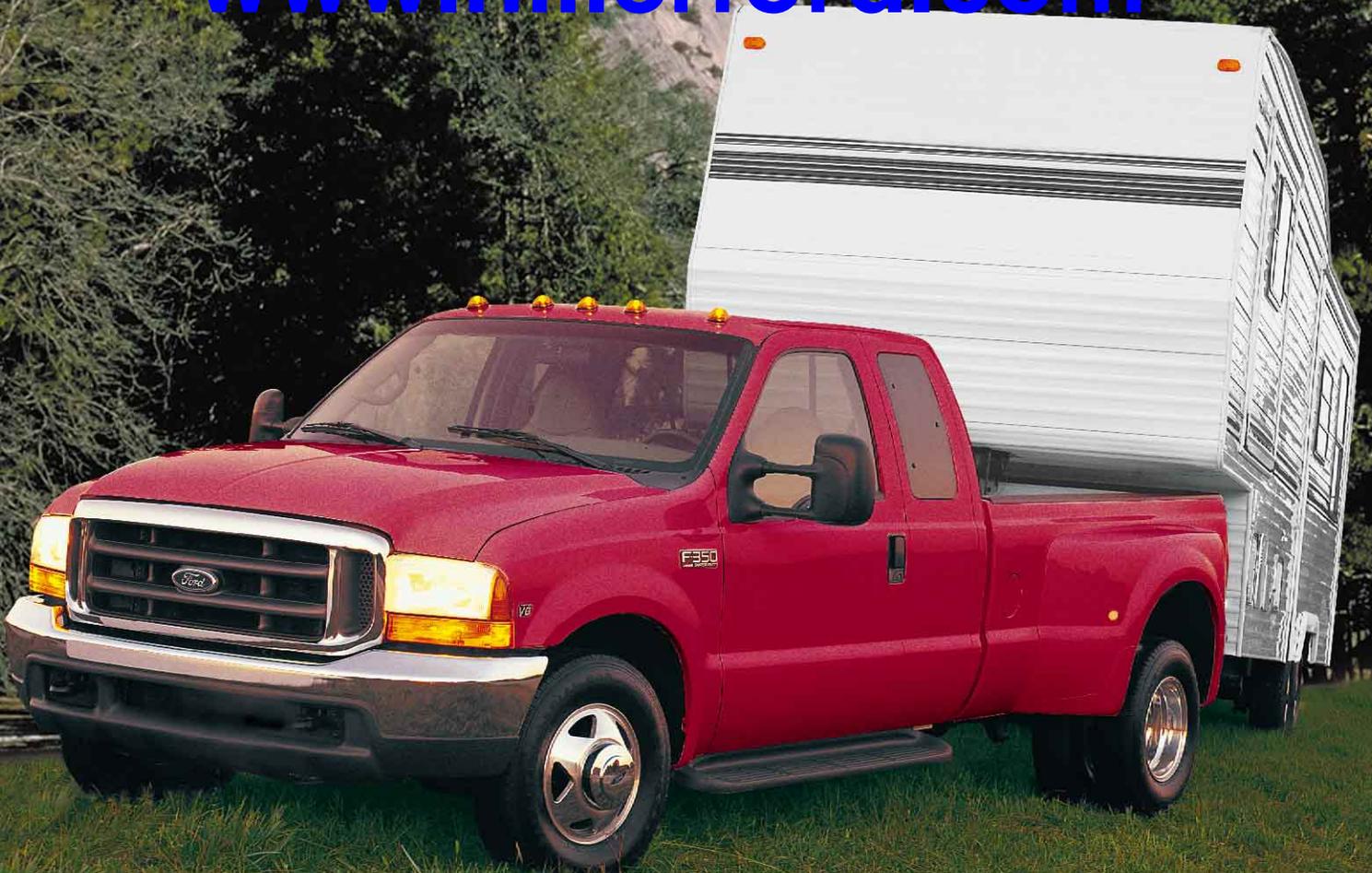




2000 RV & TRAILER TOWING GUIDE

Hiller Ford Inc.
414-425-1000
www.hillerford.com



FORD PRODUCTS Available for All Major RV Categories

Class A Motorhomes



Self-contained RV camping/travel vehicles with a living unit constructed on a specially designed vehicle chassis. Ford offers *Super Duty F-Series Class A Motorhome Chassis*.

Class C Motorhomes



Built on a cutaway chassis – includes van cab section. Ford chassis entries are *Econoline E-350 Super Duty* and *E-450 Super Duty Cutaway Chassis*.

Van Conversions/Van Campers



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

Slide-In Truck Campers



Designed for carrying in a pickup truck bed, these units can be easily removed to use the truck for other purposes. Ford *F-Series pickups* are ideal for slide-in camper use.

Trailers



A wide range of trailer types are in RV use: folding campers, conventional travel trailers, boat/ATV/snowmobile haulers, and fifth-wheel travel units – in a broad range of sizes, floor plans and furnishing levels. F-Series pickups and chassis cab models provide exceptional towing capabilities.

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 Super Duty F-Series pickups and chassis cabs can pull exceptionally heavy trailers. In fact, when equipped with the Triton™ 6.8L V10, they can handle trailer weights up to 14,500 pounds with the pickup and 18,700 pounds with the chassis cab.
- **Experience** — Many years of RV and towing experience back all Ford vehicles.
- **Quality and Reliability** — Ford has earned a reputation for providing quality and reliable RV products.

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FORD SUVs LEAD THE WAY – *On and Off-Road!*

All 2000 Ford SUVs sold in the United States meet strict low-emission vehicle (LEV) standards.



ALL-NEW EXCURSION

The all-new 2000 Ford Excursion sets a new standard in the heavy-duty SUV segment. With a towing capacity up to 10,000 pounds, seating for up to nine passengers, **plus** loads of cargo room, **and** an impressive list of safety features, it truly is the "Ultimate SUV." Major features include:

- Choice of 4x2 or 4x4 4-door models
- Selection of powerful engines:
 - Triton™ 5.4L V8 with 255 hp/350 lbs.-ft. torque (Std. on 4x2)
 - Triton™ 6.8L V10 with 310 hp/425 lbs.-ft. torque (Std. on 4x4)
 - 7.3L Power Stroke® Turbo Diesel V8 with 235 hp/500 lbs.-ft. torque (Opt.)

- Electronic 4-speed automatic overdrive transmission
- Power 4-wheel disc anti-lock brakes
- Standard Class IV Trailer Tow
- 44-gallon fuel tank capacity
- SecuriLock™ passive anti-theft system
- Removable 3rd-row bench seat with seat roller system



FULL-SIZE EXPEDITION

With outstanding towing capability, seating for up to nine passengers and ability to fit in a standard-size garage, Expedition sets a standard in the full-size sport utility segment.* Its long list of features includes:

- Choice of 4x2 or 4x4 4-door models
- Choice of two Triton™ overhead-cam V8 engines – 4.6L with 240 hp/293 lbs.-ft. of torque and 5.4L with 260 hp/350 lbs.-ft. of torque
- Electronic 4-speed automatic overdrive transmission
- Boxed section front and center frame (to rear axle) for strength
- 3rd-row fold/flip/stow bench seat with seat roller system

- Can be equipped to tow trailers up to 8,300 pounds
- Standard 4-wheel-disc anti-lock brakes
- On 4x4, Control-Trac system allows automatic 4-wheel drive when required – without driver assistance
- Standard power adjustable pedals
- Optional four-corner load-leveling suspension (4x4)



COMPACT EXPLORER

Still America's top-selling SUV – 8 years running – Explorer continues to offer distinctive 2- and 4-door models with a unique blend of utility vehicle versatility and car-like comfort and convenience. Its extensive list of features includes:

- Standard 160-horsepower 4.0L OHV V6 engine with 5-speed manual or automatic overdrive transmission
- Optional 210-horsepower 4.0L single-overhead-cam V6 engine with 5-speed automatic overdrive transmission
- Optional 5.0L OHV V8 engine with 4-speed automatic overdrive transmission (4-door 4x2, 4-door AWD)
- Rugged body-on-frame construction

- Seating for up to six passengers (4-door)
- Can be equipped to tow trailers up to 6,820 pounds
- On 4x4, Control-Trac system automatically engages the 4-wheel drive, as needed, when set in "4WD AUTO" mode
- Standard 4-wheel-disc anti-lock brakes
- Optional side airbags**
- Optional reverse sensing system

*Properly equipped. Competitive comparisons based on 1999 published competitive data.

**Always wear your safety belt and secure children in the rear seat.

CLASS A MOTORHOME CHASSIS



The Ford Super Duty F-Series Class A Motorhome Chassis is the industry sales leader.^{a/} Its advanced features and outstanding performance provide the ideal basis for the unmatched luxury and comfort of some of the finest Class A motorhomes.

^{a/} Based on Class A calendar year registrations (through April 1999).

Outstanding Features:

- Triton™ V10 engine – the only V10 in a Class A motorhome application (310 hp/425 lbs.-ft. torque)
- 4-wheel-disc anti-lock braking system (ABS) for consistent, responsive braking performance
- Three Gross Vehicle Weight Ratings (GVWRs):
 - 15,700 pounds
 - 18,000 pounds
 - 20,500 pounds
- Big 19.5-inch wheels and tires
- 26,000-lb. Gross Combination Weight Rating (GCWR) for excellent towing capabilities (8,000-lb. maximum trailer weight at 18,000-lb. GVWR)
- Electronically controlled 4-speed automatic overdrive transmission (4R100)
- 81-inch front tread width contributes to handling and lateral stability

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, gas-pressurized front and rear shock absorbers and stabilizer bars for ride control

CLASS C MOTORHOME CHASSIS



The Econoline E-350 Super Duty and E-450 Super Duty Cutaway Chassis remain the overwhelming sales leaders for Class C motorhomes.^{b/} Functional features include:

- Up to 14,050-lb. GVWR and 20,000-lb. GCWR (both largest in a cutaway chassis)
- Powerful 5.4L Triton™ V8, 6.8L Triton™ V10 and 7.3L Power Stroke® DI Turbo Diesel V8 engines
- 100,000-mile scheduled tune-up interval on gasoline engines^{c/}
- Electronically controlled 4-speed automatic overdrive transmission
- Driver airbag^{d/}
- Out-front engine design provides spacious cab with access to “living area” and ease of ingress/egress
- 4-wheel-disc anti-lock brakes
- Twin-I-Beam independent front suspension (with caster/camber adjustment), front stabilizer bar and gas-pressurized shock absorbers contribute to a smooth, comfortable ride
- Steel ladder-type frame with six crossmembers
- 37-gallon fuel tank (E-350); 55-gallon tank (E-450; optional E-350)
- Van-like driver position with ergonomic instrument panel and controls

^{b/}Based on Class C calendar year registrations (through April 1999).

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

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

MORE MOTOR HOMES ARE BUILT ON FORD CHASSIS THAN ANY OTHER MAKE*



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. For safe operation, towed vehicles (or dollies or trailers carrying them), should be equipped with a separate functional brake system. See the Trailer Towing Selector (pages 16-19) and Trailering Tips (back cover) for more information. Furthermore, many of those who want to tow another vehicle prefer one that can be easily towed without a dolly or trailer. The Ford car and truck models shown in the chart below can be towed with all four wheels down.

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

Ford Cars and Trucks Suitable for “Four-Wheel-Down” Towing

	Manual Transmission	Automatic Transmission
Ford Cars		
Escort/ZX2	Yes	No
Focus	Yes	No
Mustang	Yes	No
Contour	Yes (a)	No
Ford Trucks		
Ranger 4x2	Yes	No
Ranger 4x4	Yes	No
Explorer 4x2	Yes	No
Explorer 4x4	Yes	Yes (c)
F-150 4x4	Yes (b)(d)	Yes (b)(d)
Super Duty F-250/350 4x4	Yes (b)	Yes (b)

(a) To be towed only in forward position, and not faster than 55 mph.
 (b) Manual transfer case only (not Electronic Shift-on-the-Fly 4x4).
 (c) On vehicles with 4.0L engine and dealer-installed Neutral Tow Kit.
 (d) Requires that the center disconnect be locked-out by capping off one of the front axle vacuum motor lines. See your Ford Dealer for assistance.

Note: Different vehicles have different restrictions and towing procedures. Contact your Ford Dealer or refer to the specific vehicle Owner Guide for complete details. For safe operation, towed vehicles (or dollies or trailers carrying them), should be equipped with a separate functional brake system.

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 notification and recall information affecting motorhomes.

*Based on combined Class A and Class C calendar year registrations (through April 1999).

FORD PICKUPS – A COMPLETE LINEUP TO MEET ALL YOUR RV AND TOWING NEEDS!



Super Duty – For the Serious RV/Towing Enthusiast!

Few vehicles have impacted the trailer towing industry like Ford Super Duty F-Series Pickups. With their wide selection of models, powertrains and features, they are a top choice for the really **BIG** RV and towing tasks.

IMPRESSIVE LINEUP OF MODELS

- 44 available pickup and chassis cab configurations, including:
 - SuperCabs with four doors standard
 - Numerous Crew Cab models
 - Many four-wheel-drive applications
 - 4x4 Regular Cab, SuperCab and Crew Cab DRW (Dualie) pickups and chassis cabs
- Pickups offer exceptionally high GVWRs/payloads and trailer towing up to 10,000 lbs. (conventional) or 14,500 lbs. (fifth-wheel)

HARD-WORKING IMAGE

All three cabs – Regular, Super and Crew – are the roomiest in their class. Their dominant grille opening and large cooling capacity help cool the big, powerful engines, which are designed to satisfy one of this truck’s primary work uses – trailer towing!

SAFETY FEATURES

Among their many safety features, Ford pickups offer standard driver and passenger-side airbags*, as well as 4-wheel ABS (standard on all models except single-rear-wheel XL and XLT trim models [rear-wheel ABS standard; 4-wheel ABS optional]). In addition, the new available telescoping trailer tow mirrors provide excellent visibility (late availability).

POWERFUL ENGINES

- Triton™ 5.4L V8 (260 hp/350 lbs.-ft. torque)
- Triton™ 6.8L V10 (310 hp/425 lbs.-ft. torque)
- 7.3L Power Stroke® Turbo Diesel V8 with intercooler and wastegated turbocharger (235 hp/500 lbs.-ft. torque)
 - Includes standard 6-speed manual overdrive transmission

With all these outstanding features, it’s no wonder why Ford Super Duty F-Series is a “must-have” for serious RV customers.

*Always wear your safety belt and secure children in rear seat.



F-150 – WHEN YOUR RV/TOWING NEEDS AREN'T QUITE AS BIG!

The good-looking Built Ford Tough F-150 continues to do its part in making F-Series Pickups America's best-selling vehicle. Their ideal combination of rugged performance and passenger comfort make them perfect for all but the very biggest RV and towing tasks.

Noteworthy features include:

- Available SuperCab models with four doors standard
- Choice of 5-speed manual or 4-speed automatic overdrive transmissions
- Can be equipped to tow trailers up to 8,800 pounds

- Three powerful engine choices:
 - 4.2L OHV V6 with 205 hp/255 lbs.-ft. torque
 - 4.6L SOHC V8 with 220 hp/290 lbs.-ft. torque
 - 5.4L SOHC V8 with 260 hp/350 lbs.-ft. torque
- Standard SecuriLock™ passive anti-theft system

If you've got a job too big for the F-150 to handle, you better check out the Super Duty F-Series models on the preceding page.

RANGER – A GREAT CHOICE FOR ON/OFF-ROAD FUN!



As America's top-selling compact pickup for 12 years in a row, Ranger continues to offer a whole lot of RV and towing capabilities in a relatively small package. These capabilities come from its Built Ford Tough heritage – and its long list of outstanding features:

- Regular and SuperCab models
- Three engine choices – from a 119-hp 2.5L dual-plug I4 to a 4.0L V6 with 160 hp and 225 lb.-ft. of torque
- 100,000-mile tune-up interval on all engines*
- Choice of manual and automatic overdrive transmissions
- Can be equipped to tow trailers up to 6,060 pounds
- Four-wheel anti-lock brakes standard on XLT 4x4; rear-wheel ABS standard and 4-wheel ABS optional on other models
- Standard power rack-and-pinion steering

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

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

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

SLIDE-IN CAMPERS FOR F-SERIES PICKUPS

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.

Use the chart below to select the proper F-Series Pickup/Camper Combination:

- Combined weight of vehicle, camper body, occupants and cargo must not exceed Gross Vehicle Weight Rating (GVWR).
- **Camper Package (Option Code 532) required with Super Duty F-250/350 models.**
- Cargo Weight Rating shown in the chart is the maximum allowable, assuming the weight of a base vehicle with the required camper option content and a passenger (150-lbs. per) at each available seating position (7.3L Diesel ratings also assume the weight of the engine and standard transmission). The Cargo Weight Rating shown must be further reduced by the weight of powertrain upgrades and any other options. Option weights and center-of-gravity information are available in the Ford Pickup Truck Consumer Information Sheet.
- If you intend to pull a trailer in addition to carrying your camper, see the F-Series Trailer Towing Selector charts on pages 16 and 17.



Truck shown includes aftermarket equipment.

Slide-in Camper Installation

- Ford Motor Company recommends consulting 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 prevents movement and contact of the fully installed camper with the pickup box headboard or taillight rear pillars.

Camper Center-of-Gravity Information

- All Styleside pickups that are qualified for slide-in camper bodies will have the camper center-of-gravity included on the Consumer Information Sheet, which is placed in the vehicle's glovebox.
- Data are calculated for each individual truck, based on vehicle options.
- If the vehicle is not qualified for camper usage, the Consumer Information Sheet will state that the vehicle is not recommended for camper usage, and no center-of-gravity data will be shown.

Super Duty F-Series Camper Package Option (F-250/350)

- Heavy-duty alternator (115-amp. – gas engines only)
- Auxiliary rear springs
- Front stabilizer bar
- Rear stabilizer bar

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 the cabover portion of the camper clears the roof of the truck cab.

Maximum Cargo Weight With Slide-In Camper (With Minimum Equipment)

Model	Wheelbase	GVWR (lbs.) (49S/Cal.)	Recommended Axle Ratio	Engine	Maximum Cargo Weight Rating (lbs.)		
					Gas (49S/Cal.)	Diesel (49S/Cal.)	
F-150	4x2 Reg. Cab	119.9"	6,000	3.55	4.2L V6	1,692	—
	4x2 Reg. Cab	138.5"	6,000	3.55	4.2L V6	1,574	—
	4x2 Reg. Cab	138.5"	6,600	3.55	4.6L V8	2,174	—
	4x2 Reg. Cab	138.5"	6,600	3.55	5.4L V8	2,174	—
	4x2 Reg. Cab	138.5"	7,700	3.73	5.4L V8	2,794	—
	4x2 SuperCab	138.5"	7,700	3.73	5.4L V8	2,211	—
	4x4 Reg. Cab	138.8"	7,700	3.73	5.4L V8	2,415	—
	4x4 SuperCab	138.8"	7,700	3.73	5.4L V8	1,712	—
Super Duty F-250 (1)	4x2 Reg. Cab	137.0"	8,800	Std.	Std.	3,317	2,567
	4x2 SuperCab	141.8"	8,800	Std.	Std.	3,151	2,371
	4x2 SuperCab	158.0"	8,800	Std.	Std.	2,918	2,183
	4x2 Crew Cab	156.2"	8,800	Std.	Std.	2,353	1,703
	4x2 Crew Cab	172.4"	8,800	Std.	Std.	2,184	1,434
	4x4 Reg. Cab	137.0"	8,800	Std.	Std.	2,775	2,025
	4x4 SuperCab	141.8"	8,800	Std.	Std.	2,713	1,963
	4x4 SuperCab	158.0"	8,800	Std.	Std.	2,482	1,732
Super Duty F-350 (1)	4x4 Crew Cab	156.2"	8,800	Std.	Std.	1,909	1,159
	4x4 Crew Cab	172.4"	8,800	Std.	Std.	1,773	1,023
	4x2 SRW Reg. Cab	137.0"	9,900/9,700	Std.	Std.	4,293/4,168	3,543/3,418
	4x2 DRW Reg. Cab	137.0"	11,200/11,000	Std.	Std.	5,356/5,153	4,606/4,403
	4x2 SRW SuperCab	141.8"	9,900/9,700	Std.	Std.	4,232/4,021	3,482/3,271
	4x2 SRW SuperCab	158.0"	9,900/9,700	Std.	Std.	4,014/3,803	3,264/3,053
	4x2 DRW SuperCab	158.0"	11,200/11,000	Std.	Std.	5,089/4,886	4,339/4,136
	4x2 SRW Crew Cab	156.2"	9,900/9,700	Std.	Std.	3,434/3,223	2,684/2,473
	4x2 DRW Crew Cab	156.2"	11,200/11,000	Std.	Std.	4,795/4,292	4,045/3,542
	4x2 SRW Crew Cab	172.4"	9,900/9,700	Std.	Std.	3,265/3,054	2,515/2,404
	4x2 DRW Crew Cab	172.4"	11,200/11,000	Std.	Std.	4,336/4,133	3,586/3,383
	4x4 SRW Reg. Cab	137.0"	9,900/9,700	Std.	Std.	3,887/3,676	3,137/2,926
4x4 DRW Reg. Cab	137.0"	11,200/11,000	Std.	Std.	4,862/4,689	4,112/3,919	
4x4 SRW SuperCab	141.8"	9,900/9,700	Std.	Std.	3,825/3,614	3,075/2,864	
4x4 SRW SuperCab	158.0"	9,900/9,700	Std.	Std.	3,594/3,383	2,844/2,633	
4x4 DRW SuperCab	158.0"	11,200/11,000	Std.	Std.	4,661/4,458	3,911/3,708	
4x4 SRW Crew Cab	156.2"	9,900/9,700	Std.	Std.	3,021/2,810	2,271/2,060	
4x4 DRW Crew Cab	156.2"	11,200/11,000	Std.	Std.	4,372/3,879	3,622/3,129	
4x4 SRW Crew Cab	172.4"	9,900/9,700	Std.	Std.	2,885/2,649	2,135/1,924	
4x4 DRW Crew Cab	172.4"	11,200/11,000	Std.	Std.	3,812/3,619	3,062/2,869	

(1) Requires Camper Package option.

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

VAN CONVERSIONS



Econoline Van Conversions^{1/}

Econoline has been the full-size van segment sales leader since 1979. Built to meet customer needs, the 2000 models offer aerodynamic styling, contemporary front interior components, advanced functional features, and a lineup of advanced engines. Here are some of the features that make them so popular:

- Sturdy body-on-frame construction
- Three engine choices on E-150 vans . . . 200 hp 4.2L V6, 215 hp 4.6L and 255 hp 5.4L overhead-cam Triton™ V8s, all with standard 4-speed automatic transmission and fail-safe cooling
- 100,000-mile scheduled tune-up interval[†]
- Excellent towing capabilities . . . up to 6,900 pounds on E-150 when properly equipped
- Out-front engine design for convenient underhood servicing and ease of ingress/egress
- Exclusive Twin-I-Beam independent front suspension for both ruggedness and smooth ride – plus adjustable caster and camber
- Standard four-wheel anti-lock brakes

^{1/} Completed by authorized converters.

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



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

Quality Conversions

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



Class B Van Campers

Econoline vans also provide an excellent base unit for Class B campers. Converters offer models equipped with sleeping, kitchen and bathroom facilities, as well as 110-volt hookup, fresh water storage and/or city water hookup. They typically include a high roof that provides greater comfort by allowing occupants to stand up inside.

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. It is wise to consider purchasing a vehicle with a more powerful engine for hilly terrain.

Brakes

- Most states require brakes on trailers weighing over 1,500 pounds when loaded. For your safety, Ford Motor Company urges that a separate functional brake system be used on any towed vehicle, including those dolly-towed or towbar-towed.
- There are basically three types of trailer brake activation:

Electronically Controlled Electric

- Provides automatic and manual control of electric trailer brakes
- Requires vehicle to be equipped with controlling device and additional wiring for electrical power

Hydraulically Controlled Electric

- Trailer brakes are applied in proportion to brake pedal pressure
- Should not be connected directly to vehicle's brake system

Surge (Hydraulic)

- Independent hydraulic brakes activated by a master cylinder at the junction of the hitch and trailer tongue
- Be sure your trailer brakes conform to all applicable government regulations.

Trailer Lamps

Make sure the trailer is equipped with lights that conform to all applicable government regulations. Do not connect a trailer lighting system directly to the lighting system of the vehicle. See a local recreational vehicle dealer or rental trailer agency for correct wiring and relays for the trailer and heavy-duty flashers.

After You Buy

Before heading out on a trip (remember, do not tow a trailer until your vehicle has been driven at least 500 miles), be sure to have your fully loaded vehicle (including passengers) and trailer weighed so as not to exceed critical weight limits (page 12). 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 and allow enough slack for turning corners.
- See your vehicle's Owner Guide for safety chain attachment information.
- When using a frame-mounted trailer hitch, attach the safety chains to the frame-mounted hitch using the recommendations supplied by the hitch manufacturer.
- For rental trailers, follow rental agency instructions for hookup of safety chains.

Trailer Wiring Harness

- Vehicles equipped with a factory-installed Trailer Towing Package include a trailer wiring harness and a wiring kit.
- This kit is packaged in a cardboard box and includes one or more jumper harnesses (to connect to your trailer wiring connector) and installation instructions.
- Ranger, Expedition and F-Series pickup models include a standard 4-pin trailer wiring harness. Refer to page 14 for wiring harness usage with optional trailer towing packages.



7-wire trailer wiring harness and frame-mounted hitch receiver are standard on Excursion, and are part of Expedition/F-150 optional Class III Trailer Tow Group and Econoline Class II/III/IV Trailer Tow Package (aftermarket hitch equipment shown).

ABOUT HITCHES

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

Weight-Carrying Hitch bolts directly to the vehicle bumper and/or frame. Commonly used to tow small and medium-sized trailers. Ford weight-carrying rear step bumpers are rated for the maximum loads shown in the chart on next page.

Weight-Distributing Hitch is used in conjunction with a hitch platform (receiver) to distribute tongue weight to all towing vehicle and trailer wheels. Weight-distributing hitches are only “required” for Class IV applications. They generally are not used for loads under 5,000 pounds unless it is specifically required for a particular vehicle.

Weight-distributing hitch platforms are welded or bolted to vehicle underbody:

- 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.

Spring bars are connected from hitch to trailer’s A-frame, and are adjusted to provide optimum 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 the weight to other wheels of the vehicle and trailer.

Factory-Installed Trailer Hitch Receiver Options

are available on the following Ford vehicles:

- **Super Duty F-250/350 Pickups: Class IV** (Option Code 86R)
- **F-150 Pickups: Class III** (Included with Class III Trailer Tow Group – Option Code 535)
- **Econoline Van/Wagon: Class III** (Included with Class II/III/IV Trailer Towing Package – Option Code 536)
- **Excursion: Class IV** (Standard)
- **Ranger Pickup: Class III** (With V6 only – Option Code 53L)

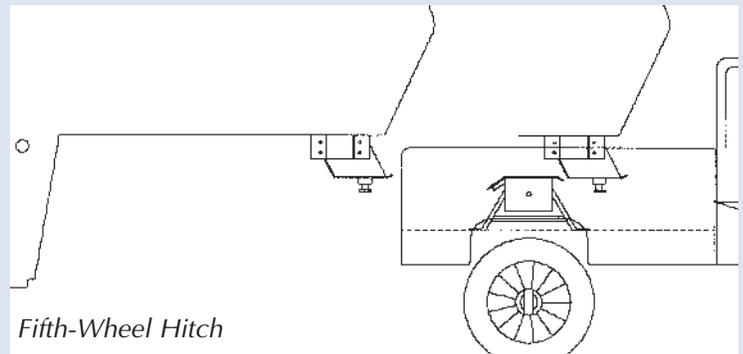
Depending on the application, the required aftermarket components include: an electric trailer brake controller, the ball mount and ball, the equalizing arms and snap-up brackets, the sway control system and all attachments. See your dealer for additional information.

Ford Rear Step Bumper/Hitch Receiver Weight Capacity				
Vehicle	Weight-Carrying Capacity (lbs.)	Max. Tongue Weight (lbs.)	Weight-Distributing Capacity (lbs.)	Max. Tongue Weight (lbs.)
Rear Step Bumper:				
Ranger	2,000	200	—	—
Explorer	3,500	350	—	—
Econoline Van/Wagon	5,000	500	—	—
Expedition	4,000	400	—	—
Excursion	5,000	500	—	—
F-Series	5,000	500	—	—
Hitch Receiver:				
Ranger	3,500	350	6,000	600
Econoline Van/Wagon	5,000	500	10,000	1,000
Expedition	5,000	500	8,300	830
Excursion	5,000	500	10,000	1,000
F-150	5,000	500	8,800	880
Super Duty F-Series	5,000	500	10,000	1,000

Note: Ford factory regular production step bumpers and hitch receivers do not include a hitch ball. Depending on the application (weight-carrying or weight-distributing), required aftermarket components include: trailer hitch ball and ball mounting, electric trailer brake controller, equalizing arms and snap-up brackets, sway control system and all attachments

Fifth-Wheel Hitch is mounted in the pickup bed to put more of the trailer weight directly over the towing vehicle. The receiver of the hitch should be mounted at least two inches forward of the rear axle of the truck chassis.

See your dealer or fifth-wheel hitch manufacturer/installer for specific instructions. Improper installation can adversely affect the towing vehicle’s steering, braking and handling characteristics.



Fifth-Wheel Hitch

WEIGHTS TO CHECK

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

Cargo Weight includes all weight added to the Base Curb Weight, **including** cargo and optional equipment (consult salesperson). When towing, trailer tongue weight also is part of the Cargo Weight.

Payload is the combined, maximum allowable weight of cargo and passengers that the truck is designed to carry. It is Gross Vehicle Weight Rating minus the Base Curb Weight.

Gross Vehicle Weight (GVW) is 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.

(Continued on next page)

WEIGHT COMPUTATIONS

Base Curb Weight
+ Cargo Weight
+ Passenger Weight

Gross Vehicle Weight (GVW)

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

GVW
+ Loaded Trailer Weight

Gross Combination Weight (GCW)

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

+ + = GVW + = GCW

MORE THINGS TO KNOW BEFORE YOU TOW

Weights to Check (Continued)

Gross Vehicle Weight Rating (GVWR)

is the *maximum allowable weight* of the fully loaded vehicle (including passengers and cargo). This number – along with other weight limits, as well as tire, rim size and inflation pressure data – are shown on the vehicle's Safety Compliance Certification Label, located on the left front door lock facing or the door latch post pillar.

The 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.**

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 costly damage. **(Important: The towing vehicle's brake system is rated for operation at the GVWR – NOT GCWR. Separate functional brake systems should be used for safe control of towed vehicles and for trailers weighing more than 1,500 lbs. when loaded.)** The measured GCW must never exceed the GCWR.

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

Front GAWR GVWR Rear GAWR

MFD. BY FORD MOTOR CO IN U.S.A.

DATE: 06/95 GVWR: 6250 LB/2834 KG

FRONT GAWR: 3450 LB REAR GAWR: 3777 LB

1584KG WITH 1713KG WITH

P265/75R15SL TIRES P265/75R15SL TIRES

15x7.5J RIMS 15x7.5J RIMS

AT 30 PSI COLD AT 30 PSI COLD

THIS VEHICLE CONFORMS TO ALL APPLICABLE FEDERAL MOTOR VEHICLE SAFETY STANDARDS IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE.

XXXXXXXXXXXXXXXXXXXX

VIN: 1FTEX14H 0 SKB 00000

TYPE: XXXXXXXXXXXXXXXXXXXX

F0018
T0183

JA 99 DSD

EXTERIOR PAINT COLORS

WB	TYPE-GVW	BODY	TRANS	AXLE	TAPE	SPRINGS
155		RSM	E	H8B		M4I

▽FOIA - 1520MHO - RA

Maximum Loaded Trailer Weight

(as shown in the Trailer Towing Selector charts pgs. 16-19) 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, and driver (150 pounds) only. Super Duty F-Series 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 Weight is another critical measurement that must be made before towing. It refers to the amount of the trailer's weight that presses down on the trailer hitch.

Too much tongue weight can cause suspension/drivetrain damage, and can press the vehicle down in back causing the front wheels to lift to the point where traction, steering response and braking are severely decreased. Too little tongue weight can reduce rear-wheel traction and cause instability which may result in tail wagging or jackknifing.

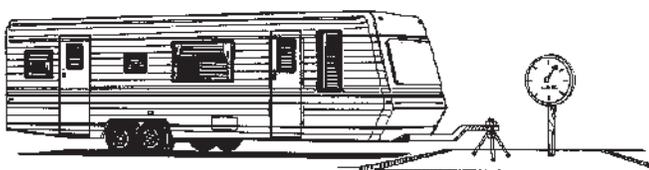
For proper handling, tongue loads must meet the following requirements*:

- For trailers up to 2,000 lbs., not to exceed 200 lbs.
- For trailers over 2,000 lbs., 10 -15% of trailer weight.
- For fifth-wheel trailers, approx. 25% of trailer weight.

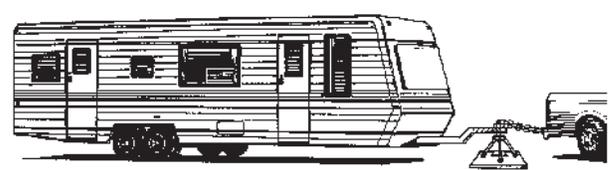
To determine the proper tongue load for a 3,000-lb. trailer, for example, multiply 3,000 by .10 and .15 to obtain a tongue load range of 300 to 450 lbs. For a fifth-wheel trailer, multiply 3,000 by .25 to arrive at a tongue load of approx. 750 lbs.

To measure actual tongue load, disconnect the trailer and place only the tongue – with the coupler at hitch ball height – on a scale. If the tongue load exceeds the upper weight limit, move more of the trailer contents rearward to achieve the recommended tongue load. If the tongue load is less than the lower limit, shift the load forward.

Measuring tongue weight with commercial scale



Measuring tongue weight with bathroom scale



*Refer to the chart on page 11 for tongue weight recommendations with Ford factory-installed trailer hitch receiver options.



Metric Conversion – To obtain information in kilograms, multiply the pounds by .45; to obtain information in centimeters, multiply the feet by 30.

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
- 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
- Ford trucks can be equipped to tow these trailers
- 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 can tow them
- Weight-distributing hitch not required unless specified for a particular vehicle

CLASS IV – EXTRA-HEAVY-DUTY

- 5,001-10,000-lb. gross trailer weight
- Largest travel and fifth-wheel trailers made for recreation
- Econoline Vans/Wagons, F-Series Pickups/Chassis Cabs, Excursion and Expedition can be equipped to handle these trailers
- Weight-distributing or fifth-wheel hitch required (Trailers over 10,000 pounds require fifth-wheel hitch)

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 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 weight-distributing hitch, depending on weight.

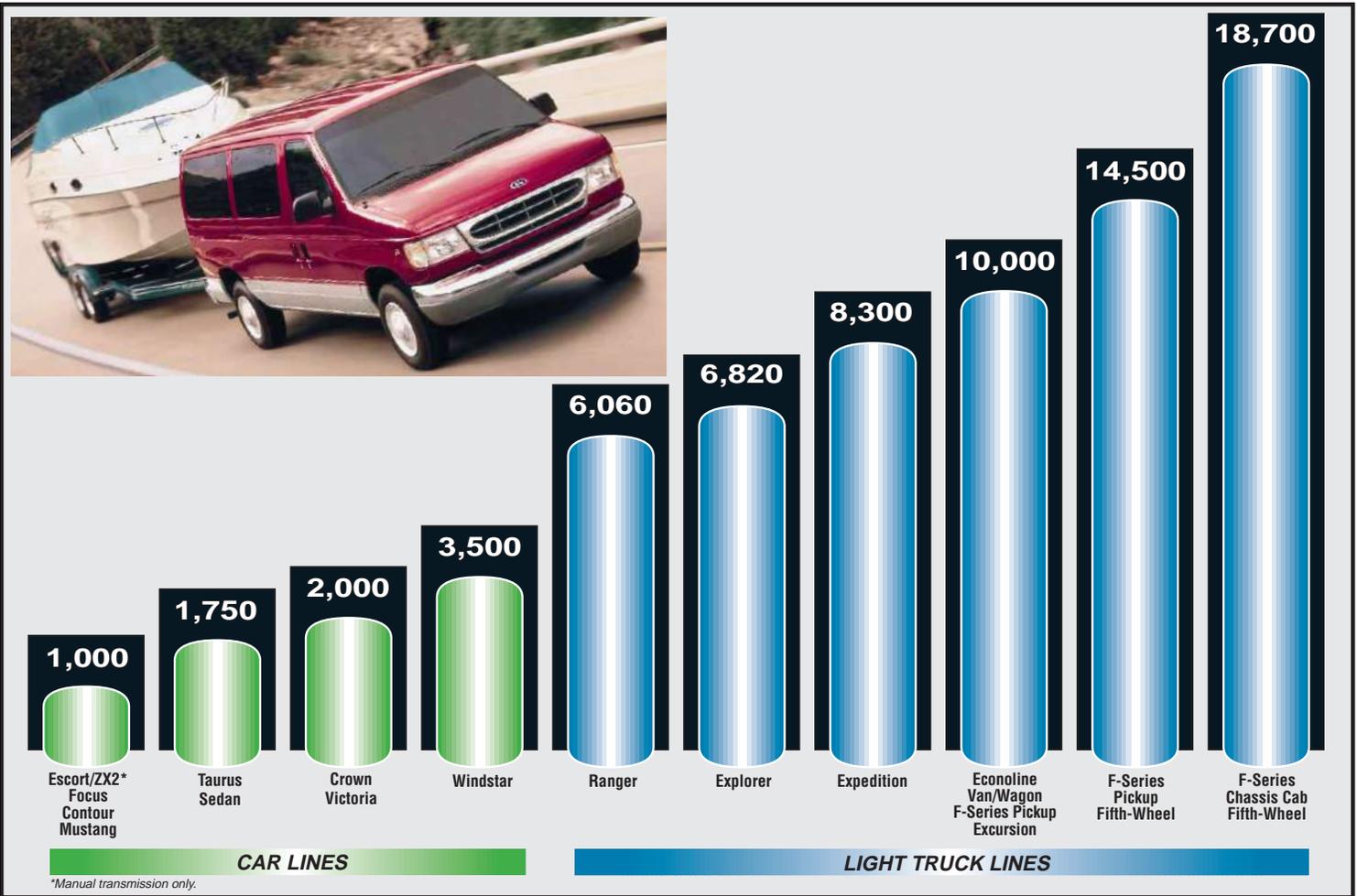


Fifth-Wheel Trailer

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 (IN POUNDS) FOR PROPERLY EQUIPPED FORD VEHICLES (WITH NO CARGO)



Windstar Wagon Trailer Tow Packages

Class I Trailer Tow Electrical Package (Option Code 65T)

- Module, Wiring, and Jumper for Trailering Light Hook-up
- Required for All Class I Towing Applications

Class II Trailer Tow Package (Option Code 539)

- P215/70Rx15SL Tires (4)
- Full-size Spare Tire
- 78 AH Battery
- High-Speed Ambient Temperature Package (Class II)
- Module, Wiring, and Jumper for Trailering Light Hook-up
- Auxiliary Transmission Cooler

FORD TRUCK TRAILER TOWING PACKAGES

Model (Option Code)	Expedition (535)	F-150 (535)	Super Duty F-Series (531)	Econoline Van/Wagon (a)	Explorer (b) (534)	Excursion (Standard)
Super Engine Cooling	X	X	-	-	-	-
72 Amp.-Hr. Heavy-Duty Battery	-	X	-	-	-	-
Trailer Wiring Harness (7-Pin)	X	X	X (c)	-	-	X
Trailer Wiring Harness (4-Pin)	-	-	-	X	-	-
Heavy-Duty Flasher System	-	-	-	-	X	-
Class III Frame-Mounted Hitch Receiver	X	X	-	-	-	-
Aux. Auto Trans. Oil Cooler	X	X	-	-	-	-
Rear Load Leveling Suspension (4x2 Only)	X	-	-	-	-	-
Heavy Duty Alternator (Gas Engines Only)	-	-	X	-	-	-
Heavy-Duty Shocks	-	X	-	-	-	-
Trailer Brake Wiring/Feed Kit	-	-	X	-	-	X
Front Stabilizer Bar (4x2 Pickups Only)	-	-	X	-	-	-
Rear Stabilizer Bar (DRW 4x2 Pickups Only)	-	-	X	-	-	-
3.73 or 4.10 Limited Slip Rear Axle	-	-	-	-	X	-
Class IV Frame-Mounted Hitch Receiver	-	-	-	-	-	X

(a) Class I package (Option Code 534) content shown. Class II/III/IV package (Option Code 536) includes Class I items plus: electric brake controller tap-in capability, 7-pin trailer wiring harness (blade-style female connector)/bumper bracket, relay system for backup/B+/running lights, Class III frame-mounted hitch receiver. (b) Includes 3.73 Limited Slip axle. (c) Pickup models (standard with chassis cabs and box delete). Includes 7-pin connector (late availability). NOTE: Content may vary depending on model, trim and/or powertrain. See your Ford Dealer for specific content information.

NOTE: Trailer Towing Package recommended for all light trucks that will be used for towing, to help ensure easy, proper connection of trailer lights.

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 the two categories listed at right:

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.

Required Equipment

Windstar Wagon

- For Trailers From 2,000-3,500 pounds – 3.8L Engine with Class II Trailer Tow Pkg.

Ranger

- For Trailers Over 2,000 pounds – Air Cond. and Payload Pkg. No. 2.

F-150

- For Trailers Over 4,000 pounds – Heavy Duty Electrical/Cooling Pkg., OR Class III Trailer Tow Group.

Expedition

- For Trailers Over 4,000 pounds – Class III Trailer Tow Group.

RECOMMENDED EQUIPMENT (WHERE NOT REQUIRED)

	Ford Cars	Windstar	Ranger	Explorer	Expedition	F-150	Super Duty F-250/350	F-Series 5th Wheel	Econoline Van/Wagon
Aftermarket Auxiliary Transmission Oil Cooler	X(a)	-	-	-	X(h)	X(h)	-	-	-
Step Bumper (f)	-	-	X(b)	X(c)	X(d)	X(e)	X(e)	-	X(e)
Weight-Carrying Hitch (f) (Trailers Under 5,000 lbs.)	X	X	X	X	X	X	X	-	X
Weight-Distributing Hitch (f) (Trailers Over 5,000 lbs.)	-	-	X	X	X	X	X	-	X
Trailer Towing Package	-	X	-	X	X	X	X	X	X
Class III Hitch Receiver (V6 Only)	-	-	X	-	-	-	-	-	-
Class IV Hitch Receiver	-	-	-	-	-	-	X	-	-
Long Pickup Box	-	-	-	-	-	-	-	X(g)	-

(a) Recommended for long-distance, high-speed towing with automatic transmission on Escort/ZX2, Focus, Crown Victoria, Mustang, Contour and Taurus Light-Duty applications. (b) Ranger step bumper is rated at 2,000 lbs. maximum trailer weight. (c) For trailers under 3,500 lbs. with standard rear bumper. (d) Step bumper with 4,000-lb. trailer rating is standard. (e) For trailers under 5,000 lbs. with Rear Step Bumper. (f) Capacities for bumpers/hitch receivers shown on page 11. (g) 5th wheel towing with short-box units limits turning angle. Parking maneuvers can be improved with a sliding-type 5th wheel hitch. (h) If vehicle is not equipped with factory Class III Trailer Tow Group, auxiliary transmission oil cooler is recommended if you are planning on: traveling farther than 50 miles, towing in hilly terrain, or towing frequently.

FRONTAL AREA CONSIDERATIONS

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

Vehicle Line	Frontal Area Limitations/ Considerations	With
Escort/ZX2*/Focus/Contour/Mustang	20 sq. ft.	All applications
Windstar Van/Wagon	Base Vehicle Frontal Area	Cargo Van OR Wagon with 3.0L OR Wagon with 3.8L with Class I Trailer Tow Electrical Pkg. Only
	32 sq.ft.	Wagon with 3.8L and Class II Trailer Tow Pkg.
Explorer	50 sq.ft.	All applications
Ranger	Base Vehicle Frontal Area	2.5L Engine
	50 sq.ft.	3.0L V6 or 4.0L V6 Engine
Econoline	60 sq. ft.	All applications
Excursion	60 sq. ft.	All applications
F-150	Base Vehicle Frontal Area	Without Heavy-Duty Electrical/Cooling Pkg. or Class III Trailer Tow Group
	60 sq. ft.	With Heavy-Duty Electrical/Cooling Pkg. or Class III Trailer Tow Group
Expedition	Base Vehicle Frontal Area	Without Class III Trailer Tow Group
	60 sq. ft.	With Class III Trailer Tow Group
Super Duty F-Series	60 sq. ft.	All applications

KEY: MT = Manual Transmission AT = Automatic Transmission * Manual Transmission Only

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

TRAILER TOWING SELECTOR

TO USE THESE CHARTS

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 towing vehicle with mandatory options, no cargo and driver (150 pounds) only. Weight of additional options, passengers, cargo and hitch must be deducted from this weight. Also check Required and Recommended Equipment on page 15.

Ride Height Considerations on Super Duty 4x4 Pickups

The tough monobeam front axle and spring capacity result in a durable vehicle

with the following ride heights you will need to consider when towing a fifth-wheel or gooseneck trailer:

Model	Max. Ride Ht.*
F-250	56-57 inches
F-350 SRW	58-59 inches
F-350 DRW	57-58 inches

*Vehicles with other configurations may have varying ride heights.

SUPER DUTY F-250 / 350 PICKUP (Fifth-Wheel Towing)

Engine	Axle Ratio	GCWR (Lbs.)	Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission																	
			Regular Cab						SuperCab						Crew Cab					
			F-250 4x2	F-250 4x4	F-350 4x2 SRW	F-350 4x2 DRW	F-350 4x4 SRW	F-350 4x4 DRW	F-250 4x2	F-250 4x4	F-350 4x2 SRW	F-350 4x2 DRW	F-350 4x4 SRW	F-350 4x4 DRW	F-250 4x2	F-250 4x4	F-350 4x2 SRW	F-350 4x2 DRW	F-350 4x4 SRW	F-350 4x4 DRW
5.4L SEFI V8	3.73 4.10	13,500 15,000	8,100 9,600	7,600 9,100	8,000 9,500	7,800 9,300	7,600 9,100	7,300 8,800	7,700 9,200	7,300 8,800	7,700 9,200	7,500 9,000	7,300 8,800	7,100 8,600	7,400 8,900	7,100 8,600	7,400 8,900	– –	7,100 8,600	– –
6.8L SEFI V10	3.73 4.30	17,000 20,000	11,500 14,500	11,000 14,000	11,400 14,400	11,100 14,100	11,000 14,000	10,600 13,600	11,100 14,100	10,700 13,700	11,100 14,100	10,800 13,800	10,700 13,700	10,400 13,400	10,800 13,800	10,400 13,400	10,800 13,800	10,500 13,500	10,400 13,400	10,000 13,000
7.3L V8 DI Turbo Diesel	3.73 4.10	20,000 20,000	14,000 –	13,500 –	13,900 –	13,600 13,600	13,500 –	13,200 13,200	13,700 –	13,200 –	13,600 –	13,400 13,400	13,300 –	13,000 13,000	13,400 –	13,000 –	13,300 –	13,000 13,000	13,000 –	12,600 12,600
Maximum Loaded Trailer Weight (Lbs.) – Manual Transmission																				
5.4L SEFI V8	3.73 4.10	13,500 15,000	8,200 9,700	7,700 9,200	8,100 9,600	7,800 9,300	7,700 9,200	7,400 8,900	7,800 9,300	7,400 8,900	7,800 9,300	7,500 9,000	7,400 8,900	7,200 8,700	7,500 9,000	7,100 8,600	7,500 9,000	– –	7,100 8,600	– –
6.8L SEFI V10	3.73 4.30	16,500 20,000	11,000 14,500	10,500 14,000	10,900 14,400	10,600 14,100	10,500 14,000	10,200 13,700	10,600 14,100	10,200 13,700	10,600 14,100	10,300 13,800	10,200 13,700	10,000 13,500	10,300 13,800	10,000 13,500	10,300 13,800	10,000 13,500	10,000 13,500	9,600 13,100
7.3L V8 DI Turbo Diesel	3.73 4.10	20,000 20,000	14,000 –	13,500 –	13,900 –	13,600 13,600	13,500 –	13,100 13,100	13,600 –	13,200 –	13,600 –	13,300 13,300	13,200 –	12,900 12,900	13,300 –	12,900 –	13,300 –	13,000 13,000	13,000 –	12,600 12,600

Note: This information also applies to models with Pickup Box Delete option (66D).

SUPER DUTY F-250 / 350 PICKUP (Conventional Towing)

Engine	Axle Ratio	GCWR (Lbs.)	Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission																	
			Regular Cab						SuperCab						Crew Cab					
			F-250 4x2	F-250 4x4	F-350 4x2 SRW	F-350 4x2 DRW	F-350 4x4 SRW	F-350 4x4 DRW	F-250 4x2	F-250 4x4	F-350 4x2 SRW	F-350 4x2 DRW	F-350 4x4 SRW	F-350 4x4 DRW	F-250 4x2	F-250 4x4	F-350 4x2 SRW	F-350 4x2 DRW	F-350 4x4 SRW	F-350 4x4 DRW
5.4L SEFI V8	3.73 4.10	13,500 15,000	8,100 9,600	7,600 9,100	8,000 9,500	7,800 9,300	7,600 9,100	7,300 8,800	7,700 9,200	7,300 8,800	7,700 9,200	7,500 9,000	7,300 8,800	7,100 8,600	7,400 8,900	7,100 8,600	7,400 8,900	– –	7,100 8,600	– –
6.8L SEFI V10	3.73 4.30	17,000 20,000	10,000 10,000	10,000 10,000	10,000 10,000	10,000 10,000	10,000 10,000	10,000 10,000	10,000 10,000	10,000 10,000	10,000 10,000	10,000 10,000	10,000 10,000	10,000 10,000	10,000 10,000	10,000 10,000	10,000 10,000	10,000 10,000	10,000 10,000	10,000 10,000
7.3L V8 DI Turbo Diesel	3.73 4.10	20,000 20,000	10,000 –	10,000 –	10,000 –	10,000 10,000	10,000 –	10,000 10,000	10,000 –	10,000 –	10,000 –	10,000 10,000	10,000 –	10,000 10,000	10,000 –	10,000 –	10,000 –	10,000 10,000	10,000 –	10,000 10,000
Maximum Loaded Trailer Weight (Lbs.) – Manual Transmission																				
5.4L SEFI V8	3.73 4.10	13,500 15,000	8,200 9,700	7,700 9,200	8,100 9,600	7,800 9,300	7,700 9,200	7,400 8,900	7,800 9,300	7,400 8,900	7,800 9,300	7,500 9,000	7,400 8,900	7,200 8,700	7,500 9,000	7,100 8,600	7,500 9,000	– –	7,100 8,600	– –
6.8L SEFI V10	3.73 4.30	16,500 20,000	10,000 10,000	10,000 10,000	10,000 10,000	10,000 10,000	10,000 10,000	10,000 10,000	10,000 10,000	10,000 10,000	10,000 10,000	10,000 10,000	10,000 10,000	10,000 10,000	10,000 10,000	10,000 10,000	10,000 10,000	10,000 10,000	10,000 10,000	9,600 10,000
7.3L V8 DI Turbo Diesel	3.73 4.10	20,000 20,000	10,000 –	10,000 –	10,000 –	10,000 10,000	10,000 –	10,000 10,000	10,000 –	10,000 –	10,000 –	10,000 10,000	10,000 –	10,000 10,000	10,000 –	10,000 –	10,000 –	10,000 10,000	10,000 –	10,000 10,000

Notes: • This information also applies to models with Pickup Box Delete option (66D).

• Trailer weights are limited to 10,000 lbs. due to limitations of the conventional hitch. If you wish to tow a heavier weight, consider a fifth-wheel hitch (see chart above).

If you live in CA, NY, or MA, check with your dealer for powertrain/axle ratio availability.

SUPER DUTY F-350 / 450 / 550 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.

Engine	Axle Ratio	GCWR (Lbs.)	Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission																			
			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-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 SEFI V-8	3.73	13,500	7,400	6,900	6,900	6,500	–	–	–	–	7,100	6,700	–	–	6,800	6,400	–	–	–	–	–	–
	4.10	15,000	8,900	8,400	8,400	8,000	–	–	–	–	8,600	8,200	–	–	8,300	7,900	–	–	–	–	–	–
6.8L SEFI V-10	3.73	17,000	10,700	10,300	10,200	9,800	–	–	–	–	10,400	10,000	10,000	9,700	10,100	9,700	9,800	9,400	–	–	–	–
	4.30	20,000	–	–	13,200	12,800	–	–	–	–	–	–	13,000	12,700	–	–	12,800	12,400	–	–	–	–
	4.88	24,000	–	–	–	–	16,700	16,400	16,600	16,300	–	–	–	–	–	–	–	–	16,100	15,800	16,000	15,700
	5.38	26,000	–	–	–	–	–	18,700	18,400	18,600	18,300	–	–	–	–	–	–	–	18,100	17,800	18,000	17,700
7.3L V-8 DI Turbo Diesel	3.73	20,000	13,300	12,900	12,800	12,400	–	–	–	–	13,000	12,600	12,600	12,200	12,700	12,300	12,300	11,900	–	–	–	–
	4.10	20,000	–	–	12,800	12,400	–	–	–	–	–	–	12,600	12,200	–	–	12,300	11,900	–	–	–	–
	4.88	26,000	–	–	–	–	18,200	17,900	18,100	17,800	–	–	–	–	–	–	–	–	17,600	17,300	17,600	17,200

Maximum Loaded Trailer Weight (Lbs.) – Manual Transmission																						
Engine	Axle Ratio	GCWR (Lbs.)	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-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 SEFI V-8	3.73	13,500	7,400	7,000	7,000	6,600	–	–	–	–	7,100	6,700	–	–	6,800	6,400	–	–	–	–	–	–
	4.10	15,000	8,900	8,500	8,500	8,100	–	–	–	–	8,600	8,200	–	–	8,300	7,900	–	–	–	–	–	–
6.8L SEFI V-10	3.73	16,500	10,200	9,900	9,800	9,400	–	–	–	–	10,000	9,600	9,600	9,200	9,700	9,300	9,300	8,900	–	–	–	–
	4.30	20,000	–	–	13,300	12,900	–	–	–	–	–	–	13,100	12,700	–	–	12,800	12,400	–	–	–	–
	4.88	22,000	–	–	–	–	14,700	14,400	–	–	–	–	–	–	–	–	–	–	14,200	13,800	–	–
	5.38	22,000	–	–	–	–	–	14,700	14,400	–	–	–	–	–	–	–	–	–	–	14,200	13,800	–
7.3L V-8 DI Turbo Diesel	3.73	20,000	13,200	12,800	12,800	12,300	–	–	–	–	12,900	12,500	12,600	12,200	12,700	12,200	12,300	11,900	–	–	–	–
	4.10	20,000	–	–	12,800	12,300	–	–	–	–	–	–	12,600	12,200	–	–	12,300	11,900	–	–	–	–
	4.88	26,000	–	–	–	–	18,200	17,900	18,100	17,800	–	–	–	–	–	–	–	–	17,600	17,300	17,600	17,200

* F-450/550 weights shown are for 141-inch wheelbase models. For 165 and 201-inch wheelbase models, weights may be somewhat less (usually not more than 400 pounds).

SUPER DUTY F-650/750

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

Model	Max. GVWR	Max. GCWR*
F-650 Regular/Super/Crew Cab	26,000 lbs.	40,000 lbs.
F-750 Regular/Super/Crew Cab	30,000 lbs.	45,000 lbs.
F-750 Regular/Super/Crew Cab	33,000 lbs.	60,000 lbs.

*Figures shown are the maximum available for each model. Actual ratings may be less, depending on your transmission. Check with your sales consultant for the exact rating on your vehicle.

Note: Applications that exceed 10,000 lbs. Maximum Trailer Weight require a fifth-wheel hitch.

SUPER DUTY CLASS A MOTORHOME CHASSIS

Max. GVWR	Max. GCWR	Max. Trailer Wt.
15,500 lbs.	26,000 lbs.	10,500 lbs.
18,000 lbs.	26,000 lbs.	8,000 lbs.
20,500 lbs.	26,000 lbs.	5,500 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-150 PICKUP (Conventional Towing)

F-150 PICKUP (Fifth-Wheel Towing)

Engine	Axle Ratio	GCWR (Lbs.)	Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission			
			Regular Cab		SuperCab	
			4x2	4x4	4x2	4x4
4.2L SEFI V6	3.55	10,000	5,800	5,400	5,500	–
	3.55	11,500 (1)	7,200	6,900	7,000	6,600
4.6L SEFI V8	3.55	11,000 (2)	–	6,400	–	6,100
	3.55	13,000 (1)	8,600	8,200	8,300	8,000
5.4L SEFI V8	3.55	12,500 (2)	–	7,700	–	7,500
	3.73	13,500	8,800	8,500	8,700	8,300
	3.73	13,500	8,800	8,500	8,700	8,300

(1) With 16-inch tires or 4x2 P275 17-inch tires. (2) With 4x4 P265 or LT265 17-inch tires.

Engine	Axle Ratio	GCWR (Lbs.)	Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission			
			Regular Cab		SuperCab	
			4x2	4x4	4x2	4x4
4.2L SEFI V6	3.31	9,000	4,800	–	–	–
	3.55	10,000	5,800	5,400	5,500	–
4.6L SEFI V8	3.08	10,000	2,000	–	2,000	–
	3.31	10,500	6,200	5,800	5,900	5,600
	3.55	11,500 (1)	7,200	6,800	6,900	6,600
	3.55	11,000 (2)	–	6,300	–	6,100
5.4L SEFI V8	3.31	12,000	7,500	7,200	7,300	6,900
	3.55	13,000 (1)	8,500	8,200	8,300	7,900
	3.55	12,500 (2)	–	7,700	–	7,400
5.4L NGV V8 (Natural Gas)	3.73	13,500	8,800	8,400	8,700	8,300
	3.73	11,000	5,900	–	–	–

Maximum Loaded Trailer Weight (Lbs.) – Manual Transmission						
Engine	Axle Ratio	GCWR (Lbs.)	4x2	4x4	4x2	4x4
4.2L SEFI V6	3.08	6,500	2,000	–	2,000	–
	3.31	7,200	–	2,600	–	–
	3.55	7,800	3,600	3,200	3,300	–
4.6L SEFI V8	3.08	6,500	2,000	–	1,900	–
	3.31	7,200	2,900	2,500	2,600	2,300
	3.55	7,800	3,500	3,100	3,200	2,900

(1) With 16-inch tires or 4x2 P275 17-inch tires. (2) With 4x4 P265 or LT265 17-inch tires.

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

TRAILER TOWING SELECTOR

TO USE THESE CHARTS

For **trucks and vans**, select column with transmission, model and/or 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 towing vehicle with mandatory options, no cargo and driver (150 pounds) only. Weight of additional options, passengers, cargo and hitch must be deducted from this weight.

For **cars**, select the model and make you want, and read down its column to find the maximum weight that car and engine can tow.

Be sure to check Required and Recommended Equipment on page 15.

If you live in CA, NY or MA, check with your dealer for powertrain/axle ratio availability.

EXPEDITION

Engine	Axle Ratio	GCWR (Lbs.)	Maximum Loaded Trailer Weight (Lbs.)	
			4x2	4x4
4.6L SEFI V8	3.31	11,000	5,900	–
	3.55	11,500(1)	–	6,000
	3.55	11,000(2)	–	5,500
5.4L SEFI V8	3.31	12,000	6,800	6,400
	3.55	13,000(1)	7,800	7,400
	3.55	12,500(2)	–	6,900
	3.73	13,500(1)	8,300	7,800
	3.73	13,000(2)	–	7,300

(1) With 16-inch tires or 4x2 P275 17-inch tires.

(2) With 4x4 P265 or LT265 17-inch tires.

EXCURSION

Engine	Axle Ratio	GCWR (Lbs.)	Maximum Loaded Trailer Weight (Lbs.)	
			4x2	4x4
5.4L SEFI V8	3.73	13,000	6,200	–
	4.10	14,500	–	7,300
6.8L SEFI V10	3.73	17,000	10,000	9,600
	4.30	18,000	10,000	10,000
7.3L V8 DI Turbo Diesel	3.73	18,000	10,000	10,000

RANGER & EXPLORER

Engine	Axle Ratio	GCWR (Lbs.)	Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission										
			Ranger				Explorer						
			Regular Cab		SuperCab		2-Door		4-Door				
			4x2	4x4	4x2	4x4	4x2	4x4	4x2	4x4			
2.5L SEFI I4	4.10	5,500	2,180	–	–	–	–	–	–	–	–	–	–
3.0L SEFI V6	3.73	7,500	4,120	3,860	3,920	3,660	–	–	–	–	–	–	–
	4.10(1)	7,500	4,060	–	–	–	–	–	–	–	–	–	–
	4.10	8,000	–	4,360	–	4,160	–	–	–	–	–	–	–
4.0L OHV SEFI V6	3.55	8,000	–	–	–	–	4,160	–	3,960	–	–	–	–
	3.55	9,500	6,060	–	5,860	–	–	–	–	–	–	–	–
	3.73	9,000	–	–	–	–	5,160	4,960	4,960	4,760	–	–	–
	3.73/4.10	9,500	–	5,800	–	5,620	–	–	–	–	–	–	–
	4.10	9,000	–	–	–	–	–	4,960	–	–	–	–	–
4.0L SOHC SEFI V6	3.27	7,500	–	–	–	–	3,640	3,440	–	–	–	–	–
	3.55	8,500	–	–	–	–	4,640	4,440	–	–	–	–	–
	3.55	9,000	–	–	–	–	–	–	–	4,940	4,740	–	–
	3.73	9,000	–	–	–	–	–	–	–	–	–	5,940	5,740
	3.73	10,000	–	–	–	–	–	–	–	–	–	–	–
	4.10	9,000	–	–	–	–	–	4,940	–	–	–	–	–
5.0L SEFI V8	3.55	10,000	–	–	–	–	–	–	–	–	–	5,940	5,740
	3.73	11,000	–	–	–	–	–	–	–	–	–	5,820	5,620

Engine	Axle Ratio	GCWR (Lbs.)	Maximum Loaded Trailer Weight (Lbs.) – Manual Transmission										
			4x2	4x4	4x2	4x4	4x2	4x4	4x2	4x4			
2.5L SEFI I4	3.73	4,800	1,580	–	1,360	–	–	–	–	–	–	–	–
3.0L SEFI V6	3.73	6,000	2,660	2,400	2,460	2,200	–	–	–	–	–	–	–
	4.10	6,000	2,600(1)	2,400	–	2,200	–	–	–	–	–	–	–
4.0L OHV SEFI V6	3.27	6,000	–	–	–	–	2,200	2,000	2,000	–	–	–	–
	3.55	6,500	–	–	–	–	–	–	2,500	–	2,300	–	–
	3.55	7,000	3,600	–	3,400	–	–	–	–	–	–	–	–
	3.73/4.10(2)	7,000	–	3,340	–	3,160	3,200	3,000	3,000	2,800	–	–	–
	4.10	7,000	–	–	–	–	–	–	3,000	–	–	–	–

(1) Available with XL Trailhead Group only.

(2) 3.73 only for Explorer.



ECONOLINE 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	
4.2L SEFI V6	3.55	10,000	5,100	–	–	–	–	–	4,700	–	–
	3.73	10,500	–	5,200	5,100	–	–	–	–	–	–
	4.09	11,000	–	5,700	5,600	–	–	–	–	–	–
4.6L SEFI V8	3.55	11,500	6,600	–	–	–	–	–	6,100	–	–
5.4L SEFI V8	3.55	12,000	6,900	–	–	6,500	6,300	6,500	6,000	5,700	
	3.73	13,000	–	7,500	7,400	–	–	–	–	–	
	4.10	13,000	–	–	–	7,500	7,300	–	7,000	6,700	
5.4L NGV V8 (Natural Gas)	3.73	11,000	–	4,500	4,500	–	–	–	–	5,000	
	4.10	11,500	–	–	–	5,000	5,000	–	–	5,000	
6.8L SEFI V10	3.73	15,000	–	–	–	9,300	9,200	–	8,900	8,600	
	4.10	18,500	–	–	–	10,000	10,000	–	10,000	10,000	
7.3L V8 DI Turbo Diesel	3.55	16,000	–	–	–	10,000	9,800	–	9,500	9,200	
	4.10	20,000	–	–	–	10,000	10,000	–	10,000	10,000	

ECONOLINE RV CUTAWAY/STRIPPED CHASSIS

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

- E-250/350/450 Super Duty Stripped Chassis GCWRs:
 - 4.2L Engine = 11,000 lbs.
 - 5.4L Engine = 12,000 lbs. (3.55 axle); 13,000 lbs. (4.10 axle)
- E-350/450 Super Duty Cutaway GCWRs:
 - 5.4L Engine = 13,000 lbs.
 - 6.8L Engine = 18,500 lbs. (4.10 axle); 20,000 lbs. (4.63 axle)
 - 7.3L Turbo Diesel Engine = 20,000 lbs. (*Applications that exceed 10,000 lbs. Maximum Trailer Weight require a fifth-wheel hitch.*)

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.

WINDSTAR

Engine	Axle Ratio	GCWR (Lbs.)	Maximum Loaded Trailer Weight (Lbs.)	
			Wagon	Van
3.0L SEFI V6	3.98	6,550	2,000*	2,000*
3.8L SPI SEFI V6	3.56	7,000	2,000*	2,000*
	3.56	8,500**	3,500**	–

*Requires Class I Trailer Tow Electrical Package.

**Requires Class II Trailer Tow Package.



FORD CARS

Car Line	Escort/ZX2	Focus	Contour	Mustang	Taurus	Crown Victoria
Towing Class	Light-Duty I (1)(2)	Light-Duty I (1)	Light-Duty I (1)	Light-Duty I (1)	Light-Duty I	Light-Duty I
Max. Gross Trailer Wt. (Lbs.)	1,000	1,000	1,000	1,000	1,100(Wagon)/1,250 (Sedan) (3)	2,000
Max. Tongue Load (Lbs.)	100	100	100	100	140/155 (3)	200
Minimum Engine	2.0L 4-Cyl.*	2.0L 4-Cyl.*	2.0L 4-Cyl.*	3.8L V-6*	3.0L V-6* (3)	4.6L V-8

(1) Frontal area under 20 square feet. (2) Automatic transmission not to be used for trailer towing on ZX2. (3) 1,600 (Wagon)/1,750 (Sedan) Max. Gross Trailer Weight and 160/175 Max. Tongue Load with optional Duratec engine and only driver and one passenger with no cargo. 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. *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 the pounds by .45; to obtain information in kilometers, multiply the miles by 1.6; to obtain information in centimeters, multiply the inches by 2.54; to obtain information in square meters, multiply the square feet by .09.

TRAILERING TIPS

Trailer towing is a special driving situation which places extra demands on your driving skills. We have included a few basic tips that you should know in order to transport your trailer and its contents safely, comfortably and without abusing the towing vehicle:

Weight Distribution

- For optimum handling, the trailer must be properly loaded and balanced.
- Keep center of gravity low for best handling.
- Approximately 60% of the cargo weight should be in the front half of the trailer and 40% in the rear (within limits of Tongue Weight).
- Load should also be balanced from side to side for good handling and proper tire wear.
- Load must be firmly secured to prevent shifting during cornering or braking, which could result in a sudden loss of control.

Before Starting

- Before setting out on a trip, practice turning, stopping and backing up your trailer in an area away from heavy traffic.

Backing

- Back slowly, with someone outside at rear of trailer to guide you.
- Place one hand at bottom of steering wheel and move it in the direction you want the trailer to go.
- Make small steering inputs ... slight movement of steering wheel results in much greater movement in rear of trailer.

Braking

- Allow considerably more distance for stopping with trailer attached. (See page 10)
- If you have a manual brake controller, "lead" with trailer brakes, if possible.
- To correct trailer side-sway, touch trailer brakes momentarily without using vehicle brakes.

Downgrades and Upgrades

- Downshifting assists braking on downgrades and provides added power at the drive wheels for climbing hills.

Parking with a Trailer

- Whenever possible, vehicles with trailers should not be parked on a grade. However, if it is necessary, place wheel chocks under the trailer's wheels as follows:
 - Apply the foot service brakes and hold.

- Have another person place the wheel chocks under the trailer wheels on the downgrade side.
- Once the wheel chocks are in place, release foot service brakes, making sure that the chocks are holding the vehicle and trailer.
- Apply the parking brake.
- Shift the transmission into P (PARK) with an automatic transmission and make sure it is latched there. If your vehicle has a manual transmission, put the gearshift lever in R (REVERSE).

NOTE: With 4-wheel drive, make sure the transfer case is not in N (NEUTRAL) (where applicable).

- To start, after being parked on a grade:
 - Apply the foot service brake and hold.
 - Start the engine with the gearshift selector lever in P (PARK) on automatic transmissions or N (NEUTRAL) on manual transmissions.
 - Shift the transmission into gear and release the parking brake.
 - Release the foot service brakes and move the vehicle uphill to free the wheel chocks.
 - Apply the foot service brakes and hold while another person retrieves the chocks.

Acceleration and Passing

- The added weight of the trailer can dramatically decrease the acceleration of the towing vehicle — exercise caution.
- If you must pass a slower vehicle, be sure to allow extra distance ... remember, you also have the added length of the trailer which must clear the other vehicle before you can pull back in.
- Make your pass on level terrain with plenty of clearance.
- If necessary, downshift for improved acceleration.

Driving with an Automatic Overdrive Transmission

- With certain car and compact truck automatic overdrive transmissions, towing — especially in hilly areas — may result in excessive shifting between overdrive and the next lower gear.
- If this occurs, it is recommended that the overdrive gear be locked out to eliminate the condition and provide steadier performance (see your vehicle's Owner Guide for information).
- When there is no excessive shifting,

- use the overdrive gear for optimum fuel economy.
- Overdrive also may be locked out to obtain engine braking on downgrades.

Driving with Speed Control

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

Tire Pressure

- Underinflated tires get very hot and can lead to tire failures and possible loss of vehicle control.
- Overinflated tires can cause uneven tire wear.
- Tires should be checked often for conformance to cold inflation pressures recommended on the Safety Compliance Certification Label for original equipment tires.

Spare Tire Use (Car Applications)

- Mini-spare tires:
 - Should not be used ...
 - as a conventional road tire.
 - Are intended only ...
 - for emergency and limited mileage use.
 - until conventional tire is available.

On the Road

- After about 50 miles, stop in a protected location and double-check:
 - Trailer hitch attachment.
 - Lights and electrical connections.
 - Trailer wheel lug nuts for tightness.
 - Engine oil ... check regularly throughout trip.

High Altitude Operation

- Since gasoline engines lose power at a rate of 3% to 4% per 1,000 ft. elevation, a reduction in gross vehicle weights and gross combination weights of 2% per 1,000 ft. elevation is recommended to maintain performance.

Powertrain Considerations

- The charts in this guide show the minimum engine size needed to move the gross combination weight of the tow vehicle and trailer.
- Under certain conditions, however, (e.g., when the trailer has a large frontal area that adds substantial air drag or when trailering in hilly or mountainous terrain) it's wise to choose a larger engine.

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

M Metric Conversion – To obtain information in centimeters, multiply feet by 30; to obtain information in kilometers, multiply miles by 1.6.

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