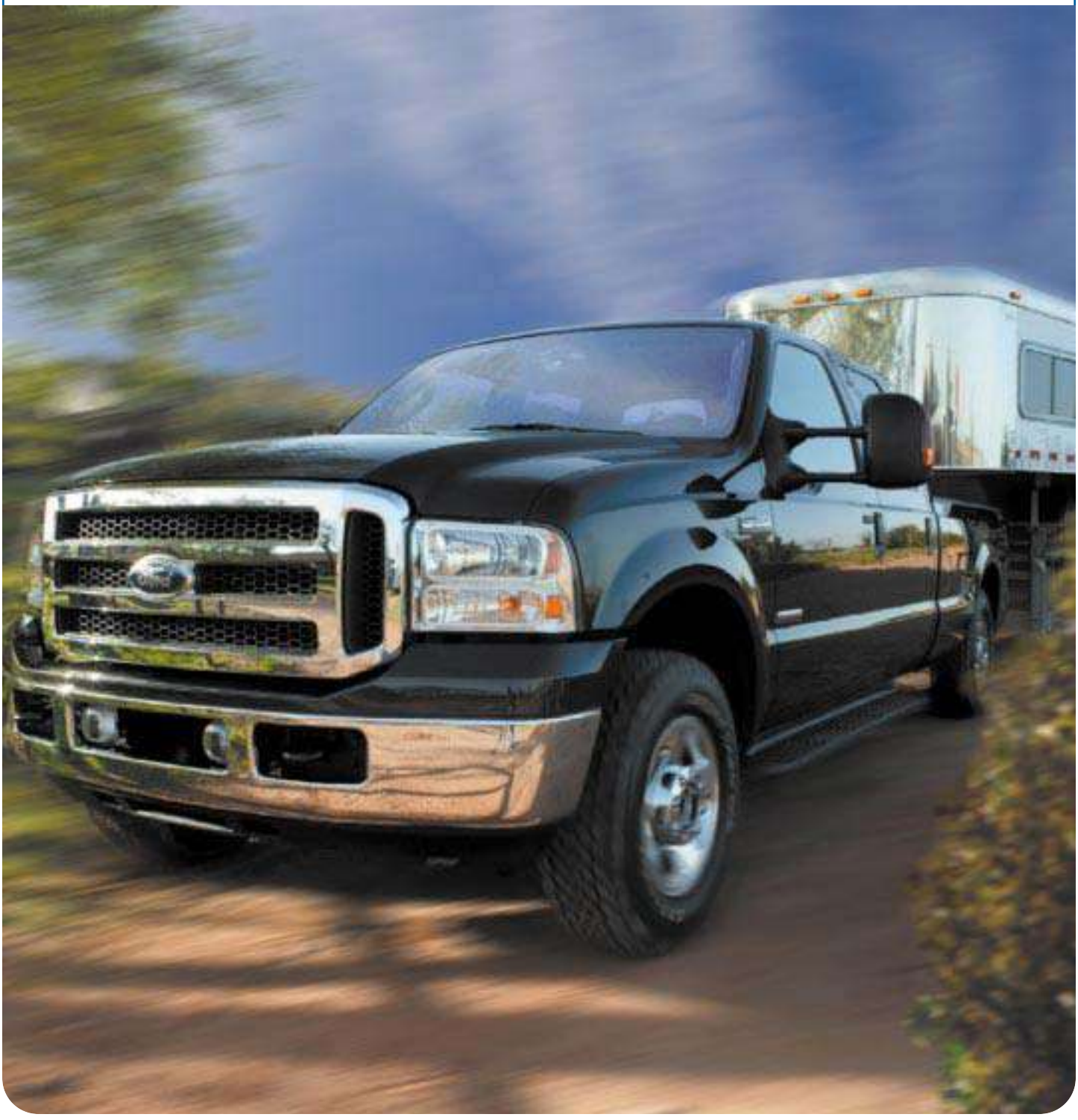
2005
RV & TRAILER TOWING GUIDE



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Metric Conversion – To obtain information in kilograms, multiply pounds by .45.

FORD – A LEADER IN RV AND TRAILER TOWING!

There are many reasons Ford is considered a leader in RV and trailer towing:

- **Outstanding Selection**
  Whatever your need, there's a Ford vehicle or chassis to fill it.
- **Exceptional Towing Capabilities**
  The new F-Series Super Duty Chassis Cabs can pull the heaviest trailers. In fact, when properly equipped, they can handle conventional trailers up to 16,000 pounds, and fifth-wheel trailers all the way up to 24,800 pounds.
- **Experience**
  Decades of RV and towing experience back all Ford vehicles.
- **Quality and Reliability**
  Ford has earned a reputation for providing quality, reliable, high-performance RV products.

FORD PRODUCTS AVAILABLE for ALL MAJOR RV CATEGORIES



PICKUPS/CHASSIS CABS
See pages 3-5.



SLIDE-IN TRUCK CAMPERS
See page 6.



VAN CONVERSIONS/ VAN CAMPERS
See page 7.



CLASS A MOTORHOMES
See page 10.



CLASS C MOTORHOMES
See page 11.



TRAILERS
See page 13.

FORD PICKUPS

A Complete Lineup to Meet ALL Your Towing and RV Needs



The 2005 Ford F-150 Continues to Set the Standard for Under 8,500-Pound Full-Size Pickup Conventional Towing – 9,900 Pounds!*



BUILT Ford TOUGH

Last year, the 2004 F-150 ushered in a whole new era of Built Ford Tough, with bold exterior styling, interior comfort and craftsmanship, and powertrain and chassis refinements never before seen in a full-size pickup. For 2005, its impressive capabilities continue to set the pace in this competitive segment, along with new features including V6 engine and (late availability) manual transmission, plus a new Work Truck Group and high-end King Ranch SuperCrew.

THREE POWERFUL ENGINES

- **4.2L V6** – This new standard engine on Regular Cab 4x2 models puts out **202 hp** and **260 lb-ft of torque**.
- **4.6L Triton™ V8** – Produces **231 hp** and **293 lb-ft of torque** – with 90% available from 2000 to 4500 rpm.
- **5.4L 3-Valve Triton™ V8** – Generates **300 hp** and **365 lb-ft of torque** – unsurpassed low-end torque in its class – making it easier to pull heavy loads from a stop.

PLUS OUTSTANDING DRIVING DYNAMICS

- **Rugged Frame** – Hydroformed and fully boxed with welded through-rail cross members to deliver superior handling control and responsiveness, it is the strongest frame in its class.
- **Advanced Suspension and Steering** – F-150's advanced suspension features a coil-over-shock front configuration and rear 3" wide leaf springs and exclusive outboard rear shocks. Plus, F-150's rack-and-pinion steering system provides outstanding steering response and performance.
- **Robust Brakes** – Large, high-performance 4-wheel disc brakes with standard 4-wheel ABS and electronic brake force distribution help provide responsive, confident stops and exceptional control under heavy braking situations.

AND LOTS OF ROOM FOR PASSENGERS AND CARGO

- **Roomy Cabs** – Every F-150 cab (Regular, SuperCab and SuperCrew) offers four doors, and Regular Cab and SuperCab offer best-in-class interior volume for excellent passenger comfort and access.
- **Class-Leading Cargo Volume** – F-150's deep cargo boxes help make them the largest in their class with exclusive tailgate assist.

**Based on properly equipped full-size pickups under 8,500 pounds GVWR and priced below $45,000.*

The Next F-250 and F-350
SUPER DUTY PICKUPS



F-250/F-350

Super Duty is all about capability, and The Next 2005 Super Duty Pickups set impressive new standards for conventional towing (15,000 pounds) and fifth-wheel towing (17,000 pounds).

(See Chart on Page 17)



Trailer Brake Controller shown to the right of new optional Upfitter Switches (66S).

NEW TowCommand System (91T) A FORD EXCLUSIVE

Available exclusively on Ford F-250/F-350/F-450/F-550 Super Duty Pickups and Chassis Cabs, this system supplements the already exceptional capabilities provided by the new standard **upgraded Pickup frame and brakes** to offer exceptional control when towing with our "Ultimate Towing Trucks." Components include:

- **TowCommand Integrated Trailer Brake Controller**
  The **only** trailer brake controller wired directly into the vehicle's electrical harness and brake control logic, it ideally matches the braking force between the tow vehicle and the trailer to provide smooth, predictable braking. Its integration with the vehicle ABS reduces the likelihood of trailer wheel lockup on slippery surfaces.
- **Trailer Tow Mirrors (F-250/F-350 Pickups; Standard on F-350/F-450/F-550 Chassis Cabs)**
  These telescoping mirrors expand the driver's rearward field of vision around trailers. Additional features include power/heated glass and integrated clearance lights/turn signals *(depending on application – check with your sales consultant)*.
- **TorqShift™ 5-Speed Automatic Overdrive Transmission (Required)**
  This state-of-the-art transmission is engineered and built to handle the highest torque loads and the most demanding work conditions. Its selectable **Tow/Haul mode** eliminates unwanted gear search on steep grades and helps control vehicle speed when descending hills.

Check with your sales consultant for additional details and availability.

For 2005, our Super Duty Pickups have been upgraded to handle the **REALLY BIG** towing jobs. Several major functional improvements contribute to these dramatically increased capabilities:

MORE POWERFUL ENGINES

- Triton™ 5.4L V8 and 6.8L V10 feature new **3-valve** configuration for increased power:
  - 5.4L V8: 300 hp/365 lb-ft of torque
  - 6.8L V10: 362 hp/457 lb-ft of torque
- Torque from the 6.0L Power Stroke® Turbo Diesel is increased to **570** lb-ft.

EXPANDED TRANSMISSION AVAILABILITY

In addition to the standard 6-speed manual O/D, the popular TorqShift™ electronic 5-speed automatic with Tow/Haul mode is now available with gas engines, as well as diesel.

ADDITIONAL FUNCTIONAL IMPROVEMENTS

- Thickest gauge steel frame rails in class – 10-20% stronger than before
- New best-in-class braking performance
- New steering system for improved response and 4x4 maneuverability
- New Twin-Coil Monobeam front suspension for 4x4
- First-in-class fully integrated trailer brake controller and optional new upfitter switches integrated into instrument panel

PLUS A FRESH, NEW LOOK – INSIDE AND OUT

- Tough new exterior look features new grille, available dual-beam headlamps, front bumper, and 17" or 18" wheel designs.
- Interior features new instrument cluster with message center and diesel turbo boost gauge, and new radios.

HIGHER CAPABILITY – F-350/F-450/F-550 SUPER DUTY CHASSIS CABS

If your towing needs are even bigger than our F-250 and F-350 Pickups can handle, check out the new 2005 F-350/F-450/F-550 Chassis Cabs with hauling upfit. They feature the same fresh look as the Super Duty Pickups, plus the power that enables them to pull **conventional** trailers up to **16,000 pounds** and **fifth-wheel** trailers all the way up to **24,800 pounds**. See your Ford dealer for details on these **really heavy** haulers.

For More Information on Any of These Ford Trucks, See the Appropriate Brochure at Your Ford Dealer or visit www.fordvehicles.com.

Metric Conversion – To obtain information in kilograms, multiply pounds by .45; to obtain information in kilometers, multiply miles by 1.6; to obtain information in centimeters, multiply inches by 2.54.



The Leadoff Hitter
on Ford's Hard-Working Pickup Team

BIG CAPABILITIES IN A SMALL PACKAGE

Like the full-size pickups in the lineup, Ranger continues to offer the "Built Ford Tough" features that have made it the compact truck sales leader for 17 years running. Because "wheels & tunes" are so important to youthful truck buyers, back by popular demand for 2005 is the TREMOR Package (91T), as well as the other favorites: Pioneer 290-watt MP3 Sound Package (58E), and 16" 5-spoke Aluminum Wheel & Tire Package (649). These "free-standing options" can be ordered together or separately. TREMOR – now available as an option on EDGE 4x2 and 4x4 SuperCab models – cranks out up to 510 watts with a multi-channel amplifier through a 10" bass subwoofer and eight speakers. The "wheels" portion of this pairing also includes a set of four 16" 5-spoke machined aluminum rims. Next, Pioneer audio kicks out 290 watts with multi-channel amp through 6.5" bass subwoofer and six speakers. And the 16" aluminum wheels and tires allow for a more custom exterior look. Each is available on 4x2/4x4 EDGE or 4x4 XLT SuperCab models. On or off road, Ranger delivers the features compact pickup buyers are looking for, including:

- Regular and 2-door/4-door SuperCab models
- Three engine choices:
  - 2.3L I4 with 143 hp and 154 lb-ft of torque
  - 3.0L V6 with 148 hp and 180 lb-ft of torque
  - 4.0L V6 with 207 hp and 238 lb-ft of torque
- Choose one of the magnificent five:
  - XL – Entry-level workhorse
  - XLT – Comfortably equipped for multi-purpose use
  - EDGE – Fun, athletically youthful
  - FX4/Off-Road – A powerfully rugged performer
  - FX4/Level II – True off-road enthusiast's choice
- 100,000-mile tune-up interval on all engines[(a)]
- Choice of 5-speed manual or automatic overdrive transmissions
- Can be equipped to tow trailers up to 5,980 pounds
- Standard 4-wheel anti-lock brakes (ABS)
- Standard driver/passenger airbags

(a) Under normal driving conditions with routine fluid/filter changes.

SLIDE-IN CAMPERS FOR F-SERIES PICKUPS



SLIDE-IN CAMPER INSTALLATION

- Consult 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 helps prevent movement and contact of the fully installed camper with the pickup box headboard or taillight rear pillars.

Note: *Be sure to measure your slide-in camper before attempting to install it onto the bed of the truck. Some campers may require a platform in the bed of the truck to make sure there is adequate clearance for both the box rails and cab roof of the truck.*

CAMPER CENTER-OF-GRAVITY

- All Styleside pickups that qualify for slide-in camper bodies have camper center-of-gravity included on the Consumer Information Sheet in the glovebox.
- Data are calculated for each individual truck, based on vehicle options.
- If vehicle does not qualify for camper use, the Consumer Information Sheet states that the vehicle is not recommended for camper use, and no center-of-gravity data is shown.

F-150 HEAVY DUTY PAYLOAD PACKAGE (Option Code 627)

- 8,200-pound GVWR
- 5,300-pound rear axle (10.25" ring gear) and 4.10 ratio
- Upgraded springs and specially tuned shock absorbers
- Upgraded frame (.150" rail thickness)
- Super Engine Cooling
- 72-amp-hr/650 CCA battery
- 9-channel oil-to-water auxiliary transmission oil cooler
- LT245/70Rx17D BSW all-terrain tires (5)
- 17" x 7.5" J 7-lug steel wheels

Requires 5.4L engine/4-speed auto. overdrive trans. and 35.7-gallon fuel tank on 4x4.

F-250/F-350 SUPER DUTY CAMPER PACKAGE (Option Code 532)

- Extra heavy service front springs (4x2 2 Up [300-lb.]/4x4 1 Up [400-lb.] upgrade over springs computer-selected based on options ordered. Not included if maximum springs already selected.)
- Rear stabilizer bar (SRW)
- Auxiliary rear springs (F-250)
- Slide-in camper certification

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).
- Heavy Duty Payload Package (Option Code 627) required with F-150.
- Camper Package (Option Code 532) required with F-250/F-350 Super Duty.
- Cargo Weight Rating shown in chart is maximum allowable, assuming weight of a base vehicle with required camper option content and a 150-lb. passenger at each available seating position.
- Ratings also assume weight of engine and standard transmission. Cargo Weight Rating shown must be further reduced by weight of transmission upgrade and any other options. Option weights and center-of-gravity information are available on the Ford Pickup Truck Consumer Information Sheet.

If you intend to pull a trailer in addition to carrying your camper, see the F-Series Pickup Trailer Towing Selector charts on pages 16–17.

For the convenience of a camper, and the functional capabilities of a full-size pickup, a slide-in camper may be ideal for your RV needs.

MAXIMUM CARGO WEIGHT WITH SLIDE-IN CAMPER (WITH MINIMUM EQUIPMENT)

Note: The following chart lists GVWRs and Maximum Cargo Weights by engine for each approved pickup model: 5.4L V8, 6.8L V10 and 6.0L Turbo Diesel V8.

			GVWR (Lbs.)			Maximum Cargo Weight Rating (Lbs.)		
Model		Wheelbase	5.4L	6.8L	6.0L	5.4L	6.8L	6.0L
F-150 (1)	4x2 Reg. Cab	144.5"	8,200	–	–	2,627	–	–
	4x2 SuperCab	163.0"	8,200	–	–	1,801	–	–
	4x4 Reg. Cab	144.5"	8,200	–	–	2,330	–	–
	4x4 SuperCab	163.0"	8,200	–	–	1,504	–	–
F-250	4x2 Reg. Cab	137.0"	8,800	9,000	9,400	2,877	2,952	2,834
Super Duty (2)	4x2 SuperCab	141.8"	9,000	9,200	9,600	2,434	2,510	2,396
	4x2 SuperCab	158.0"	9,200	9,400	9,800	2,488	2,567	2,449
	4x2 Crew Cab	156.2"	9,200	9,400	9,800	2,416	2,494	2,380
	4x2 Crew Cab	172.4"	9,400	9,600	10,000	2,465	2,541	2,523
	4x4 Reg. Cab	137.0"	9,000	9,200	9,600	2,611	2,686	2,572
	4x4 SuperCab	141.8"	9,200	9,400	9,800	2,176	2,256	2,146
	4x4 SuperCab	158.0"	9,400	9,600	10,000	2,228	2,304	2,191
	4x4 Crew Cab	156.2"	9,400	9,600	10,000	2,137	2,218	2,109
	4x4 Crew Cab	172.4"	9,600	9,800	10,000	2,193	2,273	1,959
F-350	4x2 SRW Reg. Cab	137.0"	10,100	10,300	10,700	4,129	4,206	4,086
Super Duty (2)	4x2 SRW SuperCab	141.8"	10,200	10,400	10,800	3,586	3,662	3,548
	4x2 SRW SuperCab	158.0"	10,400	10,600	11,000	3,640	3,719	3,601
	4x2 SRW Crew Cab	156.2"	10,400	10,600	11,000	3,568	3,646	3,532
	4x2 SRW Crew Cab	172.4"	10,600	10,800	11,200	3,617	3,693	3,675
	4x2 DRW Reg. Cab	137.0"	11,800	12,000	12,400	5,545	5,622	5,502
	4x2 DRW SuperCab	158.0"	12,200	12,400	12,800	5,156	5,235	5,117
	4x2 DRW Crew Cab	156.2"	–	12,400	12,800	–	5,162	5,048
	4x2 DRW Crew Cab	172.4"	–	12,600	13,000	–	5,210	5,191
	4x4 SRW Reg. Cab	137.0"	10,500	10,700	11,100	4,063	4,138	4,024
	4x4 SRW SuperCab	141.8"	10,600	10,800	11,200	3,528	3,608	3,498
	4x4 SRW SuperCab	158.0"	10,800	11,000	11,400	3,580	3,656	3,543
	4x4 SRW Crew Cab	156.2"	10,800	11,000	11,400	3,489	3,570	3,461
	4x4 SRW Crew Cab	172.4"	11,000	11,200	11,500	3,545	3,625	3,411
	4x4 DRW Reg. Cab	137.0"	12,000	12,200	12,600	5,279	5,354	5,240
	4x4 DRW SuperCab	158.0"	12,400	12,600	13,000	4,897	4,973	4,859
	4x4 DRW Crew Cab	156.2"	–	12,600	13,000	–	4,886	4,777
	4x4 DRW Crew Cab	172.4"	–	12,600	13,000	–	4,741	4,627

(1) Requires Heavy Duty Payload Package option. (2) Requires Camper Package option.

Metric Conversion – To obtain information in kilograms, multiply pounds by .45; to obtain information in centimeters, multiply inches by 2.54; to obtain information in liters, multiply gallons by 3.8.

VAN CONVERSIONS



Stylize Your Recreational Needs and Ride in Comfort

E-Series Van Conversions[1/]

Van conversions are a popular choice for recreation use – from camping to simply traveling in enhanced comfort and style. Converters offer an extensive selection of styles, designs and luxury furnishings, including:

- Large vista windows
- Luxurious seating and interior trim
- Rear seat/bed combination
- Unique exterior paint/tape treatment

The Ford E-Series has been the full-size van sales leader for 25 years running! Built to meet customer needs, the 2005 models offer advanced engines and functional features. Following are some of the features that make them so popular:

- Sturdy body-on-frame construction
- Excellent towing capabilities … up to 6,900 pounds on E-150 Van when properly equipped
- Choice of two engines in E-150: 225 hp 4.6L and 255 hp 5.4L single-overhead-cam Triton™ V8s, both with 100,000-mile scheduled tune-up interval,[2/] standard 4-speed automatic overdrive transmission and fail-safe cooling system
- E-350 Super Duty offers optional Triton™ 6.8L V10 and 6.0L Power Stroke® Turbo Diesel V8 engines with TorqShift™ 5-speed automatic transmission including Tow/Haul mode
- Out-front engine design for convenient underhood servicing and ease of ingress/egress
- Standard four-wheel disc brakes with anti-lock braking system (ABS)
- Exclusive Twin-I-Beam independent front suspension for ruggedness and smooth ride

QUALITY CONVERSIONS

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

Note: *Passenger and load capacity limited by weight and weight distribution.*





Class B Van Campers

E-Series 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 can provide greater comfort by allowing occupants to stand up inside.

1/ Completed by authorized converters.
2/ Under normal driving conditions with routine fluid/filter changes.

FORD SUVS

Lead the Way Wherever You Want to Go!

ESCAPE



Already the best-selling SUV in its class, the smallest member of our lineup gets a fresh, new look and several major functional upgrades for 2005. New this year is the available Intelligent 4WD System that maximizes traction at all times by instantaneously delivering torque to the axle that has the best traction. Escape XLS also features an all-new Duratec 23-2.3L I4 engine that generates a full 153 hp and 152 lb-ft of torque, enabling it to tow up to 1,500 lbs.[a/] Plus, the security of 4-wheel ABS is now standard on all Escape models.

KEY FEATURES

- 200-hp Duratec 30-3.0L V6 engine tows up to 3,500 pounds
- Four-wheel independent suspension helps maximize agility and control
- Five-passenger seating capacity
- New Personal Safety System™ provides enhanced protection for driver and front passenger [b/]
- Available Safety Canopy™ System helps protect 1st- and 2nd-row outboard occupants
- SecuriLock® passive anti-theft system helps safeguard the vehicle and its contents

EXPLORER SPORT TRAC



With four doors and an open cargo bed, it combines the versatility and comfort of an SUV with the hard-working attitude of a truck to offer "the best of both worlds."

KEY FEATURES

- Choice of 4x2 or 4x4 models
- Available in XLS, XLT, XLT Premium and Adrenalin arrays
- Standard 210-hp 4.0L single-overhead-cam V6 with 5-speed automatic overdrive transmission
- Rugged body-on-frame construction
- Four full-size doors and seating for five
- Scratch-resistant composite cargo area holds 29.6 cu. ft. of cargo
- Available cargo cage bed extender for increased cargo capacity and utility
- Available hard tonneau cover to protect items stowed in cargo area
- Standard 4-wheel disc ABS
- 3,500-lb. towing capacity with standard rear bumper
- 5,300-lb. maximum towing capacity [c/]
- Optional Safety Canopy Side Air Curtain System with rollover sensors helps protect 1st- and 2nd-row outboard occupants

ALL-NEW 2005 ESCAPE HYBRID – Introducing the cleanest, most fuel-efficient SUV! It offers the benefits of the Escape above – plus a full hybrid system combining an electric motor and a gasoline engine. Available with 2- or 4-wheel drive, it can tow up to 1,000 pounds.[a/] *Contact your Ford Dealer for complete details.*

[a/] *Factory-installed towing equipment is not offered for this application.*
[b/] *Always wear your safety belt and secure children in the rear seat.*
[c/] *Requires dealer/aftermarket-installed hitch over 3,500 lbs. (standard rear bumper capacity).*

Note: Cargo and load capacity of all SUVs is limited by weight and weight distribution.

Metric Conversion – To obtain information in kilograms, multiply pounds by .45; to obtain information in liters, divide cubic feet by .0353; to obtain information in centimeters, multiply inches by 2.54.

EXPLORER 4-DOOR



The 2005 Explorer features exterior and interior appearance, package, and technology upgrades aimed at maintaining its leadership in the SUV market for an unprecedented 14th straight year.

KEY FEATURES

- Choice of 4x2 or 4x4 models
- Standard 210-hp 4.0L single-overhead-cam V6
- Optional 239-hp 4.6L SOHC V8 engine
- Standard 5-speed automatic overdrive transmission
- Rugged fully boxed frame
- Class-exclusive independent rear suspension for a remarkably smooth, comfortable ride
- Can be equipped to tow trailers up to 7,140 lbs.
- Standard 4-wheel disc anti-lock braking system (ABS)
- AdvanceTrac™ with Roll Stability Control – a segment exclusive – now standard on all models*

EXPEDITION



The next step up in our lineup is the 2005 Expedition, which continues to set the pace among full-size SUVs. It offers a fully independent rear suspension, an innovative interior featuring a segment-first fold-flat-into-the-floor 3rd-row 60/40 seat, a 4-wheel-drive system that automatically adjusts to changing conditions, and industry-leading active and passive safety systems.

KEY FEATURES

- Choice of 4x2 or 4x4 4-door models in 6 series, including new top-of-the-line Limited
- New 3-valve Triton™ 5.4L V8 with 300 hp/365 lb-ft of torque
- Electronic 4-speed automatic overdrive transmission
- Hydro-formed fully boxed frame for strength
- Can be equipped to tow trailers up to 8,900 lbs.
- Standard 4-wheel disc anti-lock braking system (ABS)
- Control-Trac® 4x4 System automatically engages 4-wheel drive as needed – without driver input
- Standard power adjustable pedals
- Optional AdvanceTrac™ with Roll Stability Control*

EXCURSION



The top step in the Ford SUV lineup is Excursion. Our "Ultimate SUV" offers ultimate capability and premium presence, along with a fresh front-end appearance for 2005. Ford's entry in the heavy-duty SUV segment offers maximum interior space and exceptional seating and comfort for up to nine passengers, while providing more cargo room (146.4 cu. ft.) than the competition. Plus, when properly equipped, it can tow up to 11,000 pounds with its standard trailer hitch receiver. And all Excursion engines meet the LEV (Low Emission Vehicle) standard or better.

KEY FEATURES

- Choice of 4x2 or 4x4 4-door models
- Selection of powerful engines:
  - Triton™ 5.4L V8 with 255 hp/350 lb-ft torque
  - Triton™ 6.8L V10 with 310 hp/425 lb-ft torque
  - 6.0L Power Stroke® Turbo Diesel with 325hp/570 lb-ft torque
- Electronic 4-speed automatic overdrive transmission (gas engines)
- TorqShift™ 5-speed automatic transmission (diesel only) includes selectable Tow/Haul mode
- Power 4-wheel disc anti-lock braking system (ABS)

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

This feature is designed to enhance vehicle stability during emergency handling maneuvers, as well as on any slippery surface. The Traction Control feature included with the AdvanceTrac™ system attempts to maximize the vehicle's use of available road traction. It can transfer more torque across the drive axle than Explorer's previously available Limited Slip rear axle. It does this by applying the brakes to the wheel with the least traction after it spins up. *For a more detailed explanation of this feature, see your sales consultant or the vehicle Owner Guide.

CLASS A MOTORHOME CHASSIS





The Ford Super Duty Class A Motorhome Chassis (F53) is the industry sales leader.[a/] Its advanced features and excellent performance provide the ideal basis for the exceptional luxury and comfort of many of the finest Class A motorhomes.

#1 Selling CLASS A Motorhome Chassis in the RV Industry[a/]



OUTSTANDING FEATURES:

- Four wheelbase choices: 178/190/208/228-inch
- Four Gross Vehicle Weight Ratings (GVWRs): 15,700/18,000/20,500/22,000-pound
- Triton™ 6.8L V10 engine (310 hp/425 lb-ft torque)
- 4-wheel-disc anti-lock braking system (ABS) for consistent, responsive braking performance
- Big 19.5-inch wheels and tires
- 22.5-inch wheels/tires and heavy-duty track bar front suspension included with 22,000-lb. GVWR
- 26,000-lb. Gross Combination Weight Rating (GCWR) for excellent towing capabilities (10,300-lb. maximum trailer weight at 15,700-lb. GVWR)
- Electronically controlled 4-speed automatic overdrive transmission (4R100)
- 81-inch front tread width contributes to handling and lateral stability
- Designed to accommodate wide-body and slide-out type motorhomes

ADDITIONAL FEATURES INCLUDE:

- Rugged ladder-type frame
- High-capacity front axle system
- 75-gallon fuel tank with turbine fuel pump for extended cruising range
- Tapered multi-leaf springs for smooth ride
- Large-diameter stabilizer bars, front and rear, for ride control
- Custom Bilstein® monotube gas-pressurized shock absorbers, front and rear, for a smooth, controlled ride

[a/] *Based on Class A calendar year registrations (through April 2004).*

Metric Conversion – To obtain information in kilograms, multiply pounds by .45; to obtain information in centimeters, multiply inches by 2.54; to obtain information in liters, multiply gallons by 3.8; to obtain information in kilometers, multiply miles by 1.6.

CLASS C MOTORHOME CHASSIS

The E-350 and E-450 Super Duty Cutaway Chassis continue to be the overwhelming sales leaders for Class C motorhomes.[a/] Functional features include:

- Three wheelbase choices: 138, 158 and 176 inches
- Up to 14,050-lb. GVWR and 20,000-lb. GCWR
- Powerful 5.4L Triton™ V8, 6.8L Triton™ V10 and 6.0L Power Stroke® Turbo Diesel V8 engines
- 100,000-mile scheduled tune-up interval on gasoline engines[b/]
- TorqShift™ 5-speed automatic transmission
- Out-front engine design provides spacious cab with access to "living area" and ease of ingress/egress
- Twin-I-Beam independent front suspension (with caster/camber adjustment), front stabilizer bar and gas-pressurized shock absorbers contribute to a smooth, comfortable ride
- Driver and passenger airbags[c/]
- 4-wheel-disc brakes with 4-wheel anti-lock braking system (ABS)
- Steel ladder-type truck frame with six crossmembers
- 37-gallon fuel tank (E-350); 55-gallon fuel tank (E-450; optional on E-350 with 158-inch wheelbase DRW)
- Van-like driver position with ergonomic instrument panel and controls
- Up to 10,000 lbs. maximum trailer weight

a/ Based on Class C calendar year registrations (through April 2004).
b/ Under normal driving conditions with routine fluid/filter changes.
c/ Always wear your safety belt and secure children in rear seat.



#1 Selling CLASS C Motorhome Chassis in the RV Industry[a/]

Service & Support

CLASS A & C 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 500 Ford dealerships in the U.S. and Canada.
- Certified service technicians backed by computerized diagnostics and national technical hotline support.
- Verification of available owner satisfaction and recall information affecting motorhomes.





"FOUR-WHEEL-DOWN" TOWING

Towing a Ford Vehicle Behind Your Motorhome With All Four Wheels Down

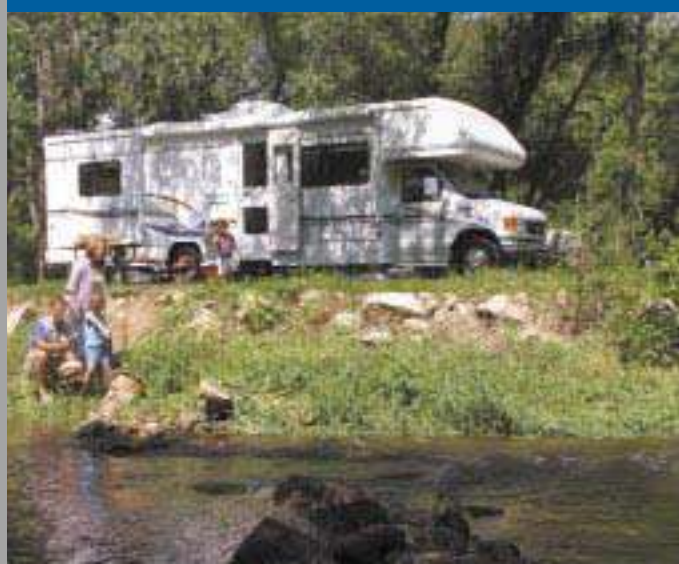
Ford Cars	Manual Transmission	Automatic Transmission
Focus	Yes	No
Ford Trucks		
Ranger 4x2	Yes (a)	No
Ranger 4x4	Yes (a)(b)	No
Escape	Yes	No
Explorer Sport Trac 4x4	N/A	Yes (c)
Explorer 4-Door 4x4	N/A	Yes (d)
F-150 4x4	N/A	Yes (e)(f)
F-250/F-350 Super Duty 4x4	Yes (e)	Yes (e)

(a) Not to be towed faster than 55 mph and transmission in neutral.
(b) Electronic Shift-on-the-Fly rotary control in 2-high position and the transmission in neutral.
(c) With dealer-installed Neutral Tow Kit (Part #3L2J-7H332-AA).
(d) With dealer-installed Neutral Tow Kit (Part #1L2J-7H332-AC).
(e) Manual transfer case only (not Electronic Shift-on-the-Fly 4x4).
(f) 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 for complete details. For safe operation, towed vehicles (or dollies or trailers carrying them) should be equipped with a separate functional brake system.

Many motorhome owners prefer the practicality 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. Furthermore, many of those who want to tow another vehicle prefer one that can be easily towed without a dolly or trailer. Ford car and truck models shown in the chart at left can be towed with all four wheels down. For safe operation, towed vehicles (or dollies or trailers carrying them) should be equipped with a separate functional brake system. *See page 23 and back cover for additional brake information.*

Note: Some aftermarket camper centers offer kits which may allow vehicles with automatic transmissions to be flat-towed.



Metric Conversion – To obtain information in kilograms, multiply pounds by .45; to obtain information in kilometers, multiply miles by 1.6; to obtain information in centimeters, multiply feet by 30.48.

TRAILER CLASSES & RV TRAILER TYPES

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
- Conventional weight-carrying hitch

CLASS II – MEDIUM-DUTY

- 2,001-3,500-lb. gross trailer weight
- Single-axle, small- to medium-length (up to 18 ft.) trailers
- Freestar, Ford trucks and SUVs can be equipped to tow these trailers(2)
- Conventional weight-distributing 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 and SUVs can tow them(2)
- Conventional weight-distributing hitch not required unless specified for a particular vehicle

CLASS IV – EXTRA-HEAVY-DUTY(1)

- Over 5,000-lb. gross trailer weight
- Largest travel and fifth-wheel trailers made for recreation
- Most Ford trucks and SUVs can be equipped to handle trailers in this class(2)
- Most applications require a conventional weight-distributing or fifth-wheel hitch

(1) *Some industry sources refer to trailers over 10,000 pounds as Class V Trailers. Ford Excursion and Super Duty Pickups and Chassis Cabs can be equipped to handle these trailers.*
(2) *Refer to page 15 for Required Equipment.*

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 pounds).
- Simple conventional weight-carrying 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 feet long.
- Normally towed with a conventional weight-distributing hitch, depending on weight.

FIFTH-WHEEL TRAILER

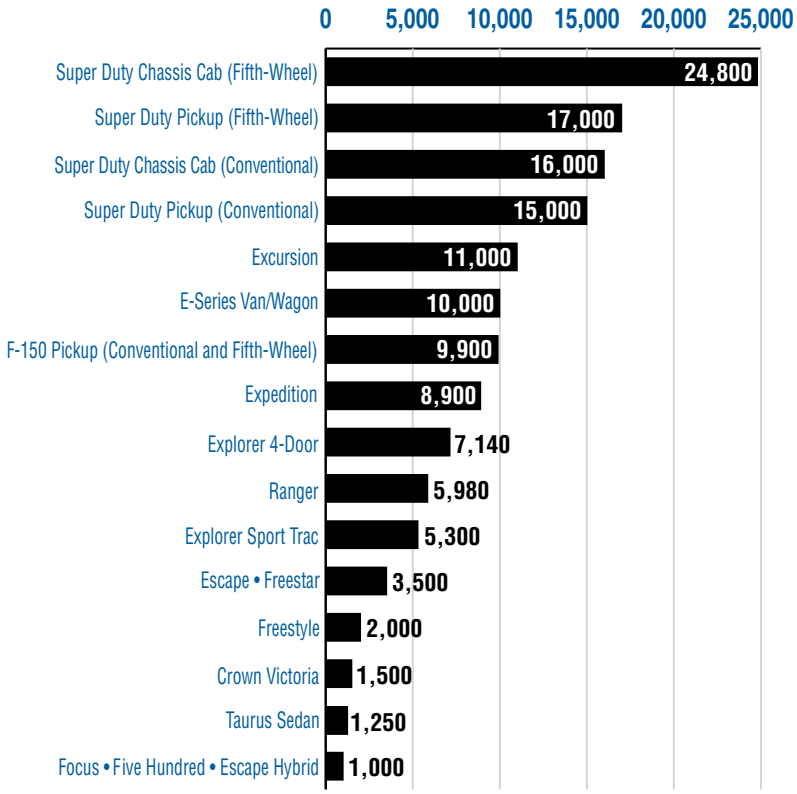


Provide the same types of accommodations as a conventional travel trailer, but with these unique characteristics:

- 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.

MAXIMUM TRAILER WEIGHTS AND TOWING EQUIPMENT/PACKAGES

Maximum trailer weights in pounds for properly equipped Ford vehicles with no cargo





FREESTAR TRAILER TOW PACKAGES

	Class I (53C) 2,000-lb. Cap.	Class II (53B) 3,500-lb. Cap.
Mini-Spare	X	X
Trailer Tow Wiring	X	X
High-Speed Ambient Temperature Pkg.	–	X
P235 Tires	–	X
Heavy-Duty Battery	–	X

FORD SUV/TRUCK STANDARD TOWING EQUIPMENT & TRAILER TOWING PACKAGES

Model (Option Code)	Escape (536)(a)	Explorer 4-Door (Std.)	Explorer 4-Door (53G)	Explorer Sport Trac (Std.)	Expedition (Std.)	Expedition (536)	Excursion (Standard)	E-Series Van/Wagon (Std.)	E-Series Van/Wagon (536)	Ranger (Std.)	Ranger (53L)	F-150 (Std.)	F-150 (535)	F-250/F-350 Super Duty Pickup (Standard)(b)
72 Amp.-Hr. Heavy-Duty Battery	–	–	–	–	–	–	–	–	–	–	–		X	–
7-Wire Harness & 7-Pin Connector	–	–	X(c)	–	–	–	X	–	X(d)	–	–	–	–	–
7-Wire Harness & 4/7-Pin Connector	–	–	–	–	–	X	–	–	–	–	–	–	X	X
7-Wire Harness (Blunt Cut) with Relays	–	–	–	–	–	–	–	–	–	–	–	–		–
Trailer Wiring Harness (4-Pin)	X	X	–	X	X	–	–	X	–	X	–	X	–	–
Hitch Receiver (See Chart on Page 25)	X	X	X	–	X	(Std.)	X	–	X	–	X	–	X	–
Transmission Oil-to-Air Cooler	–	X	–	–	–	–	–	–	–	–	–	–		–
Aux. Auto Trans. Oil Cooler	–	–	–	–	X(e)	X(e)	–	–	–	–	–	X(f)	X(g)	–
Radiator Upgrade	–	–	–	–	–	X	–	–	–	–	–	–	X	–
Heavy-Duty Flashers	–	–	–	–	X	(Std.)	–	–	–	–	–	–		–
Trailer Brake Wiring/Feed Kit	–	–	–	–	–	–	X	–	–	–	–	–	–	X
Trailer Brake Controller (52B)	–	–	–	–	–	–	–	–	–	–	–	–		–
Rear Stabilizer Bar (DRW 4x2 Only)	–	–	–	–	–	–	–	–	–	–	–	–		X
3.73 Rear Axle	–	–	X	–	–	–	–	–	–	–	–	–		–
Electronic Brake Wiring Kit	–	–	–	–	–	X	–	–	–	–	–	–	–	–
Electric Brake Controller Tap-in Capability	–	–	–	–	–	–	–	–	X	–	–	–	–	–
TowCommand System (91T) (See page 4)	–	–	–	–	–	–	–	–	–	–	–	–		–
High Capacity Trailer Tow Package (535)	–	–	–	–	–	–	–	–	–	–	–	–		–

(a) Available with 3.0L V6 only. Included with XLT No Boundaries™ Package.
(b) May be deleted on XL by fleet customers only. For fifth-wheel towing; short box limits turning angle; parking maneuvers can be improved with a sliding-type fifth-wheel hitch.
(c) Includes 7-pin to 4-pin adapter.
(d) Blade-style female connector/bumper bracket, including relay system for backup/B+/running lights.
(e) 7-channel standard; 11-channel with 536 option package.
(f) 4-channel with 4.6L/5.4L engine.
(g) 4-channel with 4.2L engine; 9-channel with 4.6L/5.4L engine.
(h) Standard with Lariat; optional with XL and XLT (Option Code 531).
(i) Optional only on F-450/F-550 (4x2 and 4x4) with 6.0L Turbo Diesel/ 4.88 axle ratio (manual and automatic transmission).

Notes: • Content may vary depending on model, trim and/or powertrain. See your Ford Dealer for specific content information.
• **Trailer Towing Package recommended for all light trucks that will be used for towing, to help ensure easy, proper connection of trailer lights.**

REQUIRED/RECOMMENDED TRAILER TOWING EQUIPMENT

It is essential that your vehicle includes any optional equipment needed to best perform its expected towing tasks. This equipment falls into two categories:

1. **Required Equipment** includes items that must be installed. 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, and are strongly recommended for strenuous towing conditions.

For a listing of all SUV/truck standard and optional towing equipment, see chart below left.

Required Equipment

Escape
- For Trailers Over 1,500 Pounds – 3.0L Engine.

Explorer 4-Door
- For Trailers Over 3,500 Pounds – Class III/IV Trailer Tow Prep Package.

Expedition
- For Trailers Over 6,000 Pounds – Heavy Duty Trailer Tow Package.

F-150
- For Trailers Over 5,000 Pounds – Trailer Tow Package or Heavy Duty Payload Package.

F-450/F-550 Chassis Cab
- For 33,000-pound GCWR on F-550 with Automatic Transmission; 30,000-pound GCWR on F-450 with Automatic Transmission; and 28,000-pound GCWR on F-450/F-550 with Manual Transmission – High Capacity Trailer Tow Package.

Recommended Equipment (where not required)

	Ford Cars	Freestar
Aftermarket Auxiliary Transmission Oil Cooler	X(a)	–
Weight-Carrying Hitch (Trailers Under 5,000 lbs.)	X	X

(a) Recommended for long-distance, high-speed towing with automatic transmission on Focus, Crown Victoria, and Taurus Light-Duty applications.

F-250/F-350 Super Duty Pickup (Optional)	F-350/F-450/ F-550 Chassis Cab (Standard)	F-350/F-450/ F-550 Chassis Cab (Optional)
–	–	–
–	–	–
–	–	–
–	X	–
–	–	–
X	–	–
–	–	–
–	–	–
–	–	–
–	–	–
–	X(h)	X(h)
X	–	X
–	–	–
–	–	–
–	–	–
–	–	–
X	–	–
–	–	X(i)

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. Selecting a trailer with a low-drag, rounded front design will help optimize performance and fuel economy.

FRONTAL AREA CONSIDERATIONS

Vehicle Line	Frontal Area Limitations/ Considerations	With
Focus	20 sq. ft.	All Applications
Freestar Van/Wagon	Base Vehicle Frontal Area	All Applications
Escape/Escape Hybrid	Base Vehicle Frontal Area (24 sq. ft.)	2.3L Hybrid or 2.3L I4 Engine
	30 sq. ft.	3.0L V6 Engine
Ranger	Base Vehicle Frontal Area	2.3L I4 Engine
	50 sq. ft.	3.0L V6 or 4.0L V6 Engine
E-Series	60 sq. ft.	All Applications
Excursion	60 sq. ft.	All Applications
F-150	Base Vehicle Frontal Area	Without Trailer Tow Pkg. or Heavy Duty Payload Pkg.
	60 sq. ft.	With Trailer Tow Pkg. or Heavy Duty Payload Pkg.
Expedition	Base Vehicle Frontal Area	5.4L V8 Engine Without Heavy Duty Trailer Tow Pkg.
	60 sq. ft.	5.4L V8 With Heavy Duty Trailer Tow Pkg.
F-250/F-350/F-450/F-550 Super Duty	60 sq. ft.	All Applications

Metric Conversion – To obtain information in kilograms, multiply pounds by .45; to obtain information in kilometers, multiply miles by 1.6; to obtain information in square meters, multiply square feet by .09; to obtain information in centimeters, multiply inches by 2.54.

TRAILER TOWING SELECTOR Pages 16-21



Select column with transmission, cab design and drive system (4x2 or 4x4) you prefer. Read down column to find the trailer weight that can be towed with engine/axle ratio combinations listed at left. **GCWR** column shows maximum allowable combined weight of vehicle, trailer and cargo (including passengers) for each engine/axle ratio combination. **Maximum Loaded Trailer Weight** assumes a towing vehicle with any mandatory options, no cargo, tongue load of 10-15% (conventional trailer) or king pin weight of 15-25% (fifth-wheel trailer), and driver only (150 pounds). Weight of additional options, passengers, cargo and hitch must be deducted from this weight. Also check Required and Recommended Equipment on page 15.

F-150 PICKUP CONVENTIONAL TOWING

Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission

			REGULAR CAB				SUPERCAB						SUPERCREW	
			4x2		4x4		4x2			4x4			4x2	4x4
Engine	Axle Ratio	GCWR (Lbs.)	126.0" Wb	144.5" Wb	126.0" Wb	144.5" Wb	132.5" Wb	144.5" Wb	163.0" Wb	132.5" Wb	144.5" Wb	163.0" Wb	138.5" Wb	138.5" Wb
4.2L SEFI V6	3.55	10,000	5,100	5,000	–	–	–	–	–	–	–	–	–	–
	3.73	10,500	5,600	5,500	–	–	–	–	–	–	–	–	–	–
4.6L SEFI V8	3.55	11,500	6,500	–	6,200	–	6,300	–	–	6,000	–	–	–	–
		11,700	–	6,600	–	6,300	–	6,400	–	–	6,100	–	6,300	–
	3.73	12,000	7,000	–	6,700	–	6,800	–	–	6,500	–	–	–	–
		12,200	–	7,100	–	6,800	–	6,900	–	–	6,600	–	6,800	6,500
5.4L SEFI V8 3V(1)	3.31	12,000	6,900	–	–	–	–	–	–	–	–	–	–	–
		12,500	–	7,300	–	–	–	–	–	–	–	–	–	–
	3.55	13,000	7,900	–	7,600	–	7,600	–	–	7,300	–	–	–	–
		14,000	–	8,800	–	8,500	–	8,600	–	–	8,300	–	8,500	8,200
	3.73	13,500	8,400	–	8,100	–	8,100	–	–	7,800	–	–	–	–
		15,000	–	9,800	–	9,500	–	9,500	–	–	9,300	–	9,500	9,200
	4.10	15,300	–	9,900	–	9,500	–	–	9,500	–	–	9,300	–	–
Maximum Loaded Trailer Weight (Lbs.) – Manual Transmission (2)														
4.2L SEFI V6	3.31	7,200	2,400	2,200	–	–	–	–	–	–	–	–	–	–
	3.55	8,500	3,700	3,500	–	–	–	–	–	–	–	–	–	–

(1) Reduce GCWR and Maximum Trailer Weight by 500 lbs. on models with 18" wheels. (2) Late availability.

Note: Trailer tongue load weight should be 10-15% of total loaded trailer weight. Make sure vehicle payload (reduced by option weight) will accommodate trailer tongue load weight and weight of passengers and cargo added to towing vehicle. Addition of trailer tongue load weight and weight of passengers and cargo cannot cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.

F-150 PICKUP FIFTH-WHEEL TOWING (1)

Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission

			REGULAR CAB				SUPERCAB			
			4x2		4x4		4x2		4x4	
Engine	Axle Ratio	GCWR (Lbs.)	126.0" Wb	144.5" Wb	126.0" Wb	144.5" Wb	144.5" Wb	163.0" Wb	144.5" Wb	163.0" Wb
4.2L SEFI V6	3.55	10,000	5,100	5,000	–	–	–	–	–	–
	3.73	10,500	5,600	5,500	–	–	–	–	–	–
4.6L SEFI V8	3.55	11,500	6,500	–	6,200	–	–	–	–	–
		11,700	–	6,600	–	6,300	6,400	–	6,100	–
	3.73	12,000	7,000	–	6,700	–	–	–	–	–
		12,200	–	7,100	–	6,800	6,900	–	6,600	–
5.4L SEFI V8 3V(2)	3.31	12,000	6,900	–	–	–	–	–	–	–
		12,500	–	7,300	–	–	–	–	–	–
	3.55	13,000	7,900	–	7,600	–	–	–	–	–
		14,000	–	8,800	–	8,500	8,600	–	8,300	–
	3.73	13,500	8,400	–	8,100	–	–	–	–	–
		15,000	–	9,800	–	9,500	9,500	–	9,300	–
	4.10	15,300	–	9,900	–	9,500	–	9,500	–	9,300

(1) F-150 does not offer a fifth-wheel hitch as a factory-installed option.
(2) Reduce GCWR and Maximum Trailer Weight by 500 lbs. on models with optional 18" wheels.

Notes:
- Trailer king pin weight should be 15-25% of total loaded trailer weight. Make sure vehicle payload (reduced by option weight) will accommodate trailer king pin weight and weight of passengers and cargo added to towing vehicle. Addition of trailer king pin weight and weight of passengers and cargo cannot cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.
- While F-150 SuperCrew and SuperCab (132.5" Wb) 5½' box will accept a fifth-wheel hitch, current fifth-wheel trailer designs are not compatible with these models. Any questions should be referred to the trailer dealer/manufacturer.

If your vehicle will be registered in California, Maine, Massachusetts, New York or Vermont, check with your Ford Dealer to be sure the desired powertrain/axle ratio is available in your area.

F-250/F-350 SUPER DUTY PICKUP CONVENTIONAL TOWING

Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission

Engine	Axle Ratio	GCWR (Lbs.)	REGULAR CAB F-250/F-350 SRW 4x2	REGULAR CAB F-250/F-350 SRW 4x4	REGULAR CAB F-350 DRW 4x2	REGULAR CAB F-350 DRW 4x4	SUPERCAB F-250/F-350 SRW 4x2	SUPERCAB F-250/F-350 SRW 4x4	SUPERCAB F-350 DRW 4x2	SUPERCAB F-350 DRW 4x4	CREW CAB F-250/F-350 SRW 4x2	CREW CAB F-250/F-350 SRW 4x4	CREW CAB F-350 DRW 4x2	CREW CAB F-350 DRW 4x4
5.4L SEFI V8	3.73	16,000	10,000	9,600	–	–	9,700	9,200	–	–	9,500	9,000	–	–
	4.10	18,000	12,000	11,600	–	–	11,700	11,200	–	–	11,500	11,000	–	–
		18,500	–	–	12,300	11,800	–	–	11,900	11,400	–	–	–	–
6.8L SEFI V10	4.10	21,000	12,500	12,500	–	–	12,500	12,500	–	–	12,500	12,500	–	–
		21,500	–	–	15,000	14,700	–	–	14,800	14,400	–	–	14,600	14,100
	4.30	22,500/23,000(1)	12,500	12,500	–	–	12,500	12,500	–	–	12,500	12,500	–	–
		23,000	–	–	15,000	15,000	–	–	15,000	15,000	–	–	15,000	15,000
6.0L V8 Turbo Diesel	3.73	23,000	12,500	12,500	–	–	12,500	12,500	–	–	12,500	12,500	–	–
		23,500	–	–	15,000	15,000	–	–	15,000	15,000	–	–	15,000	15,000
	4.10	23,500	–	–	15,000	15,000	–	–	15,000	15,000	–	–	15,000	15,000

Maximum Loaded Trailer Weight (Lbs.) – Manual Transmission

Engine	Axle Ratio	GCWR (Lbs.)	REGULAR CAB F-250/F-350 SRW 4x2	REGULAR CAB F-250/F-350 SRW 4x4	REGULAR CAB F-350 DRW 4x2	REGULAR CAB F-350 DRW 4x4	SUPERCAB F-250/F-350 SRW 4x2	SUPERCAB F-250/F-350 SRW 4x4	SUPERCAB F-350 DRW 4x2	SUPERCAB F-350 DRW 4x4	CREW CAB F-250/F-350 SRW 4x2	CREW CAB F-250/F-350 SRW 4x4	CREW CAB F-350 DRW 4x2	CREW CAB F-350 DRW 4x4
5.4L SEFI V8	3.73	15,000	9,000	8,600	–	–	8,700	8,200	–	–	8,500	8,000	–	–
	4.10	17,000	11,000	10,600	–	–	10,700	10,200	–	–	10,500	10,000	–	–
		17,500	–	–	11,300	10,800	–	–	10,900	10,500	–	–	–	–
6.8L SEFI V10	4.10	20,000	12,500	12,500	–	–	12,500	12,500	–	–	12,500	12,500	–	–
		20,500	–	–	14,100	13,700	–	–	13,800	13,300	–	–	13,600	13,100
	4.30	22,000	12,500	12,500	–	–	12,500	12,500	–	–	12,500	12,500	–	–
		22,500	–	–	15,000	15,000	–	–	15,000	15,000	–	–	15,000	15,000
6.0L V8 Turbo Diesel	3.73	23,000	12,500	12,500	–	–	12,500	12,500	–	–	12,500	12,500	–	–
		23,500	–	–	15,000	15,000	–	–	15,000	15,000	–	–	15,000	15,000
	4.10	23,500	–	–	15,000	15,000	–	–	15,000	15,000	–	–	15,000	15,000

(1) Available with F-350 SRW model only.

Notes:
- This information also applies to models with Pickup Box Delete option (66D).
- For F-250/F-350 SRW models, F-350 trailer weights are shown. F-250 trailer weights are within 100 pounds. Check with your sales consultant.
- Trailer tongue load weight should be 10-15% of total loaded trailer weight. Make sure vehicle payload (reduced by option weight) will accommodate trailer tongue load weight and weight of passengers and cargo added to towing vehicle. Addition of trailer tongue load weight and weight of passengers and cargo cannot cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.

F-250/F-350 SUPER DUTY PICKUP FIFTH-WHEEL TOWING (2)

Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission

Engine	Axle Ratio	GCWR (Lbs.)	REGULAR CAB F-250/F-350 SRW 4x2	REGULAR CAB F-250/F-350 SRW 4x4	REGULAR CAB F-350 DRW 4x2	REGULAR CAB F-350 DRW 4x4	SUPERCAB F-250/F-350 SRW 4x2	SUPERCAB F-250/F-350 SRW 4x4	SUPERCAB F-350 DRW 4x2	SUPERCAB F-350 DRW 4x4	CREW CAB F-250/F-350 SRW 4x2	CREW CAB F-250/F-350 SRW 4x4	CREW CAB F-350 DRW 4x2	CREW CAB F-350 DRW 4x4
5.4L SEFI V8	3.73	16,000	10,000	9,600	–	–	9,700	9,200	–	–	9,500	9,000	–	–
	4.10	18,000	12,000	11,600	–	–	11,700	11,200	–	–	11,500	11,000	–	–
		18,500	–	–	12,300	11,800	–	–	11,900	11,400	–	–	–	–
6.8L SEFI V10	4.10	21,000	15,000	14,500	–	–	14,600	14,200	–	–	14,400	13,900	–	–
		21,500	–	–	15,200	14,700	–	–	14,800	14,400	–	–	14,600	14,100
	4.30	22,500/23,000(1)	16,500/17,000(1)	16,000/16,500(1)	–	–	16,100/16,600(1)	15,700/16,200(1)	–	–	15,900/16,400(1)	15,400/15,900(1)	–	–
		23,000	–	–	16,700	16,200	–	–	16,300	15,900	–	–	16,100	15,600
6.0L V8 Turbo Diesel	3.73	23,000	16,500	15,800	–	–	16,100	15,600	–	–	15,900	15,400	–	–
		23,500	–	–	16,700	16,200	–	–	16,300	15,900	–	–	16,100	15,600
	4.10	23,500	–	–	16,700	16,200	–	–	16,300	15,900	–	–	16,100	15,600

Maximum Loaded Trailer Weight (Lbs.) – Manual Transmission

Engine	Axle Ratio	GCWR (Lbs.)	REGULAR CAB F-250/F-350 SRW 4x2	REGULAR CAB F-250/F-350 SRW 4x4	REGULAR CAB F-350 DRW 4x2	REGULAR CAB F-350 DRW 4x4	SUPERCAB F-250/F-350 SRW 4x2	SUPERCAB F-250/F-350 SRW 4x4	SUPERCAB F-350 DRW 4x2	SUPERCAB F-350 DRW 4x4	CREW CAB F-250/F-350 SRW 4x2	CREW CAB F-250/F-350 SRW 4x4	CREW CAB F-350 DRW 4x2	CREW CAB F-350 DRW 4x4
5.4L SEFI V8	3.73	15,000	9,000	8,600	–	–	8,700	8,200	–	–	8,500	8,000	–	–
	4.10	17,000	11,000	10,600	–	–	10,700	10,200	–	–	10,500	10,000	–	–
		17,500	–	–	11,300	10,800	–	–	10,900	10,500	–	–	–	–
6.8L SEFI V10	4.10	20,000	13,900	13,500	–	–	13,600	13,100	–	–	13,400	12,900	–	–
		20,500	–	–	14,100	13,700	–	–	13,800	13,300	–	–	13,600	13,100
	4.30	22,000	15,900	15,500	–	–	15,600	15,100	–	–	15,400	14,900	–	–
		22,500	–	–	16,100	15,700	–	–	15,800	15,300	–	–	15,600	15,100
6.0L V8 Turbo Diesel	3.73	23,000	16,400	15,900	–	–	16,100	15,600	–	–	15,800	15,400	–	–
		23,500	–	–	16,600	16,200	–	–	16,300	15,800	–	–	16,100	15,600
	4.10	23,500	–	–	16,600	16,200	–	–	16,300	15,800	–	–	16,100	15,600

(1) Available with F-350 SRW model only. (2) Super Duty does not offer a fifth-wheel hitch as a factory-installed option.

Notes:
- This information also applies to models with Pickup Box Delete option (66D).
- For F-250/F-350 SRW models, F-350 trailer weights are shown. F-250 trailer weights are within 100 pounds. Check with your sales consultant.
- Trailer king pin weight should be 15-25% of total loaded trailer weight. Make sure vehicle payload (reduced by option weight) will accommodate trailer king pin weight and weight of passengers and cargo added to the towing vehicle. Addition of trailer king pin weight, and weight of passengers and cargo cannot cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.

Tailgate Clearance Considerations When Towing a Fifth-Wheel or Gooseneck Trailer with an F-Series 4x4 Pickup

Model	Max. Tailgate Ht.*	Model	Max. Tailgate Ht.*
F-150	59-60 inches	F-350 SRW	59-60 inches
F-250	56-57 inches	F-350 DRW	56-57 inches

NOTE: Vehicles with other configurations may have varying tailgate heights.

*Distance from ground to top of closed tailgate.

F-350/F-450/F-550 SUPER DUTY CHASSIS CAB CONVENTIONAL TOWING*

Trailer weights shown assume 1,000 lbs. second-unit body weight. Be sure combined weight of vehicle and trailer does not exceed listed GCWR.

Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission

Engine	Axle Ratio	GCWR (Lbs.)	REGULAR CHASSIS CAB								SUPER CHASSIS CAB								CREW CHASSIS CAB							
			F-350 4x2 SRW	F-350 4x4 SRW	F-350 4x2 DRW	F-350 4x4 DRW	F-450 4x2 DRW	F-450 4x4 DRW	F-550 4x2 DRW	F-550 4x4 DRW	F-350 4x2 SRW	F-350 4x4 SRW	F-350 4x2 DRW	F-350 4x4 DRW	F-450 4x2 DRW	F-450 4x4 DRW	F-550 4x2 DRW	F-550 4x4 DRW	F-350 4x2 SRW	F-350 4x4 SRW	F-350 4x2 DRW	F-350 4x4 DRW	F-450 4x2 DRW	F-450 4x4 DRW	F-550 4x2 DRW	F-550 4x4 DRW
5.4L	3.73	16,000	9,500	9,100	–	–	–	–	–	–	9,100	8,700	–	–	–	–	–	–	8,900	8,500	–	–	–	–	–	–
SEFI V8		16,500	–	–	9,700	9,300	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
	4.10	18,000	11,500	11,100	–	–	–	–	–	–	11,100	10,700	–	–	–	–	–	–	10,900	10,500	–	–	–	–	–	–
		18,500	–	–	11,700	11,300	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
6.8L	4.10	21,000	12,500	12,500	–	–	–	–	–	–	12,500	12,500	–	–	–	–	–	–	12,500	12,500	–	–	–	–	–	–
SEFI V10		21,500	–	–	14,700	14,200	–	–	–	–	–	–	14,300	13,800	–	–	–	–	–	–	14,100	13,600	–	–	–	–
	4.30	23,000	–	–	15,000	15,000	–	–	–	–	–	–	15,000	15,000	–	–	–	–	–	–	15,000	15,000	–	–	–	–
	4.88	26,000	–	–	–	–	16,000	16,000	16,000	16,000	–	–	–	–	16,000	16,000	16,000	16,000	–	–	–	–	16,000	16,000	16,000	16,000
	5.38	26,000	–	–	–	–	16,000	16,000	16,000	16,000	–	–	–	–	16,000	16,000	16,000	16,000	–	–	–	–	16,000	16,000	16,000	16,000
6.0L V8	3.73	23,000	12,500	12,500	–	–	–	–	–	–	12,500	12,500	–	–	–	–	–	–	12,500	12,500	–	–	–	–	–	–
Turbo		23,500	–	–	15,000	15,000	–	–	–	–	–	–	15,000	15,000	–	–	–	–	–	–	15,000	15,000	–	–	–	–
Diesel	4.10	23,500	–	–	15,000	15,000	–	–	–	–	–	–	15,000	15,000	–	–	–	–	–	–	15,000	15,000	–	–	–	–
	4.30	26,000	–	–	–	–	16,000	16,000	–	–	–	–	–	–	16,000	16,000	–	–	–	–	–	–	16,000	16,000	–	–
	4.88	26,000	–	–	–	–	16,000	16,000	16,000	16,000	–	–	–	–	16,000	16,000	16,000	16,000	–	–	–	–	16,000	16,000	16,000	16,000
		30,000(1)	–	–	–	–	16,000	16,000	–	–	–	–	–	–	16,000	16,000	–	–	–	–	–	–	16,000	16,000	–	–
		33,000(1)	–	–	–	–	–	–	16,000	16,000	–	–	–	–	–	–	16,000	16,000	–	–	–	–	–	–	16,000	16,000

Maximum Loaded Trailer Weight (Lbs.) – Manual Transmission

5.4L	3.73	15,000	8,500	8,100	8,200	7,800	–	–	–	–	8,200	7,700	–	–	–	–	–	–	8,000	7,500	–	–	–	–	–	–
SEFI V8	4.10	17,000	10,500	10,100	–	–	–	–	–	–	10,200	9,700	–	–	–	–	–	–	10,000	9,500	–	–	–	–	–	–
		17,500	–	–	10,700	10,300	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
6.8L	4.10	20,000	12,500	12,500	–	–	–	–	–	–	12,500	12,500	–	–	–	–	–	–	12,500	12,400	–	–	–	–	–	–
SEFI V10		20,500	–	–	13,600	13,200	–	–	–	–	–	–	13,300	12,800	–	–	–	–	–	–	13,100	12,600	–	–	–	–
	4.30	22,500	–	–	15,000	15,000	–	–	–	–	–	–	15,000	14,800	–	–	–	–	–	–	15,000	14,600	–	–	–	–
	4.88	26,000	–	–	–	–	16,000	16,000	16,000	16,000	–	–	–	–	16,000	16,000	16,000	16,000	–	–	–	–	16,000	16,000	16,000	16,000
	5.38	26,000	–	–	–	–	16,000	16,000	16,000	16,000	–	–	–	–	16,000	16,000	16,000	16,000	–	–	–	–	16,000	16,000	16,000	16,000
6.0L V8	3.73	23,000	12,500	12,500	–	–	–	–	–	–	12,500	12,500	–	–	–	–	–	–	12,500	12,500	–	–	–	–	–	–
Turbo		23,500	–	–	15,000	15,000	–	–	–	–	–	–	15,000	15,000	–	–	–	–	–	–	15,000	15,000	–	–	–	–
Diesel	4.10	23,500	–	–	15,000	15,000	–	–	–	–	–	–	15,000	15,000	–	–	–	–	–	–	15,000	15,000	–	–	–	–
	4.30	26,000	–	–	–	–	16,000	16,000	–	–	–	–	–	–	16,000	16,000	–	–	–	–	–	–	16,000	16,000	–	–
	4.88	26,000	–	–	–	–	16,000	16,000	16,000	16,000	–	–	–	–	16,000	16,000	16,000	16,000	–	–	–	–	16,000	16,000	16,000	16,000
		28,000(1)	–	–	–	–	16,000	16,000	16,000	16,000	–	–	–	–	16,000	16,000	16,000	16,000	–	–	–	–	16,000	16,000	16,000	16,000

*Super Duty Chassis Cab does not offer a conventional hitch as a factory-installed option.
(1) Available with High Capacity Trailer Tow Package only.

Note for F-350/F-450/F-550 Super Duty Chassis Cab and Ranger:
Trailer tongue load weight should be 10-15% of total loaded trailer weight. Make sure vehicle payload (reduced by option weight) will accommodate trailer tongue load weight and weight of passengers and cargo added to the towing vehicle. Addition of trailer tongue load weight, and weight of passengers and cargo cannot cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.



RANGER

Note: Certain states require electric trailer brakes for trailers over a specified weight. Be sure to check state regulations for this specified weight. The maximum trailer weights listed above may be limited to this specified weight, as the Ranger's electrical system does not provide the necessary wiring connector to activate electric trailer brakes.

RANGER

Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission

Engine	Axle Ratio	GCWR (Lbs.)	REGULAR CAB 4x2 6-ft. Box	REGULAR CAB 4x2 7-ft. Box	REGULAR CAB 4x4 6-ft. Box	REGULAR CAB 4x4 7-ft. Box	SUPERCAB 4x2 6-ft. Box	SUPERCAB 4x4 6-ft. Box
2.3L SEFI I4	4.10	5,500	2,260	–	–	–	–	–
3.0L SEFI V6 (1)	3.73	6,000	2,600	2,540	–	–	2,420	–
	4.10(2)	6,000	2,460	–	–	–	2,300	–
	4.10	6,000	–	–	2,300	–	–	–
4.0L SOHC	3.55	9,500	–	5,980	–	–	5,860	–
SEFI V6	3.55(2)	9,500	–	–	–	–	5,740	–
	4.10	9,500	–	–	–	5,660	–	5,580(3)

Maximum Loaded Trailer Weight (Lbs.) – Manual Transmission

2.3L SEFI I4	3.73/4.10	4,800	1,600	–	–	–	–	–
3.0L SEFI V6 (1)	3.73	6,000	2,640	–	–	–	2,460	–
	4.10(2)	6,000	2,500	–	–	–	2,360	–
	4.10	6,000	–	–	2,340	–	–	–
4.0L SOHC	3.55	7,000	–	–	–	–	3,400/3,280(2)	–
SEFI V6	4.10	7,000	–	–	–	3,220	–	3,100(4)

(1) 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.
(2) Ranger EDGE only.
(3) 5,220 lbs. with FX4 Level II.
(4) 2,760 lbs. with FX4 Level II.

F-350/F-450/F-550 SUPER DUTY CHASSIS CAB FIFTH-WHEEL TOWING*

Trailer weights shown assume 1,000 lbs. second-unit body weight. Be sure combined weight of vehicle and trailer does not exceed listed GCWR.

Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission

			REGULAR CHASSIS CAB								SUPER CHASSIS CAB								CREW CHASSIS CAB							
Engine	Axle Ratio	GCWR (Lbs.)	F-350 4x2 SRW	F-350 4x4 SRW	F-350 4x2 DRW(1)	F-350 4x4 DRW(1)	F-450 4x2 DRW(1)	F-450 4x4 DRW(1)	F-550 4x2 DRW(1)	F-550 4x4 DRW(1)	F-350 4x2 SRW	F-350 4x4 SRW	F-350 4x2 DRW	F-350 4x4 DRW	F-450 4x2 DRW	F-450 4x4 DRW	F-550 4x2 DRW	F-550 4x4 DRW	F-350 4x2 SRW	F-350 4x4 SRW	F-350 4x2 DRW(2)	F-350 4x4 DRW(2)	F-450 4x2 DRW(2)	F-450 4x4 DRW(2)	F-550 4x2 DRW(2)	F-550 4x4 DRW(2)
5.4L	3.73	16,000	9,500	9,100	–	–	–	–	–	–	9,100	8,700	–	–	–	–	–	–	8,900	8,500	–	–	–	–	–	–
SEFI V8		16,500	–	–	9,700	9,300	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
	4.10	18,000	11,500	11,100	–	–	–	–	–	–	11,100	10,700	–	–	–	–	–	–	10,900	10,500	–	–	–	–	–	–
		18,500	–	–	11,700	11,300	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
6.8L	4.10	21,000	14,500	14,000	–	–	–	–	–	–	14,100	13,600	–	–	–	–	–	–	13,900	13,400	–	–	–	–	–	–
SEFI V10		21,500	–	–	14,700	14,200	–	–	–	–	–	–	14,300	13,800	–	–	–	–	–	–	14,100	13,600	–	–	–	–
	4.30	23,000	–	–	16,200	15,700	–	–	–	–	–	–	15,800	15,300	–	–	–	–	–	–	15,600	15,100	–	–	–	–
	4.88	26,000	–	–	–	–	18,400	18,100	18,400	18,100	–	–	–	–	18,000	17,700	18,000	17,700	–	–	–	–	17,800	17,500	17,800	17,500
	5.38	26,000	–	–	–	–	18,400	18,100	18,400	18,100	–	–	–	–	18,000	17,700	18,000	17,700	–	–	–	–	17,800	17,500	17,800	17,500
6.0L V8	3.73	23,000	15,900	15,500	–	–	–	–	–	–	15,600	15,100	–	–	–	–	–	–	15,400	14,900	–	–	–	–	–	–
Turbo		23,500	–	–	16,200	15,700	–	–	–	–	–	–	15,800	15,300	–	–	–	–	–	–	15,600	15,100	–	–	–	–
Diesel	4.10	23,500	–	–	16,200	15,700	–	–	–	–	–	–	15,800	15,300	–	–	–	–	–	–	15,600	15,100	–	–	–	–
	4.30	26,000	–	–	–	–	17,900	17,600	–	–	–	–	–	–	17,500	17,200	–	–	–	–	–	–	17,300	17,000	–	–
	4.88	26,000	–	–	–	–	17,900	17,600	17,800	17,500	–	–	–	–	17,500	17,200	17,500	17,200	–	–	–	–	17,300	17,000	17,300	16,900
		30,000(3)	–	–	–	–	21,900	21,600	–	–	–	–	–	–	21,500	21,200	–	–	–	–	–	–	21,300	21,000	–	–
		33,000(3)	–	–	–	–	–	–	24,800	24,500	–	–	–	–	–	–	24,500	24,200	–	–	–	–	–	–	24,300	23,900

Maximum Loaded Trailer Weight (Lbs.) – Manual Transmission

5.4L	3.73	15,000	8,500	8,100	8,200	7,800	–	–	–	–	8,200	7,700	–	–	–	–	–	–	8,000	7,500	–	–	–	–	–	–
SEFI V8	4.10	17,000	10,500	10,100	–	–	–	–	–	–	10,200	9,700	–	–	–	–	–	–	10,000	9,500	–	–	–	–	–	–
		17,500	–	–	10,700	10,300	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
6.8L	4.10	20,000	13,400	13,000	–	–	–	–	–	–	13,000	12,600	–	–	–	–	–	–	12,800	12,400	–	–	–	–	–	–
SEFI V10		20,500	–	–	13,600	13,200	–	–	–	–	–	–	13,300	12,800	–	–	–	–	–	–	13,100	12,600	–	–	–	–
	4.30	22,500	–	–	15,600	15,200	–	–	–	–	–	–	15,300	14,800	–	–	–	–	–	–	15,100	14,600	–	–	–	–
	4.88	26,000	–	–	–	–	18,400	18,100	18,300	18,000	–	–	–	–	18,000	17,700	18,000	17,700	–	–	–	–	17,800	17,500	17,800	17,400
	5.38	26,000	–	–	–	–	18,400	18,100	18,300	18,000	–	–	–	–	18,000	17,700	18,000	17,700	–	–	–	–	17,800	17,500	17,800	17,400
6.0L V8	3.73	23,000	15,900	15,400	–	–	–	–	–	–	15,500	15,100	–	–	–	–	–	–	15,300	14,800	–	–	–	–	–	–
Turbo		23,500	–	–	16,100	15,700	–	–	–	–	–	–	15,700	15,300	–	–	–	–	–	–	15,500	15,100	–	–	–	–
Diesel	4.10	23,500	–	–	16,100	15,700	–	–	–	–	–	–	15,700	15,300	–	–	–	–	–	–	15,500	15,100	–	–	–	–
	4.30	26,000	–	–	–	–	17,900	17,500	–	–	–	–	–	–	17,500	17,200	–	–	–	–	–	–	17,300	17,000	–	–
	4.88	26,000	–	–	–	–	17,900	17,500	17,800	17,500	–	–	–	–	17,500	17,200	17,400	17,100	–	–	–	–	17,300	17,000	17,200	16,900
		28,000(3)	–	–	–	–	19,900	19,500	19,800	19,500	–	–	–	–	19,500	19,200	19,400	19,100	–	–	–	–	19,300	19,000	19,200	18,900

*Super Duty Chassis Cab does not offer a fifth-wheel hitch as a factory-installed option.

(1) Weights shown are for 141-inch wheelbase models. For 165-, 189- and 201-inch wheelbase models, weights may be somewhat less (usually 200 pounds with 165- and 189-inch wheelbase, or 400 pounds with 201-inch wheelbase). (2) Weights shown are for 176-inch wheelbase models. For 200-inch wheelbase models, weights may be somewhat less (usually 200 pounds with F-350, or 100 pounds with F-450/F-550). (3) Available with High Capacity Trailer Tow Package only.

Note: Trailer king pin weight should be 15-25% of total loaded trailer weight. Make sure vehicle payload (reduced by option weight) will accommodate trailer king pin weight and weight of passengers and cargo added to the towing vehicle. Addition of trailer king pin weight, and weight of passengers and cargo cannot cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.

SUPER DUTY CLASS A MOTORHOME CHASSIS

Max. GVWR	Max. GCWR	Max. Trailer Weight
15,700 Lbs.	26,000 Lbs.	10,300 Lbs.
18,000 Lbs.	26,000 Lbs.	8,000 Lbs.
20,500 Lbs.	26,000 Lbs.	5,500 Lbs.
22,000 Lbs.	26,000 Lbs.	4,000 Lbs.

Note: Towing vehicle's braking system is rated for operation at GVWR – NOT GCWR. Separate functional brake systems should be used for safe control of towed vehicles or trailers weighing more than 1,500 lbs. when loaded.

F-650/F-750 SUPER DUTY CHASSIS CABS

To determine Maximum Trailer Weight, subtract your vehicle's GVW from the following Maximum GCWRs:

Model	Max. GVWR	Max. GCWR*
F-650 Pro Loader (Kick-Up Frame)	17,999-26,000 Lbs.	33,000-60,000 Lbs.
F-650 Pro Loader (Straight Frame)	17,999-29,000 Lbs.	33,000-70,000 Lbs.
F-650 (Straight Frame)	17,999-29,000 Lbs.	33,000-70,000 Lbs.
F-750	25,999-33,000 Lbs.	33,000-80,000 Lbs.
F-750 S (Severe Service)	25,999-33,000 Lbs.	60,000-80,000 Lbs.

* Figures shown are the range available for each model. Check with your sales consultant for the exact rating on your vehicle.

Metric Conversion – To obtain information in kilograms, multiply pounds by .45; to obtain information in centimeters, multiply inches by 2.54.

2006 FORD LCF (LOW CAB FORWARD)

To determine Maximum Trailer Weight, subtract your vehicle's GVW from the following Maximum GCWRs:

Max. GVWR	Max. GCWR*
15,000 Lbs.	26,000 Lbs.
16,000 Lbs.	26,000 Lbs.
17,950 Lbs.	26,000 Lbs.
19,500 Lbs.	26,000 Lbs.

*Preliminary





ESCAPE/ESCAPE HYBRID

Engine	Axle Ratio	GCWR (Lbs.) FWD	GCWR (Lbs.) 4x4	Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission
2.3L Hybrid I4	All	4,800	4,960	1,000*
2.3L SEFI I4	All	4,940	5,100	1,500*
3.0L SEFI V6	All	7,080	7,240	3,500
				Maximum Loaded Trailer Weight (Lbs.) – Manual Transmission
2.3L SEFI I4	All	4,860	5,040	1,500*

*Escape does not offer factory-installed towing equipment for this application.

Note: Certain states require electric trailer brakes for trailers over a specified weight. Be sure to check state regulations for this specified weight. The maximum trailer weights listed above may be limited to this specified weight, as the Escape's electrical system does not provide the necessary wiring connector to activate electric trailer brakes.



Note for Explorer 4-Door, Sport Trac, Expedition and Excursion Charts:
Trailer tongue load weight should be 10-15% of total loaded trailer weight. Make sure vehicle payload (reduced by option weight) will accommodate trailer tongue load weight and weight of passengers and cargo added to towing vehicle. Addition of trailer tongue load weight and weight of passengers and cargo cannot cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.

EXPLORER 4-DOOR

Engine	Axle Ratio	GCWR (Lbs.)	Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission 4x2 Class II	4x2 Class III/IV	4x4 Class II	4x4 Class III/IV
4.0L SOHC SEFI V6	3.55	7,700	3,240	–	–	–
		8,000	–	–	3,380	–
	3.73	10,000	–	–	–	5,380
		10,240	–	5,760	–	–
4.6L SOHC SEFI V8	3.55	7,700	3,260	–	–	–
		8,000	–	–	3,400	–
	3.73	11,600(1)	–	7,140(1)	–	7,000(1)

(1) Deduct 500 lbs. with Auxiliary Climate Control.



EXPLORER SPORT TRAC

Engine	Axle Ratio	GCWR (Lbs.)	Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission 4x2	4x4
4.0L SOHC SEFI V6	All	9,600	5,300*	5,080*

*Requires dealer/aftermarket-installed hitch over 3,500 lbs. (standard rear bumper capacity).



EXPEDITION

Engine	Axle Ratio	GCWR (Lbs.)	Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission 4x2	4x4
5.4L SEFI V8	3.31	11,800	6,000	–
	3.73	11,900	–	6,000
		14,500(1)	8,900	8,600

(1) Requires Heavy Duty Trailer Tow Package.



EXCURSION

Engine	Axle Ratio	GCWR (Lbs.)	Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission 4x2	4x4
5.4L SEFI V8	3.73	13,000	6,100	–
	4.10	14,500	7,600	7,200
6.8L SEFI V10	3.73	17,000	10,000	9,600
	4.30	20,000	11,000	11,000
6.0L V8 Turbo Diesel	3.73	20,000	11,000	11,000

E-SERIES VAN/WAGON

Engine	Axle Ratio	GCWR (Lbs.)	Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission							
			VAN					WAGON		
			E-150	E-250	E-250 Extended	E-350 Super Duty	E-350 Super Duty Extended	E-150	E-350 Super Duty	E-350 Super Duty Extended
4.6L SEFI V8	3.55	11,500	6,500	–	–	–	–	6,100	–	–
	3.73	10,500	–	5,100	5,000	–	–	–	–	–
	4.10	11,000	–	5,600	5,400	–	–	–	–	–
5.4L SEFI V8	3.55	12,000	6,900	–	–	6,300	6,200	6,500	–	5,700
	3.73	13,000	–	7,500	7,300	–	–	–	6,900	6,700
	4.10	13,000	–	–	–	7,300	7,200	–	6,900	6,700
6.8L SEFI V10	3.73	15,000	–	–	–	9,200	9,000	–	8,800	8,400
	4.10	17,700	–	–	–	10,000	10,000	–	10,000	10,000
6.0L V8 Turbo Diesel	3.55	16,000	–	–	–	9,700	9,500	–	9,200	9,000
	4.10	20,000	–	–	–	10,000	10,000	–	10,000	10,000

Note: For Maximum Trailer Weights with Crew Van, deduct 300 lbs. with E-150/250 Regular Van or 200 lbs. with E-350 Super Duty from weights in chart (except with 17,700 lbs. and 20,000 lbs. GCWR).

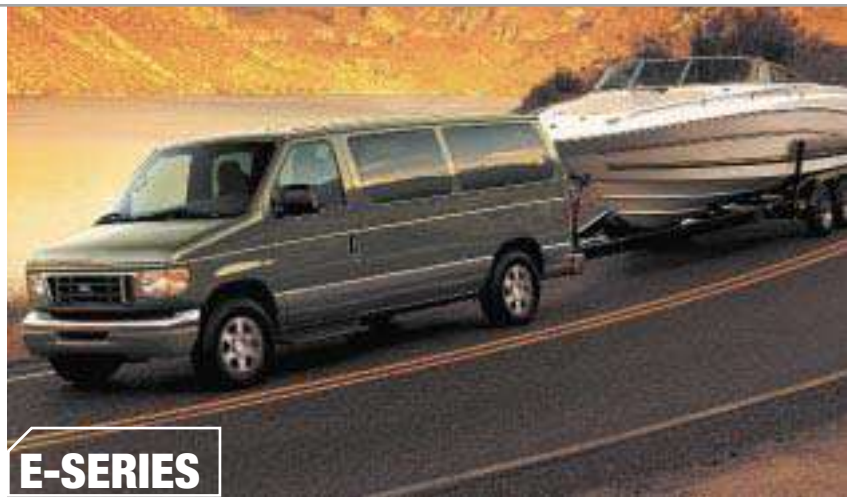
Note: Trailer tongue load weight should be 10-15% of total loaded trailer weight. Make sure vehicle payload (reduced by option weight) will accommodate trailer tongue load weight and weight of passengers and cargo added to towing vehicle. Addition of trailer tongue load weight and weight of passengers and cargo cannot cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.

E-SERIES CUTAWAY & STRIPPED CHASSIS

To determine Maximum Trailer Weight, subtract your vehicle's GVWR from the following GCWRs:

- E-350 Super Duty Cutaway GCWRs:
  - 5.4L V8 = 13,000 lbs.
  - 6.8L V10 = 18,500 lbs.
  - 6.0L Turbo Diesel V8 = 20,000 lbs.
- E-450 Super Duty Cutaway GCWRs:
  - 6.8L V10 and 6.0L Turbo Diesel V8 = 20,000 lbs.
- E-350/450 Super Duty Stripped Chassis GCWRs:
  - 5.4L V8 = 13,000 lbs.
  - 6.8L V10 = 18,500 lbs.

Note: 6.0L Diesel applications that exceed 10,000 lbs. Maximum Trailer Weight require an aftermarket fifth-wheel hitch.





FREESTAR WAGON

Engine	Axle Ratio	GCWR (Lbs.)	Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission (1)
3.9L/4.2L OHV SEFI V6 (With Class I Trailer Tow Package)	3.54	7,000	2,000
3.9L/4.2L OHV SEFI V6 (With Class II Trailer Tow Package)	3.54	8,500	3,500

(1) Base vehicle frontal area for all applications.

FORD CARS

CAR LINE	FOCUS	FIVE HUNDRED	TAURUS	CROWN VICTORIA	FREESTYLE
Towing Class	Light-Duty I (1)	Light-Duty I	Light-Duty I	Light-Duty I	Light-Duty I
Max. Gross Trailer Wt. (Lbs.)	1,000	1,000	1,100(Wagon)/ 1,250 (Sedan)(2)	1,500(3)	2,000
Max. Tongue Load (Lbs.)	100	100	110/125(2)	150	200
Minimum Engine	2.0L 4-Cyl.*	3.0L V6	3.0L V6*	4.6L V8	3.0L V6

(1) Frontal area under 20 square feet. (2) 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. (3) Do not exceed 6,600 pounds GCWR.

* Auxiliary transmission oil cooler recommended for automatic transmission during long-distance hauling (greater than 50 miles); see vehicle's Owner Guide for complete towing requirements.

Metric Conversion – To obtain information in kilograms, multiply pounds by .45; to obtain information in square meters, multiply square feet by .09; to obtain information in centimeters, multiply inches by 2.54; to obtain information in kilometers, multiply miles by 1.6.

FOR YOUR TOWING NEEDS

GENUINE ACCESSORIES

fordaccessoriesstore.com

When you're getting ready to do some towing with your Ford vehicle, you may find that it doesn't come equipped with everything you need – or want – to handle your towing task. That's where Genuine Ford Accessories come in. We offer a selection of items to help prepare your vehicle for towing. Unlike some aftermarket equipment, you can be assured that all of these items are designed and tested to meet or exceed all Ford OEM specifications.

For detailed availability, price and warranty information, please contact your Ford Dealer or visit our Web site at www.fordaccessoriesstore.com.



1. Trailer Hitch Receiver Cover: Keeps dirt, mud and snow from clogging the hitch receiver.
Base Part No.: 17F000
Available for: All vehicles equipped with trailer hitch receiver



2. Trailer Hitch Drawbars – Square Shank: Can be used in the raised or dropped position to match trailer coupler height. See your Ford dealer for towing limitations.
Base Part No.: 19A282
Available for: Vehicles with 2" (5 cm) receiver (1-1/4" [3 cm] for Escape)

3. Trailer Hitch Balls: Forged, one-piece construction and chrome finish for maximum strength and corrosion resistance. See your Ford dealer for towing limitations.
Base Part No.: 19F503
Available for: Vehicles equipped with trailer hitch



4. Trailer Hitch Assembly – Class II, III, IV: Bolt directly to vehicle using existing holes – no drilling or welding required. See your Ford dealer for capacity information. Dealer installation recommended.
Base Part No.: 17D826 (Ranger, Super Duty); 19D520 (Econoline, Escape, Explorer [All Models], F-150, Freestar)
Available for: See Base Part No.



5. Tow Hooks: Mounted directly to vehicle's front bumper bracket frame, they create a tough look, while offering great utility.
Base Part No.: 17N808
Available for: All Explorer models

6. Trailer Wiring Harness: 7-pin assembly (4-pin for Freestar/Escape) plugs into factory wiring harness to accommodate trailers with electric brakes.
Base Part No.: 13A576 (Escape, Explorer, F-150); 15A416 (Freestar)
Available for: See Base Part No.

7. Removable Trailer Tow Mirrors: Ideal for occasional towing, they slide easily over existing mirrors to enhance rear vision when pulling a trailer.
Base Part No.: 17696
Available for: F-150

8. Telescoping Trailer Tow Mirrors – Manual, Power and Power Heated: When towing, pull mirror out to extend range of vision; when not towing, push mirror in for normal range.
Base Part No.: 17696
Available for: Excursion, Super Duty (Power and Power Heated are for vehicles already equipped with power mirrors; Power Heated deletes turn signal feature)

9. Neutral Tow Kit (not shown): Allows Explorer models to be towed behind motorhome with all four wheels on ground. Dealer installation recommended.
Base Part No.: 7H332
Available for: All Explorer models







THINGS TO KNOW BEFORE YOU TOW

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, including the weight of any additional cargo and fluids that you will be carrying in the trailer. Also be sure the vehicle has the proper optional equipment (see page 15).

Note: Performance can be severely compromised in hilly terrain when minimum acceptable powertrain combination is selected. Consider purchasing a vehicle with a more powerful engine.

BRAKES

Many states require a separate braking system on trailers with a loaded weight of more than 1,500 pounds. For your safety, Ford Motor Company recommends that a separate functional brake system be used on any towed vehicle, including those dolly-towed or towbar-towed. There are two basic types of brake systems designed to activate trailer brakes:

1. **Electronically Controlled Brakes** usually provide automatic and manual control of trailer brakes. They require that the tow vehicle be equipped with a controlling device and additional wiring for electrical power. These brakes typically have a control box installed within reach of the driver and can be applied manually or automatically.
2. **Surge Brakes** are independent hydraulic brakes activated by a master cylinder at the junction of the hitch and trailer tongue. They are not controlled by the hydraulic fluid in the tow vehicle's brake system, and the tow vehicle's hydraulic system should never be connected directly to the trailer's hydraulic system.

Be sure your trailer brakes conform to all applicable state regulations. *See Trailering Tips on back cover for additional braking information.*

TRAILER LAMPS

Make sure the trailer is equipped with lights that conform to all applicable government regulations. The trailer lighting system should not be connected 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.

After You Buy

Before heading out on a trip, check your vehicle's Owner Guide for break-in and severe-duty maintenance schedules (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 so as not to exceed critical weight limits (see page 26). 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.

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 to prevent the tongue from contacting the ground if a separation occurs. Allow only enough slack to permit full turning – be sure they don't drag on the pavement.
- 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 WIRING HARNESS

- Some vehicles equipped with a factory-installed Trailer Towing Package include a trailer wiring harness and a wiring kit.
- This kit includes one or more jumper harnesses (to connect to your trailer wiring connector) and installation instructions.

Refer to page 14 for standard and optional wiring harness usage.



THINGS TO KNOW ABOUT HITCHES



Trailer wiring harness and frame-mounted hitch receiver (shown with aftermarket hitch equipment).





Metric Conversion – To obtain information in kilograms, multiply pounds by .45; to obtain information in kilometers, multiply miles by 1.6.

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

Weight-Carrying (Non-Weight-Distributing) Hitch is commonly used to tow small and medium-sized trailers. Choose a proper hitch and ball and make sure its location is compatible with that of the trailer. Use a good weight-carrying hitch that uniformly distributes the trailer tongue loads through the bumper and frame (through the body with Escape; bumper hitch not available with Escape, Explorer 4-Door or Expedition). Ford rear step bumpers and hitch receivers provide weight-carrying capacities as shown in the chart on the following page. (A label affixed to the hitch receiver provides both the weight-carrying and weight-distributing capacities for each receiver.) The vehicle owner is responsible for obtaining the proper hitch ball, ball mounting and other appropriate equipment to tow both the trailer and load that will be towed.

Weight-Distributing Hitch is used in conjunction with a hitch platform (receiver) to distribute tongue load to all towing vehicle and trailer wheels. Required for certain Class III and all Class IV applications (see the chart on following page).

- Weight-distributing hitch platforms are welded or bolted to vehicle frame. Bolt-on types are recommended because they can be removed.
- Properly installed bolt-on weight-distributing hitch platform will not weaken vehicle or underbody as heat of welding might.
- Equalizing arms are connected from hitch to trailer's A-frame. They can be adjusted for best towing performance. Lengths of chain are pulled up and tightened to bend spring bars upward, which lifts some of the weight from the rear wheels and transfers weight to the other wheels of the vehicle and trailer.

FORD REAR STEP BUMPER/HITCH RECEIVER WEIGHT CAPACITY

The maximum weight capacities for the weight-distributing hitch receivers shown below may exceed the maximum loaded trailer weight for the vehicle specified. Refer to the Trailer Towing Selector charts on pages 16-21 for Maximum Loaded Trailer Weights for each vehicle.

Vehicle	Weight-Carrying Max. Trailer Capacity (Lbs.)(1)	Max. Tongue Load (Lbs.)	Weight-Distributing Max. Trailer Capacity (Lbs.)(1)	Max. Tongue Load (Lbs.)
Rear Step Bumper:				
Ranger	2,000	200	–	–
Explorer Sport Trac	3,500	350	–	–
E-Series Van/Wagon	5,000	500	–	–
Excursion	5,000	500	–	–
F-Series	5,000	500	–	–
Hitch Receiver:				
Escape	3,500	300	–	–
Ranger	3,500	350	6,000	600
Explorer 4-Dr (Class II)	3,500	350	–	–
Explorer 4-Dr (Class III/IV)	5,000	500	7,700	770
E-Series Van/Wagon	5,000	500	10,000	1,000
Expedition	6,000	600	8,950	895
Excursion	5,000	500	12,500	1,250
F-150	5,000	500	9,900	990
F-250/F-350 Super Duty SRW/F-350 DRW 5.4L V8	5,000	500	12,500	1,250
F-350 Super Duty DRW 6.8L/6.0L(2)	6,000	600	15,000(2)	1,500(2)

(1) Ford rear step bumpers and hitch receivers do not include a hitch ball or ball mounting. The vehicle owner is responsible for obtaining the proper hitch ball, ball mounting, weight distributing equipment (i.e., equalizing arms and snap-up brackets, sway control system) and other appropriate equipment to tow both the trailer and its cargo load.

(2) New 2.5" receiver. Includes 2.5" to 2.0" adapter, which when used reduces the Maximum Trailer Capacity to 12,500 lbs. and the Maximum Tongue Load to 1,250 lbs.

Factory-Installed Trailer Hitch Receiver Options are available on the following Ford vehicles:

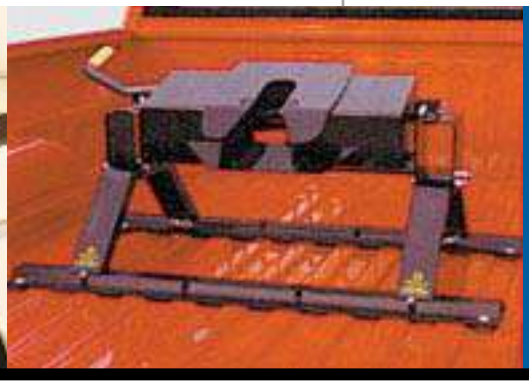
- **Escape:** Included with Class II Trailer Towing Package – Option Code 536
- **Ranger Pickup:** Included with Class III Trailer Towing – Option Code 53L
- **Explorer 4-Door:** Class II Standard; Class III/IV Included with Trailer Towing Prep Package – Option Code 53G
- **E-Series Van/Wagon:** Included with Trailer Towing Package – Option Code 536
- **Expedition:** Standard
- **Excursion:** Standard
- **F-150 Pickups:** Included with Trailer Tow Group – Option Code 535
- **F-250/F-350 Super Duty Pickups:**
  - – Option Code 86T (for 12,500-lb. Maximum Trailer Capacity)
  - – Option Code 86R (for 15,000-lb. Maximum Trailer Capacity)

Note: See chart above for the weight-carrying and weight-distributing capacities of these hitch receivers. (These capacities also are shown on a label affixed to each receiver.)

The vehicle owner is responsible for obtaining the proper hitch ball, ball mounting, weight-distributing equipment (i.e., equalizing arms and snap-up brackets, sway control system) and other appropriate equipment to tow both the trailer and load that will be towed.

Fifth-Wheel Hitch is mounted in the pickup bed to put more of the trailer weight directly over the towing vehicle. The receiver centerline of the hitch should be mounted at least two inches forward of the rear axle of the truck chassis. This mounting location will distribute the king pin weight of the trailer for optimum load-carrying and sway-control performance. Care must be taken to maintain nominal clearance from the back of the cab to the front of the trailer during tight cornering or backing maneuvers. Failure to follow this recommendation can adversely affect the towing vehicle's steering, braking, and handling characteristics.
Ford Motor Company does not offer a factory-installed fifth-wheel hitch option.





Fifth-Wheel Hitch

THINGS TO KNOW ABOUT WEIGHTS



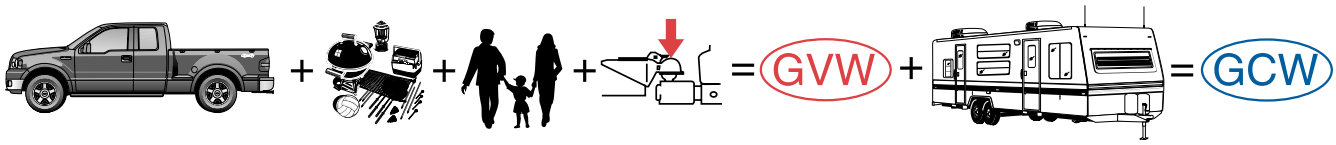
WEIGHTS TO CHECK

Base Curb Weight + Cargo Weight + Passenger Weight + Tongue Load or King Pin 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 on pages 16-21 or your vehicle's Owner Guide).



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 sales consultant can give you this number for the vehicle(s) you are considering.

Cargo Weight includes all weight added to the Base Curb Weight, **including** cargo and optional equipment (check with your sales consultant). When towing, trailer tongue load or king pin 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 the Base Curb Weight *plus* actual **Cargo Weight** *plus* passengers. It is important to remember that GVW is not a limit or specification … it is the actual weight that is obtained when the fully loaded vehicle is driven onto a scale.

Gross Vehicle Weight Rating (GVWR) is the *maximum allowable weight* of the fully loaded vehicle (including passengers and cargo). This number – along with other weight limits, as well as tire, rim size and inflation pressure data – is shown on the vehicle's Safety Compliance Certification Label, located on the left front door lock facing or the door latch post pillar (see facing page). **The GVW must never exceed the GVWR.**

Gross Axle Weight (GAW) is the total weight placed on each axle (front and 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. For 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.**

Metric Conversion – To obtain information in kilograms, multiply pounds by .45.



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 vehicle can handle without risking 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 pages 16-21) 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 any mandatory options, no cargo, tongue load of 10-15% (conventional trailer) or king pin weight of 15-25% (fifth-wheel trailer), and driver only (150 lbs.). F-Series Super Duty chassis cab models also assume a second-unit body weight of 1,000 lbs. Weight of additional options, passengers, cargo and hitch must be deducted from this weight.

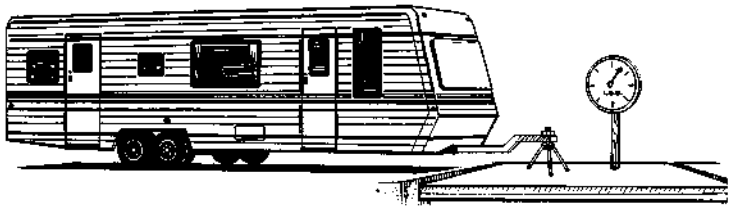
Tongue Load or Fifth-Wheel King Pin Weight is another critical measurement that must be made before towing. It refers to the amount of the trailer's weight that presses down on the trailer hitch. Too much tongue load or king pin weight can cause suspension/drivetrain damage, and can press the vehicle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

Tongue load or king pin weights must meet the following requirements*:

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

Examples: For a 5,000-lb. conventional trailer, multiply 5,000 by .10 and .15 to obtain a proper tongue load range of 500 to 750 lbs. For an 11,500-lb. fifth-wheel trailer, multiplying 11,500 by .15 and .25 yields a king pin weight range of 1,725 to 2,875 lbs.

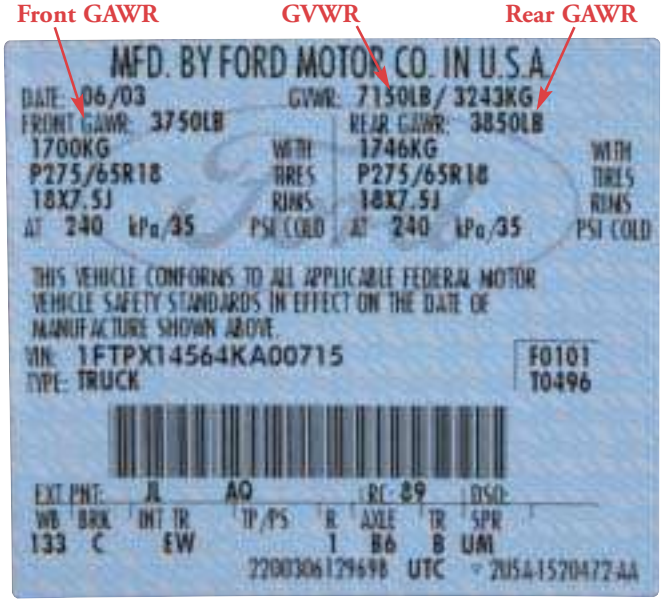
Note: Be sure the addition of tongue load or king pin weight does not cause the key towing vehicle weight limits (GVWR and Rear GAWR) to be exceeded. *Remember, GVWR and GAWR are found on the vehicle's Safety Compliance Certification Label.* If either of these limits is exceeded, you should go with a larger vehicle or a smaller trailer.



MEASURING TONGUE LOAD WITH COMMERCIAL SCALE

To measure actual tongue load or king pin weight, disconnect the trailer and place only the tongue (king pin) on a scale (at hitch ball or fifth-wheel king pin receiver height). If the tongue load/king pin weight exceeds the upper weight limit, move more of the trailer contents rearward to achieve the recommended tongue load/king pin weight. If the tongue load or king pin weight is less than the lower limit, shift the load forward.

Sample Truck Safety Compliance Certification Label
(Refer to actual label on your vehicle)



**Refer to the chart on page 25 for tongue load recommendations with Ford factory-installed rear step bumpers and trailer hitch receivers.*

TRAILERING TIPS

Trailer towing places extra demands on your driving skills. Here are a few basic tips to help you transport your trailer and its contents safely, comfortably and without abusing the towing vehicle:

WEIGHT DISTRIBUTION

- For optimum handling and braking, the load must be properly distributed.
- Keep center of gravity low for best handling.
- Approximately 60% of the allowable cargo weight should be in the front half of the trailer and 40% in the rear (within limits of tongue load or king pin weight).
- Load should be balanced from side to side to optimize handling and 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 up your trailer in an area away from heavy traffic.
- Know clearance required for trailer roof.
- Check equipment (make a checklist).

BACKING

- Back up slowly, with someone spotting near the 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.

TURNING

- When turning, be sure to swing wide enough to allow trailer to avoid curbs and other obstructions.

BRAKING *(Also see page 23)*

- Allow considerably more distance for stopping with trailer attached.
- Remember, the braking system of the tow vehicle is rated for operation at the GVWR, not GCWR.
- If your tow vehicle is a Super Duty Pickup or Chassis Cab and your trailer has **electric** brakes, the new optional TowCommand Integrated Trailer Brake Controller (TBC) will help assure smooth, effective trailer braking by automatically proportioning the trailer braking to that of the towing vehicle.
- If your trailer starts to sway, apply brake pedal gradually. *The sliding lever on the TBC should be used only for manual activation of trailer brakes when adjusting the gain. Misuse, such as application during trailer sway, could cause instability of trailer and/or tow vehicle.*

Ⓜ Metric Conversion – To obtain information in centimeters, multiply feet by 30.48; to obtain information in kilometers, multiply miles by 1.6.

TOWING ON HILLS

- Downshift the transmission to assist braking on steep downgrades and to increase power (reduce lugging) when climbing hills. *With TorqShift transmission, select Tow/Haul mode to automatically eliminate unwanted gear search when going uphill and help control vehicle speed when going downhill.*

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 chocks are in place, release brake pedal, making sure the chocks will hold the vehicle and trailer.
  - – Apply the parking brake.
  - – Shift automatic transmission into Park, or manual transmission into Reverse. *NOTE: With 4-wheel drive, make sure the transfer case is not in Neutral (if applicable).*
- To start, after being parked on a grade:
  - – Apply the foot service brake and hold.
  - – Start the engine with transmission in Park (automatic) or Neutral (manual).
  - – Shift the transmission into gear and release the parking brake.
  - – Release the brake pedal and move the vehicle uphill to free the chocks.
  - – Apply the brake pedal 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.
- When passing a slower vehicle, be sure to allow extra distance … remember, the added length of the trailer must clear the other vehicle before you can pull back in.
- Signal and 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 – may cause excessive shifting between overdrive and the next lower gear.
- To eliminate this condition and achieve steadier performance, overdrive can be locked out (see vehicle Owner Guide).
- If excessive shifting doesn't occur, use overdrive to optimize fuel economy.
- Overdrive also may be locked out to obtain engine braking on downgrades.

NOTE: With TorqShift transmission, select Tow/Haul mode to automatically eliminate unwanted gear search and help control vehicle speed when going downhill.

DRIVING WITH SPEED CONTROL

- When driving uphill with a heavy load, significant speed drops may occur.
- An 8- to 14-mph speed drop will automatically cancel speed control.
- Temporarily resume manual control through the vehicle's accelerator pedal until the terrain levels off.

TIRE PRESSURE

- Underinflated tires get hot and may fail, leading to possible loss of vehicle control.
- Overinflated tires may wear unevenly.
- Tires should be checked often for conformance to recommended cold inflation pressures.

SPARE TIRE USE

- A conventional full-size spare tire is required for trailer towing (mini spare tires should not be used; always replace the spare tire with the road tire as soon as possible).

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

- Gasoline engines lose power by 3-4% per 1,000 ft. elevation. To maintain performance, reduce GVWs and GCWs by 2% per 1,000 ft. elevation.

POWERTRAIN/FRONTAL AREA CONSIDERATIONS

- The charts in this guide show the minimum engine size needed to move the GCW of 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.
- Selecting a trailer with a low-drag, rounded front design will help optimize performance and fuel economy.

NOTE: For additional trailering information pertaining to your Ford vehicle, refer to the vehicle Owner Guide.

For the Latest RV/Towing Information, Check Out the Ford Fleet Web Site at www.fleet.ford.com/products/rv_trailer_towing/2005/2005_default.asp

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Retailer Education and Training

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