2004

RV & TRAILER TOWING GUIDE
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 21,400 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.
A COMPLETE LINEUP TO MEET ALL YOUR TOWING AND RV NEEDS

FORD PICKUPS


Two Powerful Engines
- 4.6L Triton™ V8 – Featuring a number of improvements for 2004, it produces 231 hp and 293 lb-ft of torque – with 90% available from 2000 to 4500 rpm.
- 5.4L 3-Valve Triton™ V8 – New for 2004, a combination of advancements enables it to crank out 300 hp and 365 lb-ft of torque – the most low-end torque in its class – making it easier to pull heavy loads from a dead stop.

Plus Outstanding Driving Dynamics
- Redesigned Frame – F-150’s strongest frame ever is hydroformed and fully boxed with welded through-rail cross members to deliver superior handling, control and responsiveness you can feel immediately.
- Upgraded Suspension and Steering – All-new coil-over-shock front suspension, and rear 3” wide leaf springs and outboard shocks create F-150’s strongest, most advanced suspension ever. The first rack-and-pinion steering system ever used in an F-150 provides improved steering response and performance.
- Upgraded Brakes – Larger, high-performance 4-wheel disc brakes with standard 4-wheel ABS and electronic brake-force distribution help provide responsive, confident stops and better control under heavy braking situations.

And More Room for Passengers and Cargo
- Roomier Cabs – Every new 2004 F-150 cab (Regular, SuperCab and SuperCrew) has best-in-class interior volume and four doors, providing enhanced passenger comfort and access. The cab on every Regular and SuperCab F-150 is six inches longer inside, without greatly increasing overall vehicle length.
- Greater Cargo Volume – A 2-inch deeper box on every new F-150 increases cargo volume from 12% to 20%, making them the largest in their class.

The new 2004 F-150 ushers in a whole new era of Built Ford Tough, with bold exterior styling, interior comfort and craftsmanship, and powertrain and chassis advancements never before seen in a full-size pickup. Its capabilities include best-in-class conventional trailer towing* – up to 9,900 pounds – and 10,000 pounds fifth-wheel.

*Based on properly equipped full-size pickups under 8,500 pounds GVWR and priced below $45,000.
Few vehicles have impacted the trailer towing industry like Ford F-Series Super Duty Pickups. With their wide selection of models, powertrains, features, and tremendous towing capacity, they are a top choice for the really BIG RV and towing tasks.

**Capable and Built Ford Tough**
F-Series Super Duty offers:
- Conventional trailer towing up to 13,900 lbs.
- Fifth-wheel trailer towing up to 14,200 lbs.
- The most interior room of any truck in its class

**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!

**Three Powerful Engines**
- Triton™ 5.4L V8 (260 hp/350 lb-ft torque)
- Triton™ 6.8L V10 (310 hp/425 lb-ft torque)
- 6.0L Power Stroke® Turbo diesel V8 (325 hp/560 lb-ft) offers best-in-class torque and diesel horsepower

**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.

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*For Your Serious Towing Needs…*
F-250/350 Super Duty Pickup Offers Up to 13,900-Pound Conventional Trailer Towing Capacity and 14,200-Pound Fifth-Wheel Towing Capacity

*(See Chart on Page 17)*

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*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. They can pull trailers all the way up to 21,400 pounds. See your Ford dealer for details on these really heavy haulers.

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**SUPER DUTY CHASSIS CABS**
For Your “Ultimate” Towing Needs!

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**SUPER DUTY PICKUPS**
Ford F-350 4x4 Crew Cab DRW

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**BOATS**
2003 Tow Vehicle of the Year

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**Metric Conversion**
- To obtain information in kilograms, multiply pounds by .45;
- to obtain information in kilometers, multiply miles by 1.6;
- to obtain information in centimeters, multiply inches by 2.54.
THE OTHER MEMBERS OF FORD’S HARD-WORKING PICKUP TEAM

FOR YOUR “IN BETWEEN” TOWING TASKS

The F-150 Heritage retains the styling of the 2003 F-150, as well as its solid towing capability. We’re carrying it over into 2004 to meet the needs of buyers seeking unique content like a V6 engine or the Work Truck Package.

So, if your needs require a full-size pickup that offers a powerful V6 engine; a manual transmission; or a big alternative-fuel V8 that burns natural gas, LPG or CNG; the F-150 Heritage is the truck for you. Here are some of the features that make it a valued member of our pickup lineup:

• Regular and 4-door SuperCab models
• XL and XLT series only
• Engine choices include:
  - 4.2L OHV V6 with 202 hp/252 lb-ft torque
  - 4.6L SOHC V8 with 231 hp/293 lb-ft torque
  - 5.4L NGV V8
  - 5.4L Bi-Fuel V8 (LPG or CNG)
• Choice of 5-speed manual (with V6 only) or 4-speed automatic overdrive transmissions
• Can be equipped to tow trailers up to:
  - 5,700 pounds with 4.2L V6
  - 7,100 pounds with 4.6L V8
  - 5,800 pounds with 5.4L NGV V8
  - 8,300 pounds with 5.4L Bi-Fuel V8
• Standard 4-wheel disc anti-lock brakes (ABS)
• Fail-safe cooling system
• Standard SecuriLock™ passive anti-theft system

BIG CAPABILITIES IN A SMALL PACKAGE

America’s best-selling compact pickup for the 16th year in a row gets a fresh, new look inside and out for 2004. A big favorite of youthful truck buyers, Ranger adds several new packages aimed directly at this key target group, including the Pioneer® Sound System, a 7-speaker system delivering 290 watts of audio power, and the Tremor, now extended to the 4x4 and offering up to 510 watts of power through 9 speakers, with an all-new 6-disc MP3/CD in-dash changer by Pioneer.

On or off road, Ranger delivers what compact-pickup buyers are looking for, including these features:

• Regular and 2-door/4-door SuperCab models
• Three engine choices:
  - 2.3L I4 with 143 hp
  - 3.0L V6 with 154 hp
  - 4.0L V6 with 207 hp and 238 lb-ft of torque
• 100,000-mile tune-up interval on all engines
• Choice of 5-speed manual or automatic overdrive transmissions
• Can be equipped to tow trailers up to 5,860 pounds
• Regular and 2-door SuperCab models
• XL and XLT series only
• Engine choices include:
  - 4.2L OHV V6 with 202 hp/252 lb-ft torque
  - 4.6L SOHC V8 with 231 hp/293 lb-ft torque
  - 5.4L NGV V8
  - 5.4L Bi-Fuel V8 (LPG or CNG)
• Choice of 5-speed manual (with V6 only) or 4-speed automatic overdrive transmissions
• Can be equipped to tow trailers up to:
  - 5,700 pounds with 4.2L V6
  - 7,100 pounds with 4.6L V8
  - 5,800 pounds with 5.4L NGV V8
  - 8,300 pounds with 5.4L Bi-Fuel V8
• Standard 4-wheel disc anti-lock brakes (ABS)
• Fail-safe cooling system
• Standard SecuriLock™ passive anti-theft system

(a) Under normal driving conditions with routine fluid/filter changes.
(b) 5,980 pounds for fleet applications.

For More Information on Any of the Ford Pickups, See the Appropriate Brochure at Your Ford Dealer or visit www.fordvehicles.com.
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 150-lb. passenger at each available seating position (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 on the Ford Pickup Truck Consumer Information Sheet.

If you intend to pull a trailer in addition to carrying your camper, see the F-Series Pickup Trailer Towing Selector charts on pages 16 – 18.

### 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.

### 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

*Included with SRW regardless of engine (late availability)

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**FOR F-SERIES PICKUPS**

**FOR THE CONVENIENCE OF A CAMPER, AND THE FUNCTIONAL CAPABILITIES OF A FULL-SIZE PICKUP, A SLIDE-IN CAMPER MAY BE IDEAL FOR YOUR RV NEEDS.**

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

<table>
<thead>
<tr>
<th>Model</th>
<th>Wheelbase</th>
<th>GVWR (Lbs.)</th>
<th>Recommended Axle Ratio</th>
<th>Engine</th>
<th>Gas (495/Cal.)</th>
<th>Diesel (495/Cal.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>F-150 Heritage</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4x2 Reg. Cab</td>
<td>138.5&quot;</td>
<td>6,600</td>
<td>3.55</td>
<td>4.6L V8</td>
<td>1,985</td>
<td>–</td>
</tr>
<tr>
<td>F-150</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4x2 Reg. Cab</td>
<td>144.5&quot;</td>
<td>8,200</td>
<td>Std.</td>
<td>5.4L V8</td>
<td>2,605</td>
<td>–</td>
</tr>
<tr>
<td>4x4 Reg. Cab</td>
<td>144.5&quot;</td>
<td>8,200</td>
<td>Std.</td>
<td>5.4L V8</td>
<td>1,845</td>
<td>–</td>
</tr>
<tr>
<td>4x4 Super Cab</td>
<td>153.0&quot;</td>
<td>8,200</td>
<td>Std.</td>
<td>5.4L V8</td>
<td>2,175</td>
<td>–</td>
</tr>
<tr>
<td>F-250 Super Duty (1)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4x2 Reg. Cab</td>
<td>137.0&quot;</td>
<td>8,800</td>
<td>Std.</td>
<td>5.4L V8</td>
<td>2,160</td>
<td>1,400</td>
</tr>
<tr>
<td>4x4 Super Cab</td>
<td>141.8&quot;</td>
<td>8,800</td>
<td>Std.</td>
<td>5.4L V8</td>
<td>2,320</td>
<td>1,640</td>
</tr>
<tr>
<td>4x4 Super Cab</td>
<td>153.0&quot;</td>
<td>8,800</td>
<td>Std.</td>
<td>5.4L V8</td>
<td>2,960</td>
<td>2,280</td>
</tr>
<tr>
<td>4x4 Super Cab</td>
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<td>8,200</td>
<td>Std.</td>
<td>5.4L V8</td>
<td>3,230</td>
<td>2,545</td>
</tr>
<tr>
<td>4x4 Reg. Cab</td>
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<td>Std.</td>
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<td>3,465</td>
<td>2,730</td>
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<tr>
<td>4x4 Reg. Cab</td>
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<td>8,800</td>
<td>Std.</td>
<td>5.4L V8</td>
<td>3,715</td>
<td>3,015</td>
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<tr>
<td>4x4 Super Cab</td>
<td>153.0&quot;</td>
<td>8,800</td>
<td>Std.</td>
<td>5.4L V8</td>
<td>4,270</td>
<td>3,400</td>
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<tr>
<td>4x4 Super Cab</td>
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<td>8,200</td>
<td>Std.</td>
<td>5.4L V8</td>
<td>4,690</td>
<td>3,860</td>
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<tr>
<td>4x4 Super Cab</td>
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<td>Std.</td>
<td>5.4L V8</td>
<td>5,140</td>
<td>4,280</td>
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<td>4x4 Supercab</td>
<td>141.8&quot;</td>
<td>8,800</td>
<td>Std.</td>
<td>5.4L V8</td>
<td>5,490</td>
<td>4,640</td>
</tr>
<tr>
<td>4x4 Super Cab</td>
<td>153.0&quot;</td>
<td>8,800</td>
<td>Std.</td>
<td>5.4L V8</td>
<td>5,840</td>
<td>5,090</td>
</tr>
<tr>
<td>4x4 Crew Cab</td>
<td>152.4&quot;</td>
<td>8,800</td>
<td>Std.</td>
<td>5.4L V8</td>
<td>6,190</td>
<td>5,440</td>
</tr>
<tr>
<td>4x4 Crew Cab</td>
<td>156.2&quot;</td>
<td>8,800</td>
<td>Std.</td>
<td>5.4L V8</td>
<td>6,540</td>
<td>5,790</td>
</tr>
<tr>
<td>4x4 Crew Cab</td>
<td>172.4&quot;</td>
<td>8,800</td>
<td>Std.</td>
<td>5.4L V8</td>
<td>6,890</td>
<td>6,140</td>
</tr>
</tbody>
</table>

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(1) Requires Camper Package option.
Van Conversions

**E-SERIES VAN CONVERSIONS**

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 2004 models offer advanced engines and functional features. Following are some of the features that make them so popular:

- Sturdy body-on-frame construction
- Excellent towing capabilities … up to 6,900 pounds on E-150 Van when properly equipped
- Choice of two engines in E-150: 225 hp 4.6L and 255 hp 5.4L single-overhead-cam Triton™ V8s, both with 100,000-mile scheduled tune-up interval, standard 4-speed automatic overdrive transmission and fail-safe cooling system
- E-250/350 Super Duty offer optional Triton™ 6.8L V10 and (late availability) 6.0L Power Stroke® Turbo Diesel V8 engines
- Out-front engine design for convenient underhood servicing and ease of ingress/egress
- Standard four-wheel disc brakes with anti-lock braking system (ABS)
- Exclusive Twin-I-Beam independent front suspension for both ruggedness and smooth ride

**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.

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.
While **Escape** is the smallest member of our lineup, it is still a genuine Ford SUV. Designed, built and tested to rigorous Ford Truck standards, it “raised the bar” in the small SUV segment with its unique combination of driving fun, toughness, performance – and value. Series realignments have been aimed at making Escape even more affordable for 2004.

**KEY FEATURES**
- 201-hp 3.0L Duratec V6/4-speed automatic (std. on XLS, XLT and Limited arrays)
- 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 and Limited arrays)
- Available front-row side airbags (std. on Limited)\(^2\)
- SecuriLock™ passive anti-theft system
- Standard independent front and rear suspension

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.

**KEY FEATURES**
- Choice of 4x2 or 4x4 models
- Available in XLS, XLT, XLT Premium and the new Adrenalin arrays
- Standard 205-hp\(^3\) 4.0L single-overhead-cam V6 with 5-speed automatic overdrive transmission
- Rugged body-on-frame construction
- Four full-size doors and seating for five
- Scratch-resistant composite cargo area holds 29.6 cu. ft. of cargo
- Available cargo cage 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 5,300 lbs.
- Optional Safety Canopy Side Air Curtain System with rollover sensors (helps protect 1st- and 2nd-row outboard occupants)

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\(^2\)Always wear your safety belt and secure children in the rear seat.
\(^3\)210-hp with Flex-Fuel (E85 Ethanol).

**For More Information on Any of the Ford Vehicle Lines, See the Appropriate Brochure at Your Ford Dealership.**
Explorer – America’s most trusted SUV – aims for its 13th consecutive year of SUV sales leadership with an even wider array of customer-focused models and features for 2004.

The next step up in the Ford stable of SUVs is the 2004 Expedition, which continues to set the pace among 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, a 4-wheel-drive system that automatically adjusts to changing conditions, and industry-leading active and passive safety systems.

The top step in the Ford SUV lineup is Excursion. Our “Ultimate SUV” offers 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.

**EXPLORER 4-DOOR**

- **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 7,140 lbs.**
- **AdvanceTrac™ stability enhancement system now available with V6 and V8 engines**

**EXPLORER 4-DOOR KEY FEATURES**
- Choice of 4x2, 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
- Can be equipped to tow trailers up to 8,950 lbs.
- Standard 4-wheel disc anti-lock brakes (ABS)
- AdvanceTrac™ stability enhancement system

**EXPEDITION**

- **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**
- **Can be equipped to tow trailers up to 8,950 lbs.**
- **Tow hitch receiver**
- **Standard power adjustable pedals**
- **Optional AdvanceTrac™ electronic stability enhancement system**

**EXPEDITION 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
- Can be equipped to tow trailers up to 8,950 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**

- **Choice of 4x2 or 4x4 4-door models**
- **Selection of powerful engines:**
  - Triton™ 5.4L V8 with 255 hp/350 lb-ft torque
  - Triton™ 6.8L V10 with 310 hp/425 lb-ft torque
  - 6.0L Power Stroke® Turbo Diesel with 325 hp/560 lb-ft torque
- **Electronic 4-speed automatic overdrive transmission (gas engines)**
- **TorqShift™ 5-speed automatic transmission (diesel only – late availability)**
- **Power 4-wheel disc brakes with 4-wheel anti-lock braking system**
- **146.4 cu. ft. maximum cargo volume**

**EXCURSION KEY FEATURES**
- Choice of 4x2 or 4x4 4-door models
- Selection of powerful engines:
  - Triton™ 5.4L V8 with 255 hp/350 lb-ft torque
  - Triton™ 6.8L V10 with 310 hp/425 lb-ft torque
  - 6.0L Power Stroke® Turbo Diesel with 325 hp/560 lb-ft torque
- Electronic 4-speed automatic overdrive transmission (gas engines)
- TorqShift™ 5-speed automatic transmission (diesel only – late availability)
- Power 4-wheel disc brakes with 4-wheel anti-lock braking system
- 146.4 cu. ft. maximum cargo volume
The Ford Super Duty Class A Motorhome Chassis (F53) is the industry sales leader. 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
- New 22.5-inch wheels/tires and heavy-duty track bar front suspension included with 22,000-lb. GVWR (late availability)
- 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

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

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

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

#1 Selling CLASS C Motorhome Chassis in the RV Industry

Based on Class C calendar year registrations (through April 2003).
Under normal driving conditions with routine fluid/filter changes.
Always wear your safety belt and secure children in rear seat.
Many motorhome owners prefer the practicality of having another vehicle along when they travel. In fact, towing another vehicle behind the motorhome has become more and more popular in recent years. Furthermore, many of those who want to tow another vehicle prefer one that can be easily towed without a dolly or trailer. Ford car and truck models shown in the chart at right can be towed with all four wheels down. For safe operation, towed vehicles (or dollies or trailers carrying them) should be equipped with a separate functional brake system. See page 23 and back cover for additional brake information.

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

### Ford Cars

<table>
<thead>
<tr>
<th></th>
<th>Manual Transmission</th>
<th>Automatic Transmission</th>
</tr>
</thead>
<tbody>
<tr>
<td>Focus</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Mustang</td>
<td>Yes</td>
<td>No</td>
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### Ford Trucks

<table>
<thead>
<tr>
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<th>Manual Transmission</th>
<th>Automatic Transmission</th>
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<tbody>
<tr>
<td>Ranger 4x2</td>
<td>Yes (a)</td>
<td>No</td>
</tr>
<tr>
<td>Ranger 4x4</td>
<td>Yes (a)(b)</td>
<td>No</td>
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<tr>
<td>Escape</td>
<td>Yes</td>
<td>No</td>
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<tr>
<td>Explorer Sport Trac 4x4</td>
<td>N/A</td>
<td>Yes (c)</td>
</tr>
<tr>
<td>Explorer 4-Door 4x4</td>
<td>N/A</td>
<td>Yes (d)</td>
</tr>
<tr>
<td>F-150 Heritage 4x4</td>
<td>Yes (e)(f)</td>
<td>Yes (e)(f)</td>
</tr>
<tr>
<td>F-150 4x4</td>
<td>N/A</td>
<td>Yes (e)</td>
</tr>
<tr>
<td>F-250/350 Super Duty 4x4</td>
<td>Yes (e)</td>
<td>Yes (e)</td>
</tr>
</tbody>
</table>

(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-AC). (e) Manual transfer case only (not Electronic Shift-on-the-Fly 4x4). (f) Requires that the center disconnect be locked out by capping off one of the front axle vacuum motor lines. See your Ford Dealer for assistance.

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

CLASS I – LIGHT-DUTY
- 2,000-lb. maximum weight (trailer and cargo combined)
- Folding camping trailers and trailers for small boats, motorcycles and snowmobiles
- Many Ford vehicles can handle easily
- Conventional weight-carrying hitch

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

CLASS III – HEAVY-DUTY
- 3,501-5,000-lb. gross trailer weight
- Dual-axle or large single-axle travel trailers
- Most properly equipped Ford trucks and SUVs can tow them
- Conventional 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
- Most applications require a conventional weight-distributing or fifth-wheel hitch

THREE BASIC RV TRAILER TYPES

FOLDING CAMPING TRAILER
- Relatively inexpensive units providing campers with a comfortable, dry mobile shelter, plus these added benefits:
  - Lightweight for easy towing (usually range from 300 to 2,000 pounds).
  - Simple conventional weight-carrying hitch is usually sufficient for towing.
  - Compact, low-profile traveling package.
  - Easily maneuverable – generally 8 to 16 feet long.

CONVENTIONAL TRAVEL TRAILER
- Generally larger, rigid construction units offering more of the conveniences of home, including such features as kitchen sink, dinette, shower, refrigerator and flush toilet. Additional benefits include:
  - Widely varied levels of roominess, comfort and luxury – depending on the towing capacity of your vehicle, and your budget.
  - Sizes usually range from 12 to 35 feet long.
  - Normally towed with a conventional weight-distributing hitch, depending on weight.

FIFTH-WHEEL TRAILER
- Provide the same types of accommodations as a conventional travel trailer, but with these unique characteristics:
  - The forward raised portion is designed to extend over the box of a pickup truck.
  - Attaches to the truck via a fifth-wheel hitch mounted in the pickup bed.
  - Offers the advantages of improved weight distribution and towing dynamics, since some trailer weight is directly over the towing vehicle.

(1) Refer to page 15 for Required Equipment.

Metric Conversion – To obtain information in kilograms, multiply pounds by .45; to obtain information in centimeters, multiply feet by 30.
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**
   - Items that can make towing easier, and are strongly recommended for strenuous towing conditions.

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

### REQUIRED EQUIPMENT

- **Escape**
- **F-150 Heritage Pickup (Conventional/Closed) 2.5L Engine**
- **F-150 Heritage Pickup (CNG)**
- **F-150 Heritage Pickup (Conventional/Fuel)**
- **Explorer 4-Door**
- **F-150 Heritage Pickup (Conventional/Fuel)**
- **F-150 Heritage Pickup (Conventional/Gasoline)**

### RECOMMENDED EQUIPMENT (WHERE NOT REQUIRED)

- **Aftermarket Auxiliary Transmission Oil Cooler**
- **Weight Carrying Hitch (Trailers Under 3,500 lbs.)**

### FRONTAL AREA CONSIDERATIONS

- **F-150 Heritage Pickup (Conventional)**
- **F-150 Heritage Pickup (Conventional/Closed)**
- **F-150 Heritage Pickup (CNG)**
- **F-150 Heritage Pickup (Conventional/Fuel)**
- **F-150 Heritage Pickup (CNG)**
- **Explorer 4-Door**
- **F-150 Heritage Pickup (Conventional/Gasoline)**
- **F-150 Heritage Pickup (Conventional/Fuel)**
- **F-150 Heritage Pickup (Conventional/Gasoline)**

### METRIC CONVERSION

- To obtain information in kilometers, multiply pounds by 0.45; to obtain information in kilometers, multiply miles by 1.6;
- To obtain information in square meters, multiply square feet by 0.09; to obtain information in centimeters, multiply inches by 2.54.
Select column with transmission, cab design and drive system (4x2 or 4x4) you prefer. Read down column to find the trailer weight that can be towed with engine/axle ratio combinations listed at left. GCWR column shows maximum allowable combined weight of vehicle, trailer and cargo (including passengers) for each engine/axle ratio combination. **Maximum Loaded Trailer Weight** assumes a towing vehicle with any mandatory options, no cargo, tongue load of 10-15% (conventional trailer) or king pin weight of 15-25% (fifth-wheel trailer), and driver only (150 pounds). Weight of additional options, passengers, cargo and hitch must be deducted from this weight. Also check Required and Recommended Equipment on page 15.

### F-150 Pickup Conventional Towing

<table>
<thead>
<tr>
<th>Engine</th>
<th>Axle Ratio</th>
<th>GCWR (Lbs.)</th>
<th>Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.6L SEFI V8</td>
<td>3.55</td>
<td>11,500</td>
<td>126.0&quot; Wb 144.5&quot; Wb 144.5&quot; Wb 163.0&quot; Wb</td>
</tr>
<tr>
<td></td>
<td>11,700</td>
<td>6,500</td>
<td>6,200 6,300 6,300 6,300</td>
</tr>
<tr>
<td></td>
<td>12,000</td>
<td>7,000</td>
<td>6,800 6,800 6,800 6,800</td>
</tr>
<tr>
<td>5.4L SEFI V8 3V</td>
<td>3.31</td>
<td>12,000</td>
<td>6,900 7,100 7,100 7,100</td>
</tr>
<tr>
<td></td>
<td>12,500</td>
<td>7,300</td>
<td></td>
</tr>
</tbody>
</table>

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

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

### F-150 Pickup Fifth-Wheel Towing

<table>
<thead>
<tr>
<th>Engine</th>
<th>Axle Ratio</th>
<th>GCWR (Lbs.)</th>
<th>Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.6L SEFI V8</td>
<td>3.55</td>
<td>11,500</td>
<td>126.0&quot; Wb 144.5&quot; Wb 144.5&quot; Wb 163.0&quot; Wb</td>
</tr>
<tr>
<td></td>
<td>11,700</td>
<td>6,500</td>
<td>6,200 6,300 6,300 6,300</td>
</tr>
<tr>
<td></td>
<td>12,000</td>
<td>7,000</td>
<td>6,800 6,800 6,800 6,800</td>
</tr>
<tr>
<td>5.4L SEFI V8 3V</td>
<td>3.31</td>
<td>12,000</td>
<td>6,900 7,100 7,100 7,100</td>
</tr>
<tr>
<td></td>
<td>12,500</td>
<td>7,000</td>
<td></td>
</tr>
</tbody>
</table>

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

**Notes:**
- Trailer king pin weight should be 15-25% of total loaded trailer weight. Make sure vehicle payload (reduced by option weight) will accommodate trailer king pin weight and weight of passengers and cargo added to towing vehicle. Addition of trailer king pin weight and weight of passengers and cargo cannot cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.
- While F-150 SuperCrew and SuperCab (132.5" Wb) 5'6" 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.
## F-250/350 SUPER DUTY PICKUP CONVENTIONAL TOWING
### Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission

<table>
<thead>
<tr>
<th>Engine</th>
<th>Axle Ratio</th>
<th>GCWR (Lbs.)</th>
<th>REGULAR CAB SRW</th>
<th>SUPERCAB SRW</th>
<th>CREW CAB SRW</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>4x2</td>
<td>4x4</td>
<td>4x2</td>
<td>4x4</td>
<td>4x2</td>
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<tr>
<td>5.4L SEFI V8</td>
<td>3.73</td>
<td>13,500</td>
<td>7,800</td>
<td>7,400</td>
<td>7,700</td>
</tr>
<tr>
<td></td>
<td>4.10</td>
<td>15,000</td>
<td>9,300</td>
<td>8,900</td>
<td>9,100</td>
</tr>
<tr>
<td>6.8L SEFI V10</td>
<td>3.73</td>
<td>17,000</td>
<td>11,200</td>
<td>10,800</td>
<td>10,400</td>
</tr>
<tr>
<td></td>
<td>4.30</td>
<td>20,000</td>
<td>12,500</td>
<td>12,500</td>
<td>13,000</td>
</tr>
<tr>
<td>6.0L V8 DI</td>
<td>3.73</td>
<td>20,000</td>
<td>12,500</td>
<td>12,500</td>
<td>13,000</td>
</tr>
<tr>
<td>Turbo Diesel</td>
<td>4.10</td>
<td>20,000</td>
<td>–</td>
<td>–</td>
<td>–</td>
</tr>
</tbody>
</table>

### Maximum Loaded Trailer Weight (Lbs.) – Manual Transmission

<table>
<thead>
<tr>
<th>Engine</th>
<th>Axle Ratio</th>
<th>GCWR (Lbs.)</th>
<th>REGULAR CAB SRW</th>
<th>SUPERCAB SRW</th>
<th>CREW CAB SRW</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>4x2</td>
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<td>4x4</td>
<td>4x2</td>
</tr>
<tr>
<td>5.4L SEFI V8</td>
<td>3.73</td>
<td>13,500</td>
<td>7,800</td>
<td>7,400</td>
<td>7,700</td>
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<td></td>
<td>4.10</td>
<td>15,000</td>
<td>9,300</td>
<td>8,900</td>
<td>9,100</td>
</tr>
<tr>
<td>6.8L SEFI V10</td>
<td>3.73</td>
<td>16,500</td>
<td>10,600</td>
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<tr>
<td>6.0L V8 DI</td>
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<td>4.10</td>
<td>20,000</td>
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<td>–</td>
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</tr>
</tbody>
</table>

**Notes:**
- 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

<table>
<thead>
<tr>
<th>Engine</th>
<th>Axle Ratio</th>
<th>GCWR (Lbs.)</th>
<th>REGULAR CAB SRW</th>
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<td>4x2</td>
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<td>7,800</td>
<td>7,400</td>
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<td>15,000</td>
<td>9,300</td>
<td>8,900</td>
<td>9,100</td>
</tr>
<tr>
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<td>10,600</td>
<td>10,200</td>
<td>10,400</td>
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<td>12,500</td>
<td>12,500</td>
<td>13,000</td>
</tr>
<tr>
<td>6.0L V8 DI</td>
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<td>20,000</td>
<td>12,600</td>
<td>12,600</td>
<td>13,000</td>
</tr>
<tr>
<td>Turbo Diesel</td>
<td>4.10</td>
<td>20,000</td>
<td>–</td>
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<td>–</td>
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</tbody>
</table>

### Maximum Loaded Trailer Weight (Lbs.) – Manual Transmission

<table>
<thead>
<tr>
<th>Engine</th>
<th>Axle Ratio</th>
<th>GCWR (Lbs.)</th>
<th>REGULAR CAB SRW</th>
<th>SUPERCAB SRW</th>
<th>CREW CAB SRW</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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<td>4x4</td>
<td>4x2</td>
<td>4x4</td>
<td>4x2</td>
</tr>
<tr>
<td>5.4L SEFI V8</td>
<td>3.73</td>
<td>13,500</td>
<td>7,800</td>
<td>7,400</td>
<td>7,700</td>
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<td>4.10</td>
<td>15,000</td>
<td>9,300</td>
<td>8,900</td>
<td>9,100</td>
</tr>
<tr>
<td>6.8L SEFI V10</td>
<td>3.73</td>
<td>18,500</td>
<td>10,600</td>
<td>10,200</td>
<td>10,400</td>
</tr>
<tr>
<td></td>
<td>4.30</td>
<td>20,000</td>
<td>12,500</td>
<td>12,500</td>
<td>13,000</td>
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<tr>
<td>6.0L V8 DI</td>
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<td>13,000</td>
</tr>
<tr>
<td>Turbo Diesel</td>
<td>4.10</td>
<td>20,000</td>
<td>–</td>
<td>–</td>
<td>–</td>
</tr>
</tbody>
</table>

* 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.

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

<table>
<thead>
<tr>
<th>Model</th>
<th>Max. Ride Ht.</th>
</tr>
</thead>
<tbody>
<tr>
<td>F-250</td>
<td>56-57 inches</td>
</tr>
<tr>
<td>F-350 SRW</td>
<td>58-59 inches</td>
</tr>
<tr>
<td>F-350 DRW</td>
<td>57-58 inches</td>
</tr>
</tbody>
</table>

**NOTE:** Vehicles with other configurations may have varying ride heights.
### F-150 Heritage Pickup Fifth-Wheel Towing

<table>
<thead>
<tr>
<th>Engine</th>
<th>Axle Ratio</th>
<th>GCWR (Lbs.)</th>
<th>REGULAR CAB</th>
<th>SUPERCAB</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.2L SEFI V6</td>
<td>3.55</td>
<td>10,000</td>
<td>5,700</td>
<td>5,400</td>
</tr>
<tr>
<td>4.6L SEFI V8</td>
<td>3.55</td>
<td>11,500(1)</td>
<td>7,200</td>
<td>6,800</td>
</tr>
<tr>
<td></td>
<td>3.55</td>
<td>11,000(2)</td>
<td>–</td>
<td>6,300</td>
</tr>
</tbody>
</table>

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

- 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 Heritage Pickup Conventional Towing

<table>
<thead>
<tr>
<th>Engine</th>
<th>Axle Ratio</th>
<th>GCWR (Lbs.)</th>
<th>REGULAR CAB</th>
<th>SUPERCAB</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.2L SEFI V6</td>
<td>3.31</td>
<td>9,000</td>
<td>4,600</td>
<td>–</td>
</tr>
<tr>
<td></td>
<td>3.55</td>
<td>10,000</td>
<td>5,700</td>
<td>5,400</td>
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<tr>
<td>4.6L SEFI V8</td>
<td>3.08</td>
<td>10,000</td>
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<td></td>
<td>3.31</td>
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<td>5,800</td>
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<tr>
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<td>3.55</td>
<td>11,500(1)</td>
<td>7,100</td>
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<tr>
<td></td>
<td>3.55</td>
<td>11,000(2)</td>
<td>–</td>
<td>6,300</td>
</tr>
</tbody>
</table>

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

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

<table>
<thead>
<tr>
<th></th>
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<tbody>
<tr>
<td>6.7L V8</td>
<td>4.88 20,000</td>
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<td>18,100</td>
<td>––</td>
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<td>17,000</td>
<td>––</td>
<td>6,900</td>
<td>6,400</td>
<td>17,200</td>
<td>16,800</td>
<td>16,500</td>
<td>16,100</td>
<td>15,700</td>
<td>15,300</td>
<td>14,900</td>
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</tr>
<tr>
<td>6.8L V10</td>
<td>4.88 20,000</td>
<td>––</td>
<td>18,100</td>
<td>––</td>
<td>17,700</td>
<td>––</td>
<td>17,400</td>
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<td>16,500</td>
<td>16,100</td>
<td>15,700</td>
<td>15,300</td>
<td>14,900</td>
<td></td>
</tr>
<tr>
<td>6.8L DRW</td>
<td>4.88 20,000</td>
<td>––</td>
<td>18,100</td>
<td>––</td>
<td>17,700</td>
<td>––</td>
<td>17,400</td>
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<td>17,000</td>
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<td>6,900</td>
<td>6,400</td>
<td>17,200</td>
<td>16,800</td>
<td>16,500</td>
<td>16,100</td>
<td>15,700</td>
<td>15,300</td>
<td>14,900</td>
<td></td>
</tr>
</tbody>
</table>

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

**Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission**

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<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>6.2L V8</td>
<td>4.88 20,000</td>
<td>––</td>
<td>18,100</td>
<td>––</td>
<td>17,700</td>
<td>––</td>
<td>17,400</td>
<td>––</td>
<td>17,000</td>
<td>––</td>
<td>6,900</td>
<td>6,400</td>
<td>17,200</td>
<td>16,800</td>
<td>16,500</td>
<td>16,100</td>
<td>15,700</td>
<td>15,300</td>
<td>14,900</td>
<td></td>
</tr>
<tr>
<td>6.8L V10</td>
<td>4.88 20,000</td>
<td>––</td>
<td>18,100</td>
<td>––</td>
<td>17,700</td>
<td>––</td>
<td>17,400</td>
<td>––</td>
<td>17,000</td>
<td>––</td>
<td>6,900</td>
<td>6,400</td>
<td>17,200</td>
<td>16,800</td>
<td>16,500</td>
<td>16,100</td>
<td>15,700</td>
<td>15,300</td>
<td>14,900</td>
<td></td>
</tr>
<tr>
<td>6.8L DRW</td>
<td>4.88 20,000</td>
<td>––</td>
<td>18,100</td>
<td>––</td>
<td>17,700</td>
<td>––</td>
<td>17,400</td>
<td>––</td>
<td>17,000</td>
<td>––</td>
<td>6,900</td>
<td>6,400</td>
<td>17,200</td>
<td>16,800</td>
<td>16,500</td>
<td>16,100</td>
<td>15,700</td>
<td>15,300</td>
<td>14,900</td>
<td></td>
</tr>
</tbody>
</table>

**Maximum Loaded Trailer Weight (Lbs.) – Manual Transmission**

<table>
<thead>
<tr>
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<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>6.2L V8</td>
<td>4.88 20,000</td>
<td>––</td>
<td>18,100</td>
<td>––</td>
<td>17,700</td>
<td>––</td>
<td>17,400</td>
<td>––</td>
<td>17,000</td>
<td>––</td>
<td>6,900</td>
<td>6,400</td>
<td>17,200</td>
<td>16,800</td>
<td>16,500</td>
<td>16,100</td>
<td>15,700</td>
<td>15,300</td>
<td>14,900</td>
<td></td>
</tr>
<tr>
<td>6.8L V10</td>
<td>4.88 20,000</td>
<td>––</td>
<td>18,100</td>
<td>––</td>
<td>17,700</td>
<td>––</td>
<td>17,400</td>
<td>––</td>
<td>17,000</td>
<td>––</td>
<td>6,900</td>
<td>6,400</td>
<td>17,200</td>
<td>16,800</td>
<td>16,500</td>
<td>16,100</td>
<td>15,700</td>
<td>15,300</td>
<td>14,900</td>
<td></td>
</tr>
<tr>
<td>6.8L DRW</td>
<td>4.88 20,000</td>
<td>––</td>
<td>18,100</td>
<td>––</td>
<td>17,700</td>
<td>––</td>
<td>17,400</td>
<td>––</td>
<td>17,000</td>
<td>––</td>
<td>6,900</td>
<td>6,400</td>
<td>17,200</td>
<td>16,800</td>
<td>16,500</td>
<td>16,100</td>
<td>15,700</td>
<td>15,300</td>
<td>14,900</td>
<td></td>
</tr>
</tbody>
</table>

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. Ford Motor Company does not offer a factory-installed conventional hitch receiver for Chassis Cab applications.

**SUPER DUTY CLASS A MOTORHOME CHASSIS**

<table>
<thead>
<tr>
<th>Model</th>
<th>Max. GVWR</th>
<th>Max. GCWR</th>
<th>Max. Trailer Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>15,700 lbs</td>
<td>26,000 lbs</td>
<td>10,300 lbs</td>
<td></td>
</tr>
<tr>
<td>18,000 lbs</td>
<td>26,000 lbs</td>
<td>8,000 lbs</td>
<td></td>
</tr>
<tr>
<td>20,500 lbs</td>
<td>26,000 lbs</td>
<td>5,500 lbs</td>
<td></td>
</tr>
<tr>
<td>22,000 lbs</td>
<td>26,000 lbs</td>
<td>4,000 lbs</td>
<td></td>
</tr>
</tbody>
</table>

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:

<table>
<thead>
<tr>
<th>Model</th>
<th>Max. GVWR</th>
<th>Max. GCWR</th>
</tr>
</thead>
<tbody>
<tr>
<td>F-650 Regular/Super/Crew Cab</td>
<td>26,000 lbs</td>
<td>40,000 lbs</td>
</tr>
<tr>
<td>F-750 Regular/Super/Crew Cab</td>
<td>30,000 lbs</td>
<td>45,000 lbs</td>
</tr>
<tr>
<td>F-750 Regular/Super/Crew Cab</td>
<td>33,000 lbs</td>
<td>60,000 lbs</td>
</tr>
</tbody>
</table>

* 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.
### ESCAPE

<table>
<thead>
<tr>
<th>Engine</th>
<th>Axle Ratio</th>
<th>GCWR (Lbs.)</th>
<th>4x2</th>
<th>4x4</th>
<th>Maximum Loaded Trailer Weight (Lbs.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.0L SEFI I4</td>
<td>All</td>
<td>4,180</td>
<td>4,340</td>
<td>1,000</td>
<td></td>
</tr>
<tr>
<td>3.0L SEFI V6</td>
<td>All</td>
<td>5,340</td>
<td>5,500</td>
<td>2,000 Without Class II Trailer Towing Package</td>
<td></td>
</tr>
<tr>
<td></td>
<td>All</td>
<td>6,880</td>
<td>7,040</td>
<td>3,500 With Class II Trailer Towing Package</td>
<td></td>
</tr>
</tbody>
</table>

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

### EXPEDITION

<table>
<thead>
<tr>
<th>Engine</th>
<th>Axle Ratio</th>
<th>GCWR (Lbs.)</th>
<th>4x2</th>
<th>4x4</th>
<th>Maximum Loaded Trailer Weight (Lbs.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.0L SOHC</td>
<td>3.55</td>
<td>7,000</td>
<td>3,260</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td>SEFI V6</td>
<td>3.55</td>
<td>8,000</td>
<td>–</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td></td>
<td>3.73/3.73 LS</td>
<td>10,000</td>
<td>–</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td></td>
<td>3.73/3.73 LS</td>
<td>10,240</td>
<td>–</td>
<td>5,780</td>
<td>–</td>
</tr>
<tr>
<td>4.6L SOHC</td>
<td>3.55</td>
<td>7,000</td>
<td>3,260</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td>SEFI V8</td>
<td>3.55</td>
<td>8,000</td>
<td>–</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td></td>
<td>3.73/3.73 LS</td>
<td>11,600(1)</td>
<td>–</td>
<td>7,140(1)</td>
<td>–</td>
</tr>
</tbody>
</table>

(1) Requires Heavy Duty Trailer Tow Package.

### EXPLORER 4-DOOR

<table>
<thead>
<tr>
<th>Engine</th>
<th>Axle Ratio</th>
<th>GCWR (Lbs.)</th>
<th>4x2</th>
<th>4x4</th>
<th>Maximum Loaded Trailer Weight (Lbs.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.0L SOHC V6</td>
<td>3.55</td>
<td>10,500</td>
<td>5,000</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td>4.0L SOHC V6</td>
<td>3.73</td>
<td>8,000</td>
<td>–</td>
<td>5,000</td>
<td>–</td>
</tr>
</tbody>
</table>

### EXPLORER SPORT TRAC

<table>
<thead>
<tr>
<th>Engine</th>
<th>Axle Ratio</th>
<th>GCWR (Lbs.)</th>
<th>4x2</th>
<th>4x4</th>
<th>Maximum Loaded Trailer Weight (Lbs.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.0L SEFI I4</td>
<td>All</td>
<td>4,340</td>
<td>1,000</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td>3.0L SEFI V6</td>
<td>All</td>
<td>5,500</td>
<td>2,000 Without Class II Trailer Towing Package</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>All</td>
<td>7,040</td>
<td>3,500 With Class II Trailer Towing Package</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

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

### EXCURSION

<table>
<thead>
<tr>
<th>Engine</th>
<th>Axle Ratio</th>
<th>GCWR (Lbs.)</th>
<th>4x2</th>
<th>4x4</th>
<th>Maximum Loaded Trailer Weight (Lbs.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.0L V8 DI Turbo Diesel</td>
<td>3.73</td>
<td>10,000</td>
<td>–</td>
<td>11,000</td>
<td>–</td>
</tr>
</tbody>
</table>

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

Trailer tongue load weight should be 10-15% of total loaded trailer weight. Make sure vehicle payload (reduced by option weight) will accommodate trailer tongue load weight and weight of passengers and cargo added to towing vehicle. Addition of trailer tongue load weight and weight of passengers and cargo cannot cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.
<table>
<thead>
<tr>
<th>Engine</th>
<th>Axle Ratio</th>
<th>GCWR (Lbs.)</th>
<th>Maximum Loaded Trailer Weight (Lbs.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.8L SPI SEFI V6</td>
<td>3.56</td>
<td>7,000</td>
<td>Wagon: 2,000 Van: 2,000</td>
</tr>
</tbody>
</table>

### E-SERIES VAN/WAGON

#### Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission

<table>
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<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>4.6L SEFI V8</td>
<td>3.55</td>
<td>11,500</td>
<td>6,500</td>
<td>–</td>
<td>–</td>
<td>–</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td></td>
<td>3.73</td>
<td>10,500</td>
<td>5,100</td>
<td>5,000</td>
<td>–</td>
<td>–</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td></td>
<td>4.10</td>
<td>11,000</td>
<td>5,600</td>
<td>5,400</td>
<td>–</td>
<td>–</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td>5.4L SEFI V8</td>
<td>3.55</td>
<td>12,000</td>
<td>6,900</td>
<td>–</td>
<td>6,300</td>
<td>6,200</td>
<td>6,500</td>
<td>5,700</td>
</tr>
<tr>
<td></td>
<td>3.73</td>
<td>13,000</td>
<td>7,500</td>
<td>7,300</td>
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<td>–</td>
<td>–</td>
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<tr>
<td></td>
<td>4.10</td>
<td>13,000</td>
<td>7,300</td>
<td>7,200</td>
<td>–</td>
<td>–</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td>6.8L SEFI V10</td>
<td>3.73</td>
<td>15,000</td>
<td>–</td>
<td>–</td>
<td>9,200</td>
<td>9,000</td>
<td>8,800</td>
<td>8,400</td>
</tr>
<tr>
<td></td>
<td>4.10</td>
<td>18,500</td>
<td>–</td>
<td>–</td>
<td>10,000</td>
<td>10,000</td>
<td>10,000</td>
<td>10,000</td>
</tr>
<tr>
<td>6.0L V8 DI</td>
<td>3.55</td>
<td>16,000</td>
<td>–</td>
<td>–</td>
<td>9,700</td>
<td>9,500</td>
<td>9,300</td>
<td>9,000</td>
</tr>
<tr>
<td>Turbo Diesel*</td>
<td>4.10</td>
<td>20,000</td>
<td>–</td>
<td>–</td>
<td>10,000</td>
<td>10,000</td>
<td>10,000</td>
<td>10,000</td>
</tr>
</tbody>
</table>

**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).

*Late availability.

### E-SERIES CUTAWAY/CHASSIS CAB/STRIPPED CHASSIS

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

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

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

*Late availability.

### FORD CARS

#### Towing Class

<table>
<thead>
<tr>
<th>CAR LINE</th>
<th>FOCUS Light-Duty I (1)</th>
<th>TAURUS Light-Duty I</th>
<th>CROWN VICTORIA Light-Duty I</th>
</tr>
</thead>
<tbody>
<tr>
<td>Max. Gross Trailer Wt. (Lbs.)</td>
<td>1,000</td>
<td>1,100(Wagon)/1,250 (Sedan)</td>
<td>1,500</td>
</tr>
<tr>
<td>Max. Tongue Load (Lbs.)</td>
<td>100</td>
<td>110/125(2)</td>
<td>150</td>
</tr>
<tr>
<td>Minimum Engine</td>
<td>2.0L 4-Cyl.*</td>
<td>3.0L 6*</td>
<td>4.6L V8</td>
</tr>
</tbody>
</table>

(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. (3) Do not exceed 6,600 pounds GCWR.

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

### Metric Conversion

- To obtain information in kilograms, multiply pounds by .45.
- To obtain information in square meters, multiply square feet by .09.
- To obtain information in centimeters, multiply inches by 2.54.
- To obtain information in kilometers, multiply miles by 1.6.

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

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

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

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

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

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

5. **Swivel-Mount Hitch Drawbar:** Swivels for easy hookup, then locks into towing position. See your Ford dealer for towing limitations.
   - **Base Part No.:** 19A282
   - **Available for:** Vehicles with 2” (5 cm) hitch receiver

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

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

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

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

10. **Neutral Tow Kit (not shown):** Allows Explorer models to be towed behind motorhome with all four wheels on ground. Dealer installation recommended.
    - **Base Part No.:** 7H332
    - **Available for:** All Explorer models
THINGS TO KNOW BEFORE YOU TOW

BEFORE YOU BUY

If you are selecting a vehicle that will be used for towing, you should determine the approximate weight of the trailer you intend to tow, including the weight of any additional cargo and fluids that you will be carrying in the trailer. Also be sure the vehicle has the proper optional equipment (see page 15).

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

BRAKES

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

1. **Electronically Controlled Brakes** usually provide automatic and manual control of trailer brakes. They require that the tow vehicle be equipped with a controlling device and additional wiring for electrical power. These brakes typically have a control box installed within reach of the driver and can be applied manually or automatically.

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

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

**TRAILER LAMPS**

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

AFTER YOU BUY

Before heading out on a trip (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 26). If any of these limits are exceeded, cargo should be removed from the vehicle and/or trailer until all weights are within the specified limits.

**SAFETY CHAINS**

- Always use safety chains when towing. Safety chains are used to retain connection between the towing and towed vehicle in the event of separation of the trailer coupling or ball.

- Cross chains under the trailer tongue 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 includes one or more jumper harnesses (to connect to your trailer wiring connector) and installation instructions.

Refer to page 14 for standard and optional wiring harness usage.
When towing, it is vital that the proper hitch be used. Here is the hitch information you should know:

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

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

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

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*Metric Conversion – To obtain information in kilograms, multiply pounds by .45; to obtain information in kilometers, multiply miles by 1.6.*
Fifth-Wheel Hitch is mounted in the pickup bed to put more of the trailer weight directly over the towing vehicle. The receiver centerline of the hitch should be mounted at least two inches forward of the rear axle of the truck chassis. This mounting location will distribute the king pin weight of the trailer for optimum load-carrying and sway-control performance. Care must be taken to maintain nominal clearance from the back of the cab to the front of the trailer during tight cornering or backing maneuvers. Failure to follow this recommendation can adversely affect the towing vehicle's steering, braking, and handling characteristics.

**FORD REAR STEP BUMPER/HITCH RECEIVER WEIGHT CAPACITY**

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

<table>
<thead>
<tr>
<th>Vehicle</th>
<th>Weight-Carrying Max. Trailer Capacity (Lbs.)(1)</th>
<th>Max. Tongue Load (Lbs.)</th>
<th>Weight-Distributing Max. Trailer Capacity (Lbs.)(2)</th>
<th>Max. Tongue Load (Lbs.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rear Step Bumper:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ranger</td>
<td>2,000</td>
<td>200</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Explorer Sport Trac</td>
<td>3,500</td>
<td>350</td>
<td></td>
<td></td>
</tr>
<tr>
<td>E-Series Van/Wagon</td>
<td>5,000</td>
<td>500</td>
<td></td>
<td></td>
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<tr>
<td>Excursion</td>
<td>5,000</td>
<td>500</td>
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<td></td>
</tr>
<tr>
<td>F-Series</td>
<td>5,000</td>
<td>500</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hitch Receiver:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Escape</td>
<td>3,500</td>
<td>300</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ranger</td>
<td>3,500</td>
<td>350</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Explorer 4-Dr (Class II)</td>
<td>3,500</td>
<td>350</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Explorer 4-Dr (Class III/IV)</td>
<td>5,000</td>
<td>500</td>
<td></td>
<td></td>
</tr>
<tr>
<td>E-Series Van/Wagon</td>
<td>5,000</td>
<td>500</td>
<td></td>
<td></td>
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<tr>
<td>Expedition</td>
<td>6,000</td>
<td>600</td>
<td></td>
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<tr>
<td>Excursion</td>
<td>5,000</td>
<td>500</td>
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<tr>
<td>F-150 Heritage</td>
<td>5,000</td>
<td>500</td>
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<tr>
<td>F-150</td>
<td>5,000</td>
<td>500</td>
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<tr>
<td>F-250/350 Super Duty SRW</td>
<td>5,000</td>
<td>500</td>
<td></td>
<td></td>
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<tr>
<td>F-250/350 Super Duty DRW</td>
<td>6,000</td>
<td>600</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

(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.

**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 and F-150 Heritage 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**: Included with Class II Trailer Towing Package – Option Code 536
- **Ranger Pickup**: Included with Class III Trailer Towing – Option Code 53L

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

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

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

**Cargo Weight** includes all weight added to the Base Curb Weight, including cargo and optional equipment (check with your sales consultant). When towing, trailer tongue load or king pin weight 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.

**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 16-21 or your vehicle’s Owner Guide).

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

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

**Gross Axle Weight (GAW)** is the total weight placed on each axle (front and rear). To determine the Gross Axle Weights for your vehicle and trailer combination, take your loaded vehicle and trailer to a scale. With the trailer attached, place the front wheels of the vehicle on the scale to get the front GAW. For rear GAW, weigh the towing vehicle with the trailer attached, but with just the four wheels of the vehicle on the scale. You get the rear GAW by subtracting the front GAW from that amount.

**Gross Axle Weight Rating (GAWR)** is the maximum weight to be carried by a single axle (front or rear). These numbers also are shown on the Safety Compliance Certification Label. The total load on each axle must never exceed its GAWR.

**Metric Conversion** – To obtain information in kilograms, multiply pounds by .45.
**Gross Combination Weight (GCW)** is the weight of the loaded vehicle (GVW) plus the weight of the fully loaded trailer. It is the actual weight obtained when the vehicle and trailer are weighed together on a scale.

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

**Maximum Loaded Trailer Weight** (as shown in the Trailer Towing Selector charts pages 16-21) is the highest possible weight of a fully loaded trailer the vehicle can tow, based on a minimum towing vehicle GVW. It assumes a towing vehicle with any mandatory options, no cargo, tongue load of 10-15% (conventional trailer) or king pin weight of 15-25% (fifth-wheel trailer), and driver only (150 lbs.). F-Series Super Duty chassis cab models also assume a second-unit body weight of 1,000 lbs. Weight of additional options, passengers, cargo and hitch must be deducted from this weight.

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

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

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

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

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

Trailering is a special driving situation that places extra demands on your driving skills. We have included a few basic tips to help you transport your trailer and its contents safely, comfortably and without abusing the towing vehicle.

WEIGHT DISTRIBUTION
• For optimum handling, 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 load or king pin 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 up 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 23).
• 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 A FULL-SIZE SPARE TIRE
• A conventional full-size spare tire is required for trailer towing (mini spare tires should not be used; always replace the spare tire with the road tire as soon as possible).

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

HIGH ALTITUDE OPERATION
• 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.


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