There are many reasons Ford is considered a leader in RV and trailer towing:

OUTSTANDING SELECTION
Whatever your need, there’s a Ford vehicle or chassis to fill it.

EXCEPTIONAL TOWING CAPABILITIES
Ford F-150, Super Duty Pickup and Super Duty Chassis Cab can pull the heaviest trailers in their class. In fact, when properly equipped, they can handle conventional trailers up to 16,000 pounds, and fifth-wheel trailers all the way up to 24,900 pounds.

EXPERIENCE
Decades of RV and towing experience back all Ford vehicles.

QUALITY AND RELIABILITY
Ford has earned a reputation for providing quality, reliable, high-performance RV products.

FORD PRODUCTS IN ALL MAJOR RV CATEGORIES

- PICKUPS/CHASSIS CABS (Pages 3-5)
- SLIDE-IN CAMPERS (Page 6)
- VAN CONVERSIONS/CLASS B VAN CAMPERS (Page 7)
- CLASS A MOTORHOMES (Page 10)
- CLASS C MOTORHOMES (Page 11)
- TRAILERS (Page 13)

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“Four-Wheel-Down” Towing 12
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Metric Conversion – To obtain information in kilograms, multiply pounds by .45.
With last year’s all-time truck sales record of 939,511, F-Series continued its 28-year reign as America’s best-selling truck! The reason . . . this truck has it all – bold exterior styling, interior comfort and craftsmanship, and a level of powertrain and chassis refinement never before seen in a full-size pickup. For 2006, the beat goes on with new features including available 20” 6-spoke machined aluminum wheels (FX4, Lariat, King Ranch), optional XLT and Lariat chrome packages, a menacing Ford Harley-Davidson™ F-150 SuperCab model, Sirius satellite radio and even a SuperCrew 6.5’ box model that allows fifth-wheel towing.

**CHOICE OF THREE POWERFUL ENGINES**

- **4.2L V6** with 202 hp and 260 lb-ft of torque
- **4.6L Triton™ V8** with 231 hp and 293 lb-ft of torque (90% available from 2000 to 4500 rpm)
- **5.4L 3-Valve Triton™ V8** with 300 hp and 365 lb-ft of torque – 85% available at 1500 rpm to get heavy loads moving

**PLUS ROBUST COMPONENTS**

- **Rugged Frame** – The strongest in its class, it is fully boxed with welded through-rail cross members for superior handling control and responsiveness.
- **Advanced Suspension and Steering** – Coil-over-shock front suspension and exclusive outboard rear shocks, plus rack-and-pinion steering add up to outstanding steering response and performance.
- **High-Performance Brakes** – Big 4-wheel vented disc brakes with standard 4-wheel ABS and electronic brake force distribution help assure responsive, confident stops and exceptional control when hard braking is required.

**AND PLENTY OF SPACE FOR PASSENGERS – AND CARGO**

- **Spacious Cabs** – All F-150 cab styles (Regular, SuperCab and SuperCrew) offer four doors – and Regular Cab and SuperCab boast best-in-class interior volume.
- **Class-Leading Cargo Volume** – Deep cargo boxes help give F-Series the largest capacities in their class – and includes tailgate assist.

*Based on properly equipped full-size pickups under 8,500 pounds GVWR and priced below $39,000.*
**TowCommand System (91T)**

**A FORD EXCLUSIVE**

Available exclusively on Ford F-250/F-350/F-450/F-550 Super Duty Pickups and Chassis Cabs, this system supplements the already exceptional capabilities of these "Ultimate Towing Trucks" to offer exceptional control when towing. Components include:

- **TowCommand Integrated Trailer Brake Controller**
  The only trailer brake controller wired directly into the vehicle’s electrical harness and brake control logic, it ideally matches the braking force between the tow vehicle and the trailer to provide smooth, predictable braking. Its integration with the vehicle ABS reduces the likelihood of trailer wheel lockup on slippery surfaces. **Note:** This system has only been verified to be compatible with trailers having electric-actuated drum brakes (one to four axles) and not hydraulic surge or electric-over-hydraulic types.

- **Trailer Tow Mirrors (F-250/F-350 Pickups; Standard on F-350/F-450/F-550 Chassis Cabs)**
  These telescoping mirrors expand the driver's rearward field of vision around trailers. Additional features include power/heated glass and integrated clearance lights/turn signals (depending on application – check with your sales consultant).

- **TorqShift™ 5-Speed Automatic Overdrive Transmission (Required)**
  This state-of-the-art transmission is engineered and built to handle the highest torque loads and the most demanding work conditions. Its selectable **Tow/Haul mode** eliminates unwanted gear search on steep grades and helps control vehicle speed when descending hills.

**Check with your sales consultant for additional details and availability.**

---

**SUPER DUTY PICKUPS CONTINUE TO SET THE PACE FOR CONVENTIONAL TOWING (15,000 POUNDS) AND FIFTH-WHEEL TOWING (19,200 POUNDS*)!**

*With optional TowBoss Package.*

---

**Trailer Brake Controller shown to the right of Upfitter Switches, which are standard on F-350/F-450/F-550 Chassis Cab; optional on F-250/F-350 Pickup (66S).**
Our Super Duty Pickups are designed and built to handle your REALLY BIG towing jobs. These exceptional capabilities are made possible by the truck’s full array of heavy-duty functional components:

POWERFUL ENGINES
- Triton™ 5.4L V8 and 6.8L V10 feature 3-valve configuration for outstanding power:
  - 5.4L V8: 300 hp/365 lb-ft of torque
  - 6.8L V10: 362 hp/457 lb-ft of torque
- Torque from the 6.0L Power Stroke® Turbo Diesel is a whopping 570 lb-ft.

RUGGED, VERSATILE TRANSMISSIONS
In addition to the standard 6-speed manual O/D, the popular TorqShift™ electronic 5-speed automatic with Tow/Haul mode is available with both gas and diesel engines.

ADDITIONAL FUNCTIONAL STRENGTHS
- Thickest gauge steel frame rails in class
- Best-in-class braking performance
- Steering system enhances response and 4x4 maneuverability
- Twin-Coil Monobeam front suspension for 4x4
- First-in-class fully integrated trailer brake controller and optional upfitter switches integrated into instrument panel

PLUS A BOLD, MASSIVE LOOK OUTSIDE – AND SPACIOUS COMFORT INSIDE
- Tough exterior look features imposing grille, available dual-beam headlamps, front bumper, and 17” or 18” wheel designs.
- Interior features instrument cluster with message center and diesel turbo boost gauge.

THE LEA DOFF HITTER on Ford’s Hard-Working Pickup Team

Big Capabilities in a Small Package
Like its full-size siblings, Ranger offers “Built Ford Tough” features that have made it the compact pickup sales leader for the last 18 years. For 2006, exterior updates – including a horizontal nostril bar grille, new fascia, mirrors, fender flares and more – give Ranger a more aggressive, bolder, athletic appearance. Plus, the lineup has been expanded with the addition of the new STX series.

Because youthful buyers demand big sound in their small trucks, Ranger continues to offer two top-notch audio options:
- Pioneer® 290-Watt MP3 Sound Package – A 290-watt amplifier delivers really big sound from the in-dash 6-disc MP3/CD changer with seven speakers including a 6.5” bass subwoofer.
- TREMOR Package – For even bigger sound, this 510-watt audiophile sound system features in-dash 6-disc MP3 CD changer, multi-channel amplifier, with nine speakers including 10” bass subwoofer – plus 16” 5-spoke aluminum rims (SPORT 4x2 and 4x4 SuperCab models).

On or off-road, Ranger continues to deliver the features compact pickup buyers want, including:
- Regular Cab (6’ and 7’ box lengths) and 2-door/4-door SuperCab models
- Three engine choices – all with 100,000-mile tune-up interval:
  - 2.3L DOHC I4 with 143 hp and 154 lb-ft of torque
  - 3.0L OHV V6 with 148 hp and 180 lb-ft of torque
  - 4.0L SOHC V6 with 207 hp and 238 lb-ft of torque
- Six series – a choice for every buyer need:
  - XL – Entry-level workhorse
  - STX – Urban street rider
  - XLT – Comfortably equipped for multi-purpose use
  - SPORT – Fun, athletically youthful
  - FX4/Off-Road – A powerfully rugged performer
  - FX4/Level II – The true off-road enthusiast’s choice
- Standard 4-wheel anti-lock brakes
- Can be equipped to tow trailers up to 6,000 pounds

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

For More Information on Any of These Ford Trucks, See the Appropriate Brochure at Your Ford Dealer or Visit www.fordvehicles.com.
SLIDE-IN CAMPERS FOR F-SERIES PICKUPS

SLIDE-IN CAMPERS INSTALLATION
- Consult your camper manufacturer/dealer for details regarding proper installation of your slide-in camper.
- A dimensionally stable block spacer is recommended between the headboard of the pickup box and the forward edge of the camper floor. Resting the spacer on the pickup box bed helps prevent movement and contact of the fully installed camper with the pickup box headboard or taillight rear pillars.

CAMPER CENTER-OF-GRAVITY
- All Stylisde pickup s that qualify for slide-in camper bodies have camper center-of-gravity included on the Consumer Information Sheet in the glovebox.
- Data are calculated for each individual truck, based on vehicle options.
- If vehicle does not qualify for camper use, the Consumer Information Sheet states that the vehicle is not recommended for camper use, and no center-of-gravity data is shown.

F-150 HEAVY DUTY PAYLOAD PACKAGE (Option Code 627)
Increases GVWR to 8,200 pounds.
- 50-state emissions system
- LT245/70x17D BSW A/T tires (5)
- High-capacity 17” 7-lug steel wheels
- Heavy-duty shock absorbers, frame and 72-amp battery
- Upgraded springs, radiator, and auxiliary transmission oil cooler
- 10.25” gear set with 4.10 axle (Limited Slip optional)

Available on XL and XLT Regular Cab and SuperCab models with 8’ box. Requires 5.4L engine and (on 4x4) 35.7-gallon fuel tank.

F-250/F-350 SUPER DUTY CAMPER PACKAGE (Option Code 532)
- Increased capacity front springs (4x2 2 Up [300-lb.] / 4x4 1 Up [400-lb.] upgrade over springs computer-selected based on options ordered. Not included if maximum springs already selected.)
- Rear stabilizer bar (SRW)
- Auxiliary springs
- Slide-in camper certification

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

<table>
<thead>
<tr>
<th>Model</th>
<th>Wheelbase</th>
<th>4x2 Reg. Cab</th>
<th>4x2 SuperCab</th>
<th>4x2 SRW Reg. Cab(3)</th>
<th>4x2 SRW SuperCab(3)</th>
<th>4x4 Reg. Cab</th>
<th>4x4 SuperCab</th>
<th>4x4 SRW Reg. Cab(3)</th>
<th>4x4 SRW SuperCab(3)</th>
<th>4x4 SRW Reg. Cab(4)</th>
<th>4x4 SRW SuperCab(4)</th>
<th>4x4 SRW Crew Cab(3)</th>
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<th>4x4 SRW Crew Cab(5)</th>
<th>4x4 SRW SuperCab(5)</th>
<th>4x4 SRW SuperCab(5)</th>
<th>4x4 SRW SuperCab(5)</th>
<th>4x4 SRW SuperCab(5)</th>
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<tr>
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<td>9,400</td>
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<td>3,068/</td>
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<tr>
<td>4x2 SuperCab</td>
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<td>9,400</td>
<td>9,800</td>
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<td>3,169/</td>
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<td>3,248/</td>
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<td>3,295/</td>
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<tr>
<td>4x2 Crew Cab</td>
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<td>9,600</td>
<td>9,800</td>
<td>10,000</td>
<td></td>
<td>3,287/</td>
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<td>3,332/</td>
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<td>3,405/</td>
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<td>3,451/</td>
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<td>9,800</td>
<td>10,000</td>
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<td>3,424/</td>
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<td>3,470/</td>
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<td>173.0’</td>
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<td>10,300</td>
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<td>3,454/</td>
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<td>3,500/</td>
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<tr>
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<td>177.4’</td>
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<td>10,200</td>
<td>10,400</td>
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<td>3,482/</td>
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<td>3,528/</td>
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<tr>
<td>4x4 Crew Cab</td>
<td>176.2’</td>
<td>10,000</td>
<td>10,200</td>
<td>10,400</td>
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<td>3,491/</td>
<td></td>
<td>3,527/</td>
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<tr>
<td>4x4 Crew Cab</td>
<td>176.2’</td>
<td>10,100</td>
<td>10,300</td>
<td>10,500</td>
<td></td>
<td>3,499/</td>
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<td>3,535/</td>
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</table>

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

- Combined weight of vehicle, camper body, occupants and cargo must not exceed Gross Vehicle Weight Rating (GVWR).
- Heavy Duty Payload Package (Option Code 627) required with F-150.
- Camper Package (Option Code 532) required with F-250/F-350 Super Duty.
- Cargo Weight Rating shown in chart is maximum allowable, assuming weight of a base vehicle with required camper option content and a 150-lb. passenger at each available seating position.
- Ratings also assume weight of engine and standard transmission. Cargo Weight Rating shown must be further reduced by weight of transmission upgrade and any other options. Option weights and center-of-gravity information are available on the Ford Pickup Truck Consumer Information Sheet.

If you intend to pull a trailer in addition to carrying your camper, see the F-Series Pickup Trailer Towing Selector charts on pages 16–17. 

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

Note: The following chart lists GVWRs and Maximum Cargo Weights by engine for each approved pickup model: 5.4L V8, 6.8L V10 and 6.0L Turbo Diesel V8.

<table>
<thead>
<tr>
<th>Model</th>
<th>Wheelbase</th>
<th>5.4L Std./Opt.</th>
<th>6.8L Std./Opt.</th>
<th>6.0L Std./Opt.</th>
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<td>F-150 (1)</td>
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<tr>
<td>4x2 Reg. Cab</td>
<td>144.5”</td>
<td>8,200</td>
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</tr>
<tr>
<td>4x2 SuperCab</td>
<td>163.0”</td>
<td>8,200</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td>4x4 Reg. Cab</td>
<td>144.5”</td>
<td>8,200</td>
<td>–</td>
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<tr>
<td>4x4 SuperCab</td>
<td>163.0”</td>
<td>8,200</td>
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<td>–</td>
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<td>F-250 Super Duty (2)</td>
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<tr>
<td>4x2 Reg. Cab</td>
<td>137.0’</td>
<td>8,800</td>
<td>9,000</td>
<td>9,400</td>
</tr>
<tr>
<td>4x2 SuperCab</td>
<td>141.8’</td>
<td>9,000</td>
<td>9,200</td>
<td>9,600</td>
</tr>
<tr>
<td>4x2 Crew Cab</td>
<td>156.2’</td>
<td>9,200</td>
<td>9,400</td>
<td>9,800</td>
</tr>
<tr>
<td>4x2 Crew Cab</td>
<td>172.4’</td>
<td>9,400</td>
<td>9,600</td>
<td>10,000</td>
</tr>
<tr>
<td>4x4 Reg. Cab</td>
<td>173.0’</td>
<td>9,000</td>
<td>9,200</td>
<td>9,600</td>
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<tr>
<td>4x4 SuperCab</td>
<td>141.8’</td>
<td>9,200</td>
<td>9,400</td>
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<tr>
<td>4x4 SuperCab</td>
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<td>9,400</td>
<td>9,600</td>
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<tr>
<td>4x4 Crew Cab</td>
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<tr>
<td>4x4 Crew Cab</td>
<td>172.4’</td>
<td>9,600</td>
<td>9,800</td>
<td>10,000</td>
</tr>
<tr>
<td>4x4 Crew Cab</td>
<td>172.4’</td>
<td>9,600</td>
<td>9,800</td>
<td>10,000</td>
</tr>
</tbody>
</table>

(1) Requires Heavy Duty Payload Package option. (2) Requires Camper Package option. (3) 17” tires and wheels with XL trim. (4) 18” tires and wheels with all trims. (5) 18” and 20” tires and wheels with all trims. (6) *10,000 pounds with optional 10,000 GVWR Package.
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 sales leader for 26 years running! Built to meet customer needs, the 2006 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-350 Super Duty offers optional Triton™ 6.8L V10 and 6.0L Power Stroke® Turbo Diesel V8 engines with TorqShift™ 5-speed automatic transmission including Tow/Haul mode
- 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 ruggedness and smooth ride

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.
How do you improve upon a vehicle that created its segment and then led it in sales for 14 consecutive years? For the 2006 Ford Explorer, the answer is more power, improved fuel economy, low emissions, new advanced safety technologies, interior quietness, improved ride comfort, and bolder redesigned styling.

**KEY FEATURES**

- Improved fuel economy and the most powerful Explorer ever with the new optional 292-hp 4.6L, three-valve V8 and 6-speed automatic transmission
- Stronger Explorer frame – combined with independent rear suspension – provides improved ride, comfort and durability, plus reduced noise, vibration and harshness
- Most capable Explorer ever with improved payload and up to a 7,300-lb. towing capacity
- Cleaner emissions: V6-powered 2006 Explorers emit 74% less smog-forming emissions than 2005 models
- Ten standard advanced safety technologies: 2006 Explorer has the most standard safety features in its class and meets all known federal frontal and side-impact crash requirements through 2010
- Equipped with the Intelligent Safety System and Standard Advance Trac® with RSC® (Roll Stability Control)*
- Quietest Explorer ever: class-leading interior quietness at highway speeds (Class is truck-based medium SUVs)
- All-new, more versatile and comfortable interior including all-new seats, fold-flat 2nd- and optional 3rd-row seats, optional 50/50 split 3rd-row, available power-fold 3rd-row, available 10-way power driver’s seat, and standard floor shifter
- Choice of 4x2 or 4x4 models

*This feature is designed to enhance vehicle stability during emergency handling maneuvers, as well as on any slippery surface. The Traction Control feature included with the AdvanceTrac® system attempts to maximize the vehicle’s use of available road traction. It can transfer more torque across the drive axle than Explorer’s previously available Limited Slip rear axle. It does this by applying the brakes to the wheel with the least traction after it spins up. For a more detailed explanation of this feature, see your sales consultant or the vehicle Owner Guide.

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

**KEY FEATURES**

- 4x2 and 4x4 models feature standard 210-hp V6 and 5-speed automatic transmission; optional 292-hp V8 with 6-speed automatic
- New independent rear suspension for improved ride
- Roomier interior features new seat designs and materials, new instrument panel with redesigned cluster, and floor shifter
- Comfortable 5-passenger seating, plus cargo box measuring 55.7” (w) x 39.2” (l) x 36.0” (h)
- Standard Advance Trac® with RSC®* and side seat airbags; optional side air curtains
- Factory-installed MP3 capability and Sirius Satellite radio compatibility

Updated January 2006
Still the best-selling SUV in its class, the smallest member of our lineup carries over the fresh look and functional upgrades that were incorporated in 2005. This includes the available Intelligent 4WD System that maximizes traction at all times by instantaneously delivering torque to the axle that has the best traction. Escape XLS and XLT feature the Duratec 23-2.3L I4 engine that generates a full 153 hp and 152 lb-ft of torque, enabling it to tow up to 1,500 lbs. Plus, the security of 4-wheel ABS remains standard on all Escape models.

**KEY FEATURES**
- 200-hp Duratec 30-3.0L V6 engine tows up to 3,500 pounds when equipped with trailer tow package
- Four-wheel independent suspension helps maximize agility and control
- Five-passenger seating capacity
- Personal Safety System™ provides enhanced protection for driver and front passenger
- Available Safety Package features front side-impact airbags and Safety Canopy™ side air curtains to help protect 1st- and 2nd-row outboard occupants
- SecuriLock® passive anti-theft system helps safeguard the vehicle and its contents

As the top step in our lineup, Expedition continues to set the pace among full-size SUVs. It offers a fully independent rear suspension, an innovative interior featuring a segment-first 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.

**KEY FEATURES**
- Choice of 4x2 or 4x4 4-door models in 6 series, including the exclusive King Ranch and Limited
- 3-valve Triton™ 5.4L V8 with 300 hp/365 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 8,900 lbs.
- Standard 4-wheel disc anti-lock braking system (ABS)
- Control-Trac® 4x4 System automatically engages 4-wheel drive as needed – without driver input
- Independent front and rear suspension
- Optional AdvanceTrac® with RSC® (Roll Stability Control)* (See bottom of page 8)

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

---

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.

For More Information on Any of the Ford Vehicle Lines, See the Appropriate Brochure at Your Ford Dealership.
10

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.

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
- New 6.8L 3-Valve SOHC EFI Triton™ V10 gas engine (362 hp/457 lb-ft torque)
- 4-wheel-disc anti-lock braking system (ABS) for consistent, responsive braking performance
- Big 19.5-inch wheels and tires
- 22.5-inch wheels/tires and heavy-duty track bar front suspension included with 22,000-lb. GVWR

26,000-lb. Gross Combination Weight Rating (GCWR) for excellent towing capabilities (10,300-lb. maximum trailer weight at 15,700-lb. GVWR)
- TorqShift™ 5-speed automatic transmission with Tow-Haul mode
- 81-inch front tread width contributes to handling and lateral stability
- Designed to accommodate wide-body and slide-out type motorhomes

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

CLASS A MOTORHOME CHASSIS

#1 SELLING CLASS A MOTORHOME CHASSIS IN THE RV INDUSTRY³/

³/ Based on Class A calendar year registrations (through April 2005).

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

²/ Based on Class A calendar year registrations (through April 2005).
The E-350 and E-450 Super Duty Cutaway Chassis continue to be the overwhelming sales leaders for Class C motorhomes.¹ Functional features include:

- Three wheelbase choices: 138, 158 and 176 inches
- Up to 14,050-lb. GVWR and 20,000-lb. GCWR
- Powerful 5.4L Triton™ V8, 6.8L Triton™ V10 and 6.0L Power Stroke® Turbo Diesel V8 engines
- 100,000-mile scheduled tune-up interval on gasoline engines²
- TorqShift™ 5-speed automatic transmission with Tow-Haul mode (gasoline engines only)
- Out-front engine design provides spacious cab with access to “living area” and ease of ingress/egress
- Twin-I-Beam independent front suspension (with caster/camber adjustment), front stabilizer bar and gas-pressurized shock absorbers contribute to a smooth, comfortable ride
- Driver and passenger airbags³
- 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 Based on Class C calendar year registrations (through April 2005).
² Under normal driving conditions with routine fluid/filter changes.
³ 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 left 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.

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.

---

**2006 Ford Cars**

<table>
<thead>
<tr>
<th>Model</th>
<th>Manual Transmission</th>
<th>Automatic Transmission</th>
</tr>
</thead>
<tbody>
<tr>
<td>Focus</td>
<td>Yes</td>
<td>No</td>
</tr>
</tbody>
</table>

**2006 Ford Trucks**

<table>
<thead>
<tr>
<th>Model</th>
<th>Manual Transmission</th>
<th>Automatic Transmission</th>
</tr>
</thead>
<tbody>
<tr>
<td>Escape I4</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Escape Hybrid</td>
<td>N/A</td>
<td>Yes</td>
</tr>
<tr>
<td>Ranger</td>
<td>Yes (a)(b)(c)</td>
<td>Yes (d)</td>
</tr>
<tr>
<td>Explorer 4x4 V6</td>
<td>N/A</td>
<td>Yes (e)</td>
</tr>
<tr>
<td>Explorer 4x4 V8</td>
<td>N/A</td>
<td>Yes (f)</td>
</tr>
<tr>
<td>F-150 4x2 V6</td>
<td>Yes (c)</td>
<td>No</td>
</tr>
<tr>
<td>F-150 4x4 (g)</td>
<td>N/A</td>
<td>Yes (b)(h)</td>
</tr>
<tr>
<td>F-250/F-350 Super Duty</td>
<td>Yes (a)(b)(c)</td>
<td>Yes (b)(h)</td>
</tr>
</tbody>
</table>

**2007 Ford Trucks**

<table>
<thead>
<tr>
<th>Model</th>
<th>Manual Transmission</th>
<th>Automatic Transmission</th>
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<tbody>
<tr>
<td>Sport Trac 4x4 V6</td>
<td>N/A</td>
<td>Yes (e)</td>
</tr>
<tr>
<td>Sport Trac 4x4 V8</td>
<td>N/A</td>
<td>Yes (f)</td>
</tr>
</tbody>
</table>

(a) Electronic Shift-on-the-Fly rotary control in 2-high position and transmission in NEUTRAL (with 4x4 only)
(b) Manual transfer case shifted into NEUTRAL (with 4x4 only)
(c) Manual transmission in NEUTRAL (with 4x2 or 4x4)
(d) Only 4x4 with dealer-installed Neutral Tow Kit (Part #3L2Z-7H332-AA)
(e) Only 4x4 with dealer-installed Neutral Tow Kit (Part #1L2Z-7H332-AB)
(f) Only 4x4 with dealer-installed Neutral Tow Kit (Part #6L2Z-7H332-A)
(g) Excludes Harley-Davidson model
(h) 4x4 with manual transfer case only (not Electronic Shift-on-the-Fly)

---

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 feet by 30.48.

Updated January 2006
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(2)
- 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(2)
- Conventional weight-distributing hitch not required unless specified for a particular vehicle

CLASS IV – EXTRA-HEAVY-DUTY(1)
- 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(2)
- Most applications require a conventional weight-distributing or fifth-wheel hitch

(1) Some industry sources refer to trailers over 10,000 pounds as Class V Trailers. Ford Super Duty Pickups and Chassis Cabs can be equipped to handle these trailers.
(2) Refer to page 15 for Required Equipment.

THREE BASIC RV TRAILER TYPES

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

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

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

### Ford SUV/Truck Standard Towing Equipment & Trailer Towing Packages

<table>
<thead>
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</thead>
<tbody>
<tr>
<td>72 Amp.-Hr. Heavy-Duty Battery</td>
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<tr>
<td>T-Wire Harness &amp; 7-Pin Connector</td>
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<tr>
<td>T-Wire Harness &amp; 4/7-Pin Connector</td>
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<tr>
<td>T-Wire Harness (Blunt Cut) with Relays</td>
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<tr>
<td>Hitch Receiver (See Chart on Page 25)</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>(STD)</td>
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<tr>
<td>Transmission Oil-to-Air Cooler</td>
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<tr>
<td>Aux. Auto Trans. Oil Cooler</td>
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<tr>
<td>Radiator Upgrade</td>
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<tr>
<td>Heavy-Duty Flashers</td>
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<tr>
<td>Trailer Brake Wiring/Feed Kit</td>
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<tr>
<td>Trailer Brake Controller (52B)</td>
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<tr>
<td>Rear Stabilizer Bar</td>
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<tr>
<td>Electronic Brake Wiring Kit</td>
<td>-</td>
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<tr>
<td>Electric Brake Controller Tap-in Capability</td>
<td>-</td>
<td>-</td>
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<td>-</td>
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<tr>
<td>TowCommand System (911) (See page 4)</td>
<td>-</td>
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<tr>
<td>TowBosss Package (S36) (m)</td>
<td>-</td>
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<tr>
<td>High Capacity Trailer Tow Package (S35)</td>
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</tr>
</tbody>
</table>

### Notes:
- **(a)** Available with 3.0L V6 only. Included with XLT No Boundaries™ Package. Available as dealer accessory with 2.3L I4 engine. (b) Included with optional rear step bumper (768/769). (c) For fifth-wheel towing: short box limits turning angle; parking maneuvers can be improved with a sliding-type fifth-wheel hitch. (d) Includes 7-pin to 4-pin adapter. (e) Blade-style female connector/bumper bracket, including relay system for backup/B+ running lights. (f) 7-channel standard; 11-channel with S36 option package. (g) Standard with 3.0L/4.0L engine only. (h) 4-channel with 4.6L/5.4L engine. (i) 4-channel with 4.2L engine; 9-channel with 4.6L/5.4L engine. (j) May be deleted on XL by fleet customers only. (k) Standard with Lariat; optional with XL and XLT (Option Code 531). (l) DRW only. (m) Includes 4.30LS axle and 26,000-lb. GCWR; requires F-350 DRW with 6.0L Turbo Diesel, TorqShift™ automatic transmission and TowCommand System. (n) Optional only on F-450/F-550 (4x2 and 4x4) with 6.0L Turbo Diesel/4.88 axle ratio (manual and automatic transmission).

**Updated April 2008**

---

### Maximum Trailer Weights in Pounds for Properly Equipped Ford Vehicles

<table>
<thead>
<tr>
<th>Model</th>
<th>Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Super Duty Chassis Cab (Fifth-Wheel)</td>
<td>24,900</td>
</tr>
<tr>
<td>Super Duty Pickup (Fifth-Wheel)</td>
<td>19,200</td>
</tr>
<tr>
<td>Super Duty Chassis Cab (Conventional)</td>
<td>16,000</td>
</tr>
<tr>
<td>Super Duty Pickup (Conventional)</td>
<td>15,000</td>
</tr>
<tr>
<td>E-Series Van/Wagon</td>
<td>10,000</td>
</tr>
<tr>
<td>F-150 Pickup (Conventional and Fifth Wheel)</td>
<td>9,900</td>
</tr>
<tr>
<td>Expedition</td>
<td>8,900</td>
</tr>
<tr>
<td>Explorer</td>
<td>7,300</td>
</tr>
<tr>
<td>2007 Sport Trac</td>
<td>6,800</td>
</tr>
<tr>
<td>Ranger</td>
<td>6,000</td>
</tr>
<tr>
<td>Escape</td>
<td>3,500</td>
</tr>
<tr>
<td>Freestyle</td>
<td>2,000</td>
</tr>
<tr>
<td>Crown Victoria</td>
<td>1,500</td>
</tr>
<tr>
<td>Taurus</td>
<td>1,250</td>
</tr>
<tr>
<td>Escape Hybrid • Focus • Mustang • Five Hundred</td>
<td>1,000</td>
</tr>
</tbody>
</table>

---

**Notes:**
- Content may vary depending on model, trim and/or powertrain. See your Ford Dealer for specific content information.
- Trailer Towing Package recommended for all light trucks that will be used for towing to help ensure easy, proper connection of trailer lights.
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.

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

### RECOMMENDED EQUIPMENT

(when not required)

<table>
<thead>
<tr>
<th>Vehicle Line</th>
<th>Frontal Area Limitations/Considerations</th>
<th>With</th>
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</thead>
<tbody>
<tr>
<td>Focus</td>
<td>25 sq. ft.</td>
<td>All Applications</td>
</tr>
<tr>
<td>Mustang</td>
<td>32 sq. ft.</td>
<td>All Applications</td>
</tr>
<tr>
<td>Freestar Van/Wagon</td>
<td>Base Vehicle Frontal Area</td>
<td>All Applications</td>
</tr>
<tr>
<td>Escape/Escape Hybrid</td>
<td>Base Vehicle Frontal Area (24 sq. ft.)</td>
<td>2.3L I4 Engine or 2.3L Hybrid</td>
</tr>
<tr>
<td>Ranger</td>
<td>30 sq. ft.</td>
<td>3.0L V6 Engine</td>
</tr>
<tr>
<td>E-Series</td>
<td>60 sq. ft.</td>
<td>All Applications</td>
</tr>
<tr>
<td>F-150</td>
<td>Base Vehicle Frontal Area</td>
<td>Without Trailer Tow Pkg., or Heavy Duty Payload Pkg.</td>
</tr>
<tr>
<td></td>
<td>60 sq. ft.</td>
<td>With Trailer Tow Pkg., or Heavy Duty Payload Pkg.</td>
</tr>
<tr>
<td>Expedition</td>
<td>Base Vehicle Frontal Area</td>
<td>5.4L V8 Engine Without Heavy Duty Trailer Tow Pkg.</td>
</tr>
<tr>
<td></td>
<td>60 sq. ft.</td>
<td>5.4L V8 With Heavy Duty Trailer Tow Pkg.</td>
</tr>
<tr>
<td>F-250/F-350/F-450/F-550 Super Duty</td>
<td>60 sq. ft.</td>
<td>All Applications</td>
</tr>
</tbody>
</table>

**Frontal area** is the total area in square feet that a moving vehicle and trailer exposes to air resistance. The chart shows the limitations that must be considered in selecting a vehicle/trailer combination. Exceeding these limitations may significantly reduce the performance of your towing vehicle. Selecting a trailer with a low-drag, rounded front design will help optimize performance and fuel economy.

---

**Recommended Equipment**

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

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

- **Expedition**
  - For Trailers Over 6,000 Pounds – Heavy Duty Trailer Tow Package.

- **F-150**
  - For Trailers Over 5,000 Pounds – Trailer Tow Package or Heavy Duty Payload Package.

- **F-350 Pickup**
  - For 26,000-pound GCWR – TowBoss Package.

- **F-450/F-550 Chassis Cab**
  - For 33,000-pound GCWR on F-550 with Automatic Transmission; 30,000-pound GCWR on F-450 with Automatic Transmission; and 28,000-pound GCWR on F-450/F-550 with Manual Transmission – High Capacity Trailer Tow Package.

---

**Frontal Area Considerations**

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

---

Updated April 2008
Select column with transmission, cab design and drive system (4x2 or 4x4) you prefer. Read down column to find the trailer weight that can be towed with engine/axle ratio combinations listed at left. GCWR column shows maximum allowable combined weight of vehicle, trailer and cargo (including passengers) for each engine/axle ratio combination. Maximum Loaded Trailer Weight assumes a towing vehicle with any mandatory options, no cargo, tongue load of 10-15% (conventional trailer) or king pin weight of 15-25% (fifth-wheel trailer), and driver only (150 pounds).

Weight of additional options, passengers, cargo and hitch must be deducted from this weight. Also check Required and Recommended Equipment on page 15.

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

### F-150 Pickup Conventional Towing (1)

<table>
<thead>
<tr>
<th>Engine</th>
<th>Axle Ratio</th>
<th>GCWR (Lbs.)</th>
<th>REGULAR CAB</th>
<th>4x2</th>
<th>4x4</th>
<th>SUPER CAB</th>
<th>4x2</th>
<th>4x4</th>
<th>SUPERCREW</th>
<th>4x2</th>
<th>4x4</th>
<th>4x2</th>
<th>4x4</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.2L SEFI V6</td>
<td>3.55</td>
<td>10,000</td>
<td>5,200</td>
<td>5,100-</td>
<td></td>
<td>-</td>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>3.73</td>
<td>10,500</td>
<td>5,700</td>
<td>5,600-</td>
<td></td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>4.6L SEFI V8</td>
<td>3.55</td>
<td>11,500</td>
<td>6,600</td>
<td>6,300-</td>
<td>6,300-</td>
<td>-</td>
<td>6,000-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
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</tr>
<tr>
<td></td>
<td>3.73</td>
<td>12,000</td>
<td>7,100</td>
<td>6,800-</td>
<td>6,800-</td>
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<td>6,500-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>5.4L SEFI V8 3V</td>
<td>3.55</td>
<td>13,000</td>
<td>8,000</td>
<td>7,700-</td>
<td>7,700-</td>
<td>-</td>
<td>7,400-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>3.73</td>
<td>13,500</td>
<td>8,500</td>
<td>8,200-</td>
<td>8,200-</td>
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<tr>
<td></td>
<td>15,000</td>
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<td>9,800</td>
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<td>9,500-</td>
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<td>-</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>15,000(2)</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>5,800-</td>
<td>-</td>
<td>5,600(3)-</td>
<td>-</td>
<td>-</td>
<td>-</td>
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<td>-</td>
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</tr>
<tr>
<td></td>
<td>4.10</td>
<td>15,300</td>
<td>9,900</td>
<td>9,500-</td>
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<td>-</td>
<td>9,500-</td>
<td>-</td>
<td>9,500-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

(1) Reduce GCWR and Maximum Trailer Weight by 500 lbs. on models with 18” or 20” wheels. (2) Optional Ford Harley-Davidson™ Package. (3) AWD.

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

### F-150 Pickup Fifth-Wheel Towing (1)

<table>
<thead>
<tr>
<th>Engine</th>
<th>Axle Ratio</th>
<th>GCWR (Lbs.)</th>
<th>REGULAR CAB</th>
<th>SUPER CAB</th>
<th>SUPERCREW</th>
<th>SUPERCREW (2)</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.2L SEFI V6</td>
<td>3.31</td>
<td>10,000</td>
<td>5,200</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>3.55</td>
<td>10,500</td>
<td>5,700</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>4.6L SEFI V8</td>
<td>3.55</td>
<td>11,500</td>
<td>6,600</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>3.73</td>
<td>12,000</td>
<td>7,100</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>5.4L SEFI V8 3V</td>
<td>3.55</td>
<td>13,000</td>
<td>8,000</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>3.73</td>
<td>13,500</td>
<td>8,500</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>15,000</td>
<td>-</td>
<td>9,800</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>15,000(2)</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>4.10</td>
<td>15,300</td>
<td>9,900</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

(1) Reduce GCWR and Maximum Trailer Weight by 500 lbs. on models with 18” or 20” wheels. (2) Optional Ford Harley-Davidson™ Package. (3) AWD.

**Note:** Trailer king pin weight should be 15-25% of total loaded trailer weight. Make sure vehicle payload (reduced by option weight) will accommodate trailer king pin weight and weight of passengers and cargo added to towing vehicle. Addition of trailer king pin weight and weight of passengers and cargo cannot cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.
### F-250/F-350 Super Duty Pickup Conventional Towing

<table>
<thead>
<tr>
<th>Engine</th>
<th>Axle Ratio</th>
<th>GCWR (Lbs.)</th>
<th>REGULAR CAB</th>
<th>SUPER CAB</th>
<th>CREW CAB</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.10</td>
<td>18,000</td>
<td>12,100</td>
<td>17,000</td>
<td>11,900</td>
<td>11,900</td>
</tr>
<tr>
<td>4.10</td>
<td>17,500</td>
<td>12,500</td>
<td>17,500</td>
<td>11,900</td>
<td>11,900</td>
</tr>
<tr>
<td>4.30</td>
<td>22,500</td>
<td>12,500</td>
<td>22,500</td>
<td>12,500</td>
<td>12,500</td>
</tr>
</tbody>
</table>

**Notes:**
- Available with F-350 SRW model only.
- Available with TowBoss Package only.

### F-250/F-350 Super Duty Pickup Fifth-Wheel Towing

<table>
<thead>
<tr>
<th>Model</th>
<th>Max. Tailgate Ht.*</th>
</tr>
</thead>
<tbody>
<tr>
<td>F-150</td>
<td>56-60 inches</td>
</tr>
<tr>
<td>F-250</td>
<td>56-57 inches</td>
</tr>
<tr>
<td>F-350 SRW</td>
<td>59-60 inches</td>
</tr>
<tr>
<td>F-350 DRW</td>
<td>56-57 inches</td>
</tr>
</tbody>
</table>

**Notes:**
- This information also applies to models with TowBox Delete option (66D).
- For F-250/F-350 SRW models, F-350 trailer weights are shown. F-250 trailer weights are within 100 pounds. Check with your sales consultant.
- Trailer tongue load weight should be 10-15% of total loaded trailer weight. Make sure vehicle payload (reduced by option weight) will accommodate trailer tongue load weight and weight of passengers and cargo added to towing vehicle. Addition of trailer tongue load weight and weight of passengers and cargo cannot cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.
### F-350/F-450/F-550 SUPER DUTY CHASSIS CAB CONVENTIONAL 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

<table>
<thead>
<tr>
<th>Engine</th>
<th>Axle Ratio</th>
<th>GCWR (Lbs.)</th>
<th>REGULAR CHASSIS CAB</th>
<th>SUPER CHASSIS CAB</th>
<th>CREW CHASSIS CAB</th>
</tr>
</thead>
<tbody>
<tr>
<td>5.4L SEFI V8</td>
<td>3.73/4.10</td>
<td>6,000</td>
<td>4,000</td>
<td>6,000</td>
<td>6,000</td>
</tr>
<tr>
<td>6.8L SEFI V8</td>
<td>3.73/4.10</td>
<td>6,000</td>
<td>4,000</td>
<td>6,000</td>
<td>6,000</td>
</tr>
<tr>
<td>6.0L V8</td>
<td>3.73/4.10</td>
<td>6,000</td>
<td>4,000</td>
<td>6,000</td>
<td>6,000</td>
</tr>
<tr>
<td>Diesel</td>
<td>4.10/4.63</td>
<td>6,000</td>
<td>4,000</td>
<td>6,000</td>
<td>6,000</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</th>
<th>SUPERCAB</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.3L SEFI I4</td>
<td>4.10/4.63</td>
<td>5,500</td>
<td>2,260</td>
<td></td>
</tr>
<tr>
<td>3.0L SEFI V6(1)</td>
<td>3.73/4.10</td>
<td>6,000</td>
<td>4,000</td>
<td></td>
</tr>
<tr>
<td>4.0L SOHC SEFI V6</td>
<td>3.55/3.73</td>
<td>9,500</td>
<td>5,860</td>
<td></td>
</tr>
</tbody>
</table>

#### 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 the towing vehicle. Additional 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.

#### Ranger

<table>
<thead>
<tr>
<th>Engine</th>
<th>Axle Ratio</th>
<th>GCWR (Lbs.)</th>
<th>8-ft. Box</th>
<th>7-ft. Box</th>
<th>8-ft. Box</th>
<th>7-ft. Box</th>
<th>8-ft. Box</th>
<th>7-ft. Box</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.3L SEFI I4</td>
<td>3.73/4.10</td>
<td>4,800</td>
<td>1,580</td>
<td>–</td>
<td>–</td>
<td>–</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td>3.0L SEFI V6(1)</td>
<td>3.73/4.10</td>
<td>6,000</td>
<td>2,660</td>
<td>–</td>
<td>–</td>
<td>–</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td>4.0L SOHC SEFI V6</td>
<td>3.55/3.73</td>
<td>7,000</td>
<td>–</td>
<td>–</td>
<td>–</td>
<td>–</td>
<td>–</td>
<td>–</td>
</tr>
</tbody>
</table>

#### Ranger MAX**: 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 at left may be limited to this specified weight, as the Ranger's electrical system does not include the wiring connector needed to activate electric trailer brakes.

---

(1) 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.

(2) Ranger SPORT only.

(3) 5,300 lbs. with FX4 Level II.

(4) 2,840 lbs. with FX4 Level II.
### F-350/F-450/F-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>Model</th>
<th>Max. GVWR</th>
<th>Max. GCWR</th>
<th>Max. Trailer Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>F-650 Pro Loader (Kick-Up Frame)</td>
<td>17,999-26,000 Lbs.</td>
<td>*</td>
<td>15,000-21,000 Lbs.</td>
</tr>
<tr>
<td>F-650 Pro Loader (Straight Frame)</td>
<td>17,999-29,000 Lbs.</td>
<td>*</td>
<td>15,000-22,000 Lbs.</td>
</tr>
<tr>
<td>F-650 (Straight Frame)</td>
<td>17,999-29,000 Lbs.</td>
<td>*</td>
<td>15,000-22,000 Lbs.</td>
</tr>
<tr>
<td>F-750</td>
<td>25,999-33,000 Lbs.</td>
<td>*</td>
<td>19,500-26,000 Lbs.</td>
</tr>
<tr>
<td>F-750 S (Severe Service)</td>
<td>25,999-33,000 Lbs.</td>
<td>*</td>
<td>19,500-26,000 Lbs.</td>
</tr>
</tbody>
</table>

* Specific GCWR and Maximum Trailer Weight applicable to a given F-650/F-750 model depend on many variables and customer performance expectations. See your Ford dealership sales consultant for a Commercial Truck Tools (CTT) performance evaluation for a specific vehicle/trailer configuration.

### SUPER DUTY CLASS A MOTORHOME CHASSIS

<table>
<thead>
<tr>
<th>Engine</th>
<th>Axle Ratio</th>
<th>GCWR (Lbs.)</th>
<th>REGULAR CHASSIS CAB</th>
<th>REGULAR CHASSIS CAB</th>
<th>SUPER CHASSIS CAB</th>
<th>CREW CHASSIS CAB</th>
</tr>
</thead>
<tbody>
<tr>
<td>6.8L V8</td>
<td>4.10</td>
<td>21,000</td>
<td>15,900</td>
<td>15,500</td>
<td>15,100</td>
<td>14,700</td>
</tr>
<tr>
<td>6.8L V10</td>
<td>4.10</td>
<td>20,000</td>
<td>15,800</td>
<td>15,400</td>
<td>15,000</td>
<td>14,600</td>
</tr>
<tr>
<td>6.8L V10</td>
<td>6.8L</td>
<td>20,000</td>
<td>15,800</td>
<td>15,400</td>
<td>15,000</td>
<td>14,600</td>
</tr>
<tr>
<td>7.3L V8</td>
<td>4.30</td>
<td>22,500</td>
<td>16,600</td>
<td>16,200</td>
<td>15,800</td>
<td>15,400</td>
</tr>
<tr>
<td>7.3L V10</td>
<td>4.30</td>
<td>22,500</td>
<td>16,600</td>
<td>16,200</td>
<td>15,800</td>
<td>15,400</td>
</tr>
<tr>
<td>7.3L V10</td>
<td>7.3L V8</td>
<td>22,500</td>
<td>16,600</td>
<td>16,200</td>
<td>15,800</td>
<td>15,400</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Engine</th>
<th>Axle Ratio</th>
<th>GCWR (Lbs.)</th>
<th>REGULAR CHASSIS CAB</th>
<th>REGULAR CHASSIS CAB</th>
<th>SUPER CHASSIS CAB</th>
<th>CREW CHASSIS CAB</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.3L V8</td>
<td>4.30</td>
<td>26,000</td>
<td>18,000</td>
<td>17,600</td>
<td>17,200</td>
<td>16,800</td>
</tr>
<tr>
<td>4.3L V10</td>
<td>4.30</td>
<td>26,000</td>
<td>18,000</td>
<td>17,600</td>
<td>17,200</td>
<td>16,800</td>
</tr>
<tr>
<td>4.3L V10</td>
<td>4.3L V8</td>
<td>26,000</td>
<td>18,000</td>
<td>17,600</td>
<td>17,200</td>
<td>16,800</td>
</tr>
<tr>
<td>4.5L V8</td>
<td>4.5L V10</td>
<td>22,500</td>
<td>16,600</td>
<td>16,200</td>
<td>15,800</td>
<td>15,400</td>
</tr>
<tr>
<td>4.5L V10</td>
<td>4.5L V8</td>
<td>22,500</td>
<td>16,600</td>
<td>16,200</td>
<td>15,800</td>
<td>15,400</td>
</tr>
<tr>
<td>4.5L V10</td>
<td>4.5L V10</td>
<td>22,500</td>
<td>16,600</td>
<td>16,200</td>
<td>15,800</td>
<td>15,400</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 CHASSIS CAB</th>
<th>REGULAR CHASSIS CAB</th>
<th>SUPER CHASSIS CAB</th>
<th>CREW CHASSIS CAB</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.3L V8</td>
<td>4.30</td>
<td>26,000</td>
<td>18,000</td>
<td>17,600</td>
<td>17,200</td>
<td>16,800</td>
</tr>
<tr>
<td>4.3L V10</td>
<td>4.30</td>
<td>26,000</td>
<td>18,000</td>
<td>17,600</td>
<td>17,200</td>
<td>16,800</td>
</tr>
<tr>
<td>4.3L V10</td>
<td>4.3L V8</td>
<td>26,000</td>
<td>18,000</td>
<td>17,600</td>
<td>17,200</td>
<td>16,800</td>
</tr>
<tr>
<td>4.5L V8</td>
<td>4.5L V10</td>
<td>22,500</td>
<td>16,600</td>
<td>16,200</td>
<td>15,800</td>
<td>15,400</td>
</tr>
<tr>
<td>4.5L V10</td>
<td>4.5L V8</td>
<td>22,500</td>
<td>16,600</td>
<td>16,200</td>
<td>15,800</td>
<td>15,400</td>
</tr>
<tr>
<td>4.5L V10</td>
<td>4.5L V10</td>
<td>22,500</td>
<td>16,600</td>
<td>16,200</td>
<td>15,800</td>
<td>15,400</td>
</tr>
</tbody>
</table>

### FORD LCF

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

<table>
<thead>
<tr>
<th>Max. GVWR</th>
<th>Max. GCWR</th>
</tr>
</thead>
<tbody>
<tr>
<td>15,000 Lbs.</td>
<td>22,000 Lbs.</td>
</tr>
<tr>
<td>16,000 Lbs.</td>
<td>22,000 Lbs.</td>
</tr>
<tr>
<td>17,999 Lbs.</td>
<td>26,000 Lbs.</td>
</tr>
<tr>
<td>19,500 Lbs.</td>
<td>26,000 Lbs.</td>
</tr>
</tbody>
</table>

### Metric Conversion

- To obtain information in kilograms, multiply pounds by 45; to obtain information in centimeters, multiply inches by 2.54.
**ESCAPE/ESCAPE HYBRID**

<table>
<thead>
<tr>
<th>Engine</th>
<th>Axle Ratio</th>
<th>GCWR (Lbs.)</th>
<th>4x2</th>
<th>4x4</th>
<th>4x4</th>
<th>Maximum Loaded Trailer Weight (Lbs.) – Manual Transmission</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.3L Hybrid</td>
<td>All</td>
<td>4,800</td>
<td>4,980</td>
<td></td>
<td></td>
<td>1,000*</td>
</tr>
<tr>
<td>2.3L SEFI I4</td>
<td>All</td>
<td>4,940</td>
<td>5,100</td>
<td></td>
<td></td>
<td>1,500**</td>
</tr>
<tr>
<td>3.0L SEFI V6</td>
<td>All</td>
<td>7,080</td>
<td>7,240</td>
<td></td>
<td></td>
<td>3,500</td>
</tr>
<tr>
<td>2.3L SEFI I4</td>
<td>All</td>
<td>4,860</td>
<td>5,040</td>
<td></td>
<td></td>
<td>1,500**</td>
</tr>
</tbody>
</table>

*Escape Hybrid does not offer factory- or dealer-installed towing equipment for this application.**

**EXPLORER**

<table>
<thead>
<tr>
<th>Engine</th>
<th>Axle Ratio</th>
<th>GCWR (Lbs.)</th>
<th>4x2</th>
<th>4x4</th>
<th>4x4</th>
<th>Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.3L Hybrid</td>
<td>All</td>
<td>4,800</td>
<td>4,980</td>
<td></td>
<td></td>
<td>1,000*</td>
</tr>
<tr>
<td>2.3L SEFI I4</td>
<td>All</td>
<td>4,940</td>
<td>5,100</td>
<td></td>
<td></td>
<td>1,500**</td>
</tr>
<tr>
<td>3.0L SEFI V6</td>
<td>All</td>
<td>7,080</td>
<td>7,240</td>
<td></td>
<td></td>
<td>3,500</td>
</tr>
<tr>
<td>2.3L SEFI I4</td>
<td>All</td>
<td>4,860</td>
<td>5,040</td>
<td></td>
<td></td>
<td>1,500**</td>
</tr>
</tbody>
</table>

**EXPEDITION**

<table>
<thead>
<tr>
<th>Engine</th>
<th>Axle Ratio</th>
<th>GCWR (Lbs.)</th>
<th>4x2</th>
<th>4x4</th>
<th>4x4</th>
<th>Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.3L SEFI I4</td>
<td>All</td>
<td>4,860</td>
<td>5,040</td>
<td></td>
<td></td>
<td>1,500**</td>
</tr>
</tbody>
</table>

**2007 SPORT TRAC**

<table>
<thead>
<tr>
<th>Engine</th>
<th>Axle Ratio</th>
<th>GCWR (Lbs.)</th>
<th>4x2</th>
<th>4x4</th>
<th>4x4</th>
<th>Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.3L SEFI I4</td>
<td>All</td>
<td>4,860</td>
<td>5,040</td>
<td></td>
<td></td>
<td>1,500**</td>
</tr>
</tbody>
</table>

**FREESTAR WAGON**

<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>3.5L/4.2L OHV SEFI V6 (With Class I Trailer Tow Package)</td>
<td>3.54</td>
<td>7,000</td>
<td>2,000</td>
</tr>
<tr>
<td>3.5L/4.2L OHV SEFI V6 (With Class II Trailer Tow Package)</td>
<td>3.54</td>
<td>8,500</td>
<td>3,500</td>
</tr>
</tbody>
</table>

(1) Base vehicle frontal area for all applications.
**E-SERIES VAN/WAGON**  
Maximum Loaded Trailer Weight (Lbs.) –  
Automatic Transmission

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</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>6,100</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td></td>
<td>3.73</td>
<td>11,500</td>
<td>–</td>
<td>6,100</td>
<td>6,000</td>
<td>–</td>
<td>–</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td></td>
<td>4.10</td>
<td>12,000</td>
<td>–</td>
<td>6,600</td>
<td>6,400</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>–</td>
<td>–</td>
<td>6,500</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td></td>
<td>3.73</td>
<td>13,000</td>
<td>–</td>
<td>7,500</td>
<td>7,300</td>
<td>7,200</td>
<td>–</td>
<td>7,000</td>
<td>6,700</td>
</tr>
<tr>
<td></td>
<td>4.10</td>
<td>13,000</td>
<td>–</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>–</td>
<td>8,800</td>
<td>–</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>–</td>
<td>10,000</td>
<td>–</td>
</tr>
<tr>
<td>6.0L V8</td>
<td>3.55</td>
<td>16,000</td>
<td>–</td>
<td>–</td>
<td>9,700</td>
<td>9,500</td>
<td>–</td>
<td>9,300</td>
<td>–</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>–</td>
<td>10,000</td>
<td>–</td>
</tr>
</tbody>
</table>

Note: For Maximum Trailer Weights with Crew Van, deduct 300 lbs. with E-150/250 Regular Van or 200 lbs. with E-350 Super Duty from weights in chart (except with 18,500 lbs. and 20,000 lbs. GCWR).

**E-SERIES CUTAWAY & STRIPPED CHASSIS**  
To determine Maximum Trailer Weight, subtract your vehicle’s GVWR from the following GCWRs:

- E-350 Super Duty Cutaway GCWRs:  
  - 5.4L V8 = 13,000 lbs.  
  - 6.8L V10 = 18,500 lbs.  
  - 6.0L Turbo Diesel V8 = 20,000 lbs.

- E-450 Super Duty Cutaway GCWRs:  
  - 6.8L V10 and 6.0L Turbo Diesel V8 = 20,000 lbs.

- E-350/450 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 an aftermarket fifth-wheel hitch.

**FORD CARS**

**CAR LINE**  
**FOCUS** Light-Duty I (1)  | **MUSTANG** Light-Duty I  | **FIVE HUNDRED** Light-Duty I  | **TAURUS** Light-Duty I  | **CROWN VICTORIA** Light-Duty I  | **FREESTYLE** Light-Duty I  
Max. Gross Trailer Wt. (Lbs.) | 1,000  | 1,000  | 1,000  | 1,250(2)  | 1,500(3)  | 2,000  
Max. Tongue Load (Lbs.) | 100  | 100  | 100  | 125(2)  | 150  | 200  
Minimum Engine | 2.0L 4-Cyl.* | 4.0L V6 | 3.0L V6 | 3.0L V6* | 4.6L V8 | 3.0L V6 

(1) Frontal area under 20 square feet.  
(2) When towing on roads with steep grades or moderate but long sustained grades (5 miles or more), or when ambient temperatures exceed 100 degrees F., vehicle speed should not exceed 45 MPH in both cases.  
(3) Do not exceed 6,600 pounds GCWR.  
* Auxiliary transmission oil cooler recommended for automatic transmission during long-distance hauling (greater than 50 miles); see vehicle’s Owner Guide for complete towing requirements.  

**Note:** Fusion is not recommended for towing.

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.

Updated January 2006
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 fordaccessoriesstore.com.

1. **TowCommand Trailer Brake Controller**: Computer control module integrated with anti-lock brake system to help maintain control when towing. Std. 7-pin connector. Dealer installation recommended.  
   **Base Part No.: 19H332**  
   **Available for:** Super Duty only

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

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 (Ranger); 19D520 (E-Series, Escape, F-150, Super Duty and Freestar)**  
   **Available for:** See Base Part No.

5. **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); 15A416 (Freestar)**  
   **Available for:** See Base Part No.

6. **Telescoping Trailer Tow Mirrors**:  
   Three styles: **Manual** – Increases range of vision. Black. **Power** – Power adjust. For vehicles with power mirrors only. Black. **Signal®/Power/Heated** – Arrow illuminates when turn signals or hazard flashers activated. Heated glass minimizes snow/ice buildup. Clearance light enhances safety. Black and Chrome. **Note:** Signal kit replaces mirror glass only, not entire mirror housing. Includes wiring assembly. Dealer installation only.  
   **Base Part No.: 17696**  
   **Available for:** F-150  
   **Signal® is a registered trademark of K.W. Muth Co., Inc.**

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

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

9. **Neutral Tow Kit (not shown)**:  
   Allows non-4x4 automatic transmission vehicles to be towed behind motorhome with all four wheels on ground. Dealer installation recommended.  
   **Base Part No.: 7H332**  
   **Available for:** Ranger and Explorer
THINGS TO KNOW
BEFORE YOU TOW

BEFORE YOU BUY

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

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

BRAKES

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

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

2. **Surge Brakes** are independent hydraulic brakes activated by a master cylinder at the junction of the hitch and trailer tongue. They are not controlled by the hydraulic fluid in the tow vehicle’s brake system, and the tow vehicle’s hydraulic system should never be connected directly to the trailer’s hydraulic system. Be sure your trailer brakes conform to all applicable state regulations. See *Trailering Tips* on back cover for additional braking information.

TRAILER LAMPS

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

AFTER YOU BUY

Before heading out on a trip, check your vehicle’s Owner Guide for break-in and severe-duty maintenance schedules (do not tow a trailer until your vehicle has been driven at least 500 miles). Be sure to have your fully loaded vehicle (including passengers) and trailer weighed so as not to exceed critical weight limits (see page 26). If any of these limits are exceeded, cargo should be removed from the vehicle and/or trailer until all weights are within the specified limits.

SAFETY CHAINS

- Always use safety chains when towing. Safety chains are used to retain connection between the towing and towed vehicle in the event of separation of the trailer coupling or ball.
- Cross chains under the trailer tongue to prevent the tongue from contacting the ground if a separation occurs. Allow only enough slack to permit full turning – be sure they don’t drag on the pavement.
- See your vehicle’s Owner Guide for safety chain attachment information.
- When using a frame-mounted trailer hitch, attach the safety chains to the frame-mounted hitch using the recommendations supplied by the hitch manufacturer.
- For rental trailers, follow rental agency instructions for hookup of safety chains.

TRAILER Wiring Harness

- Some vehicles equipped with a factory-installed Trailer Towing Package include a trailer wiring harness and a wiring kit.
- This kit includes one or more jumper harnesses (to connect to your trailer wiring connector) and installation instructions.

Refer to page 14 for standard and optional wiring harness usage.
A weight-carrying (non-weight-distributing) hitch is commonly used to tow small and medium-sized trailers. Choose a proper hitch and ball and make sure its location is compatible with that of the trailer. Use a good weight-carrying hitch that uniformly distributes the trailer tongue loads through the bumper and frame (through the body with Escape; bumper hitch not available with Escape, Explorer or Expedition). Ford rear step bumpers and hitch receivers provide weight-carrying capacities as shown in the chart on the following page. (A label affixed to the hitch receiver provides both the weight-carrying and weight-distributing capacities for each receiver.) The vehicle owner is responsible for obtaining the proper hitch ball, ball mounting and other appropriate equipment to tow both the trailer and load that will be towed.

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

- Weight-distributing hitch platforms are welded or bolted to 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.

Metric Conversion – To obtain information in kilograms, multiply pounds by .45; to obtain information in kilometers, multiply miles by 1.6.
A fifth-wheel hitch is mounted in the pickup bed to put more of the trailer weight directly over the towing vehicle. The receiver centerline of the hitch should be mounted at least two inches forward 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 Motor Company does not offer a factory-installed fifth-wheel hitch option.

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

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

<table>
<thead>
<tr>
<th>Vehicle</th>
<th>Weight-Carrying Max. Trailer Capacity (Lbs.)</th>
<th>Max. Tongue Load (Lbs.)</th>
<th>Weight-Distributing Max. Trailer Capacity (Lbs.)</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>E-Series Van/Wagon</td>
<td>5,000</td>
<td>500</td>
<td>–</td>
<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>6,000</td>
<td>600</td>
</tr>
<tr>
<td>Explorer (Class II)</td>
<td>3,500</td>
<td>350</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td>Explorer (Class III/IV)</td>
<td>5,000</td>
<td>500</td>
<td>7,700</td>
<td>770</td>
</tr>
<tr>
<td>E-Series Van/Wagon</td>
<td>5,000</td>
<td>500</td>
<td>10,000</td>
<td>1,000</td>
</tr>
<tr>
<td>Expedition</td>
<td>6,000</td>
<td>600</td>
<td>8,900</td>
<td>890</td>
</tr>
<tr>
<td>F-150</td>
<td>5,000</td>
<td>500</td>
<td>9,900</td>
<td>990</td>
</tr>
<tr>
<td>F-250/F-350 Super Duty SRW</td>
<td>5,000</td>
<td>500</td>
<td>12,500</td>
<td>1,250</td>
</tr>
<tr>
<td>F-350 Super Duty DRW (2)</td>
<td>6,000</td>
<td>600</td>
<td>15,000(2)</td>
<td>1,500(2)</td>
</tr>
</tbody>
</table>

(1) Ford rear step bumpers and hitch receivers do not include a hitch ball or ball mounting. The vehicle owner is responsible for obtaining the proper hitch ball, ball mounting, weight-distributing equipment (i.e., equalizing arms and snap-up brackets, sway control system) and other appropriate equipment to tow both the trailer and its cargo load.

(2) 2.5" receiver. Includes 2.5" to 2.0" adapter, which when used reduces the Maximum Trailer Capacity to 12,500 lbs. and the Maximum Tongue Load to 1,250 lbs.

**Factory-Installed Trailer Hitch Receiver Options**

are available on the following Ford vehicles:

- **Escape:** Included with Class II Trailer Towing Package – Option Code 536
- **Ranger Pickup:** Included with Class III Trailer Towing – Option Code 53L
- **Explorer:** Class II Standard; Class III/IV Included with Trailer Towing Prep Package – Option Code 53G
- **E-Series Van/Wagon:** Included with Trailer Towing Package – Option Code 536
- **Expedition:** Standard
- **F-150 Pickups:** Included with Trailer Tow Group – Option Code 535
- **F-250/F-350 Super Duty Pickups:**
  - Option Code 86T (for 12,500-lb. Maximum Trailer Capacity)
  - Option Code 86R (for 15,000-lb. Maximum Trailer Capacity)

**Note:** See chart 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**

**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.

---

**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**

**Base Curb Weight** + **Cargo Weight** + **Passenger Weight** = **Gross Vehicle Weight (GVW)**

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

**GVW** + **Loaded Trailer Weight** = **Gross Combination Weight (GCW)**

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

*Refer to the chart on page 25 for tongue load recommendations with Ford factory-installed rear step bumpers and trailer hitch receivers.*

**MEASURING TONGUE LOAD WITH COMMERCIAL SCALE**

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

**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

TOWING ON HILLS
- Downshift the transmission to assist braking on steep downgrades and to increase power (reduce lugging) when climbing hills. With TorqShift™ transmission, select Tow/Haul mode to automatically eliminate unwanted gear search when going uphill and help control vehicle speed when going downhill.

DRIVING WITH SPEED CONTROL
- When driving uphill with a heavy load, significant speed drops may occur.
- An 8- to 14-mph speed drop will automatically cancel speed control.
- Temporarily resume manual control through the vehicle's accelerator pedal until the terrain levels off.

TIRE PRESSURE
- Underinflated tires get hot and may fail, leading to possible loss of vehicle control.
- Overinflated tires may wear unevenly.
- Tires should be checked often for conformance to recommended cold inflation pressures.

SPARE TIRE USE
- A conventional full-size spare tire is required for trailer towing (mini spare tires should not be used; always replace the spare tire with the road tire as soon as possible).

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

HIGH ALTITUDE OPERATION
- Gasoline engines lose power by 3-4% per 1,000 ft. elevation. To maintain performance, reduce GVWs and GCWs by 2% per 1,000 ft. elevation.

POWERTRAIN/FRONTAL AREA CONSIDERATIONS
- The charts in this guide show the minimum engine size needed to move the GCW of tow vehicle and trailer.
- Under certain conditions, however, (e.g., when the trailer has a large frontal area that adds substantial air drag or when trailer towing in hilly or mountainous terrain) it's wise to choose a larger engine.
- Selecting a trailer with a low-drag, rounded front design will help optimize performance and fuel economy.

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

For the Latest RV/Towing Information,