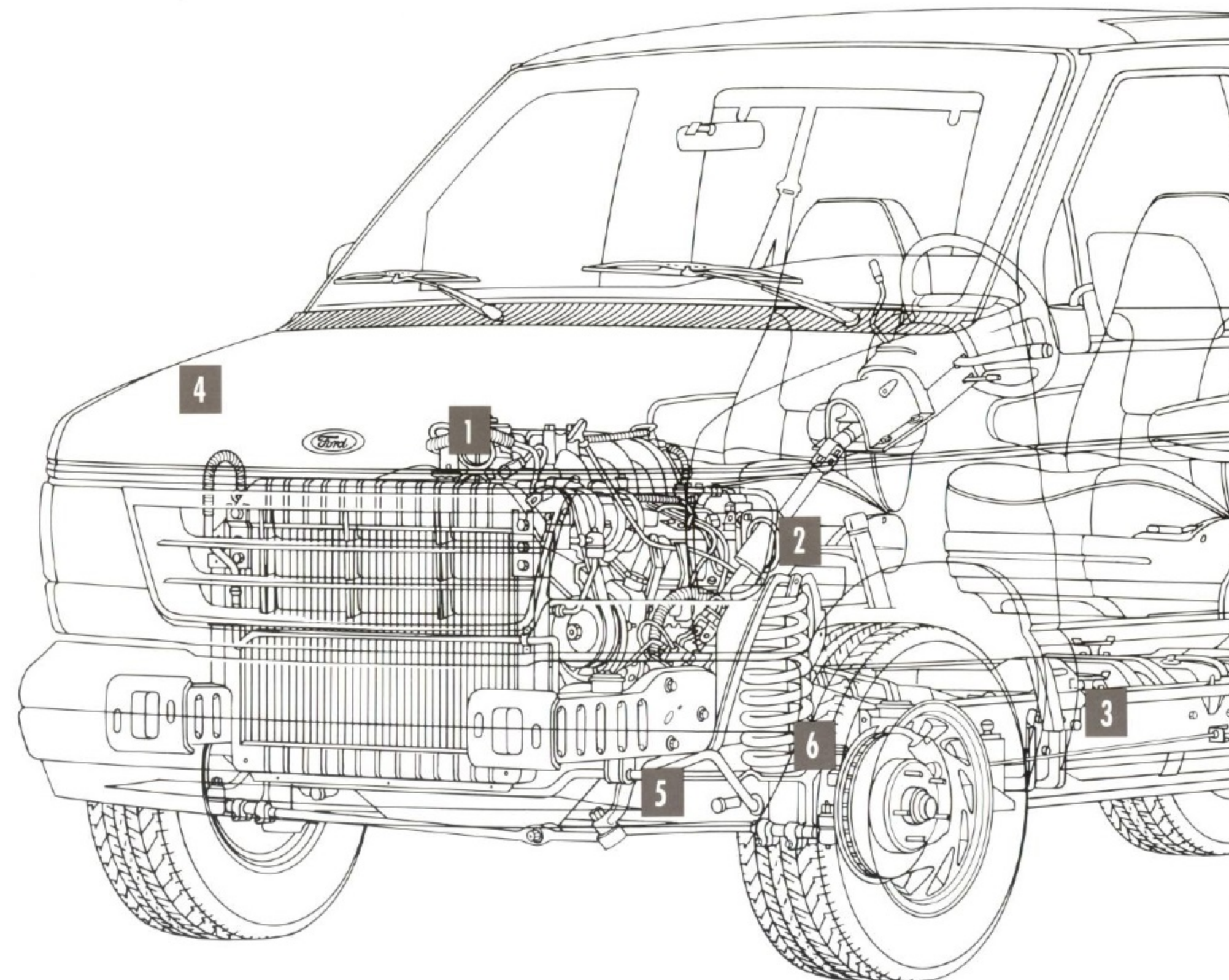
■ High-back bucket seats are also part of an interior that's designed to make job time more comfortable.

■ Two side door designs are available: (1) The 60/40 side doors provide flexibility for loading and easy access to the cargo area; (2) The optional sliding side door can make working in tight spaces easier (see your dealer for availability with Super Van). A handy rear step bumper in Medium Titanium

is optional for the standard model. Chrome is available for all trim levels.

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

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



TRADITIONAL FORD TOUGH ENGINEERING

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

2 Two optional electronic 4-speed automatic overdrive transmissions (E40D and 4R70W) are designed to provide improved shift timing, fuel economy (EPA ratings unavailable at press time) and performance over vacuum- or cable-controlled systems. The Transmission Control Switch is useful for 3rd gear engine braking on downgrades.

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

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

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

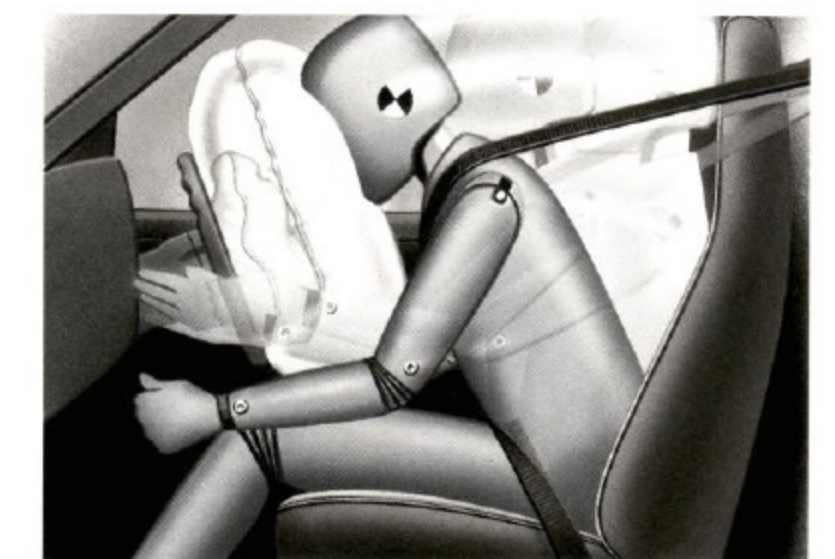
6 You can have the caster/camber of Econoline's Twin-I-Beam independent front suspension adjusted at your Ford Dealer to match the ride/handling characteristics more closely to the kinds of loads you'll be carrying.

7 There's more room for cargo because the spare is stored conveniently under the body.

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

9 The computer-controlled rear anti-lock braking system is included in Standard and XL Vans. It's designed to inhibit braking-induced rear-wheel lockup under most conditions. An electronic module activates solenoids to modulate rear brake pressure anytime rear wheel lockup is detected by the system. The result is more controlled braking. A 4-wheel anti-lock braking system is standard with RV Vans and optional with Standard and XL Vans.

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



With today's Econoline you have an impressive list of safety features including a driver air bag to supplement your safety belt and an energy-absorbing front end structure, to mention just a couple.

FORD ECONOLINE VAN

When it comes down to delivering all the important benefits you would look for in a hard-working full-size van, Econoline's capability is impressive.

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

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

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

ECONOLINE PERFORMANCE

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

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

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

The most powerful diesel ever in a full-size cargo van is also Econoline's: the muscular 7.3-liter Power Stroke Turbo Diesel.

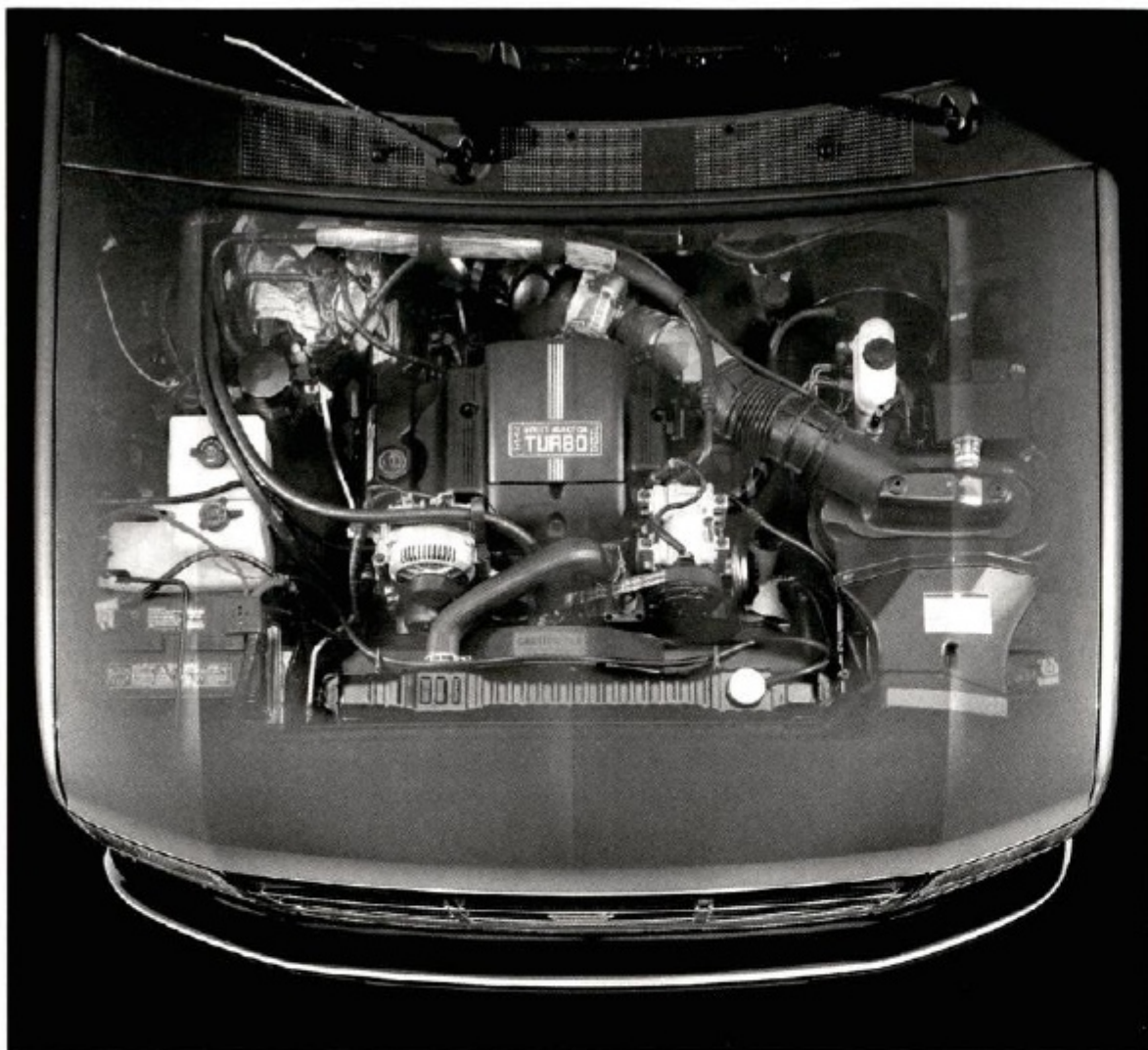
Econoline offers you a big 35-gallon single fuel tank with gas engines. The diesel engine has a 31-gallon tank.

With Econoline you have a wide range of payload ratings, too, from 1,265 lbs. (5,950-lb. GVWR) in the E-150 to 4,185 lbs. (9,400-lb. GVWR) in the E-350. And if you need more cargo volume than the Regular Van's 260.8 cu. ft., the Super Van has 20" more inside length and 299.8 cu. ft.

Performance. Convenience. Safety. Capability. All in all, it's hard to beat today's Ford Econoline full-size van.



FORD ECONOLINE POWER



You've never really driven a turbo diesel until you experience the Power Stroke 7.3-liter direct-injection Turbo Diesel in an Econoline full-size van. It's the most powerful diesel engine ever put in a van.

Power! It's one of Ford Econoline's strongest assets. And one of the main reasons it continues to be America's best-selling full-size van.*

THE MOST POWERFUL DIESEL EVER IN A VAN

The new 7.3-liter Power Stroke turbo diesel has more horsepower and torque than any other diesel in a van.

It's superbly engineered for excellent fuel economy and durability as well.

The 7.3-liter Power Stroke is the only diesel having high-speed direct injection for smooth driveability plus unit injectors for durability and performance.

Full authority Ford EEC-V electronic engine controls contribute to excellent throttle response at any temperature, at any load, at any altitude; and also to outstanding cold weather performance.

Also, the Power Stroke can be teamed with a manual or an automatic transmission.

MULTI-PORT FUEL-INJECTED GAS-POWERED ENGINES

Different applications have different requirements, so Econoline has a range of gas engines, each with multi-port fuel injection for precise fuel metering, excellent throttle response and easy start-ups—even when it's very cold.

*Based on model year manufacturers' reported retail deliveries by division through April, 1994.

ECONOLINE POWERTEAM AVAILABILITY

Equipment	E-150	E-250	E-250 HD	E-350
Powerteams	Standard: 4.9L EFI I-6/3-Spd. Auto. (1)	4.9L EFI I-6/3-Spd. Auto. (1)	4.9L EFI I-6/3-Spd. Auto. (1)	4.9L EFI I-6/3-Spd. Auto. (1)
	Optional: 4.9L EFI I-6/4-Spd. Auto. E4OD	4.9L EFI I-6/4-Spd. Auto. E4OD	4.9L EFI I-6/4-Spd. Auto. E4OD	5.8L EFI V-8/4-Spd. Auto. E4OD
	5.0L EFI V-8/4-Spd. Auto. 4R70W	5.8L EFI V-8/4-Spd. Auto. E4OD	5.8L EFI V-8/4-Spd. Auto. E4OD	7.5L EFI V-8/4-Spd. Auto. E4OD
	5.8L EFI V-8/4-Spd. Auto. E4OD			7.3L Turbo Diesel/4-Spd. Auto. E4OD

4R70W= Electronic Automatic Overdrive. E4OD=Electronic Automatic Overdrive. (1) Not available in California.

ENGINE SPECIFICATIONS

	Bore x Stroke	Compression Ratio	Horsepower (SAE net)	Torque, lbs./ft. (SAE net)
4.9-Liter Multi-Port EFI I-6 (1)	4.00 x 3.98	8.8	145 @ 3,400 rpm	265 @ 2,000 rpm
4.9-Liter Multi-Port EFI I-6 (2)	4.00 x 3.98	8.8	150 @ 3,400 rpm	260 @ 2,000 rpm
5.0-Liter Multi-Port EFI V-8	4.00 x 3.00	9.0	195 @ 4,000 rpm	270 @ 3,000 rpm
5.8-Liter Multi-Port EFI V-8	4.00 x 3.50	8.8	210 @ 3,600 rpm	325 @ 2,800 rpm
7.5-Liter Multi-Port EFI V-8 (3)	4.36 x 3.85	8.5	245 @ 4,000 rpm	400 @ 2,200 rpm
7.3-Liter V-8 Power Stroke Turbo Diesel (3)	4.11 x 4.18	17.5	210 @ 3,000 rpm	425 @ 2,000 rpm

(1) Models below 8,500 lb. GVWR with electronic 4-speed automatic OD transmission. (2) All applications except those in previous footnote. (3) Models over 8,500 lb. GVWR only.

Above left: Commercial-use Econolines have a painted grille and painted steel bumpers, plus halogen headlamps. Below left: Over 9" of clearance between the engine cover and the driver's seat makes for easy access to the cargo area.

ECONOLINE SPECIFICATIONS/DIMENSIONS

ECONOLINE SPECIFICATIONS

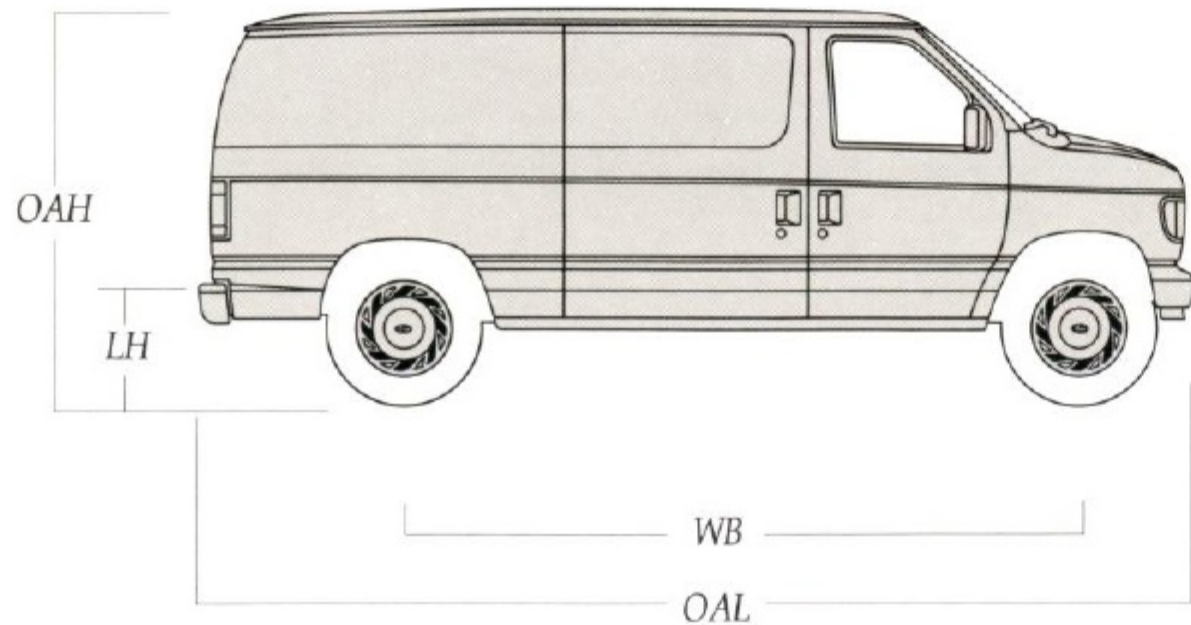
Equipment		E-150	E-250	E-250 HD	E-350
Fuel capacity (gal.)	Standard:	35.0	35.0	35.0	35.0 (1)
Electrical:					
Battery (amp-hr.)	Standard:	72	72	72	72 (dual 84/63 with 7.3L Diesel)
	Optional:	84/60	84/60	84/60	84/60 (except 7.3L Diesel)
Alternator (amp.)	Standard:	95	95	95	95 (130 with 7.3L Diesel)
	Optional:	130	130	130	130 (except 7.3L Diesel)
Steering	Standard:	Power	Power	Power	Power
Brakes	Standard:	Power/rear anti-lock	Power/rear anti-lock	Power/rear anti-lock	Power/rear anti-lock
	Optional:	4-wheel anti-lock	4-wheel anti-lock	4-wheel anti-lock	4-wheel anti-lock
Construction		Body-on-frame	Body-on-frame	Body-on-frame	Body-on-frame
Shock absorbers	Standard:	Gas-pressurized	Gas-pressurized	Gas-pressurized	Gas-pressurized
	Optional:	Heavy-duty (2)	Heavy-duty (2)	Heavy-duty (2)	—
Springs (combined rating @ ground)					
Front coil/rear leaf	Standard:	Computer-selected	Computer-selected	Computer-selected	Computer-selected
	Standard:	Single-stage 3,180 lbs.	Two-stage 4,265 lbs.	Two-stage 5,345 lbs	Two-stage 6,195 lbs
Tires (tubeless)	Standard:	P225/75R15SL all-season	LT225/75R16D all-season	LT225/75R16E all-season	LT245/75R16E all-season
	Optional:	Optional tires in sizes to match Payload/GVWR requirements. Use adequate tires for loads and type of service. Consult your Ford Dealer.			

(1) 31 gal. with V-8 diesel. (2) Available in optional handling package, heavy-duty service package and trailer towing package only.

ECONOLINE DIMENSIONS (STANDARD VANS)

Series	WB	OAL	LH Empty	OAH Empty	AH Loaded	Front TW	Rear TW
E-150	138"	211.8"	25.9"	80.7"	6.9"	70.0"	67.0"
E-250	138"	211.8"	29.2"	83.4"	7.6"	70.0"	66.5"
	138" SV	231.8"	29.6"	83.4"	7.6"	70.0"	66.5"
E-250 HD	138"	211.8"	29.4"	83.4"	7.6"	70.0"	66.5"
	138" SV	231.8"	29.4"	83.4"	7.6"	70.0"	66.5"
E-350	138"	211.8"	31.8"	84.1"	8.1"	70.0"	66.5"
	138" SV	231.8"	32.0"	84.1"	8.1"	70.0"	66.5"

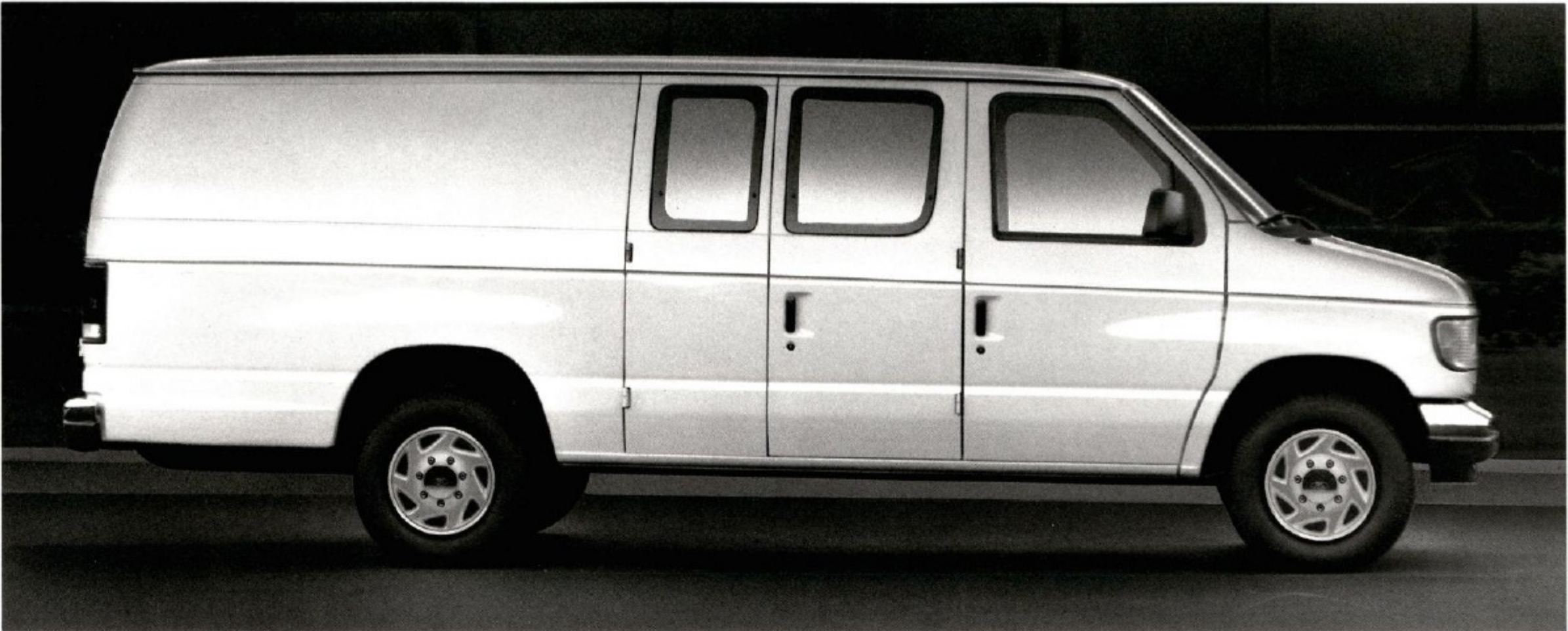
SV = Super Van HD = Heavy-duty
WB = Wheelbase OAL = Overall length
LH = Load height OAH = Overall height
AH = Axle height TW = Tread width



CARGO AREA DIMENSIONS

	Wheelbase	Max. Length*	Height	Width*	Cargo Volume
Regular Van (sliding door)	138"	120.7"	53.2"	75.0"	260.8 cu. ft.
Super Van (hinged door)	138"	140.7"	53.2"	75.0"	299.8 cu. ft.

*Measured at floor.



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



The optional sliding side door shown (see your dealer for availability with Super Van) is easy to open and close and is ideal when you're working in tight spaces. The rear cargo doors are designed to stay open and out of the way when you're loading or unloading.

PAYLOAD PACKAGE SELECTOR

Series	Wheelbase	Payload	GVWR*	Tires
E-150 Regular Van	138"	1,370 lbs. (1)	6,050 lbs. (1)	P225/75R15SL
	138"	1,990 lbs.	6,700 lbs.	P235/75R15XL**
	138"	2,140 lbs.	7,000 lbs. (2)	P235/75R15XL**
E-250 Regular Van	138"	2,125 lbs.	7,200 lbs.	LT225/75R16D
	138"	2,140 lbs.	7,500 lbs. (2)	LT225/75R16D
E-250 HD Regular Van	138"	3,470 lbs.	8,550 lbs.	LT225/75R16E
E-250 Super Van	138"	2,085 lbs.	7,300 lbs.	LT225/75R16D
	138"	1,995 lbs.	7,500 lbs. (2)	LT225/75R16D
E-250 HD Super Van	138"	3,330 lbs.	8,550 lbs.	LT225/75R16E
E-350 Regular Van	138"	4,185 lbs.	9,400 lbs. (3)	LT245/75R16E
E-350 Super Van	138"	3,920 lbs.	9,300 lbs. (4)	LT245/75R16E

*Maximum allowable weight of people, cargo and equipment. **Required at extra cost. (1) 5,950 lb. GVWR/1,265 lb. payload with 5.0L engine. (2) RV only. (3) 9,500 lb. GVWR with 4,085 lb. payload with V-8 engine. (4) 9,400 lb. GVWR with 3,815 lb. payload with V-8 engine.

FORD CLUB WAGON

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

CLUB WAGON CHOICE

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

Start with the Regular Club Wagon model with its 4.9L EFI I-6, electronic E4OD transmission and standard 8-passenger seating. It was the first full-size passenger van equipped with a driver air bag to supplement your lap/shoulder belt.

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

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

NEW XL PLUS

A new XL Plus trim series has been added for 1995 that combines functionality and good looks. It includes full-length carpeting, side/rear cargo door trim panels, cloth bucket seats and other appearance upgrades as well as front air conditioning.

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

safety features as well.

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

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

- A standard computer-controlled 4-wheel anti-lock brake system.

- Aerodynamics for reduced wind resistance and enhanced quietness.

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

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

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

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

- "Quick-release" rear bench seats when you need more space for cargo. A rear step bumper is optional.

- 60/40 side doors, standard; or easy-to-use sliding side door (see your dealer for availability with Super Wagon).

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

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

- A 35-gallon fuel tank with all gas engines; a 31-gallon tank is included with the new Power Stroke 7.3L Turbo Diesel.

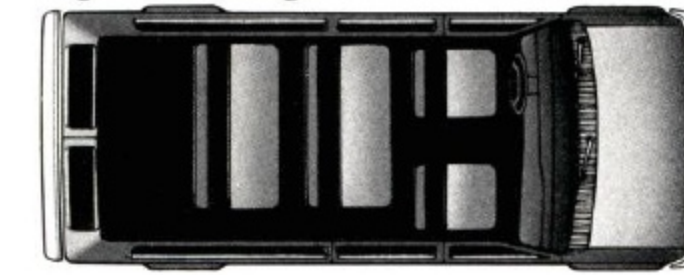
- Twin-I-Beam independent front suspension with adjustable caster and camber for excellent ride and handling.

For more information, obtain a copy of the 1995 Ford Club Wagon catalog available at your nearest Ford Dealer.



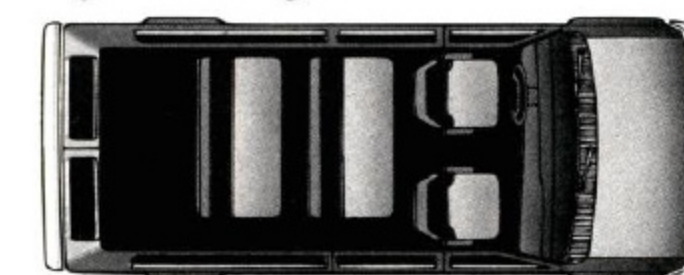
At right: Super Club Wagon XLT. An ideal passenger vehicle for van pooling or shuttle bus service. Its standard 15-passenger seating arrangement includes dual front captain's chairs, three 3-passenger bench seats, and a 4-passenger bench seat. Power windows and locks, illuminated entry, AM/FM stereo radio/cassette with six speakers and sport wheel covers are also among the features that are included with the XLT trim level. There's also the well-equipped Super Club Wagon XL (above), which includes 15-passenger seating and such items as an electronic AM/FM stereo radio with digital clock and four speakers, tinted glass, full-length cloth headliner and interval wipers.

REGULAR WAGON SEATING Eight Passengers



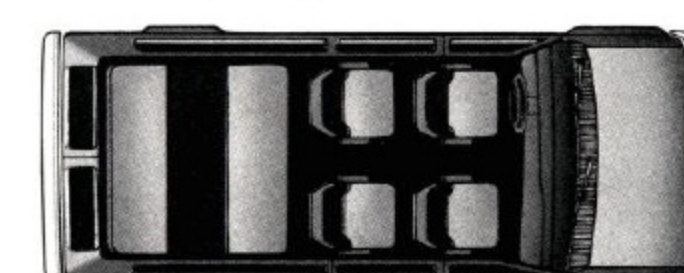
Bucket seats; two 3-passenger bench seats (std. in XL and XL Plus)

Eight Passengers



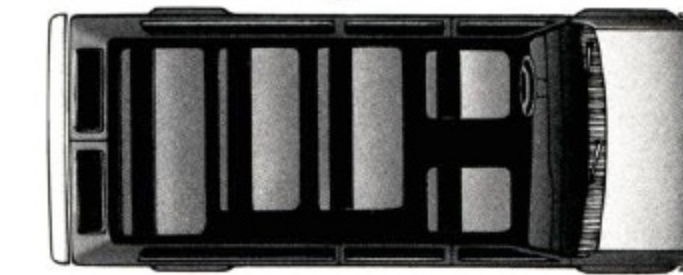
Captain's chairs; two 3-passenger bench seats (std. in XLT)

Seven Passengers



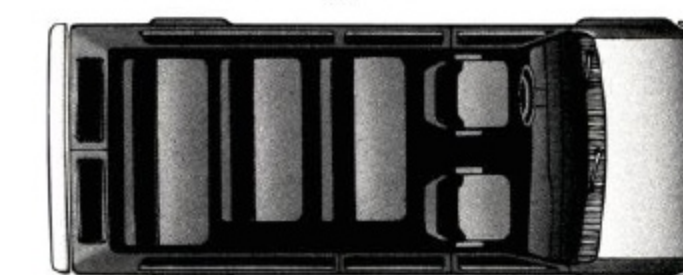
Quad captain's chairs; combination seat/bed (opt. in XLT, std. in Chateau)

HD REGULAR WAGON SEATING Twelve Passengers



Bucket seats; two 3-passenger bench seats; 4-passenger bench seat (std. in XL and XL Plus)

Twelve Passengers



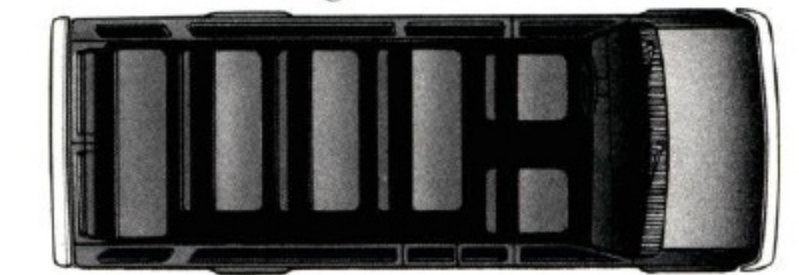
Captain's chairs; two 3-passenger bench seats; 4-passenger bench seat (std. in XLT)

Seven Passengers



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

SUPER WAGON SEATING Fifteen Passengers



Bucket seats; three 3-passenger bench seats; 4-passenger bench seat (std. in XL and XL Plus)

Fifteen Passengers



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

Twelve Passengers



Bucket seats; two 3-passenger bench seats; 4-passenger bench seat (opt. in XL and XL Plus)



FORD AEROSTAR

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

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

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

And despite its compact size, Aerostar carries hefty payloads. In fact, the maximum 1,860-lb. rating is almost 500 lbs. more than payload package #1 for a full-size Econoline E-150.

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

AEROSTAR FEATURES

Notable Aerostar Van safety, convenience and performance features are:

- A driver air bag to supplement the safety belts.
- Rear-wheel anti-lock brakes.
- Rear high-mount stop lamp.
- Standard 3.0-liter multi-port electronically fuel-injected (EFI) V-6.
- Standard 4-speed automatic overdrive transmission; includes brake-shift interlock feature that's designed to prevent shifting out of "P" (Park) position if brake pedal is not depressed.
- Up to 3,900-pound towing capability when properly equipped (see page 18 for towing information).
- Tinted glass.
- Electronic AM radio with clock.
- Interval windshield wipers.
- 4-gauge instrument cluster.
- Courtesy light switches at all doors.



Aerostar Van comes with standard dual rear doors (shown). An optional rear liftgate door is available. Cargo volume is 141.4 cu. ft.



*EPA economy ratings were unavailable at press time. See your dealer for current information.

AEROSTAR SPECIFICATIONS/DIMENSIONS

AEROSTAR SPECIFICATIONS

Engine	3.0 liter V-6, multi-port electronic fuel injection
Horsepower (SAE net)	135 @ 4,600 rpm
Torque, lbs./ft. (SAE net)	160 @ 2,800 rpm
Transmission	4-speed automatic overdrive
Fuel tank	21 gallons
Battery	72 amp-hr. maintenance free
Alternator	95 amp
Steering	Power rack-and-pinion system, no-lube linkage
Front suspension	Independent "short/long arm" (SLA) design; springs computerselected to match GVWR
Rear suspension	Semi-floating coil-link design; variable-rate tapered coil springs
Shock absorbers	Twin-tube nitrogen gas pressurized
Tires	P215/70R14SL steel-belted radials, all-season tread design
Wheels	5.5" J, 5-hole with full-face wheel covers

AEROSTAR DIMENSIONS

Exterior	Regular
Overall length	174.9"
Overall width	71.7"
Overall height	72.9"
Wheelbase	118.9"
Front tread	61.5
Rear tread	60.0"
Front Compartment	
Head room	39.5"
Leg room	41.4"
Rear Compartment	
Cargo length at floor	86.0"
Cargo width at floor	65.5"
Cargo width at wheelhouse	48.2"
Maximum cargo height	48.1"
Cargo floor to ground	24.9"
Cargo volume (cubic feet)	141.4

AEROSTAR PAYLOAD PACKAGE SELECTOR

Payload*	GVWR	Tires
1,860 lbs. Regular	5,300 lbs.	P215/75R14SL

*Maximum allowable weight of people, cargo and equipment.



Aerostar Van includes a 3.0L V-6 with automatic overdrive transmission, a driver air bag to supplement the safety belts and a rear-wheel anti-lock braking system. Dual bucket seats (far left) are standard; dual captain's chairs are optional. Aerostar instrumentation is shown at left.

ECONOLINE CUTAWAY CHASSIS



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

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

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

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



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

HEAVY-DUTY SERVICE PACKAGE

- Available on E-350 Commercial and RV Cutaways, the package includes:
- Super engine cooling (standard with 7.3-liter and 7.5-liter engines, included with air conditioning).
 - Dual electric horns.
 - Heavy-duty alternator.

AMBULANCE PREP PACKAGE*

- Available with the E-350 RV Cutaway, the Ambulance Prep Package includes:
- Auxiliary heater/air conditioning connector package.
 - 4.10 limited-slip axle ratio.
 - 215-amp. alternator.
 - 4,600-lb. front GAWR.
 - Front air conditioning.
 - Dual electric horns.
 - Bright swing-out recreational mirrors.
 - 7.3-liter Turbo Diesel required.

SCHOOL BUS BODY BUILDER PREP PACKAGE*

- Available with the E-350 Commercial Cutaway (138" wheelbase with 9,600- or 10,000-lb. GVWR), the School Bus Body Builder Prep Package includes:
- Dual electric horns.
 - Banded front door main glass (tinted/laminated).
 - Right-hand seat not included.
 - 7.3-liter Turbo Diesel required.

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

Left: Econoline E-350 Commercial Cutaway with school bus body. Above: The Econoline E-350 Commercial Cutaway features dual rear wheels and a payload capacity up to 5,865 lbs. (10,700-lb. GVWR).

ECONOLINE CUTAWAY SPECIFICATIONS/DIMENSIONS

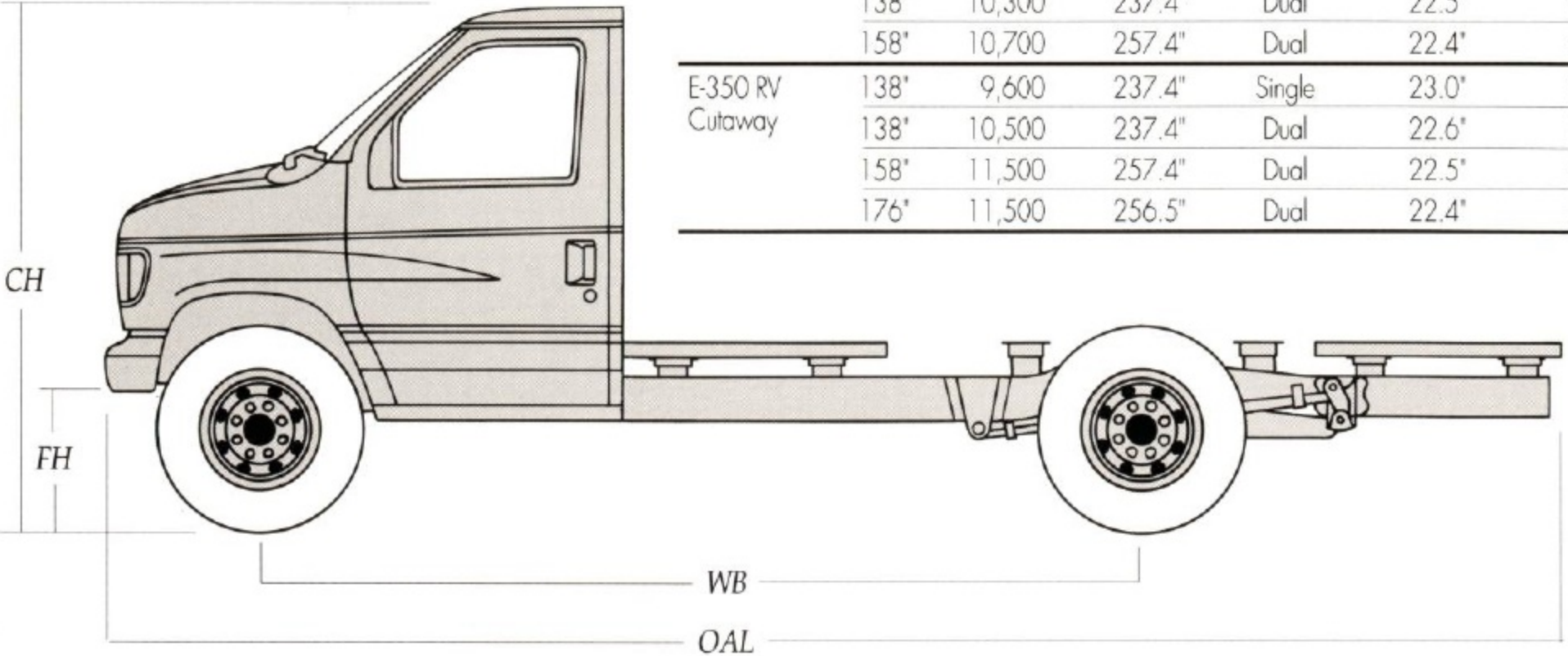
ECONOLINE CUTAWAY SPECIFICATIONS

Series	Commercial E-350 SRW/DRW		RV E-350 SRW/DRW	
	Wheelbases (in.)		138 138/158/176	
GVWRs (lb.)	9,600 SRW/10,000 DRW (1)		10,300/10,700 DRW	9,600 SRW 10,500/11,500/11,500 DRW
Payloads (lb.)	4,435/4,725		5,515/5,865	4,365 5,605/6,475/6,470
Axles (lb.)	Front:	4,600	4,600	4,600
	Rear:	7,800	7,800	7,800/8,000/8,000
Springs—Minimum (comb. rating @ ground)	Front:	3,700/3,900	3,100/3,550	3,800 3,400/3,900/3,900
	Rear:	7,810	7,810	6,195 7,810/7,810/7,810
Steering	Power		Power	Power
Brakes	Standard:	Power/rear anti-lock	Power/rear anti-lock	Power/rear anti-lock
	Optional:	4-wheel anti-lock	4-wheel anti-lock	4-wheel anti-lock
Electrical:				
Batteries (amp-hr.)	Standard:	84/63 Dual	72 (84/63 Dual with diesel)	84/63 Dual 72 (84/63 Dual with diesel)
	Optional:	—	84/60 Dual with gas engines	— 84/60 Dual with gas engines
Alternators (amp.)	Standard:	130	95 (130 with diesel)	130 95 (130 with diesel)
	Optional:	—	130 with gas engines	— 130 with gas engines
Engines	Standard:	5.8L EFI V-8 (3)	5.8L EFI V-8	5.8L EFI V-8 (3) 5.8L EFI V-8 (7.5L with 176" wb)
	Optional:	7.3L Turbo Diesel	7.3L Turbo Diesel	7.3L Turbo Diesel 7.3L Turbo Diesel
		7.5L EFI V-8 (3)	7.5L EFI V-8	7.5L EFI V-8 (3) 7.5L EFI V-8
Transmissions	Electronic 4-spd. automatic OD		Electronic 4-spd. automatic OD	Electronic 4-spd. automatic OD Electronic 4-spd. automatic OD
Fuel tanks (gal.)	Standard:	35.0	35.0	35.0 35.0
	Optional:	—	55.0 with 158" wb	— 55.0 with 158" and 176" wb
Tires	Standard:	LT245/75R16E (SRW) LT225/75R16D (DRW)	LT225/75R16D	LT245/75R16E LT225/75R16D
	Optional:	Optional tire sizes available to match Payload/GVWR requirements. Use adequate tires for loads and type of service. Consult your Ford Dealer.		
Wheels (number, type/rim size)	Four 8-hole disc 16"x7"K (SRW)		Six 8-hole disc 16"x6"K	Four 8-hole disc 16"x7"K Six 8-hole disc 16"x6"K
	Six 8-hole disc 16"x6"K (DRW)			

SRW = Single Rear Wheels. DRW = Dual Rear Wheels. Note: Load rating represents maximum allowable weight of people, cargo and body equipment and is reduced by weight of optional equipment.
(1) Includes School Bus Body Builder Prep Package when equipped with 7.3L Turbo Diesel. (2) 10,300- and 10,700-lb. GVWRs are not available with School Bus Body Builder Prep Package.
(3) See your dealer for availability.

ECONOLINE CUTAWAY DIMENSIONS

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



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

FORD ECONOLINE AND F-SUPER DUTY STRIPPED CHASSIS

ECONOLINE

The Econoline Stripped Chassis—for commercial applications—comes without the body, driver's compartment and front end sheet metal, allowing you to add an aftermarket body of your choice.

The Commercial Stripped Chassis is offered in single or dual rear wheels.

The Commercial Stripped Chassis is powered by the standard 4.9L EFI I-6. The 5.8L V-8 is optional.

F-SUPER DUTY

The F-Super Duty Stripped Chassis is available for Class A motorhome applications.

The 17,000-lb. GVWR Motorhome Stripped Chassis comes in 178", 190", 208" and 228" wheelbases. It's powered by a 7.5L V-8 with the E4OD transmission.

ECONOLINE DIMENSIONS

E-350	WB	OAL	Rear Wheels	FH Loaded
Commercial	138"	235.5"	Single	20.7"
Stripped	138"	235.5"	Dual	20.2"
Chassis	158"	255.5"	Single	20.7"
	158"	255.5"	Dual	20.2"
	176"	255.5"	Dual	20.2"

WB=Wheelbase. OAL=Overall Length. FH=Frame Height at rear axle.

F-SERIES DIMENSIONS

F-Super Duty 4x2	WB	OAL	RAF Length	FH (Empty/Loaded)	AH (Loaded)	TW (Front/Rear)
Motorhome	178"	320.3"	105.8"	32.8/27.4"	7.6"	71.7/71.7"
Stripped Chassis	190"	332.3"	105.8"	32.8/27.4"	7.6"	71.7/71.7"
	208"	350.3"	105.8"	32.8/27.4"	7.6"	71.7/71.7"
	228"	370.3"	105.8"	32.8/27.4"	7.6"	71.7/71.7"

WB=Wheelbase. OAL=Overall Length. RAF=Rear Axle-Frame. FH=Frame Height at rear axle. AH=Axle Height. TW=Tread Width.

ECONOLINE STRIPPED CHASSIS SPECIFICATIONS

Series		Commercial E-350 SRW/DRW
GVWR range (lb.)		9,400/10,000
Payload Range (lb.)		5,605/6,060
Axles (lb.)	Front:	4,600
	Rear:	6,340 (SRW), 7,800 (DRW)
Springs (combined rating @ ground)	Front:	3,550
	Rear:	7,810
Steering		Power
Brakes		Power w/rear antilock
Battery (amp-hr.)		72
Alternator (amp.)		95
Engines	Standard:	4.9L EFI I-6*
	Optional:	5.8L EFI V-8*
		7.5L EFI V-8**
Transmissions	Standard:	3-speed automatic
	Optional:	4-speed automatic E4OD
Fuel tank (gal.)		35.0 (55.0 available)
Tires		LT245/75R16E (SRW) LT225/75R16D (DRW)
Wheels (number, type/rim size)		Four 8-hole disc 16"x7"K (SRW)
		Six 8-hole disc 16"x6"K (DRW)

Note: Load rating represents maximum allowable weight of people, cargo and body equipment, and is reduced by weight of optional equipment. *Not Available in California. **See your dealer for availability.

F-SERIES STRIPPED CHASSIS SPECIFICATIONS

Series		Motorhome Stripped Chassis 4x2 DRW
Wheelbase (in.)		178/190/208/228
GVWR (lb.)		17,000
Payload (lb.)		11,170/11,050/11,025/10,945
Axles (lb.)	Front:	6,000 monobeam
	Rear:	11,000
Springs (combined rating @ ground)	Front:	6,000
	Rear:	11,000
Steering and Brakes		Power
Battery (amp-hr.)		72 (maintenance-free)
Alternator (amp.)		130
Engine		7.5L EFI V-8
Transmission	Standard:	4-spd. automatic E4OD
	Optional:	-
Fuel tank (gal.)		75 single
Tires (all season)		Six LT235/85R16E
Wheels (type/rim size)		Seven 10-hole disc, 16"x6"K

The F-Super Duty Motorhome Stripped Chassis is detailed here. Rugged engineering features include:

- 1

The frame side rails are straight. And the top of the frame is smooth and rivet-free for convenient body installation.
- 2

The rugged monobeam front axle is of forged steel construction.
- 3

#2 and #3 crossmembers bolt in and out for transmission and engine servicing.
- 4

Crossmembers are single-piece stampings, not riveted assemblies.
- 5

Tapered leaf springs are extra long and wide for toughness and comfort. Rated capacity is 6,000 lbs.
- 6

Brake lines, fuel lines and wiring are mounted between the frame rails for protection.
- 7

Rear leaf springs are 64 inches long for ride comfort. Rated capacity is 11,000 lbs.
- 8

Spring mounting brackets are cast steel, not stamped steel. The rear spring front mounting bracket has a bolted, double crossmember for strength.
- 9

Heavy-duty shock absorbers are nitrogen gas-pressurized for ride comfort and control.
- 10

Large-diameter front and rear stabilizer bars contribute to ride control.
- 11

16-inch metric radial tires contribute to fuel efficiency by reducing rolling resistance.



TRAILER TOWING

You'll find here the basic information for towing with Econoline and Aerostar. For more information, see the 1995 Recreation Vehicle and Towing Guide.

TRAILER CLASSES AND HITCHES

Class I Light Duty: □ 2,000-lb. gross trailer weight (trailer and cargo) □ Load-carrying (non-equalizing) hitch (step bumper or frame-mounted or contour bumper clamp-type hitch [Econoline]; body-mounted hitch [Aerostar]).
Class II Medium Duty: □ 2,001- to 3,500-lb. gross trailer weight □ Load-equalizing hitch required (step bumper or frame-mounted with Econoline; body-mounted with Aerostar).
Class III Heavy-Duty: □ 3,501- to 5,000-lb. gross trailer weight □ Load-equalizing hitch required (step bumper or frame-mounted with

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

REQUIRED EQUIPMENT

For Aerostar towing over 2,000 lbs.: None. See powertrain requirements below.
For Econoline E-150/250/250HD Standard or XL Van towing 2,000 to 3,500 lbs. (with 4.9-liter, 5.0-liter and 5.8-liter engines): HD Service Package or air conditioning or Towing Package.
For Econoline E-150/250/250HD Standard or XL Van towing over 3,500 lbs.: Air conditioning with Handling Package or Heavy-Duty Service Package or Towing Package.
For Regular XL Club Wagon towing 2,000 to 3,500 lbs. (with 4.9-liter, 5.0-liter and 5.8-liter engines): Air conditioning or

Towing Package.
For Regular XL Club Wagon towing over 3,500 lbs.: Air conditioning with Handling Package or Towing Package.

TRAILER TOWING PACKAGES

Aerostar: □ Class I wiring harness □ HD turn signal flasher □ Limited-slip axle/ratio upgrade.
Econoline Class I: □ Super engine cooling □ Trailer wiring harness □ Handling package: front stabilizer bar; HD shock absorbers (standard on Econoline E-350, HD Regular and Super Club Wagon) □ Dual electric horns (standard on Club Wagon).
Econoline Class II, III, IV: □ Class I Towing Package features □ Electric brake controller tap-in capability □ Pollak-type trailer plugs (bumper mounted) □ Relay system for back-up/B+/running lights □ HD alternator.

ECONOLINE/CLUB WAGON MAXIMUM TRAILER WEIGHTS — AUTOMATIC TRANSMISSION

Engine	Axle Ratio	GCWR Max.	Regular Van				Super Van			Club Wagon		
			E-150	E-250	E-250 HD	E-350	E-250	E-250 HD	E-350	Regular	HD Regular	Super Wagon
4.9L EFI I6	2.73	(1)	(1)	—	—	—	—	—	—	—	—	—
	3.08	9,000	4,000	—	—	—	—	—	—	3,600	—	—
	3.31	10,000	5,000	—	—	—	—	—	—	4,600	—	—
	3.54	10,000	—	4,700	4,700	—	4,600	4,600	—	—	—	—
	3.55	10,000	5,000	—	—	—	—	—	—	4,600	—	—
	3.73	10,500	—	5,100	5,100	4,900	5,000	5,000	4,900	—	4,700	4,400
5.0L EFI V8	3.31	11,500	6,600	—	—	—	—	—	—	6,200	—	—
5.8L EFI V8	3.55	12,000	6,900	—	—	—	—	—	—	6,600	—	—
	3.54	11,500	—	—	—	5,700	—	—	5,700	—	5,400	5,100
	3.73	13,000	—	7,600	7,500	—	7,400	7,400	—	—	—	—
	4.09	13,000	—	—	—	7,200	—	—	7,200	—	6,900	6,600
7.3L V8	3.54	16,000	—	—	—	9,600	—	—	9,700	—	9,400	9,100
Diesel	4.09	20,000	—	—	—	10,000	—	—	10,000	—	10,000	10,000
7.5L EFI V8	3.54	15,000	—	—	—	9,000	—	—	9,100	—	8,800	8,500
	4.09	18,500	—	—	—	10,000	—	—	10,000	—	10,000	10,000

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

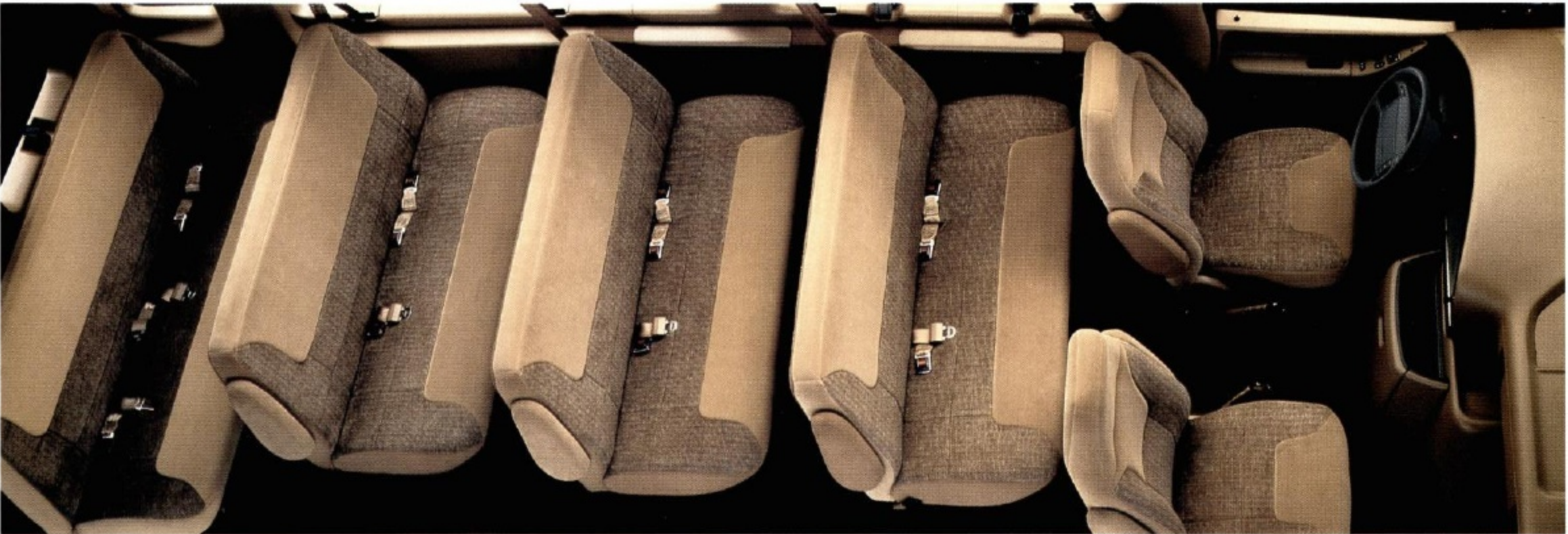
AEROSTAR MAXIMUM TRAILER WEIGHTS

Engine	Axle Ratio	GCWR Max.	Regular-Length Aerostar		Extended-Length Aerostar Wagon	
			Van	Wagon	2WD	4WD
3.0L EFI V6	3.73	7,500	3,900	3,600	3,500	—
4.0L EFI V6	3.27	7,500	—	—	3,400	—
	3.55	8,500	—	—	4,400	—
	3.73	8,500	—	—	—	4,200

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



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



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



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



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

BUMPER-TO-BUMPER COVERAGE

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

ROADSIDE ASSISTANCE PROGRAM

Every new Ford includes the assurance of an emergency Roadside Assistance Program provided by Ford Auto Club, Inc. during the 3-year/36,000-mile bumper-to-bumper warranty period. Help is a toll-free phone call away 24 hours a day, anywhere in the 50 United States should you need any towing assistance, fuel delivery, tire change, a jump start or even help when you're locked out of your truck. Ask your dealer for complete details on the Ford Roadside Assistance Program and a copy of the limited warranty.

FORD CITIBANK CREDIT CARD

Using your Ford Citibank Visa® or MasterCard® could earn you hundreds, even thousands of dollars from Ford toward the purchase or lease of a new Ford, Lincoln or Mercury product. To apply or get more information, call 1-800-374-

7777. Or visit a Ford or Lincoln-Mercury Dealer, or a branch office of Citibank.



Ford Credit is a full service compa-

ny that makes a wide variety of financing and leasing programs available to qualified buyers through the Ford Dealer of your choice. Through Ford Credit's financing or Red Carpet leasing, arrangements suited to your special needs can be made quickly and conveniently right at the dealership. Ask your Ford Dealer for the facts on any of Ford Credit's financing or lease plans.



Optional Ford Extended

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

FEDERAL REGULATIONS

Federal regulations such as those issued by the National Highway Traffic Safety Administration, the Environmental Protection Agency or the Federal Highway Administration, or issued pursuant to the Occupational Safety and Health Organization (OSHA) and/or state and local laws and regulations, may require additional equipment for the particular use you intend for the vehicle. It is the buyer's responsibility to determine the applic-

ability of such laws and regulations to the buyer's intended use for the vehicle and to arrange for the installation of required equipment. Your dealer has information about the availability of many items of equipment which can be ordered for the vehicle.

IMPORTANT INFORMATION

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

PRODUCT CHANGES

Following publication of this catalog, certain changes in standard equipment, options, prices and the like, or product delays, may have occurred which would not be included in these pages. Your Ford Dealer is your best source for up-to-date information. Ford Division reserves the right to change product specifications at any time without incurring obligations.

OPTIONS AVAILABILITY

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



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