



2007 RV & TRAILER TOWING GUIDE





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

Ford F-150, Super Duty® Pickup and Super Duty Chassis Cab can pull the heaviest trailers in their class. In fact, when properly equipped, they can handle conventional trailers up to **16,000 pounds**, and fifth-wheel trailers all the way up to **24,900 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 IN ALL MAJOR RV CATEGORIES



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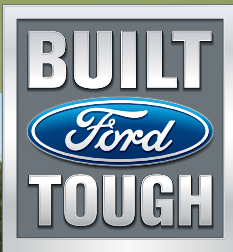
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FORD PICKUPS

We Have a Size and Model to Meet Your RV and Towing Needs!



Last year, the Ford F-Series recorded its second straight year of 900,000+ sales, extending its sales leadership record to 29 straight years. For 2007, F-150 is doing its part to extend that incredible run to an even 30 years by offering pickup buyers more of what has made it such an overwhelmingly popular choice.

That means refinements to make it even more stylish and comfortable on the inside, plus some new and upgraded packages to make it even bolder and better looking on the outside. Head-turners include the exciting new FX2 SPORT Package and the new SuperCrew version of the Ford Harley-Davidson™ F-150.

KEY FEATURES

- Three Powerful Engine Choices:
 - 4.2L V6 with 202 hp and 260 lb-ft of torque
 - 4.6L Triton® V8 with 248 hp (up 17 from last year) and 294 lb-ft of torque
 - 5.4L Triton® V8 with 300 hp and 365 lb-ft of torque
- Fully boxed frame with welded through-rail cross members for superior handling control and responsiveness – strongest in its class
- Coil-over-shock front suspension, exclusive outboard rear shocks, and rack-and-pinion steering for outstanding steering response and performance
- Huge 4-wheel vented disc brakes with standard 4-wheel ABS and electronic brake force distribution for responsive, confident stops and exceptional control under hard braking
- Three cab styles (Regular, SuperCab, and SuperCrew) – all offering four doors, plus best-in-class interior volume for Regular and SuperCab
- Deep cargo boxes offering largest capacities in their class, plus tailgate assist

**For 2007, F-150
Raises the Bar
Still Higher for
Conventional
Towing in Its Class –
10,500 Pounds!***

**Based on properly equipped full-size pickups under 8,500 lbs. and priced below \$39,000.*

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

F-250 & F-350 SUPER DUTY® PICKUPS

For the REALLY BIG towing jobs, choose from the widest range of heavy-duty pickups in the business – the Ford Super Duty F-250 and F-350. These class-leading workhorses are ready, willing, and able to tackle the heaviest loads with the greatest of ease. Here's what gives them their "king of the hill" capabilities:



POWERFUL GAS AND DIESEL ENGINES

- 5.4L 3-Valve Triton® V8 – 300 hp/365 lb-ft torque
- 6.8L 3-Valve Triton® V10 – 362 hp/457 lb-ft torque
- 6.0L Power Stroke® V8 Turbo Diesel – 325 hp/570 lb-ft torque

RUGGED, VERSATILE TRANSMISSIONS

- 6-speed manual overdrive
- TorqShift™ electronic 5-speed automatic with Tow/Haul mode

ROBUST COMPONENTS

- Massive 6.7-mil steel C-channel frame – thickest in its class
- Huge 4-wheel power disc ABS – best-in-class braking performance
- Advanced Twin-Coil Monobeam front suspension (4x4) – largest control arms in its class

LOOKS AND FEEL TO MATCH ITS PERFORMANCE

- Big, brawny appearance highlighted by bold, fat-bar grille
- Roomiest cabs of any full-size pickup – no matter which style you choose



Best-in-Class
Conventional Towing
up to

15,000 Pounds

Best-in-Class
Fifth-Wheel Towing
up to

19,200 Pounds
With TowBoss Package



F-350/F-450/F-550 SUPER DUTY CHASSIS CABS

Even Greater Capabilities

If your towing job is **TOO BIG** for even our F-250 and F-350 Pickups to handle, you're ready for one of these brutes. Fitted with the body of your choice, these Chassis Cabs are renowned for their ability to haul **HUGE** payloads. Offering the same rugged good looks and spacious cabs of our Super Duty Pickups, these monsters can pull **conventional trailers** as heavy as **16,000 pounds** and **fifth-wheel trailers** all the way up to **24,900 pounds**.

Ford Exclusive TowCommand System (91T)

Fully integrated, factory-installed towing system designed to help keep you in control of your Super Duty truck when towing. Exclusive system includes:

• Trailer Brake Controller

- Best-looking, best-functioning unit available
- Proportions vehicle brake pressure to synchronize truck and electric trailer brakes
- Display indicates output and gain levels and trailer connection status
- Includes disconnect alarm and message center warning

• TorqShift 5-Speed Automatic Transmission

- Engineered to handle highest torque loads and most demanding work conditions



- Selectable Tow/Haul mode helps reduce gear hunting, improves power delivery, and uses engine braking to help control vehicle speed when descending hills

• Telescoping Trailer Tow Mirrors

- Expand rearward field of vision around trailers
- Include power/heated glass and integrated clearance lights/turn signals (depending on application)

Check with your sales consultant for additional details and availability.

For Pickup Buyers Who Need BIG Capabilities – But in a Smaller Package

Even though it's our "starter" pickup, Ranger features the same "Built Ford Tough" heritage and components as its full-size siblings. That's what has made it such a popular compact pickup choice for nearly 20 years.

While Ranger's rugged attributes remain uncompromised for 2007, there's added emphasis on safety and security, with the Personal Safety System®, Tire Pressure Monitoring System, and SecuriLock® standard on all series. And for everyone concerned about high gas prices, the fuel-efficient aluminum-block 16-valve 2.3L DOHC four-cylinder engine is offered in more models.

Audiophiles will be pleased that Ranger's extremely popular audio options – the Pioneer® 290-watt MP3 Sound Package and the TREMOR Package with its 510-watt MP3 sound system – are joined by factory-installed SIRIUS™ Satellite radio option.



Additional noteworthy 2007 Ranger features include:

- Regular Cab (6' and 7' box lengths) and 2-door/4-door SuperCab models
- Three engine choices – all with 100,000-mile tune-up interval:*
 - 2.3L DOHC I4 with 143 hp and 154 lb-ft of torque
 - 3.0L OHV V6 with 148 hp and 180 lb-ft of torque
 - 4.0L SOHC V6 with 207 hp and 238 lb-ft of torque

• Six series – a choice for every buyer need:

- XL – Entry-level workhorse
- STX – Urban street rider
- XLT – Comfortably equipped for multi-purpose use
- SPORT – Fun, athletically youthful
- FX4/Off-Road – A powerfully rugged performer
- FX4/Level II – The true off-road enthusiast's choice
- Standard 4-wheel anti-lock brakes
- Can be equipped to tow trailers up to 6,000 pounds

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

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

M 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.

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)

Increases GVWR to 8,200 pounds.

- 50-state emissions system
 - LT245/70x17D BSW A/T tires (5)
 - High-capacity 17" 7-lug steel wheels
 - Heavy-duty shock absorbers, frame, and 72-amp battery
 - Upgraded springs, radiator, and auxiliary transmission oil cooler
 - 10.25" gear set with 4.10 axle (Limited Slip optional)
- Available on XL and XLT Regular Cab and SuperCab models with 8' box. Requires 5.4L engine and (on 4x4) 35.7-gallon fuel tank.*

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

- Increased capacity 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 springs
- 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.

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.

Model	Wheelbase	GVWR (Lbs.)			Maximum Cargo Weight Rating (Lbs.)		
		5.4L	6.8L	6.0L	5.4L Std./Opt.†	6.8L Std./Opt.†	6.0L Std./Opt.†
F-150 (1)							
4x2 Reg. Cab	144.5"	8,200	–	–	2,653/ –	– / –	– / –
4x2 SuperCab	163.0"	8,200	–	–	1,858/ –	– / –	– / –
4x4 Reg. Cab	144.5"	8,200	–	–	2,307/ –	– / –	– / –
4x4 SuperCab	163.0"	8,200	–	–	1,511/ –	– / –	– / –
F-250 Super Duty (2)							
4x2 Reg. Cab	137.0"	8,800	9,000	9,400	3,021/ –	3,068/ –	2,918/ –
4x2 SuperCab	141.8"	9,000	9,200	9,600	2,523/ –	2,591/ –	2,445/ –
4x2 SuperCab	158.0"	9,200	9,400	9,800	2,619/ –	2,691/ –	2,512/ –
4x2 Crew Cab	156.2"	9,200	9,400	9,800	2,548/ –	2,627/ –	2,473/ –
4x2 Crew Cab	172.4"	9,400	9,600	10,000	2,647/ –	2,710/ –	2,551/ –
4x4 Reg. Cab	137.0"	9,000	9,200	9,600	2,755/ –	2,805/ –	2,651/ –
4x4 SuperCab	141.8"	9,200	9,400	9,800	2,268/ –	2,324/ –	2,195/ –
4x4 SuperCab	158.0"	9,400	9,600	10,000	2,356/ –	2,394/ –	2,247/ –
4x4 Crew Cab	156.2"	9,400	9,600	10,000	2,280/ –	2,328/ –	2,206/ –
4x4 Crew Cab	172.4"	9,600	9,800	10,000	2,380/ –	2,424/ –	2,078/ –
F-350 Super Duty (2)							
4x2 SRW Reg. Cab(3)	137.0"	9,600	10,100*	10,200*	3,788/ –	4,135/4,035	3,685/3,485
4x2 SRW SuperCab(3)	141.8"	9,800	10,100*	10,400*	3,290/ –	3,458/3,358	3,212/2,812
4x2 SRW SuperCab(3)	158.0"	10,100*	10,200*	10,600*	3,486/3,386	3,458/3,258	3,279/2,679
4x2 SRW Crew Cab(3)	156.2"	10,100*	10,200*	10,600*	3,415/3,315	3,394/3,194	3,240/2,640
4x2 SRW Crew Cab(3)	172.4"	10,200*	10,400*	10,800*	3,414/3,214	3,477/3,077	3,318/2,518
4x2 SRW Reg. Cab(4)	137.0"	10,100*	10,300*	10,700*	4,219/4,119	4,266/3,966	4,116/3,416
4x2 SRW SuperCab(4)	141.8"	10,200*	10,400*	10,800*	3,621/3,421	3,689/3,289	3,543/2,743
4x2 SRW SuperCab(4)	158.0"	10,400*	10,600*	11,000*	3,717/3,317	3,789/3,189	3,610/2,610
4x2 SRW Crew Cab(4)	156.2"	10,400*	10,600*	11,000*	3,666/3,266	3,725/3,125	3,571/2,571
4x2 SRW Crew Cab(4)	172.4"	10,600*	10,800*	11,200*	3,745/3,145	3,808/3,008	3,649/2,449
4x2 DRW Reg. Cab	137.0"	11,800	12,000	12,400	5,571/ –	5,618/ –	5,468/ –
4x2 DRW SuperCab	158.0"	12,200	12,400	12,800	5,169/ –	5,241/ –	5,062/ –
4x2 DRW Crew Cab	156.2"	–	12,400	12,800	– / –	5,177/ –	5,023/ –
4x2 DRW Crew Cab	172.4"	–	12,600	13,000	– / –	5,260/ –	5,101/ –
4x4 SRW Reg. Cab(3)	137.0"	10,000*	10,200*	10,600*	3,822/3,722	3,772/3,572	3,618/3,018
4x4 SRW SuperCab(3)	141.8"	10,200*	10,400*	10,800*	3,235/3,035	3,291/2,891	3,162/2,362
4x4 SRW SuperCab(3)	158.0"	10,400*	10,600*	11,000*	3,323/2,923	3,361/2,761	3,214/2,214
4x4 SRW Crew Cab(3)	156.2"	10,400*	10,600*	11,000*	3,247/2,847	3,295/2,695	3,173/2,173
4x4 SRW Crew Cab(3)	172.4"	10,600*	10,800*	11,200*	3,347/2,747	3,391/2,591	3,245/2,045
4x4 SRW Reg. Cab(5)	137.0"	10,500*	10,700*	11,100*	4,153/3,653	4,203/3,503	4,049/2,949
4x4 SRW SuperCab(5)	141.8"	10,600*	10,800*	11,200*	3,566/2,966	3,622/2,822	3,493/2,293
4x4 SRW SuperCab(5)	158.0"	10,800*	11,000*	11,400*	3,654/2,854	3,692/2,692	3,545/2,145
4x4 SRW Crew Cab(5)	156.2"	10,800*	11,000*	11,400*	3,578/2,778	3,626/2,626	3,504/2,104
4x4 SRW Crew Cab(5)	172.4"	11,000*	11,200*	11,500*	3,628/2,678	3,672/2,522	3,476/1,976
4x4 DRW Reg. Cab	137.0"	12,000	12,200	12,600	5,305/ –	5,355/ –	5,201/ –
4x4 DRW SuperCab	158.0"	12,400	12,600	13,000	4,906/ –	4,944/ –	4,797/ –
4x4 DRW Crew Cab	156.2"	–	12,600	13,000	– / –	4,878/ –	4,756/ –
4x4 DRW Crew Cab	172.4"	–	12,600	13,000	– / –	4,774/ –	4,628/ –

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

(3) 17" tires and wheels with XL trim. (4) 18" tires and wheels with all trims.

(5) 18" and 20" tires and wheels with all trims.

*10,000 pounds with optional 10,000 GVWR Package. † With 10,000 GVWR Package.

VAN CONVERSIONS

Whether You're Looking for Total Luxury or Just Some Minor Customization, Be Sure Your Van Conversion Is Based on the Full-Size Van Sales Leader – Ford E-Series.



CLASS B VAN CAMPERS



E-Series Vans also provide the ideal platform for the next step up in a van-based camping vehicle – Class B campers. Starting with a standard E-Series Van, converters make major modifications including the addition of sleeping, kitchen, and bathroom facilities, as well as 110-volt electrical hookup, fresh water storage, and/or city water hookup. These custom conversions usually incorporate a raised roof that allows occupants to walk around with ease. If a Class B van camper matches your recreation needs, make sure it started out as a Ford E-Series Van.

**Completed by authorized converters.*

E-SERIES VAN CONVERSIONS*

Van conversions are a popular choice for people who want to take their travel experience to the next level. Whether you want a van that doubles as a camper with rear bed, or just a cool ride that will allow you to cruise in comfort and style, there's a conversion that's just right for you. Custom exterior treatments can give your van an eye-catching look that sets it apart from the crowd. And interior comfort and luxury enhancements are limited only by your imagination.

Ford E-Series Vans provide the perfect basis for the complete range of van conversions. Ford works with a number of Ford Authorized Converters to create conversion vans that meet our exacting standards of quality and customer satisfaction. For an online list of these converters, please visit www.fordvehicles.com/trucks/eseries/conversionvan/ or see your Ford Dealer for complete information on vehicles available from Ford Authorized Van Converters.

Following are some of the features that make Ford E-Series the most popular choice for all types of luxurious conversion vans:

- Body-on-frame construction provides a sturdy basis for conversions
- Outstanding towing capabilities – up to 7,500 lbs. on properly equipped E-150
- E-150 and E-250 offer two engine choices, both teamed with 4-speed automatic overdrive transmission:
 - 4.6L V8 with 225 hp
 - 5.4L Triton® V8 with 255 hp
- E-350 Super Duty offers exceptional power with two optional engines, both teamed with TorqShift™ 5-speed automatic transmission featuring Two/Haul mode:
 - 6.8L Triton® V10 with 305 hp and 420 lb-ft torque
 - 6.0L Power Stroke® Turbo Diesel V8 with 235 hp and 440 lb-ft torque
- Standard 4-wheel disc brakes with ABS
- Exclusive Twin-I-Beam independent front suspension for smooth ride and ruggedness

FORD SUVS

LEAD THE WAY *WHEREVER YOU WANT TO GO!*

EXPEDITION



The top spot in Ford's SUV lineup has a fresh, bold look and feel for 2007 – the new Expedition and all-new Expedition EL (extended length). Designed for customers who want to go anywhere, do anything, and bring everything, they set the bar even higher in the full-size SUV class.

KEY FEATURES

- EL is 14.8 inches longer than base Expedition, offering 24 cu. ft. additional cargo space behind the third-row seat and spacious seating for eight
- Proven 5.4L Triton® V8 generating 300 hp/365 lb-ft of torque, mated to segment-first 6-speed automatic transmission
- Trailer-towing capacity increased to class-leading 9,200 lbs. (9,000 lbs. for Expedition EL)
- All-new chassis provides improved torsional rigidity
- First-in-class independent rear suspension features refined, second-generation architecture for controlling and tuning ride and handling
- Standard 4-wheel disc anti-lock braking system (ABS)
- Standard AdvanceTrac® with RSC® (Roll Stability Control) (b)
- Standard Safety and Security Package including Safety Canopy™ and side airbags
- All-new interiors featuring new seats and upgraded materials
- Class-exclusive available PowerFold™ 3rd-row seat and 2nd-row CenterSlide™ feature for improved cargo area utility and easier access to child safety seat
- Available class-exclusive heated and cooled front seats

(a) Based on calendar-year sales through July 2006

(b) Designed to help in real-world situations, such as making emergency maneuvers or driving on slippery or uneven surfaces, this system features a vehicle-roll motion sensor in addition to AdvanceTrac's ABS, traction control and yaw control. RSC uses the sensor to directly measure the vehicle's roll-rate at least 100 times every second, which helps determine when and how the system will apply individual brakes and modify engine power to keep all four wheels firmly planted.

EXPLORER



For 2007, Explorer continues to offer the unmatched combination of features and capabilities that make it the best Explorer ever. Its aggressive good looks; spacious, comfortable interior; exceptional versatility; and class-leading safety features have made Explorer the SUV sales leader once again.^(a) Notably new for 2007 is the Ironman Package that creates a whole new rugged, competitive image for Explorer.

KEY FEATURES

- Two powertrain choices:
 - 4.0L V6 delivering 210 hp, teamed with 5-speed automatic transmission
 - 4.6L V8 producing 292 hp, linked to 6-speed automatic transmission
- Can be equipped to tow trailers up to 7,290 lbs.
- Fully boxed frame provides solid foundation for confident ride, handling, and quietness
- Independent rear suspension for a smoother, more responsive ride than the solid rear axle on most competitors
- Tire pressure monitoring system helps ensure optimum safety and efficiency
- Class-exclusive Intelligent Safety System™ (ISS) tailors driver and front passenger airbag deployment to specific needs of occupants
- Standard AdvanceTrac® with RSC® (Roll Stability Control) helps maximize stability for cornering, changing lanes, and emergency maneuvers^(b)
- Safety Canopy™ System now standard on Eddie Bauer and Limited
- Versatile, comfortable interior includes fold-flat 2nd- and available 3rd-row seats, optional 50/50 split 3rd-row, and available power-fold 3rd-row



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.

SPORT TRAC



ESCAPE



Escape is the perfect choice for those who need the unique capabilities and versatility of an SUV, but also want to limit their fuel costs. Escape offers surprising utility in a great-looking and efficient compact package. And the Duratec 23-2.3L I4 engine offered in XLS and XLT series delivers up to an EPA-estimated 29 mpg (highway), while offering 153 hp and enabling Escape to tow up to 1,500 lbs.^(c) Safety and security are another Escape strong suit, with the Personal Safety System®, SecuriLock® anti-theft system, 4-wheel ABS, and Tire Pressure Monitoring System now standard on every series.

KEY FEATURES

- Available Duratec 30-3.0L V6 engine generates 200 hp
- Can be equipped to tow trailers up to 3,500 lbs.
- Five-passenger seating capacity
- Four-wheel independent suspension helps maximize agility and control
- Available Intelligent 4WD System maximizes traction at all times by instantaneously delivering torque to axle with best traction
- Available Safety Package features front side-impact airbags and Safety Canopy™ side air curtains to help protect 1st and 2nd-row outboard occupants
- Available 320-watt Audiophile system (MP3 and Satellite capable)

Note: Conventional trailer hitches are not compatible with Escape Hybrid components.

(c) Towing equipment available as dealer-installed accessory for this application.

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

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

Introduced in early 2006, the new 2007 Sport Trac offers rugged styling, improved power and performance, increased box volume, and a new larger interior. A “Built Ford Tough” truck heritage, combined with decades of SUV know-how, creates a unique utility vehicle delivering the best of both worlds. An optional Tonneau cover and cargo bed extender further enhance its style and versatility.

KEY FEATURES

- 4x2 and 4x4 models feature standard 210-hp V6 and 5-speed automatic transmission; optional 292-hp V8/6-speed automatic
- Can be equipped to tow trailers up to 7,160 lbs.
- New independent rear suspension for improved ride
- Standard AdvanceTrac® with RSC®^(b) and side seat airbags; optional side air curtains
- Roomier interior features new seat designs and materials, new instrument panel with redesigned cluster, and floor shifter
- Comfortable 5-passenger seating, **plus** cargo box measuring 61.4" (w) x 49.6" (l) x 21.2" (h)
- Earned 5-Star ratings in NHTSA Frontal and Side-Impact crash tests

EDGE



The innovative, new Edge is a CUV (Crossover Utility Vehicle) that will appeal to consumers due to its bold look, muscular stance, sporty handling, exceptional flexibility, and available all-wheel-drive. Its new 3.5L V6 engine delivers class-leading 265 horsepower and 250 lb-ft of torque. Teamed with a new 6-speed automatic transmission, it offers a balanced combination of energetic performance and fuel efficiency. Edge offers comfortable seating for five passengers, plus 69.6 cubic feet of cargo space behind the front row. And with the available front passenger fold-flat seat, it can transport items up to eight feet long inside. Additional features include:

- Can be equipped to tow trailers up to 3,500 lbs.
- Fully independent multi-link suspension
- Standard AdvanceTrac® with RSC®^(b)
- Standard 4-wheel disc ABS
- Available class-exclusive panoramic Vista Roof™

Class is "Medium Crossover Utility Vehicles with 6-cylinder engines standard."

CLASS A MOTORHOME CHASSIS

#1 SELLING CLASS A MOTORHOME CHASSIS IN THE RV INDUSTRY^{a/}

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.



OUTSTANDING FEATURES:

- Five wheelbase choices: 178/190/208/228/242-inch
- Four Gross Vehicle Weight Ratings (GVWRs): 16,000/18,000/20,500/22,000-pound
- 6.8L 3-Valve SOHC EFI Triton® V10 gas engine (362 hp/457 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 16,000-lb. GVWR)
- TorqShift™ 5-speed automatic transmission with Tow-Haul mode
- 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



CLASS C MOTORHOME CHASSIS



#1 SELLING CLASS C MOTORHOME CHASSIS IN THE RV INDUSTRY^{a/}

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 with Tow-Haul mode (gasoline engines only)
- 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

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.

^{a/} Based on Class C calendar year registrations (through April 2006).

^{b/} Under normal driving conditions with routine fluid/filter changes.

^{c/} Always wear your safety belt and secure children in rear seat.

"FOUR-WHEEL-DOWN" TOWING

TOWING A FORD VEHICLE BEHIND YOUR MOTORHOME WITH ALL FOUR WHEELS DOWN

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 right 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.

2007 Ford Cars	Manual Transmission	Automatic Transmission
Focus	Yes	No
Fusion	Yes	No
2007 Ford Crossovers		
Edge (FWD/AWD) (i)	N/A	Yes (i)
2007 Ford Trucks		
Escape I4	Yes	No
Escape Hybrid	N/A	Yes
Ranger	Yes (a)(b)(c)	Yes (d)
Explorer 4x4 V6	N/A	Yes (e)
Explorer 4x4 V8	N/A	Yes (f)
Sport Trac 4x4 V6	N/A	Yes (e)
Sport Trac 4x4 V8	N/A	Yes (f)
F-150 4x2 V6	Yes (c)	No
F-150 4x4 (g)	N/A	Yes (b)(h)
F-250/F-350 Super Duty	Yes (a)(b)(c)	Yes (b)(h)

- (a) Electronic Shift-on-the-Fly rotary control in 2-high position and transmission in NEUTRAL (with 4x4 only)
- (b) Manual transfer case shifted into NEUTRAL (with 4x4 only)
- (c) Manual transmission in NEUTRAL (with 4x2 or 4x4)
- (d) Only 4x4 with dealer-installed Neutral Tow Kit (Part #3L2Z-7H332-AA)
- (e) Only 4x4 with dealer-installed Neutral Tow Kit (Part #1L2Z-7H332-AB)
- (f) Only 4x4 with dealer-installed Neutral Tow Kit (Part #6L2Z-7H332-A)
- (g) Excludes Harley-Davidson model
- (h) 4x4 with manual transfer case only (not Electronic Shift-on-the-Fly)
- (i) Available on vehicles built on or after October 16, 2006
- (j) All-wheel-drive vehicles cannot be towed on a dolly

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.



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 compact SUVs can be equipped to tow these trailers⁽¹⁾
- 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⁽¹⁾
- Conventional weight-distributing hitch not required unless specified for a particular vehicle

CLASS IV – EXTRA-HEAVY-DUTY⁽²⁾

- 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⁽¹⁾
- Most applications require a conventional weight-distributing or fifth-wheel hitch

⁽¹⁾ Refer to page 15 for Required Equipment.

⁽²⁾ Some industry sources refer to trailers over 10,000 pounds as Class V Trailers. Ford Super Duty Pickups and Chassis Cabs can be equipped to handle these trailers.

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

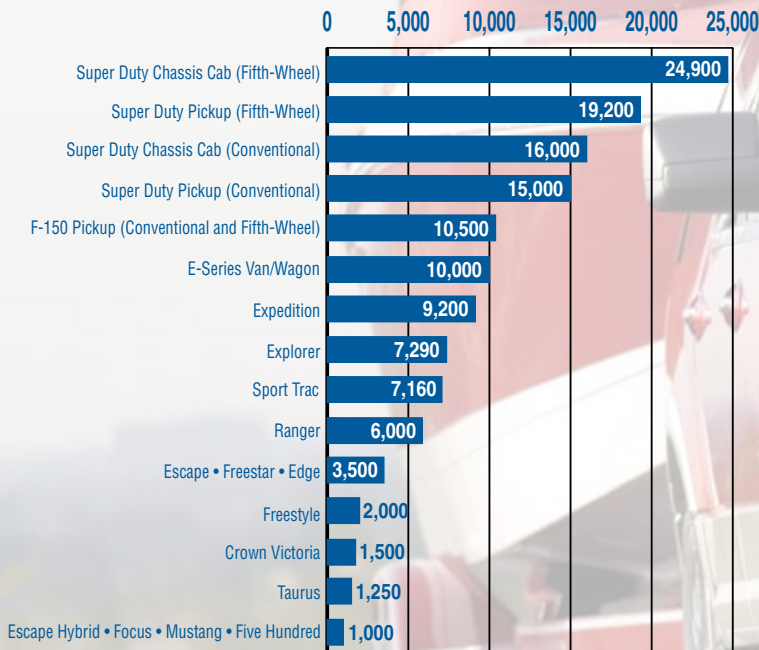


Provide the same types of accommodations as a conventional travel trailer, but with these unique characteristics:

- 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*



EDGE CLASS II TRAILER TOW/PREP PACKAGE

- Class II hitch receiver
- Engine oil cooler
- Larger radiator
- Upgraded cooling fans
- Upgraded battery (68-amp)
- Wiring harness with 4-pin connector

FREESTAR TRAILER TOW PACKAGES

	Class I (53C) 2,000-lb. Cap.	Class II (53B) 3,500-lb. Cap.
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 & Sport Trac (Std.)	Explorer & Sport Trac (53G)	Expedition (Std.)	Expedition (536)	E-Series Van/Wagon (534)(b)	E-Series Van/Wagon (536)	Ranger (Std.)	Ranger (53L)	F-150 (Std.)	F-150 (535)	F-250/F-350 Super Duty Pickup (Standard)(c)	F-250/F-350 Super Duty Pickup (Optional)	F-350/F-450/F-550 Chassis Cab (Standard)
72 Amp. -Hr. Heavy-Duty Battery	-	-	-	-	-	-	-	-	-	-	X	-	-	-
7-Wire Harness & 7-Pin Connector	-	-	-	-	-	-	X(d)	-	-	-	-	-	-	-
7-Wire Harness & 4/7-Pin Connector	-	-	(Std.)	-	X	-	-	-	-	-	X	X	-	-
7-Wire Harness (Blunt Cut) with Relays	-	-	-	-	-	-	-	-	-	-	-	-	-	X
Trailer Wiring Harness (4-Pin)	X	(Std.)	-	X	-	X	-	(Std.)	(Std.)	X	-	-	-	-
Hitch Receiver (See Chart on Page 25)	X	X	X	X	(Std.)	-	X	-	X	-	X	-	X	-
Transmission Oil-to-Air Cooler	-	X	(Std.)	-	-	-	-	-	-	-	-	-	-	-
Aux. Auto Trans. Oil Cooler	(Std.)	-	-	X(e)	X(e)	X	(Std.)	(Std.)(f)	(Std.)(f)	X(g)	X(h)	X	(Std.)	X
Radiator Upgrade	-	-	-	-	X	-	-	-	-	-	X(i)	-	-	-
Heavy-Duty Flashers	-	-	-	X	(Std.)	-	-	-	-	-	-	-	-	-
Trailer Brake Wiring/Feed Kit	-	-	-	-	-	-	-	-	-	-	-	X(j)	-	X(j)(k)
Trailer Brake Controller (52B)	-	-	-	-	-	-	-	-	-	-	-	-	X	-
Rear Stabilizer Bar	-	-	-	-	-	-	-	-	-	-	-	X(l)	-	-
3.73 Rear Axle	-	X	X	-	-	-	-	-	-	-	-	-	-	-
Electronic Brake Wiring Kit	-	-	-	-	X	-	-	-	-	-	-	-	-	-
Electric Brake Controller Tap-in Capability	-	(Std.)	(Std.)	-	-	-	X	-	-	-	-	-	-	-
TowCommand System (91T) (See page 5)	-	-	-	-	-	-	-	-	-	-	-	-	X	-
TowBoss Package (53B) (m)	-	-	-	-	-	-	-	-	-	-	-	-	X	-
High Capacity Trailer Tow Package (535)	-	-	-	-	-	-	-	-	-	-	-	-	-	-

(a) Available with 3.0L V6 only. Available as dealer accessory with 2.3L I4 engine.

(b) Included with optional rear step bumper (768/769).

(c) May be deleted on XL by fleet customers only.

(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) Standard with 3.0L/4.0L engine only.

(g) 4-channel with 4.6L/5.4L engine.

(h) 4-channel with 4.2L engine; 9-channel with 4.6L/5.4L engine.

(i) With 4.6L and 5.4L engines only.

(j) In-cab, no controller.

(k) Standard with Lariat; optional with XL and XLT (Option Code 531).

(l) DRW 4x2 only.

(m) Includes 4.30LS axle and 26,000-lb. GCWR; requires F-350 DRW with 6.0L Turbo Diesel, TorqShift™ automatic transmission and TowCommand System.

(n) 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.

REQUIRED EQUIPMENT

Escape

- For Trailers Over 1,500 Pounds – 3.0L V6 Engine.

Edge

- For Trailers Over 2,000 Pounds – Class II Trailer Tow/Prep Package.

Explorer and Sport Trac

- 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-350 Pickup

- For 26,000-pound GCWR – TowBoss 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.

2. Recommended Equipment includes items that can make towing easier, and are strongly recommended for strenuous towing conditions.

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.

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

FRONTAL AREA CONSIDERATIONS

F-350/F-450/ F-550 Chassis Cab (Optional)
–
–
–
–
–
–
–
–
(Std.)
–
–
X(k)
X
(Std.)
–
–
–
X
–
X(n)

Vehicle Line	Frontal Area Limitations/ Considerations	With
Focus	20 sq. ft.	All Applications
Mustang	32 sq. ft.	All Applications
Edge	25 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 I4 Engine or 2.3L Hybrid
	30 sq. ft.	3.0L V6 Engine
Explorer and Sport Trac	40 sq. ft.	All Applications
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
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

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.

M 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.



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-150 PICKUP CONVENTIONAL TOWING (1)

Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission

Engine	Axle Ratio	GCWR (Lbs.)	REGULAR CAB				SUPERCAB			SUPERCREW					
			4x2		4x4		4x2		4x4	4x2		4x4			
			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	150.5" 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	6,600	–	6,300	–	6,300	–	6,000	–	–	–	–	–	–
		11,700	–	6,700	–	6,400	–	6,500	–	6,200	–	6,400	6,200	–	–
	3.73	12,000	7,100	–	6,800	–	6,800	–	6,500	–	–	–	–	–	–
		12,200	–	7,200	–	6,900	–	7,000	–	6,700	–	6,900	6,700	6,600	6,500
5.4L SEFI V8 3V	3.55	13,000	8,000	–	7,700	–	7,600	–	7,300	–	–	–	–	–	–
		14,000	–	8,800	–	8,500	–	8,600	–	8,300	–	8,500	8,400	8,200	8,100
	3.73	13,500	8,500	–	8,200	–	8,100	–	7,800	–	–	–	–	–	–
		15,000	–	9,800	–	9,500	–	9,500	–	9,300	–	9,500	9,400	9,200	9,100
		11,000(2)	–	–	–	–	–	–	–	–	–	5,300	–	5,100	–
	4.10(3)	15,300	–	–	–	9,500	–	–	9,500	–	–	9,300	–	–	–
		16,400	–	11,000	–	–	–	–	–	–	–	–	–	–	–

Maximum Loaded Trailer Weight (Lbs.) – Manual Transmission

4.2L SEFI V6	3.31	7,200	2,400	2,300	–	–	–	–	–	–	–	–	–	–	–
	3.55	8,500	3,700	3,600	–	–	–	–	–	–	–	–	–	–	–

(1) Reduce GCWR and Maximum Trailer Weight by 500 lbs. on models with 18" or 20" wheels. (2) Optional Ford Harley-Davidson™ Package.

(3) Requires Heavy Duty Payload Package.

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

Engine	Axle Ratio	GCWR (Lbs.)	REGULAR CAB				SUPERCAB (2)			SUPERCREW (2)	
			4x2		4x4		4x2		4x4	4x2	4x4
			126.0" Wb	144.5" Wb	126.0" Wb	144.5" Wb	144.5" Wb	163.0" Wb	144.5" Wb	163.0" Wb	150.5" Wb
4.2L SEFI V6	3.31	10,000	5,100	5,000	–	–	–	–	–	–	–
	3.55	10,500	5,600	5,500	–	–	–	–	–	–	–
4.6L SEFI V8	3.55	11,500	6,600	–	6,300	–	–	–	–	–	–
		11,700	–	6,700	–	6,400	–	6,500	–	6,200	–
	3.73	12,000	7,100	–	6,800	–	–	–	–	–	–
		12,200	–	7,200	–	6,900	–	7,000	–	6,700	6,500
5.4L SEFI V8 3V	3.55	13,000	8,000	–	7,700	–	–	–	–	–	–
		14,000	–	8,800	–	8,500	–	8,600	–	8,300	–
	3.73	13,500	8,500	–	8,200	–	–	–	–	–	–
		15,000	–	9,800	–	9,500	–	9,500	–	9,300	–
		4.10(3)	15,300	–	–	–	9,500	–	9,500	–	9,300
		16,400	–	11,000	–	–	–	–	–	–	–

(1) Reduce GCWR and Maximum Trailer Weight by 500 lbs. on models with optional 18" or 20" wheels. (On SuperCab, applies only to 5.4L engine).

(2) While F-150 SuperCrew (138.5" Wb) 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.

(3) Requires Heavy Duty Payload Package.

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 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.

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				SUPERCAB				CREW CAB			
			F-250/F-350 SRW	F-250/F-350 SRW	F-350 DRW	F-350 DRW	F-250/F-350 SRW	F-250/F-350 SRW	F-350 DRW	F-350 DRW	F-250/F-350 SRW	F-250/F-350 SRW	F-350 DRW	F-350 DRW
			4x2	4x4	4x2	4x4	4x2	4x4	4x2	4x4	4x2	4x4	4x2	4x4
5.4L SEFI V8	3.73	16,000	10,100	9,700	–	–	9,800	9,300	–	–	9,600	9,100	–	–
	4.10	18,000 18,500	12,100	11,700	–	–	11,800	11,300	–	–	11,600	11,100	–	–
6.8L SEFI V10	4.10	21,000 21,500	12,500	12,500	–	–	12,500	12,500	–	–	12,500	12,500	–	–
	4.30	22,500/23,000(1) 23,000	12,500	12,500	–	–	12,500	12,500	–	–	12,500	12,500	–	–
6.0L V8 Turbo Diesel	3.73	23,000	12,500	12,500	–	–	12,500	12,500	–	–	12,500	12,500	–	–
	4.10	23,500	–	–	15,000	15,000	–	–	15,000	15,000	–	–	15,000	15,000
		4.30LS(2)	26,000	–	–	15,000	15,000	–	–	15,000	15,000	–	–	15,000

Maximum Loaded Trailer Weight (Lbs.) – Manual Transmission

5.4L SEFI V8	3.73	15,000	9,100	8,700	–	–	8,800	8,300	–	–	8,600	8,100	–	–
	4.10	17,000 17,500	11,100	10,700	–	–	10,800	10,300	–	–	10,600	10,100	–	–
6.8L SEFI V10	4.10	20,000 20,500	12,500	12,500	–	–	12,500	12,500	–	–	12,500	12,500	–	–
	4.30	22,000 22,500	12,500	12,500	–	–	12,500	12,500	–	–	12,500	12,500	–	–
6.0L V8 Turbo Diesel	3.73	23,000	12,500	12,500	–	–	12,500	12,500	–	–	12,500	12,500	–	–
	4.10	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. (2) Available with TowBoss Package 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				SUPERCAB				CREW CAB			
			F-250/F-350 SRW	F-250/F-350 SRW	F-350 DRW	F-350 DRW	F-250/F-350 SRW	F-250/F-350 SRW	F-350 DRW	F-350 DRW	F-250/F-350 SRW	F-250/F-350 SRW	F-350 DRW	F-350 DRW
			4x2	4x4	4x2	4x4	4x2	4x4	4x2	4x4	4x2	4x4	4x2	4x4
5.4L SEFI V8	3.73	16,000	10,100	9,700	–	–	9,800	9,300	–	–	9,600	9,100	–	–
	4.10	18,000 18,500	12,100	11,700	–	–	11,800	11,300	–	–	11,600	11,100	–	–
6.8L SEFI V10	4.10	21,000 21,500	15,000	14,500	–	–	14,700	14,200	–	–	14,500	14,000	–	–
	4.30	22,500/23,000(1) 23,000	16,500/17,000(1)	16,000/16,500(1)	–	–	16,200/16,700(1)	15,700/16,200(1)	–	–	16,000/16,500(1)	15,500/16,000(1)	–	–
6.0L V8 Turbo Diesel	3.73	23,000	16,500	15,800	–	–	16,100	15,700	–	–	15,900	15,500	–	–
	4.10	23,500	–	–	16,600	16,200	–	–	16,300	15,800	–	–	16,100	15,600
		4.30LS(3)	26,000	–	–	19,200	18,700	–	–	18,800	18,300	–	–	18,600

Maximum Loaded Trailer Weight (Lbs.) – Manual Transmission

5.4L SEFI V8	3.73	15,000	9,100	8,700	–	–	8,800	8,300	–	–	8,600	8,100	–	–
	4.10	17,000 17,500	11,100	10,700	–	–	10,800	10,300	–	–	10,600	10,100	–	–
6.8L SEFI V10	4.10	20,000 20,500	14,000	13,500	–	–	13,700	13,200	–	–	13,500	13,000	–	–
	4.30	22,000 22,500	16,000	15,500	–	–	15,700	15,200	–	–	15,400	15,000	–	–
6.0L V8 Turbo Diesel	3.73	23,000	16,400	16,000	–	–	16,100	15,600	–	–	15,900	15,400	–	–
	4.10	23,500	–	–	16,600	16,100	–	–	16,200	15,800	–	–	16,100	15,600
4.10	23,500	–	–	16,600	16,100	–	–	16,200	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. (3) Available with TowBoss Package 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 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

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

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

*Distance from ground to top of closed tailgate.



ESCAPE



EXPLORER



EXPEDITION



SPORT TRAC

ESCAPE/ESCAPE HYBRID

Engine	Axle Ratio	GCWR (Lbs.)		Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission	
		FWD	4x4		
2.3L Hybrid I4	All	4,800	4,980	1,000*	
2.3L SEFI I4	All	4,900	5,040	1,500**	
3.0L SEFI V6	All	7,000	7,180	3,500	
				Maximum Loaded Trailer Weight (Lbs.) – Manual Transmission	
2.3L SEFI I4	All	4,820	4,980	1,500**	

*Escape Hybrid does not offer factory- or dealer-installed towing equipment for this application.
 **Escape does not offer factory-installed towing equipment for this application; only available as dealer accessory.

- Notes:**
- Conventional trailer hitches are not compatible with Escape Hybrid components.
 - 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 include the wiring connector needed to activate electric trailer brakes.

Note for Explorer, Expedition, and Sport Trac 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

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	3.55	8,500	3,500	–	3,500	–
SEFI V6	3.73	10,000	–	5,370	–	5,200
4.6L SOHC	3.55	8,500	3,500	–	3,500	–
SEFI V8		12,000(1)	–	7,290(1)	–	7,115(1)

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

EXPEDITION

Engine	Axle Ratio	GCWR (Lbs.)	Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission			
			Expedition		Expedition EL	
			4x2	4x4	4x2	4x4
5.4L SEFI V8	3.31	11,800 15,000(1)	6,000	–	–	–
			9,200	–	–	–
	3.73	12,100 12,200 12,400 15,000(1)	–	6,000	–	–
			–	–	6,000	–
			–	–	–	6,000
			–	9,000	9,000	8,750

(1) Requires optional Heavy Duty Trailer Tow Package.

SPORT TRAC

Engine	Axle Ratio	GCWR (Lbs.)	Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission	
			4x2	4x4
4.0L SOHC SEFI V6	3.73	10,000	5,250	5,080
4.6L SOHC SEFI V8	3.55	12,000	7,160	6,990

FORD CROSSOVERS

VEHICLE LINE Towing Class	FREESTYLE		EDGE
	Light-Duty Class I	Light-Duty Class I	Medium-Duty Class II
Max. Gross Trailer Wt. (Lbs.)	2,000	2,000	3,500
Max. Tongue Load (Lbs.)	200	200	350

FORD CARS

CAR LINE Towing Class	FOCUS	MUSTANG	FIVE HUNDRED	TAURUS	CROWN VICTORIA
	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	1,000	1,250(2)	1,500(3)
Max. Tongue Load (Lbs.)	100	100	100	125(2)	150
Minimum Engine	2.0L 4-Cyl.*	4.0L V6	3.0L V6	3.0L V6*	4.6L V8

(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.

Note: Fusion is not recommended for towing.

M 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.

E-SERIES VAN/WAGON

Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission

Engine	Axle Ratio	GCWR (Lbs.)	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	3.73	11,500	6,000	6,100	5,900	–	–	–	–	–
	4.10	12,000	6,500	6,600	6,400	–	–	6,200	–	–
5.4L SEFI V8	3.55	12,000	6,500	–	–	–	–	6,100	–	–
	3.73	13,000	7,500	7,500	7,400	7,500	7,300	7,100	6,900	6,700
6.8L SEFI V10	4.10	13,000	–	–	–	7,500	7,300	–	–	–
	3.73	15,000	–	–	–	9,200	9,100	–	–	–
6.0L V8	4.10	18,500	–	–	–	10,000	10,000	–	–	–
	3.55	16,000	–	–	–	9,700	9,500	–	9,200	–
Turbo Diesel	4.10	20,000	–	–	–	10,000	10,000	–	10,000	–

- Notes:**
- For Maximum Trailer Weights with Crew Van, deduct 200 lbs. from weights in chart (except with 18,500 lbs. and 20,000 lbs. GCWR).
 - 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-250 Super Duty Cutaway GCWRs:
 - 4.6L V8 with 3.73 axle = 11,500 lbs.
 - 4.6L V8 with 4.10 axle = 12,000 lbs.
- 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 Super Duty Stripped Chassis GCWRs:
 - 5.4L V8 = 13,000 lbs.
 - 6.8L V10 = 18,500 lbs.
- E-450 Super Duty Stripped Chassis GCWRs:
 - 5.4L V8 = 14,050 lbs.
 - 6.8L V10 = 20,000 lbs.

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



E-SERIES



FREESTAR WAGON

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.

GENUINE
ACCESSORIES



fordaccessoriesstore.com

FOR YOUR TOWING NEEDS

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.

1. TowCommand Trailer Brake Controller:

Computer control module provides trailer braking proportional to vehicle braking. Std. 7-pin connector. Factory or dealer installation required.

Base Part No.: 19H332

Available for: Super Duty only

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, Explorer, Sport Trac, Freestar)

3. Trailer Hitch Balls:

Forged, one-piece construction for maximum strength, and chrome finish for 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:

Original equipment hitch bolts directly to vehicle using existing holes – no drilling or welding required. Includes hitch and vehicle-specific brackets/fasteners. F-150 assembly also includes wiring harness. See your Ford Dealer for capacity information. Dealer installation recommended.

Base Part No.: 17D826 (Ranger); 19D520 (E-Series, Escape, F-150, Super Duty and Freestar)

Available for: See Base Part No.

5. Trailer Wiring Harness:

7-pin assembly plugs into factory wiring harness to accommodate trailers with electric brakes (4-pin for Freestar/Escape).

Base Part No.: 13A576 (Escape, Explorer, Sport Trac, F-150); 15A416 (Freestar)

Available for: See Base Part No.

6. Telescoping Trailer Tow Mirrors:

Three styles: **Manual** – Extends to help increase range of vision. Black. **Power** – Features power adjust. Black. **Power/Heated** – Minimizes snow/ice buildup. Chrome or black. **Power/Heated/Turn Signal** – Signal lights increase safety. Chrome or Black. Dealer installation only.

Base Part No.: 17696

Available for: F-150 (Manual, Power, and Power/Heated/Turn Signal); Super Duty (Manual, Power, and Power/Heated)

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: 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 4x4 automatic transmission vehicles to be towed behind motorhome with all four wheels on ground. Dealer installation recommended. Not available for AWD vehicles.

Base Part No.: 7H332

Available for: Ranger, Explorer, Sport Trac

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



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 *Trailer 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 chart on page 14 for standard and optional wiring harness usage.



THINGS TO KNOW ABOUT HITCHES

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



WEIGHT-CARRYING (NON-WEIGHT-DISTRIBUTING) HITCH

A 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, 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

A 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 the vehicle frame. Bolt-on types are recommended because they can be removed.
- Properly installed bolt-on weight-distributing hitch platform will not weaken the vehicle or underbody as heat of welding might.
- Equalizing arms are connected from the hitch to the 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.



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

FACTORY-INSTALLED TRAILER HITCH RECEIVER OPTIONS

are available on the following Ford vehicles:

- **Edge:** Included with Class II Trailer Tow/Prep Package – Option Code 53G
- **Escape:** Included with Class II Trailer Towing Package – Option Code 536
- **Ranger Pickup:** Included with Class III Trailer Towing – Option Code 53L
- **Explorer/Sport Trac:** 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
- **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 below 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

A 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 from 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.



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	–	–
E-Series Van/Wagon	5,000	500	–	–
F-Series	5,000	500	–	–
Hitch Receiver:				
Edge	3,500	350	–	–
Escape	3,500	300	–	–
Ranger	3,500	350	6,000	600
Explorer 4-Door/Sport Trac (Class II)	3,500	350	–	–
Explorer 4-Door (Class III/IV)	5,000	500	7,290	729
Sport Trac (Class III/IV)	5,000	500	7,160	716
E-Series Van/Wagon	5,000	500	10,000	1,000
Expedition/Expedition EL	6,000	600	9,200	920
F-150	5,000	500	9,900	990
F-250/F-350 Super Duty SRW	5,000	500	12,500	1,250
F-350 Super Duty DRW (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) 2.5" receiver. Includes 2.5" to 2.0" adapter, which when used reduces the Max. Trailer Capacity to 12,500 lbs. and the Max. Tongue Load to 1,250 lbs.

THINGS TO KNOW ABOUT WEIGHTS

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 is also 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 trailer attached, but with just the four wheels of the vehicle on the scale. Subtracting front GAW from that amount gives you rear GAW.

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.**

WEIGHTS TO CHECK

$$\text{Base Curb Weight} + \text{Cargo Weight} + \text{Passenger Weight} = \text{Gross Vehicle Weight (GVW)}$$

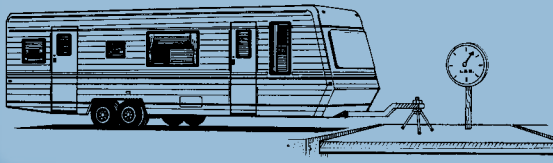
GVW must not exceed GVWR (obtain from Safety Compliance Certification Label on the left front door lock facing or the door latch post pillar).

$$\text{GVW} + \text{Loaded Trailer Weight} = \text{Gross Combination Weight (GCW)}$$

GCW must not exceed GCWR (obtain from charts on pages 16-21 or your vehicle's Owner Guide).



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.

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.

Sample Truck Safety Compliance Certification Label

(Refer to actual label on your vehicle)



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.

*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 the 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 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 may also 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/showroom/rv_trailer_towing/2007/2007_default.asp

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Retailer Education and Training

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