

1997 Ford Recreation Vehicle and Trailer Towing Guide



Ford Products Are Available for All Major RV Categories



Class A Motorhomes

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 Motorhome Chassis**
 - Sets a standard in motorhome chassis design
 - 15,200-lb. and 17,000-lb. Gross Vehicle Weight Ratings (GVWR)
 - 25,000-lb. Gross Combination Weight Rating (GCWR)



Class C Motorhomes

Built on a cutaway van chassis - includes van cab section. Ford's chassis entries are:

- **Econoline E-350 and E-Super Duty Cutaway Chassis**
 - Full-frame chassis design
 - Overwhelming Class C chassis sales leader
 - Available with 6.8L SEFI V-10 gasoline and 7.3L V-8 turbo diesel engines (E-350 also available with standard 5.4L V-8)
 - Wheelbases up to 176 inches and up to 14,050-lb. GVWR



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 17 years
 - Full-size van conversion sales leader
 - Contemporary 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 14,000 lbs.



Econoline Van Conversion



F-250 HD XL SuperCab



Expedition XLT

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 quality and reliability.

CONTENTS

Class A Motorhome Chassis	4-5
Class C Motorhome Chassis	4-5
"Flat"-Towing a Ford Vehicle Behind Your Motorhome	5
Van Conversions/Van Campers/Club Wagon/Windstar/Aerostar Wagon	6-7
Slide-In Campers	8
Ford Vehicles for On/Off-Highway RV Fun	9
Things to Know Before You Tow	10-13
Trailer Towing Selector	
• Cars, Ranger, Explorer	14
• F-Series, Expedition	15
• F-Series Fifth-Wheel	16
• Econoline Van, Club Wagon, Windstar, Aerostar	17
Required/Recommended Trailer Towing Equipment	18
Frontal Area Considerations	19
Trailer Tips	20

Class A Motorhome Chassis

Ford F-Super Duty Class A Motorhome Chassis

If you're looking for a Class A motorhome, check out the F-Super Duty chassis – the industry leader. It offers exceptional value and toughness the competition cannot match. 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 400 lbs.-ft. of torque for plenty of power and performance
- Electronically controlled 4-speed automatic overdrive transmission
- 4-wheel power disc brakes
- Rugged truck-type frame
- 75-gallon fuel tank for extended cruising range
- Extra wide and long leaf springs for riding comfort
- Large-diameter front and rear shock absorbers and stabilizer bars contribute to ride control



F-Super Duty Class A Motorhome Chassis

Class C Motorhome Chassis



Econoline Class C Motorhome Chassis



Class C Motorhome on Econoline RV Cutaway Chassis

Ford Econoline E-350 and E-Super Duty Cutaway Chassis

The Econoline cutaway chassis are the industry's overwhelming sales leaders in the Class C category, and they share the Econoline van's aero styling and functional features. They offer a rugged full-frame chassis, plus an extensive selection of features including:

- Up to 14,050-lb. GVWR and 20,000-lb. GCWR
- Three wheelbase choices – 138, 158 and 176-inch
- Three engine choices – 5.4L SEFI V-8 (E-350 only), 6.8L SEFI V-10 and Power Stroke 7.3L DI Turbo Diesel V-8
- 100,000-mile scheduled tune-up interval on gasoline engines†
- Electronically controlled 4-speed automatic overdrive transmission
- Driver air bag (driver and right front passenger with RV trim)*

- Out-front engine design allows spacious cab with easy access to "living area" and ease of ingress/egress
- Rear-wheel anti-lock brakes (4-wheel ABS with RV trim)
- Twin-I-Beam independent front suspension (with caster/camber adjustment), front stabilizer bar and gas-pressurized shock absorbers contribute to a smooth, comfortable ride
- Steel ladder-type frame with six crossmembers
- 37-gallon fuel tank standard (E-350); 55-gallon tank (optional E-350; standard E-Super Duty)
- Van-like driver position with ergonomic instrument panel and controls

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

* To supplement safety belts. Always wear your safety belt.

More Motorhomes Are Built on Ford Chassis Than Any Other Make*



Class A Motorhome on F-Super Duty Chassis

SERVICE & SUPPORT

Motorhome Customer Assistance Center

This 24-hour, seven-days-a-week Hotline was designed to serve both motorhome owners and RV dealers. Simply by calling 1-800-444-3311, the caller has access to:

- The nearest appropriate service location.
- Assistance in scheduling a service appointment.
- Service assistance for motorhome customers and RV dealers in resolving Ford chassis-related concerns.

In-Dealership Service Support

- Over 1,000 Ford dealerships in the U.S. and Canada.
- Certified service technicians backed by computerized diagnostics and national technical hotline support.
- Verification of available owner notification and recall information affecting motorhomes.

* Based on combined Class A and Class C registrations for 1995 calendar year.



Class C Motorhome on Econoline RV Cutaway Chassis

"FLAT"-TOWING A FORD VEHICLE BEHIND YOUR MOTORHOME

Many motorhome owners enjoy the convenience of having another vehicle along when they travel. In fact, towing another vehicle behind the motorhome 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 below 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
Ford Trucks	Manual Transmission	Automatic Transmission
Ranger 4x2	Yes	No
Ranger 4x4	Yes (b)	Yes (b)
Explorer 4x2	Yes	No
Explorer 4x4	Yes	Yes (c)
F-150/250 4x4	Yes (b)(d)	Yes (b)(d)
F-250 HD/350 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) On vehicles with 4.0L engine and dealer-installed Neutral Tow Kit.
 (d) Requires that the center disconnect be locked-out by capping off one of the front axle vacuum motor lines. See your Ford dealer for assistance.

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^{1/}

Econoline is the full-size van conversion sales leader. And for 1997, it offers freshened aerodynamic styling, contemporary new front interior components and advanced functional features – including driver and right front passenger air bags*, a whole new lineup of advanced engines, plus the basic features that have made it so popular:

- Sturdy body-on-frame construction
- Choice of Regular or Super Van models
- Three new engine choices on E-150 vans . . . 4.2L SPI SEFI V-6 and Triton™ 4.6L and 5.4L SOHC SEFI V-8s . . . with standard 4-speed automatic transmission
- 100,000-mile scheduled tune-up interval[†]
- Excellent towing capabilities . . . up to 6,900 pounds on E-150 when properly equipped
- Out-front engine design for 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 standard with RV trim

^{1/} Completed by authorized converters.

* To supplement safety belts. Always wear your safety belt.

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



Van Conversion



Van Conversion Interior

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.



Class B Van Camper

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.

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 freshened styling, new interior and most of the rugged functional features of the Econoline Van. Noteworthy Regular Club Wagon features include:

- Seating for up to 8 passengers (12 with HD Club Wagon)
- Exceptional cargo space
- Three new engine choices . . . 4.2L SPI SEFI V-6 and Triton™ 4.6L and 5.4L SOHC SEFI V-8s (5.4L SEFI V-8, 6.8L SEFI V-10 and Power Stroke 7.3L DI Turbo Diesel V-8 with HD Club Wagon)
- Towing capability up to 6,500 pounds (10,000 pounds with HD Club Wagon) (when properly equipped)
- Standard driver and right front passenger air bags* and three-point safety belts for all outboard seating positions
- Standard 4-wheel anti-lock brakes
- New ergonomically designed instrument panel and controls
- Standard bucket seats, Dual or Quad Captain's Chairs (depending on trim level)
- Remote keyless-entry/panic alarm (available on XLT only)

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 standard in GL model with base package
- Available 3.8L V-6 has Split Port Induction (SPI) feature, and generates 200 horsepower (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 3.8L engine and 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 perimeter anti-theft system or remote entry with Auto-Lock/Relock feature
- Dual or optional Quad bucket seats

* To supplement safety belts. Always wear your safety belt.

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



Regular Club Wagon XLT

Aerostar

Available in both regular and extended-length versions, Aerostar Wagon offers rear-wheel drive for traditional performance, payloads and trailer-towing capabilities. Plus, the extended length model offers the choice of Electronic 4-Wheel Drive (E-4WD) for increased traction in inclement weather. Additional important Aerostar features include:

- Two powerful V-6 engine choices (depending on model): 3.0L and 4.0L
- Both engines feature 100,000-mile scheduled tune-up interval[†]
- Electronic automatic overdrive transmission (new 5-speed with 4.0L engine; 4-speed with 3.0L engine)
- Seating for seven passengers
- Towing capability up to 4,400 pounds (when properly equipped)
- Standard rear-wheel anti-lock brakes
- Standard driver air bag*
- Up to 167.7 cu. ft. of cargo capacity in extended-length model
- Full Seat/Bed option
- Premium Cassette and CD options



Aerostar XLT Extended Length

Slide-In Campers for F-Series Pickups

If you're looking for a camper, and also need the 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 two bodystyles (F-150/250 and F-250 HD/350)
- 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

Slide-in Camper Installation

- Ford Motor Company recommends that you consult with your camper manufacturer/dealer for details regarding proper installation of your slide-in camper.
- A dimensionally stable block spacer is recommended between the headboard of the pickup box and the forward edge of the camper floor, resting the spacer on the pickup box bed to prevent movement and contact of the fully installed camper with the pickup box headboard or taillight rear pillars.

Camper Center-of-Gravity Information

- All Styleside pickups that are qualified for slide-in camper bodies will have the camper center-of-gravity included on the Consumer Information Sheet, which is placed in the vehicle's glovebox.

Slide-In Camper Selector

Use the chart at right 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 HD models. Camper/Trailer Towing Package (Option Code 532) required for F-350 models.**
- Cargo weight rating shown in the chart is the maximum allowable, assuming the weight of a base vehicle with the required camper 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 Cargo Weight Rating shown must be further reduced by the weight of powertrain upgrades and any other options. Option weights and center-of-gravity information are available in the 1997 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.

- 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 (F-250 HD/350)*

- Super Engine Cooling
- Trailer Wiring Harness (7-Pin)
- Handling Package
- Heavy-Duty Battery (78 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.



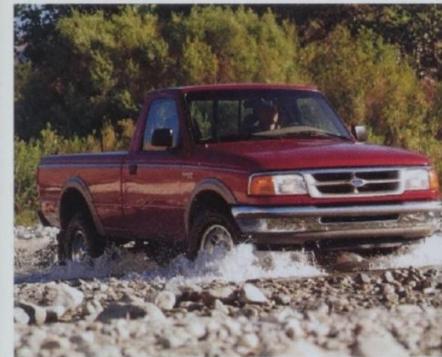
F-250 HD XLT 4x4 SuperCab

MAXIMUM CARGO WEIGHT WITH SLIDE-IN CAMPER (with Minimum Equipment)						
Model	Wheelbase	GVWR (lbs.)	Recommended Axle Ratio	Engine	Maximum Cargo Weight Rating (lbs.) Gas/Diesel	
F-150	4x2 Reg. Cab	119.9"	6,000	3.55	Std.	1,760/—
	4x2 Reg. Cab	138.5"	6,000	3.55	Std.	1,651 (1)/—
F-250	4x2 Reg. Cab	138.5"	7,700	3.73	Std.	2,900/—
	4x2 SuperCab	138.5"	7,500	3.73	Std.	2,654/—
	4x4 Reg. Cab	138.8"	7,700	3.73	5.4L	2,405/—
	4x4 SuperCab	138.8"	7,700	3.73	5.4L	2,366/—
F-250 HD (2)	4x2 Reg. Cab	133.0"	8,600	Std. (3)	Std.	3,498/2,798
	4x2 SuperCab (5)	138.8"	8,800	Std.	Std.	3,410/2,960
	4x2 SuperCab	155.0"	8,800	Std. (3)	Std.	3,492/2,842
	4x2 Crew Cab (5)	152.2"	8,800	Std.	Std.	2,639/2,139
	4x4 Reg. Cab	133.0"	8,600	Std. (3)	Std.	3,198/2,473
	4x4 SuperCab	138.8"	8,800	Std.	Std.	3,046/2,521
	4x4 SuperCab	155.0"	8,800	Std. (3)	Std.	3,116/2,591
F-350 (4)	4x4 Crew Cab	152.2"	8,800	Std.	Std.	2,195/1,695
	4x2 SRW Reg. Cab	133.0"	8,800	Std. (3)	Std.	3,658/3,033
	4x2 DRW Reg. Cab	133.0"	10,000	Std.	Std.	4,604/4,079
	4x2 DRW SuperCab	155.0"	10,000	Std.	Std.	4,257/3,682
	4x2 SRW Crew Cab	168.4"	9,200	Std.	Std.	3,111/2,486
	4x2 DRW Crew Cab	168.4"	10,000	Std.	Std.	3,771/3,146
	4x4 Reg. Cab	133.0"	9,000	Std. (3)	Std.	3,474/2,774
	4x4 Crew Cab	168.4"	9,200	Std.	Std.	2,667/2,017

(1) 2,160 with Payload Package No. 3 (6,550-lb. GVWR).
 (2) Requires Camper Package option.
 (3) 4.10 axle ratio with 5.8L V-8.
 (4) Requires Camper/Trailer Towing Package option.
 (5) Not available with air conditioning or automatic transmission.

Ford Vehicles for On/Off-Highway RV Fun

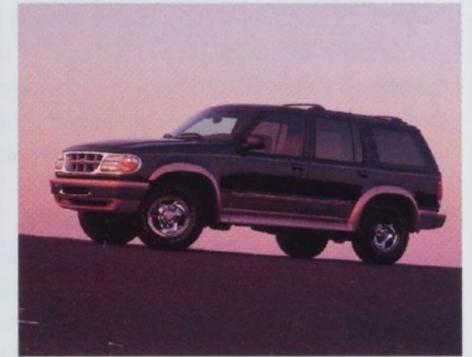
Ford also offers a large selection of tough, sporty trucks that are perfect for RV excitement – on or off highway:



Ranger XLT Regular Cab



Expedition Eddie Bauer



Explorer Eddie Bauer

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 Styleside models. Major functional features include:

- Standard air bag* and adjustable-height shoulder belts
- Optional passenger 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 SEFI V-6
- All three engines feature 100,000-mile scheduled tune-up interval†
- 5-speed manual, electronic 4-speed automatic overdrive and new 5-speed automatic transmissions
- Can be equipped to tow trailers up to 6,000 lbs.
- Four-wheel anti-lock brakes (std. on most 4x4s; opt. on 4x2s)
- Ranger Pickups are not recommended for use with slide-in campers

* To supplement safety belts. Always wear your safety belt.
 † Under normal driving conditions with routine fluid/filter changes.

Expedition

The all-new 1997 Ford Expedition sets a new benchmark in the full-size utility segment. With best-in-class towing, payload and interior room, as well as an impressive list of safety features, it truly is the "no-compromise full-size utility." Its long list of features includes:

- Choice of 4x2 or 4x4 4-door models
- Choice of two Triton™ SOHC SEFI V-8 engines – 4.6L and 5.4L
- Electronic 4-speed automatic overdrive transmission
- Boxed ladder-type frame for greater strength
- Optional 3rd-row seat for seating up to 9 passengers
- Can be equipped to tow trailers up to 8,000 lbs.
- Standard 4-wheel disc anti-lock brakes (ABS)
- Standard driver and right front passenger air bags*
- Control-Trac 4-wheel-drive system
- Optional four-corner load-leveling suspension (4x4) or rear load-leveling suspension (4x2)

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 OHV SEFI V-6 engine with 5-speed manual overdrive transmission
- New optional 4.0L SOHC SEFI V-6 engine with 5-speed automatic overdrive transmission only
- Optional 5.0L V-8 engine (4-door and AWD with 4-speed automatic overdrive transmission only)
- Standard driver and front passenger air bags*
- Rugged body-on-frame construction
- Seating for up to six passengers (4-door)
- 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

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

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	WITH REAR GAWR: 3777 LB	
1564KG	WITH 1713KG	WITH
P265/75R15SL	P265/75R15SL	TIRES
15x7.5J	15x7.5J	RIMS
AT 30 PSI COLD	AT 30 PSI COLD	RIMS
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: XXXXXXXXXXXXXXXXXXXXX		T0183
		
JA EXTERIOR PAINT COLORS 89 DSO		
WB	TYPE-GVW	BODY
155	R6M	E
TRANS	AXLE	TAPE
E	H9B	M4I
SPRINGS		
M4I		
V FOTA - 15204A10 - AA		

- **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 Base 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.

The charts on pages 14-17 include both GCWR and Maximum Loaded Trailer Weights for 1997-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



Measuring tongue weight with bathroom 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)

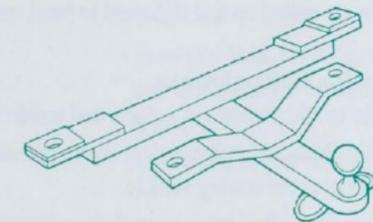
GCW must not exceed GCWR (obtain from charts in this section or your vehicle's Owner Guide).



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.

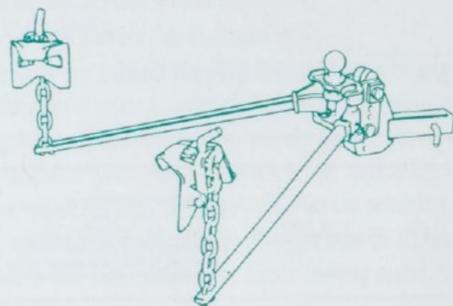


Ford load-carrying rear step bumpers are rated for the following maximum loads.

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

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 to provide 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.

- **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

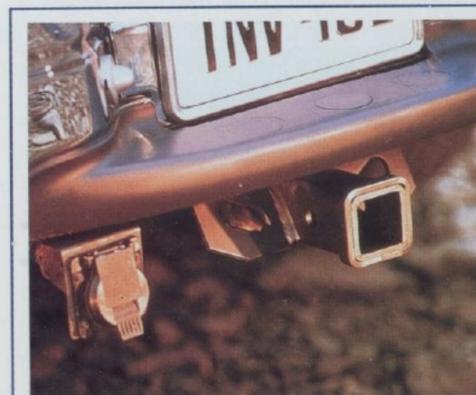
- Always use safety chains when towing. Safety chains are used to retain connection between the towing and towed vehicle in the event of separation of the trailer coupling or ball.
- Cross chains under the trailer tongue and allow enough slack for turning corners.
- See your vehicle’s Owner Guide for 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 or more jumper harnesses (to connect to your trailer wiring connector) and installation instructions.
- Expedition and F-Series pickup models include a standard 4-pin trailer wiring harness. The Trailer Towing Package includes a 7-pin trailer wiring harness.



7-pin trailer wiring harness and frame-mounted hitch are part of Expedition and F-150/250 optional Class III Trailer Tow Group.

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 Trailer 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

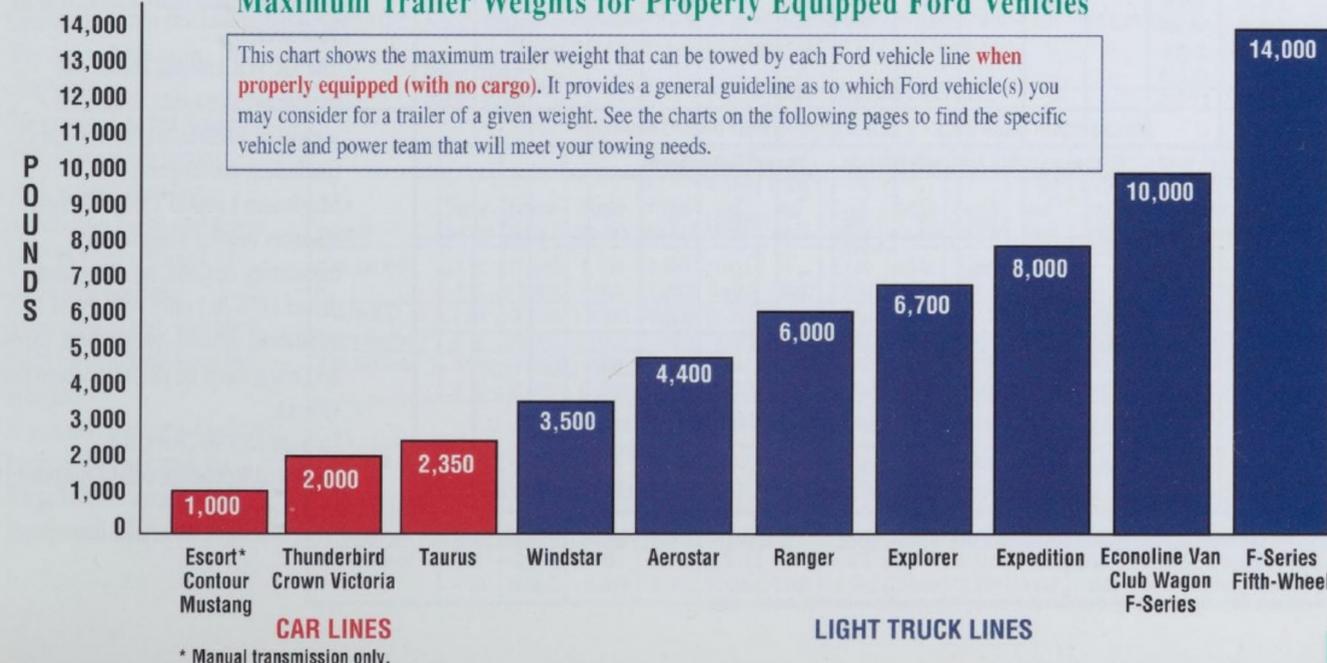
Class III — Heavy-Duty

- 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
- Largest travel and fifth-wheel trailers made for recreation
- Econoline Vans, Club Wagons, F-Series Pickups and Expedition can be equipped to handle these trailers
- Load-equalizing or fifth-wheel hitch required

Maximum Trailer Weights for Properly Equipped Ford Vehicles



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	1,400(Wagon)/ 1,550 (Sedan)	2,000	2,000
Max. Tongue Load (lbs.)	100	100	100	140/155 (3)	200	200
Minimum Engine	2.0L 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) 1,900 (Wagon)/2,350 (Sedan) Max. Gross Trailer Weight and 190/235 Max. Tongue Load with Duratec engine. 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.

RANGER AND EXPLORER

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	4x4
2.3L SEFI I-4	3.73	5,400	--	--	2,000	--	--	--	--	--	--	--	--	--
3.0L SEFI 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	3,900	--	3,800	3,900	3,700	--	3,600	--	--	--	--
	4.10	8,000	--	4,400	--	4,300	--	4,100	--	4,100	--	--	--	--
4.0L SEFI V-6	3.08	5,500	--	--	2,000	--	--	--	--	--	--	--	--	--
	3.08	5,800	--	--	--	--	--	2,000	--	--	--	--	--	--
	3.08	6,000	2,700	--	--	--	2,300	--	--	--	--	--	--	--
	3.27	7,500	--	3,800	--	3,800	--	3,600	--	3,500	3,500	3,300	--	--
	3.55	5,500	--	--	2,000	--	--	--	--	--	--	--	--	--
	3.55	5,800	--	--	--	--	--	2,000	--	--	--	--	--	--
	3.55	8,500	--	--	--	--	--	--	--	4,500	4,300	--	--	--
	3.55	9,000	--	--	--	--	--	--	--	--	4,800	4,600	--	--
	3.55	9,500	6,000	--	--	--	5,800	--	--	--	--	--	--	--
	3.73	9,000	--	--	--	--	--	--	--	5,000	4,800	--	--	--
	3.73	9,500	--	5,800	--	5,800	--	5,600	--	5,500	--	--	--	--
	3.73	10,000	--	--	--	--	--	--	--	--	5,800	5,600	--	--
	4.10	9,000	--	--	--	--	--	--	--	--	4,800	--	--	--
	4.10	10,000	--	--	--	--	--	--	--	--	5,800	5,600	--	--
5.0L SEFI V-8	3.73	11,000	--	--	--	--	--	--	--	--	6,700	6,400	--	--

Maximum Loaded Trailer Weight (Lbs.) -- Manual Transmission														
Engine	Axle Ratio	GCWR (Lbs.)	Ranger								Explorer			
			4x2*	4x4	Splash 4x2	Splash 4x4	4x2*	4x4	Splash 4x2	Splash 4x4	4x2	4x4	4x2	4x4
2.3L SEFI I-4	3.45	--	(1)	--	--	--	--	--	--	--	--	--	--	--
	3.73	4,800	1,600	--	1,500	--	1,300	--	1,200(2)	--	--	--	--	--
3.0L SEFI V-6	3.45	5,000	1,800	--	--	--	1,500	--	--	--	--	--	--	--
	3.73	5,400	--	--	2,000	--	--	--	--	--	--	--	--	--
	3.73	5,700	--	--	--	--	--	2,000	--	--	--	--	--	--
	3.73	6,000	2,800	2,400	--	2,400	2,400	2,200	--	2,100	--	--	--	--
4.0L SEFI 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	1,900	1,900	--	--
	3.55	5,500	--	--	2,000	--	--	--	--	--	--	--	--	--
	3.55	5,800	--	--	--	--	--	--	2,000	--	--	--	--	--
	3.55	6,500	--	--	--	--	--	--	--	--	2,400	2,100	--	--
	3.55	7,000	3,700	--	--	--	--	--	--	--	--	--	--	--
	3.73	7,000	--	3,400	--	3,300	--	3,100	--	3,000	3,100	2,900	2,900	2,600

* Regular Cab 108" WB and SuperCab models with Splash Sport Suspension are limited to Maximum Trailer Weights shown below the Splash 4x2 columns.

(1) Not available for trailer towing.

(2) Available with Splash Sport Suspension only. Not available with Splash model.

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.

Ford F-Series and Expedition Trailer Towing Selector



Expedition Eddie Bauer



F-250 XLT SuperCab

EXPEDITION/F-150/250 PICKUP

Use the appropriate chart to select the F-Series or Expedition model and powertrain that best meets your towing needs:

- Select automatic or F-Series manual transmission section.
- Determine which F-Series cab design you prefer — or Expedition.
- 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.
- 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.)	Expedition				Regular Cab Pickup				SuperCab Pickup		
			4x2	4x4	F-150 4x2	F-150 4x4	F-250 4x2	F-250 4x4	F-150 4x2	F-150 4x4	F-250 4x2	F-250 4x4	
4.2L SEFI V-6	3.08	9,000	--	--	(3)	(3)	--	--	--	(3)	--	--	--
	3.55	10,000	--	--	5,800	5,400	--	--	--	5,600	--	--	--
4.6L SEFI V-8	3.08	10,000	--	--	(3)	--	--	--	--	(3)	--	--	--
	3.31	10,500	--	--	--	--	--	(3)	--	--	(3)	--	--
	3.31	11,000	5,900	--	--	--	--	--	--	--	--	--	--
	3.55	11,500(1)	--	6,100	7,200	6,800	--	--	7,000	6,600	--	--	--
	3.55	11,000(2)	--	5,500	--	6,300	--	--	--	6,100	--	--	--
	3.73	12,000	--	--	--	--	--	7,300	6,900	--	--	7,200	6,900
5.4L SEFI V-8	3.08	11,000	--	--	(3)	(3)	--	--	(3)	(3)	--	--	--
	3.31	12,000	6,700	6,400	--	--	--	(3)	(3)	--	--	(3)	(3)
	3.55	12,700(1)	--	--	8,200	7,800	--	--	8,000	7,700	--	--	--
	3.55	12,200 (2)	--	--	--	7,300	--	--	--	7,200	--	--	--
	3.73	13,500(1)	8,000	7,900	--	--	8,700	8,300	--	--	8,600	8,300	--
	3.73	13,000(2)	--	7,400	--	--	--	--	--	--	--	--	--

MAXIMUM LOADED TRAILER WEIGHT (LBS.) -- MANUAL TRANSMISSION												
ENGINE	AXLE RATIO	GCWR (LBS.)	Expedition		Regular Cab Pickup		SuperCab Pickup		Crew Cab Pickup			
			4x2	4x4	F-150 4x2	F-150 4x4	F-250 4x2	F-250 4x4	F-250 4x2	F-250 4x4		
4.2L SEFI V-6	3.08	6,500	--	--	(3)	1,900	--	--	(3)	--	--	--
	3.55	7,800	--	--	3,600	3,200	--	--	3,400	--	--	--
4.6L SEFI V-8	3.08	6,500	--	--	(3)	1,800	--	--	2,000	1,700	--	--
	3.31	6,500	--	--	--	--	--	(3)	(3)	--	--	(3)
	3.55	7,800	--	--	3,500	3,100	--	--	3,300	3,000	--	--
	3.73	7,800	--	--	--	--	--	--	3,200	2,700	--	--

(1) With 16" tires. (2) With 17" tires.

(3) Towing trailers over 2,000 lbs. is not recommended with 3.08 (F-150) or 3.31 (F-250) axle ratios. The optional Class III Trailer Towing Group includes a 3.55 (F-150) or 3.73 (F-250) axle ratio.

F-250 HD/350 PICKUP

MAXIMUM LOADED TRAILER WEIGHT (LBS.) -- AUTOMATIC TRANSMISSION														
ENGINE	AXLE RATIO	GCWR (LBS.)	Regular Cab Pickup					SuperCab Pickup			Crew Cab Pickup			
			F-250 HD 4x2	F-250 HD 4x4	F-350 SRW	F-350 DRW	F-350 SRW	F-250 HD 4x2	F-250 HD 4x4	F-350 DRW	F-250 HD 4x2	F-250 HD 4x4	F-350 SRW	F-350 DRW
5.8L EFI V-8	3.55	11,500	6,500	6,100	6,800	--	6,100	6,300	5,900	--	--	--	--	--
	4.10	13,000	8,000	7,600	8,100	7,800	7,600	7,800	7,400	--	--	--	7,500	7,300
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	--
	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	9,600	9,300	--	9,400	9,000	9,300	--
	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	10,000

MAXIMUM LOADED TRAILER WEIGHT (LBS.) -- MANUAL TRANSMISSION														
ENGINE	AXLE RATIO	GCWR (LBS.)	Regular Cab Pickup					SuperCab Pickup			Crew Cab Pickup			
			F-250 HD 4x2	F-250 HD 4x4	F-350 SRW	F-350 DRW	F-350 SRW	F-250 HD 4x2	F-250 HD 4x4	F-350 DRW	F-250 HD 4x2	F-250 HD 4x4	F-350 SRW	F-350 DRW
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	7,800	7,600	7,800	7,500	--	--	--	7,500	7,400
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	9,600	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	10,000
7.5L EFI V-8	3.55	12,000	6,900	6,500	6,900	--	6,400	6,700	6,300	--	6,400	6,000	6,400	--
	4.10	16,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	9,900

Ford F-Series Fifth-Wheel Trailer Towing Selector

The biggest RV towing jobs can be handled by a Fifth-Wheel F-Series model — 14,000-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.

F-150/250 PICKUP

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 4x4	F-150 4x2	F-150 4x4	F-250 4x2	F-250 4x4
4.2L SEFI V-6	3.55	10,000	5,800	5,400	--	--	5,600	--	--	--
	4.09	11,000	--	--	--	--	--	--	--	--
4.6L SEFI V-8	3.55	11,500 (1)	7,200	6,800	--	--	7,000	6,600	--	--
	3.55	11,000 (2)	--	6,300	--	--	--	6,100	--	--
	3.73	12,000	--	--	7,300	6,900	--	--	7,200	6,900
5.4L SEFI V-8	3.55	12,700 (1)	8,200	7,800	--	--	8,000	7,700	--	--
	3.55	12,200 (2)	--	7,300	--	--	--	7,200	--	--
	3.73	13,500	--	--	8,700	8,300	--	--	8,600	8,300

NOTE: 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 Combination Weight Rating (GCWR).
 (1) With 16" tires
 (2) With 17" tires

F-250 HD/350/SUPER DUTY

MAXIMUM LOADED TRAILER WEIGHT (LBS.) -- AUTOMATIC TRANSMISSION																		
ENGINE	AXLE RATIO	GCWR (LBS.)	Regular Cab Pickup			SuperCab Pickup			Crew Cab Pickup						Chassis Cab			
			F-250 HD 4x2	F-250 HD 4x4	F-350 SRW	F-350 DRW	F-350 SRW	F-250 HD 4x2	F-250 HD 4x4	F-350 DRW	F-250 HD 4x2	F-250 HD 4x4	F-350 SRW	F-350 DRW	F-350 SRW	F-350 DRW	F-350 DRW	F-Super Duty
5.8L EFI V-8	3.55	11,500	6,500	6,100	6,600	--	6,100	6,300	5,900	--	--	--	--	--	--	--	--	--
	4.10	13,000	8,000	7,600	8,100	7,800	7,600	7,800	7,400	--	--	7,500	7,300	8,000	--	--	--	--
7.3L V-8 DI Turbo Diesel	3.55	16,000	10,500	10,100	10,500	--	9,900	10,200	9,800	--	10,100	9,500	9,900	--	9,400	--	--	--
	4.10	20,000	14,000	14,000	14,000	14,000	14,000	14,000	13,800	14,000	14,000	13,500	13,900	13,800	13,400	14,000	13,900	--
	4.63	22,000	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	14,000
	5.13	22,000	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	14,000
7.5L EFI V-8	3.55	15,000	9,900	9,500	9,900	--	9,400	9,600	9,300	--	9,400	9,000	9,300	--	8,900	--	--	--
	4.10	18,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	--
	4.63	22,000	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	12,500
	5.13	26,000 (1)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	12,500 (1)

MAXIMUM LOADED TRAILER WEIGHT (LBS.) -- MANUAL TRANSMISSION

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	7,800	7,600	7,800	7,500	--	--	--	7,500	7,400	7,100	8,000	--	--
7.3L V-8 DI Turbo Diesel	3.55	16,000	10,500	10,100	10,500	--	10,000	10,200	9,800	--	10,100	9,600	9,900	--	9,400	--	--	--
	4.10	20,000	14,000	14,000	14,000	14,000	14,000	14,000	13,800	14,000	14,000	13,600	13,900	13,800	13,400	14,000	13,900	--
	4.63	21,000	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	14,000
	5.13	21,000	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	14,000
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	10,900	10,500	10,900	10,700	10,400	10,700	10,300	10,400	10,500	10,000	10,400	10,200	9,900	10,800	10,300	--
	4.63	22,000	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	12,500
	5.13	26,000	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	12,500

(1) 25,000 lbs. GCWR and 8,000 lbs. Maximum Loaded Trailer Weight at 17,000 lbs. GVWR (9,800 lbs. Maximum Loaded Trailer Weight at 15,200 lbs. GVWR) with F-Super Duty Motor Home Stripped Chassis only.

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		
			E-150	E-250	E-250 HD	E-350	E-250	E-250 HD	E-350	Regular	HD Regular	Super
4.2L SEFI V-6	3.31	9,000	4,100	--	--	--	--	--	--	3,700	--	--
	3.55	10,000	5,100	--	--	--	--	--	--	4,700	--	--
	3.73	10,500	--	5,200	5,200	--	5,100	5,100	--	--	--	--
	4.09	11,000	--	5,700	5,700	--	5,600	5,600	--	--	--	--
4.6L SEFI V-8	3.31	11,000	6,100	--	--	--	--	--	--	5,600	--	--
	3.55	11,500	6,600	--	--	--	--	--	--	6,100	--	--
5.4L SEFI V-8	3.55	12,000	6,900	--	--	6,500	--	--	6,300	6,500	6,000	5,700
	3.73	13,000	--	7,500	7,500	--	7,400	7,400	--	--	--	--
	4.10	13,000	--	--	--	7,500	--	--	7,300	--	7,000	6,700
7.3L V-8 DI Turbo Diesel	3.55	16,000	--	--	--	10,000	--	--	9,800	--	9,500	9,200
	4.10	20,000	--	--	--	10,000	--	--	10,000	--	10,000	10,000
6.8L SEFI V-10	3.73	15,000	--	--	--	9,300	--	--	9,200	--	8,900	8,600
	4.10	18,500	--	--	--	10,000	--	--	10,000	--	10,000	10,000

Note: To determine maximum trailer weights for Cutaway and Stripped Chassis models, subtract the GVWR from the GCWR (E-250-350 GCWR's-4.2L=11,000 lbs., 5.4L=13,000 lbs., 7.3L=20,000 lbs., 6.8L=18,500 lbs./E-Super Duty GCWR-7.3L or 6.8L=20,000 lbs.). 7.3L Turbo Diesel applications that exceed 10,000 lbs. maximum trailer weight require a fifth-wheel hitch.

WINDSTAR/AEROSTAR

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 SEFI V-6	3.73	7,500	--	--	3,900	3,600	--	--
	4.10	8,000	--	--	--	4,100	4,000	--
3.8L SPI SEFI V-6	3.56	7,000	2,000	2,000	--	--	--	--
	3.56*	8,500*	3,500*	--	--	--	--	--
4.0L SEFI V-6	3.55	8,500	--	--	--	--	4,400	--
	3.73	8,500	--	--	--	--	--	4,200

* Requires Trailer Towing Package.



Windstar LX Wagon

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.

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 (See your dealer for a copy) 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

- For E-150/250/250 HD Standard, XL Van with Trailers Over 3,500 lbs. — Heavy Duty Service Package OR Handling Package OR Trailer Towing Package.

F-150/250 and Expedition

- For Trailers Over 4,000 lbs. — Class III Trailer Tow Group.

F-250 HD/350

- 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.
- For Fifth-Wheel Trailer Towing — The long pickup box is recommended to maximize turning angle maneuverability.

Recommended Equipment (Where Not Required)

	Ford Cars	Windstar	Aerostar	Ranger	Explorer	Expedition	F-150/250	F-250 HD/350	F-Series 5th Wheel	Econoline Van	Club Wagon
Aftermarket Auxiliary											
Transmission Oil Cooler	X(a)	-	-	-	-	X(j)	-	-	-	-	-
Super Engine Cooling	-	-	-	X(b)	-	-	X	X	-	-	-
Step Bumper (c)	-	-	-	X	X(d)	X(e)	X(f)	X(f)	-	X(f)	X(f)
Load-Carrying Hitch (g) (Trailers Under 5,000 lbs.)	X	X	X	X	X	X	X	X	-	X	X
Load-Equalizing Hitch (g) (Trailers Over 5,000 lbs.)	-	-	-	X	X	X	X	X	-	X	X
Trailer Towing Package	-	X	X	-	X	X	X	X	X	X	X
Long Pickup Box	-	-	-	-	-	-	-	-	X(h)	-	-

(a) Recommended for long-distance, high-speed towing with automatic transmission on Crown Victoria, Thunderbird, Mustang, 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) Step bumper with 4,000-lb. trailer rating is standard. (f) For trailers under 5,000 lbs. with Rear Step Bumper. (g) Always refer to vehicle Owner Guide for specific towing capacities. (h) 5th-wheel towing with short-box units limits turning angle. Parking maneuvers can be improved with a sliding-type 5th-wheel hitch. (j) If vehicle is not equipped with factory Class III Trailer Tow Group, auxiliary transmission oil cooler is recommended if you are planning on: traveling farther than 50 miles, towing in hilly terrain, or towing frequently.

Ford Truck Trailer Towing Packages

MODEL (OPTION CODE)	Aerostar (534)	Expedition (535)	F-150/250 (535)	F-250 HD/350 (535)*	Econoline Van (b)	Club Wagon (b)	Explorer†
Super Engine Cooling	-	-	X	X	-	-	-
Heavy-Duty Battery	-	X	X	X	-	-	-
Trailer Wiring Harness (7-Pin)	X(a)	X	X	X	X(d)	X(d)	X(d)
Heavy-Duty Flasher System	X	-	-	-	-	-	X
Handling Package	-	-	-	X(c)	X	X	-
Limited Slip Rear Axle	X	-	-	-	-	-	-
Dual Electric Horns	-	-	-	-	X	-	-
Class III Frame-Mounted Hitch	-	X	X	-	-	-	-
Engine Oil Cooler (w/5.4L Eng.)	-	X	X	-	-	-	-
Aux. Auto Trans. Oil Cooler	-	X	X	-	-	-	-
Rear Load Leveling (4x2 Only)	-	X	-	-	-	-	-
130-Amp Alternator (4.2L Engine Only)	-	-	X	-	-	-	-
3.55 (F-150)/3.73 (F-250) Rear Axle	-	-	X	-	-	-	-
Heavy-Duty Shocks (F-150 Only)	-	-	X	-	-	-	-
3950# GAWR Front Capacity Upgrade (F-250 4x4 Only)	-	-	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. (c) High-capacity rear springs will be substituted for the front/rear stabilizer bars on F-250 HD 4x4 models with 7.3L Turbo Diesel engine. (d) 4-pin trailer wiring harness. 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 help 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 significantly reduce 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 OR Wagon with 3.0L OR 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 OR Splash 4x2 models OR Styleside 4x2 with 3.0L/MT/3.45 ratio OR Styleside 4x2 with 4.0L/MT/3.08
	50 sq.ft.	Styleside 4x2 with 3.0L/MT/3.73 OR Styleside 4x2 with 4.0L/MT/3.55 OR Styleside 4x2 with 3.0L or 4.0L/AT OR 4x4 models with 3.0L or 4.0L.
Econoline/Club Wagon/RV Cutaway	60 sq.ft.	All Applications
F-150/250/Expedition	Base Vehicle Frontal Area	Without Class III Trailer Towing Group.
	60 sq.ft.	With Class III Trailer Towing Group.
F-250 HD/350	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
* Manual transmission only



F-150 Lariat SuperCab



Explorer Eddie Bauer



F-350 XLT 4x2 DRW Crew Cab

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 — exercise caution.
- 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 optimum fuel economy.
- Overdrive also may be locked out to obtain 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.



Illustrations and information presented herein were correct when approved for printing. Ford Division reserves the right to discontinue or change at any time the specifications or designs without incurring obligations. Some features shown or described are optional at extra cost. Many options offered on all models. Some options are required in combination with other options. Consult your Ford Dealer for the latest, most complete information on models, features, prices and availability.

Many of the recreational vehicles shown in this brochure are modified or manufactured by companies other than Ford Motor Company. Ford assumes no responsibility for such modifications or manufacturing.

LITHO IN USA 8-96 RVS 97-300

