Ford | LINCOLN | MERCURY

2010 RV & TRAILER TOWING GUIDE

RV & TRAILER TOWING

FORD, LINCOLN AND MERCURY LEAD THE WAY

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PICKUPS/CHASSIS CABS

SLIDE-IN CAMPERS

VAN CONVERSIONS/ CLASS B VAN CAMPERS

CLASS A MOTORHOMES

CLASS C MOTORHOMES

CROSSOVERS/SUVS

OUTSTANDING SELECTION

From cars, crossovers and SUVs to trucks and chassis, there's a model ready to meet your needs.

EXCEPTIONAL TOWING CAPABILITIES

Ford F-150, along with the Super Duty® Pickups and Super Duty Chassis Cabs can pull the heaviest trailers in their class. In fact, when properly equipped, the Super Duty can handle conventional trailers up to **16,000 pounds** and fifth-wheel trailers all the way up to **24,600 pounds**.

EXPERIENCE

Decades of RV and towing experience back all Ford, Lincoln and Mercury vehicles.

QUALITY AND RELIABILITY

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

The following vehicles are not recommended for trailer towing: Focus, Fusion, Milan, MKZ and Transit Connect

Ford F-150

THE 2010 F-150

Best-in-class towing capability – 11,300 pounds [a] – across all three cabs, standard Trailer Sway Control and the highest available payload – 3,030 pounds – in its class.

America's best-selling line of trucks for 32 years running is clearly a leader in so many ways!

From design to manufacturing and every point in between, this truck is a mean machine. And with a variety of models and equipment choices, the 2010 F-150 is the preferred choice for towing and hauling the heaviest loads. And it's built with the kind of long-lasting durability and safety features that ensure you get the job done right, over and over again.

Check out all of F-150's exciting work-driven features, including available trailer brake controller, trailer tow mirrors and rearview camera to ensure your truck is customized for your specific needs.

(a) Based on properly equipped full-size pickups under 8,500 lbs.

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

KEY FEATURES

- Four powerful and fuel efficient smart engine choices:
  - 4.6L 2V V8 with 248 hp and 294 lb.-ft. of torque
  - 4.6L 3V V8 with 292 hp and 320 lb.-ft. of torque
  - 5.4L 3V V8 with 310 hp and 365 lb.-ft. of torque (Regular gas)
  - 5.4L 3V V8 with 320 hp and 390 lb.-ft. of torque (E85 fuel)
- Three cab styles – Regular, SuperCab and SuperCrew
- Fully boxed frame construction with hydroformed high-strength steel welded through-rail cross members for superior handling control and responsiveness – strongest in its class
- Coil-over-shock front suspension, twin tube shocks at all four corners and rack-and-pinion steering for outstanding steering response and performance
- 4-wheel vented disc brakes with standard 4-wheel Anti-lock Brake System (ABS) and electronic brake force distribution for responsive, confident stops and exceptional control under hard braking
- Deep cargo boxes offering largest capacity in their class, plus class exclusive box side steps and tailgate step for easy access

F-250, F-350 & F-450 Super Duty® Pickups

Rely on Proven Strength

THICK C CHANNEL FRAME of up to 6.7-mm steel is one reason Super Duty delivers best-in-class payload and towing.

REAR SPRINGS measure more than 66" to deliver enhanced ride characteristics and provide more windup stiffness to manage torque without compromising ride comfort.

HOTCHKISS REAR SUSPENSION allows model-specific spring and axle ratings for a wide range of capacities.

OUTSTANDING BRAKING POWER is what you get from the standard 4-wheel power disc Anti-lock Brake System (ABS). Huge vented rotors and dual-piston calipers provide strong, consistent stops, even when moving the biggest loads.

BODY-TO-FRAME MOUNTING BOLTS are driven from the bottom up, a feature many aftermarket builders find desirable.

TIGHT TURNS are easy with the F-450 wide-track monobeam front suspension and more wheel-well space, delivering an outstanding turning diameter for better maneuverability.

Natural BORN LEADERS

Muscular sheet metal wrapped around an incredibly strong structure alerts you to the huge capabilities on tap. Whether you're pulling or carrying, for the really big jobs, F-Series Super Duty Pickups answer the challenge, head on. Every vehicle system is designed toward the goal of effortlessly hauling the biggest payloads and towing the heaviest trailers, while maintaining optimum control of those huge loads.

Choose Your Power – Gas or Turbo Diesel

- 5.4L SOHC V8 – 300 hp and 365 lb.-ft. torque
- 6.8L SOHC V10 – 362 hp and 457 lb.-ft. torque (Best-in-class gas torque)
- 6.4L Power Stroke® V8 Turbo Diesel – 350 hp and 650 lb.-ft. torque (F-350); 325 hp and 600 lb.-ft. torque (F-450)

For More Information on Any of These Ford Trucks, See the Appropriate Brochure at Your Ford Dealer or Visit www.fordvehicles.com.

Most Capable Pickup in North America [a]

BEST-IN-CLASS
5th Wheel Towing
UP TO **24,600 LBS.** [b]

BEST-IN-CLASS
Conventional Towing
UP TO **16,000 LBS.**

BEST-IN-CLASS
Payload
UP TO **6,180 LBS.** [b]

BEST-IN-CLASS
Gas Torque 6.8L
3-Valve V10 Engine

Hitch Receiver is Standard [c]

Every Super Duty comes with a Built Ford Tough® Hitch Receiver, each carefully matched to each truck's capabilities, all with standard 7-pin and 4-pin connectors.

(a) Best-in-class payload and towing, GVWR and GCWR when properly equipped. Class is Full-size Pickups over 8500 lbs. GVWR. Based on comparison of 2009 competitive models.

(b) Maximum capacity when properly equipped. See your Ford Dealer for specific equipment requirements and other limitations.

(c) Drawbar and its accessories are sold separately.

F-350/F-450/F-550
Super Duty® Chassis Cabs
Put Any Job ON ITS BACK

The F-Series Super Duty Chassis Cabs are always prepared to take on the most hard-line towing jobs and the most aggressive payloads. As you would expect, they boast massive capacities and exceptional maneuverability along with the cleanest and quietest Ford truck diesel – the 6.4L Power Stroke® V8 Turbo Diesel. Qualified to master the most challenging tasks, these monsters can pull conventional trailers as heavy as **16,000 pounds** and fifth-wheel trailers all the way up to **24,600 pounds**.

Tow in CONTROL With Ford Technology

Integrated Trailer Brake Controller (TBC) and Upfitter Switches

- First fully-integrated TBC* in the class
- Provides trailer braking proportioned to vehicle braking
- Uses braking input, vehicle speed and Anti-lock Brake System (ABS) logic to balance the performance of the truck brakes and electric trailer brakes
- Standard upfitter switches, integrated with the instrument panel, can operate high-power relays for heavy-duty accessories
- User-friendly display in the instrument cluster message center indicates TBC output, gain levels and trailer connection status. Display also includes a disconnect alarm and message center warning

**TBC verified to be compatible with electrically actuated drum brakes only.*

TorqShift® 5-Speed Automatic Transmission With Tow/Haul Mode

- Engineered to handle high torque loads and the most demanding work conditions
- Selectable Tow/Haul mode adjusts transmission operation to match towing and hauling demand, reduces gear hunting, improves power delivery and engages engine braking to help control speed when descending hills

Available PowerScope™ Trailer Tow Mirrors

- Adjust, fold and telescope almost three inches, on each side of the truck, at the touch of a switch for expanded rearward field of vision around trailers
- Includes heated glass, integrated turn signals and clearance lamps

Choose Ford Ranger for BIG Capabilities in a Smaller Package

NEW for 2010 Ranger

Trailer Tow Class III[(a)] is standard equipment on all series. AdvanceTrac® with RSC® (Roll Stability Control™)[(b)] and Side Seat Airbags are new and standard equipment on all series.

From military service to small business support to towing your recreational vehicle, Ranger's mix of capability, reliability, durability and tremendous value are the exact attributes needed to get the job done! When properly equipped, you're ready to pull a utility trailer, a bass boat or any load up to 5,940 pounds.

Ranger gives you the rugged reliability to tackle task after task with confidence. From a bedrock-solid steel frame, to stout braking and suspension systems, Ranger is designed to deliver legendary Ford pickup capability and durability – mile after mile – year after year.

And for everyone concerned about high gas prices, the fuel-efficient 16-valve 2.3L DOHC four-cylinder engine produces solid horsepower and outstanding fuel economy. It delivers up to an EPA-estimated 26 mpg (highway) with manual transmission, unsurpassed in the compact pickup segment.

For top of the line power, you can choose the optional 4.0L SOHC V6 engine. It delivers serious towing, hauling and even rock-crawling capability with 207 hp and 238 lb.-ft. of torque on tap.

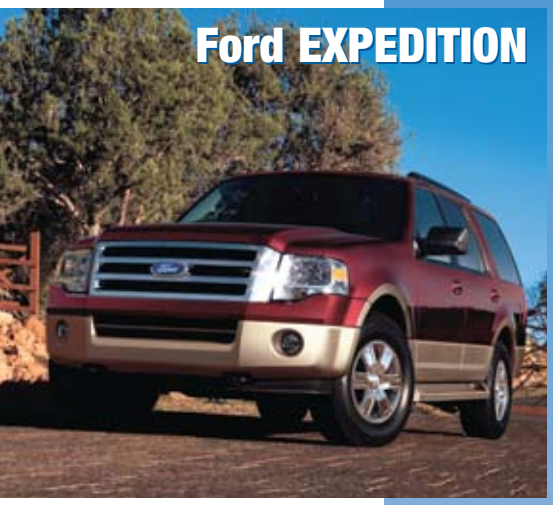
(a) Trailer Tow Class III capable with V6 engine only.

(b) Designed to help in real-world situations, such as making emergency maneuvers or driving on slippery or uneven surfaces, this system features a vehicle-roll motion sensor in addition to AdvanceTrac's ABS, traction control and yaw control. RSC uses the sensor to directly measure the vehicle's roll rate at least 100 times every second, which helps determine when and how the system will apply individual brakes and modify engine power to help keep all four wheels firmly planted.

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.

Ford SUVs and Crossovers...

Ford EXPEDITION



Expedition and Expedition EL (extended length) are perfect for big adventures, with seating for up to eight passengers and towing of up to 9,200 pounds when properly equipped. Look to Expedition when you need it BIG.

KEY FEATURES

- Standard 5.4L SOHC V8 generating 310 hp and 365 lb.-ft. of torque, mated to 6-speed automatic transmission
- Class-leading 9,200-lbs. trailer towing capacity (8,900 lbs. for Expedition EL)
- First-in-class independent rear suspension features refined, second generation architecture for improved ride and handling
- Standard 4-wheel disc Anti-lock Brake System (ABS)
- New standard Trailer Sway Control works with standard AdvanceTrac® with RSC® (Roll Stability Control™)[a] to detect trailer sway, then automatically reacts to help maintain control of both the vehicle and the trailer[b]
- First-in-class, available PowerFold™ 3rd-row seat and 2nd-row CenterSlide™ feature for improved cargo area utility
- New standard MyKey™ owner controls feature lets you program ignition keys with specific parameters to help encourage smart driving habits, such as buckling up and traveling at appropriate speeds

Ford EXPLORER

Explorer delivers versatility and rugged capabilities with the guts to meet the hectic demands of your lifestyle. With towing of up to 7,115 pounds, the choice of a spirited 292 hp 4.6L V8 engine and seating for up to seven passengers, Explorer is designed to deliver.

KEY FEATURES

- Standard 210 hp 4.0L SOHC V6 engine with 5-speed automatic transmission
- Optional 292 hp 4.6L 3-valve V8 engine with 6-speed automatic transmission
- Tows trailers up to 7,115 lbs. when properly equipped (4.6L V8/4x4)
- Independent rear suspension tackles rough terrain and uneven road surfaces with ease
- New standard Trailer Sway Control works with standard AdvanceTrac® with RSC® (Roll Stability Control™)[a] to detect trailer sway, then automatically reacts to help maintain control of both the vehicle and the trailer[b]
- Standard Safety Canopy® System with side-curtain airbags and rollover sensor
- 5-Star ratings in NHTSA Frontal and Side-Impact crash tests[c]

Ford ESCAPE

Escape offers impressive features and capabilities to meet the challenges of today's adventure and fun seeking drivers. With fully independent suspension, outstanding clearance and the option of an Intelligent 4WD System, Escape provides serious skills for the road.

KEY FEATURES

- New available Flex Fuel capable Duratec® 3.0L V6 engine can run on gasoline, E85, or any blend of the two. Mated to an efficient 6-speed automatic transmission, it cranks out 240 hp and tows up to 3,500 lbs. when properly equipped
- Capable of flat/neutral tow
- Electric Power Assisted Steering system adapts to changing road conditions and vehicle speed, allowing for more confident steering and handling
- 4-wheel independent suspension helps maximize agility and control
- New available Active Park Assist – which helps you parallel park in as little as 24 seconds
- New available rear-view camera

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

...MASTERS In Motion

Ford FLEX

The innovative Ford Flex matches the people and cargo-carrying capacity of big SUVs, but in a sporty and assertively styled crossover that's perfect for everything you want to do today.

KEY FEATURES

- 4,500-lb. towing capability when equipped with Class III Trailer Tow Package, which includes a class-exclusive Trailer Sway Control
- Three rows of innovative seating for up to seven people, including best-in-class leg room in the 2nd- and 3rd-row (Large crossover class)
- Flat load surface from front to back with fold-flat front passenger seat
- Fold-flat 2nd-row seat and fold-in-floor 3rd-row seat
- Standard Duratec® 3.5L DOHC engine makes 262 hp and 248 lb.-ft. of torque! Its 6-speed automatic transmission provides both good acceleration and unsurpassed fuel mileage(1) in either the front-wheel or all-wheel drive models
- Available, all-new 3.5L EcoBoost V6 twin turbo-charged, direct-injection engine with 355 hp and 350 lb.-ft. of torque, provides V8 power with V6 fuel economy(2)

Ford SPORT TRAC

Sport Trac is built for action. Its rugged styling, exceptional power and performance, spacious cargo box volume and comfortable seating for five passengers create a unique utility vehicle offering the know-how of both a truck and SUV.

KEY FEATURES

- Can be equipped to tow trailers up to 7,160 lbs.
- Choice of 4x2 or 4x4 models (also AWD with Adrenalin package)
- Standard 210 hp 4.0L SOHC V6 engine with 5-speed automatic transmission
- Optional 292 hp 4.6L 3-valve V8 engine with 6-speed automatic transmission
- New standard Trailer Sway Control works with standard AdvanceTrac® with RSC® (Roll Stability Control™)(a) to detect trailer sway, then automatically reacts to help maintain control of both the vehicle and the trailer(b)
- Dent-proof, scratch-resistant composite cargo area holds up to 37.5 cu. ft. of cargo
- Earned 5-Star ratings in NHTSA Frontal and Side-Impact crash tests(c)

Ford EDGE

A muscular stance, sporty handling, exceptional flexibility and available all-wheel-drive make Edge an impressive vehicle. Its 3.5L V6 engine delivers 265 hp and 250 lb.-ft. torque. Teamed with a 6-speed automatic transmission, it offers a balanced combination of energetic performance and fuel efficiency.(3)

KEY FEATURES

- Can be equipped to tow trailers up to 3,500 lbs.
- Up to 69 cu. ft. of cargo space behind the front row
- Standard AdvanceTrac® with RSC® (Roll Stability Control™)(a)
- Standard 4-wheel disc Anti-lock Brake System (ABS)
- Available panoramic Vista Roof™
- Standard Blind Spot Mirrors integrate an innovative convex spotter that assists the driver by increasing visibility along each side of the vehicle

(a) Designed to help in real-world situations, such as making emergency maneuvers or driving on slippery or uneven surfaces, this system features a vehicle-roll motion sensor in addition to AdvanceTrac's ABS, traction control and yaw control. RSC uses the sensor to directly measure the vehicle's roll rate at least 100 times every second, which helps determine when and how the system will apply individual brakes and modify engine power to help keep all four wheels firmly planted.

(b) Remember that even advanced technology cannot overcome the laws of physics. It is always possible to lose control of a vehicle due to inappropriate driver input for the conditions.

(c) 2009 model year. Star ratings are part of the U.S. Department of Transportation's Safercar.gov program (www.safercar.gov).

(1) EPA-estimated 17 city/24 hwy mpg on FWD and 16 city/22 hwy mpg on AWD.

(2) EPA-estimated 22 mpg hwy on AWD.

(3) EPA-estimated 18 city/25 hwy mpg on FWD and 17 city/23 hwy mpg on AWD.

POWERFULLY Poised to HANDLE the Highway

Lincoln NAVIGATOR

The 2010 Lincoln Navigator and Navigator L (extended length) perform with authority by delivering performance and style that are unique in a premium full-size luxury SUV. Equipped to seat up to 8 passengers in style and tow up to 9,000 pounds, Navigator is completely empowering; whether it's an evening at the opera or a weekend of boating at the lake. Standard features abound.

KEY FEATURES

- Powerful 5.4L 3-valve V8 FFV engine delivers 310 hp and 365 lb.-ft. of torque on unleaded (87 octane) fuel, includes a 28-gallon fuel tank for maximum distance between fuel stops (33.5-gallon on Navigator L)
- Flex Fuel capability allows operation on E85 (85% ethanol/15% gasoline), gasoline or any blend of the two
- Deceleration fuel shut off tuning helps achieve 20 mpg highway fuel economy(1)
- Standard Trailer Sway Control works with standard AdvanceTrac® with RSC® (Roll Stability Control™)(a) to monitor vehicle motion and, if necessary, takes measures to help bring Navigator and the trailer under control(b)
- Tow/Haul mode with the 6-speed transmission automatically adjusts transmission response to improve all-around performance while towing
- Up to 128.2 cu. ft. of cargo volume behind the first-row in Navigator L

Mercury MOUNTAINEER

The 2010 Mountaineer is not only able to take on mountain roads and trails; it can also tow up to 7,040 pounds when properly equipped. An available 4.6L 3-valve V8 engine supplies 292 hp and 315 lb.-ft. of torque matched to a first-in-class,(2) smooth-shifting 6-speed automatic transmission, delivers up to 19 mpg.(3)

KEY FEATURES

- Standard 4.0L V6 engine with wide-ratio 5-speed automatic transmission delivers 210 hp
- New standard Trailer Sway Control works with standard AdvanceTrac® with RSC® (Roll Stability Control™)(a) to detect trailer sway, then automatically reacts to help maintain control of both the vehicle and the trailer(b)
- 4-wheel independent suspension tackles rough terrain while delivering a refined connection to the road
- Exceptionally accommodating interior seats 5, 6 or 7 passengers and is available with a handy first-in-class PowerFold™ 3rd-row seat
- Up to 85.8 cu. ft. of cargo volume in 5-passenger model with 2nd-row seat folded

Mercury MARINER

The sleek and sophisticated Mariner is both powerful and efficient with a standard 2.5L I4 or the available 3.0L V6 Flex Fuel engine. With fully independent suspension, great road clearance and the option of an Intelligent 4WD System, Mariner has serious credentials for the road less traveled.

KEY FEATURES

- New available Flex Fuel capable Duratec® 3.0L V6 engine can run on gasoline, E85, or any blend of the two. Mated to an efficient 6-speed automatic transmission, it cranks out 240 hp and tows up to 3,500 lbs. when properly equipped
- Standard AdvanceTrac® with RSC® (Roll Stability Control™)(a)
- Standard 4-wheel independent suspension helps maximize agility and control
- Available Intelligent 4WD System monitors traction 200 times per second and adjusts torque distribution as needed to give maximum traction
- New standard MyKey™ owner controls feature lets you program ignition keys with specific parameters to help encourage smart driving habits, such as buckling up and traveling at appropriate speeds

Highly Equipped and Completely Engaging

Discover the all-new Lincoln MKT at your dealer today.

Sleek, different and more than daring – the all-new 2010 Lincoln MKT three-row luxury crossover gives new meaning to the word provocative. Its ideal blend of luxury and technology make it the perfect vehicle for the discerning driver. MKT seats up to seven passengers and can easily tow popular recreational vehicles, up to 4,500 pounds, when properly equipped.

KEY FEATURES

- All-new available 3.5L EcoBoost™ V6 twin-turbocharged, direct-injection engine provides 355 hp(4) and smooth power on demand with 350 lb.-ft. of torque. And it provides better highway fuel economy than any competitor's engine in its class(5)
- Standard 3.7L Duratec® V6 engine delivers 268 hp and best-in-class highway fuel economy of 23 mpg(6)
- 4,500-lb. towing capacity when equipped with Class III Trailer Tow Package which includes Trailer Sway Control
- Weight-saving magnesium and aluminum power liftgate opens to reveal 39.6 cu. ft. of cargo space with the 3rd-row seat in the folded position
- Standard integrated Blind Spot Mirrors reflect the image of approaching vehicles as they enter the blind spots
- Available Active Park Assist provides virtually hands-free parallel parking in as quickly as 24 seconds
- Available radar-based Adaptive Cruise Control maintains one of three driver-selected, safe pre-set gaps between MKT and the vehicle in front of it
- Standard fold-and-tumble 60/40 split bench 2nd-row seat with heated outboard sections, provides best-in-class(7) leg room

The sophisticated MKX is a highly-equipped crossover with engaging looks and enlightened ingenuity including available adaptive headlamps which pivot with each turn of the steering wheel. Performance is ahead of the curve with the standard 3.5L Duratec V6 engine that delivers 265 hp with an EPA-estimated 25 mpg hwy.(8) A wide-ratio 6-speed automatic transmission uses multiple clutches for smooth, refined shifts, while the luxury-tuned, fully independent multi-link suspension helps MKX easily handle corners and curves.

KEY FEATURES

- Can be equipped to tow trailers up to 3,500 lbs. with available Class II Trailer Tow Package
- Standard Blind Spot Mirrors integrate an innovative convex spotter that assists the driver by increasing visibility along each side of the vehicle
- Standard AdvanceTrac® with RSC® (Roll Stability Control™)(a)
- Standard Lincoln SYNC® voice-activated communications and entertainment system
- Available Intelligent All-Wheel Drive (AWD) delivers appropriate torque to all four wheels
- Power 4-wheel disc brakes with Anti-lock Brake System (ABS) are standard equipment
- Standard leather-trimmed, heated and cooled front seats with 10-way power, driver-side memory and easy-entry feature
- Standard leather-trimmed 60/40 split-folding, reclining rear seats, and a power liftgate
- Available panoramic, all-glass Vista Roof™

(a) Designed to help in real-world situations, such as making emergency maneuvers or driving on slippery or uneven surfaces, this system features a vehicle-roll motion sensor in addition to AdvanceTrac's ABS, traction control and yaw control. RSC uses the sensor to directly measure the vehicle's roll rate at least 100 times every second, which helps determine when and how the system will apply individual brakes and modify engine power to help keep all four wheels firmly planted.

(b) Remember that even advanced technology cannot overcome the laws of physics. It is always possible to lose control of a vehicle due to inappropriate driver input for the conditions.

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.

(1) EPA-estimated 14 mpg city/20 hwy on 4x2.
(2) Truck-based midsize SUV class.
(3) EPA-estimated 14 mpg city/19 hwy with 4.6L engine on AWD.
(4) Figures achieved using premium unleaded gasoline and optional 3.5L EcoBoost V6 engine. Luxury Large Crossover class vs. 2009 competitors.
(5) EPA-estimated 16 mpg city/22 hwy with 3.5L EcoBoost V6 engine (AWD). Luxury Large Crossover class vs. 2009 competitors.
(6) EPA-estimated 17 mpg city/23 hwy with 3.7L Duratec V6 engine (FWD). Luxury Large Crossover class vs. 2009 competitors.
(7) Luxury Large Crossover class vs. 2009 competitors.
(8) EPA-estimated 25 mpg hwy (FWD).

CLASS A
Motorhome Chassis

OUTSTANDING FEATURES

- Seven wheelbase choices: 158/178/190/208/228/242/252-inch
- Six Gross Vehicle Weight Ratings (GVWRs): 16,000/18,000/20,500/22,000/24,000/26,000-lbs.
- 6.8L 3-valve SOHC V10 gas engine (362 hp/457 lb.-ft. torque)
- 4-wheel disc Anti-lock Brake System (ABS) for consistent, responsive braking performance
- 19.5-inch wheels and tires
- 22.5-inch aluminum wheels included with 22,000/24,000/26,000-lbs. GVWR
- Heavy-duty front track bar enhances ride and handling on all models (optional on 16,000-lb. GVWR)
- Two Gross Combination Weight Ratings (GCWRs): 26,000/30,000-lbs. for excellent towing capabilities (10,000-lbs. maximum trailer weight at 16,000-lb. GVWR)
- TorqShift® 5-speed automatic transmission with Tow/Haul mode
- 81-inch front tread width contributes to handling and lateral stability (79-inch on 22,000/24,000/26,000-lbs. GVWR)
- Designed to accommodate wide-body and slide-out type motorhomes

ADDITIONAL FEATURES INCLUDE

- High-capacity front axle system
- 75-gallon fuel tank
- 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

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

Ford Motorhome E-Series Chassis Rate A+ for Class C

OUTSTANDING FEATURES

- Three wheelbase choices: 138, 158 and 176 inches
- Up to 14,500-lbs. GVWR and 20,000-lbs. GCWR
- Powerful 5.4L 3-valve V8, 6.8L 3-valve SOHC V10 and 6.0L Power Stroke® Turbo Diesel V8 engines
- 90,000-mile scheduled tune-up interval on gasoline engines[(a)]
- TorqShift® 5-speed automatic transmission with Tow/Haul mode (gasoline engines only)
- 4-speed automatic transmission optional with 5.4L V8 engine 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 airbags[(b)]
- 4-wheel disc Anti-lock Brake System (ABS)
- Steel ladder-type truck frame with six cross members
- 40-gallon fuel tank (E-350; optional on E-450); 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

(a) Under normal driving conditions with routine fluid/filter changes.
(b) Always wear your safety belt and secure children in rear seat.

MOTORHOME
Customer Care At Your Service

CUSTOMER ASSISTANCE CENTER

This 24-hour, seven-days-a-week hotline was designed to serve both motorhome owners and RV dealers. By simply 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 1,300 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

SLIDE-IN Campers For F-Series Pickups

Slide-In Camper 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

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 there is adequate clearance for both the box rails and cab roof of the truck.*

Camper Center-Of-Gravity

- All Styleside pickups that qualify for slide-in camper bodies have camper center-of-gravity included on the Consumer Information Sheet in the glovebox
- Data is 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.

- LT245/75R17E BSW A/T tires (5)
- High-capacity 17" 7-lug steel wheels
- Heavy-duty shock absorbers
- Upgraded springs, radiator and auxiliary transmission oil cooler
- 9.75" gear set with 3.73 Limited Slip axle

Available on XL and XLT Regular Cab and SuperCab models with 8' box or Mid-Box Prep Package. Requires 5.4L gas engine and Max Trailer Tow Package.

F-250/F-350/F-450 Super Duty Camper Package (Option Code 471)

- Increased capacity front springs (2 Up [4x2] or 1 Up [4x4] upgrade over springs computer-selected based on options ordered. Not included if maximum springs already selected.)
- Rear stabilizer bar (SRW)
- Rear auxiliary springs (F-250)
- Slide-in camper certification

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 471) required with F-250/F-350/F-450 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 18-20.

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 6.4L Turbo Diesel V8.

		GVWR (Lbs.)			Maximum Cargo Weight Rating (Lbs.)		
Model	Wheelbase	5.4L	6.8L	6.4L	5.4L Std./Opt.†	6.8L Std./Opt.†	6.4L Std./Opt.†
F-150 (1)							
4x2 Reg. Cab	144.5"	8,200	–	–	2,627/ –	– / –	– / –
4x2 SuperCab	163.0"	8,200	–	–	1,795/ –	– / –	– / –
4x4 Reg. Cab	144.5"	8,200	–	–	2,326/ –	– / –	– / –
4x4 SuperCab	163.0"	8,200	–	–	1,491/ –	– / –	– / –
F-250 Super Duty (2)							
4x2 Reg. Cab	137.0"	8,800	9,000	9,400	2,722/ –	2,789/ –	2,407/ –
4x2 SuperCab	141.8"	9,000	9,200	9,600	2,254/ –	2,321/ –	1,876/ –
4x2 SuperCab	158.0"	9,200	9,400	9,800	2,300/ –	2,365/ –	1,952/ –
4x2 Crew Cab	156.2"	9,200	9,400	9,800	2,244/ –	2,316/ –	1,903/ –
4x2 Crew Cab	172.4"	9,400	9,600	10,000	2,325/ –	2,392/ –	1,979/ –
4x4 Reg. Cab	137.0"	9,000	9,200	9,600	2,502/ –	2,569/ –	2,171/ –
4x4 SuperCab	141.8"	9,200	9,400	9,800	2,033/ –	2,100/ –	1,640/ –
4x4 SuperCab	158.0"	9,400	9,600	10,000	2,079/ –	2,146/ –	1,716/ –
4x4 Crew Cab	156.2"	9,400	9,600	10,000	2,017/ –	2,091/ –	1,661/ –
4x4 Crew Cab	172.4"	9,600	9,800	10,000	2,105/ –	2,173/ –	1,543/ –
F-350 Super Duty (2)							
4x2 SRW Reg. Cab(3)	137.0"	–	–	10,200*	– / –	– / –	3,144/2,944
4x2 SRW SuperCab(3)	141.8"	–	–	10,400*	– / –	– / –	2,645/2,245
4x2 SRW SuperCab(3)	158.0"	10,100*	10,200*	10,600*	3,136/3,036	3,101/2,901	2,720/2,120
4x2 SRW Crew Cab(3)	156.2"	10,100*	10,200*	10,600*	3,080/2,980	3,052/2,852	2,672/2,072
4x2 SRW Crew Cab(3)	172.4"	10,200*	10,400*	10,800*	3,060/2,860	3,128/2,728	2,747/1,947
4x2 SRW Reg. Cab(4)	137.0"	10,100*	10,100*	10,600*	3,852/3,752	3,721/3,621	3,439/2,839
4x2 SRW SuperCab(4)	141.8"	10,100*	10,200*	10,800*	3,185/3,085	3,152/2,952	2,940/2,140
4x2 SRW SuperCab(4)	158.0"	10,400*	10,600*	11,000*	3,329/2,929	3,396/2,796	3,015/2,015
4x2 SRW Crew Cab(4)	156.2"	10,400*	10,600*	11,000*	3,275/2,875	3,347/2,747	2,967/1,967
4x2 SRW Crew Cab(4)	172.4"	10,600*	10,800*	11,200*	3,355/2,755	3,420/2,620	3,042/1,842
4x2 DRW Reg. Cab	137.0"	11,800	12,000	12,400	5,234/ –	5,303/ –	4,927/ –
4x2 DRW SuperCab	158.0"	12,200	12,400	12,800	4,810/ –	4,877/ –	4,503/ –
4x2 DRW Crew Cab	172.4"	12,400	12,600	13,000	4,837/ –	4,901/ –	4,530/ –
4x4 SRW Reg. Cab(3)	137.0"	10,100*	10,200*	10,600*	3,538/3,438	3,505/3,305	3,108/2,508
4x4 SRW SuperCab(3)	141.8"	10,200*	10,400*	10,800*	2,968/2,768	3,036/2,636	2,608/1,808
4x4 SRW SuperCab(3)	158.0"	10,400*	10,600*	11,000*	3,014/2,614	3,081/2,481	2,684/1,684
4x4 SRW Crew Cab(3)	156.2"	10,400*	10,600*	11,000*	2,953/2,553	3,026/2,426	2,629/1,629
4x4 SRW Crew Cab(3)	172.4"	10,600*	10,800*	11,200*	3,041/2,441	3,108/2,308	2,711/1,511
4x4 SRW Reg. Cab(4)	137.0"	10,400*	10,600*	11,000*	3,733/3,333	3,800/3,200	3,403/2,403
4x4 SRW SuperCab(4)	141.8"	10,600*	10,800*	11,200*	3,263/2,663	3,331/2,531	2,903/1,703
4x4 SRW SuperCab(4)	158.0"	10,800*	11,000*	11,400*	3,309/2,509	3,376/2,376	2,979/1,579
4x4 SRW Crew Cab(4)	156.2"	10,800*	11,000*	11,400*	3,248/2,448	3,321/2,321	2,924/1,524
4x4 SRW Crew Cab(4)	172.4"	11,000*	11,200*	11,500*	3,336/2,336	3,403/2,203	2,906/1,406
4x4 DRW Reg. Cab	137.0"	12,000	12,200	12,600	5,014/ –	5,082/ –	4,691/ –
4x4 DRW SuperCab	158.0"	12,400	12,600	13,000	4,591/ –	4,658/ –	4,267/ –
4x4 DRW Crew Cab	172.4"	12,400	12,600	13,000	4,418/ –	4,485/ –	4,094/ –
F-450 Super Duty (2)							
4x2 DRW Crew Cab	172.4"	–	–	14,500	– / –	– / –	5,367/ –
4x4 DRW Crew Cab	172.4"	–	–	14,500	– / –	– / –	5,019/ –

(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.
*10,000 pounds with optional 10,000 GVWR Package. † With 10,000 GVWR Package.

Up the Ante in STYLE With a Ford E-SERIES Van Conversion*

From camping to simply traveling in enhanced comfort and style, E-Series Van conversions hit the mark for recreational use. Converters offer an extensive selection of styles, designs and luxury furnishings limited only by your imagination to uniquely set your van apart from any others.

Ford E-Series Recreational Vans provide the perfect foundation for the complete range of van conversions. Ford works with a number of Ford Authorized Converters to create conversion vans that meet our exacting standards of quality and customer satisfaction. See your Ford Dealer for complete details on vehicles available from Ford Authorized Van Converters.

Following are some of the features that make Ford E-Series a very popular choice for people who want to take their travel experience to the next level:

- Sturdy body-on-frame construction
- Outstanding towing capabilities – up to 7,400 lbs. on properly equipped E-150

- E-150 and E-250 offer two engine choices, each with 4-speed automatic overdrive transmission:
  - 4.6L SOHC V8 with 225 hp**
  - 5.4L SOHC V8 with 255 hp**
- E-350 Super Duty offers an optional 6.8L SOHC V10 engine with optional TorqShift® 5-speed automatic transmission including Tow/Haul mode
- Standard 4-wheel disc Anti-lock Brake System (ABS)
- Exclusive Twin-I-Beam independent front suspension for ruggedness and smooth ride
- AdvanceTrac® with RSC® (Roll Stability Control™) (Standard on Wagon and RV Van, Optional on Cargo Van with gas engine)
- Tire Pressure Monitoring System – Standard on all E-Series applications (SRW Vehicles only)

**Completed by authorized converters. **Flex Fuel capable.*

E-SERIES CONVERSIONS
Make Comfort Easy to Own!

Class B Van Campers

E-Series Recreational Vans provide an excellent base unit for Class B campers. Converters make major modifications, including sleeping, kitchen and bathroom facilities, as well as 110-volt electrical hookup, fresh water storage and/or city water hookup. These custom conversions typically include a high roof that can provide greater comfort by allowing occupants to stand up inside. If a Class B van camper matches your recreational needs, make sure it starts out as a Ford E-Series Van.

"Four-Wheel-Down" Towing

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

Towing a 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. The 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 27 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. Check your new vehicle Warranty Guide, as this could void the warranty of your vehicle.

FOUR-WHEEL-DOWN AVAILABILITY

2010 Cars	Manual Transmission	Automatic Transmission
Focus	Yes	No
Fusion/Milan 2.5L/3.0L (FWD/AWD)	Yes (a)	Yes (b)(c)
Fusion/Milan Hybrid (FWD)	N/A	Yes (c)
Fusion Sport/MKZ (FWD/AWD)	N/A	No
Taurus/MKS (FWD/AWD)	N/A	Yes (b)(c)
2010 Crossovers		
Flex/MKT (FWD/AWD)	N/A	Yes (b)(c)
Edge/MKX (FWD/AWD)	N/A	Yes (b)(c)
2010 Trucks and SUVs		
Transit Connect	N/A	No
Escape/Mariner I4 (FWD/4WD)	Yes (a)	Yes (b)(c)
Escape/Mariner V6 (FWD/4WD)	N/A	Yes (b)(c)
Escape/Mariner Hybrid (FWD/4WD)	N/A	Yes (b)(d)
Ranger	Yes (e)(f)	Yes (g)
Explorer 4x4 V6	N/A	Yes (h)
Explorer 4x4 V8	N/A	Yes (i)
Sport Trac 4x4 V6	N/A	Yes (h)
Sport Trac 4x4 V8	N/A	Yes (i)
F-150 4x4	N/A	Yes (j)
F-250/F-350/F-450 Super Duty 4x4	Yes (j)	Yes (i)(j)

(a) Maximum speed with manual transmission is 70 mph
(b) All-wheel-drive/Intelligent 4WD vehicles cannot be towed on a dolly
(c) Maximum speed with automatic transmission is 65 mph
(d) Maximum speed with automatic transmission is 75 mph
(e) Electronic Shift-On-the-Fly rotary control in 2-high position and transmission in NEUTRAL (with 4x4 only)
(f) Manual transmission in NEUTRAL (with 4x2 or 4x4) (max speed is 55 mph)
(g) Only 4x4 with dealer-installed Neutral Tow Kit (Part #3L2Z-7H332-AA)
(h) Only 4x4 with dealer-installed Neutral Tow Kit (Part #1L2Z-7H332-AB)
(i) Only 4x4 with dealer-installed Neutral Tow Kit (Part #6L2Z-7H332-A)
(j) Only with manual shift 4x4 vehicles, not Electronic Shift-On-the-Fly or 4x2 vehicles. Manual transfer case shifted into NEUTRAL

(M) Metric Conversion – To obtain information in kilograms, multiply pounds by .45; to obtain information in kilometers, multiply miles by 1.6; to obtain information in centimeters, multiply feet by 30.48.

TRAILER TALK – Made Simple

BASIC RV TRAILER TYPES

Folding Camping Trailer

These are 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

Provides 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

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
- Ford trucks and compact 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

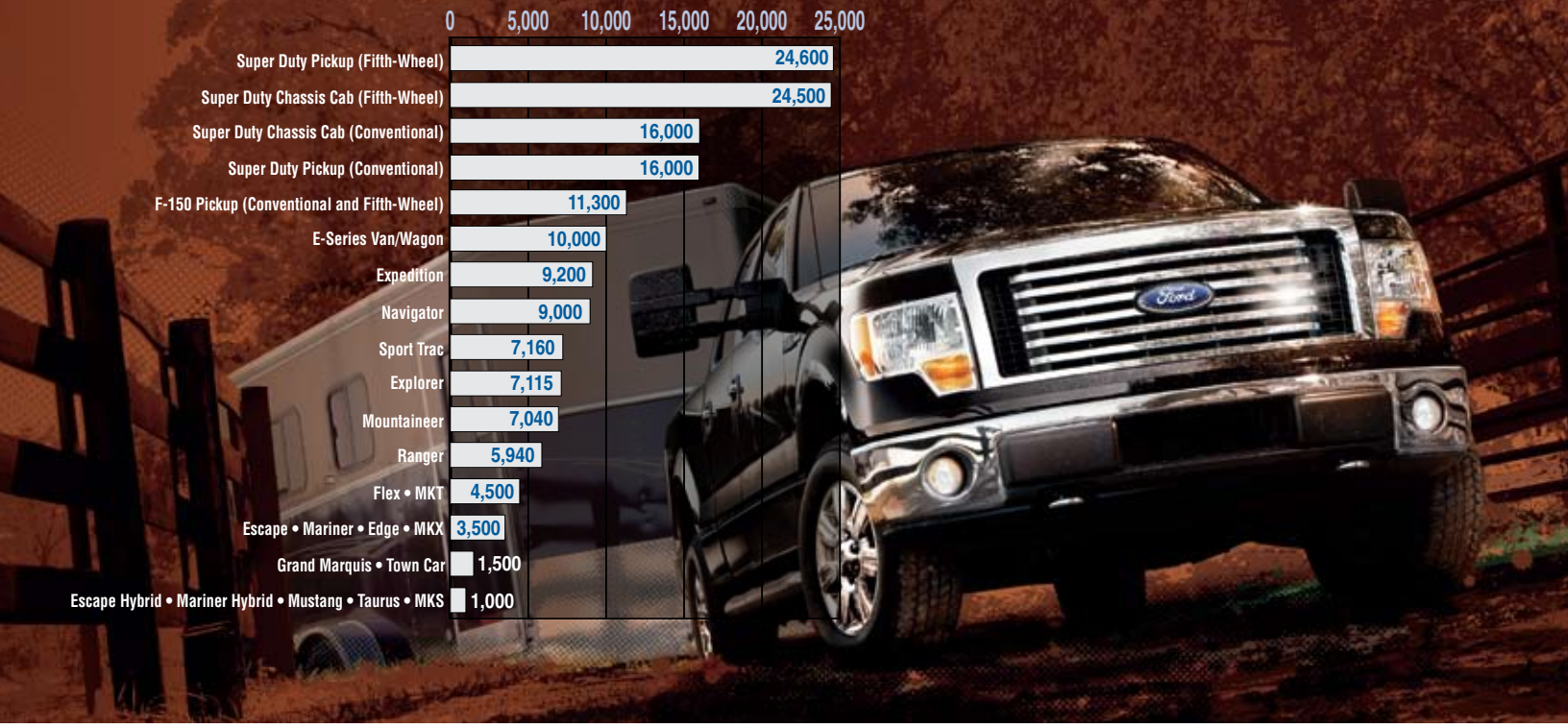
CLASS IV – EXTRA-HEAVY-DUTY (2)

- Over 5,000-lb. gross trailer weight (2)
- 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 17 for required equipment.
(2) 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.

Maximum Trailer WEIGHTS and Towing EQUIPMENT/Packages

Maximum trailer weights *in pounds* for properly equipped vehicles *with no cargo*



CUV/SUV/TRUCK STANDARD TOWING EQUIPMENT & TRAILER TOWING PACKAGES

Model (Option Code)	Edge/ MKX (53G)	Flex/ MKT (53G)	Escape/ Mariner (536)(a)	Explorer/ Sport Trac/ Mountaineer (Std.)	Explorer/ Sport Trac/ Mountaineer (53G)	Expedition/ Navigator (Std.)	Expedition/ Navigator (536)	E-Series Van/Wagon (534)(b)	E-Series Van/Wagon (536)	Ranger (Std.)	F-150 (Std.)	F-150 (535)	F-150 (53M)	F-250/F-350/ F-450 Super Duty Pickup (Standard)	F-250/F-350/ F-450 Super Duty Chassis Cab (Standard)	F-350/F-450/ F-550 Chassis Cab (Optional)
7-Wire Harness & 7-Pin Connector	–	–	–	–	–	–	–	–	X(c)	–	–	–	–	–	–	–
7-Wire Harness & 4/7-Pin Connector	–	X	–	–	(Std.)	–	X	–	–	–	–	X	X	X	–	–
7-Wire Harness (Blunt Cut) with Relays	–	–	–	–	–	–	–	–	–	–	–	–	–	–	X	–
Trailer Wiring Harness (4-Pin)	X	–	X	(Std.)	–	X	–	X	–	X	X	(Std.)	(Std.)	–	–	–
Hitch Receiver (See Chart on Page 29)	X	X	X	X	X	X	(Std.)	–	X	X	–	X	X	X	–	–
Transmission Oil-to-Air Cooler	–	–	–	X	(Std.)	–	–	–	–	–	–	–	–	–	–	–
Aux. Auto Trans. Oil Cooler	–	–	(Std.)	–	–	X(d)	X(d)	(Std.)	(Std.)	X(e)	X	X	X	X	X	(Std.)
Upgraded Cooling Fans	X	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Radiator Upgrade	X	–	–	–	–	–	X	–	–	–	–	X	X	–	–	–
Heavy-Duty Flashers	–	–	–	–	–	X	(Std.)	–	–	–	–	–	–	–	–	–
Trailer Brake Wiring/Feed Kit	–	–	–	–	–	–	–	–	–	–	–	–	–	X(f)	X(f)	X
Upgraded Rear Bumper	–	–	–	–	–	–	–	–	–	–	–	–	X	–	–	–
Rear Stabilizer Bar	–	–	–	–	–	–	–	–	–	–	–	–	–	X(g)	X	(Std.)
3.73 Rear Axle with 4.0L V6	–	–	–	X	X	–	–	–	–	–	–	–	–	–	–	–
Electronic Brake Wiring Kit	–	–	–	–	–	–	X	–	–	–	–	–	–	–	–	–
Electric Brake Controller Tap-in Capability	–	–	–	(Std.)	(Std.)	–	–	–	X	–	–	–	–	–	–	–
Trailer Sway Control	–	X	–	(Std.)	(Std.)	(Std.)	(Std.)	–	–	–	(Std.)	(Std.)	(Std.)	–	–	–
Engine Oil Cooler (3.5L/3.7L)	–	X	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Tire Mobility Kit	–	X	–	–	–	–	–	–	–	–	–	–	–	–	–	–
High-Capacity Trailer Tow Package (535)	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	X(h)

(a) Available with 3.0L V6 only. Available as dealer accessory with 2.5L I4 engine.
(b) Included with optional rear step bumper (768/769).
(c) Blade-style female connector/bumper bracket, including relay system for backup/B+/running lights.
(d) 7-channel standard; 14-channel with 536 option package.
(e) Standard with 4.0L engine only.
(f) In-cab, no controller.
(g) F-350 DRW; F-450.
(h) Optional only on F-450/F-550 (4x2 and 4x4) with 6.4L Turbo Diesel/4.30 LS axle ratio with F-450 automatic transmission and 4.88 LS axle ratio with F-450 manual transmission and all F-550.

Notes: • Content may vary depending on model, trim and/or powertrain. See your 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**

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.

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.

E-Series Vans and Wagons
- For Trailers Over 5,000 Pounds – Class II/III/IV Trailer Tow Package

Edge/MKX
- For Trailers Over 2,000 Pounds – Class II Trailer Tow Package

Escape/Mariner
- For Trailers Over 1,500 Pounds – 3.0L V6 Engine

Expedition/Navigator
- For Trailers Over 6,000 Pounds – Heavy-Duty Trailer Tow Package

Explorer, Sport Trac and Mountaineer
- For Trailers Over 3,500 Pounds – Class III/IV Trailer Tow Package

Flex/MKT
- For Trailers Over 2,000 Pounds – Class III Trailer Tow Package

F-150
- For Trailers Over 5,000 Pounds – Trailer Tow Package or Heavy-Duty Payload Package (requires Max Trailer Tow 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

**Check with your dealer for additional requirements and restrictions.*

Recommended Equipment

(where not required)

Includes items that can make towing easier, and are strongly recommended for strenuous towing conditions.

A weight-carrying hitch is recommended for all vehicles towing trailers less than 5,000 lbs.

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

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.

FRONTAL AREA CONSIDERATIONS

Vehicle Line	Frontal Area Limitations/ Considerations	With
Mustang	32 sq. ft.	All Applications
Taurus/MKS	30 sq. ft.	All Applications
Edge/MKX	25 sq. ft.	All Applications
Escape/Escape Hybrid	Base Vehicle Frontal Area (24 sq. ft.)	2.5L I4 Engine or 2.5L Hybrid
Mariner/Mariner Hybrid	30 sq. ft.	3.0L V6 Engine
Flex/MKT	25 sq. ft.	Without Trailer Tow Package Class III
	35 sq. ft.	With Trailer Tow Package Class III
Explorer/Sport Trac/Mountaineer	Base Vehicle Frontal Area	Without Trailer Tow Package Class III/IV
	60 sq. ft.	With Trailer Tow Package Class III/IV
Ranger	Base Vehicle Frontal Area	2.3L I4 Engine
	50 sq. ft.	4.0L V6 Engine
E-Series	60 sq. ft.	All Applications
F-150	Base Vehicle Frontal Area	Without Trailer Tow Package or Heavy-Duty Payload Package
	45 sq. ft.	With Trailer Tow Package and 3.15 Axle Ratio
	60 sq. ft.	With Trailer Tow Package or Heavy-Duty Payload Package
Expedition/Navigator	Base Vehicle Frontal Area	5.4L V8 Engine Without Heavy-Duty Trailer Tow Package
	60 sq. ft.	5.4L V8 With Heavy-Duty Trailer Tow Package
F-250/F-350/F-450/F-550 Super Duty	60 sq. ft.	All Applications

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

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 17.

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

F-150 PICKUP CONVENTIONAL AND FIFTH-WHEEL TOWING

			Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission												
			REGULAR CAB				SUPERCAB					SUPERCREW			
			4x2		4x4		4x2		4x4			4x2		4x4	
Engine	Axle Ratio	GCWR (Lbs.)	126" Wb	145" Wb	126" Wb	145" Wb	145" Wb	163" Wb	133" Wb	145" Wb	163" Wb	145" Wb	157" Wb	145" Wb	157" Wb
4.6L 2-Valve V8	3.55	10,400	5,400	–	–	–	–	–	–	–	–	–	–	–	–
		10,600	–	5,500	–	–	5,300	–	–	–	–	5,200	5,100	–	–
	3.73	10,900	5,900	–	5,700	–	–	–	–	–	–	–	–	–	–
		11,100	–	6,000	–	5,800	5,800	–	–	5,500	–	5,700	5,600	–	–
4.6L 3-Valve V8	3.31	13,100	–	8,000	–	–	–	–	–	–	–	–	–	–	–
		13,500	–	–	–	–	8,100	–	–	–	–	8,100	8,000	–	–
	3.55	12,900	–	–	7,700	–	–	–	–	–	–	–	–	–	–
		13,100	–	–	–	7,700	–	–	–	–	–	–	–	–	–
		13,500	–	–	–	–	–	–	–	7,900	–	–	–	7,700	7,600
		13,600(1)	–	8,400	–	–	–	–	–	–	–	–	–	–	–
		14,900(1)	–	–	–	–	9,500	–	–	–	–	9,400	9,300	–	–
	3.73(1)	13,300	–	–	8,000	–	–	–	–	–	–	–	–	–	–
		13,600	–	–	–	8,200	–	–	–	–	–	–	–	–	–
		15,100	–	–	–	–	–	–	–	9,400	–	–	–	9,300	9,200
5.4L 3-Valve V8	3.15	13,200	–	8,000	–	–	–	–	–	–	–	–	–	–	–
		14,000	–	–	–	–	8,600	–	–	–	–	8,500	8,400	–	–
	3.31	13,000	–	–	7,700	–	–	–	–	–	–	–	–	–	–
		13,200	–	–	–	7,700	–	–	–	–	–	–	–	–	–
		14,000	–	–	–	–	–	–	–	8,300	–	–	–	8,100	8,000
	3.55	13,900	–	–	8,600	–	–	–	–	–	–	–	–	–	–
		15,000	–	9,800	–	9,500	–	–	–	–	–	–	–	–	–
		15,200	–	–	–	–	9,800	–	–	–	–	–	–	–	–
		15,300	–	–	–	–	–	–	–	–	–	9,800	9,700	–	–
		15,400	–	–	–	–	–	–	–	9,700	–	–	–	–	–
		15,500	–	–	–	–	–	–	–	–	–	–	–	9,600	9,500
	3.73	11,200(2)	–	–	–	–	–	–	–	–	–	5,300	–	5,100	–
		16,700(3)(4)	–	11,300	–	–	–	–	–	–	–	–	–	–	–
		16,900(4)	–	–	–	–	11,300	–	–	–	–	11,300	–	–	–
		17,000	–	–	–	11,300(3)(4)	–	–	–	–	–	–	11,300(4)	–	–
		17,100	–	–	–	–	–	11,300(3)(4)	–	11,200(4)	11,100(3)(4)	–	–	11,200(4)	11,100(4)
	3.73E(5)	13,900	–	–	8,600	–	–	–	–	–	–	–	–	–	–
		15,000	–	–	–	9,500	–	–	–	–	–	–	–	–	–
		15,400	–	–	–	–	–	–	–	9,700	–	–	–	–	–
		15,500	–	–	–	–	–	–	–	–	–	–	–	9,600	9,500
		17,100(4)	–	–	–	–	–	–	–	11,200	–	–	–	11,200	11,100
	4.10(6)	12,300	–	–	–	–	–	–	6,000	–	–	–	–	–	–

(1) Includes upgrade to 9.75" rear axle. (2) Ford Harley-Davidson™. (3) Requires Heavy-Duty Payload Package. (4) Requires Max Trailer Towing Package. (5) FX4 only; Electronic Locking Differential. (6) Ford Raptor. While the pickup box will accept a fifth-wheel hitch, current fifth-wheel trailer designs are not compatible with this model.

Note: Trailer tongue (trailer king pin for fifth-wheel towing) load weight should be 10-15% (15-25% for fifth-wheel towing) of total loaded trailer weight. Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue (trailer king pin for fifth-wheel towing) load weight and weight of passengers and cargo added to towing vehicle. Addition of trailer tongue (trailer king pin for fifth-wheel towing) 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.

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

2010 TRAILER TOWING SELECTOR

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

F-250/F-350/F-450 SUPER DUTY® PICKUP CONVENTIONAL TOWING

			Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission													
			REGULAR CAB				SUPERCAB				CREW CAB					
Engine	Axle Ratio	GCWR (Lbs.)	F-250/F-350 SRW 4x2	F-250/F-350 SRW 4x4	F-350 DRW 4x2	F-350 DRW 4x4	F-250/F-350 SRW 4x2	F-250/F-350 SRW 4x4	F-350 DRW 4x2	F-350 DRW 4x4	F-250/F-350 SRW 4x2	F-250/F-350 SRW 4x4	F-350 DRW 4x2	F-350 DRW 4x4	F-450 DRW 4x2	F-450 DRW 4x4
5.4L SOHC V8	3.73	16,000	10,200	9,800	–	–	10,000	9,500	–	–	9,700	9,300	–	–	–	–
	4.10	18,000	12,200	11,800	–	–	12,000	11,500	–	–	11,700	11,300	–	–	–	–
		18,500	–	–	12,200	11,800	–	–	11,800	11,400	–	–	11,600	11,200	–	–
6.8L SOHC V10	4.10	21,000	12,500	12,500	–	–	12,500	12,500	–	–	12,500	12,500	–	–	–	–
		23,000	–	–	15,000	15,000	–	–	15,000	15,000	–	–	15,000	15,000	–	–
	4.30	22,500/23,000(1)	12,500	12,500	–	–	12,500	12,500	–	–	12,500	12,500	–	–	–	–
6.4L V8	3.31/3.55	23,000	12,500	12,500	–	–	12,500	12,500	–	–	12,500	12,500	–	–	–	–
Turbo Diesel	3.73	23,500	–	–	15,000	15,000	–	–	15,000	15,000	–	–	15,000	15,000	–	–
	4.10	26,000(2)	–	–	15,000	15,000	–	–	15,000	15,000	–	–	15,000	15,000	–	–
	4.30	33,000	–	–	–	–	–	–	–	–	–	–	–	–	16,000	16,000
			Maximum Loaded Trailer Weight (Lbs.) – Manual Transmission													
5.4L SOHC V8	3.73	15,000	9,200	8,800	–	–	–	8,500	–	–	–	8,300	–	–	–	–
	4.10	17,000	11,200	10,800	–	–	–	10,500	–	–	–	10,300	–	–	–	–
6.8L SOHC V10	4.10	20,000	12,500	12,500	–	–	–	12,500	–	–	–	12,500	–	–	–	–
	4.30	22,000	12,500	12,500	–	–	–	12,500	–	–	–	12,500	–	–	–	–
6.4L V8	3.55	23,000	–	12,500	–	–	–	12,500	–	–	–	12,500	–	–	–	–
Turbo Diesel	3.73/4.10	23,500	–	–	–	15,000	–	–	–	15,000	–	–	–	15,000	–	–
	4.30	27,000	–	–	–	–	–	–	–	–	–	–	–	–	–	16,000

(1) Available with F-350 SRW model only. (2) Available with TowBoss Package only.

Notes:
- This information also applies to models with Pickup Box Delete option (66D)
- For F-250/F-350 SRW models, F-250 trailer weights are shown. F-350 trailer weights are within 200 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

Tailgate Clearance Considerations When Towing a Fifth-Wheel or Gooseneck Trailer

Model	F-150	F-250	F-350 SRW	F-350 DRW	F-450 DRW
Max. Tailgate Ht.*	56-60 inches	56-57 inches	59-60 inches	56-57 inches	56-57 inches

Note: Vehicles with other configurations may have varying tailgate heights.

**Distance from ground to top of closed tailgate.*

2010 TRAILER TOWING SELECTOR

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

F-250/F-350/F-450 SUPER DUTY® PICKUP FIFTH-WHEEL TOWING (1)

			Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission													
			REGULAR CAB				SUPERCAB				CREW CAB					
Engine	Axle Ratio	GCWR (Lbs.)	F-250/F-350 SRW 4x2	F-250/F-350 SRW 4x4	F-350 DRW 4x2	F-350 DRW 4x4	F-250/F-350 SRW 4x2	F-250/F-350 SRW 4x4	F-350 DRW 4x2	F-350 DRW 4x4	F-250/F-350 SRW 4x2	F-250/F-350 SRW 4x4	F-350 DRW 4x2	F-350 DRW 4x4	F-450 DRW 4x2	F-450 DRW 4x4
5.4L SOHC V8	3.73	16,000	10,200	9,800	–	–	10,000	9,500	–	–	9,700	9,300	–	–	–	–
	4.10	18,000	12,200	11,800	–	–	12,000	11,500	–	–	11,700	11,300	–	–	–	–
		18,500	–	–	12,200	11,800	–	–	11,800	11,400	–	–	11,600	11,200	–	–
6.8L SOHC V10	4.10	21,000	15,000	14,600	–	–	14,800	14,400	–	–	14,600	14,100	–	–	–	–
		23,000	–	–	16,600	16,100	–	–	16,200	15,800	–	–	16,000	15,500	–	–
	4.30	22,500/23,000(2)	16,500/16,900(2)	16,100/16,500(2)	–	–	16,300/16,700(2)	15,900/16,200(2)	–	–	16,100/16,400(2)	15,600/16,000(2)	–	–	–	–
6.4L V8	3.31/3.55	23,000	16,300	15,800	–	–	16,000	15,500	–	–	15,800	15,300	–	–	–	–
Turbo Diesel	3.73	23,500	–	–	16,300	15,800	–	–	15,900	15,500	–	–	15,700	15,200	–	–
	4.10	26,000(3)	–	–	18,800	18,300	–	–	18,400	18,000	–	–	18,200	17,700	–	–
	4.30	33,000(4)	–	–	–	–	–	–	–	–	–	–	–	–	24,600	24,200
			Maximum Loaded Trailer Weight (Lbs.) – Manual Transmission													
5.4L SOHC V8	3.73	15,000	9,200	8,800	–	–	–	8,500	–	–	–	8,300	–	–	–	–
	4.10	17,000	11,200	10,800	–	–	–	10,500	–	–	–	10,300	–	–	–	–
6.8L SOHC V10	4.10	20,000	14,000	13,600	–	–	–	13,400	–	–	–	13,100	–	–	–	–
	4.30	22,000	16,000	15,600	–	–	–	15,400	–	–	–	15,100	–	–	–	–
6.4L V8	3.55	23,000	–	15,800	–	–	–	15,500	–	–	–	15,300	–	–	–	–
Turbo Diesel	3.73/4.10	23,500	–	–	–	15,800	–	–	–	15,500	–	–	–	15,200	–	–
	4.30	27,000	–	–	–	–	–	–	–	–	–	–	–	–	–	18,200

(1) Super Duty does not offer a fifth-wheel hitch as a factory-installed option. (2) Available with F-350 SRW model only. (3) Available with TowBoss Package only.
(4) Available with High-Capacity Trailer Towing Package only.

Notes: • This information also applies to models with Pickup Box Delete option (66D)
- For F-250/F-350 SRW models, F-250 trailer weights are shown. F-350 trailer weights are within 200 pounds. Check with your sales consultant
- 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

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

TRAILER TOWING SELECTOR

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

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																									
			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	16,000	9,500	9,100	–	–	–	–	–	–	9,200	8,700	–	–	–	–	–	–	9,000	8,500	–	–	–	–	–	–
SOHC V8		16,500	–	–	9,600	9,200	–	–	–	–	–	–	9,300	8,800	–	–	–	–	–	–	9,100	8,600	–	–	–	–
	4.10	18,000	11,500	11,100	–	–	–	–	–	–	11,200	10,700	–	–	–	–	–	–	11,000	10,500	–	–	–	–	–	–
		18,500	–	–	11,600	11,200	–	–	–	–	–	–	11,300	10,800	–	–	–	–	–	–	11,100	10,600	–	–	–	–
6.8L	4.10	21,000	12,500	12,500	–	–	–	–	–	–	12,500	12,500	–	–	–	–	–	–	12,500	12,500	–	–	–	–	–	–
SOHC V10		21,500	–	–	14,500	14,100	–	–	–	–	–	–	14,100	13,700	–	–	–	–	–	–	14,000	13,500	–	–	–	–
	4.30	23,000	–	–	15,000	15,000	–	–	–	–	–	–	15,000	15,000	–	–	–	–	–	–	15,000	15,000	–	–	–	–
	4.88	26,000	–	–	–	–	16,000	16,000	16,000	16,000	–	–	–	–	16,000	16,000	16,000	16,000	–	–	–	–	16,000	16,000	16,000	16,000
	5.38	26,000	–	–	–	–	16,000	16,000	16,000	16,000	–	–	–	–	16,000	16,000	16,000	16,000	–	–	–	–	16,000	16,000	16,000	16,000
6.4L V8	3.73	23,000	12,500	12,500	–	–	–	–	–	–	12,500	12,500	–	–	–	–	–	–	12,500	12,500	–	–	–	–	–	–
Turbo		23,500	–	–	15,000	15,000	–	–	–	–	–	–	15,000	14,900	–	–	–	–	–	–	15,000	14,700	–	–	–	–
Diesel	4.10	23,500	–	–	15,000	15,000	–	–	–	–	–	–	15,000	14,900	–	–	–	–	–	–	15,000	14,700	–	–	–	–
	4.30	26,000	–	–	–	–	16,000	16,000	16,000	16,000	–	–	–	–	16,000	16,000	16,000	16,000	–	–	–	–	16,000	16,000	16,000	16,000
		30,000(1)	–	–	–	–	16,000	16,000	–	–	–	–	–	–	16,000	16,000	–	–	–	–	–	–	16,000	16,000	–	–
	4.88	26,000	–	–	–	–	–	–	–	–	–	–	–	–	–	–	16,000	16,000	–	–	–	–	–	–	16,000	16,000
		33,000(1)	–	–	–	–	–	–	16,000	16,000	–	–	–	–	–	–	16,000	16,000	–	–	–	–	–	–	16,000	16,000
			Maximum Loaded Trailer Weight (Lbs.) – Manual Transmission																									
5.4L	3.73	15,000	–	–	8,100	7,700	–	–	–	–	–	–	–	7,300	–	–	–	–	–	–	–	7,100	–	–	–	–
SOHC V8	4.10	17,500	–	–	10,600	10,200	–	–	–	–	–	–	–	9,800	–	–	–	–	–	–	–	9,600	–	–	–	–
6.8L	4.10	20,500	–	–	13,500	13,100	–	–	–	–	–	–	–	12,700	–	–	–	–	–	–	–	12,500	–	–	–	–
SOHC V10	4.30	22,500	–	–	15,000	15,000	–	–	–	–	–	–	–	14,700	–	–	–	–	–	–	–	14,500	–	–	–	–
	4.88	26,000	–	–	–	–	16,000	16,000	16,000	16,000	–	–	–	–	–	16,000	–	16,000	–	–	–	–	–	16,000	–	16,000
	5.38	26,000	–	–	–	–	16,000	16,000	16,000	16,000	–	–	–	–	–	16,000	–	16,000	–	–	–	–	–	16,000	–	16,000
6.4L V8	3.73	23,500	–	–	15,000	15,000	–	–	–	–	–	–	–	14,900	–	–	–	–	–	–	–	14,700	–	–	–	–
Turbo	4.10	23,500	–	–	15,000	15,000	–	–	–	–	–	–	–	14,900	–	–	–	–	–	–	–	14,700	–	–	–	–
Diesel	4.30	26,000	–	–	–	–	16,000	16,000	–	–	–	–	–	–	–	16,000	–	–	–	–	–	–	–	16,000	–	–
	4.88	26,000	–	–	–	–	–	–	16,000	16,000	–	–	–	–	–	–	–	16,000	–	–	–	–	–	–	–	16,000
		28,000(1)	–	–	–	–	16,000	16,000	16,000	16,000	–	–	–	–	–	16,000	–	16,000	–	–	–	–	–	16,000	–	16,000

*Super Duty Chassis Cab does not offer a conventional hitch receiver as a factory-installed option.

(1) Available with High-Capacity Trailer Tow Package only.

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. 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.

2010 TRAILER TOWING SELECTOR

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

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.

			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(1)	F-350 4x4 DRW(1)	F-450 4x2 DRW(1)	F-450 4x4 DRW(1)	F-550 4x2 DRW(1)	F-550 4x4 DRW(1)	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(2)	F-350 4x4 DRW(2)	F-450 4x2 DRW(2)	F-450 4x4 DRW(2)	F-550 4x2 DRW(2)	F-550 4x4 DRW(2)
5.4L	3.73	16,000	9,500	9,100	–	–	–	–	–	–	9,200	8,700	–	–	–	–	–	–	9,000	8,500	–	–	–	–	–	–
SOHC V8		16,500	–	–	9,600	9,200	–	–	–	–	–	–	9,300	8,800	–	–	–	–	–	–	9,100	8,600	–	–	–	–
	4.10	18,000	11,500	11,100	–	–	–	–	–	–	11,200	10,700	–	–	–	–	–	–	11,000	10,500	–	–	–	–	–	–
		18,500	–	–	11,600	11,200	–	–	–	–	–	–	11,300	10,800	–	–	–	–	–	–	11,100	10,600	–	–	–	–
6.8L	4.10	21,000	14,400	14,000	–	–	–	–	–	–	14,000	13,600	–	–	–	–	–	–	13,900	13,400	–	–	–	–	–	–
SOHC V10		21,500	–	–	14,500	14,100	–	–	–	–	–	–	14,100	13,700	–	–	–	–	–	–	14,000	13,500	–	–	–	–
	4.30	23,000	–	–	16,000	15,600	–	–	–	–	–	–	15,600	15,200	–	–	–	–	–	–	15,500	15,000	–	–	–	–
	4.88	26,000	–	–	–	–	18,400	18,100	18,400	18,100	–	–	–	–	18,000	17,700	18,000	17,700	–	–	–	–	17,800	17,500	17,900	17,500
	5.38	26,000	–	–	–	–	18,400	18,100	18,400	18,100	–	–	–	–	18,000	17,700	18,000	17,700	–	–	–	–	17,800	17,500	17,900	17,500
6.4L V8	3.73	23,000	15,600	15,100	–	–	–	–	–	–	15,100	14,700	–	–	–	–	–	–	15,000	14,500	–	–	–	–	–	–
Turbo		23,500	–	–	15,700	15,300	–	–	–	–	–	–	15,300	14,900	–	–	–	–	–	–	15,200	14,700	–	–	–	–
Diesel	4.10	23,500	–	–	15,700	15,300	–	–	–	–	–	–	15,300	14,900	–	–	–	–	–	–	15,200	14,700	–	–	–	–
	4.30	26,000	–	–	–	–	17,600	17,200	17,600	17,200	–	–	–	–	17,200	16,800	17,200	16,800	–	–	–	–	17,000	16,700	17,000	16,700
		30,000(3)	–	–	–	–	21,600	21,200	–	–	–	–	–	–	21,200	20,800	–	–	–	–	–	–	21,000	20,700	–	–
	4.88	26,000	–	–	–	–	–	–	–	–	–	–	–	–	–	–	17,100	16,700	–	–	–	–	–	–	16,900	16,500
		33,000(3)	–	–	–	–	–	–	24,600	24,200	–	–	–	–	–	–	24,100	23,800	–	–	–	–	–	–	23,900	23,700
Maximum Loaded Trailer Weight (Lbs.) – Manual Transmission																										
5.4L	3.73	15,000	–	–	8,100	7,700	–	–	–	–	–	–	–	7,300	–	–	–	–	–	–	–	7,100	–	–	–	–
SOHC V8	4.10	17,000	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
		17,500	–	–	10,600	10,200	–	–	–	–	–	–	–	9,800	–	–	–	–	–	–	–	9,600	–	–	–	–
6.8L	4.10	20,000	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
SOHC V10		20,500	–	–	13,500	13,100	–	–	–	–	–	–	–	12,700	–	–	–	–	–	–	–	12,500	–	–	–	–
	4.30	22,500	–	–	15,500	15,100	–	–	–	–	–	–	–	14,700	–	–	–	–	–	–	–	14,500	–	–	–	–
	4.88	26,000	–	–	–	–	18,400	18,100	18,400	18,100	–	–	–	–	–	17,700	–	17,700	–	–	–	–	–	17,500	–	17,500
	5.38	26,000	–	–	–	–	18,400	18,100	18,400	18,100	–	–	–	–	–	17,700	–	17,700	–	–	–	–	–	17,500	–	17,500
6.4L V8	3.73	23,500	–	–	15,700	15,300	–	–	–	–	–	–	–	14,900	–	–	–	–	–	–	–	14,700	–	–	–	–
Turbo	4.10	23,500	–	–	15,700	15,300	–	–	–	–	–	–	–	14,900	–	–	–	–	–	–	–	14,700	–	–	–	–
Diesel	4.30	26,000	–	–	–	–	17,600	17,200	–	–	–	–	–	–	–	16,800	–	–	–	–	–	–	–	16,700	–	–
	4.88	26,000	–	–	–	–	–	–	17,600	17,200	–	–	–	–	–	–	–	16,800	–	–	–	–	–	–	–	16,600
		28,000(3)	–	–	–	–	19,600	19,200	19,600	19,200	–	–	–	–	–	18,800	–	18,800	–	–	–	–	–	18,700	–	18,600

*Super Duty Chassis Cab does not offer a fifth-wheel hitch as a factory-installed option.

(1) Weights shown are for 141-inch wheelbase models. For 165-, 189- and 201-inch wheelbase models, weights may be somewhat less (usually 200 pounds with 165- and 189-inch wheelbase, or 400 pounds with 201-inch wheelbase). (2) Weights shown are for 176-inch wheelbase models. For 200-inch wheelbase models, weights may be somewhat less (usually 200 pounds with F-350, or 100 pounds with F-450/F-550). (3) Available with High-Capacity Trailer Tow Package only.

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 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.

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

2010 TRAILER TOWING SELECTOR

SUPER DUTY® CLASS A MOTORHOME CHASSIS

Max. GVWR	Max. GCWR	Max. Trailer Weight
16,000 lbs.	26,000 lbs.	10,000 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.
24,000 lbs.	30,000 lbs.	6,000 lbs.
26,000 lbs.	30,000 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/F-750 SUPER DUTY® CHASSIS CABS

Model	Max. GVWR	Max. GCWR
F-650 Pro Loader (Kick-Up Frame)	20,500-26,000 lbs.	*
F-650 Pro Loader (Straight Frame)	20,500-29,000 lbs.	*
F-650 (Straight Frame)	24,000-29,000 lbs.	*
F-750	25,999-37,000 lbs.	*

*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.

RANGER PICKUP

			Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission			
			REGULAR CAB		SUPERCAB	
Engine	Axle Ratio	GCWR (Lbs.)	4x2 6-ft. Box	4x2 7-ft. Box	4x2 6-ft. Box	4x4 6-ft. Box
2.3L DOHC I4	4.10	5,500	2,200	2,160	1,980	–
4.0L SOHC V6	3.55	9,500	–	5,940	5,760	–
	3.55(1)	9,500	–	–	5,660	–
	3.73/4.10	9,500	–	–	–	5,540
			Maximum Loaded Trailer Weight (Lbs.) – Manual Transmission			
2.3L DOHC I4	3.73/4.10	4,800	1,540	1,500	1,320	–
4.0L SOHC V6	3.55	7,000	–	–	3,300/3,220(1)	–
	3.73/4.10	7,000	–	–	–	3,080

(1) Ranger Sport only.

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 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.

E-SERIES VAN/WAGON

			Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission									
			VAN						WAGON			
Engine	Axle Ratio	GCWR (Lbs.)	E-150	E-150 Extended	E-250	E-250 Extended	E-350 Super Duty	E-350 Super Duty Extended	E-150	E-350 Super Duty	E-350 Super Duty Extended 11-Pass.	E-350 Super Duty Extended 14-/15-Pass.
4.6L SOHC V8	3.73	11,500	6,000	5,900	6,000	5,900	–	–	5,600	–	–	–
	4.10	12,000	6,500	6,400	6,500	6,400	–	–	6,100	–	–	–
5.4L SOHC V8	3.73	13,000	7,400	7,300	7,400	7,300	7,300	7,200	7,000	6,700	6,500	6,300
	4.10	13,000	7,400	7,300	7,400	7,300	7,300	7,200	7,000	6,700	6,500	6,300
6.8L SOHC V10	3.73	15,000	–	–	–	–	9,100	9,000	–	8,500	8,300	8,100
	4.10	18,500	–	–	–	–	10,000	10,000	–	10,000	10,000	10,000
6.0L V8	3.55	16,000	–	–	–	–	9,600	9,500	–	–	–	–
Turbo Diesel	4.10	20,000	–	–	–	–	10,000	10,000	–	–	–	–

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 & STRIPPED CHASSIS

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

- E-250 Super Duty Cutaway GCWR:
  – 4.6L V8 with 4.10 axle = 12,000 lbs.
- E-350 Super Duty Cutaway GCWRs:
  – 5.4L V8/4R75E = 9,600 lbs. (SRW)
  – 5.4L V8/4R75E = 10,050 lbs. (DRW)
  – 5.4L V8/5R110W = 13,000 lbs.
  – 6.8L V10 = 18,500 lbs.
  – 6.0L Turbo Diesel V8 = 20,000 lbs.
- E-350 Super Duty Extended Cutaway GCWR:
  – 5.4L V8/4R75E = 10,600 lbs.
- E-450 Super Duty Cutaway GCWRs:
  – 5.4L V8 = 14,050 lbs.
  – 6.8L V10 and 6.0L Turbo Diesel V8 = 20,000 lbs.
- E-350 Super Duty Stripped Chassis GCWRs:
  – 5.4L V8 = 13,000 lbs.
  – 6.8L V10 = 18,500 lbs.
- E-450 Super Duty Stripped Chassis GCWRs:
  – 5.4L V8 = 14,050 lbs.
  – 6.8L V10 = 20,000 lbs.

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

2010 TRAILER TOWING SELECTOR

EXPEDITION/NAVIGATOR

Engine	Axle Ratio	GCWR (Lbs.)	Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission							
			Expedition		Expedition EL		Navigator		Navigator L	
			4x2	4x4	4x2	4x4	4x2	4x4	4x2	4x4
5.4L SOHC V8	3.31	11,800	6,000	–	–	–	–	–	–	–
		12,000	–	6,000	–	–	–	–	–	–
		15,000(1)	9,200	8,900	–	–	–	–	–	–
	3.73	11,800	6,000	–	–	–	–	–	–	–
		12,000	–	6,000	–	–	6,000	–	–	–
		12,100	–	–	6,000	–	–	–	–	–
		12,300	–	–	–	6,000	–	6,000	6,000	–
		12,500	–	–	–	–	–	–	–	6,000
		15,000(1)	9,200	8,900	8,900	8,700	9,000	8,700	8,700	8,500
		15,100(1)	9,200	8,900	–	–	–	–	–	–

(1) Requires optional Heavy-Duty Trailer Tow Package.

EXPLORER/MOUNTAINEER

Engine	Axle Ratio	GCWR (Lbs.)	Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission					
			4x2 Class II	4x2 Class III/IV	4x4 Class II(a)	4x4 Class III/IV(a)	AWD Class II(b)	AWD Class III/IV
4.0L SOHC	3.55	8,500	3,500	–	3,500	–	3,500	–
V6	3.73	10,000	–	5,375(a)/5,305(b)	–	5,205	–	5,000(b)
4.6L SOHC	3.55	8,500	–	–	3,500	–	3,500	–
V8		12,000(c)	–	–	–	7,115(c)	–	7,115(a)(c)/7,040 (b)(c)

(a) Explorer only.
(b) Mountaineer only.
(c) Deduct 500 lbs. with Auxiliary Climate Control.

SPORT TRAC

Engine	Axle Ratio	GCWR (Lbs.)	Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission	
			4x2 Class III/IV	4x4/AWD Class III/IV
4.0L SOHC V6	3.73	10,000	5,250	5,080
4.6L SOHC V8	3.55	12,000	7,160	6,990

Note for Expedition, Navigator, Explorer, Mountaineer and Sport Trac 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/ESCAPE HYBRID MARINER/MARINER HYBRID

Engine	Final Drive Ratio	GCWR (Lbs.) FWD	GCWR (Lbs.) 4x4	Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission
2.5L Hybrid I4	3.04	4,860	5,020	1,000*
2.5L I4	3.51	5,060	5,200	1,500**
3.0L V6	3.51	7,140	7,300	3,500***
				Maximum Loaded Trailer Weight (Lbs.) – Manual Transmission (Escape Only)
2.5L I4	4.13	5,000	–	1,500**

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

**Escape and Mariner do not offer factory-installed towing equipment for this application; only available as dealer accessory.

***With Class II Trailer Tow Package.

Notes: • Conventional trailer hitches are not compatible with Escape and Mariner Hybrid components
• 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 include the wiring connector needed to activate electric trailer brakes

2010 TRAILER TOWING SELECTOR

CROSSOVERS

VEHICLE LINE	EDGE/MKX		FLEX/MKT	
Towing Class	Light-Duty Class I	Medium-Duty Class II	Light-Duty Class I	Heavy-Duty Class III
Max. Gross Trailer Wt. (Lbs.)	2,000	3,500(a)	2,000	4,500
Max. Tongue Load (Lbs.)	200	350	200	450

(a) Tow rating reduced to 2,000 lbs. when ordered with 22" wheels and tires.

CARS

CAR LINE	MUSTANG	TAURUS	MKS	GRAND MARQUIS TOWN CAR[a]
Towing Class	Light-Duty I	Light-Duty I	Light-Duty I	Light-Duty I
Max. Gross Trailer Wt. (Lbs.)	1,000	1,000	1,000	1,500[b]
Max. Tongue Load (Lbs.)	100	100	100	150
Minimum Engine	4.0L V6	3.5L V6	3.7L V6	4.6L V8

(a) Town Car L not available for towing.
(b) The gross combined weight of the vehicle and trailer should not exceed 6,600 lbs.

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

custom accessories

Class II Trailer Hitch Assembly

Original equipment hitch bolts directly into existing holes – no drilling or welding required. Rear fascia trim required for installation. NOTE: Towing capacity could be limited by vehicle powertrain. See your dealer or Owner Guide for details. Not available on Escape Hybrid or Mariner Hybrid.

Base Part No. 19D520
Available for: Escape (Class I/II), Mariner (Class I/II), Edge and MKX

Class III/IV Trailer Hitch Assembly

Hitch bolts directly into existing holes – no drilling or welding required. NOTE: Towing capacity could be limited by vehicle powertrain. See your dealer or Owner Guide for details.

Base Part No. 19D520
Available for: Flex, F-150 and E-Series

Trailer Hitch Wiring Harness – 4-Pin

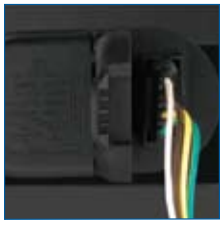
This 4-pin wiring harness assembly is made to plug into the factory electrical system. The 4-pin design does not allow the use of trailers with electric brakes. Dealer installation recommended. Not available on Escape Hybrid or Mariner Hybrid.

Base Part No. 15A416
Available for: Escape, Mariner, Edge and MKX

Uses a 4-pin trailer tow connector and converter box which interfaces to the vehicles rear lighting signals and power source.

Base Part No. 15A416
Available for: Flex

When you're getting ready to do some towing with your vehicle, you may find that it doesn't come equipped with everything you need – or want – to handle your towing task. That's where Ford Custom 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.



Trailer Hitch Wiring Kit – 4/7-Pin

The original equipment wiring harness assembly is made to plug into the factory wiring harness at the rear of your vehicle. The 7-pin design allows the use of trailers with electric brakes. The 4-pin design does not allow the use of trailers with electric brakes. Includes an electrical bracket for convenient attachment. Available for vehicles with or without reverse camera system option. Dealer installation recommended.

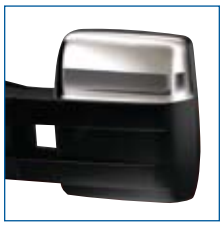
Base Part No. 15A416
Available for: F-150

Trailer Hitch Drawbars – Square Shank

Can be used in the raised or dropped position to match trailer coupler height. Available in durable black powdercoat. See your dealer or Owner Guide for towing limitations.

Base Part No. 19A282
Available for: Vehicles with 2" (5cm) receiver for Flex, Expedition/EL, Navigator/L, Explorer, Mountaineer, Sport Trac, F-150, Super Duty and E-Series

Vehicles with 1-1/4" (3cm) receiver for Escape, Mariner, Edge and MKX



Telescoping Trailer Tow Mirrors – Manual and Power

Two styles available. MANUAL – When towing, the mirror telescopes out to help increase your range of vision. When not towing, the mirror slides in for normal range. Mirrors also include a forward folding feature that allows them to be folded against the vehicle for tight spaces. Black housing. Dealer installation only. POWER – Provides the same features as manual trailer tow mirrors, but the mirror glass features a power adjust. Mirror glass is also electrically heated to minimize snow and ice buildup. The mirror telescoping feature is still manual. Black and chrome housing cap. Dealer installation only. NOTE: Power trailer tow mirrors are for vehicles equipped with power mirrors only and turn signal/marker light feature is only functional on vehicles equipped with those features. Not designed as a mirror power feature upgrade. Will maintain mirror feature offered with the vehicle.

Base Part No. 17682 Passenger Side
Base Part No. 17683 Driver Side
Available for: F-150 and Super Duty (Manual Only)

Trailer Hitch Balls

Forged, one-piece construction for maximum strength, with chrome finish for corrosion resistance. See your dealer for towing limitations.

Base Part No. 19F503
Available for: Vehicles equipped with trailer hitch

Neutral Tow Kit

Allows 4x4 automatic transmission vehicles to be towed behind motorhome with all four wheels on ground. Dealer installation recommended. Not available for AWD vehicles.

Base Part No. 7H332
Available for: Explorer and Sport Trac

What 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 17). Keep in mind that performance can be severely compromised in hilly terrain when minimum acceptable powertrain combination is selected. Consider purchasing a vehicle with a more powerful engine.

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 30). 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.

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 Quick Tips – Safe Trailering 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.

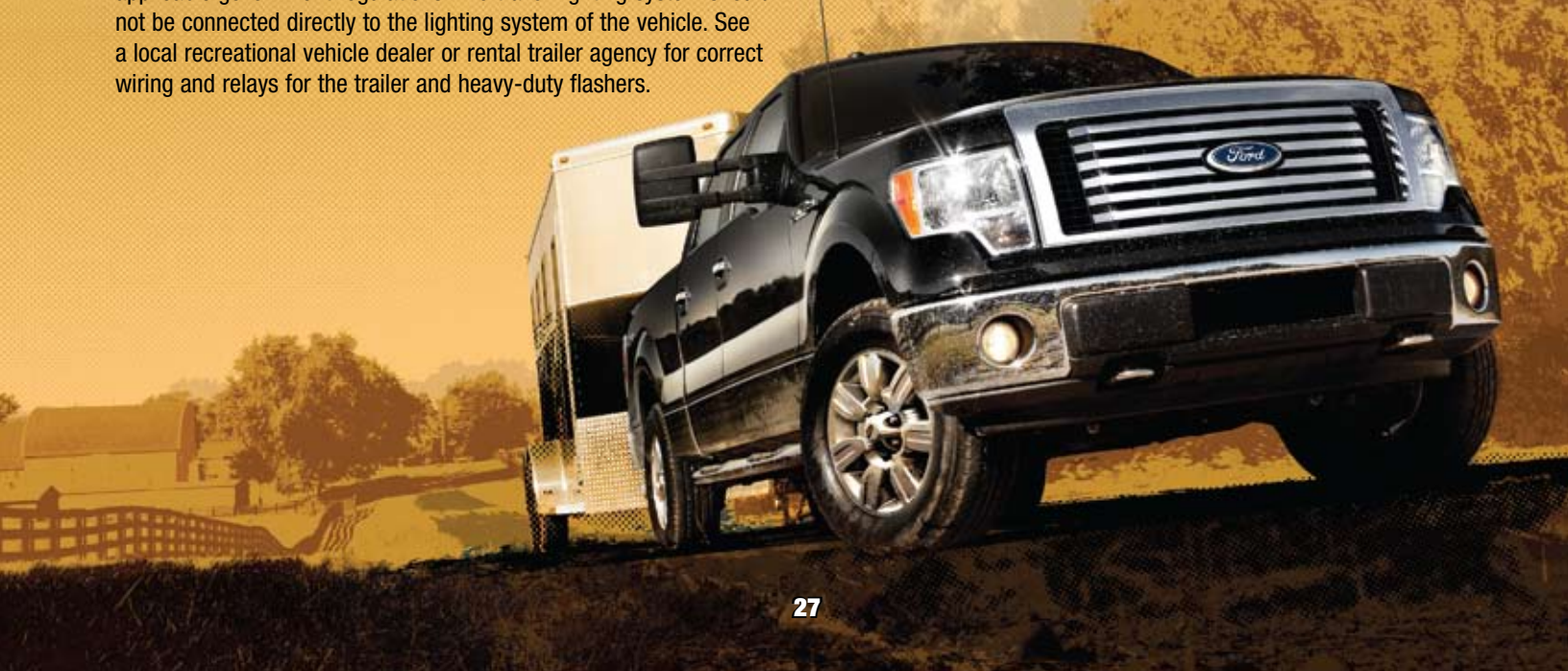
SAFETY CHAINS

- 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
- Use 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 do not drag on the pavement
- When using a frame-mounted trailer hitch, attach the safety chains to the frame-mounted hitch using the recommendations supplied by the hitch manufacturer
- See your vehicle's Owner Guide for safety chain attachment information
- For rental trailers, follow rental agency instructions for hookup of safety chains

TRAILER WIRING HARNESS

- Some vehicles equipped with a factory-installed Trailer Tow 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 chart on page 16 for standard and optional wiring harness usage.

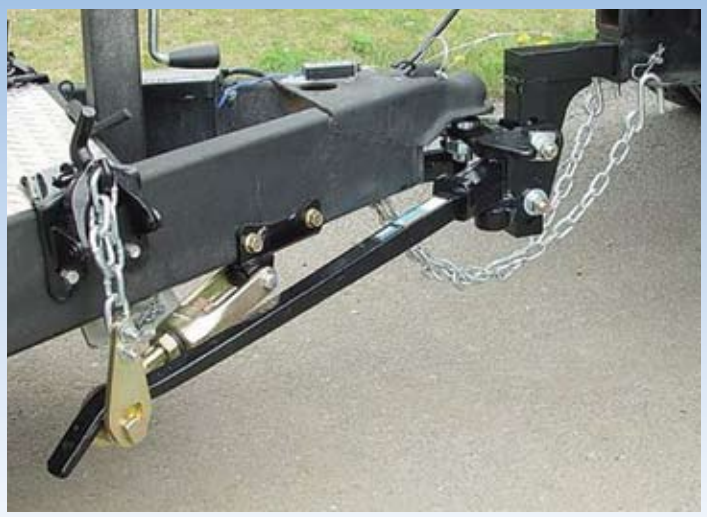


Things to KNOW About Hitches

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

Weight-Carrying (Non-Weight-Distributing) Hitch

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/Mariner; bumper hitch not available with Escape/Mariner, Explorer/Mountaineer or Expedition/Navigator). 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

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 the vehicle frame. Bolt-on types are recommended because they can be removed
- A properly installed bolt-on weight-distributing hitch platform will not weaken the vehicle or underbody as heat of welding might
- Equalizing arms are connected from the hitch to the 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

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

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 18-25 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.)(1)	Max. Tongue Load (Lbs.)
Rear Step Bumper:				
Ranger	2,000	200	–	–
E-Series Van/Wagon	5,000	500	–	–
Hitch Receiver:				
Edge/MKX	3,500	350	–	–
Escape/Mariner	3,500	300	–	–
Ranger	3,500	350	6,000	600
Explorer/Sport Trac/Mountaineer (Class II)	3,500	350	–	–
Flex/MKT	2,000	200	4,500	450
Explorer (Class III/IV)	5,000	500	7,115	711
Mountaineer (Class III/IV)	5,000	500	7,040	704
Sport Trac (Class III/IV)	5,000	500	7,160	716
E-Series Van/Wagon	5,000	500	10,000	1,000
Expedition	6,000	600	9,200	920
Navigator	6,000	600	9,000	900
Expedition EL	6,000	600	8,900	890
Navigator L	6,000	600	8,700	870
F-150	5,000	500	11,300	1,130
F-250/F-350 Super Duty SRW and F-350 DRW w/5.4L engine	6,000	600	12,500	1,250
F-350 Super Duty DRW w/6.8L or 6.4L engines (2)	8,000	800	15,000(2)	1,500(2)
F-450 Super Duty (2)	8,000	800	16,000(2)	1,600(2)

(1) 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. If 2.5" to 2.0" adapter is used, this reduces the Max. Trailer Capacity to 12,500 lbs. and the Max. Tongue Load to 1,250 lbs.

Factory-Installed Trailer Hitch Receiver Options

Are available on the following vehicles:

- **Edge/MKX:** Included with Class II Trailer Tow Package – Option Code 53G
- **Flex/MKT:** Included with Class III Trailer Tow Package – Option Code 53G
- **Escape/Mariner:** Included with Class II Trailer Tow Package – Option Code 536
- **Ranger Pickup:** Standard
- **Explorer/Sport Trac/Mountaineer:** Class II Standard; Class III/IV included with Trailer Tow Package – Option Code 53G
- **E-Series Van/Wagon:** Included with Trailer Tow Package – Option Code 536
- **Expedition/Navigator:** Standard
- **F-150 Pickup:** Included with Trailer Tow Packages – Option Code 535 and 53M
- **F-250/F-350/F-450 Super Duty Pickups:**
  - F-250/350 SRW and F-350 DRW w/5.4L engine – Standard for 12,500-lb. Maximum Trailer Capacity
  - F-350 DRW w/6.8L gas or 6.4L diesel engines – Standard for 15,000-lb. Maximum Trailer Capacity
  - F-450 – Standard for 16,000-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.

Fifth-Wheel Hitch

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 from 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.

What's Your WEIGHT?

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 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 is also 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 the Gross Vehicle Weight Rating minus the Base Curb Weight.

Gross Vehicle Weight (GVW)

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

Gross Vehicle Weight Rating (GVWR)

is the maximum allowable weight of the fully loaded vehicle (including passengers and cargo). This number – along with other weight limits, as well as tire, rim size and inflation pressure data – 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 trailer attached, but with just the four wheels of the vehicle on the scale. Subtracting front GAW from that amount gives you rear GAW.

Gross Axle Weight Rating (GAWR)

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

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.

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 18-25 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 18-25) 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.

**Refer to the chart on page 29 for tongue load recommendations with Ford factory-installed rear step bumpers and trailer hitch receivers.*

How to Find Your Truck's Axle Ratio

If you do not know the axle ratio of your vehicle, check its Truck Safety Compliance Certification Label (located on the left front door lock facing or the door latch post pillar). Below the bar code, you will see the word AXLE and a two-digit code. Use this chart to find the axle ratio that corresponds to that code:

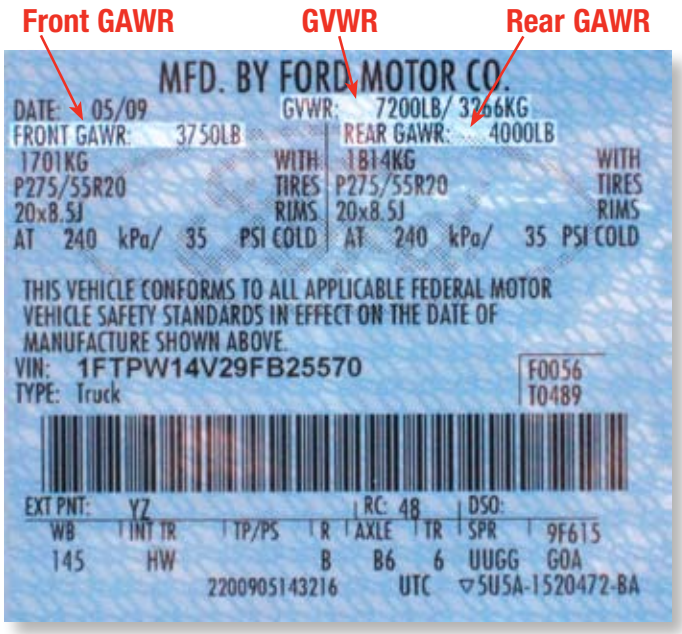
AXLE RATIOS

Vehicle	Rear Axle Ratio	Non-Limited Slip Rear Axle Code	Limited Slip Rear Axle Code
Super Duty	3.31	31	3H
	3.55	35	3J
	3.73	37	3L
	4.10	41	4N/4W*
	4.30	43	4L
	4.88	48	8L
	5.38	53	5L
F-150	3.15	15	Not Available
	3.31	27	Not Available
	3.55	19	H9
	3.73	26	B6
	3.73E	Not Available	L6
Ranger	3.55	95	Not Available
	3.73	86/96	Not Available
	4.10	87/97	Not Available
Explorer/ Mountaineer	3.55	45	Not Available
	3.73	46	Not Available
Sport Trac	3.55	45	Not Available
	3.73	46	Not Available
Expedition/ Navigator	3.31	15	Not Available
	3.73	16	H6
E-Series	3.55	39	Not Available
	3.73	24/34/A2/A4	B4/C4/D2/D4
	4.10	22/32/52/56/82	B2/C2/E2/E6/F2
	4.56	83	F3
Motorhome Chassis	5.38	53	Not Available
	6.17	61	Not Available

**Wide rear axle on F-350 Chassis Cab with Ambulance Package.*

Sample Truck Safety Compliance Certification Label

(Refer to actual label on your vehicle)



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

QUICK TIPS
SAFE TRAILERING

Towing a trailer is demanding on your vehicle, your trailer and your personal driving skills. Follow some basic rules and you'll tow more safely and have a lot more fun.

WEIGHT DISTRIBUTION

- For optimum handling and braking, the load must be properly distributed
- Keep center of gravity low for best handling
- Approximately 60% of the allowable 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 be balanced from side-to-side to optimize handling and 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
- Know clearance required for trailer roof
- Check equipment (make a checklist)

BACKING

- Back up slowly, with someone spotting near the rear of the 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

TURNING

When turning, be sure to swing wide enough to allow trailer to avoid curbs and other obstructions.

BRAKING (Also See Page 27)

- Allow considerably more distance for stopping with trailer attached
- Remember, the braking system of the tow vehicle is rated for operation at the GVWR, not GCWR
- If your tow vehicle is a F-150, F-Series Super Duty®, or E-Series and your trailer has electric brakes, the optional Trailer Brake Controller (TBC) will help assure smooth, effective trailer braking by automatically proportioning the trailer braking to that of the towing vehicle
- If your trailer starts to sway, apply brake pedal gradually. The sliding lever on the TBC should be used only for manual activation of trailer brakes when adjusting the gain. Misuse, such as application during trailer sway, could cause instability of trailer and/or tow vehicle

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

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, following the instructions below.

- Apply the foot service brakes and hold
- Have another person place the wheel chocks under the trailer wheels on the downgrade side
- Once the chocks are in place, release brake pedal, making sure the chocks will hold the vehicle and trailer
- Apply the parking brake
- Shift automatic transmission into Park, or manual transmission into Reverse
- With 4-wheel drive, make sure the transfer case is not in Neutral (if applicable)

STARTING OUT WHEN PARKED ON A GRADE

- Apply the foot service brake and hold
- Start the engine with transmission in Park (automatic) or Neutral (manual)
- Shift the transmission into gear and release the parking brake
- Release the brake pedal and move the vehicle uphill to free the chocks
- Apply the brake pedal 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.

- When passing a slower vehicle, be sure to allow extra distance. Remember, the added length of the trailer must clear the other vehicle before you can pull back in
- Signal and make your pass on level terrain with plenty of clearance
- If necessary, downshift for improved acceleration

DRIVING WITH AN AUTOMATIC OVERDRIVE TRANSMISSION

With certain automatic overdrive transmissions, towing – especially in hilly areas – may cause excessive shifting between overdrive and the next lower gear.

- To eliminate this condition and achieve steadier performance, overdrive can be locked out (see vehicle Owner Guide)
- If excessive shifting does not occur, use overdrive to optimize fuel economy
- Overdrive may also be locked out to obtain engine braking on downgrades
- When available, select Tow/Haul mode to automatically eliminate unwanted gear search and help control vehicle speed when going downhill

M Metric Conversion – To obtain information in centimeters, multiply feet by 30.48; to obtain information in kilometers, multiply miles by 1.6.

DRIVING WITH SPEED CONTROL

When driving uphill with a heavy load, significant speed drops may occur.

- An 8-14 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 trailering in hilly or mountainous terrain) it is 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 trailering information pertaining to your vehicle, refer to the vehicle Owner Guide.

For the latest RV/Towing information, check out the Ford Fleet Web site at www.fleet.ford.com/showroom/rv_trailer_towing/2010/2010_default.asp

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