2004

RV & TRAILER

TOWING GUIDE

Ford Products Available for All Major RV Categories

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M Metric Conversion – To obtain information in kilograms, multiply pounds by .45.

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FORD – A LEADER IN RV AND TRAILER TOWING!

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

- **Outstanding Selection**
  Whatever your need, there's a Ford vehicle or chassis to fill it.
- **Exceptional Towing Capabilities**
  The F-Series Super Duty pickups and chassis cabs can pull heavy trailers. In fact, when properly equipped, they can handle conventional trailers up to 13,900 pounds, and fifth-wheel trailers all the way up to 21,400 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.

FORD PICKUPS

A COMPLETE LINEUP TO MEET ALL YOUR TOWING AND RV NEEDS

BUILT Ford TOUGH

The New 2004 Ford F-150 Sets a New Standard for Under 8,500-lb. GVWR Full-Size Pickup Conventional Towing!

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.*

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.

SUPER DUTY PICKUPS

Ford F-350 4x4 Crew Cab DRW

TRAILER BOATS

2003 Tow Vehicle of the Year

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)

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.

SUPER DUTY CHASSIS CABS

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.

Ⓜ 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 More Information on Any of the Ford Pickups, See the Appropriate Brochure at Your Ford Dealer or visit www.fordvehicles.com.

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[(a)]
- Choice of 5-speed manual or automatic overdrive transmissions
- Can be equipped to tow trailers up to 5,860 pounds[(b)]
- Standard 4-wheel anti-lock brakes (ABS)
- Standard driver/passenger airbags

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

SLIDE-IN CAMPERS

FOR F-SERIES PICKUPS

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

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

- Combined weight of vehicle, camper body, occupants and cargo must not exceed Gross Vehicle Weight Rating (GVWR).
- Camper Package (Option Code 532) required with F-250/350 Super Duty.
- Cargo Weight Rating shown in chart is maximum allowable, assuming weight of a base vehicle with required camper option content and a 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.

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

Model		Wheelbase	GVWR (Lbs.) (49S/Cal.)	Recommended Axle Ratio	Engine	Maximum Cargo Weight Rating (Lbs.) Gas (49S/Cal.)	Diesel (49S/Cal.)
F-150 Heritage	4x2 Reg. Cab	138.5"	6,600	3.55	4.6L V8	1,985	–
F-150	4x2 Reg. Cab	144.5"	8,200	Std.	5.4L V8	2,605	–
	4x2 SuperCab	163.0"	8,200	Std.	5.4L V8	1,845	–
	4x4 Reg. Cab	144.5"	8,200	Std.	5.4L V8	2,175	–
	4x4 SuperCab	163.0"	8,200	Std.	5.4L V8	1,420	–
F-250 Super Duty (1)	4x2 Reg. Cab	137.0"	8,800	Std.	Std.	2,960	2,280
	4x2 SuperCab	141.8"	8,800	Std.	Std.	2,320	1,640
	4x2 SuperCab	158.0"	8,800	Std.	Std.	2,160	1,480
	4x2 Crew Cab	156.2"	8,800	Std.	Std.	2,085	1,505
	4x2 Crew Cab	172.4"	8,800	Std.	Std.	1,940	1,260
	4x4 Reg. Cab	137.0"	8,800	Std.	Std.	2,545	1,855
	4x4 SuperCab	141.8"	8,800	Std.	Std.	1,910	1,230
	4x4 SuperCab	158.0"	8,800	Std.	Std.	1,745	1,065
	4x4 Crew Cab	156.2"	8,800	Std.	Std.	1,655	965
	4x4 Crew Cab	172.4"	8,800	Std.	Std.	1,515	815
F-350 Super Duty (1)	4x2 SRW Reg. Cab	137.0"	9,900/9,700	Std.	Std.	4,070/3,870	3,390/3,190
	4x2 DRW Reg. Cab	137.0"	11,200/11,000	Std.	Std.	5,140/4,940	– /4,190
	4x2 DRW Reg. Cab	137.0"	11,500/ –	Std.	Std.	–	4,690/ –
	4x2 SRW SuperCab	141.8"	9,900/9,700	Std.	Std.	3,425/3,225	2,745/2,545
	4x2 SRW SuperCab	158.0"	9,900/9,700	Std.	Std.	3,265/3,065	2,585/2,385
	4x2 DRW SuperCab	158.0"	11,200/11,000	Std.	Std.	4,335/4,135	– /3,385
	4x2 DRW SuperCab	158.0"	11,500/ –	Std.	Std.	–	3,885/ –
	4x2 SRW Crew Cab	156.2"	9,900/9,700	Std.	Std.	3,190/2,990	2,510/2,310
	4x2 DRW Crew Cab	156.2"	11,200/11,000	Std.	Std.	4,260/4,060	– /3,360
	4x2 DRW Crew Cab	156.2"	11,500/ –	Std.	Std.	–	3,860/ –
	4x2 SRW Crew Cab	172.4"	9,900/9,700	Std.	Std.	3,045/2,845	2,365/2,165
	4x2 DRW Crew Cab	172.4"	11,200/11,000	Std.	Std.	4,115/3,915	– /3,215
	4x2 DRW Crew Cab	172.4"	11,500/ –	Std.	Std.	–	3,715/ –
	4x4 SRW Reg. Cab	137.0"	9,900/9,700	Std.	Std.	3,650/3,450	2,940/2,740
	4x4 DRW Reg. Cab	137.0"	11,200/11,000	Std.	Std.	4,650/4,450	– /3,770
	4x4 DRW Reg. Cab	137.0"	11,500/ –	Std.	Std.	–	4,270/ –
	4x4 SRW SuperCab	141.8"	9,900/9,700	Std.	Std.	3,015/2,815	2,335/2,135
	4x4 SRW SuperCab	158.0"	9,900/9,700	Std.	Std.	2,855/2,655	2,145/1,945
	4x4 DRW SuperCab	158.0"	11,200/11,000	Std.	Std.	3,855/3,655	– /2,965
	4x4 DRW SuperCab	158.0"	11,500/ –	Std.	Std.	–	3,465/ –
	4x4 SRW Crew Cab	156.2"	9,900/9,700	Std.	Std.	2,760/2,560	2,050/1,850
	4x4 DRW Crew Cab	156.2"	11,200/11,000	Std.	Std.	3,790/3,590	– /2,900
	4x4 DRW Crew Cab	156.2"	11,500/ –	Std.	Std.	–	3,400/ –
	4x4 SRW Crew Cab	172.4"	9,900/9,700	Std.	Std.	2,620/2,420	1,940/1,740
	4x4 DRW Crew Cab	172.4"	11,200/11,000	Std.	Std.	3,620/3,420	– /2,730
	4x4 DRW Crew Cab	172.4"	11,500/ –	Std.	Std.	–	3,230/ –

(1) Requires Camper Package option.

Slide-in Camper Installation

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

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

Camper Center-of-Gravity

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

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

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

*Included with SRW regardless of engine (late availability)

Stylize Your Recreational Needs and Ride in Comfort

VAN CONVERSIONS

E-SERIES VAN CONVERSIONS[1/]

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

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

The Ford E-Series has been the full-size van segment sales leader since 1979. Built to meet customer needs, the 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,[2/] 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

QUALITY CONVERSIONS

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

CLASS B VAN CAMPERS

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

1/ Completed by authorized converters.

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

FORD SUVS

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)[a/]
- SecuriLock™ passive anti-theft system
- Standard independent front and rear suspension

Lead the Way

Wherever You Want to Go!

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[b/] 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)

[a/] Always wear your safety belt and secure children in the rear seat.
[b/] 210-hp with Flex-Fuel (E85 Ethanol).

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.

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.

KEY FEATURES

- Choice of 4x2, 4x4, or All-Wheel Drive models
- Standard 210-hp 4.0L single-overhead-cam V6 with 5-speed automatic overdrive transmission
- Optional 239-hp 4.6L SOHC V8 engine with 5-speed automatic overdrive transmission
- Rugged fully boxed frame
- Can be equipped to tow trailers up to 7,140 lbs.
- Standard 4-wheel disc anti-lock brakes (ABS)
- AdvanceTrac™ stability enhancement system now available with V6 and V8 engines

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.

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

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.

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

CLASS A MOTORHOME CHASSIS

#1 Selling CLASS A Motorhome Chassis in the RV Industry[a/]

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.

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

a/ Based on Class A calendar year registrations (through April 2003).

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.

CLASS C MOTORHOME CHASSIS

#1 Selling CLASS C Motorhome Chassis in the RV Industry[a/]

The E-350 and E-450 Super Duty Cutaway Chassis continue to be the overwhelming sales leaders for Class C motorhomes.[a/] 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[b/]
- 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[c/]
- 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

SERVICE & SUPPORT

Class A & C Motorhome Customer Assistance Center

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

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

In-Dealership Service Support

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

a/ Based on Class C calendar year registrations (through April 2003).
b/ Under normal driving conditions with routine fluid/filter changes.
c/ Always wear your safety belt and secure children in rear seat.

"FOUR-WHEEL-DOWN" TOWING

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

Many motorhome owners prefer the practicality of having another vehicle along when they travel. In fact, towing another vehicle behind the motorhome has become more and more popular in recent years. Furthermore, many of those who want to tow another vehicle prefer one that can be easily towed without a dolly or trailer. Ford car and truck models shown in the chart at right can be towed with all four wheels down. For safe operation, towed vehicles (or dollies or trailers carrying them) should be equipped with a separate functional brake system. *See page 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	Manual Transmission	Automatic Transmission
Focus	Yes	No
Mustang	Yes	No
Ford Trucks		
Ranger 4x2	Yes (a)	No
Ranger 4x4	Yes (a)(b)	No
Escape	Yes	No
Explorer Sport Trac 4x4	N/A	Yes (c)
Explorer 4-Door 4x4	N/A	Yes (d)
F-150 Heritage 4x4	Yes (e)(f)	Yes (e)(f)
F-150 4x4	N/A	Yes (e)(f)
F-250/350 Super Duty 4x4	Yes (e)	Yes (e)

(a) Not to be towed faster than 55 mph. (b) Manual Shift-on-the-Fly transfer case and transmission in neutral. Electronic Shift-on-the-Fly rotary control in 2-high position and the transmission in neutral. (c) With dealer-installed Neutral Tow Kit (Part #3L2J7H332-AA). (d) With dealer-installed Neutral Tow Kit (Part #1L2J7H332-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.

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

TRAILER CLASSES & RV TRAILER TYPES

FOUR TRAILER CLASSES

CLASS I – LIGHT-DUTY

- 2,000-lb. maximum weight (trailer and cargo combined)
- Folding camping trailers and trailers for small boats, motorcycles and snowmobiles
- Many Ford vehicles can handle easily
- 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(1)
- 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(1)
- 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(1)
- Most applications require a conventional weight-distributing or fifth-wheel hitch

(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.

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.

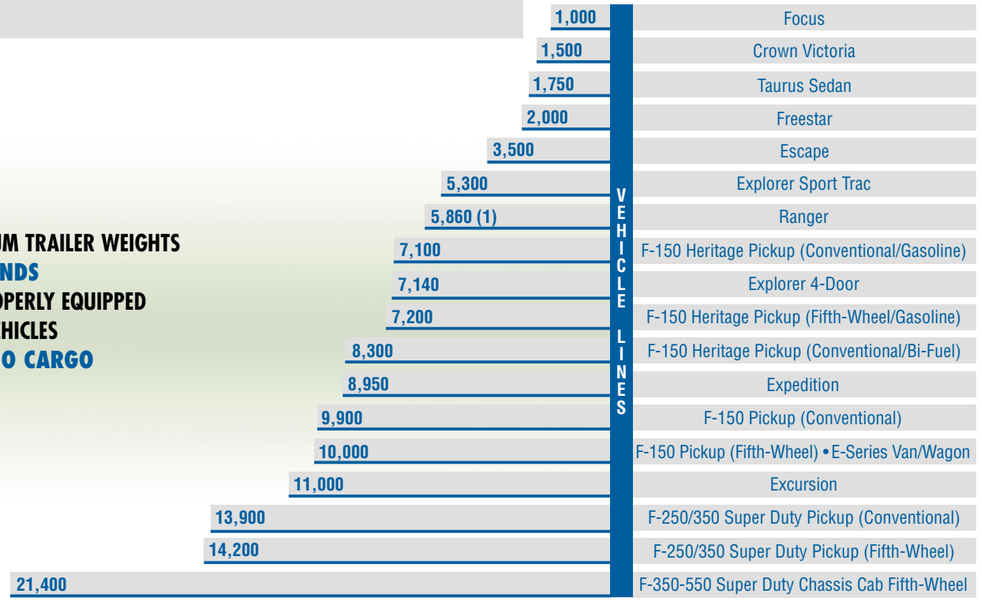
FIFTH-WHEEL TRAILER

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

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



(1) 5,980 pounds for fleet applications.

FORD SUV/TRUCK STANDARD TOWING EQUIPMENT & TRAILER TOWING PACKAGES

Model (Option Code)	Escape (536)	Explorer 4-Door (Std.)	Explorer 4-Door (53G)	Explorer Sport Trac (Std.)	Explorer Sport Trac (Opt.)	Expedition (Std.)	Expedition (536)	Excursion (Standard)	E-Series Van/Wagon (Std.)	E-Series Van/Wagon (536)	Ranger (Std.)	Ranger (53L)	F-150/ F-150 Heritage (Std.)	F-150 (535)	F-150 Heritage (535)(a)	F-250/F-350 Super Duty Pickup (Standard)(b)	F-350–F-550 Chassis Cab (Standard)
72 Amp.-Hr. Heavy-Duty Battery	–	–	–	–	–	–	–	–	–	–	–	–	–	X	X	–	–
7-Wire Harness & 7-Pin Connector	–	–	X(c)	–	–	–	–	X	–	X(d)	–	–	–	–	–	–	–
7-Wire Harness & 4/7-Pin Connector	–	–	–	–	–	–	X	–	–	–	–	–	–	X	X	X	–
7-Wire Harness (Blunt Cut) with Relays	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–		(Std.)
Trailer Wiring Harness (4-Pin)	X	X	–	X	–	X	–	–	X	–	X	–	X	–	–	–	–
Hitch Receiver (See Chart on Page 25)	X	X	X	–	X(e)	X	(Std.)	X	–	X	–	X	–	X	X	Optional(f)	–
Aux. Auto Trans. Oil Cooler	–	–	–	–	–	X(g)	X(h)	–	–	–	–	–	X(i)	X(j)	X	–	–
Super Engine Cooling (1.42" Core Thickness)	–	–	–	–	–	–	X(n)	–	–	–	–	–	–	X	–	–	–
Heavy-Duty Flashers	–	–	–	–	–	X	(Std.)	–	–	–	–	–	–	–	–	–	–
Heavy-Duty Shocks	–	–	–	–	–	–	–	–	–	–	–	–	–		X(k)	–	–
Trailer Brake Wiring/Feed Kit	–	–	–	–	–	–	–	X	–	–	–	–	–	–	–	X	X(l)
Rear Stabilizer Bar (DRW 4x2 Only)	–	–	–	–	–	–	–	–	–	–	–	–	–	–		X	–
3.73 Limited Slip Rear Axle	–	–	X	–	–	–	–	–	–	–	–	–	–	–		–	–
Engine Oil Cooler	X	–	–	–	–	–	–	–	–	–	–	–	–	–		–	
Electronic Brake Wiring Kit	–	–	–	–	–	–	X	–	–	–	–	–	–	–	–	–	–
Electric Brake Controller Tap-in Capability	–	–	–	–	–	–	–	–	–	X	–	–	–	–	–	–	–
High Capacity Trailer Tow Package (Synthetic Rear Axle Lubricant)	–	–	–	–	–	–	–	–	–	–	–	–	–	–			X(m)

(a) If vehicle is not equipped with factory Trailer Tow Group, a dealer-installed auxiliary transmission oil cooler is recommended if you are planning on: traveling farther than 50 miles, towing in hilly terrain, or towing frequently.
(b) May be deleted on XL by fleet customers only. For fifth-wheel towing; short box limits turning angle; parking maneuvers can be improved with a sliding-type fifth-wheel hitch.
(c) Includes 7-pin to 4-pin adapter.
(d) Blade-style female connector/bumper bracket, including relay system for backup/B+/running lights.
(e) Dealer-installed for trailers over 3,500 lbs.
(f) Option code 86R.
(g) 14-plate.
(h) 22-plate.
(i) 8-plate (F-150 only; not Heritage).
(j) 18-plate.
(k) 4x4 only (standard on 4x2).
(l) Standard with Lariat; optional with XL and XLT.
(m) Optional only on F-550 Crew Cab Chassis Cab 4x2.
(n) Effective with 12/1/03 production.

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

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

REQUIRED/ RECOMMENDED TRAILER TOWING EQUIPMENT

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

REQUIRED EQUIPMENT

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

Explorer 4-Door
- For Trailers Over 3,500 Pounds – Class III/IV Trailer Tow Prep Package.

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-150 Heritage
- For Trailers Over 4,000 Pounds – Class III Trailer Tow Group.

F-550 Crew Cab Chassis Cab 4x2
- For 30,000 Pounds GCWR Capability – High Capacity Trailer Tow Package.

RECOMMENDED EQUIPMENT (WHERE NOT REQUIRED)

	Ford Cars	Freestar
Aftermarket Auxiliary Transmission Oil Cooler	X(a)	–
Weight-Carrying Hitch (Trailers Under 5,000 lbs.)	X	X

(a) Recommended for long-distance, high-speed towing with automatic transmission on Focus, Crown Victoria, and Taurus Light-Duty applications.

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.

FRONTAL AREA CONSIDERATIONS

Vehicle Line	Frontal Area Limitations/ Considerations	With
Focus	20 sq. ft.	All Applications
Freestar Van/Wagon	Base Vehicle Frontal Area	All Applications
Escape	Base Vehicle Frontal Area (24 sq. ft.)	2.0L I4 or 3.0L V6 Engine Without Class II Trailer Tow Pkg.
	30 sq. ft.	3.0L V6 Engine With Class II Trailer Tow Pkg.
Ranger	Base Vehicle Frontal Area	2.3L I4 Engine
	50 sq. ft.	3.0L V6 or 4.0L V6 Engine
E-Series	60 sq. ft.	All Applications
Excursion	60 sq. ft.	All Applications
F-150	Base Vehicle Frontal Area	Without Trailer Tow Pkg. or Heavy Duty Payload Pkg.
	60 sq. ft.	With Trailer Tow Pkg. or Heavy Duty Payload Pkg.
F-150 Heritage	Base Vehicle Frontal Area	Without Class III Trailer Tow Group
	60 sq. ft.	With Class III Trailer Tow Group
Expedition	Base Vehicle Frontal Area	4.6L V8 or 5.4L V8 Engine Without Heavy Duty Trailer Tow Pkg.
	60 sq. ft.	5.4L V8 With Heavy Duty Trailer Tow Pkg.
F-250-550 Super Duty	60 sq. ft.	All Applications Except F-550 Crew Cab Chassis Cab 4x2 With High Capacity Trailer Tow Pkg.
	90 sq. ft.	F-550 Crew Cab Chassis Cab 4x2 With High Capacity Trailer Tow Pkg.

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

TRAILER TOWING SELECTOR

Pages 16 - 21

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

Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission

			REGULAR CAB				SUPERCAB						SUPERCREW	
			4x2		4x4		4x2			4x4			4x2	4x4
Engine	Axle Ratio	GCWR (Lbs.)	126.0" Wb	144.5" Wb	126.0" Wb	144.5" Wb	132.5" Wb	144.5" Wb	163.0" Wb	132.5" Wb	144.5" Wb	163.0" Wb	138.5" Wb	138.5" Wb
4.6L SEFI V8	3.55	11,500	6,500	–	6,200	–	6,300	–	–	5,900	–	–	–	–
		11,700	–	6,600	–	6,300	–	6,300	–	–	6,000	–	6,200	–
	3.73	12,000	7,000	–	6,700	–	6,800	–	–	6,400	–	–	–	–
		12,200	–	7,100	–	6,800	–	6,800	–	–	6,500	–	6,700	6,500
5.4L SEFI V8 3V(1)	3.31	12,000	6,900	–	–	–	–	–	–	–	–	–	–	–
		12,500	–	7,300	–	–	–	–	–	–	–	–	–	–
	3.55	13,000	7,900	–	7,700	–	7,600	–	–	7,300	–	–	–	–
		14,000	–	8,800	–	8,500	–	8,500	–	–	8,300	–	8,500	8,200
	3.73	13,500	8,400	–	8,200	–	8,100	–	–	7,800	–	–	–	–
		15,000	–	9,800	–	9,500	–	9,500	–	–	9,300	–	9,500	9,200
	4.10	15,300	–	9,900	–	9,500	–	–	9,500	–	–	9,200	–	–

(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

Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission

			REGULAR CAB				SUPERCAB			
			4x2		4x4		4x2		4x4	
Engine	Axle Ratio	GCWR (Lbs.)	126.0" Wb	144.5" Wb	126.0" Wb	144.5" Wb	144.5" Wb	163.0" Wb	144.5" Wb	163.0" Wb
4.6L SEFI V8	3.55	11,500	6,500	–	6,200	–	–	–	–	–
		11,700	–	6,600	–	6,300	6,400	–	6,100	–
	3.73	12,000	7,000	–	6,700	–	–	–	–	–
		12,200	–	7,100	–	6,800	6,900	–	6,600	–
5.4L SEFI V8 3V(1)	3.31	12,000	6,900	–	–	–	–	–	–	–
		12,500	–	7,300	–	–	–	–	–	–
	3.55	13,000	7,900	–	7,700	–	–	–	–	–
		14,000	–	8,800	–	8,500	8,500	–	8,300	–
	3.73	13,500	8,400	–	8,200	–	–	–	–	–
		15,000	–	9,800	–	9,500	9,500	–	9,300	–
	4.10	15,300	–	10,000	–	9,600	–	9,600	–	9,200

(1) Reduce GCWR and Maximum Trailer Weight by 500 lbs. on models with optional 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) 5½' 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.

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

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

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

F-250/350 SUPER DUTY PICKUP CONVENTIONAL TOWING

			Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission											
			REGULAR CAB				SUPERCAB				CREW CAB			
Engine	Axle Ratio	GCWR (Lbs.)	F-250/350 SRW 4x2	F-250/350 SRW 4x4	F-350 DRW 4x2	F-350 DRW 4x4	F-250/350 SRW 4x2	F-250/350 SRW 4x4	F-350 DRW 4x2	F-350 DRW 4x4	F-250/350 SRW 4x2	F-250/350 SRW 4x4	F-350 DRW 4x2	F-350 DRW 4x4
5.4L SEFI V8	3.73	13,500	7,800	7,400	7,600	7,200	7,500	7,100	7,200	6,800	7,200	6,900	–	–
	4.10	15,000	9,300	8,900	9,100	8,700	9,000	8,600	8,700	8,300	8,700	8,400	–	–
6.8L SEFI V10	3.73	17,000	11,200	10,800	10,900	10,400	10,800	10,400	10,500	10,100	10,600	10,200	10,300	9,900
	4.30	20,000	12,500	12,500	13,900	13,400	12,500	12,500	13,500	13,100	12,500	12,500	13,300	12,900
6.0L V8 DI	3.73	20,000	12,500	12,500	13,400	13,000	12,500	12,500	13,000	12,600	12,500	12,500	12,800	12,400
Turbo Diesel	4.10	20,000	–	–	13,400	13,000	-	–	13,000	12,600	–	–	12,800	12,400
			Maximum Loaded Trailer Weight (Lbs.) – Manual Transmission											
5.4L SEFI V8	3.73	13,500	7,800	7,400	7,600	7,100	7,400	7,000	7,200	6,800	7,200	6,800	–	–
	4.10	15,000	9,300	8,900	9,100	8,600	8,900	8,500	8,700	8,300	8,700	8,300	–	–
6.8L SEFI V10	3.73	16,500	10,600	10,200	10,400	9,900	10,300	9,900	10,000	9,600	10,100	9,700	9,800	9,300
	4.30	20,000	12,500	12,500	13,900	13,400	12,500	12,500	13,500	13,100	12,500	12,500	13,300	12,800
6.0L V8 DI	3.73	20,000	12,500	12,500	13,400	12,900	12,500	12,500	13,000	12,600	12,500	12,500	12,800	12,400
Turbo Diesel	4.10	20,000	–	–	13,400	12,900	–	–	13,000	12,600	–	–	12,800	12,400

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

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

			Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission*											
			REGULAR CAB				SUPERCAB				CREW CAB			
Engine	Axle Ratio	GCWR (Lbs.)	F-250/350 SRW 4x2	F-250/350 SRW 4x4	F-350 DRW 4x2	F-350 DRW 4x4	F-250/350 SRW 4x2	F-250/350 SRW 4x4	F-350 DRW 4x2	F-350 DRW 4x4	F-250/350 SRW 4x2	F-250/350 SRW 4x4	F-350 DRW 4x2	F-350 DRW 4x4
5.4L SEFI V8	3.73	13,500	7,800	7,400	7,600	7,200	7,500	7,100	7,200	6,800	7,200	6,900	–	–
	4.10	15,000	9,300	8,900	9,100	8,700	9,000	8,600	8,700	8,300	8,700	8,400	–	–
6.8L SEFI V10	3.73	17,000	11,200	10,800	10,900	10,400	10,800	10,400	10,500	10,100	10,600	10,200	10,300	9,900
	4.30	20,000	14,200	13,800	13,900	13,400	13,800	13,400	13,500	13,100	13,600	13,200	13,300	12,900
6.0L V8 DI	3.73	20,000	13,700	13,300	13,400	13,000	13,300	13,000*	13,000	12,600	13,100	12,700*	12,800	12,400
Turbo Diesel	4.10	20,000	–	–	13,400	13,000	–	–	13,000	12,600	–	–	12,800	12,400
			Maximum Loaded Trailer Weight (Lbs.) – Manual Transmission*											
5.4L SEFI V8	3.73	13,500	7,800	7,400	7,600	7,100	7,400	7,000	7,200	6,800	7,200	6,800	–	–
	4.10	15,000	9,300	8,900	9,100	8,600	8,900	8,500	8,700	8,300	8,700	8,300	–	–
6.8L SEFI V10	3.73	16,500	10,600	10,200	10,400	9,900	10,300	9,900	10,000	9,600	10,100	9,700	9,800	9,300
	4.30	20,000	14,100	13,700	13,900	13,400	13,800	13,400	13,500	13,100	13,600	13,200	13,300	12,800
6.0L V8 DI	3.73	20,000	13,600	13,300	13,400	12,900	13,300	12,900*	13,000	12,600	12,900	12,700*	12,800	12,400
Turbo Diesel	4.10	20,000	–	–	13,400	12,900	–	–	13,000	12,600	–	–	12,800	12,400

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

Notes: • This information also applies to models with Pickup Box Delete option (66D).
• Trailer king pin weight should be 15-25% of total loaded trailer weight. Make sure vehicle payload (reduced by option weight) will accommodate trailer king pin weight and weight of passengers and cargo added to the towing vehicle. Addition of trailer king pin weight, and weight of passengers and cargo cannot cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.

TRAILER TOWING SELECTOR continued

F-150 HERITAGE PICKUP FIFTH-WHEEL TOWING

Engine	Axle Ratio	GCWR (Lbs.)	Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission REGULAR CAB 4x2	REGULAR CAB 4x4	SUPERCAB 4x2	SUPERCAB 4x4
4.2L SEFI V6	3.55	10,000	5,700	5,400	5,500	–
4.6L SEFI V8	3.55	11,500(1)	7,200	6,800	6,900	6,600
	3.55	11,000(2)	–	6,300	–	6,100

(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

Engine	Axle Ratio	GCWR (Lbs.)	Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission REGULAR CAB 4x2	REGULAR CAB 4x4	SUPERCAB 4x2	SUPERCAB 4x4
4.2L SEFI V6	3.31	9,000	4,600	–	4,500	–
	3.55	10,000	5,700	5,400	5,500	–
4.6L SEFI V8	3.08	10,000	2,000	–	2,000	–
	3.31	10,500	6,100	5,800	5,900	5,500
	3.55	11,500(1)	7,100	6,800	6,900	6,500
	3.55	11,000(2)	–	6,300	–	6,000
5.4L NGV V8 (Natural Gas)	3.73	11,000	5,800	–	–	–
5.4L Bi-Fuel V8	3.73(3)	13,500	8,300	8,000	8,200	7,800
	3.73(4)	13,500	8,200	7,800	8,000	7,700
			Maximum Loaded Trailer Weight (Lbs.) – Manual Transmission			
4.2L SEFI V6	3.08	6,500	2,000	–	2,000	–
	3.31	7,200	–	2,500	–	–
	3.55	7,800	3,500	3,200	3,300	–

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

Note for Ranger and F-150 Heritage Conventional Towing

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

RANGER

Engine	Axle Ratio	GCWR (Lbs.)	Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission REGULAR CAB 4x2 6-ft. Box	REGULAR CAB 4x2 7-ft. Box	REGULAR CAB 4x4 6-ft. Box	REGULAR CAB 4x4 7-ft. Box	SUPERCAB 4x2 6-ft. Box	SUPERCAB 4x4 6-ft. Box
2.3L SEFI I4	4.10	5,500	2,240	2,180(1)	–	–	–	–
3.0L SEFI V6	3.73	6,000	2,620	2,540	–	–	2,440	–
	3.73/4.10(2)	6,000	2,480	–	–	–	2,360(3)	–
	4.10	6,000	–	–	2,300	–	–	–
4.0L SOHC	3.55	9,500	–	5,980(1)	–	–	5,860	–
SEFI V6	3.55(2)	9,500	–	–	–	–	5,740	–
	3.73/4.10	9,500	–	–	–	5,660(1)	–	5,560(3)(4)
			Maximum Loaded Trailer Weight (Lbs.) – Manual Transmission					
2.3L SEFI I4	3.73/4.10	4,800	1,580	1,520(1)	–	–	–	–
3.0L SEFI V6	3.73	6,000	2,660	2,580	–	–	2,480	–
	3.73/4.10(2)	6,000	2,520	–	–	–	2,400	–
	3.73/4.10	6,000	–	–	2,340	–	–	–
4.0L SOHC	3.55	7,000	–	–	–	–	3,400/3,320(2)	–
SEFI V6	3.73/4.10	7,000	–	–	–	–	–	3,100(5)

(1) Available for fleet only. (2) Ranger Edge only. (3) Also available with Tremor. (4) 5,200 lbs. with FX4 Level II. (5) 2,740 lbs. with FX4 Level II.

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 Ranger's electrical system does not provide the necessary wiring connector to activate electric trailer brakes.

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

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

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

Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission

			REGULAR CHASSIS CAB								SUPER CHASSIS CAB								CREW CHASSIS CAB							
Engine	Axle Ratio	GCWR (Lbs.)	F-350 4x2 SRW	F-350 4x4 SRW	F-350 4x2 DRW	F-350 4x4 DRW	F-450 4x2 DRW*	F-450 4x4 DRW*	F-550 4x2 DRW*	F-550 4x4 DRW*	F-350 4x2 SRW	F-350 4x4 SRW	F-350 4x2 DRW	F-350 4x4 DRW	F-450 4x2 DRW	F-450 4x4 DRW	F-550 4x2 DRW	F-550 4x4 DRW	F-350 4x2 SRW	F-350 4x4 SRW	F-350 4x2 DRW	F-350 4x4 DRW	F-450 4x2 DRW*	F-450 4x4 DRW*	F-550 4x2 DRW*	F-550 4x4 DRW*
5.4L	3.73	13,500	7,300	6,800	7,000	6,500	–	–	–	–	6,900	6,500	–	–	–	–	–	–	6,700	6,300	–	–	–	–	–	–
SEFI V8	4.10	15,000	8,800	8,300	8,500	8,000	–	–	–	–	8,400	8,000	–	–	–	–	–	–	8,200	7,800	–	–	–	–	–	–
6.8L	3.73	17,000	10,600	10,200	10,300	9,800	–	–	–	–	10,300	9,800	10,000	9,500	–	–	–	–	10,100	9,600	9,700	9,300	–	–	–	–
SEFI V10	4.30	20,000	–	–	13,300	12,800	–	–	–	–	–	–	13,000	12,500	–	–	–	–	–	–	12,700	12,300	–	–	–	–
	4.88	24,000	–	–	–	–	16,600	16,300	16,500	16,200	–	–	–	–	16,200	15,900	16,200	15,800	–	–	–	–	16,000	15,700	15,900	15,600
	5.38	26,000	–	–	–	–	18,600	18,300	18,500	18,200	–	–	–	–	18,200	17,900	18,200	17,800	–	–	–	–	18,000	17,700	17,900	17,600
6.0L V8	3.73	20,000	13,100	12,700	12,900	12,300	–	–	–	–	12,800	12,300	12,500	12,100	–	–	–	–	12,600	12,100	12,300	11,800	–	–	–	–
DI Turbo	4.10	20,000	–	–	12,900	12,300	–	–	–	–	–	–	12,500	12,100	–	–	–	–	–	–	12,300	11,800	–	–	–	–
Diesel	4.30	26,000	–	–	–	–	18,100	17,800	–	–	–	–	–	–	17,700	17,400	–	–	–	–	–	–	17,500	17,200	–	–
	4.88	26,000	–	–	–	–	18,100	17,800	18,000	17,700	–	–	–	–	17,700	17,400	17,700	17,300	–	–	–	–	17,500	17,200	17,400	17,100
	4.88	30,000(1)	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	21,400	–

Maximum Loaded Trailer Weight (Lbs.) – Manual Transmission

5.4L	3.73	13,500	7,200	6,800	7,000	6,500	–	–	–	–	6,900	6,400	–	–	–	–	–	–	6,700	6,200	–	–	–	–	–	–
SEFI V8	4.10	15,000	8,700	8,300	8,500	8,000	–	–	–	–	8,400	7,900	–	–	–	–	–	–	8,200	7,700	–	–	–	–	–	–
6.8L	3.73	16,500	10,100	9,700	9,800	9,300	–	–	–	–	9,700	9,300	9,500	9,000	–	–	–	–	9,500	9,100	9,200	8,700	–	–	–	–
SEFI V10	4.30	20,000	–	–	13,300	12,800	–	–	–	–	–	–	13,000	12,500	–	–	–	–	–	–	12,700	12,200	–	–	–	–
	4.88	22,000	–	–	–	–	14,600	14,200	14,500	14,100	–	–	–	–	14,200	13,900	14,100	13,800	–	–	–	–	14,000	13,700	13,900	13,600
	5.38	22,000	–	–	–	–	14,600	14,200	14,500	14,100	–	–	–	–	14,200	13,900	14,100	13,800	–	–	–	–	14,000	13,700	13,900	13,600
6.0L V8	3.73	20,000	13,100	12,700	12,800	12,300	–	–	–	–	12,700	12,300	12,500	12,000	–	–	–	–	12,500	12,100	12,200	11,700	–	–	–	–
DI Turbo	4.10	20,000	–	–	12,800	12,300	–	–	–	–	–	–	12,500	12,000	–	–	–	–	–	–	12,200	11,700	–	–	–	–
Diesel	4.30	26,000	–	–	–	–	18,100	17,700	–	–	–	–	–	–	17,700	17,400	–	–	–	–	–	–	17,500	17,200	–	–
	4.88	26,000	–	–	–	–	18,100	17,700	18,000	17,700	–	–	–	–	17,700	17,400	17,600	17,300	–	–	–	–	17,500	17,200	17,400	17,000

* 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.

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

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

SUPER DUTY CLASS A MOTORHOME CHASSIS

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

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

F-650/750 SUPER DUTY

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

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

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

TRAILER TOWING SELECTOR continued

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.

ESCAPE

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

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.

EXPLORER 4-DOOR

Engine	Axle Ratio	GCWR (Lbs.)	Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission 4x2 Class II	4x2 Class III/IV	4x4 Class II	4x4 Class III/IV	AWD Class II	AWD Class III/IV
4.0L SOHC	3.55	7,700	3,260	–	–	–	–	–
SEFI V6	3.55	8,000	–	–	3,400	–	3,400	–
	3.73/3.73 LS	10,000	–	–	–	5,380	–	5,380
	3.73/3.73 LS	10,240	–	5,780	–	–	–	–
4.6L SOHC	3.55	7,700	3,260	–	–	–	–	–
SEFI V8	3.55	8,000	–	–	3,420	–	3,420	–
	3.73/3.73 LS	11,600(1)	–	7,140(1)	–	7,000(1)	–	7,000(1)

(1) Deduct 500 lbs. with Auxiliary Climate Control.

EXPLORER SPORT TRAC

Engine	Axle Ratio	GCWR (Lbs.)	Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission 4x2	4x4
4.0L SOHC SEFI V6	All	9,600	5,300	5,080

EXPEDITION

Engine	Axle Ratio	GCWR (Lbs.)	Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission 4x2	4x4
4.6L SEFI V8	3.73	10,500	5,000	–
	3.73	10,700	–	5,000
5.4L SEFI V8	3.73	11,800	6,000	–
	3.73	11,900	–	6,000
	3.73	14,500(1)	8,950	8,650

(1) Requires Heavy Duty Trailer Tow Package.

EXCURSION

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

FREESTAR

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

E-SERIES VAN/WAGON

Engine	Axle Ratio	GCWR (Lbs.)	Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission VAN E-150	E-250	E-250 Extended	E-350 Super Duty	E-350 Super Duty Extended	WAGON E-150	E-350 Super Duty	E-350 Super Duty Extended
4.6L SEFI V8	3.55	11,500	6,500	–	–	–	–	6,100	–	–
	3.73	10,500	–	5,100	5,000	–	–	–	–	–
	4.10	11,000	–	5,600	5,400	–	–	–	–	–
5.4L SEFI V8	3.55	12,000	6,900	–	–	6,300	6,200	6,500	–	5,700
	3.73	13,000	–	7,500	7,300	–	–	–	6,900	6,700
	4.10	13,000	–	–	–	7,300	7,200	–	6,900	6,700
6.8L SEFI V10	3.73	15,000	–	–	–	9,200	9,000	–	8,800	8,400
	4.10	18,500	–	–	–	10,000	10,000	–	10,000	10,000
6.0L V8 DI Turbo Diesel*	3.55	16,000	–	–	–	9,700	9,500	–	9,300	9,000
	4.10	20,000	–	–	–	10,000	10,000	–	10,000	10,000

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

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

E-SERIES CUTAWAY/ CHASSIS CAB/STRIPPED CHASSIS

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

- E-350/450 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

CAR LINE	FOCUS	TAURUS	CROWN VICTORIA
Towing Class	Light-Duty I (1)	Light-Duty I	Light-Duty I
Max. Gross Trailer Wt. (Lbs.)	1,000	1,100(Wagon)/ 1,250 (Sedan)(2)	1,500(3)
Max. Tongue Load (Lbs.)	100	110/125(2)	150
Minimum Engine	2.0L 4-Cyl.*	3.0L V6*	4.6L V8

(1) Frontal area under 20 square feet. (2) 1,600 (Wagon)/1,750 (Sedan) Max. Gross Trailer Weight and 160/175 Max. Tongue Load with optional Duratec engine and only driver and one passenger with no cargo. When towing on roads with steep grades or moderate but long sustained grades (5 miles or more), or when ambient temperatures exceed 100 degrees F., vehicle speed should not exceed 45 MPH in both cases. (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.

FOR YOUR TOWING NEEDS

GENUINE ACCESSORIES

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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.

THINGS TO KNOW ABOUT HITCHES

Trailer wiring harness and frame-mounted hitch receiver (shown with aftermarket hitch equipment).

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

Weight-Carrying (Non-Weight-Distributing) Hitch is commonly used to tow small and medium-sized trailers. Choose a proper hitch and ball and make sure its location is compatible with that of the trailer. Use a good weight-carrying hitch that uniformly distributes the trailer tongue loads through the bumper and frame (through the body with Escape; bumper hitch not available 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.

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

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.

Vehicle	Weight-Carrying Max. Trailer Capacity (Lbs.)(1)	Max. Tongue Load (Lbs.)	Weight-Distributing Max. Trailer Capacity (Lbs.)(2)	Max. Tongue Load (Lbs.)
Rear Step Bumper:				
Ranger	2,000	200	–	–
Explorer Sport Trac	3,500	350	–	–
E-Series Van/Wagon	5,000	500	–	–
Excursion	5,000	500	–	–
F-Series	5,000	500	–	–
Hitch Receiver:				
Escape	3,500	300	–	–
Ranger	3,500	350	6,000	600
Explorer 4-Dr (Class II)	3,500	350	–	–
Explorer 4-Dr (Class III/IV)	5,000	500	7,700	770
E-Series Van/Wagon	5,000	500	10,000	1,000
Expedition	6,000	600	8,950	895
Excursion	5,000	500	12,500	1,250
F-150 Heritage	5,000	500	8,800	880
F-150	5,000	500	9,900	990
F-250/350 Super Duty SRW	5,000	500	12,500	1,250
F-250/350 Super Duty DRW	6,000	600	15,000	1,500

(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

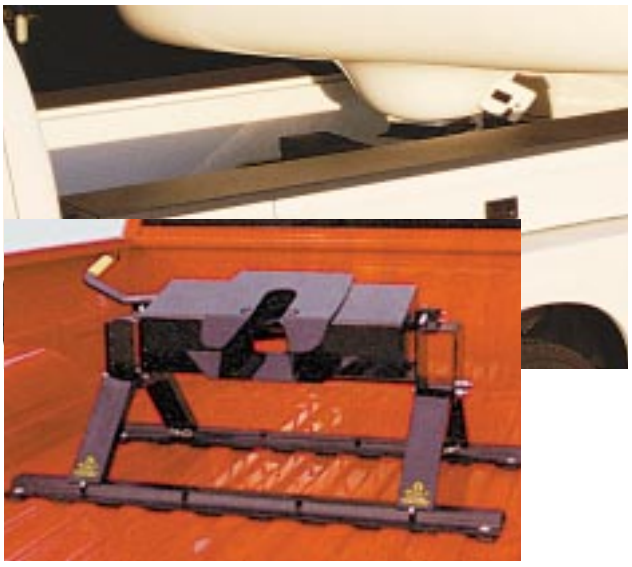
are available on the following Ford vehicles:

- **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.

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.



Fifth-Wheel Hitch

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.

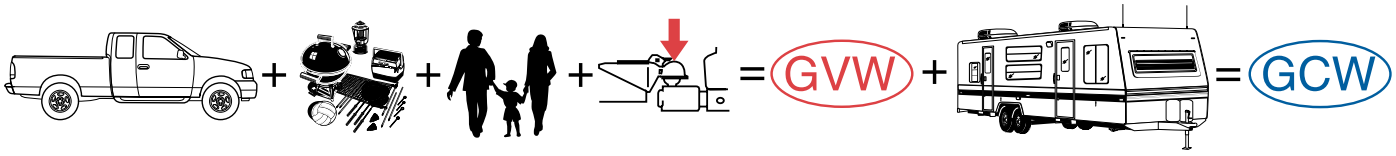
WEIGHTS TO CHECK

Base Curb Weight + Cargo Weight + Passenger Weight + Tongue Load or King Pin 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 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.

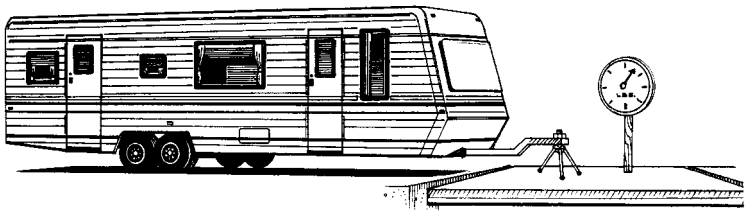
Tongue Load or Fifth-Wheel King Pin Weight is another critical measurement that must be made before towing. It refers to the amount of the trailer's weight that presses down on the trailer hitch. Too much tongue load or king pin weight can cause suspension/drivetrain damage, and can press the vehicle 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.

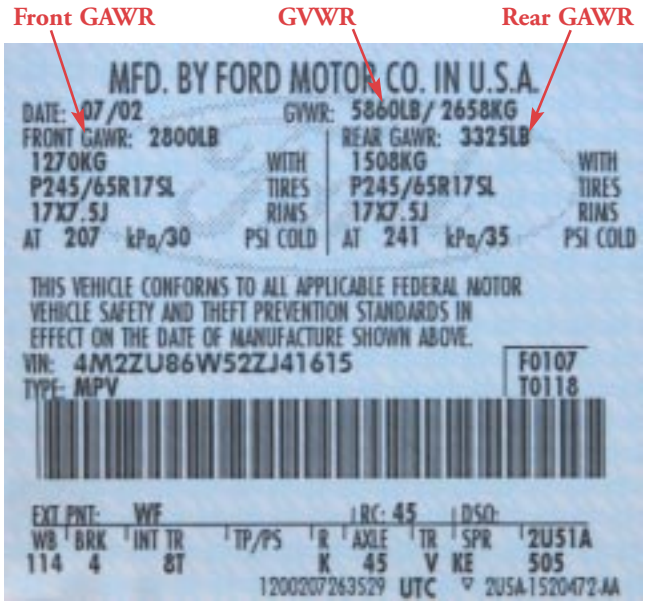
Note: Be sure the addition of tongue load or king pin weight does not cause the key towing vehicle weight limits (GVWR and Rear GAWR) to be exceeded. *Remember, GVWR and GAWR are found on the vehicle's Safety Compliance Certification Label.* If either of these limits is exceeded, you should go with a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



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.

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



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

TRAILERING TIPS

Trailer towing 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 AN AUTOMATIC OVERDRIVE TRANSMISSION

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

DRIVING WITH SPEED CONTROL

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

TIRE PRESSURE

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

SPARE TIRE USE

- 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.

For the Latest RV/Towing Information, Check Out the Ford Fleet Web Site at
www.fleet.ford.com/products/rv_trailer_towing/2004/2004_default.asp

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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.