

Ford Motor Company



2003

RV & TRAILER TOWING GUIDE



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Ford Products Available for All Major RV Categories

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 F-Series Super Duty pickups and chassis cabs can pull heavy trailers. In fact, when properly equipped, they can handle conventional trailers up to 13,900 pounds*, and fifth-wheel trailers all the way up to 21,500 pounds.
- **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.



PICKUPS/CHASSIS CABS

Ford offers a complete lineup of tough pickups and chassis cabs for a full range of RV and towing jobs. *F-Series Super Duty Pickups* can handle conventional trailers up to 13,900 lbs.* and fifth-wheel trailers up to 14,200 lbs., and *Super Duty Chassis Cabs* can tow as much as 21,500 lbs.



CLASS A MOTORHOMES

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



CLASS C MOTORHOMES

Built on a cutaway chassis – includes van cab section. Ford chassis entries are *E-350 Super Duty*, *E-450 Super Duty Cutaway Chassis*, *E-550 Super Duty Cutaway Chassis*, and the new *E-350-550 Super Duty Chassis Cabs* with wheelbase choices all the way up to 233.5 inches to handle the largest units.



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.



Ford Pickups –

A Complete Lineup to Meet ALL Your Recreational Vehicle and Towing Needs



F-250/350 SUPER DUTY PICKUPS . . . For Your Serious Towing Needs!

Few vehicles have impacted the trailer towing industry like Ford F-Series Super Duty Pickups. With their wide selection of models, powertrains, features, and huge boost in conventional towing capacity⁽¹⁾, they are a top choice for the really BIG RV and towing tasks.

Capable and Built Ford Tough

F-Series Super Duty offers:

- Higher conventional trailer towing...up to 13,900 lbs.⁽¹⁾
- Fifth-wheel trailer towing up to 14,200 lbs.
- The most interior room

Hard-Working Image

A 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!

Powerful Engines

- Triton™ 5.4L V8 (260 hp/350 lb-ft torque)
- Triton™ 6.8L V10 (310 hp/425 lb-ft torque)
- 7.3L Power Stroke® Turbo Diesel V8 (275 hp/520 lb-ft with manual transmission; 250 hp/525 lb-ft with automatic transmission)⁽²⁾
- 6.0L Power Stroke® Turbo Diesel V8 (325 hp/560 lb-ft) offers best-in-class torque and Diesel horsepower⁽²⁾

Safety Features

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

(1) Available effective with Fall 2002 production.

(2) 6.0L Diesel replaces 7.3L Diesel effective with Fall 2002 production.

All these outstanding features make Ford F-Series Super Duty a "must-have" for serious RV customers.

SUPER DUTY



F-350-550 SUPER DUTY CHASSIS CABS AND F-650 SUPER CREWZER™ . . . For Your "Ultimate" Towing Needs!

If your towing needs are even bigger than our F-Series Super Duty Pickups can handle, check out our F-350-550 Chassis Cabs with hauling upfit (as shown here) or even the F-650 Super Crewzer™ (shown on page 20). The Chassis Cabs can pull trailers all the way up to 21,500 pounds, and the Super Crewzer™ offers a GVWR of 23,000 pounds and GCWR of 43,000 pounds. See your Ford dealer for details on these really heavy haulers.

F-350 Super Duty Pickup
Offers Up to
13,900-Pound⁽¹⁾
Conventional Trailer Towing
Capacity and
14,200-Pound
Fifth-Wheel Towing Capacity
(See Chart on Page 19)



The Rest of Our HARD-WORKING Pickup Lineup

F-150 • F-150 SUPERCREW • RANGER



F-150

When Your RV/Towing Needs Aren't Quite As Big!

The 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 lb-ft torque
 - 4.6L SOHC V8 with 231 hp/293 lb-ft torque
 - 5.4L SOHC V8 with 260 hp/350 lb-ft torque
- Fail-Safe Cooling System
- 4-wheel disc anti-lock brakes (ABS) standard on all models
- Standard SecuriLock™ passive anti-theft system

If you need even greater capabilities, check out the F-Series Super Duty models on the preceding page.



F-150 SUPERCREW

A Different Kind of Pickup!

SuperCrew expands the utility of the full-size F-150 Pickup by adding four full-size doors and comfortable seating for six adults – without compromising its “tough truck” image and capabilities. SuperCrew is one more 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 pickup bed extender for improved box versatility and convenience
- Choice of two powerful single-overhead-cam Triton™ V8 engines:
 - Standard 231-horsepower 4.6L
 - Optional 260-horsepower 5.4L
- Fail-Safe Cooling System
- Electronically controlled 4-speed automatic overdrive transmission
- Standard 4-wheel-disc anti-lock brakes (ABS)
- Can be equipped to tow trailers up to 7,900 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 15 years in a row 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 2-door/4-door SuperCab models
- Three engine choices – 143-hp 2.3L I4, 154-hp 3.0L V6, or 207-hp 4.0L SOHC V6 with 238 lb-ft of torque
- 100,000-mile tune-up interval on all engines^{a/}
- Choose from 5-speed manual or automatic with overdrive transmissions
- Can be equipped to tow trailers up to 5,860 pounds^{b/}
- Four-wheel anti-lock brakes (ABS), standard
- Power rack-and-pinion steering, standard
- SecuriLock™ passive anti-theft system, standard

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

^{b/}5,960 pounds for fleet applications.

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

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

Slide-In Campers for F-Series Pickups

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 F-250/350 Super Duty.

- Cargo Weight Rating shown in chart is maximum allowable, assuming weight of a base vehicle with required camper option content and a passenger (150-lbs. per) at each available seating position (7.3/6.0L Diesel ratings also assume weight of engine and standard

transmission). Cargo Weight Rating shown must be further reduced by 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.

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

Note: Be sure to measure your slide-in camper before attempting to install it onto the bed of the truck. Some campers may require a platform in the bed of the truck to make sure the cabover portion of the camper clears the roof of the truck cab.

Camper Center-of-Gravity

- 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.

F-250/350 Super Duty Camper Package (Option Code 532)

- Heavy service front springs (200-lb. upgrade over springs computer-selected based on options ordered. Not included if maximum springs already selected.)
- Rear stabilizer bar (SRW)
- Auxiliary rear springs (SRW with 5.4L V8 engine).*
- Slide-in camper certification.

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.

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 | 138.5" | 6,600 | 3.55 | 4.6L V8 | 1,960 | • |
| | 4x2 Reg. Cab | 138.5" | 6,600 | 3.55 | 5.4L V8 | 1,860 | • |
| | 4x2 Reg. Cab | 138.5" | 7,700 | 3.73/4.10 | 5.4L V8 | 2,650/2,590 | • |
| | 4x2 SuperCab | 138.5" | 7,700 | 3.73/4.10 | 5.4L V8 | 2,070/2,010 | • |
| | 4x4 Reg. Cab | 138.8" | 7,700 | 3.73 | 5.4L V8 | 2,320 | • |
| | 4x4 SuperCab | 138.8" | 7,700 | 3.73 | 5.4L V8 | 1,770 | • |
| F-250 Super Duty (1) | 4x2 Reg. Cab | 137.0" | 8,800 | Std. | Std. | 2,950 | 2,270 |
| | 4x2 SuperCab | 141.8" | 8,800 | Std. | Std. | 2,320 | 1,640 |
| | 4x2 SuperCab | 158.0" | 8,800 | Std. | Std. | 2,160 | 1,480 |
| | 4x2 Crew Cab | 156.2" | 8,800 | Std. | Std. | 2,080 | 1,500 |
| | 4x2 Crew Cab | 172.4" | 8,800 | Std. | Std. | 1,930 | 1,250 |
| | 4x4 Reg. Cab | 137.0" | 8,800 | Std. | Std. | 2,530 | 1,840 |
| | 4x4 SuperCab | 141.8" | 8,800 | Std. | Std. | 1,910 | 1,230 |
| | 4x4 SuperCab | 158.0" | 8,800 | Std. | Std. | 1,750 | 1,070 |
| | 4x4 Crew Cab | 156.2" | 8,800 | Std. | Std. | 1,650 | 960 |
| | 4x4 Crew Cab | 172.4" | 8,800 | Std. | Std. | 1,510 | 810 |
| F-350 Super Duty (1) | 4x2 SRW Reg. Cab | 137.0" | 9,900/9,700 | Std. | Std. | 4,060/3,860 | 3,380/3,180 |
| | 4x2 DRW Reg. Cab | 137.0" | 11,200/11,000 | Std. | Std. | 5,110/4,910 | • /4,160 |
| | 4x2 DRW Reg. Cab | 137.0" | 11,500/ • | Std. | Std. | • | 4,660/ • |
| | 4x2 SRW SuperCab | 141.8" | 9,900/9,700 | Std. | Std. | 3,420/3,220 | 2,740/2,540 |
| | 4x2 SRW SuperCab | 158.0" | 9,900/9,700 | Std. | Std. | 3,260/3,060 | 2,580/2,380 |
| | 4x2 DRW SuperCab | 158.0" | 11,200/11,000 | Std. | Std. | 4,770/4,570 | • /3,820 |
| | 4x2 DRW SuperCab | 158.0" | 11,500/ • | Std. | Std. | • | 4,320/ • |
| | 4x2 SRW Crew Cab | 156.2" | 9,900/9,700 | Std. | Std. | 3,180/2,980 | 2,500/2,300 |
| | 4x2 DRW Crew Cab | 156.2" | 11,200/11,000 | Std. | Std. | 4,240/4,040 | • /3,340 |
| | 4x2 DRW Crew Cab | 156.2" | 11,500/ • | Std. | Std. | • | 3,840/ • |
| | 4x2 SRW Crew Cab | 172.4" | 9,900/9,700 | Std. | Std. | 3,040/2,840 | 2,360/2,160 |
| | 4x2 DRW Crew Cab | 172.4" | 11,200/11,000 | Std. | Std. | 4,100/3,900 | • /3,200 |
| | 4x2 DRW Crew Cab | 172.4" | 11,500/ • | Std. | Std. | • | 3,700/ • |
| | 4x4 SRW Reg. Cab | 137.0" | 9,900/9,700 | Std. | Std. | 3,640/3,440 | 2,930/2,730 |
| | 4x4 DRW Reg. Cab | 137.0" | 11,200/11,000 | Std. | Std. | 4,650/4,450 | • /3,770 |
| | 4x4 DRW Reg. Cab | 137.0" | 11,500/ • | Std. | Std. | • | 4,270/ • |
| | 4x4 SRW SuperCab | 141.8" | 9,900/9,700 | Std. | Std. | 3,020/2,820 | 2,340/2,140 |
| | 4x4 SRW SuperCab | 158.0" | 9,900/9,700 | Std. | Std. | 2,850/2,650 | 2,140/1,940 |
| | 4x4 DRW SuperCab | 158.0" | 11,200/11,000 | Std. | Std. | 4,310/4,110 | • /3,420 |
| | 4x4 DRW SuperCab | 158.0" | 11,500/ • | Std. | Std. | • | 3,920/ • |
| 4x4 SRW Crew Cab | 156.2" | 9,900/9,700 | Std. | Std. | 2,750/2,550 | 2,040/1,840 | |
| 4x4 DRW Crew Cab | 156.2" | 11,200/11,000 | Std. | Std. | 3,760/3,560 | • /2,870 | |
| 4x4 DRW Crew Cab | 156.2" | 11,500/ • | Std. | Std. | • | 3,370/ • | |
| 4x4 SRW Crew Cab | 172.4" | 9,900/9,700 | Std. | Std. | 2,620/2,420 | 1,940/1,740 | |
| 4x4 DRW Crew Cab | 172.4" | 11,200/11,000 | Std. | Std. | 3,630/3,430 | • /2,740 | |
| 4x4 DRW Crew Cab | 172.4" | 11,500/ • | Std. | Std. | • | 3,240/ • | |

(1) Requires Camper Package option.

*Effective Fall 2002.

Ford SUVs

Lead the Way . . . Wherever You Want to Go!

ESCAPE • EXPLORER SPORT • EXPLORER SPORT TRAC



ESCAPE

While **Escape** is the smallest member of the Ford Outfitters lineup, it is still a genuine Ford SUV. Designed, built and tested to rigorous Ford Truck standards, it “raised the bar” in the subcompact SUV segment with its unique combination of driving fun, toughness, performance – and value. New for 2003 is a luxurious Limited series (shown above) featuring a monochromatic exterior and numerous new luxury and convenience features.

Key Features

- 201-hp 3.0L Duratec V6/4-speed automatic (std. on XLT/Limited series)
- 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 (ABS) (std. on XLT/Limited series)
- Available front-row side airbags^{a/}
- SecuriLock™ passive anti-theft system
- Standard independent front and rear suspension



EXPLORER SPORT

The first step up in our comprehensive SUV lineup is the **Explorer Sport**, which aims to continue setting the pace in the 2-door SUV market. This compact 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
- Now available in XLS, XLT and XLT Premium trim
- Standard 203-hp 4.0L single-overhead-cam V6 with 5-speed manual (XLS only) or automatic overdrive transmission
- Rugged body-on-frame construction
- Comfortable seating for four passengers
- Standard 4-wheel disc anti-lock brakes (ABS)
- 3,500-lb. towing capacity with standard rear bumper
- Can be equipped to tow trailers up to 5,000 lbs.



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. Rugged, athletic styling shared with the Sport model makes Sport Trac the most versatile and active model in the Explorer lineup.

Key Features

- Choice of 4x2 or 4x4 models
- Now available in XLS, XLT and XLT Premium trim
- Standard 210-hp 4.0L single-overhead-cam V6 with 5-speed manual (XLS only) or automatic overdrive transmission
- Rugged body-on-frame construction
- Four full-size doors and seating for five
- Scratch-resistant composite cargo area holds 29.6 cu. ft. of cargo
- Available cargo cage extends cargo area for increased capacity and utility
- Available hard tonneau cover provides protection for items stowed in cargo area
- Standard 4-wheel disc ABS
- 3,500-lb. towing capacity with standard rear bumper
- Can be equipped to tow trailers up to 5,260 lbs.
- New optional Safety Canopy Side Air Curtain System with rollover sensors (helps protect 1st- and 2nd-row outboard occupants) (late availability)

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

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



EXPLORER 4-DOOR

The 2003 **Explorer 4-Door** aims for a 12th consecutive year of SUV sales leadership with the outstanding offering that was all-new for 2002 – plus some exciting new additions including a new NBX series, upgraded Limited, and new options including an Off-Road Package.

Key Features

- Choice of 4x2, 4x4, or All-Wheel Drive models
- Standard 210-hp 4.0L single-overhead-cam V6 with 5-speed automatic overdrive transmission
- Optional 239-hp 4.6L SOHC V8 engine with 5-speed automatic overdrive transmission
- Rugged fully boxed frame
- Can be equipped to tow trailers up to 7,160 lbs.
- Standard 4-wheel disc anti-lock brakes (ABS)
- New optional Off-Road Package and Rear Seat DVD Entertainment System



EXPEDITION

The next step up in the Ford stable of SUVs is the all-new 2003 **Expedition**, which has been designed to rewrite the rules for full-size SUVs. It offers a fully independent rear suspension, an innovative interior featuring a segment-exclusive fold-flat-into-the-floor 3rd-row 60/40 seat, upgraded ride and handling, a 4-wheel-drive system that automatically adjusts to a variety of conditions, and industry-leading active and passive safety systems.

Key Features

- Choice of 4x2 or 4x4 4-door models
- Triton™ 4.6L V8 with 232 hp/291 lb-ft of torque
- Triton™ 5.4L V8 with 260 hp/350 lb-ft of torque
- Electronic 4-speed automatic overdrive transmission
- Hydro-formed fully boxed frame for strength
- 4,000-lb. towing capacity with standard rear bumper
- Can be equipped to tow trailers up to 8,900 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 AdvanceTrac™ electronic stability enhancement system



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, when properly equipped, it can tow up to 11,000 pounds with its standard trailer hitch receiver. For 2003, Excursion joins Explorer and Expedition in offering the popular Eddie Bauer model.

Key Features

- Choice of 4x2 or 4x4 4-door models
- Selection of powerful engines:
 - Triton™ 5.4L V8 with 255 hp/350 lb-ft torque
 - Triton™ 6.8L V10 with 310 hp/425 lb-ft torque
 - 7.3L Power Stroke® Turbo Diesel with 250 hp/525 lb-ft torque^{b/}
 - 6.0L Power Stroke® Turbo Diesel with 325 hp/560 lb-ft torque^{b/}
- 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.

^{b/}7.3L Diesel replaced by 6.0L Diesel effective with Fall 2002 production.

Class A Motorhome Chassis

More CLASS A Motorhomes Are Built on Ford Chassis Than Any Other Make^{a/}



CLASS A CHASSIS

The Ford Super Duty F-550 Class A Motorhome Chassis (F53) is the industry sales leader.^{a/} Its advanced features and excellent performance provide the ideal basis for the exceptional luxury and comfort of many of the finest Class A motorhomes.

Outstanding Features:

- Four wheelbase choices: 178/190/208/228-inch
- Four Gross Vehicle Weight Ratings (GVWRs): 15,700/18,000/20,500/22,000-pound
- Triton™ 6.8L V10 engine (310 hp/425 lb-ft torque)

- 4-wheel-disc anti-lock braking system (ABS) for consistent, responsive braking performance
- Big 19.5-inch wheels and tires
- 26,000-lb. Gross Combination Weight Rating (GCWR) for excellent towing capabilities (10,300-lb. maximum trailer weight at 15,700-lb. GVWR)
- Electronically controlled 4-speed automatic overdrive transmission (4R100)
- 81-inch front tread width contributes to handling and lateral stability
- Designed to accommodate wide-body and slide-out type motorhomes

Additional Features Include:

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

^{a/} Based on Class A calendar year registrations (through April 2002).



Class C Motorhome Chassis

More CLASS C Motorhomes Are Built on Ford Chassis Than Any Other Make^{a/}

The E-550 Super Duty Cutaway Chassis joins the E-350 and E-450 Super Duty Cutaway Chassis that have been the sales leaders for Class C motorhomes.^{a/} The new E-550 Super Duty Cutaway offers added capabilities to handle the largest new Class C motorhomes. Functional features include:

- Wheelbase choices ranging from 138 inches all the way up to 233.5 inches
- Up to 19,000-lb. GVWR and 20,000-lb. GCWR
- Powerful 5.4L Triton™ V8 (including Natural Gas version), 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 (ABS)
- Twin-I-Beam independent front suspension (with caster/camber adjustment), front stabilizer bar and gas-pressurized shock absorbers contribute to a smooth, comfortable ride (E-350/450)



- Solid forged I-beam front axle (E-550)
- Steel ladder-type truck frame with six crossmembers
- 37-gallon fuel tank (E-350); 55-gallon fuel tank (E-450 and E-550; optional on E-350 with 158-inch wheelbase DRW)
- Van-like driver position with ergonomic instrument panel and controls
- Up to 10,000 lbs. maximum trailer weight

SERVICE & SUPPORT

Class A & C Motorhome Customer Assistance Center

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

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

In-Dealership Service Support

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

^{a/} Based on Class C calendar year registrations (through April 2002).

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

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

“ Four-Wheel-Down” Towing

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



Many motorhome owners prefer the practicality of having another vehicle along when they travel. In fact, towing another vehicle behind the motorhome has become more and more popular in recent years. Furthermore, many of those who want to tow another vehicle prefer one that can be easily towed without a dolly or trailer. Ford car and truck models shown in the chart at right can be towed with all four wheels down. For safe operation, towed vehicles (or dollies or trailers carrying them) should be equipped with a separate functional brake system. *See page 12 and back cover for additional brake information.*

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

| Ford Cars | Manual Transmission | Automatic Transmission |
|-------------------------------|---------------------|------------------------|
| ZX2 | Yes | No |
| Focus | Yes | No |
| Mustang | Yes | No |
| Ford Trucks | | |
| Ranger 4x2 | Yes (a) | No |
| Ranger 4x4 | Yes (a)(b) | No |
| Escape | Yes | No |
| Explorer Sport/Sport Trac 4x2 | Yes | No |
| Explorer Sport/Sport Trac 4x4 | Yes | Yes (c) |
| Explorer 4-Door 4x4 | N/A | Yes (d) |
| F-150 4x4 | Yes (e)(f) | Yes (e)(f) |
| F-250/350 Super Duty 4x4 | Yes (e) | Yes (e) |

(a) Not to be towed faster than 55 mph. (b) Manual Shift-on-the-Fly transfer case and transmission in neutral. Electronic Shift-on-the-Fly rotary control in 2-high position and the transmission in neutral. (c) With dealer-installed Neutral Tow Kit (Part #3L2J7H332-AA). (d) With dealer-installed Neutral Tow Kit (Part #1L2J7H332-AA). (e) Manual transfer case only (not Electronic Shift-on-the-Fly 4x4). (f) Requires that the center disconnect be locked out by capping off one of the front axle vacuum motor lines. See your Ford Dealer for assistance.

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



Van Conversions

Stylize Your Recreational
Needs and Ride in Comfort



E-SERIES VAN CONVERSIONS^{1/}

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

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

The Ford E-Series has been the full-size van segment sales leader since 1979. Built to meet customer needs, the 2003 models offer fresh front-end appearance and upgraded standard power mirrors with puddle lamps to go with their advanced engines and functional features. Following are some of the features that make them so popular:

- Sturdy body-on-frame construction
- Excellent towing capabilities ... up to 6,800 pounds on E-150 when properly equipped
- Three engines available in E-150: 191 hp 4.2L V6, 225 hp 4.6L and 255 hp 5.4L single-overhead-cam Triton™ V8s, all with 100,000-mile scheduled tune-up interval,^{2/} standard 4-speed automatic overdrive transmission and fail-safe cooling system
- E-250/350 offer optional Triton™ 6.8L V10 and 7.3L Power Stroke® Turbo Diesel V8 engines
- Out-front engine design for convenient underhood servicing and ease of ingress/egress
- Standard four-wheel anti-lock braking system (ABS)
- Exclusive Twin-I-Beam independent front suspension for both ruggedness and smooth ride

Quality Conversions

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

CLASS B VAN CAMPERS

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



^{1/} Completed by authorized converters.

^{2/} Under normal driving conditions with routine fluid/filter changes.

Things to Know Before You Tow

Get the Facts Before You Buy . . .

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

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

1. Electronically Controlled

Brakes usually provide automatic and manual control of trailer brakes. They require that the tow vehicle be equipped with a

controlling device and additional wiring for electrical power. These brakes typically have a control box installed within reach of the driver and can be applied manually or automatically.

2. Surge Brakes are independent hydraulic brakes activated by a master cylinder at the junction of the hitch and trailer tongue. They are not controlled by the hydraulic fluid in the tow vehicle's brake system, and the tow vehicle's hydraulic system should never be connected directly to the trailer's hydraulic system.

Be sure your trailer brakes conform to all applicable state regulations.

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, all Explorer models, F-150, and E-Series Van and Wagon models include a standard 4-pin trailer wiring harness. Expedition, Excursion and F-Series Super Duty 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).



Fifth-Wheel Hitch

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

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

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

- 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 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:

- **F-250/350 Super Duty Pickups:** Option Code 86R
- **Expedition:** Standard
- **F-150 Pickups:** Included with Trailer Tow Group – Option Code 535
- **E-Series Van/Wagon:** Included with Trailer Towing Package – Option Code 536
- **Excursion:** Standard
- **Explorer 4-Door:** Class II Standard; Class III/IV Included with Trailer Towing Prep Package – Option Code 53G
- **Escape:** With Class II Trailer Towing Package – Option Code 536
- **Ranger Pickup:** Included with Class III Trailer Towing – Option Code 53L

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

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

FORD REAR STEP BUMPER/HITCH RECEIVER WEIGHT CAPACITY

The maximum weight capacities for the weight-distributing hitch receivers shown below may exceed the maximum loaded trailer weight for the vehicle specified. Refer to the Trailer Towing Selector charts on pages 19-23 for Maximum Loaded Trailer Weights for each vehicle.

| Vehicle | Weight-Carrying Max. Trailer Capacity (Lbs.)(1) | Max. Tongue Load (Lbs.) | Weight-Distributing Max. Trailer Capacity (Lbs.)(2) | Max. Tongue Load (Lbs.) |
|------------------------------|---|-------------------------|---|-------------------------|
| Rear Step Bumper: | | | | |
| Ranger | 2,000 | 200 | • | • |
| Explorer Sport/Sport Trac | 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 |
| Explorer 4-Dr (Class II) | 3,500 | 350 | • | • |
| Explorer 4-Dr (Class III/IV) | 5,000 | 500 | 7,700 | 770 |
| E-Series Van/Wagon | 5,000 | 500 | 10,000 | 1,000 |
| Expedition | 6,000 | 600 | 8,900 | 890 |
| Excursion | 5,000 | 500 | 12,500 | 1,250 |
| F-150 | 5,000 | 500 | 8,800 | 880 |
| F-250/350 Super Duty | 5,000 (3) | 500 (3) | 12,500 (3) | 1,250 (3) |

(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. (3) Maximum hitch receiver/tongue load capacities increase to 6,000/600 lbs. weight-carrying and 15,000/1,500 lbs. weight distributing (effective with Fall 2002 production).

Fifth-Wheel Hitch is mounted in the pickup bed to put more of the trailer weight directly over the towing vehicle. The receiver centerline of the hitch should be mounted at least two inches forward of the rear axle of the truck chassis. This mounting location will distribute the king pin weight of the trailer for optimum load-carrying and sway-control performance. Care must be taken to maintain nominal clearance from the back of the cab to the front of the trailer during tight cornering or backing maneuvers. Failure to follow this recommendation can adversely affect the towing vehicle's steering, braking, and handling characteristics.

More Things to Know Before You Tow

Get the Facts Before You Buy . . .

THINGS TO KNOW BEFORE YOU TOW

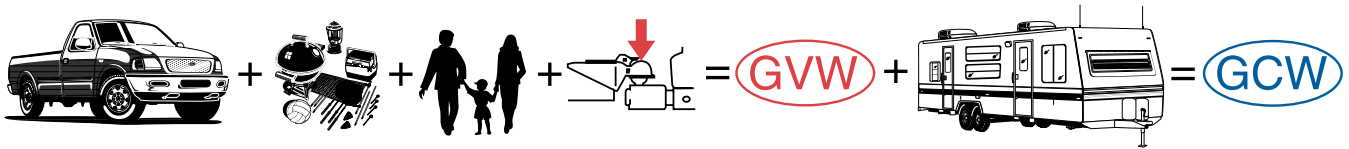
Weights to Check

$$\text{Base Curb Weight} + \text{Cargo Weight} + \text{Passenger Weight} + \text{Tongue Load or King Pin Weight} = \text{Gross Vehicle Weight (GVW)}$$

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

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

GCW must not exceed GCWR (obtain from charts on pages 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 load or king pin weight also is part of the Cargo Weight.

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

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

Gross Vehicle Weight Rating (GVWR) is the *maximum allowable weight* of the fully loaded vehicle (including passengers and cargo). This number – along with other weight limits, as well as tire, rim size and inflation pressure data – 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.**



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 | WITH | | | | WITH | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P265/75R15SL | P265/75R15SL | TIRES | | | | TIRES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15x7.5J | 15x7.5J | RIMS | | | | 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 | | | | | | F0018 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TYPE: XXXXXXXXXXXXXXXXXXXXX | | | | | | T0183 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="1"> <tr> <td>JA</td> <td colspan="5"></td> <td>89</td> <td>DSO</td> </tr> <tr> <td colspan="8">EXTERIOR PAINT COLORS</td> </tr> <tr> <td>WB</td> <td>TYPE-GVV</td> <td>BODY</td> <td>TRANS</td> <td>AXLE</td> <td>TAPE</td> <td colspan="2">SPRINGS</td> </tr> <tr> <td>155</td> <td></td> <td>R6M</td> <td>E</td> <td>H9B</td> <td></td> <td colspan="2">M41</td> </tr> </table> | | | | | | | JA | | | | | | 89 | DSO | EXTERIOR PAINT COLORS | | | | | | | | WB | TYPE-GVV | BODY | TRANS | AXLE | TAPE | SPRINGS | | 155 | | R6M | E | H9B | | M41 | |
| JA | | | | | | 89 | DSO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| EXTERIOR PAINT COLORS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WB | TYPE-GVV | BODY | TRANS | AXLE | TAPE | SPRINGS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 155 | | R6M | E | H9B | | M41 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ▽ FOTA - 1820A10 - AA | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Gross Combination Weight (GCW) is the weight of the loaded vehicle (GVW) *plus* the weight of the fully loaded trailer. It is the actual weight obtained when the vehicle and trailer are weighed together on a scale.

Gross Combination Weight Rating (GCWR) is the *maximum allowable weight* of the towing vehicle and the loaded trailer – including all cargo and passengers – that the vehicle can handle without risking damage. **(Important: The towing vehicle’s brake system is rated for operation at the GVWR – NOT GCWR. Separate functional brake systems should be used for safe control of towed vehicles and for trailers weighing more than 1,500 lbs. when loaded.)** The measured GCW must never exceed the GCWR.

Maximum Loaded Trailer Weight (as shown in the Trailer Towing Selector charts pages 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, tongue load of 10-15% (conventional trailer) or king pin weight of 15-25% (fifth-wheel trailer), and driver only (150 pounds). F-Series Super Duty chassis cab models also assume a second-unit body weight of 1,000 lbs. Weight of additional options, passengers, cargo and hitch must be deducted from this weight.

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

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

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

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

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

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



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

Trailer Classes & RV Trailer Types

FOUR TRAILER CLASSES

CLASS I – LIGHT-DUTY

- 2,000-lb. maximum weight (trailer and cargo combined)
- Folding camping trailers and trailers for small boats, motorcycles and snowmobiles
- Many Ford vehicles can handle easily
- 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
- Windstar, Ford trucks and SUVs can be equipped to tow these trailers⁽¹⁾
- Weight-distributing hitch not required unless specified for a particular vehicle

CLASS III – HEAVY-DUTY

- 3,501-5,000-lb. gross trailer weight
- Dual-axle or large single-axle travel trailers
- Most properly equipped Ford trucks and SUVs can tow them⁽¹⁾
- Weight-distributing hitch not required unless specified for a particular vehicle

CLASS IV – EXTRA-HEAVY-DUTY

- Over 5,000-lb. gross trailer weight
- Largest travel and fifth-wheel trailers made for recreation
- Most Ford trucks and SUVs can be equipped to handle trailers in this class⁽¹⁾
- Most applications require a weight-distributing or fifth-wheel hitch (Trailers over 12,500 pounds require fifth-wheel hitch).*

⁽¹⁾ Refer to page 18 for Required Equipment.

*Effective with Fall 2002 production, the F-Series Super Duty optional (code 86R) conventional hitch receiver capacity increases to 6,000 lbs. weight-carrying and 15,000 lbs. weight-distributing. Conventional maximum loaded trailer weights remain at 12,500 lbs. with SRW pickup models, and increase up to 13,900 lbs. with DRW pickup models (weight varies by model). Refer to page 19 for conventional and fifth-wheel trailer weights.

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

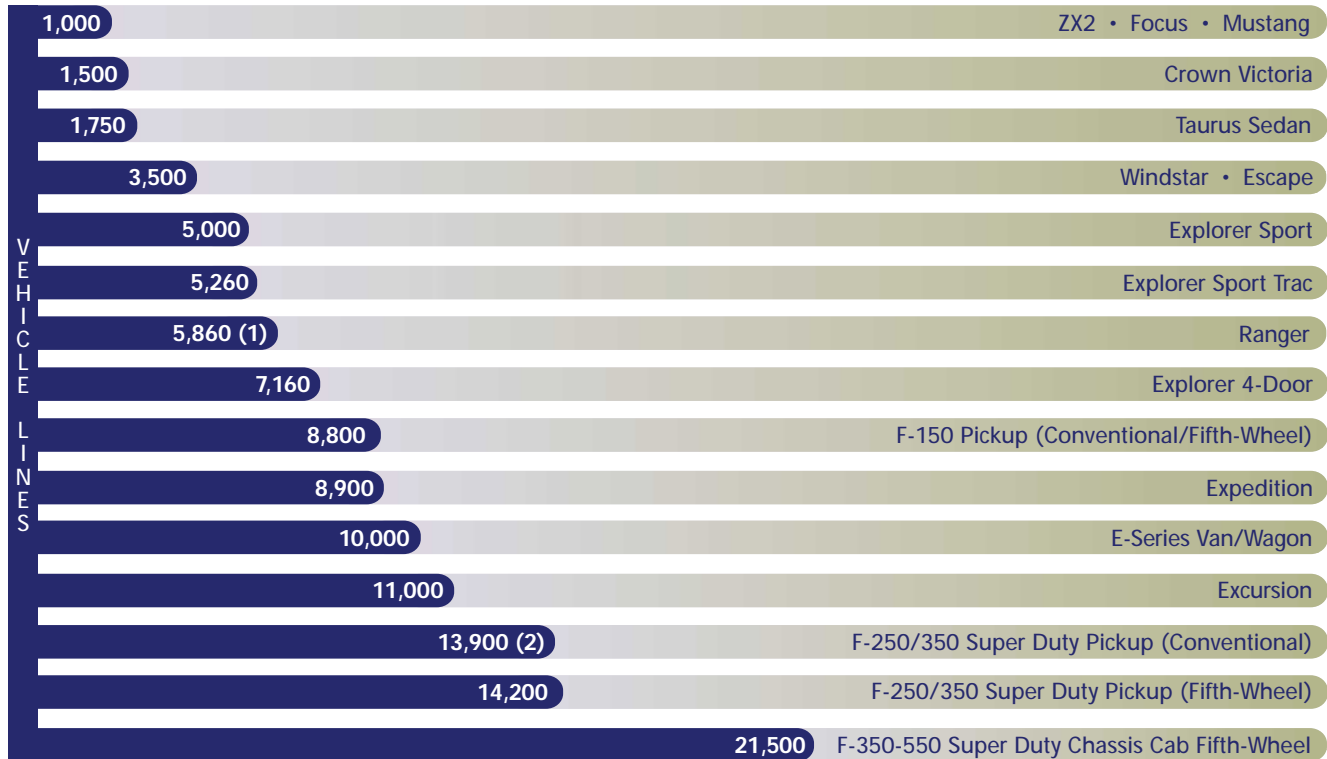
Provide the same types of accommodations as a conventional travel trailer, but with these unique characteristics:

- 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.

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

Maximum Trailer Weights And Towing Packages

MAXIMUM TRAILER WEIGHTS IN POUNDS FOR PROPERLY EQUIPPED FORD VEHICLES WITH NO CARGO



(1) 5,960 pounds for fleet applications.
 (2) Available effective with Fall 2002 production.

FORD TRUCK TRAILER TOWING PACKAGES

| Model (Option Code) | Escape (536) | Expedition (Standard) | F-150 (535) | F-Series Super Duty (531)(a) | E-Series Van/Wagon (536) | Explorer 4-Door (53G) | Excursion (Standard) | Ranger (53L) |
|---|--------------|-----------------------|-------------|------------------------------|--------------------------|-----------------------|----------------------|--------------|
| 72 Amp.-Hr. Heavy-Duty Battery | • | • | X | • | • | • | • | • |
| Trailer Wiring Harness (7-Pin) | • | X | X | X | X(b) | X | X | • |
| Trailer Wiring Harness (4-Pin) | X | • | • | • | • | • | • | • |
| Hitch Receiver (See Chart on Page 13) | X | X | X | • | X | X | X | X |
| Aux. Auto Trans. Oil Cooler | • | X | X | • | • | • | • | • |
| Heavy-Duty Flashers | • | X | • | • | • | • | • | • |
| Heavy-Duty Shocks | • | • | X(c) | • | • | • | • | • |
| Trailer Brake Wiring/Feed Kit | • | • | • | X | • | • | X | • |
| 3.73 Limited Slip Rear Axle | • | • | • | • | • | X | • | • |
| Engine Oil Cooler | X(d) | • | • | • | • | X(e) | • | • |
| Electric Brake Controller Tap-in Capability | • | • | • | • | X | • | • | • |

(a) Standard with pickup and Lariat Chassis Cab models (optional on XL and XLT Chassis Cab). F-550 Crew Cab Chassis Cab 4x2 also offers optional High Capacity Trailer Tow Package (535) featuring synthetic lube in rear axle. (b) Blade-style female connector/bumper bracket, including relay system for backup/B+/running lights. (c) Regular Cab and SuperCab 4x4. (d) With 3.0L/automatic transmission. (e) With 4.0L/automatic transmission.
 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 CLASS II TRAILER TOWING PACKAGE (OPTION CODE 53B)

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



Required/Recommended Trailer Towing Equipment

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.

Explorer 4-Door

- For Trailers Over 3,500 pounds – Class III/IV Trailer Tow Prep Package.

F-150

- For Trailers Over 4,000 pounds – Class III Trailer Tow Group, or 7700 Payload Group A or B.

F-550 Crew Cab Chassis Cab 4x2

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

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

- 1. Required Equipment** includes items that must be installed. Your New Vehicle Limited Warranty (see your Dealer for a copy) may be voided if you tow without them.
- 2. Recommended Equipment** includes items that can make towing easier, and are strongly recommended for strenuous towing conditions.

RECOMMENDED EQUIPMENT (WHERE NOT REQUIRED)

| | Ford Cars | Windstar | Ranger | Explorer Sport & Sport Trac | F-150 Pickup | F-250/350 Super Duty Pickup | E-Series Van/Wagon |
|--|-----------|----------|--------|-----------------------------|--------------|-----------------------------|--------------------|
| Aftermarket Auxiliary Transmission Oil Cooler | X(a) | • | • | • | X(b) | • | • |
| Weight-Carrying Hitch (Trailers Under 5,000 lbs.) | X | X | X | X | • | X | X |
| Weight-Distributing Hitch (Trailers Over 5,000 lbs.) | • | • | X | X | • | X | X |
| Trailer Towing Package | • | X | • | • | • | • | X(c) |
| Hitch Receiver (d) | • | • | X(e) | X(f) | • | X(g) | • |
| Long Pickup Box | • | • | • | • | • | X(h) | • |

(a) Recommended for long-distance, high-speed towing with automatic transmission on ZX2, Focus, Crown Victoria, Mustang, and Taurus Light-Duty applications. (b) If vehicle is not equipped with factory Trailer Tow Group, a dealer-installed auxiliary transmission oil cooler is recommended if you are planning on: traveling farther than 50 miles, towing in hilly terrain, or towing frequently. (c) Option code 536 for trailers over 5,000 lbs. (d) Capacities for bumpers/hitch receivers shown on page 13. (e) Option code 53L for trailers over 2,000 lbs. (f) Dealer-installed for trailers over 3,500 lbs. (g) Option code 86R for trailers over 5,000 lbs. (h) For fifth-wheel towing; short box limits turning angle; parking maneuvers can be improved with a sliding-type fifth-wheel hitch.

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 |
|-----------------------------|--|--|
| 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. |
| Escape | 24 sq. ft. | 2.0L I4 or 3.0L V6 Engine without Class II Trailer Tow Pkg. |
| | 30 sq. ft. | 3.0L V6 Engine with Class II Trailer Tow Pkg. |
| Explorer Sport & Sport Trac | 50 sq. ft. | All applications |
| Explorer 4-Door | Base Vehicle Frontal Area | Without Trailer Towing Prep Package Class III/IV |
| | 60 sq. ft. | With Trailer Towing Prep Package Class III/IV |
| Ranger | Base Vehicle Frontal Area | 2.3L I4 Engine |
| | 50 sq. ft. | 3.0L V6 or 4.0L V6 Engine |
| E-Series | 60 sq. ft. | All applications |
| Excursion | 60 sq. ft. | All applications |
| F-150 | Base Vehicle Frontal Area | Without Class III Trailer Tow Group or 7700 Payload Group A or B |
| | 60 sq. ft. | With Class III Trailer Tow Group or 7700 Payload Group A or B |
| Expedition | 60 sq. ft. | All applications |
| F-250-550 Super Duty | 60 sq. ft. | All applications except F-550 Crew Cab Chassis Cab 4x2 with High Capacity Trailer Tow Pkg. |
| | 90 sq. ft. | F-550 Crew Cab Chassis Cab 4x2 with High Capacity Trailer Tow Pkg. |



Trailer Towing Selector

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Select column with transmission, cab design and drive system (4x2 or 4x4) you prefer. Read down column to find the trailer weight that can be towed with engine/axle ratio combinations listed at left. **GCWR** column shows maximum allowable combined weight of vehicle, trailer and cargo (including passengers) for each engine/axle ratio combination. **Maximum Loaded Trailer Weight** assumes a towing vehicle with any mandatory options, no cargo, tongue load of 10-15% (conventional trailer) or

king pin weight of 15-25% (fifth-wheel trailer), and driver only (150 pounds). Weight of additional options, passengers, cargo and hitch must be deducted from this weight. Also check Required and Recommended Equipment on page 18.

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

Ride Height Considerations When Towing a Fifth-Wheel or Gooseneck Trailer with Super Duty 4x4 Pickups

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

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

F-250/350 SUPER DUTY PICKUP CONVENTIONAL TOWING

| Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission | | | | | | | | | | | | | | |
|---|------------|-------------|-------------------|-------------------|---------------|---------------|-------------------|-------------------|---------------|---------------|-------------------|-------------------|---------------|---------------|
| Engine | Axle Ratio | GCWR (Lbs.) | REGULAR CAB | | | | SUPERCAB | | | | CREW CAB | | | |
| | | | F-250/350 SRW 4x2 | F-250/350 SRW 4x4 | F-350 DRW 4x2 | F-350 DRW 4x4 | F-250/350 SRW 4x2 | F-250/350 SRW 4x4 | F-350 DRW 4x2 | F-350 DRW 4x4 | F-250/350 SRW 4x2 | F-250/350 SRW 4x4 | F-350 DRW 4x2 | F-350 DRW 4x4 |
| 5.4L SEFI V8 | 3.73 | 13,500 | 7,800 | 7,400 | 7,600 | 7,200 | 7,500 | 7,100 | 7,200 | 6,800 | 7,200 | 6,900 | . | . |
| | 4.10 | 15,000 | 9,300 | 8,900 | 9,100 | 8,700 | 9,000 | 8,600 | 8,700 | 8,300 | 8,700 | 8,400 | . | . |
| 6.8L SEFI V10 | 3.73 | 17,000 | 11,200 | 10,800 | 10,900 | 10,400 | 10,800 | 10,400 | 10,500 | 10,100 | 10,600 | 10,200 | 10,300 | 9,900 |
| | 4.30 | 20,000 | 12,500 | 12,500 | 12,500 | 12,500 | 12,500 | 12,500 | 12,500 | 12,500 | 12,500 | 12,500 | 12,500 | 12,500 |
| | 4.30 | 20,000(1) | . | . | 13,900 | 13,400 | . | . | 13,500 | 13,100 | . | . | 13,300 | 12,900 |
| 7.3L V8 DI Turbo Diesel (2) | 3.73 | 20,000 | 12,500 | 12,500 | 12,500 | 12,500 | 12,500 | 12,500 | 12,500 | 12,500 | 12,500 | 12,500 | 12,500 | 12,400 |
| | 4.10 | 20,000 | . | . | 12,500 | 12,500 | . | . | 12,500 | 12,500 | . | . | 12,500 | 12,400 |
| 6.0L V8 DI Turbo Diesel (2) | 3.73 | 20,000 | 12,500 | 12,500 | 13,400 | 13,000 | 12,500 | 12,500 | 13,000 | 12,600 | 12,500 | 12,500 | 12,800 | 12,400 |
| | 4.10 | 20,000 | . | . | 13,400 | 13,000 | . | . | 13,000 | 12,600 | . | . | 12,800 | 12,400 |

| Maximum Loaded Trailer Weight (Lbs.) – Manual Transmission | | | | | | | | | | | | | | |
|--|------------|-------------|-------------------|-------------------|---------------|---------------|-------------------|-------------------|---------------|---------------|-------------------|-------------------|---------------|---------------|
| Engine | Axle Ratio | GCWR (Lbs.) | REGULAR CAB | | | | SUPERCAB | | | | CREW CAB | | | |
| | | | F-250/350 SRW 4x2 | F-250/350 SRW 4x4 | F-350 DRW 4x2 | F-350 DRW 4x4 | F-250/350 SRW 4x2 | F-250/350 SRW 4x4 | F-350 DRW 4x2 | F-350 DRW 4x4 | F-250/350 SRW 4x2 | F-250/350 SRW 4x4 | F-350 DRW 4x2 | F-350 DRW 4x4 |
| 5.4L SEFI V8 | 3.73 | 13,500 | 7,800 | 7,400 | 7,500 | 7,100 | 7,400 | 7,100 | 7,200 | 6,800 | 7,200 | 6,800 | . | . |
| | 4.10 | 15,000 | 9,300 | 8,900 | 9,000 | 8,600 | 8,900 | 8,600 | 8,700 | 8,300 | 8,700 | 8,300 | . | . |
| 6.8L SEFI V10 | 3.73 | 16,500 | 10,600 | 10,200 | 10,300 | 9,900 | 10,300 | 9,900 | 10,000 | 9,600 | 10,100 | 9,700 | 9,800 | 9,400 |
| | 4.30 | 20,000 | 12,500 | 12,500 | 12,500 | 12,500 | 12,500 | 12,500 | 12,500 | 12,500 | 12,500 | 12,500 | 12,500 | 12,500 |
| | 4.30 | 20,000(1) | . | . | 13,800 | 13,400 | . | . | 13,500 | 13,100 | . | . | 13,300 | 12,900 |
| 7.3L V8 DI Turbo Diesel (2) | 3.73 | 20,000 | 12,500 | 12,500 | 12,500 | 12,500 | 12,500 | 12,500 | 12,500 | 12,500 | 12,500 | 12,500 | 12,500 | 12,400 |
| | 4.10 | 20,000 | . | . | 12,500 | 12,500 | . | . | 12,500 | 12,500 | . | . | 12,500 | 12,400 |
| 6.0L V8 DI Turbo Diesel (2) | 3.73 | 20,000 | 12,500 | 12,500 | 13,300 | 12,900 | 12,500 | 12,500 | 13,000 | 12,600 | 12,500 | 12,500 | 12,800 | 12,400 |
| | 4.10 | 20,000 | . | . | 13,300 | 12,900 | . | . | 13,000 | 12,600 | . | . | 12,800 | 12,400 |

(1) With 15,000-lb. capacity optional hitch receiver (capacity increase on DRW models effective with Fall 2002 production).

(2) 6.0L Diesel replaces 7.3L Diesel effective with Fall 2002 production. Optional hitch receiver capacity with 6.0L Diesel is 12,500 lbs. with SRW models and 15,000 lbs. with DRW models.

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

• For F-250/350 SRW models, F-350 trailer weights are shown. F-250 trailer weights are within 100 pounds. Check with your sales consultant.

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

F-250/350 SUPER DUTY PICKUP FIFTH-WHEEL TOWING

| Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission* | | | | | | | | | | | | | | |
|--|------------|-------------|-------------------|-------------------|---------------|---------------|-------------------|-------------------|---------------|---------------|-------------------|-------------------|---------------|---------------|
| Engine | Axle Ratio | GCWR (Lbs.) | REGULAR CAB | | | | SUPERCAB | | | | CREW CAB | | | |
| | | | F-250/350 SRW 4x2 | F-250/350 SRW 4x4 | F-350 DRW 4x2 | F-350 DRW 4x4 | F-250/350 SRW 4x2 | F-250/350 SRW 4x4 | F-350 DRW 4x2 | F-350 DRW 4x4 | F-250/350 SRW 4x2 | F-250/350 SRW 4x4 | F-350 DRW 4x2 | F-350 DRW 4x4 |
| 5.4L SEFI V8 | 3.73 | 13,500 | 7,800 | 7,400 | 7,600 | 7,200 | 7,500 | 7,100 | 7,200 | 6,800 | 7,200 | 6,900 | . | . |
| | 4.10 | 15,000 | 9,300 | 8,900 | 9,100 | 8,700 | 9,000 | 8,600 | 8,700 | 8,300 | 8,700 | 8,400 | . | . |
| 6.8L SEFI V10 | 3.73 | 17,000 | 11,200 | 10,800 | 10,900 | 10,400 | 10,800 | 10,400 | 10,500 | 10,100 | 10,600 | 10,200 | 10,300 | 9,900 |
| | 4.30 | 20,000 | 14,200 | 13,800 | 13,900 | 13,400 | 13,800 | 13,400 | 13,500 | 13,100 | 13,600 | 13,200 | 13,300 | 12,900 |
| | 3.73 | 20,000 | 13,700 | 13,300 | 13,400 | 13,000 | 13,400 | 13,000* | 13,100 | 12,700 | 13,100 | 12,800* | 12,800 | 12,400 |
| 7.3L V8 DI Turbo Diesel (1) | 4.10 | 20,000 | . | . | 13,400 | 13,000 | . | . | 13,100 | 12,700 | . | . | 12,800 | 12,400 |
| | 3.73 | 20,000 | 13,700 | 13,300 | 13,400 | 13,000 | 13,300 | 13,000* | 13,000 | 12,600 | 13,100 | 12,700* | 12,800 | 12,400 |
| 6.0L V8 DI Turbo Diesel (1) | 4.10 | 20,000 | . | . | 13,400 | 13,000 | . | . | 13,000 | 12,600 | . | . | 12,800 | 12,400 |
| | 3.73 | 20,000 | 13,700 | 13,300 | 13,400 | 13,000 | 13,300 | 12,900* | 13,000 | 12,600 | 12,900 | 12,700* | 12,800 | 12,400 |

| Maximum Loaded Trailer Weight (Lbs.) – Manual Transmission* | | | | | | | | | | | | | | |
|---|------------|-------------|-------------------|-------------------|---------------|---------------|-------------------|-------------------|---------------|---------------|-------------------|-------------------|---------------|---------------|
| Engine | Axle Ratio | GCWR (Lbs.) | REGULAR CAB | | | | SUPERCAB | | | | CREW CAB | | | |
| | | | F-250/350 SRW 4x2 | F-250/350 SRW 4x4 | F-350 DRW 4x2 | F-350 DRW 4x4 | F-250/350 SRW 4x2 | F-250/350 SRW 4x4 | F-350 DRW 4x2 | F-350 DRW 4x4 | F-250/350 SRW 4x2 | F-250/350 SRW 4x4 | F-350 DRW 4x2 | F-350 DRW 4x4 |
| 5.4L SEFI V8 | 3.73 | 13,500 | 7,800 | 7,400 | 7,500 | 7,100 | 7,400 | 7,100 | 7,200 | 6,800 | 7,200 | 6,800 | . | . |
| | 4.10 | 15,000 | 9,300 | 8,900 | 9,000 | 8,600 | 8,900 | 8,600 | 8,700 | 8,300 | 8,700 | 8,300 | . | . |
| 6.8L SEFI V10 | 3.73 | 16,500 | 10,600 | 10,200 | 10,300 | 9,900 | 10,300 | 9,900 | 10,000 | 9,600 | 10,100 | 9,700 | 9,800 | 9,400 |
| | 4.30 | 20,000 | 14,100 | 13,700 | 13,800 | 13,400 | 13,800 | 13,400 | 13,500 | 13,100 | 13,600 | 13,200 | 13,300 | 12,900 |
| | 3.73 | 20,000 | 13,700 | 13,300 | 13,400 | 13,000 | 13,300 | 13,000* | 13,000 | 12,600 | 13,100 | 12,700* | 12,800 | 12,400 |
| 7.3L V8 DI Turbo Diesel (1) | 4.10 | 20,000 | . | . | 13,400 | 13,000 | . | . | 13,000 | 12,600 | . | . | 12,800 | 12,400 |
| | 3.73 | 20,000 | 13,700 | 13,300 | 13,400 | 13,000 | 13,300 | 12,900* | 13,000 | 12,600 | 12,900 | 12,700* | 12,800 | 12,400 |
| 6.0L V8 DI Turbo Diesel (1) | 4.10 | 20,000 | . | . | 13,300 | 12,900 | . | . | 13,000 | 12,600 | . | . | 12,800 | 12,400 |
| | 3.73 | 20,000 | 13,600 | 13,300 | 13,300 | 12,900 | 13,300 | 12,900* | 13,000 | 12,600 | 12,900 | 12,700* | 12,800 | 12,400 |

(1) 6.0L Diesel replaces 7.3L Diesel effective with Fall 2002 production.

* For F-250/350 SRW models, F-350 trailer weights are shown. F-250 trailer weights are within 100 pounds, except for the F-250 SRW 4x4 SuperCab and Crew Cab applications indicated with asterisks above. For these applications, maximum loaded trailer weight is 12,000 pounds for F-250 SRW 4x4 SuperCab and 10,400 pounds for F-250 SRW 4x4 Crew Cab.

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

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

Trailer Towing Selector

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

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

Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission

| Engine | Axle Ratio | GCWR (Lbs.) | REGULAR CHASSIS CAB | | | | | | | | SUPER CHASSIS CAB | | | | | | | | CREW CHASSIS CAB | | | | | | | |
|-----------------------------|------------------------------|--------------------------------------|---------------------|----------------|------------------|------------------|----------|----------|----------|----------|-------------------|----------------|------------------|------------------|---------|---------|----------------|----------------|------------------|------------------|---------|---------|----------|----------|----------|----------|
| | | | F-350 | | F-350 | | F-450 | | F-550 | | F-350 | | F-350 | | F-450 | | F-550 | | F-350 | | F-350 | | F-450 | | F-550 | |
| | | | 4x2 SRW | 4x4 SRW | 4x2 DRW | 4x4 DRW | 4x2 DRW* | 4x4 DRW* | 4x2 DRW* | 4x4 DRW* | 4x2 SRW | 4x4 SRW | 4x2 DRW | 4x4 DRW | 4x2 DRW | 4x4 DRW | 4x2 DRW | 4x4 DRW | 4x2 SRW | 4x4 SRW | 4x2 DRW | 4x4 DRW | 4x2 DRW* | 4x4 DRW* | 4x2 DRW* | 4x4 DRW* |
| 5.4L SEFI V8 | 3.73 4.10 | 13,500 15,000 | 7,300 8,800 | 6,800 8,300 | 7,000 8,500 | 6,500 8,000 | . | . | . | . | 6,900 8,400 | 6,500 8,000 | . | . | . | . | 6,700 8,200 | 6,300 7,800 | . | . | . | . | . | . | . | |
| 6.8L SEFI V10 | 3.73 4.30 4.88 5.38 | 17,000 20,000 24,000 26,000 | 10,600 | 10,200 | 10,300 13,300 | 9,800 12,800 | . | . | . | . | 10,300 | 9,800 | 9,900 12,900 | 9,500 12,500 | . | . | 10,000 | 9,600 | 9,700 12,700 | 9,300 12,300 | . | . | . | . | . | |
| 7.3L V8 DI Turbo Diesel (1) | 3.73 4.10 4.30 4.88 | 20,000 20,000 26,000 26,000 | 13,200 | 12,700 | 12,800 12,800 | 12,300 12,300 | . | . | . | . | 12,800 | 12,400 | 12,500 12,500 | 12,100 12,100 | . | . | 12,600 | 12,200 | 12,300 12,300 | 11,800 11,800 | . | . | . | . | . | |
| 6.0L V8 DI Turbo Diesel (1) | 3.73 4.10 4.30 4.88 | 20,000 20,000 26,000 26,000 | 13,100 | 12,700 | 12,700 12,700 | 12,200 12,200 | . | . | . | . | 12,800 | 12,300 | 12,500 12,500 | 12,100 12,100 | . | . | 12,600 | 12,200 | 12,300 12,300 | 11,800 11,800 | . | . | . | . | . | |

Maximum Loaded Trailer Weight (Lbs.) – Manual Transmission

| | | | | | | | | | | | | | | | | | | | | | | | | | |
|-----------------------------|------------------------------|--------------------------------------|----------------|----------------|------------------|------------------|---|---|---|---|----------------|----------------|------------------|------------------|---|---|----------------|----------------|------------------|------------------|---|---|---|---|---|
| 5.4L SEFI V8 | 3.73 4.10 | 13,500 15,000 | 7,200 8,700 | 6,800 8,300 | 6,900 8,400 | 6,400 7,900 | . | . | . | . | 6,900 8,400 | 6,400 7,900 | . | . | . | . | 6,700 8,200 | 6,200 7,700 | . | . | . | . | . | . | |
| 6.8L SEFI V10 | 3.73 4.30 4.88 5.38 | 16,500 20,000 22,000 22,000 | 10,100 | 9,700 | 9,700 13,200 | 9,200 12,700 | . | . | . | . | 9,700 | 9,300 | 9,400 12,900 | 9,000 12,500 | . | . | 9,500 | 9,100 | 9,200 12,700 | 8,700 12,200 | . | . | . | . | . |
| 7.3L V8 DI Turbo Diesel (1) | 3.73 4.10 4.30 4.88 | 20,000 20,000 26,000 26,000 | 13,100 | 12,700 | 12,800 12,800 | 12,300 12,300 | . | . | . | . | 12,800 | 12,300 | 12,500 12,500 | 12,100 12,100 | . | . | 12,600 | 12,100 | 12,200 12,200 | 11,800 11,800 | . | . | . | . | . |
| 6.0L V8 DI Turbo Diesel (1) | 3.73 4.10 4.30 4.88 | 20,000 20,000 26,000 26,000 | 13,100 | 12,700 | 12,700 12,700 | 12,200 12,200 | . | . | . | . | 12,700 | 12,300 | 12,400 12,400 | 12,000 12,000 | . | . | 12,500 | 12,100 | 12,200 12,200 | 11,700 11,700 | . | . | . | . | . |

* 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) 6.0L Diesel replaces 7.3L Diesel effective with Fall 2002 production. (2) Available with High Capacity Trailer Tow Package Only.

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

• To determine conventional towing maximum trailer weights for Chassis Cab, subtract weight of completed, fully loaded vehicle (including weight of passengers) from GCWR. Weight of fully loaded vehicle and trailer must not exceed GCWR. Ford Motor Company does not offer a factory-installed conventional hitch receiver for Chassis Cab applications.

SUPER DUTY CLASS A MOTORHOME CHASSIS

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

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



F-650/750 SUPER DUTY

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

| Model | Max. GVWR | Max. GCWR* |
|--------------------------------|-------------|-------------|
| F-650 Super Crewzer™ (at left) | 23,000 Lbs. | 43,000 Lbs. |
| 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.





F-150 PICKUP FIFTH-WHEEL TOWING

Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission

| Engine | Axle Ratio | GCWR (Lbs.) | REGULAR CAB | | SUPERCAB | |
|--------------|------------|-------------|-------------|-------|----------|-------|
| | | | 4x2 | 4x4 | 4x2 | 4x4 |
| 4.2L SEFI V6 | 3.55 | 10,000 | 5,700 | 5,300 | 5,400 | • |
| 4.6L SEFI V8 | 3.55 | 11,500(1) | 7,100 | 6,800 | 6,800 | 6,500 |
| | 3.55 | 11,000(2) | • | 6,300 | • | 6,000 |
| 5.4L SEFI V8 | 3.55 | 13,000(1) | 8,500 | 8,200 | 8,200 | 7,900 |
| | 3.55 | 12,500(2) | • | 7,700 | • | 7,400 |
| | 3.73(3) | 13,500 | 8,800 | 8,300 | 8,500 | 8,200 |
| | 4.10(4) | 15,000 | 8,800 | • | 8,500 | • |

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

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

(3) See footnote (5) with Conventional Towing chart below.

(4) See footnote (6) with Conventional Towing chart below.

Note: While F-150 SuperCrew is capable of towing up to 7,900 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/manufacturer.

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

F-150 PICKUP CONVENTIONAL TOWING

Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission

| Engine | Axle Ratio | GCWR (Lbs.) | REGULAR CAB | | SUPERCAB | | SUPERCREW | |
|---------------------------|------------|-------------|-------------|-------|----------|-------|-----------|-------|
| | | | 4x2 | 4x4 | 4x2 | 4x4 | 4x2 | 4x4 |
| 4.2L SEFI V6 | 3.31 | 9,000 | 4,600 | • | 4,400 | • | • | • |
| | 3.55 | 10,000 | 5,700 | 5,300 | 5,400 | • | • | • |
| 4.6L SEFI V8 | 3.08 | 10,000 | 2,000 | • | 2,000 | • | • | • |
| | 3.31 | 10,500 | 6,100 | 5,800 | 5,800 | 5,500 | • | • |
| | 3.55 | 11,500(1) | • | • | • | • | • | 6,200 |
| | 3.55 | 11,500(2) | 7,100 | 6,800 | 6,800 | 6,500 | 6,500 | • |
| | 3.55 | 11,000(3) | • | 6,300 | • | 6,000 | • | • |
| | 3.73 | 11,500(4) | • | • | • | • | • | 6,100 |
| 5.4L SEFI V8 | 3.31 | 12,000 | 7,500 | 7,200 | 7,200 | 6,900 | • | • |
| | 3.55 | 13,000(2) | 8,500 | 8,200 | 8,200 | 7,900 | 7,900 | 7,600 |
| | 3.55 | 12,500(3) | • | 7,700 | • | 7,400 | • | 7,100 |
| | 3.73 | 12,500(4) | • | • | • | • | • | 7,100 |
| | 3.73(5) | 13,500 | 8,800 | 8,300 | 8,500 | 8,200 | • | • |
| 4.10(6) | 15,000 | 8,800 | • | 8,500 | • | • | • | |
| 5.4L NGV V8 (Natural Gas) | 3.73 | 11,000 | 5,700 | • | • | • | • | • |
| 5.4L Bi-Fuel V8 | | | | | | | | |
| LPG | 3.73 | 13,500 | 8,200 | 7,900 | 8,100 | 7,700 | • | • |
| CNG | 3.73 | 13,500 | 8,100 | 7,800 | 8,000 | 7,600 | • | • |

Maximum Loaded Trailer Weight (Lbs.) – Manual Transmission

| | | | | | | | | |
|--------------|------|-------|-------|-------|-------|-------|---|---|
| 4.2L SEFI V6 | 3.08 | 6,500 | 2,000 | • | 2,000 | • | • | • |
| | 3.31 | 7,200 | • | 2,500 | • | • | • | • |
| | 3.55 | 7,800 | 3,500 | 3,200 | 3,300 | • | • | • |
| 4.6L SEFI V8 | 3.08 | 6,500 | 2,000 | • | 2,000 | • | • | • |
| | 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. (2) With 16-inch tires or 4x2 P275 17-inch tires.

(3) With 4x4 P265 or LT265 17-inch tires. (4) With 17-inch tires (3.73 axle late availability with SuperCrew).

(5) Available with 7700 Payload Group A only. Group A includes the necessary equipment (72 amp-hr. battery, upgraded radiator – 1.42" core thickness, 14-plate auxiliary automatic transmission oil cooler and heavy-duty shock absorbers with Regular Cab and SuperCab 4x4) to tow the maximum trailer weights shown.

(6) Available with 7700 Payload Group B only. Group B includes the necessary equipment (72 amp-hr. battery, upgraded radiator – 1.42" core thickness and 22-plate auxiliary automatic transmission oil cooler) to tow the maximum trailer weights shown. Group B also includes the Class III Trailer Towing Group which adds the frame-mounted hitch receiver and 7-pin trailer wiring harness and connector.

RANGER

Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission

| Engine | Axle Ratio | GCWR (Lbs.) | REGULAR CAB | | SUPERCAB | |
|-------------------|------------|-------------|-------------|-----------|-----------|-----------|
| | | | 4x2 | 4x4 | 4x2 | 4x4 |
| | | | 6-ft. Box | 7-ft. Box | 6-ft. Box | 6-ft. Box |
| 2.3L SEFI I4 | 4.10 | 5,500 | 2,240 | 2,180(1) | • | • |
| 3.0L SEFI V6 | 3.73 | 7,500 | 4,100 | 4,040 | • | • |
| | 4.10(2) | 7,500 | 4,000 | • | • | 3,940 |
| | 4.10 | 7,500 | • | • | 3,820 | • |
| 4.0L SOHC SEFI V6 | 3.55 | 9,500 | • | 5,960(1) | • | • |
| | 3.55(2) | 9,500 | • | • | • | 5,860 |
| | 3.73/4.10 | 9,500 | • | • | • | 5,740 |
| | | | • | • | 5,680(1) | • |
| | | | • | • | • | 5,580(4) |

Maximum Loaded Trailer Weight (Lbs.) – Manual Transmission

| | | | | | | | |
|--------------|---------|-------|-------|----------|-------|---|----------|
| 2.3L SEFI I4 | 3.73 | 4,800 | 1,640 | 1,580(1) | • | • | • |
| 3.0L SEFI V6 | 3.73 | 6,000 | 2,640 | 2,580 | • | • | 2,480 |
| | 4.10(2) | 6,000 | 2,540 | • | • | • | 2,340 |
| | 4.10 | 6,000 | • | • | 2,360 | • | • |
| 4.0L SOHC | 3.55(2) | 7,000 | • | • | • | • | 3,280 |
| SEFI V6 | 4.10 | 7,000 | • | • | • | • | 3,120(5) |

(1) Available for fleet only. (2) Ranger Edge only. (3) Also available with Tremor. (4) 5,160 lbs. with FX4 Level II. (5) 2,700 lbs. with FX4 Level II.

Note for Ranger and F-150 Conventional Towing

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



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

Trailer Towing Selector

Note for Explorer 4-Door, Sport, Sport Trac, Expedition and Excursion Charts

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



ESCAPE



EXPLORER 4-DOOR

ESCAPE

| Engine | Axle Ratio | GCWR (Lbs.) | | Maximum Loaded Trailer Weight (Lbs.) |
|--------------|------------|-------------|-------|---|
| | | FWD | 4x4 | |
| 2.0L SEFI I4 | All | 4,180 | 4,340 | 1,000 |
| 3.0L SEFI V6 | All | 5,340 | 5,500 | 2,000 Without Class II Trailer Towing Package |
| | All | 6,880 | 7,040 | 3,500 With Class II Trailer Towing Package |

EXPLORER 4-DOOR

Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission

| Engine | Axle Ratio | GCWR (Lbs.) | 4x2 | 4x2 | 4x4 | 4x4 | AWD | AWD |
|-------------------|------------|-------------|----------|--------------|----------|--------------|----------|--------------|
| | | | Class II | Class III/IV | Class II | Class III/IV | Class II | Class III/IV |
| 4.0L SOHC SEFI V6 | 3.55 | 7,700 | 3,280 | . | . | . | . | . |
| SEFI V6 | 3.55 | 8,000 | . | . | 3,400 | . | 3,400 | . |
| | 3.73 | 10,000 | . | 5,560 | . | 5,400 | . | . |
| | 3.73 LS | 10,000 | . | . | . | 5,380 | . | 5,380 |
| 4.6L SOHC SEFI V8 | 3.55 | 7,700 | 3,280 | . | . | . | . | . |
| | 3.55 | 8,000 | . | . | 3,420 | . | 3,420 | . |
| SEFI V8 | 3.73 LS(1) | 11,600(2) | . | 7,160(2) | . | 7,000(2) | . | 7,000(2) |

(1) Included with AdvanceTrac™ Stability Control System.

(2) Deduct 500 lbs. with 3rd-Row Seat with Auxiliary Climate Control.

EXPLORER SPORT & SPORT TRAC

Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission

| Engine | Axle Ratio | GCWR (Lbs.) | SPORT 2-DOOR | | SPORT TRAC 4-DOOR | |
|-------------------|------------|-------------|--------------|-------|-------------------|-------|
| | | | 4x2 | 4x4 | 4x2 | 4x4 |
| 4.0L SOHC SEFI V6 | All | 9,100 | 5,000 | 4,820 | . | . |
| SEFI V6 | All | 9,600 | . | . | 5,260 | 5,060 |

Maximum Loaded Trailer Weight (Lbs.) – Manual Transmission

| | | | | | | |
|-------------------|-----|-------|-------|-------|-------|-------|
| 4.0L SOHC SEFI V6 | All | 7,000 | 2,940 | 2,760 | 2,700 | 2,480 |
|-------------------|-----|-------|-------|-------|-------|-------|



EXPEDITION

EXPEDITION

Maximum Loaded Trailer Weight (Lbs.)

| Engine | Axle Ratio | GCWR (Lbs.) | Maximum Loaded Trailer Weight (Lbs.) | |
|--------------|------------|-------------|--------------------------------------|-------|
| | | | 4x2 | 4x4 |
| 4.6L SEFI V8 | 3.73 | 11,500 | 6,050 | 5,750 |
| 5.4L SEFI V8 | 3.73 | 14,500 | 8,900 | 8,650 |



EXPLORER SPORT



EXPLORER SPORT TRAC

EXCURSION

Maximum Loaded Trailer Weight (Lbs.)

| Engine | Axle Ratio | GCWR (Lbs.) | Maximum Loaded Trailer Weight (Lbs.) | |
|-----------------------------|------------|-------------|--------------------------------------|--------|
| | | | 4x2 | 4x4 |
| 5.4L SEFI V8 | 3.73 | 13,000 | 6,100 | . |
| | 4.10 | 14,500 | 7,600 | 7,200 |
| 6.8L SEFI V10 | 3.73 | 17,000 | 10,000 | 9,600 |
| | 4.30 | 20,000 | 11,000 | 11,000 |
| 7.3L V8 DI Turbo Diesel (1) | 3.73 | 20,000 | 11,000 | 11,000 |
| 6.0L V8 DI Turbo Diesel (1) | 3.73 | 20,000 | 11,000 | 11,000 |

(1) 7.3L Diesel replaced by 6.0L Diesel effective with Fall 2002 production.

WINDSTAR

Maximum Loaded Trailer Weight (Lbs.)

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

* Requires Class II Trailer Tow Package.



EXCURSION



WINDSTAR

Trailer Towing Selector

E-SERIES VAN/WAGON

Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission

| Engine | Axle Ratio | GCWR (Lbs.) | VAN | | | | WAGON | | | |
|---------------------------|------------|-------------|-------|-------|----------------|------------------|---------------------------|-------|------------------|---------------------------|
| | | | E-150 | E-250 | E-250 Extended | E-350 Super Duty | E-350 Super Duty Extended | E-150 | E-350 Super Duty | E-350 Super Duty Extended |
| 4.2L SEFI V6 | 3.55 | 10,000 | 5,000 | • | • | • | • | 4,700 | • | • |
| | 3.73 | 10,500 | • | 5,100 | 5,000 | • | • | • | • | • |
| | 4.10 | 11,000 | • | 5,600 | 5,400 | • | • | • | • | • |
| 4.6L SEFI V8 | 3.55 | 11,500 | 6,400 | • | • | • | • | 6,100 | • | • |
| | 3.73 | 11,500 | • | 6,100 | 5,900 | • | • | • | • | • |
| | 4.10 | 11,500 | • | 6,000 | 5,800 | • | • | • | • | • |
| 5.4L SEFI V8 | 3.55 | 12,000 | 6,800 | • | • | 6,300 | 6,200 | 6,500 | • | 5,600 |
| | 3.73 | 13,000 | • | 7,500 | 7,300 | • | • | • | 6,900 | 6,600 |
| | 4.10 | 13,000 | • | • | • | 7,300 | 7,200 | • | 6,900 | 6,600 |
| 5.4L NGV V8 (Natural Gas) | 3.73 | 13,000 | • | • | • | • | • | • | • | • |
| 6.8L SEFI V10 | 4.10 | 13,000 | • | • | • | 6,700 | 6,600 | • | 6,300 | 6,000 |
| | 3.73 | 15,000 | • | • | • | 9,200 | 9,000 | • | 8,800 | 8,500 |
| 7.3L V8 DI Turbo Diesel | 4.10 | 18,500 | • | • | • | 10,000 | 10,000 | • | 10,000 | 10,000 |
| | 3.55 | 16,000 | • | • | • | 9,700 | 9,600 | • | 9,300 | 9,100 |
| | 4.10 | 20,000 | • | • | • | 10,000 | 10,000 | • | 10,000 | 10,000 |

Note: For Maximum Trailer Weights with Crew Van, deduct 200 lbs. from weights in chart (except with 18,500 lbs. and 20,000 lbs. GCWR).

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

E-SERIES CUTAWAY / CHASSIS CAB/STRIPPED CHASSIS

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

- E-350/450/550 Super Duty Cutaway/Chassis Cab GCWRs:
 - 5.4L V8 = 13,000 lbs.
 - 6.8L V10 = 18,500 lbs. (4.10 and E-350 4.56 axle)
 - 20,000 lbs. (E-450 4.56 and 4.88 axle)
 - 7.3L Turbo Diesel V8 = 20,000 lbs.
- E-250/350/450 Super Duty Stripped Chassis GCWRs:
 - 4.2L V6 = 11,000 lbs.
 - 5.4L V8 = 13,000 lbs.
 - 6.8L V10 = 18,500 lbs.

Note: 7.3 Diesel applications that exceed 10,000 lbs. Maximum Trailer Weight require a fifth-wheel hitch.



FORD CARS

| CAR LINE | ZX2 | FOCUS | MUSTANG | TAURUS | CROWN VICTORIA |
|-------------------------------|------------------|------------------|------------------|-----------------------------------|----------------|
| Towing Class | 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 | 1,100(Wagon)/ 1,250 (Sedan)(2) | 1,500 |
| Max. Tongue Load (Lbs.) | 100 | 100 | 100 | 110/125(2) | 150 |
| Minimum Engine | 2.0L 4-Cyl.* | 2.0L 4-Cyl.* | 3.8L V6* | 3.0L V6* | 4.6L V8 |

(1) Frontal area under 20 square feet. (2) 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.

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

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.

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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