

# 1996

## Ford Recreation Vehicle and Trailer Towing Guide





# Ford Products Are Available for All Major RV Categories

## 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 has consistently demonstrated a high level of quality and reliability.

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### Conventional Motor Homes (Class A)

Self-contained RV camping/travel vehicles with a living unit constructed on a specially designed vehicle chassis. Ford's chassis 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 Combination Weight Rating (GCWR)



### Compact or Mini Motor Homes (Class C)

Built on a cutaway van chassis – includes van cab section. Ford's chassis entry is:

- **Econoline E-350 RV Cutaway Chassis**
  - Full-frame chassis design
  - 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 (14,050-lb. GVWR available 1996 1/4)



### Van Conversions/Van Campers

Van converters use a full-size van chassis to create travel/camping units with special equipment and comfort features. Ford offers:

- **Econoline Van**
  - America's best-selling full-size van for over 16 years\*
  - Full-size van conversion sales leader
  - Trendsetting aero styling and functional features
  - Rugged body-on-frame construction provides solid foundation for full-size conversions



### Slide-In Truck Campers

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 in 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, 1995.



Econoline Van Conversion



Bronco XLT



Aerostar XLT Regular Length



Regular Club Wagon XLT



F-350 XLT 4x2 DRW Crew Cab



# 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. Features include:

- 15,200-lb. and 17,000-lb. Gross Vehicle Weight Ratings (GVWR)
- 25,000-lb. Gross Combination Weight Rating (GCWR) for excellent towing capability (8,000 lbs. maximum trailer weight at 17,000 lbs. GVWR)
- 7.5L EFI V-8 engine offering 245 horsepower and 395 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 offers a rugged full-frame chassis, plus an extensive selection of features including:

- Up to 11,500-lb. GVWR (New E-Super Duty 14,050-lb. GVWR will be available in 1996 1/4)
- Three wheelbase choices – 138, 158 and 176-inch
- The largest gas and diesel engines in its class – 7.5L EFI V-8 and Power Stroke 7.3L DI Turbo Diesel V-8
- 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



Class C Motor Home on Econoline RV Cutaway Chassis



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 1,400 Ford Dealers across the country with factory-authorized technicians to serve your motor home chassis service needs.
- 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.

*Note: All 1994-96 Ford Motor Home Chassis are covered by the Roadside Assistance program for the duration of the normal limited warranty period. See your dealer for details.*

\* Based on combined Class A and Class C registrations for 1994 calendar year.

## "FLAT"-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 has become more and more popular in recent years. For safe operation, towed vehicles, or dollies or trailers carrying them, should be equipped with a separate functional brake system. See the towing information on pages 10-12 and Trailering Tips on the back cover.

Many of those who want to tow another vehicle prefer one that can be easily towed without a dolly or trailer. The Ford car and truck models shown in the chart at right can be towed with all four wheels down.

**NOTE:** Some aftermarket camper centers offer kits which may allow vehicles with automatic transmissions to be flat-towed, and covered by their warranty.

## Ford Cars and Trucks Suitable for "Four-Wheel-Down" Towing

Ford Cars	Manual Transmission	Automatic Transmission
Aspire	Yes (a)	No
Escort	Yes	No
Mustang	Yes	No
Probe	Yes (a)	No
Contour	Yes (a)	No
<b>Ford Trucks</b>		
Ranger 4x2	Yes	No
Ranger 4x4	Yes (b)	Yes (b)
Explorer 4x2	Yes	No
Explorer 4x4	Yes	Yes (c)
F-Series 4x4	Yes (b)	Yes (b)
Bronco 4x4	Yes (b)	Yes (b)

(a) To be towed only in forward position, and not faster than 55 mph.

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

(c) With dealer-installed Neutral Tow Kit (available 4th Quarter, 1995).

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



# 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 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<sup>1/</sup>

Econoline is the full-size van conversion sales leader. It offers aerodynamic styling and advanced functional features – including a driver-side air bag\*, plus the basic features that have made it so popular:

- Sturdy body-on-frame construction
- Choice of Regular or Super Van models
- Three engine choices on E-150 vans ... 4.9L EFI I-6, 5.0L EFI V-8 and 5.8L EFI V-8 ... with standard automatic transmission
- Excellent towing capabilities ... up to 7,000 pounds on E-150 when properly equipped
- 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

## Quality Conversions

Ford and authorized converters work together to continuously improve van conversion quality and customer satisfaction. Converters must meet specific Ford quality standards and process controls.



Van Conversion



Van Conversion Interior

## Class B Van Campers

Econoline vans also provide an excellent base unit for Class B campers. 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.



Class B Van Camper

<sup>1/</sup> Completed by authorized converters.

\* To supplement safety belts. Always buckle up.

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

Ford offers an outstanding variety of factory-produced "passenger vans" that are ideally suited to recreational uses. They all offer a big selection of passenger-oriented features — plus choices regarding size and functional features.

## Club Wagon

Ford's full-size, rear-wheel-drive entry shares most of the rugged functional features of the Econoline Van. Noteworthy Regular Club Wagon features include:

- Seating for up to 8 passengers
- Exceptional cargo space
- Towing capability up to 6,600 pounds
- Standard driver-side air bag\* and three-point safety belts for all outboard seating positions
- Standard 4-wheel anti-lock brakes
- Ergonomically designed instrument panel and controls
- Standard bucket seats, Dual or Quad Captain's Chairs (depending on trim level)
- Rear Seat/Bed option
- Compact Disc player option
- Remote keyless-entry/anti-theft system (available on XLT and Chateau only)



Regular Club Wagon XLT

## Windstar

Ford's front-wheel-drive Windstar offers sleek styling, an ideal size for passengers and cargo, plus an exceptionally smooth ride, for a confident, secure driving experience. Major features include:

- 3.0L 150-hp. V-6 now standard in GL model with base package
- 3.8L V-6 has new Split Port Induction (SPI) feature, increasing horsepower to 200 (standard in LX)
- Both engines feature 100,000-mile scheduled tune-up interval†
- Electronic 4-speed automatic transaxle
- Standard dual air bags\* and 4-wheel anti-lock brakes
- Optional All-Speed Electronic Traction Control (including 4-wheel disc brakes — available with 3.8L only)
- Spacious 7-passenger seating arrangement
- Rear Seat Bed option (available on GL only)
- Towing capability up to 3,500 pounds and 8,500-lb. GCWR (with

optional Trailer Towing Package)

- Over 22 cu. ft. of cargo room behind the rear seat with optional adjustable seat track, plus 2nd- and 3rd-row bench seats remove easily to provide a 144-cu. ft. cargo area
- Low step-in height
- Rear radio controls including two headphone jacks
- Optional remote keyless entry system or remote entry with new Auto-Lock/Relock feature
- Dual or Quad bucket seats (optional on LX; late availability for GL)



Aerostar XLT Extended Length

## Aerostar

Aerostar is ideal for customers who prefer a minivan with rear-wheel (or optional all-wheel) drive. Available in both regular and extended-length versions, Aerostar Wagon offers greater towing capability, and higher driving position than front-wheel-drive minivans. Additional important Aerostar features include:

- Two powerful V-6 engines: 3.0L and 4.0L
- 4.0L V-6 refined to enhance overall efficiency and provide smooth idle
- Both engines feature 100,000-mile scheduled tune-up interval†
- New electronic automatic overdrive transmission
- Seating for seven passengers
- Towing capability up to 4,400 pounds
- Standard rear-wheel anti-lock brakes
- Standard driver-side air bag\*
- Up to 167.7 cu. ft. of cargo capacity in extended-length model
- Full Seat/Bed option (late availability)
- Upgraded audio systems, plus new Premium Cassette and CD options

\* To supplement safety belts. Always buckle up.

† Under normal driving conditions with routine fluid/filter changes.



# 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 a 7.5L EFI V-8 or the Power Stroke 7.3L DI Turbo Diesel



F-350 XLT 4x2 SuperCab

## 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).
- **Camper Package (Option Code 532) required for F-250/F-250 HD models. Camper/Trailer Towing Package (Option Code 532) required for F-350 models.**
- Cargo weight rating is the maximum allowable weight for the camper unit, cargo and options on the vehicle. It assumes the weight of a base vehicle with the required Camper Package option content and a passenger (150-lbs. per) at each available seating position (7.3L Diesel ratings also assume the weight of the engine and standard transmission). The weight of gas engine upgrades, transmission upgrades, or any other available options must be deducted from the cargo weight rating. Option weights and center-of-gravity information are available in the Ford Pickup Truck Consumer Information Sheet.
- If you intend to pull a trailer in addition to carrying your camper, see the F-Series Trailer Towing Selector on page 15.

## 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
- Handling Package
- Heavy-Duty Battery (84 AH) (Gas engines only)
- Heavy-duty front springs (if not already computer selected as standard equipment)

*Note: High-capacity rear springs will be substituted for front/rear stabilizer bars on F-250 HD 4x4 models with 7.3L Turbo Diesel.*

\* Camper/Trailer Towing Package on F-350 models.

Slide-In Camper Data -- F-Series Pickups

Minimum Equipment					
Model		Wheelbase	GVWR (lbs.)	Maximum Cargo Weight Rating (lbs.) Gas/Diesel	Recommended Axle Ratio
F-250	4x2 Reg. Cab	133.0"	6,600	1,784/—	Std.
	4x2 Reg. Cab	133.0"	8,600	3,554/2,869	V-8
	4x2 SuperCab	155.0"	8,800	3,255/2,620	Std. (2)
	4x4 Reg. Cab	133.0"	8,600	3,113/2,433	Std. (2)
F-350	4x4 SuperCab	155.0"	8,800	3,031/2,551	Std. (2)
	4x2 SRW Reg. Cab	133.0"	8,800	3,750/3,140	Std. (2)
	4x2 DRW Reg. Cab	133.0"	10,000	4,544/4,034	Std. (2)
	4x2 DRW SuperCab	155.0"	10,000	3,899/3,330	Std. (2)
	4x2 SRW Crew Cab	168.4"	9,200	3,029/2,419	Std. (2)
	4x2 DRW Crew Cab	168.4"	10,000	3,701/3,091	Std. (2)
	4x4 Reg. Cab	133.0"	9,000	3,393/2,712	Std. (2)
	4x4 Crew Cab	168.4"	9,200	2,585/1,955	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 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 SuperCab



Bronco XLT



Explorer Limited

## Ranger Pickup

America's best-selling compact pickup\* continues to provide 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 and sporty wheel flares for the 4x4 models. Major functional features include:

- Standard driver air bag\*\* and adjustable-height shoulder belts
- New optional passenger-side air bag (with deactivation switch for use with rear-facing infant safety seat)
- Choice of Regular or SuperCab models with seating for up to five passengers
- Three engine choices — from a 112-horsepower 2.3L fuel-injected dual-plug I-4 to a 160-horsepower 4.0L EFI V-6
- All three engines feature 100,000-mile scheduled tune-up interval†
- 5-speed manual or electronic 4-speed automatic overdrive transmission
- Can be equipped to tow trailers up to 6,000 lbs.
- Four-wheel anti-lock brakes (std. on 4x4s; opt. on 4x2s)
- Ranger Pickups are not recommended for use with slide-in campers

\* Based on 1995 calendar year manufacturer's reported retail deliveries by segment through June, 1994.  
\*\* To supplement safety belts. Always buckle up.  
† Under normal driving conditions with routine fluid/filter changes.

## Bronco

The Bronco 4x4 has been the best-selling full-size utility truck in America for the past 16 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 and 5.8L
- 5-speed manual or electronic 4-speed automatic overdrive transmission
- Can be equipped to tow trailers up to 7,000 lbs.
- Standard 4-wheel anti-lock brakes (ABS)
- 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\* continues to offer distinctive 2- and 4-door models — both available with 2- or 4-wheel drive. It offers a unique blend of utility vehicle versatility and car-like comfort and convenience. Major features include:

- Standard 160-horsepower 4.0L EFI V-6 engine
- New optional 5.0L V-8 engine (XLT 4-door 4x2 with automatic transmission only)
- Standard driver and front passenger air bags\*\*
- Rugged body-on-frame construction
- Seating for up to six passengers (4-door)
- 5-speed manual or electronic 4-speed automatic overdrive transmission
- Can be equipped to tow trailers up to 6,700 lbs.
- Control Trac system automatically engages the 4-wheel drive, as required, when set in "4WD AUTO" mode
- Standard 4-wheel disc brakes with 4-wheel anti-lock system (ABS)

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 can put you in danger by increasing stopping distances. It also places undue stress on components and can lead to shortened service life. And, you must always remember that added weight of the trailer decreases the acceleration of the towing vehicle.

## 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. Be sure to consider the long-term uses of the vehicle you are selecting. If you are considering buying a larger trailer or a bigger boat in a year or two, select a vehicle that will handle your future towing needs, as well as your present ones.

## 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

- **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 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 Curb Weight.
- **Gross Vehicle Weight (GVW)** is 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 (including passengers and cargo). This number — along with other weight limits, as well as tire, rim size and inflation pressure data — 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 must never exceed the GVWR.**
- **Gross Axle Weight (GAW)** is the total weight placed on 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 maximum weight to be carried by a single axle (front or rear). These numbers also are shown on the Safety Compliance Certification Label. **The total load on each axle must never exceed its GAWR.**
- **Gross Combination 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 Combination Weight Rating (GCWR)** is the maximum allowable weight of the towing vehicle and the loaded trailer — including all cargo and passengers that the powertrain can handle without risking costly damage. (**Important: The towing vehicle's brake system is rated for operation at the GVWR — NOT GCWR. Separate functional brake systems should be used for safe control of towed vehicles and for trailers weighing more than 1,500 lbs. when loaded.**) The measured GCW must never exceed the GCWR.
- **Maximum Loaded Trailer Weight** (as shown in the Trailer Towing Selector charts) is the highest possible weight of a fully loaded trailer the vehicle can tow, based on a minimum towing vehicle GVW. It assumes a towing vehicle with mandatory options, no cargo, and driver (150-lb.) only. Weight of additional options, passengers, cargo and hitch must be deducted from this weight.

## Sample Truck Safety Compliance Certification Label

(Refer to actual label on your vehicle)

Front GAWR	GVWR	Rear GAWR
MFD. BY FORD MOTOR CO. IN U.S.A.		
DATE: 06/95	GVWR: 6250 LB/2834 KG	
FRONT GAWR: 3450 LB	REAR GAWR: 3777 LB	
1564KG	1713KG	
P265/75R15SL	P265/75R15SL	
15x7.5J	15x7.5J	
AT 30 PSI COLD	AT 30 PSI COLD	
THIS VEHICLE CONFORMS TO ALL APPLICABLE FEDERAL MOTOR VEHICLE SAFETY STANDARDS IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE.		
XXXXXXXXXXXXXXXXXX		
VIN: 1FTEX14H0SKB 00000	F0018	
TYPE: XXXXXXXXXXXXXXXXXXXX	T0183	
JA 89 DSO		
WB	TYPE-GVW	BODY
155		R6M
TRANS	AXLE	TAPE
E	H9B	
SPRINGS		
M4I		
V FOTA - 15204A10 - AA		

The charts on pages 14-17 include both GCWR and Maximum Loaded Trailer Weights for 1996-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 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, move more 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.

## Measuring tongue weight with commercial scale



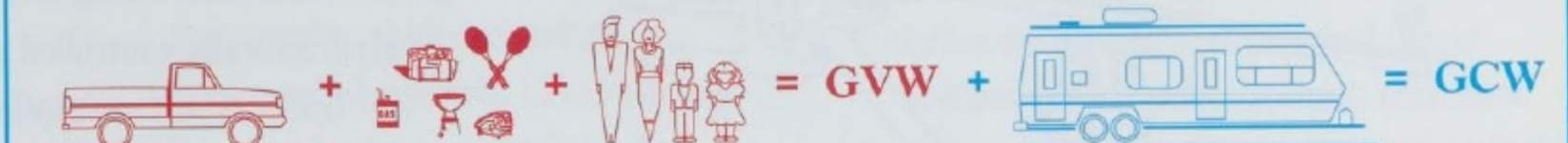
## WEIGHT COMPUTATIONS

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

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

GVW  
+ Loaded Trailer Weight  
= Gross Combination Weight (GCW)

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

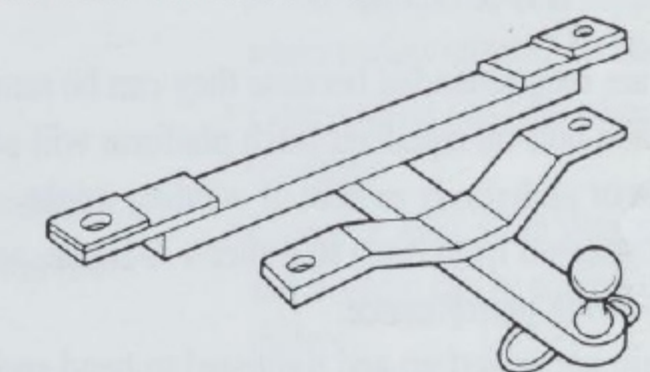


## Hitches

When towing, it is vital that the proper hitch be used. Here is the hitch information you should know:

### • Load-Carrying (Non-Equalizing) Hitch

— Bolts directly to the vehicle bumper and/or frame. Commonly used to tow small and medium-sized trailers.



Ford load-carrying rear step bumpers are rated for the following maximum loads. Also refer to F-Series Trailer Hitch Receiver option on page 12.

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

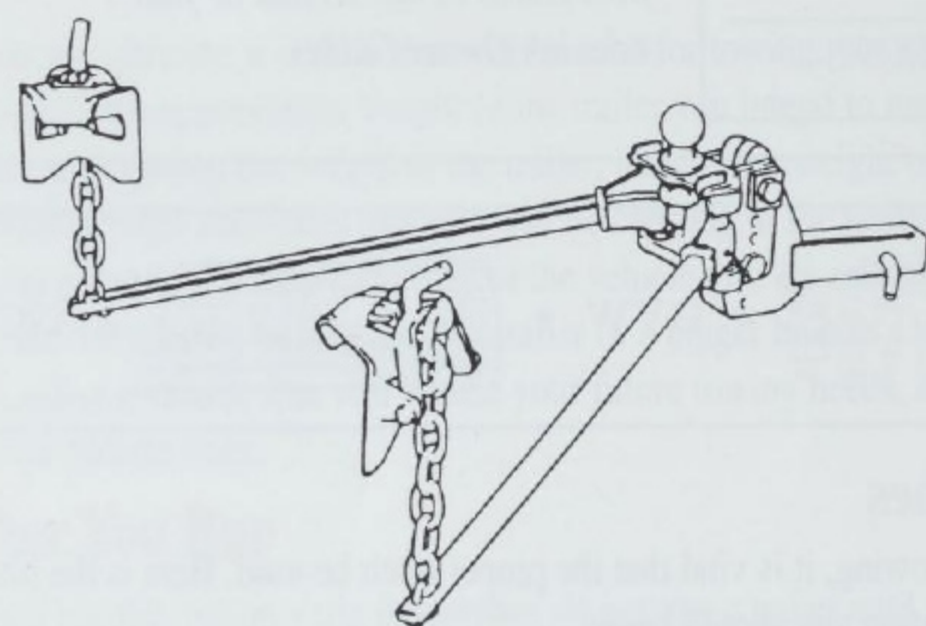
## Measuring tongue weight with bathroom scale





# Things to Know Before You Tow (continued)

- **Load-Equalizing Hitch** — Used in conjunction with a hitch platform (receiver), distributes tongue weight to all towing vehicle and trailer wheels. Load-equalizing hitches are only "required" for Class IV applications. They generally are not used for loads under 5,000 pounds unless a particular vehicle application specifically requires it.



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

- **F-Series Trailer Hitch Receiver Option** — A Class IV Trailer Hitch Receiver is available as an option on F-250 HD and F-350 Pickup models. It offers a load or weight-carrying capacity of up to 7,500 lbs. (750-lb. tongue weight), and a load-equalizing or weight-distributing capacity of up to 10,000 lbs. (1,000-lb. tongue weight) once the proper aftermarket equipment is installed. Depending on the application, the required aftermarket components include: an electric trailer brake controller, the ball mount and ball, the equalizing arms and snap-up brackets, the sway control system and all attachments. See your dealer for additional information.
- **Fifth-Wheel Hitch** — Mounted in the pickup bed to put more of the trailer weight directly over the towing vehicle.
  - See your dealer or fifth-wheel hitch manufacturer/installer for specific instructions on mounting the hitch receiver.
  - Improper installation can adversely affect the towing vehicle's steering, braking and handling characteristics.

## Brakes

- Most states require brakes on trailers weighing over 1,500 lbs. when loaded. For your safety, Ford Motor Company urges that a separate functional brake system be used on any towed vehicle, including those dolly-towed or towbar-towed.
- 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 load-carrying (non-equalizing) 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
- Attaches 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

- Ford trucks can be equipped to tow these trailers

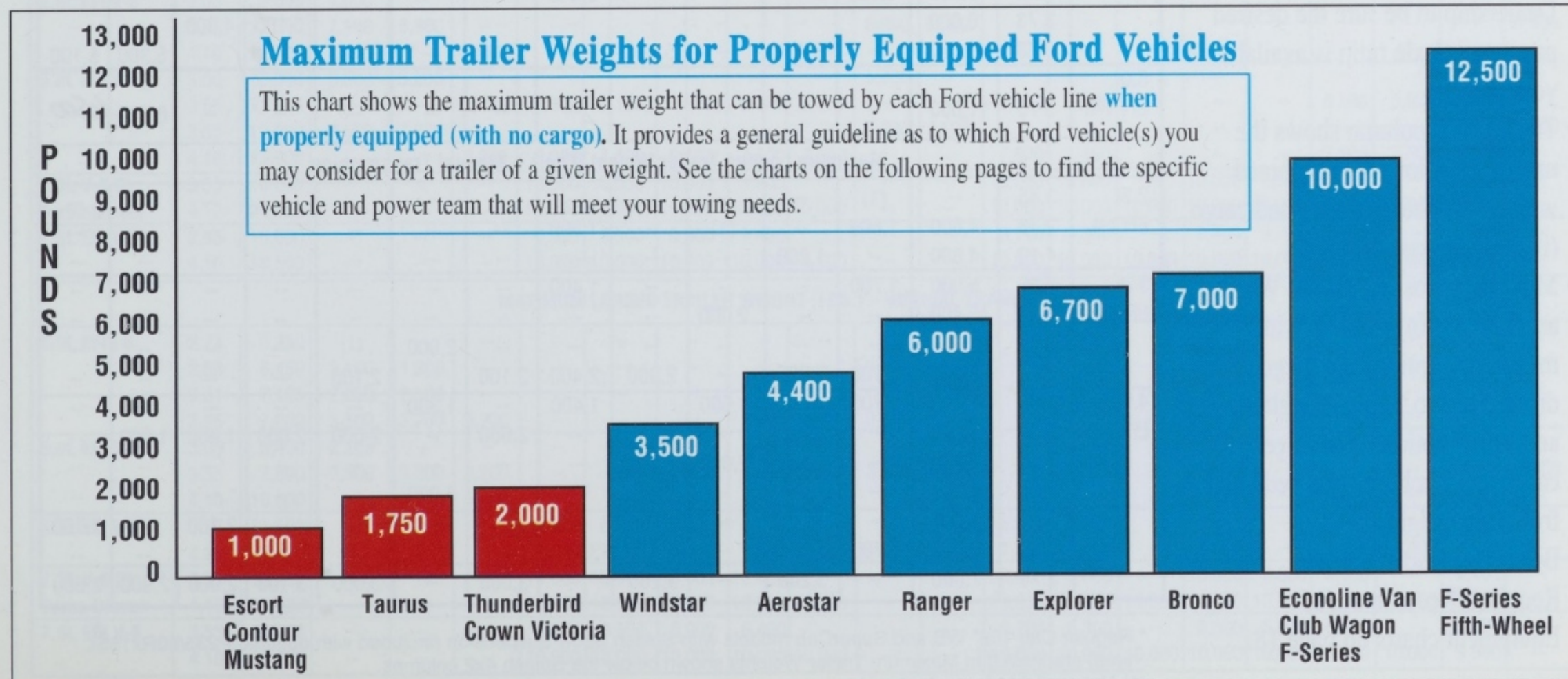
- Load-equalizing hitch not required unless specified for a particular vehicle

## Class III — Heavy-Duty

- 3,501-5,000-lb. gross trailer weight
- Dual-axle or large single-axle travel trailers
- Most properly equipped Ford trucks can tow them
- Load-equalizing hitch not required unless specified for a particular vehicle

## 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 (F-Series Trailer Hitch Receiver option offers 7,500 lb. load-carrying capacity. Refer to page 12 for details.)





# Ford Car and 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	Contour	Mustang	Taurus	Thunderbird	Crown Victoria
Towing Class	Light-Duty I (1)(2)	Light-Duty I (1)	Light-Duty I (1)	Light-Duty I	Light-Duty I	Light-Duty I
Max. Gross Trailer Wt. (lbs.)	1,000	1,000	1,000	1,250/1,750 (3)	2,000	2,000
Max. Tongue Load (lbs.)	100	100	100	125/175 (3)	200	200
Minimum Engine	1.9L 4-Cyl.*	2.0L 4-Cyl.*	3.8L V-6*	3.0L V-6* (3)	3.8L V-6*	4.6L V-8

(1) Frontal area under 20 square feet. (2) Automatic transmission not to be used for trailer towing. (3) 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 not permitted with SHO model.

\* Auxiliary transmission oil cooler recommended for automatic transmission during long-distance hauling (greater than 50 miles). NOTE: Probe and Aspire not recommended for trailer towing.

## Ford Compact Trucks

Use this chart to locate vehicle's 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, Massachusetts or a High Altitude area, check with your Ford Dealership to be sure the desired powertrain/axle ratio is available in your area.)
- The 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, cargo and hitch 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	GCWR (Lbs.)	Ranger								Explorer		
			Regular Cab				SuperCab				2-Door		4-Door
			4x2*	4x4	Splash 4x2	Splash 4x4	4x2*	4x4	Splash 4x2	Splash 4x4	4x2	4x4	4x2
2.3L EFI I-4	3.73	5,400	--	--	2,000	--	--	--	--	--	--	--	--
	3.73	5,500	2,300	--	--	--	--	--	--	--	--	--	--
3.0L EFI V-6	3.45	7,000	3,700	--	--	--	--	--	--	--	--	--	--
	3.73	5,400	--	--	2,000	--	--	--	--	--	--	--	--
	3.73	5,700	--	--	--	--	--	2,000	--	--	--	--	--
	3.73	7,500	4,000	3,700	--	3,800	3,900	3,600	--	3,600	--	--	--
	4.10	8,000	--	4,200	--	4,300	--	4,100	--	4,100	--	--	--
4.0L EFI V-6	3.08	5,400	--	--	2,000	--	--	--	--	--	--	--	--
	3.08	5,800	--	--	--	--	--	2,000	--	--	--	--	--
	3.08	6,000	2,700	--	--	--	2,300	--	--	--	--	--	--
	3.27	7,000	--	--	--	--	--	--	--	3,100	2,800	--	--
	3.27	7,500	--	3,700	--	3,700	--	3,600	--	3,400	--	3,300	--
	3.55	5,400	--	--	2,000	--	--	--	--	--	--	--	--
	3.55	5,800	--	--	--	--	--	2,000	--	--	--	--	--
	3.55	8,000	--	--	--	--	--	--	--	4,100	3,800	--	--
	3.55	8,500	--	--	--	--	--	--	--	--	--	4,300	4,100
	3.55	9,500	6,000	--	--	--	5,800	--	--	--	--	--	--
	3.73	9,000	--	--	--	--	--	--	--	5,100	4,800	--	--
3.73	9,500	--	5,700	--	5,700	--	5,600	--	5,400	--	5,300	5,100	
5.0L EFI V-8	3.73	11,000	--	--	--	--	--	--	--	--	--	6,700	6,500
Maximum Loaded Trailer Weight (Lbs.) -- Manual Transmission													
2.3L EFI I-4	3.45	--	(1)	--	--	--	--	--	--	--	--	--	--
	3.73	4,800	1,600	--	(1)	--	1,300	--	--	--	--	--	--
	4.10	4,800	--	1,200	--	--	--	--	--	--	--	--	--
3.0L EFI V-6	3.45	5,000	1,700	--	--	--	1,400	--	--	--	--	--	--
	3.73	5,400	--	--	2,000	--	--	--	--	--	--	--	--
	3.73	5,700	--	--	--	--	--	2,000	--	--	--	--	--
	3.73	6,000	2,700	2,300	--	2,300	2,400	2,100	--	2,100	--	--	--
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	1,900
	3.55	5,400	--	--	2,000	--	--	--	--	--	--	--	--
	3.55	5,700	--	--	--	--	--	--	2,000	--	--	--	--
	3.55	6,500	--	--	--	--	--	--	--	--	--	2,400	2,100
	3.55	7,000	3,700	--	--	--	3,400	--	--	--	--	--	--
	3.73	7,000	--	3,200	--	3,200	--	3,000	--	3,000	3,100	2,900	2,600

\* Regular Cab 108" WB and SuperCab models with Splash Sport Suspension (included with optional P235/60R15SL tires) are limited to Maximum Trailer Weights shown below the Splash 4x2 columns.

(1) Not available for trailer towing.

# Ford F-Series and Bronco Trailer Towing Selector



F-150 XLT Regular Cab



Bronco XLT

Use the chart below 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, Massachusetts or a High Altitude area, check with your Ford Dealership to be sure the desired powertrain/axle ratio is available in your area.)

- The 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, cargo and hitch must be deducted from this weight.
- NOTE: On F-Series Chassis Cab models, Maximum Trailer Weight must be calculated by subtracting GVW from GCWR.
- 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	GCWR (LBS.)	Regular Cab Pickup						SuperCab Pickup				Crew Cab Pickup						Bronco	
			F-150 4x2		F-150 4x4		F-250 4x2		F-250 4x4		F-350 4x2		F-350 4x4		F-350 4x2		F-350 4x4		F-350 4x4	
			HD 4x2	HD 4x4	HD 4x2	HD 4x4	HD 4x2	HD 4x4	HD 4x2	HD 4x4	HD 4x2	HD 4x4	HD 4x2	HD 4x4	HD 4x2	HD 4x4	HD 4x2	HD 4x4	HD 4x2	HD 4x4
4.9L EFI I-6	3.08	9,000	4,600	(1)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	3.31	9,500	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	3.55	10,000	5,600	5,300	5,300	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	4.10	11,000	--	--	--	6,200	--	6,300	--	--	--	--	--	6,000	--	--	--	--	--	--
5.0L EFI V-8	3.08	9,000	4,600	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	3.55	11,500	7,100	6,800	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	6,600
	4.10	12,500	--	--	--	7,800	--	--	--	--	--	--	--	--	--	--	--	--	--	--
5.8L EFI V-8	3.08	10,000	5,500	5,200	--	--	--	--	--	--	--	--	5,300	--	--	--	--	--	--	--
	3.55	11,500	--	--	6,700	6,500	6,100	6,600	6,100	6,400	--	--	6,300	5,900	--	--	6,100	5,900	5,600	--
	3.55	12,000	7,500	7,200	--	--	--	--	--	--	--	--	7,300	7,100	--	--	--	--	--	7,000
	4.10	13,000	--	--	--	8,200	8,000	7,600	8,100	7,600	7,800	--	--	7,800	7,400	--	--	7,500	7,300	7,000
7.3L V-8 DI Turbo Diesel	3.55	16,000	--	--	--	10,000	10,000	10,000	9,900	--	--	--	10,000	9,800	--	10,000	9,500	9,900	--	9,400
	4.10	20,000	--	--	--	10,000	10,000	10,000	10,000	10,000	--	--	10,000	10,000	10,000	10,000	10,000	10,000	10,000	--
7.5L EFI V-8	3.55	15,000	--	--	--	9,900	9,500	9,900	9,400	--	--	--	--	9,700	9,300	--	9,400	9,000	--	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	10,000	--
MAXIMUM LOADED TRAILER WEIGHT (LBS.) -- MANUAL TRANSMISSION																				
4.9L EFI I-6	2.73	6,250	(1)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	3.08	6,450	2,100	1,900	--	--	--	--	--	--	--	--	1,900	1,600	--	--	--	--	--	--
	3.31	7,125	2,800	2,500	--	--	--	--	--	--	--	--	--	2,300	--	--	--	--	--	--
	3.55	7,800	3,500	3,200	3,200	--	--	--	--	--	--	--	3,200	3,000	--	--	--	--	--	--
5.0L EFI V-8	3.08	6,450	2,200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	3,000
	3.55	7,800	3,500	3,200	3,200	--	--	--	--	--	--	--	3,200	3,000	--	--	--	--	--	--
	4.10	10,000	--	--	5,400	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
5.8L EFI V-8	3.55	11,500	--	--	--	6,600	6,200	6,600	6,100	--	--	--	--	6,300	6,000	--	--	--	--	--
	4.10	13,000	--	--	--	8,100	7,700	8,100	7,600	7,800	--	--	--	7,800	7,500	--	--	7,500	7,400	7,100
7.3L V-8 DI Turbo Diesel	3.55	16,000	--	--	--	10,000	10,000	10,000	10,000	--	--	--	--	10,000	9,800	--	10,000	9,500	9,900	--
	4.10	20,000	--	--	--	10,000	10,000	10,000	10,000	10,000	--	--	--	10,000	10,000	10,000	10,000	10,000	10,000	--
7.5L EFI V-8	3.55	12,000	--	--	--	6,900	6,500	6,900	6,400	--	--	--	--	6,700	6,300	--	6,500	6,000	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	10,000	9,900	--

(1) Not Available for Trailer Towing.



# 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 20,000-lb. GCWR for a pickup, and up to 26,000-lb. GCWR for the F-Super Duty Chassis Cab.

Use the appropriate 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, Massachusetts or a High Altitude area, check with your Ford Dealership to be sure the desired powertrain/axle ratio is available in your area.)
- The 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, cargo and hitch 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	GCWR (LBS.)	Regular Cab Pickup					SuperCab Pickup						
			F-150 4x2	F-150 4x4	F-250 4x2	F-250 HD 4x2	F-250 HD 4x4	F-350 SRW 4x2	F-350 4x4	F-350 DRW 4x2	F-150 4x2	F-150 4x4	F-250 HD 4x2	F-250 4x4
4.9L EFI I-6	3.08	9,000	4,600	(1)	--	--	--	--	--	--	4,800	--	--	--
	3.31	9,500	5,100	--	--	--	--	--	--	--	5,300	--	--	--
	3.55	10,000	5,600	5,300	5,300	--	--	--	--	--	--	--	--	--
	4.10	11,000	--	--	--	6,200	--	6,300	--	--	--	--	6,000	--
5.0L EFI V-8	3.08	9,000	4,600	--	--	--	--	--	--	--	--	--	--	--
	3.31	9,500	5,100	--	--	--	--	--	--	--	6,800	6,600	--	--
	3.55	11,500	7,100	6,800	--	--	--	--	--	--	--	--	--	--
	4.10	12,500	--	--	7,800	--	--	--	--	--	--	--	--	--
5.8L EFI V-8	3.08	10,000	5,500	5,200	--	--	--	--	--	--	5,300	--	--	--
	3.31	11,500	--	--	6,700	6,500	6,100	6,600	6,100	6,400	--	--	6,300	5,900
	3.55	12,000	7,500	7,200	--	--	--	--	--	7,300	7,100	--	--	--
	4.10	13,000	--	--	8,200	8,000	7,600	8,100	7,600	7,800	--	--	7,800	7,400
7.3L V-8 DI Turbo Diesel	3.55	16,000	--	--	--	10,500	10,100	10,900	9,900	--	--	--	10,300	9,800
	4.10	20,000	--	--	--	12,500	12,500	12,500	12,500	--	--	--	12,500	12,500
7.5L EFI V-8	3.55	15,000	--	--	--	9,900	9,500	9,900	9,400	--	--	--	9,700	9,300
	4.10	18,500	--	--	--	12,500	12,500	12,500	12,500	--	--	--	12,500	12,500
MAXIMUM LOADED TRAILER WEIGHT (LBS.) -- MANUAL TRANSMISSION														
5.0L EFI V-8	4.10	10,000	--	--	5,400	--	--	--	--	--	--	--	--	--
5.8L EFI V-8	3.55	11,500	--	--	--	6,600	6,200	6,600	6,100	--	--	--	6,300	6,000
	4.10	13,000	--	--	--	8,100	7,700	8,100	7,600	7,800	--	--	7,800	7,500
7.3L V-8 DI Turbo Diesel	3.55	16,000	--	--	--	10,500	10,100	10,900	10,000	--	--	--	10,300	9,800
	4.10	20,000	--	--	--	12,500	12,500	12,500	12,500	--	--	--	12,500	12,500
7.5L EFI V-8	3.55	12,000	--	--	--	6,900	6,500	6,900	6,400	--	--	--	6,700	6,300
	4.10	16,000	--	--	--	10,900	10,500	10,900	10,400	10,700	--	--	10,700	10,300

(1) Not available for trailer towing.

MAXIMUM LOADED TRAILER WEIGHT (LBS.) -- AUTOMATIC TRANSMISSION										
ENGINE	AXLE RATIO	GCWR (LBS.)	Crew Cab Pickup				Chassis Cab			
			F-250 HD 4x2	F-250 HD 4x4	F-350 4x2 SRW	F-350 4x2 DRW	F-350 4x4 DRW	F-350 4x4 DRW	F-350 4x4 DRW	F-SUPER DUTY
5.8L EFI V-8	3.55	11,500	--	--	6,100	5,900	5,600	6,600	--	--
	4.10	13,000	--	--	7,500	7,300	7,000	8,000	--	--
7.3L V-8 DI Turbo Diesel	3.55	16,000	10,100	9,500	9,900	--	9,400	--	--	--
	4.10	20,000	12,500	12,500	12,500	12,500	12,500	12,500	--	--
	4.63	22,000	--	--	--	--	--	--	--	12,500
	5.13	22,000	--	--	--	--	--	--	--	12,500
7.5L EFI V-8	3.55	15,000	9,400	9,000	9,300	--	8,900	--	--	--
	4.10	18,500	12,500	12,500	12,500	12,500	12,500	12,500	--	--
	4.63	22,000	--	--	--	--	--	--	--	12,500
	5.13	26,000	--	--	--	--	--	--	--	12,500
MAXIMUM LOADED TRAILER WEIGHT (LBS.) -- MANUAL TRANSMISSION										
5.8L EFI V-8	4.10	13,000	--	--	7,500	7,400	7,100	8,000	--	--
7.3L V-8 DI Turbo Diesel	3.55	16,000	10,100	9,500	9,900	--	9,400	--	--	--
	4.10	20,000	12,500	12,500	12,500	12,500	12,500	12,500	--	--
	4.63	21,000	--	--	--	--	--	--	--	12,500
	5.13	21,000	--	--	--	--	--	--	--	12,500
7.5L EFI V-8	3.55	12,000	6,500	6,000	6,400	--	5,900	--	--	--
	4.10	16,000	10,500	10,000	10,400	10,200	9,900	10,900	10,300	--
	4.63	22,000	--	--	--	--	--	--	--	12,500
	5.13	26,000	--	--	--	--	--	--	--	12,500

# Ford Full-Size/Compact Van Trailer Towing Selector

## ECONOLINE VAN/CLUB WAGON/RV CUTAWAY

Maximum Loaded Trailer Weight (Lbs.) -- Automatic Transmission														
Engine	Axle Ratio	GCWR (Lbs.)	Regular Van				Super Van			Club Wagon			RV Cutaway	
			E-150	E-250	HD	E-350	E-250	E-250 HD	E-350	Regular	HD Regular	Super	at 11,500-lb. GVWR	at 14,050-lb. GVWR*
4.9L EFI I-6	2.73	(1)	(1)	--	--	--	--	--	--	--	--	--	--	--
	3.08	9,000	4,100	--	--	--	--	--	--	--	--	--	--	--
	3.31	10,000	5,000	--	--	--	--	--	--	4,700	--	--	--	--
	3.54	10,000	--	4,700	4,700	--	4,600	4,600	--	--	--	--	--	--
	3.55	10,000	5,000	--	--	--	--	--	--	4,700	--	--	--	--
5.0L EFI V-8	3.73	10,500	--	5,100	5,100	5,100	5,000	5,000	4,900	--	4,700	4,400	--	--
	3.31	11,500	6,600	--	--	--	--	--	--	6,200	--	--	--	--
	3.54	11,500	--	--	--	5,900	--	--	5,700	--	5,500	5,200	--	--
	3.55	12,000	7,000	--	--	--	--	--	--	6,600	--	--	--	--
5.8L EFI V-8	3.73	13,000	--	7,600	7,500	--	7,400	7,400	--	--	--	--	--	--
	4.09	13,000	--	--	--	7,400	--	--	7,200	--	7,000	6,700	1,500	--
	3.55	16,000	--	--	--	9,900	--	--	9,700	--	9,500	9,200	--	--
	4.10	20,000	--	--	--	10,000	--	--	10,000	--	10,000	10,000	8,500	--
7.3L V-8 DI Turbo Diesel	4.63	20,000	--	--	--	--	--	--	--	--	--	--	--	5,950
	3.55	15,000	--	--	--	9,200	--	--	9,000	--	8,800	8,500	--	--
7.5L EFI V-8	4.10	18,500	--	--	--	10,000	--	--	10,000	--	10,000	10,000	7,000	--
	4.63	20,000	--	--	--	--	--	--	--	--	--	--	--	5,950

(1) Not available for trailer towing. \* Late availability.

## WINDSTAR/AEROSTAR

Use the appropriate 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, Massachusetts or a High Altitude area, check with your Ford Dealership to be sure the desired powertrain/axle ratio is available in your area.)
- The 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, cargo and hitch 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	GCWR (Lbs.)	Windstar		Regular-Length Aerostar		Extended-Length Aerostar Wagon	
			Wagon	Van	2WD Van	2WD Wagon	2WD	4WD
3.0L EFI V-6	3.73	7,500	--	--	3,900	3,600	3,500	--
	4.10	8,000	--	--	--	4,100	4,000	--
	3.98	6,550	2,000	2,000	--	--	--	--
3.8L SPI EFI V-6	3.56	7,000	2,000	2,000	--	--	--	--
	3.56*	8,500*	3,500*	--	--	--	--	--
4.0L EFI V-6	3.27	7,500	--	--	--	--	3,400	--
	3.55	8,500	--	--	--	--	4,400	--
	3.73	8,500	--	--	--	--	--	4,200

\* Requires Trailer Towing Package.



Windstar GL Wagon



# 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 to be suitable 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

### Windstar Wagon

- For Trailers From 2,000-3,500 lbs. — 3.8L Engine with Trailer Towing Package.

### Ranger

- For Trailers Over 2,000 lbs. — Super Engine Cooling OR Air Conditioning and Payload Package No. 2.

### Econoline Van/Club Wagon

- For E-150/250/250 HD Standard, XL Van with Trailers from 2,000-3,500 lbs. (With 4.9L/5.0L/5.8L Engines) — Heavy Duty Service Package OR Air Conditioning OR Trailer Towing Package.
- For E-150/250/250 HD Standard, XL Van with Trailers Over 3,500 lbs. — Heavy Duty Service Package OR Air Conditioning with Handling Package OR Trailer Towing Package.
- For Regular Club Wagon XL with Trailers from 2,000-3,500 lbs. — Air Conditioning.

### 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	Windstar	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(b)	—	—	X	X	—	—
Step Bumper (c)	—	—	—	X	X(d)	X(e)	X(f)	—	X(f)	X(f)
Load-Carrying Hitch (g) (Trailers Under 5,000 lbs.)	X	X	X	X	X	X	X(h)	—	X	X
Load-Equalizing Hitch (g) (Trailers Over 5,000 lbs.)	—	—	—	X	X	X	X(h)	—	X	X
Trailer Towing Package	—	X	X	—	X	X	X	X	X	X

(a) Recommended for long-distance, high-speed towing with automatic transmission on Crown Victoria, Thunderbird, Mustang, Escort, Contour and Taurus Light-Duty applications. (b) Also included with air conditioning. (c) Ford tubular rear bumpers and Ranger step bumper are rated at 2,000 lbs. maximum trailer weight. (d) For trailers under 3,500 lbs. with standard rear bumper. (e) For trailers under 4,000 lbs. with Rear Step Bumper. (f) For trailers under 5,000 lbs. with Rear Step Bumper. (g) Always refer to vehicle Owner Guide for specific towing capacities. (h) Trailer Hitch Receiver option offers load-carrying capacity up to 7,500 lbs. and load-equalizing capacity up to 10,000 lbs. when properly equipped. Refer to page 12 for more information.

## Ford Truck Trailer Towing Packages

MODEL (OPTION CODE)	Aerostar (534)	Bronco (535)	F-Series (535)*	Econoline Van (b)	Club Wagon (b)	Explorer†
Super Engine Cooling	—	X	X	X	X	—
Heavy-Duty Battery	—	X	X	—	—	—
Trailer Wiring Harness	X(a)	—	—	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	—	—

\* Option Code 532 for F-350 Camper/Trailer Towing Package.

† 3.73 Limited Slip/Trailer Towing Package (Option Code XD4) and 4.10 Limited Slip/Trailer Towing Package (Option Code XD2) available.

(a) Class I type. (b) Class I package (Option Code 534) content shown. Class II/III/IV package (Option Code 535) includes Class I items plus: electric brake controller tap-in capability, 7-way blade-type RV trailer plugs (bumper-mounted), relay system for back-up/B+/running lights, heavy-duty alternator. 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.**

### Windstar Wagon Trailer Towing Package (Option Code 539)

- Rated at 8,500 lbs. GCWR
- 84 AH Battery
- Auxiliary Engine Oil Cooler
- Rear Disc Brakes
- Power Steering Fluid Cooler
- Trailer Wiring Harness
- Conventional Full-Size Spare Tire
- Auxiliary Transmission Oil Cooler

# Frontal Area Considerations

Frontal area is the total area in square feet that a moving vehicle and trailer exposes to air resistance. The chart shows the limitations that must be considered in selecting a vehicle/trailer combination. Exceeding these limitations may seriously affect the performance of your towing vehicle.

Vehicle Line	Frontal Area Limitations/Considerations	With
Escort/Contour/Mustang	20 sq. ft.	All applications
Windstar Van/Wagon	Base Vehicle Frontal Area	Cargo Van <b>OR</b> Wagon with 3.0L <b>OR</b> Wagon with 3.8L Without Trailer Towing Pkg.
	32 sq.ft.	Wagon with 3.8L and Trailer Towing Pkg.
Aerostar Van/Wagon	50 sq.ft.	All Applications
Explorer	50 sq.ft.	All Applications
Ranger	Base Vehicle Frontal Area	2.3L <b>OR</b> Splash 4x2 models <b>OR</b> Styleside 4x2 with 3.0L/MT/3.45 ratio <b>OR</b> Styleside 4x2 with 4.0L/MT/3.08
	50 sq.ft.	Styleside 4x2 with 3.0L/MT/3.73 <b>OR</b> Styleside 4x2 with 4.0L/MT/3.55 <b>OR</b> Styleside 4x2 with 3.0L or 4.0L/AT <b>OR</b> 4x4 models with 3.0L or 4.0L.
Econoline/Club Wagon/ RV Cutaway	Base Vehicle Frontal Area	Without H.D. Service Pkg. (Econoline only), air conditioning or Trailer Towing Pkg.
	60 sq.ft.	With H.D. Service Pkg. (Econoline only), air conditioning, Trailer Towing Pkg., 7.3L Diesel or 7.5L
Bronco/F-Series	Base Vehicle Frontal Area	Without Super Engine Cooling or Trailer Towing Pkg.
	60 sq.ft.	With Super Engine Cooling or Trailer Towing Pkg.

KEY: MT = Manual Transmission  
AT = Automatic Transmission



Regular Club Wagon XLT





# Trailering Tips

Trailer towing is a special driving situation 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

- For 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).
- Load should also be balanced from side to side for good handling and proper tire wear.
- Load must 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 your trailer 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 steering inputs ... slight movement of steering wheel results in much greater movement in rear of trailer.

## Braking

- Allow considerably more distance for stopping with trailer attached. (See page 10)
- 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

- Whenever possible, vehicles with trailers should not be parked on a grade. However, if it is necessary, 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 on the downgrade side.

- 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 there. 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) (where applicable).*

- 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.

## Acceleration and Passing

- The added weight of the trailer can dramatically decrease the acceleration of the towing vehicle — especially if it is at or above the recommended weight limitations.
- If you must pass a slower vehicle, be sure to allow extra distance ... remember, you also 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

- With certain automatic overdrive transmissions, towing — especially in hilly areas and with heavier trailers — may result in excessive shifting between overdrive and the next lower gear.
- If this occurs, 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.
- Overdrive also may be locked out to obtain 3rd-gear engine braking on downgrades.

## 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 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)

- 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 attachment
  - Lights and electrical connections
  - Trailer wheel lug nuts for tightness
  - Engine oil ... check regularly throughout trip.

## High Altitude Operation

- Since gasoline engines lose power at a rate of 3% to 4% per 1,000 ft. elevation, a reduction in gross vehicle weights and gross combination 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 combination 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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