

Ford Motor Company

2001 RV & TRAILER TOWING GUIDE

Hiller Ford Inc.

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FORD PRODUCTS Available for All Major RV Categories

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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 *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 *E-Series 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 properly equipped and with the Triton™ 6.8L V10, the pickup can handle trailer weights up to 14,500 pounds, and the chassis cab can handle trailer weights all the way up to 22,100 pounds with the 7.3L Power Stroke® DI Turbo Diesel V8.
- **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.

MOTORHOME CHASSIS

Class A

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.

Outstanding Features:

- Triton™ V10 engine – (310 hp/425 lbs.-ft. torque)
- 4-wheel-disc anti-lock braking system (ABS) for consistent, responsive braking performance
- Four Gross Vehicle Weight Ratings (GVWRs):
 - 15,700 pounds
 - 18,000 pounds
 - 20,500 pounds
 - 22,000 pounds (late availability)
- Big 19.5-inch wheels and tires
- 26,000-lb. Gross Combination Weight Rating (GCWR) for excellent towing capabilities (10,300-lb. maximum trailer weight at 15,700-lb. GVWR)
- Electronically controlled 4-speed automatic overdrive transmission (4R100)
- 81-inch front tread width contributes to handling and lateral stability
- Designed to accommodate wide-body and slide-out type motorhomes

Additional Features Include:

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



^{a/} Based on Class A calendar year registrations (through April 2000).



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

MOTORHOME CHASSIS

Class C

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

- Up to 14,050-lb. GVWR and 20,000-lb. GCWR
- 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^{b/}
- Electronically controlled 4-speed automatic overdrive transmission
- Driver and passenger airbags^{c/}
- Out-front engine design provides spacious cab with access to “living area” and ease of ingress/egress
- 4-wheel-disc brakes with 4-wheel anti-lock braking system
- 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 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 8,000 lbs. maximum trailer weight (E-350 at Max. GCWR)



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.

^{a/} Based on Class C calendar year registrations (through April 2000).

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

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

More Motorhomes 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 (page 20) 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	Manual Transmission	Automatic Transmission
Escort/ZX2	Yes	No
Focus	Yes	No
Mustang	Yes	No
Ford Trucks		
Ranger 4x2	Yes	No
Ranger 4x4	Yes	No
Explorer 4-Door 4x2	Yes	No
Explorer 4-Door 4x4	Yes	Yes (b)
F-150 4x4	Yes (a)(c)	Yes (a)(c)
Super Duty F-250/350 4x4	Yes (a)	Yes (a)

(a) Manual transfer case only (not Electronic Shift-on-the-Fly 4x4). (b) With dealer-installed Neutral Tow Kit (Part #F67Z7H332-AA). (c) 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.

*Based on combined Class A and Class C calendar year registrations (through April 2000).

Ford SUVs Lead the Way... Where There Are No Boundaries!

All-New Escape



Our “starter” SUV. While it’s small in size, **Escape** is still a genuine Ford SUV. Designed, built and tested to rigorous Ford Truck standards, it aims to raise the bar in the mini-SUV segment with its unique combination of driving fun, toughness, performance – and value.

Key Features

- Choice of 127-hp 2.0L Zetec I4/5-speed manual trans. or 201-hp 3.0L Duratec V6/4-speed automatic
- Standard front-wheel drive; optional 4-wheel drive
- 5-passenger seating capacity
- Can be equipped to tow trailers up to 3,500 lbs.
- Available 4-wheel anti-lock brakes
- Available front-row side airbags^{2/}
- SecuriLock™ passive anti-theft system

Explorer Sport



The first step up in our comprehensive SUV lineup is the **Explorer Sport**. This compact 2-door model features contemporary styling that is bold and athletic. It looks cool, is great fun to drive, and comes with Explorer’s well-earned reputation for quality, reliability and durability.

Key Features

- Choice of 4x2 or 4x4 models
- Standard 203-hp 4.0L single-overhead-cam V6 with 5-speed manual^{1/} or automatic overdrive transmission
- Rugged body-on-frame construction
- Comfortable seating for four passengers
- Standard 4-wheel disc anti-lock brakes
- 3500-lb. towing capacity with standard rear bumper
- Can be equipped to tow trailers up to 5,140 lbs.
- Available front seat-mounted side-impact airbags^{2/}

Explorer Sport Trac



The innovative 4-door **Explorer Sport Trac** combines the comfort and convenience of an SUV with the added utility of a flexible open cargo area for “one vehicle does it all” versatility. With rugged, athletic styling it shares with the Sport model, the Sport Trac adds a totally new dimension to the Explorer lineup.

Key Features

- Choice of 4x2 or 4x4 models
- Standard 210-hp 4.0L single-overhead-cam V6 with 5-speed manual^{1/} or automatic overdrive transmission
- Rugged body-on-frame construction
- Four full-size doors with seating for five
- Scratch-resistant composite cargo area accommodates 29.6 cu. ft. of cargo
- Available cargo cage extends cargo area for increased capacity and utility
- Available hard tonneau cover provides protection for items stowed in cargo area
- Standard 4-wheel anti-lock brakes
- 3500-lb. towing capacity with standard rear bumper
- Can be equipped to tow trailers up to 5,300 lbs.



Explorer 4-Door



Still leading America's top-selling SUV model lineup – 9 years in a row – **Explorer 4-Door** continues to offer its unique blend of utility vehicle versatility and car-like comfort and convenience. It represents an understated reward for hard work, while helping provide protection for the family.

Key Features

- Choice of 4x2 or 4x4 models
- Seating for up to five passengers
- Standard 210-hp 4.0L single-overhead-cam V6 with 5-speed automatic overdrive transmission
- Optional 215-hp 5.0L OHV V8 engine with 4-speed automatic overdrive transmission
- Rugged body-on-frame construction
- Can be equipped to tow trailers up to 6,820 lbs.
- 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
- Available front-row side airbags
- Available reverse sensing system

***Watch for the All-New
2002 Explorer 4-Door –
Coming Early 2001!***

Expedition



The next step up in the Ford stable of SUVs is **Expedition** – the ultimate adventure full-size SUV. True to its truck heritage, it offers the chance to experience the "real" outdoors in surprising comfort and control. Plus, it offers outstanding towing capability, seating for up to nine, and ability to fit in a standard-size garage.

Key Features

- Choice of 4x2 or 4x4 4-door models
- Choice of two Triton™ overhead-cam V8 engines:
 - 4.6L with 215 hp/290 lbs.-ft. of torque*
 - 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
- 4,000-lb. towing capacity with standard rear bumper
- Can be equipped to tow trailers up to 8,100 lbs.
- Standard 4-wheel disc brakes with 4-wheel anti-lock braking system
- On 4x4, Control-Trac system allows automatic 4-wheel drive when needed – without driver input
- Standard power adjustable pedals
- Optional load-leveling air suspensions (rear on 4x2; 4-corner on 4x4)

* 2000 rating; 2001 not available at printing.

Excursion



The top step in the Ford Outfitters SUV lineup is **Excursion**. It is our "Ultimate SUV" offering ultimate capability and premium presence. Ford's entry in the heavy-duty SUV segment, it offers maximum interior space and exceptional seating and comfort for up to nine passengers, while providing more cargo room than the competition. Plus, it can tow up to 10,000 pounds with its standard Class IV trailer hitch receiver.

Key Features

- Choice of 4x2 or 4x4 4-door models
- Selection of three 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 with 250 hp/505 lbs.-ft. torque (Opt.)
- Electronic 4-speed automatic overdrive transmission
- Power 4-wheel disc brakes with 4-wheel anti-lock braking system
- 146.4 cu. ft. maximum cargo volume

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

Ford Pickups – A Complete Lineup to Meet All Your Recreation

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 F-250–F-550 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 exceptionally roomy. 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

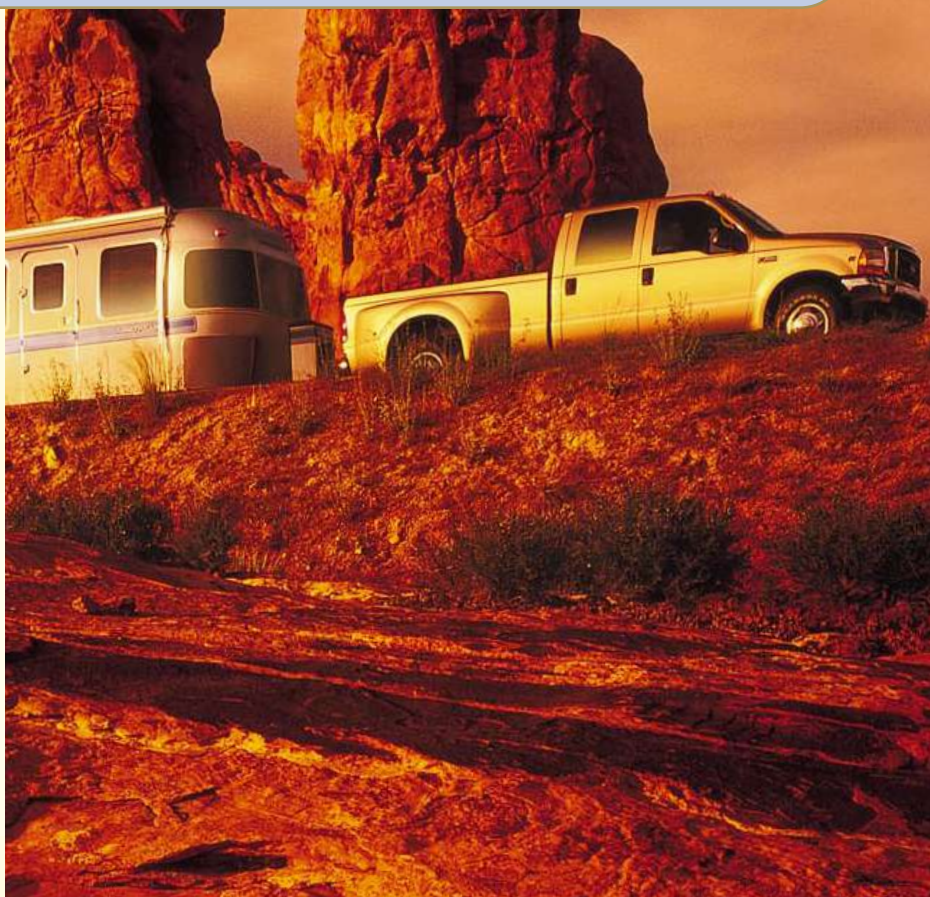
Among their many safety features, Ford Super Duty F-Series Pickups offer standard driver and front passenger airbags* and 4-wheel ABS on all models. In addition, available telescoping trailer tow mirrors provide excellent visibility.

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 with manual transmission at Job #1; 275 hp/520 lbs.-ft. with manual transmission [10/02/00 production]; 250 hp/505 lbs.-ft. with automatic transmission)
 - 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 deactivate the passenger airbag when using a rear-facing child safety seat in Regular Cab and SuperCab models.*



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 202 hp/252 lbs.-ft. torque
 - 4.6L SOHC V8 with 220 hp/290 lbs.-ft. torque^{1/}
 - 5.4L SOHC V8 with 260 hp/350 lbs.-ft. torque
- 4-wheel disc ABS now standard on all models
- 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.

^{1/} 2000 rating; 2001 not available at printing.



F-150 SuperCrew

A Whole New Kind of Pickup!

This evolutionary addition to the F-Series lineup expands the utility of a full-size pickup by adding four full-size doors and comfortable seating for six adults – without compromising its “tough truck” image and capabilities. SuperCrew is the latest example of how America's best-selling trucks keep coming up with better ways to get the job done. Its long list of features includes:

- Choice of 4x2 or 4x4 models
- Same wheelbase as short-wheelbase SuperCab for convenient maneuverability and garageability
- Unique 5 1/2-foot pickup box design with steel inner panels and composite outer panels
- Optional box extender for improved box functionality and convenience
- Choice of two powerful single-overhead-cam Triton™ V8 engines:
 - Standard 220-horsepower 4.6L^{1/}
 - Optional 260-horsepower 5.4L
- Electronically controlled 4-speed automatic overdrive transmission
- Standard 4-wheel-disc anti-lock brakes
- Can be equipped to tow trailers up to 8,000 pounds
- Standard power adjustable accelerator and brake pedals
- Optional power glass moonroof



Ranger

A Great Choice For On/Off-Road Fun!

America's top-selling compact pickup for 13 years in a row features a fresh, new look and several major functional upgrades for 2001. It 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 new 4.0L SOHC V6 with 207 hp and 238 lb.-ft. of torque
- 100,000-mile tune-up interval on all engines^{2/}
- Choice of manual and automatic overdrive transmissions
- Can be equipped to tow trailers up to 6,070 pounds
- Four-wheel anti-lock brakes standard
- Standard power rack-and-pinion steering
- Standard SecuriLock™ passive anti-theft system

^{2/} 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.



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.

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

Maximum Cargo Weight Rating (lbs.)							
Model		Wheelbase	GVWR (lbs.) (49S/Cal.)	Recommended Axle Ratio	Engine	Gas (49S/Cal.)	Diesel (49S/Cal.)
F-150	4x2 Reg. Cab	119.9"	6,000	3.55	4.2L V6	1,659	—
	4x2 Reg. Cab	138.5"	6,000	3.55	4.2L V6	1,536	—
	4x2 Reg. Cab	138.5"	6,600	3.55	4.6L V8	1,916	—
	4x2 Reg. Cab	138.5"	6,600	3.55	5.4L V8	1,866	—
	4x2 Reg. Cab	138.5"	7,700	3.73	5.4L V8	2,734	—
	4x2 SuperCab	138.5"	7,700	3.73	5.4L V8	2,147	—
	4x4 Reg. Cab	138.8"	7,700	3.73	5.4L V8	2,395	—
	4x4 SuperCab	138.8"	7,700	3.73	5.4L V8	1,803	—
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
	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
Super Duty F-350 ⁽¹⁾	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	—
	4x2 DRW Reg. Cab	137.0"	11,500	Std.	Std.	—	4,906
	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	—
	4x2 DRW SuperCab	158.0"	11,500	Std.	Std.	—	4,639
	4x2 SRW Crew Cab	156.2"	9,900/9,700	Std.	Std.	—	2,684/2,473
	4x2 DRW Crew Cab	156.2"	11,200/11,000	Std.	Std.	4,795/4,292	—
	4x2 DRW Crew Cab	156.2"	11,500	Std.	Std.	—	4,345
	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	—
	4x2 DRW Crew Cab	172.4"	11,500	Std.	Std.	—	3,886
	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.	4,862/4,669	—
	4x4 DRW Reg. Cab	137.0"	11,500	Std.	Std.	—	4,412
	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	—
	4x4 DRW SuperCab	158.0"	11,500	Std.	Std.	—	4,211
	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	—
	4x4 DRW Crew Cab	156.2"	11,500	Std.	Std.	—	3,922
	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	—
	4x4 DRW Crew Cab	172.4"	11,500	Std.	Std.	—	3,362

(1) Requires Camper Package option.

Use the chart above 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 Pickup Trailer Towing Selector charts on pages 19 and 21.



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)

- Auxiliary rear springs
- Rear stabilizer bar (SRW models)

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.



Van Conversions

E-Series Van Conversions^{1/}



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

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

The Ford E-Series has been the full-size van segment sales leader since 1979. Built to meet customer needs, the 2001 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 ... 191 hp 4.2L V6, 215 hp 4.6L^{2/} and 255 hp 5.4L overhead-cam Triton™ V8s, all with standard 4-speed automatic overdrive transmission and fail-safe cooling system
- 100,000-mile scheduled tune-up interval^{3/}
- Excellent towing capabilities ... up to 7,000 pounds on E-150 when properly equipped
- Out-front engine design for convenient underhood servicing and ease of ingress/egress
- Standard four-wheel anti-lock braking system
- Exclusive Twin-I-Beam independent front suspension for both ruggedness and smooth ride – plus adjustable caster and camber

^{1/} Completed by authorized converters.

^{2/} 2000 rating; 2001 not available at printing.

^{3/} Under normal driving conditions with routine fluid/filter changes.

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

E-Series vans also provide an excellent base unit for Class B campers. Converters offer models equipped with sleeping, kitchen and bathroom facilities, as well as 110-volt hookup, fresh water storage and/or city water hookup. They typically include a high roof that 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 18).

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 14). 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, Explorer Sport and Sport Trac, Expedition, F-150 and E-Series Van and Wagon models include a standard 4-pin trailer wiring harness. Excursion and Super Duty F-Series pickup models include a standard 7-pin trailer wiring harness. Refer to page 17 for wiring harness usage with optional trailer towing packages.

About Hitches



7-wire trailer wiring harness and frame-mounted hitch receiver (shown with aftermarket hitch equipment).

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

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

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

- Weight-distributing hitch platforms are welded or bolted to vehicle frame. Bolt-on types are recommended because they can be removed.
- Properly installed bolt-on weight-distributing hitch platform will not weaken vehicle or underbody as heat of welding might.
- Equalizing arms are connected from hitch to trailer's A-frame, and are

Ford Rear Step Bumper/Hitch Receiver Weight Capacity

Vehicle	Weight-Carrying Capacity (lbs.)(1)	Max. Tongue Weight (lbs.)	Weight-Distributing Capacity (lbs.)(2)	Max. Tongue Weight (lbs.)
Rear Step Bumper:				
Ranger	2,000	200	—	—
Explorer	3,500	350	—	—
E-Series Van/Wagon	5,000	500	—	—
Expedition	4,000	400	—	—
Excursion	5,000	500	—	—
F-Series	5,000	500	—	—
Hitch Receiver:				
Escape	3,500	300	—	—
Ranger	3,500	350	6,000	600
E-Series Van/Wagon	5,000	500	10,000	1,000
Expedition	5,000	500	8,100	810
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

(1) Ford rear step bumpers and hitch receivers do not include a hitch ball. The vehicle owner is responsible for obtaining the proper hitch ball, ball mounting and other appropriate equipment to tow both the trailer and its cargo load. (2) Ford 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.

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.

Factory-Installed Trailer Hitch Receiver Options

- are available on the following Ford vehicles:
- **Super Duty F-250/350 Pickups: Class IV** (Option Code 86R)
 - **Expedition: Class IV** (Included with Class IV Trailer Towing Group – Option Code 535)
 - **F-150 Pickups: Class III** (Included with Class III Trailer Tow Group – Option Code 535)
 - **E-Series Van/Wagon: Class III** (Included with Class II/III/IV Trailer Towing Package – Option Code 536)
 - **Excursion: Class IV** (Standard)
 - **Escape: Class II** (With Class II Trailer Towing Package – Option Code 536)
 - **Ranger Pickup: Class III** (With V6 only – Option Code 53L or dealer accessory, depending on model)

These hitch receivers provide the weight-distributing capacities shown in the chart above. (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, weight-distributing equipment (i.e., equalizing arms and snap-up brackets,

sway control system) and other appropriate equipment to tow both the trailer and load that will be towed.

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



Fifth-Wheel Hitch

More Things To Know Before You Tow



Weights To Check

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 on pages 19-23 or your vehicle's Owner Guide).



Base Curb Weight is the weight of the vehicle including a full tank of fuel and all standard equipment. It **does not** include passengers, cargo or any optional equipment. Your Ford dealership 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.

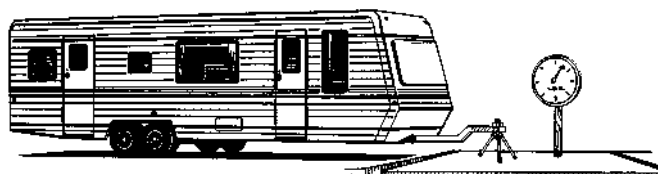
Gross Vehicle Weight (GVW) is the Base Curb Weight *plus* actual Cargo Weight *plus* passengers. It is important to remember that GVW is not a limit or specification . . . it is the actual weight that is obtained when the fully loaded vehicle is driven onto a scale.

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.**

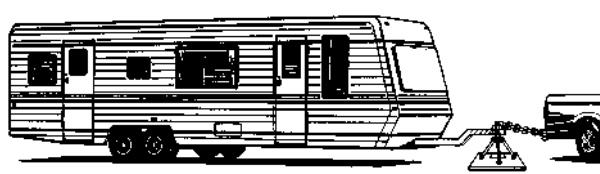
Gross Axle Weight (GAW) is the total weight placed on each axle (front and rear). To determine the Gross Axle Weights for your vehicle and trailer combination, take your loaded vehicle and trailer to a scale. With the trailer attached, place the front wheels of the vehicle on the scale to get the front 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.**

Measuring tongue weight with commercial scale



Measuring tongue weight with bathroom scale



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.

Maximum Loaded Trailer Weight (as shown in the Trailer Towing Selector charts pages 19-23) 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, approximately 25% of trailer weight.

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

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

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

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



*Refer to the chart on page 13 for tongue weight recommendations with Ford factory-installed step bumper trailer hitch receivers.

Trailer Classes And 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
- 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

- Over 5,001-lb. gross trailer weight
- Largest travel and fifth-wheel trailers made for recreation
- E-Series 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.



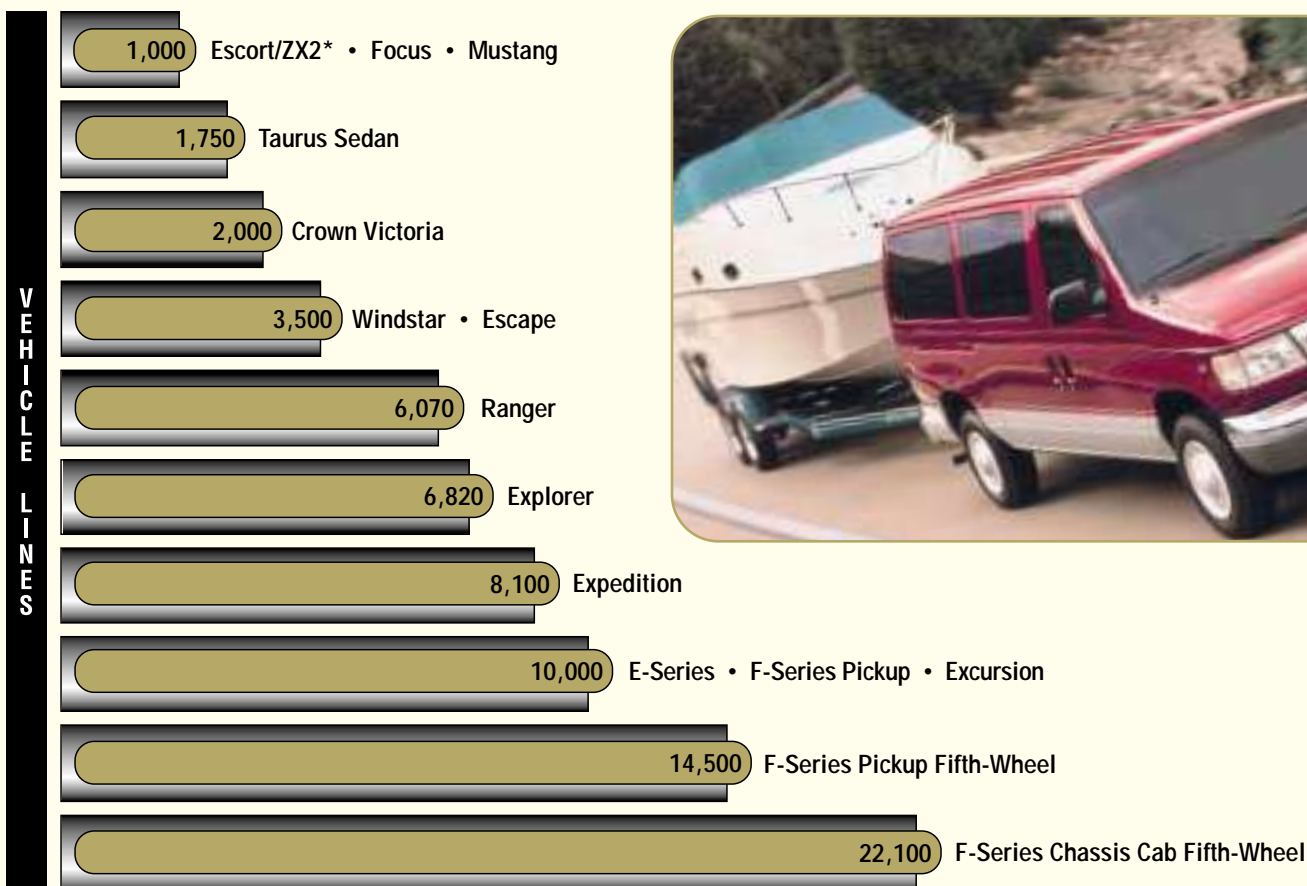
Fifth-Wheel Trailer

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 And Towing Packages

Maximum Trailer Weights (In Pounds) For Properly Equipped Ford Vehicles (With No Cargo)



*Manual transmission only.

Ford Truck Trailer Towing Packages

Model (Option Code)	Escape (536)	Expedition (535)	F-150 (535)	Super Duty F-Series (531)(a)	E-Series Van/Wagon (536)	Explorer (534)	Excursion (Standard)
Super Engine Cooling	-	X	X	-	-	-	-
78 Amp.-Hr. Heavy-Duty Battery	-	-	X	-	-	-	-
Trailer Wiring Harness (7-Pin)	-	X	X	X(b)	X(c)	-	X
Trailer Wiring Harness (4-Pin)	X	-	-	-	-	X	-
Heavy-Duty Flasher System	-	-	-	-	-	X	-
Hitch Receiver (See Chart on Page 13)	X	X	X	-	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	-	-	-
Limited Slip Rear Axle	-	-	-	-	-	X	-
Engine Oil Cooler	X	-	-	-	-	-	-
Electric Brake Controller Tap-in Capability	-	-	-	-	X	-	-

(a) Standard with pickup and Lariat Chassis Cab models (optional on XL and XLT Chassis Cab). High Capacity Trailer Tow Package (535) is available with F-550 and includes Trailer Tow Package (531), synthetic lube in rear axle, and radiator in-tank transmission oil cooler. (b) Pickup only. (7-wire blunt-cut harness standard with Chassis Cab.) (c) Blade-style female connector/bumper bracket, including relay system for backup/B+/running lights.

NOTE: Content may vary depending on model, trim and/or powertrain. See your Ford Dealer for specific content information.

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

Windstar Wagon Trailer Tow Package

Class II Trailer Tow Package (Option Code 53B)

- Trailer Tow Medium-Duty
- Full-size Spare Tire
- Heavy-duty Battery
- Trailer Tow Wiring

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 – Class II Trailer Tow Package.

Escape

- For Trailers Over 1,000 pounds – 3.0L Engine.
- For Trailers Over 2,000 pounds – 3.0L Engine and Class II Trailer Tow Package.

F-150

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

F-550

- For 30,000 pounds GCWR Capability – High Capacity Trailer Tow Package.

Expedition

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

Recommended Equipment (Where Not Required)

	Ford Cars	Escape	Windstar	Ranger	Explorer	Expedition	F-150	Super Duty F-250/350	F-Series 5th Wheel	E-Series 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(j)	X(j)	X
Class III Hitch Receiver (V6 Only)	–	–	–	X(i)	–	–	–	–	–	–
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, 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 13. (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. (i) Available as factory option (53L) or as dealer accessory, depending on model. (j) Standard on pickup models

Frontal Area Considerations

Vehicle Line	Frontal Area Limitations/Considerations	With
Escort/ZX2*/Focus/Mustang	20 sq. ft.	All applications
Windstar Van/Wagon	Base Vehicle Frontal Area	Cargo Van OR Wagon without Class II Trailer Tow Pkg.
	32 sq. ft.	Wagon with Class II Trailer Tow Pkg.
Explorer	50 sq. ft.	All applications
Ranger	Base Vehicle Frontal Area	2.3L I4 or 2.5L I4 Engine
	50 sq. ft.	3.0L V6 or 4.0L V6 Engine
E-Series	60 sq. ft.	All applications
Excursion	60 sq. ft.	All applications
F-150	Base Vehicle Frontal Area	Without 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 except F-550 with High Capacity Trailer Tow Pkg.
	90 sq. ft.	F-550 with High Capacity Trailer Tow Pkg.

* Manual Transmission Only

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.

Trailer Towing Selector

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 18.

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 con-

sider 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	13,500	8,100	7,600	8,000	7,800	7,600	7,300	7,700	7,300	7,700	7,500	7,300	7,100	7,400	7,100	7,400	–	7,100	–
	4.10	15,000	9,600	9,100	9,500	9,300	9,100	8,800	9,200	8,800	9,200	9,000	8,800	8,600	8,900	8,600	8,900	–	8,600	–
6.8L SEFI V10	3.73	17,000	11,500	11,000	11,400	11,100	11,000	10,600	11,100	10,700	11,100	10,800	10,700	10,400	10,800	10,400	10,800	10,500	10,400	10,000
	4.30	20,000	14,500	14,000	14,400	14,100	14,000	13,600	14,100	13,700	14,100	13,800	13,700	13,400	13,800	13,400	13,800	13,500	13,400	13,000
7.3L V8 DI Turbo Diesel	3.73	20,000	14,000	13,500	13,900	13,600	13,500	13,200	13,700	13,200	13,600	13,400	13,300	13,000	13,400	13,000	13,300	13,000	13,000	12,600
	4.10	20,000	–	–	–	13,600	–	13,200	–	–	–	13,400	–	13,000	–	–	–	13,000	–	12,600
Engine	Axle Ratio	GCWR (Lbs.)	Maximum Loaded Trailer Weight (Lbs.) – Manual 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	13,500	8,200	7,700	8,100	7,800	7,700	7,400	7,800	7,400	7,800	7,500	7,400	7,200	7,500	7,100	7,500	–	7,100	–
	4.10	15,000	9,700	9,200	9,600	9,300	9,200	8,900	9,300	8,900	9,300	9,000	8,900	8,700	9,000	8,600	8,900	–	8,600	–
6.8L SEFI V10	3.73	16,500	11,000	10,500	10,900	10,600	10,500	10,200	10,600	10,200	10,600	10,300	10,200	10,000	10,300	10,000	10,300	10,000	10,000	9,600
	4.30	20,000	14,500	14,000	14,400	14,100	14,000	13,700	14,100	13,700	14,100	13,800	13,700	13,500	13,800	13,500	13,800	13,500	13,500	13,100
7.3L V8 DI Turbo Diesel	3.73	20,000	14,000	13,500	13,900	13,600	13,500	13,100	13,600	13,200	13,600	13,300	13,200	12,900	13,300	12,900	13,300	13,000	13,000	12,600
	4.10	20,000	–	–	–	13,600	–	13,100	–	–	–	13,300	–	12,900	–	–	–	13,000	–	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	13,500	8,100	7,600	8,000	7,800	7,600	7,300	7,700	7,300	7,700	7,500	7,300	7,100	7,400	7,100	7,400	–	7,100	–
	4.10	15,000	9,600	9,100	9,500	9,300	9,100	8,800	9,200	8,800	9,200	9,000	8,800	8,600	8,900	8,600	8,900	–	8,600	–
6.8L SEFI V10	3.73	17,000	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
	4.30	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
7.3L V8 DI Turbo Diesel	3.73	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
	4.10	20,000	–	–	–	10,000	–	10,000	–	–	–	10,000	–	10,000	–	–	–	10,000	–	10,000
Engine	Axle Ratio	GCWR (Lbs.)	Maximum Loaded Trailer Weight (Lbs.) – Manual 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	13,500	8,200	7,700	8,100	7,800	7,700	7,400	7,800	7,400	7,800	7,500	7,400	7,200	7,500	7,100	7,500	–	7,100	–
	4.10	15,000	9,700	9,200	9,600	9,300	9,200	8,900	9,300	8,900	9,300	9,000	8,900	8,700	9,000	8,600	9,000	–	8,600	–
6.8L SEFI V10	3.73	16,500	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	9,600
	4.30	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
7.3L V8 DI Turbo Diesel	3.73	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
	4.10	20,000	–	–	–	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).

Trailer Towing Selector

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
		30,000(1)	–	–	–	–	–	–	22,100	21,800	–	–	–	–	–	–	–	–	–	–	21,600	21,200
			Maximum Loaded Trailer Weight (Lbs.) – Manual Transmission																			
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	17,500	17,200

* F-450/550 weights shown are for 141-inch wheelbase Regular Cab or 176-inch wheelbase Crew Cab models. For 165, 189, 200 and 201-inch wheelbase models, weights may be somewhat less (usually not more than 400 pounds). (1) Available with High Capacity Trailer Tow Package Only.

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.
15,700 lbs.	26,000 lbs.	10,300 lbs.
18,000 lbs.	26,000 lbs.	8,000 lbs.
20,500 lbs.	26,000 lbs.	5,500 lbs.
22,000 lbs.*	26,000 lbs.	4,000 lbs.

* Late availability.

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)

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

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



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	–
4.6L SEFI V8	3.55	11,500 (1)	7,200	6,800	7,000	6,600
	3.55	11,000 (2)	–	6,300	–	6,100
5.4L SEFI V8	3.55	13,000 (1)	8,700	8,300	8,400	8,000
	3.55	12,500 (2)	–	7,800	–	7,500
	3.73	13,500	8,800	8,400	8,600	8,300

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

Note: While F-150 SuperCrew has the capability to tow up to 8,000 lbs. and the box will accept a fifth-wheel hitch, current fifth-wheel trailer designs are not compatible with SuperCrew. Any questions should be referred to the trailer dealer/manufacture.



Ranger

Engine	Axle Ratio	GCWR (Lbs.)	Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission			
			Regular Cab		SuperCab	
			4x2	4x4	4x2	4x4
2.5L SEFI I4	4.10	5,500	2,195	–	–	–
2.3L SEFI I4(1)	4.10	5,500	2,295	–	–	–
3.0L SEFI V6	3.73	7,500	4,145	–	3,955	–
	3.73(2)	7,500	4,010	–	3,825	–
	3.73/4.10	7,500	–	3,895	–	3,700
4.0L SOHC SEFI V6	3.55	9,500	6,070	–	5,885	–
	3.55(2)	9,500	5,940	–	5,755	–
	3.73/4.10	9,500	–	5,820	–	5,620

Engine	Axle Ratio	GCWR (Lbs.)	Maximum Loaded Trailer Weight (Lbs.) – Manual Transmission			
			Regular Cab		SuperCab	
			4x2	4x4	4x2	4x4
2.5L SEFI I4	3.73/4.10	4,800	1,590	–	1,395	–
2.3L SEFI I4(1)	3.73/4.10	4,800	1,690	–	1,495	–
3.0L SEFI V6	3.73	6,000	2,685	–	2,495	–
	3.73(2)	6,000	2,550	–	2,365	–
	3.73/4.10	6,000	–	2,430	–	2,230
4.0L SOHC SEFI V6	3.55	7,000	3,610	–	3,420	–
	3.55(2)	7,000	3,480	–	3,285	–
	3.73/4.10	7,000	–	3,360	–	3,155

(1) Late Availability.
(2) Ranger Edge Only.

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

Escape

Engine	Axle Ratio	Maximum Loaded Trailer Weight (Lbs.)
2.0L SEFI I4	All	1,000
3.0L SEFI V6	All	2,000 Without Class II Trailer Towing Package
	All	3,500 With Class II Trailer Towing Package



Explorer Sport & Sport Trac

Engine	Axle Ratio	GCWR (Lbs.)	Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission			
			Sport 2-Door		Sport Trac 4-Door	
			4x2	4x4	4x2	4x4
4.0L SOHC SEFI V6	All	9,100	5,140	4,940	–	–
	All	9,600	–	–	5,300	5,080
Engine	Axle Ratio	GCWR (Lbs.)	Maximum Loaded Trailer Weight (Lbs.) – Manual Transmission			
			4x2	4x4	4x2	4x4
4.0L SOHC SEFI V6(1)	All	7,000	3,080	2,880	2,740	2,520

(1) Late availability.

Explorer 4-Door

Engine	Axle Ratio	GCWR (Lbs.)	Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission	
			4x2	4x4
4.0L SOHC SEFI V6	3.55	9,000	4,940	4,740
	3.73	10,000	5,940	5,740
	4.10	10,000	5,940	5,740
5.0L SEFI V8	3.55	10,000	5,820	5,620
	3.73	11,000	6,820	6,620

Windstar

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

*Requires Class II Trailer Tow Package.

Expedition

Engine	Axle Ratio	GCWR (Lbs.)	Maximum Loaded Trailer Weight (Lbs.)	
			4x2	4x4
4.6L SEFI V8	3.31	11,000	5,800	–
	3.55	11,500(1)	–	6,000
	3.55	11,000(2)	–	5,500
5.4L SEFI V8	3.31	12,000	6,600	6,300
	3.55	13,000(1)	7,600	7,300
	3.55	12,500(2)	–	6,800
	3.73	13,500(1)	8,100	7,800(3)
	3.73	13,000(2)	–	7,300(3)

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

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

(3) Only available in High Altitude Areas.



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	–	7,200
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

E-Series Van / Wagon

Engine	Axle Ratio	GCWR (Lbs.)	Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission							
			Van					Wagon		
			E-150	E-250	E-250 Extended	E-350 Super Duty	E-350 Super Duty Extended	E-150	E-350 Super Duty	E-350 Super Duty Extended
4.2L SEFI V6	3.55	10,000	5,100	–	–	–	–	4,700	–	–
	3.73	10,500	–	5,300	5,100	–	–	–	–	–
	4.09	11,000	–	5,700	5,500	–	–	–	–	–
4.6L SEFI V8	3.55	11,500	6,600	–	–	–	–	6,200	–	–
5.4L SEFI V8	3.55	12,000	7,000	–	–	6,500	6,300	6,600	6,000	5,700
	3.73	13,000	–	7,500	7,200	–	–	–	–	–
	4.10	13,000	–	–	–	7,500	7,300	–	7,000	6,700
5.4L NGV V8 (Natural Gas)	3.73	13,000	–	7,500	7,300	–	–	–	–	–
	4.10	13,000	–	–	–	6,900	6,800	–	6,500	6,200
6.8L SEFI V10	3.73	15,000	–	–	–	9,600	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	–	–	–	9,900	9,700	–	9,500	9,100
	4.10	20,000	–	–	–	10,000	10,000	–	10,000	10,000

E-Series 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. (4.56 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.

Ford Cars

Car Line	Escort/ZX2	Focus	Mustang	Taurus	Crown Victoria
Towing Class	Light-Duty I (1)(2)	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	1,100(Wagon)/ 1,250 (Sedan) (3)	2,000
Max. Tongue Load (Lbs.)	100	100	100	110/125 (3)	200
Minimum Engine	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.

Trailer 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 12)
- 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.

Ford Motor Company

North American Fleet, Lease
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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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