

TRAILERING TIPS

Trailer towing places extra demands on your driving skills. Here are a few basic tips to help you transport your trailer and its contents safely, comfortably and without abusing the towing vehicle:

WEIGHT DISTRIBUTION

- For optimum handling 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 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 23)

- 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 Super Duty Pickup or Chassis Cab and your trailer has **electric** brakes, the optional TowCommand Integrated 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.*

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

Updated January 2006

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 as follows:
 - Apply the foot service brakes and hold.
 - Have another person place the wheel chocks under the trailer wheels on the downgrade side.
 - Once the 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.*NOTE: With 4-wheel drive, make sure the transfer case is not in Neutral (if applicable).*
- To start, after being 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 and hold while another person retrieves the chocks.

ACCELERATION AND PASSING

- The added weight of the trailer can dramatically decrease the acceleration of the towing vehicle – exercise caution.
- 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 doesn't occur, use overdrive to optimize fuel economy.
- Overdrive also may be locked out to obtain engine braking on downgrades.

NOTE: With TorqShift™ transmission, select Tow/Haul mode to automatically eliminate unwanted gear search and help control vehicle speed when going downhill.

DRIVING WITH SPEED CONTROL

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

TIRE PRESSURE

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

SPARE TIRE USE

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

ON THE ROAD

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

HIGH ALTITUDE OPERATION

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

POWERTRAIN/FRONTAL AREA CONSIDERATIONS

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

NOTE: For additional trailering information pertaining to your Ford 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/2006/2006_default.asp

Photography, illustrations and information presented herein were correct when approved for printing. Ford Motor Company reserves the right to discontinue or change at any time the specifications of designs without incurring obligation. Some features shown or described are optional at extra cost. Some options are required in combination with other options. Consult your Ford Dealer for the latest, most complete information on models, features, prices and availability.

Many of the recreational vehicles shown in this brochure are modified or manufactured by companies other than Ford Motor Company. Ford assumes no responsibility for such modifications or manufacturing.



Retailer Education and Training



RV-VER7610-0805



2006 RV & TRAILER TOWING GUIDE





FORD A LEADER IN RV AND TRAILER TOWING!

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

OUTSTANDING SELECTION

Whatever your need, there's a Ford vehicle or chassis to fill it.

EXCEPTIONAL TOWING CAPABILITIES

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

EXPERIENCE

Decades of RV and towing experience back all Ford vehicles.

QUALITY AND RELIABILITY

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

FORD PRODUCTS IN ALL MAJOR RV CATEGORIES



PICKUPS/CHASSIS CABS (Pages 3-5)



SLIDE-IN CAMPERS (Page 6)



VAN CONVERSIONS/ CLASS B VAN CAMPERS (Page 7)



CLASS A MOTORHOMES (Page 10)



CLASS C MOTORHOMES (Page 11)



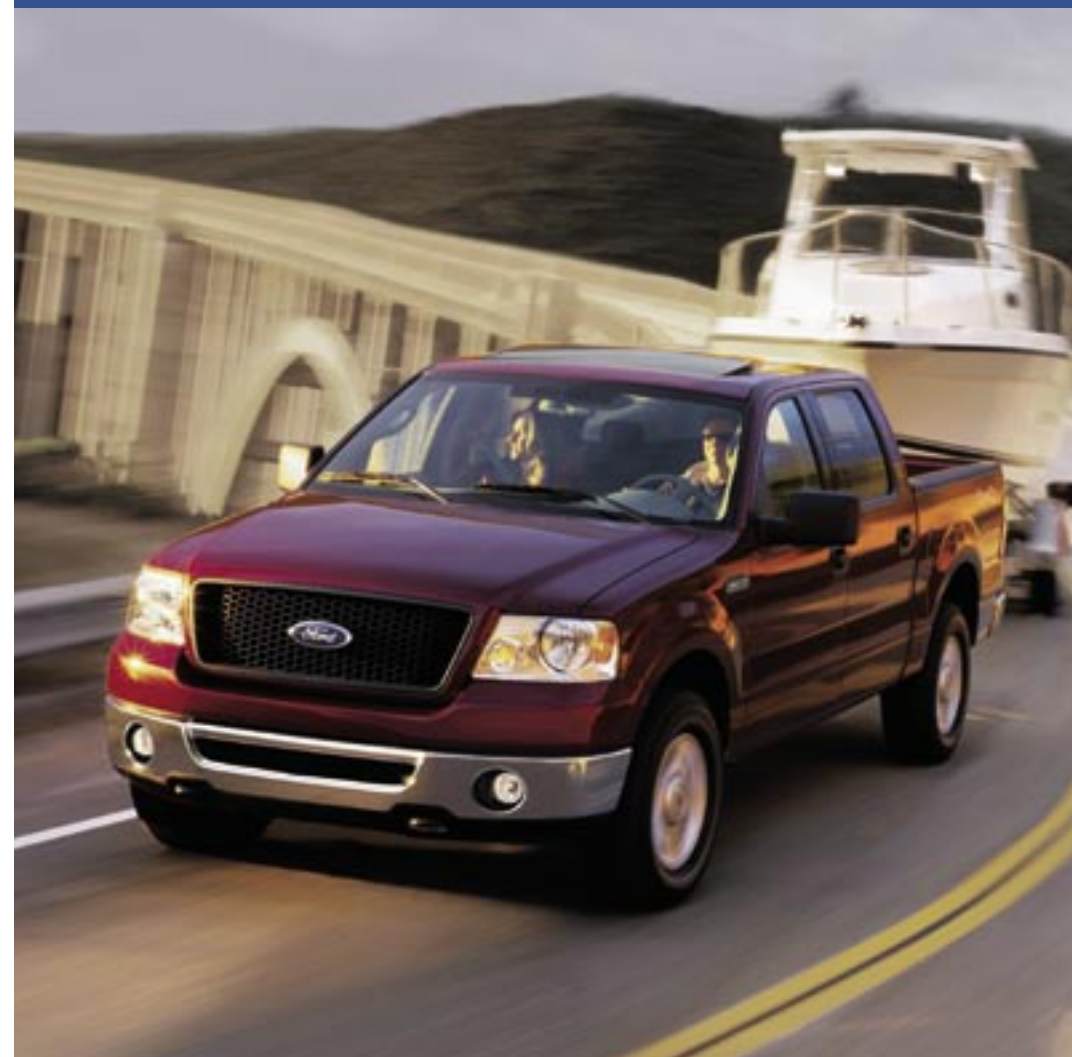
TRAILERS (Page 13)

WE HAVE A SIZE AND MODEL TO MEET YOUR RV AND TOWING NEEDS!

FORD PICKUPS

F-150

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



CHOICE OF THREE POWERFUL ENGINES

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

PLUS ROBUST COMPONENTS

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

AND PLENTY OF SPACE FOR PASSENGERS – AND CARGO

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

CONTENTS	Pickups/Chassis Cabs	3-5	Trailer Towing Selector	
	Slide-In Campers	6	• F-150	16
	Van Conversions/Class B Van Campers	7	• F-250/F-350 Super Duty Pickups	17
	Sport Utility Vehicles	8-9	• Ranger	18
	Class A Motorhome Chassis	10	• F-350/F-450/F-550 Super Duty Chassis Cabs	18-19
	Class C Motorhome Chassis	11	• Class A Motorhome Chassis and F-650/F-750 Super Duty	19
	"Four-Wheel-Down" Towing	12	• Ford LCF	19
	Trailer Classes and RV Trailer Types	13	• Escape, Explorer, Expedition, 2007 Sport Trac, and Freestar	20
	Maximum Trailer Weights and Towing Equipment/Packages	14	• E-Series and Ford Cars	21
	Required/Recommended Trailer Towing Equipment and Frontal Area Considerations	15	Towing Accessories	22
			Things to Know Before You Tow	23-27
			Trailer Tips	28

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



F-150 CONTINUES TO SET THE CONVENTIONAL TOWING STANDARD FOR UNDER 8,500-POUND FULL-SIZE PICKUPS – 9,900 POUNDS!*

*Based on properly equipped full-size pickups under 8,500 pounds GVWR and priced below \$39,000.

F-250 AND F-350 SUPER DUTY PICKUPS



TowCommand System (91T) A FORD EXCLUSIVE

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

- **TowCommand Integrated Trailer Brake Controller**

The **only** trailer brake controller wired directly into the vehicle's electrical harness and brake control logic, it ideally matches the braking force between the tow vehicle and the trailer to provide smooth, predictable braking. Its integration with the vehicle ABS reduces the likelihood of trailer wheel lockup on slippery surfaces.

Note: This system has only been verified to be compatible with trailers having electric-actuated drum brakes (one to four axles) and not hydraulic surge or electric-over-hydraulic types.

- **Trailer Tow Mirrors (F-250/F-350 Pickups; Standard on F-350/F-450/F-550 Chassis Cabs)**

These telescoping mirrors expand the driver's rearward field of vision around trailers. Additional features include power/heated glass and integrated clearance lights/turn signals (*depending on application – check with your sales consultant*).

- **TorqShift™ 5-Speed Automatic Overdrive Transmission (Required)**

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

Check with your sales consultant for additional details and availability.



Trailer Brake Controller shown to the right of Upfitter Switches, which are standard on F-350/F-450/F-550 Chassis Cab; optional on F-250/F-350 Pickup (66S).

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

(See Chart on Page 17)
*With optional TowBoss Package.

Our Super Duty Pickups are designed and built to handle your **REALLY BIG** towing jobs. These exceptional capabilities are made possible by the truck's full array of heavy-duty functional components:

POWERFUL ENGINES

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

RUGGED, VERSATILE TRANSMISSIONS

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

ADDITIONAL FUNCTIONAL STRENGTHS

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

PLUS A BOLD, MASSIVE LOOK OUTSIDE - AND SPACIOUS COMFORT INSIDE

- Tough exterior look features imposing grille, available dual-beam headlamps, front bumper, and 17" or 18" wheel designs.
- Interior features instrument cluster with message center and diesel turbo boost gauge.

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

F-350/F-450/F-550 SUPER DUTY CHASSIS CABS Even Greater Capabilities

If your towing needs are even bigger than our F-250 and F-350 Pickups can handle, check out the 2006 F-350/F-450/F-550 Chassis Cabs with hauling upfits. They feature the same dominating look as the Super Duty Pickups, plus the power that enables them to pull **conventional** trailers up to **16,000 pounds** and **fifth-wheel** trailers all the way up to **24,900 pounds**. See your Ford Dealer for details on these **really heavy haulers**.



THE LEADOFF HITTER

on Ford's
Hard-Working
Pickup Team

RANGER

Big Capabilities in a Small Package

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

Because youthful buyers demand big sound in their small trucks, Ranger continues to offer two top-notch audio options:

- **Pioneer® 290-Watt MP3 Sound Package** – A 290-watt amplifier delivers really big sound from the in-dash 6-disc MP3/CD changer with seven speakers including a 6.5" bass subwoofer.
- **TREMOR Package** – For even bigger sound, this 510-watt audiophile sound system features in-dash 6-disc MP3 CD changer, multi-channel amplifier, with nine speakers including 10" bass subwoofer – plus 16" 5-spoke aluminum rims (SPORT 4x2 and 4x4 SuperCab models).

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

On or off-road, Ranger continues to deliver the features compact pickup buyers want, including:

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

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

SLIDE-IN CAMPERS FOR F-SERIES PICKUPS

SLIDE-IN 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 are calculated for each individual truck, based on vehicle options.
- If vehicle does not qualify for camper use, the Consumer Information Sheet states that the vehicle is not recommended for camper use, and no center-of-gravity data is shown.

F-150 HEAVY DUTY PAYLOAD PACKAGE (Option Code 627)

Increases GVWR to 8,200 pounds.

- 50-state emissions system
- LT245/70x17D BSW A/T tires (5)
- High-capacity 17" 7-lug steel wheels
- Heavy-duty shock absorbers, frame and 72-amp battery
- Upgraded springs, radiator, and auxiliary transmission oil cooler
- 10.25" gear set with 4.10 axle (Limited Slip optional)

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

F-250/F-350 SUPER DUTY CAMPER PACKAGE (Option Code 532)

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

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

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

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

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

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

Model	Wheelbase	GVWR (Lbs.)			Maximum Cargo Weight Rating (Lbs.)		
		5.4L	6.8L	6.0L	5.4L Std./Opt.	6.8L Std./Opt.	6.0L Std./Opt.
F-150 (1)							
4x2 Reg. Cab	144.5"	8,200	-	-	2,667/ -	- / -	- / -
4x2 SuperCab	163.0"	8,200	-	-	1,869/ -	- / -	- / -
4x4 Reg. Cab	144.5"	8,200	-	-	2,321/ -	- / -	- / -
4x4 SuperCab	163.0"	8,200	-	-	1,523/ -	- / -	- / -
F-250 Super Duty (2)							
4x2 Reg. Cab	137.0"	8,800	9,000	9,400	3,021/ -	3,068/ -	2,918/ -
4x2 SuperCab	141.8"	9,000	9,200	9,600	2,523/ -	2,591/ -	2,445/ -
4x2 SuperCab	158.0"	9,200	9,400	9,800	2,619/ -	2,691/ -	2,512/ -
4x2 Crew Cab	156.2"	9,200	9,400	9,800	2,548/ -	2,627/ -	2,473/ -
4x2 Crew Cab	172.4"	9,400	9,600	10,000	2,647/ -	2,710/ -	2,551/ -
4x4 Reg. Cab	137.0"	9,000	9,200	9,600	2,755/ -	2,805/ -	2,651/ -
4x4 SuperCab	141.8"	9,200	9,400	9,800	2,268/ -	2,324/ -	2,195/ -
4x4 SuperCab	158.0"	9,400	9,600	10,000	2,356/ -	2,394/ -	2,247/ -
4x4 Crew Cab	156.2"	9,400	9,600	10,000	2,280/ -	2,328/ -	2,206/ -
4x4 Crew Cab	172.4"	9,600	9,800	10,000	2,380/ -	2,424/ -	2,078/ -
F-350 Super Duty (2)							
4x2 SRW Reg. Cab(3)	137.0"	9,600	10,100*	10,200*	3,788/ -	4,135/4,035	3,685/3,485
4x2 SRW SuperCab(3)	141.8"	9,800	10,100*	10,400*	3,290/ -	3,458/3,358	3,212/2,812
4x2 SRW SuperCab(3)	158.0"	10,100*	10,200*	10,600*	3,486/3,386	3,458/3,258	3,279/2,679
4x2 SRW Crew Cab(3)	156.2"	10,100*	10,200*	10,600*	3,415/3,315	3,394/3,194	3,240/2,640
4x2 SRW Crew Cab(3)	172.4"	10,200*	10,400*	10,800*	3,414/3,214	3,477/3,077	3,318/2,518
4x2 SRW Reg. Cab(4)	137.0"	10,100*	10,300*	10,700*	4,219/4,119	4,266/3,966	4,116/3,416
4x2 SRW SuperCab(4)	141.8"	10,200*	10,400*	10,800*	3,621/3,421	3,689/3,289	3,543/2,743
4x2 SRW SuperCab(4)	158.0"	10,400*	10,600*	11,000*	3,717/3,317	3,789/3,189	3,610/2,610
4x2 SRW Crew Cab(4)	156.2"	10,400*	10,600*	11,000*	3,666/3,266	3,725/3,125	3,571/2,571
4x2 SRW Crew Cab(4)	172.4"	10,600*	10,800*	11,200*	3,745/3,145	3,808/3,008	3,649/2,449
4x2 DRW Reg. Cab	137.0"	11,800	12,000	12,400	5,571/ -	5,618/ -	5,468/ -
4x2 DRW SuperCab	158.0"	12,200	12,400	12,800	5,169/ -	5,241/ -	5,062/ -
4x2 DRW Crew Cab	156.2"	-	12,400	12,800	- / -	5,177/ -	5,023/ -
4x2 DRW Crew Cab	172.4"	-	12,600	13,000	- / -	5,260/ -	5,101/ -
4x4 SRW Reg. Cab(3)	137.0"	10,000*	10,200*	10,600*	3,822/3,722	3,772/3,572	3,618/3,018
4x4 SRW SuperCab(3)	141.8"	10,200*	10,400*	10,800*	3,235/3,035	3,291/2,891	3,162/2,362
4x4 SRW SuperCab(3)	158.0"	10,400*	10,600*	11,000*	3,323/2,923	3,361/2,761	3,214/2,214
4x4 SRW Crew Cab(3)	156.2"	10,400*	10,600*	11,000*	3,247/2,847	3,295/2,695	3,173/2,173
4x4 SRW Crew Cab(3)	172.4"	10,600*	10,800*	11,200*	3,347/2,747	3,391/2,591	3,245/2,045
4x4 SRW Reg. Cab(5)	137.0"	10,500*	10,700*	11,100*	4,153/3,653	4,203/3,503	4,049/2,949
4x4 SRW SuperCab(5)	141.8"	10,600*	10,800*	11,200*	3,566/2,966	3,622/2,822	3,493/2,293
4x4 SRW SuperCab(5)	158.0"	10,800*	11,000*	11,400*	3,654/2,854	3,692/2,692	3,545/2,145
4x4 SRW Crew Cab(5)	156.2"	10,800*	11,000*	11,400*	3,578/2,778	3,626/2,626	3,504/2,104
4x4 SRW Crew Cab(5)	172.4"	11,000*	11,200*	11,500*	3,678/2,678	3,722/2,522	3,476/1,976
4x4 DRW Reg. Cab	137.0"	12,000	12,200	12,600	5,305/ -	5,355/ -	5,201/ -
4x4 DRW SuperCab	158.0"	12,400	12,600	13,000	4,906/ -	4,944/ -	4,797/ -
4x4 DRW Crew Cab	156.2"	-	12,600	13,000	- / -	4,878/ -	4,756/ -
4x4 DRW Crew Cab	172.4"	-	12,600	13,000	- / -	4,774/ -	4,628/ -

(1) Requires Heavy Duty Payload Package option. (2) Requires Camper Package option.
 (3) 17" tires and wheels with XL trim. (4) 18" tires and wheels with all trims.
 (5) 18" and 20" tires and wheels with all trims.
 *10,000 pounds with optional 10,000 GVWR Package.

STYLIZE YOUR RECREATIONAL NEEDS AND RIDE IN COMFORT

E-SERIES VAN CONVERSIONS^{1/}

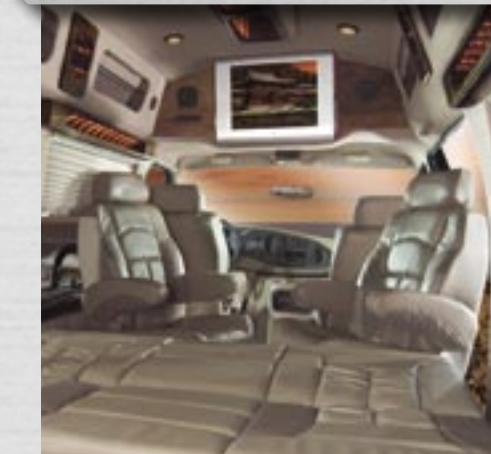
Van conversions are a popular choice for recreation use – from camping to simply traveling in enhanced comfort and style. Converters offer an extensive selection of styles, designs and luxury furnishings, including:

- Large vista windows
 - Luxurious seating and interior trim
 - Rear seat/bed combination
 - Unique exterior paint/tape treatment
- The Ford E-Series has been the full-size van sales leader for 26 years running! Built to meet customer needs, the 2006 models offer advanced engines and functional features. Following are some of the features that make them so popular:

- Sturdy body-on-frame construction
- Excellent towing capabilities ... up to 6,900 pounds on E-150 Van when properly equipped
- Choice of two engines in E-150: 225 hp 4.6L and 255 hp 5.4L single-overhead-cam Triton™ V8s, both with 100,000-mile scheduled tune-up interval,^{2/} standard 4-speed automatic overdrive transmission and fail-safe cooling system
- E-350 Super Duty offers optional Triton™ 6.8L V10 and 6.0L Power Stroke® Turbo Diesel V8 engines with TorqShift™ 5-speed automatic transmission including Tow/Haul mode
- Out-front engine design for convenient underhood servicing and ease of ingress/egress
- Standard four-wheel disc brakes with anti-lock braking system (ABS)
- Exclusive Twin-I-Beam independent front suspension for ruggedness and smooth ride

^{1/} Completed by authorized converters.
^{2/} Under normal driving conditions with routine fluid/filter changes.

VAN CONVERSIONS



QUALITY CONVERSIONS

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

Note: Passenger and load capacity limited by weight and weight distribution.

CLASS B VAN CAMPERS

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



FORD SUVs

LEAD THE WAY
WHEREVER YOU WANT TO GO!

EXPLORER



THE 2006 EXPLORER – THE BEST EXPLORER EVER

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

KEY FEATURES

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



2007 SPORT TRAC

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

KEY FEATURES

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

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

ESCAPE

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

KEY FEATURES

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

Note: Escape Hybrid not recommended for towing.

^{a/}Towing equipment available as dealer-installed accessory for this application.

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

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

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.

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

EXPEDITION



As the top step in our lineup, Expedition continues to set the pace among full-size SUVs. It offers a fully independent rear suspension, an innovative interior featuring a segment-first fold-flat-into-the-floor 3rd-row 60/40 seat, a 4-wheel-drive system that automatically adjusts to changing conditions, and industry-leading active and passive safety systems.

KEY FEATURES

- Choice of 4x2 or 4x4 4-door models in 6 series, including the exclusive King Ranch and Limited
- 3-valve Triton™ 5.4L V8 with 300 hp/365 lb-ft of torque
- Electronic 4-speed automatic overdrive transmission
- Hydro-formed fully boxed frame for strength
- Can be equipped to tow trailers up to 8,900 lbs.
- Standard 4-wheel disc anti-lock braking system (ABS)
- Control-Trac® 4x4 System automatically engages 4-wheel drive as needed – without driver input
- Independent front and rear suspension
- Optional AdvanceTrac® with RSC® (Roll Stability Control)* (See bottom of page 8)

OUTSTANDING FEATURES:

- Four wheelbase choices: 178/190/208/228-inch
- Four Gross Vehicle Weight Ratings (GVWRs): 15,700/18,000/20,500/22,000-pound
- New 6.8L 3-Valve SOHC EFI Triton™ V10 gas engine (362 hp/457 lb-ft torque)
- 4-wheel-disc anti-lock braking system (ABS) for consistent, responsive braking performance
- Big 19.5-inch wheels and tires
- 22.5-inch wheels/tires and heavy-duty track bar front suspension included with 22,000-lb. GVWR
- 26,000-lb. Gross Combination Weight Rating (GCWR) for excellent towing capabilities (10,300-lb. maximum trailer weight at 15,700-lb. GVWR)
- TorqShift™ 5-speed automatic transmission with Tow-Haul mode
- 81-inch front tread width contributes to handling and lateral stability
- Designed to accommodate wide-body and slide-out type motorhomes

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

- Three wheelbase choices: 138, 158 and 176 inches
- Up to 14,050-lb. GVWR and 20,000-lb. GCWR
- Powerful 5.4L Triton™ V8, 6.8L Triton™ V10 and 6.0L Power Stroke® Turbo Diesel V8 engines

- 100,000-mile scheduled tune-up interval on gasoline engines^{b/}
- TorqShift™ 5-speed automatic transmission with Tow-Haul mode (gasoline engines only)
- Out-front engine design provides spacious cab with access to “living area” and ease of ingress/egress
- Twin-I-Beam independent front suspension (with caster/camber adjustment), front stabilizer bar and gas-pressurized shock absorbers contribute to a smooth, comfortable ride

- Driver and passenger airbags^{c/}
- 4-wheel-disc brakes with 4-wheel anti-lock braking system (ABS)
- Steel ladder-type truck frame with six crossmembers
- 37-gallon fuel tank (E-350); 55-gallon fuel tank (E-450; optional on E-350 with 158-inch wheelbase DRW)
- Van-like driver position with ergonomic instrument panel and controls
- Up to 10,000 lbs. maximum trailer weight

CLASS A MOTORHOME CHASSIS



ADDITIONAL FEATURES INCLUDE:

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

CLASS C MOTORHOME CHASSIS



#1 SELLING CLASS A MOTORHOME CHASSIS IN THE RV INDUSTRY^{a/}

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



^{a/} Based on Class A calendar year registrations (through April 2005).

M 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.

#1 SELLING CLASS C MOTORHOME CHASSIS IN THE RV INDUSTRY^{a/}

SERVICE & SUPPORT

CLASS A & C MOTORHOME CUSTOMER ASSISTANCE CENTER

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

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

IN-DEALERSHIP SERVICE SUPPORT

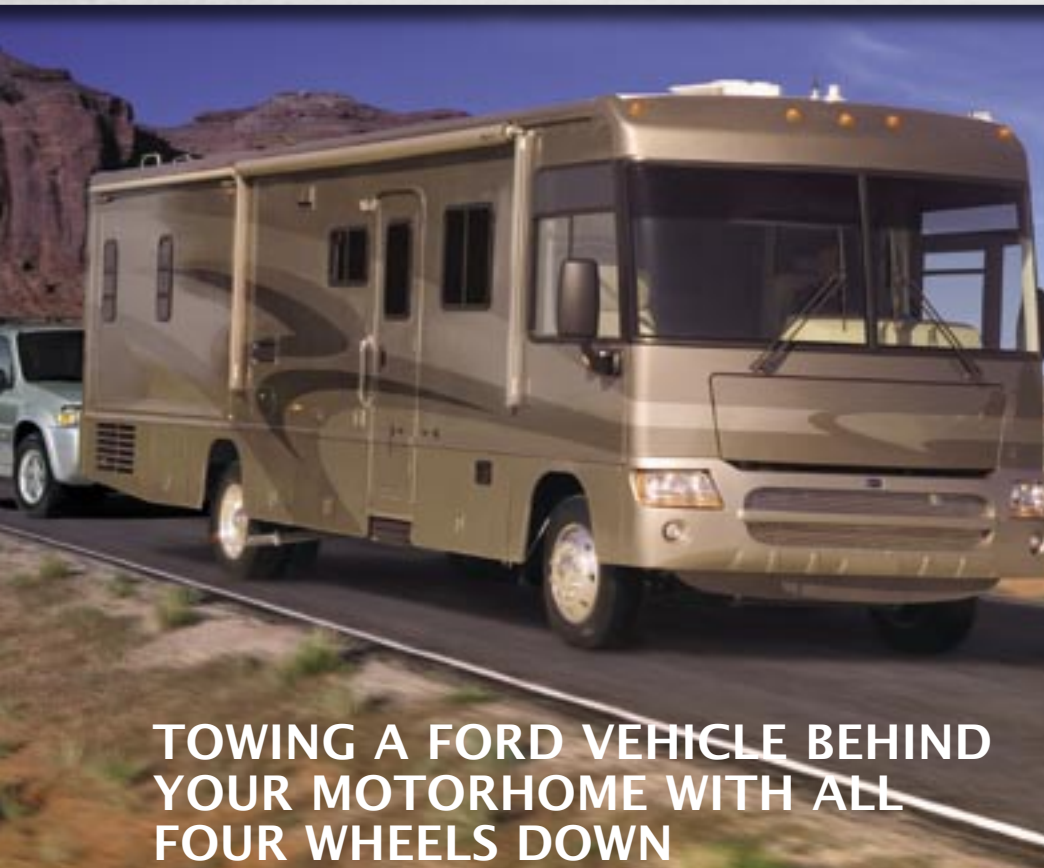
- Over 500 Ford dealerships in the U.S. and Canada.
- Certified service technicians backed by computerized diagnostics and national technical hotline support.
- Verification of available owner satisfaction and recall information affecting motorhomes.

^{a/} Based on Class C calendar year registrations (through April 2005).

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

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

"FOUR-WHEEL-DOWN" TOWING



TOWING A FORD VEHICLE BEHIND YOUR MOTORHOME WITH ALL FOUR WHEELS DOWN

Many motorhome owners prefer the practicality of having another vehicle along when they travel. In fact, towing another vehicle behind the motorhome has become more and more popular in recent years. Furthermore, many of those who want to tow another vehicle prefer one that can be easily towed without a dolly or trailer. Ford car and truck models shown in the chart at left can be towed with all four wheels down. For safe operation, towed vehicles (or dollies or trailers carrying them) should be equipped with a separate functional brake system. *See page 23 and back cover for additional brake information.*

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

	Manual Transmission	Automatic Transmission
2006 Ford Cars		
Focus	Yes	No
2006 Ford Trucks		
Escape I4	Yes	No
Escape Hybrid	N/A	Yes
Ranger	Yes (a)(b)(c)	Yes (d)
Explorer 4x4 V6	N/A	Yes (e)
Explorer 4x4 V8	N/A	Yes (f)
F-150 4x2 V6	Yes (c)	No
F-150 4x4 (g)	N/A	Yes (b)(h)
F-250/F-350 Super Duty	Yes (a)(b)(c)	Yes (b)(h)
2007 Ford Trucks		
Sport Trac 4x4 V6	N/A	Yes (e)
Sport Trac 4x4 V8	N/A	Yes (f)

(a) Electronic Shift-on-the-Fly rotary control in 2-high position and transmission in NEUTRAL (with 4x4 only)

(b) Manual transfer case shifted into NEUTRAL (with 4x4 only)

(c) Manual transmission in NEUTRAL (with 4x2 or 4x4)

(d) Only 4x4 with dealer-installed Neutral Tow Kit (Part #3L2Z-7H332-AA)

(e) Only 4x4 with dealer-installed Neutral Tow Kit (Part #1L2Z-7H332-AB)

(f) Only 4x4 with dealer-installed Neutral Tow Kit (Part #6L2Z-7H332-A)

(g) Excludes Harley-Davidson model

(h) 4x4 with manual transfer case only (not Electronic Shift-on-the-Fly)



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

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 CLASSES & RV TRAILER TYPES

FOUR TRAILER CLASSES

CLASS I – LIGHT-DUTY

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

CLASS II – MEDIUM-DUTY

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

CLASS III – HEAVY-DUTY

- 3,501-5,000-lb. gross trailer weight
- Dual-axle or large single-axle travel trailers
- Most properly equipped Ford trucks and SUVs can tow them⁽²⁾
- Conventional weight-distributing hitch not required unless specified for a particular vehicle

CLASS IV – EXTRA-HEAVY-DUTY⁽¹⁾

- Over 5,000-lb. gross trailer weight
- Largest travel and fifth-wheel trailers made for recreation
- Most Ford trucks and SUVs can be equipped to handle trailers in this class⁽²⁾
- Most applications require a conventional weight-distributing or fifth-wheel hitch

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

THREE BASIC RV TRAILER TYPES



FOLDING CAMPING TRAILER

Relatively inexpensive units providing campers with a comfortable, dry mobile shelter, plus these added benefits:

- Lightweight for easy towing (usually range from 300 to 2,000 pounds).
- Simple conventional weight-carrying hitch is usually sufficient for towing.
- Compact, low-profile traveling package.
- Easily maneuverable – generally 8 to 16 feet long.



CONVENTIONAL TRAVEL TRAILER

Generally larger, rigid construction units offering more of the conveniences of home, including such features as kitchen sink, dinette, shower, refrigerator and flush toilet. Additional benefits include:

- Widely varied levels of roominess, comfort and luxury – depending on the towing capacity of your vehicle, and your budget.
- Sizes usually range from 12 to 35 feet long.
- Normally towed with a conventional weight-distributing hitch, depending on weight.



FIFTH-WHEEL TRAILER

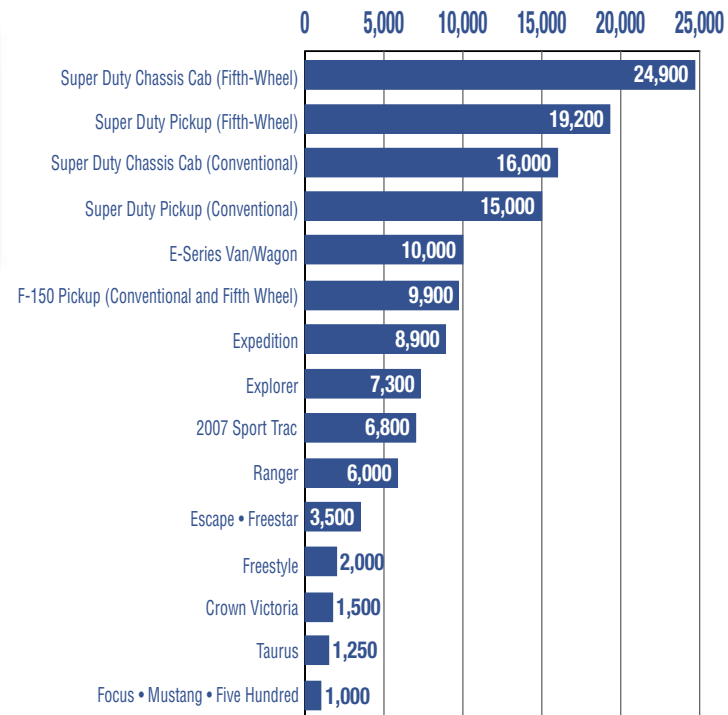
Provide the same types of accommodations as a conventional travel trailer, but with these unique characteristics:

- The forward raised portion is designed to extend over the box of a pickup truck.
- Attaches to the truck via a fifth-wheel hitch mounted in the pickup bed.
- Offers the advantages of improved weight distribution and towing dynamics, since some trailer weight is directly over the towing vehicle.

MAXIMUM TRAILER WEIGHTS AND TOWING EQUIPMENT/PACKAGES



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



FREESTAR TRAILER TOW PACKAGES

	Class I (53C) 2,000-lb. Cap.	Class II (53B) 3,500-lb. Cap.
Mini-Spare	X	X
Trailer Tow Wiring	X	X
High-Speed Ambient Temperature Pkg.	-	X
P235 Tires	-	X
Heavy-Duty Battery	-	X

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

1. Required Equipment

includes items that must be installed. Your New Vehicle Limited Warranty (see your Dealer for a copy) may be voided if you tow without them.

2. Recommended Equipment

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

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

REQUIRED/RECOMMENDED TRAILER TOWING EQUIPMENT

REQUIRED EQUIPMENT

Escape

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

Explorer

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

Expedition

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

F-150

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

F-350 Pickup

- For 26,000-pound GCWR – TowBoss Package.

F-450/F-550 Chassis Cab

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

RECOMMENDED EQUIPMENT (where not required)

FORD SUV/TRUCK STANDARD TOWING EQUIPMENT & TRAILER TOWING PACKAGES

Model (Option Code)	Escape* (536)(a)	Explorer (Std.)	Explorer (53G)	Expedition (Std.)	Expedition (536)	2007 Sport Trac (Std.)	E-Series Van/Wagon (534)(b)	E-Series Van/Wagon (536)	Ranger (Std.)	Ranger (53L)	F-150 (Std.)	F-150 (535)	F-250/F-350 Super Duty Pickup (Standard)(c)	F-250/F-350 Super Duty Pickup (Optional)	F-350/F-450/F-550 Chassis Cab (Standard)	F-350/F-450/F-550 Chassis Cab (Optional)
72 Amp.-Hr. Heavy-Duty Battery	-	-	-	-	-	-	-	-	-	-	-	X	-	-	-	-
7-Wire Harness & 7-Pin Connector	-	-	X(d)	-	-	-	-	X(e)	-	-	-	-	-	-	-	-
7-Wire Harness & 4/7-Pin Connector	-	-	-	-	X	-	-	-	-	-	-	X	X	-	-	-
7-Wire Harness (Blunt Cut) with Relays	-	-	-	-	-	-	-	-	-	-	-	-	-	-	X	-
Trailer Wiring Harness (4-Pin)	X	X	-	X	-	X	X	-	(Std.)	(Std.)	X	-	-	-	-	-
Hitch Receiver (See Chart on Page 25)	X	X	X	X	(Std.)	-	-	X	-	X	-	X	-	X	-	-
Transmission Oil-to-Air Cooler	-	X	(Std.)	-	-	-	-	-	-	-	-	-	-	-	-	-
Aux. Auto Trans. Oil Cooler	(Std.)	-	-	X(f)	X(f)	X	X	(Std.)	(Std.)(g)	(Std.)(g)	X(h)	X(i)	X	(Std.)	X	(Std.)
Radiator Upgrade	-	-	-	-	X	-	-	-	-	-	-	X	-	-	-	-
Heavy-Duty Flashers	-	-	-	X	(Std.)	-	-	-	-	-	-	-	-	-	-	-
Trailer Brake Wiring/Feed Kit	-	-	-	-	-	-	-	-	-	-	-	-	X(j)	-	X(j)(k)	X(k)
Trailer Brake Controller (52B)	-	-	-	-	-	-	-	-	-	-	-	-	-	X	-	X
Rear Stabilizer Bar	-	-	-	-	-	-	-	-	-	-	-	-	X(l)	-	X	(Std.)
3.73 Rear Axle	-	-	X	-	-	-	-	-	-	-	-	-	-	-	-	-
Electronic Brake Wiring Kit	-	-	-	-	X	-	-	-	-	-	-	-	-	-	-	-
Electric Brake Controller Tap-in Capability	-	-	-	-	-	-	-	X	-	-	-	-	-	-	-	-
TowCommand System (91T) (See page 4)	-	-	-	-	-	-	-	-	-	-	-	-	-	X	-	X
TowBoss Package (53B) (m)	-	-	-	-	-	-	-	-	-	-	-	-	-	X	-	-
High Capacity Trailer Tow Package (535)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	X(n)

- * Escape Hybrid is not recommended for towing.
- (a) Available with 3.0L V6 only. Included with XLT No Boundaries™ Package. Available as dealer accessory with 2.3L I4 engine.
- (b) Included with optional rear step bumper (768/769).
- (c) For fifth-wheel towing; short box limits turning angle; parking maneuvers can be improved with a sliding-type fifth-wheel hitch.
- (d) Includes 7-pin to 4-pin adapter.

- (e) Blade-style female connector/bumper bracket, including relay system for backup/B+/running lights.
- (f) 7-channel standard; 11-channel with 536 option package.
- (g) Standard with 3.0L/4.0L engine only.
- (h) 4-channel with 4.6L/5.4L engine.
- (i) 4-channel with 4.2L engine; 9-channel with 4.6L/5.4L engine.
- (j) May be deleted on XL by fleet customers only.

- (k) Standard with Lariat; optional with XL and XLT (Option Code 531).
- (l) DRW only.
- (m) Includes 4.30LS axle and 26,000-lb. GCWR; requires F-350 DRW with 6.0L Turbo Diesel, TorqShift™ automatic transmission and TowCommand System.
- (n) Optional only on F-450/F-550 (4x2 and 4x4) with 6.0L Turbo Diesel/4.88 axle ratio (manual and automatic transmission).

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

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
Focus	20 sq. ft.	All Applications
Mustang	32 sq. ft.	All Applications
Freestar Van/Wagon	Base Vehicle Frontal Area	All Applications
Escape	Base Vehicle Frontal Area (24 sq. ft.)	2.3L I4 Engine
	30 sq. ft.	3.0L V6 Engine
Ranger	Base Vehicle Frontal Area	2.3L I4 Engine
	50 sq. ft.	3.0L V6 or 4.0L V6 Engine
E-Series	60 sq. ft.	All Applications
	60 sq. ft.	Without Trailer Tow Pkg. or Heavy Duty Payload Pkg.
F-150	Base Vehicle Frontal Area	Without Trailer Tow Pkg. or Heavy Duty Payload Pkg.
	60 sq. ft.	With Trailer Tow Pkg. or Heavy Duty Payload Pkg.
Expedition	Base Vehicle Frontal Area	5.4L V8 Engine Without Heavy Duty Trailer Tow Pkg.
	60 sq. ft.	5.4L V8 With Heavy Duty Trailer Tow Pkg.
F-250/F-350/F-450/F-550 Super Duty	60 sq. ft.	All Applications

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

TRAILER TOWINGSELECTOR

Pages 16-21

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

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

F-150 PICKUP CONVENTIONAL TOWING (1)

Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission

Engine	Axle Ratio	GCWR (Lbs.)	REGULAR CAB		SUPERCAB			SUPERCREW							
			4x2	4x4	4x2		4x4		4x2		4x4				
			126.0" Wb	144.5" Wb	126.0" Wb	144.5" Wb	132.5" Wb	144.5" Wb	163.0" Wb	132.5" Wb	144.5" Wb	163.0" Wb	138.5" Wb	150.5" Wb	138.5" Wb
4.2L SEFI V6	3.55	10,000	5,200	5,100	-	-	-	-	-	-	-	-	-	-	-
	3.73	10,500	5,700	5,600	-	-	-	-	-	-	-	-	-	-	-
4.6L SEFI V8	3.55	11,500	6,600	-	6,300	-	6,300	-	6,000	-	-	-	-	-	-
		11,700	-	6,700	-	6,400	-	6,400	-	6,200	-	6,300	6,200	-	-
	3.73	12,000	7,100	-	6,800	-	6,800	-	6,500	-	-	-	-	-	-
5.4L SEFI V8 3V	3.55	13,000	8,000	-	7,700	-	7,700	-	7,400	-	-	-	-	-	-
		14,000	-	8,800	-	8,500	-	8,600	-	8,300	-	8,500	8,400	8,200	8,100
Turbo Diesel	3.73	13,500	8,500	-	8,200	-	8,200	-	7,900	-	-	-	-	-	-
		15,000	-	9,800	-	9,500	-	9,500	-	9,300	-	9,500	9,400	9,200	9,100
		15,000(2)	-	-	-	5,800	-	5,800	-	5,600(3)	-	-	-	-	-
	4.10	15,300	-	9,900	-	9,500	-	9,500	-	9,300	-	-	-	-	-

Maximum Loaded Trailer Weight (Lbs.) – Manual Transmission

4.2L SEFI V6	3.31	7,200	2,400	2,300	-	-	-	-	-	-	-	-	-	-	-
	3.55	8,500	3,700	3,600	-	-	-	-	-	-	-	-	-	-	-

(1) Reduce GCWR and Maximum Trailer Weight by 500 lbs. on models with 18" or 20" wheels. (2) Optional Ford Harley-Davidson™ Package. (3) AWD.
Note: Trailer tongue load weight should be 10-15% of total loaded trailer weight. Make sure vehicle payload (reduced by option weight) will accommodate trailer tongue load weight and weight of passengers and cargo added to towing vehicle. Addition of trailer tongue load weight and weight of passengers and cargo cannot cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.

F-150 PICKUP FIFTH-WHEEL TOWING (1)

Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission

Engine	Axle Ratio	GCWR (Lbs.)	REGULAR CAB		SUPERCAB (2)		SUPERCREW (2)	
			4x2	4x4	4x2	4x4	4x2	4x4
			126.0" Wb	144.5" Wb	126.0" Wb	144.5" Wb	144.5" Wb	163.0" Wb
4.2L SEFI V6	3.31	10,000	5,200	5,100	-	-	-	-
	3.55	10,500	5,700	5,600	-	-	-	-
4.6L SEFI V8	3.55	11,500	6,600	-	6,300	-	6,300	-
		11,700	-	6,700	-	6,400	-	6,400
	3.73	12,000	7,100	-	6,800	-	6,800	-
5.4L SEFI V8 3V	3.55	13,000	8,000	-	7,700	-	7,700	-
		14,000	-	8,800	-	8,500	-	8,600
Turbo Diesel	3.73	13,500	8,500	-	8,200	-	8,200	-
		15,000	-	9,800	-	9,500	-	9,500
		15,000	-	9,800	-	9,500	-	9,300
	4.10	15,300	-	9,900	-	9,500	-	9,300

(1) Reduce GCWR and Maximum Trailer Weight by 500 lbs. on models with optional 18" or 20" wheels (On SuperCab, applies only to 5.4L engine).
 (2) While F-150 SuperCrew (138.5" Wb) and SuperCab (132.5" Wb) 5½' box will accept a fifth-wheel hitch, current fifth-wheel trailer designs are not compatible with these models. Any questions should be referred to the trailer dealer/manufacturer.
Note: Trailer king pin weight should be 15-25% of total loaded trailer weight. Make sure vehicle payload (reduced by option weight) will accommodate trailer king pin weight and weight of passengers and cargo added to towing vehicle. Addition of trailer king pin weight and weight of passengers and cargo cannot cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.

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

Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission

Engine	Axle Ratio	GCWR (Lbs.)	REGULAR CAB				SUPERCAB				CREW CAB			
			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
			5.4L SEFI V8	3.73	16,000	10,100	9,700	-	-	9,800	9,300	-	-	9,600
4.10	18,000	12,100		11,700	-	-	11,800	11,300	-	-	11,600	11,100	-	-
6.8L SEFI V10		18,500	-	-	12,300	11,800	-	-	11,900	11,500	-	-	-	-
	4.10	21,000	12,500	12,500	-	-	12,500	12,500	-	-	12,500	12,500	-	-
		21,500	-	-	15,000	14,700	-	-	14,800	14,300	-	-	14,700	14,200
6.0L V8	3.73	23,000	12,500	12,500	-	-	12,500	12,500	-	-	12,500	12,500	-	-
	Turbo Diesel		23,500	-	-	15,000	15,000	-	-	15,000	15,000	-	-	15,000
		4.10	23,500	-	-	15,000	15,000	-	-	15,000	15,000	-	-	15,000
	4.30LS(2)	26,000	-	-	15,000	15,000	-	-	15,000	15,000	-	-	15,000	15,000

Maximum Loaded Trailer Weight (Lbs.) – Manual Transmission

5.4L SEFI V8	3.73	15,000	9,100	8,700	-	-	8,800	8,300	-	-	8,600	8,100	-	-
	4.10	17,000	11,100	10,700	-	-	10,800	10,300	-	-	10,600	10,100	-	-
6.8L SEFI V10		17,500	-	-	11,300	10,800	-	-	10,900	10,500	-	-	-	-
	4.10	20,000	12,500	12,500	-	-	12,500	12,500	-	-	12,500	12,500	-	-
		20,500	-	-	14,100	13,700	-	-	13,800	13,300	-	-	13,600	13,100
6.0L V8	4.30	22,000	12,500	12,500	-	-	12,500	12,500	-	-	12,500	12,500	-	-
		22,500	-	-	15,000	15,000	-	-	15,000	15,000	-	-	15,000	15,000
6.0L V8 Turbo Diesel	3.73	23,000	12,500	12,500	-	-	12,500	12,500	-	-	12,500	12,500	-	-
		23,500	-	-	15,000	15,000	-	-	15,000	15,000	-	-	15,000	15,000
	4.10	23,500	-	-	15,000	15,000	-	-	15,000	15,000	-	-	15,000	15,000

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

F-250/F-350 SUPER DUTY PICKUP FIFTH-WHEEL TOWING (2)

Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission

Engine	Axle Ratio	GCWR (Lbs.)	REGULAR CAB				SUPERCAB				CREW CAB			
			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
			5.4L SEFI V8	3.73	16,000	10,100	9,700	-	-	9,800	9,300	-	-	9,600
4.10	18,000	12,100		11,700	-	-	11,800	11,300	-	-	11,600	11,100	-	-
6.8L SEFI V10		18,500	-	-	12,300	11,800	-	-	11,900	11,500	-	-	-	-
	4.10	21,000	15,000	14,500	-	-	14,700	14,200	-	-	14,500	14,000	-	-
		21,500	-	-	15,200	14,700	-	-	14,800	14,300	-	-	14,700	14,200
6.0L V8	4.30	22,500(1)	16,500(1)	16,000(1)	16,500(1)	16,200(1)	16,200(1)	16,700(1)	15,700(1)	16,200(1)	16,000(1)	15,500(1)	16,000(1)	-
		23,000	-	-	16,700	16,200	-	-	16,300	15,800	-	-	16,200	15,700
6.0L V8 Turbo Diesel	3.73	23,000	16,500	15,800	-	-	16,100	15,700	-	-	15,900	15,500	-	-
		23,500	-	-	16,600	16,200	-	-	16,300	15,800	-	-	16,100	15,600
	4.10	23,500	-	-	16,600	16,200	-	-	16,300	15,800	-	-	16,100	15,600
	4.30LS(3)	26,000	-	-	19,200	18,700	-	-	18,800	18,300	-	-	18,600	18,100

Maximum Loaded Trailer Weight (Lbs.) – Manual Transmission

5.4L SEFI V8	3.73	15,000	9,100	8,700	-	-	8,800	8,300	-	-	8,600	8,100	-	-
	4.10	17,000	11,100	10,700	-	-	10,800	10,300	-	-	10,600	10,100	-	-
6.8L SEFI V10		17,500	-	-	11,300	10,800	-	-	10,900	10,500	-	-	-	-
	4.10	20,000	14,000	13,500	-	-	13,700	13,200	-	-	13,500	13,000	-	-
		20,500	-	-	14,100	13,700	-	-	13,800	13,300	-	-	13,600	13,100
6.0L V8	4.30	22,000	16,000	15,500	-	-	15,700	15,200	-	-	15,400	15,000	-	-
		22,500	-	-	16,100	15,700	-	-	15,800	15,300	-	-	15,600	15,100
6.0L V8 Turbo Diesel	3.73	23,000	16,400	16,000	-	-	16,100	15,600	-	-	15,900	15,400	-	-
		23,500	-	-	16,600	16,100	-	-	16,200	15,800	-	-	16,100	15,600
	4.10	23,500	-	-	16,600	16,100	-	-	16,200	15,800	-	-	16,100	15,600

(1) Available with F-350 SRW model only. (2) Super Duty does not offer a fifth-wheel hitch as a factory-installed option. (3) 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-350 trailer weights are shown. F-250 trailer weights are within 100 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 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.

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

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

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

*Distance from ground to top of closed tailgate.

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	-	-	-	-	-	-	9,100	8,700	-	-	-	-	-	-	8,900	8,500	-	-	-	-	-	-	-
SEFI V8	16,500	-	-	9,700	9,300	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	4.10 18,000	11,500	11,100	-	-	-	-	-	-	11,100	10,700	-	-	-	-	-	-	10,900	10,500	-	-	-	-	-	-	-
	18,500	-	-	11,700	11,300	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6.8L	4.10 21,000	12,500	12,500	-	-	-	-	-	-	12,500	12,500	-	-	-	-	-	-	12,500	12,500	-	-	-	-	-	-	-
SEFI V10	21,500	-	-	14,700	14,200	-	-	-	-	-	-	14,300	13,800	-	-	-	-	-	-	14,100	13,600	-	-	-	-	-
	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	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	16,000
6.0L 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	15,000	-	-	-	-	-	-	15,000	15,000	-	-	-	-	-
Diesel	4.10 23,500	-	-	15,000	15,000	-	-	-	-	-	-	15,000	15,000	-	-	-	-	-	-	15,000	15,000	-	-	-	-	-
	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	16,000
	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	16,000
	30,000(1)	-	-	-	-	16,000	16,000	-	-	-	-	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																								
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 15,000	8,500	8,100	8,200	7,800	-	-	-	-	8,200	7,700	-	-	-	-	-	-	8,000	7,500	-	-	-	-	-	-	-
SEFI V8	17,000	10,500	10,100	-	-	-	-	-	-	10,200	9,700	-	-	-	-	-	-	10,000	9,500	-	-	-	-	-	-	-
	17,500	-	-	10,700	10,300	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6.8L	4.10 20,000	12,500	12,500	-	-	-	-	-	-	12,500	12,500	-	-	-	-	-	-	12,500	12,400	-	-	-	-	-	-	-
SEFI V10	20,500	-	-	13,600	13,200	-	-	-	-	-	-	13,300	12,800	-	-	-	-	-	-	13,100	12,600	-	-	-	-	-
	4.30 22,500	-	-	15,000	15,000	-	-	-	-	-	-	15,000	14,800	-	-	-	-	-	-	15,000	14,600	-	-	-	-	-
	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	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	16,000
6.0L 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	15,000	-	-	-	-	-	-	15,000	15,000	-	-	-	-	-
Diesel	4.10 23,500	-	-	15,000	15,000	-	-	-	-	-	-	15,000	15,000	-	-	-	-	-	-	15,000	15,000	-	-	-	-	-
	4.30 26,000	-	-	-	-	16,000	16,000	-	-	-	-	16,000	16,000	-	-	-	-	-	-	16,000	16,000	-	-	-	-	-
	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	16,000
	28,000(1)	-	-	-	-	16,000	16,000	16,000	16,000	-	-	-	-	16,000	16,000	16,000	16,000	-	-	-	-	16,000	16,000	16,000	16,000	16,000

*Super Duty Chassis Cab does not offer a conventional hitch 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.

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

Engine	Axle Ratio GCWR (Lbs.)	REGULAR CAB				SUPERCAB	
		4x2 6-ft. Box	4x2 7-ft. Box	4x4 6-ft. Box	4x4 7-ft. Box	4x2 6-ft. Box	4x4 6-ft. Box
2.3L SEFI I4	4.10 5,500	2,260	-	-	-	-	-
3.0L SEFI V6(1)	3.73 6,000	2,620	2,560	-	-	2,440	-
	4.10(2) 6,000	2,460	-	-	-	2,300	-
	4.10 6,000	-	-	2,320	-	-	-
4.0L SOHC SEFI V6	3.55 9,500	-	6,000	-	-	5,860	-
	3.55(2) 9,500	-	-	-	-	5,720	-
	4.10 9,500	-	-	-	5,680	-	5,580(3)

Maximum Loaded Trailer Weight (Lbs.) – Manual Transmission

2.3L SEFI I4	3.73/4.10 4,800	1,580	-	-	-	-	-
3.0L SEFI V6(1)	3.73 6,000	2,660	-	-	-	2,480	-
	4.10(2) 6,000	2,500	-	-	-	2,340	-
	4.10 6,000	-	-	2,340	-	-	-
4.0L SOHC SEFI V6	3.55 7,000	-	-	-	-	3,400/3,280(2)	-
	4.10 7,000	-	-	-	3,220	-	3,120(4)

(1) When towing on roads with steep grades or moderate but long sustained grades (5 miles or more) or when ambient temperatures exceed 100 degrees F, vehicle speed should not exceed 45 MPH in both cases.

(2) Ranger SPORT only.

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

(4) 2,840 lbs. with FX4 Level II.



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

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	-	-	-	-	-	-	9,100	8,700	-	-	-	-	-	-	8,900	8,500	-	-	-	-	-	-	-
SEFI V8	16,500	-	-	9,700	9,300	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	4.10 18,000	11,500	11,100	-	-	-	-	-	-	11,100	10,700	-	-	-	-	-	-	10,900	10,500	-	-	-	-	-	-	-
	18,500	-	-	11,700	11,300	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6.8L	4.10 21,000	14,500	14,000	-	-	-	-	-	-	14,100	13,600	-	-	-	-	-	-	13,900	13,400	-	-	-	-	-	-	-
SEFI V10	21,500	-	-	14,700	14,200	-	-	-	-	-	-	14,300	13,800	-	-	-	-	-	-	14,100	13,600	-	-	-	-	-
	4.30 23,000	-	-	16,200	15,700	-	-	-	-	-	-	15,800	15,300	-	-	-	-	-	-	15,600	15,100	-	-	-	-	-
	4.88 26,000	-	-	-	-	18,400	18,100	18,400	18,000	-	-	-	-	18,000	17,700	18,000	17,700	-	-	-	-	17,800	17,500	17,800	17,400	17,400
	5.38 26,000	-	-	-	-	18,400	18,100																			



ESCAPE

ESCAPE				
Engine	Axle Ratio	GCWR (Lbs.)		Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission
		FWD	4x4	
2.3L SEFI I4	All	4,940	5,100	1,500*
3.0L SEFI V6	All	7,080	7,240	3,500
Maximum Loaded Trailer Weight (Lbs.) – Manual Transmission				
2.3L SEFI I4	All	4,860	5,040	1,500*

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

Notes:

- Escape Hybrid is not recommended for towing.
- 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.

Note for Explorer, Expedition and 2007 Explorer 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.



EXPLORER

EXPLORER						
Engine	Axle Ratio	GCWR (Lbs.)	Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission			
			4x2 Class II	4x2 Class III/IV	4x4 Class II	4x4 Class III/IV
4.0L SOHC SEFI V6	3.55	7,700	3,110	-	-	-
		8,000	-	-	3,230	-
	3.73	10,000	-	5,390	-	5,210
4.6L SOHC SEFI V8	3.55	7,700	3,020	-	-	-
		8,000	-	-	3,140	-
		12,000(1)	-	7,300(1)	-	7,120(1)

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



EXPEDITION

EXPEDITION				
Engine	Axle Ratio	GCWR (Lbs.)	Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission	
			4x2	4x4
5.4L SEFI V8	3.31	11,800	6,000	-
	3.73	11,900	-	6,000
		14,500(1)	8,900	8,600

(1) Requires Heavy Duty Trailer Tow Package.



2007 SPORT TRAC

2007 SPORT TRAC				
Engine	Axle Ratio	GCWR (Lbs.)	Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission	
			4x2	4x4
4.0L SOHC SEFI V6	3.73	10,000	5,310(1)	5,140(1)
4.6L SOHC SEFI V8	3.55	11,600	6,800	6,640

(1) Requires dealer/aftermarket-installed hitch receiver over 3,500 pounds (standard rear bumper capacity).



FREESTAR

FREESTAR WAGON			
Engine	Axle Ratio	GCWR (Lbs.)	Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission (1)
3.9L/4.2L OHV SEFI V6 (With Class I Trailer Tow Package)	3.54	7,000	2,000
3.9L/4.2L OHV SEFI V6 (With Class II Trailer Tow Package)	3.54	8,500	3,500

(1) Base vehicle frontal area for all applications.

E-SERIES VAN/WAGON
Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission

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

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

E-SERIES CUTAWAY & STRIPPED CHASSIS

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

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

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



E-SERIES

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.

FORD CARS

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

(1) Frontal area under 20 square feet. (2) When towing on roads with steep grades or moderate but long sustained grades (5 miles or more), or when ambient temperatures exceed 100 degrees F., vehicle speed should not exceed 45 MPH in both cases. (3) Do not exceed 6,600 pounds GCWR.

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

Note: Fusion is not recommended for towing.

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

FOR YOUR TOWING NEEDS

GENUINE ACCESSORIES



fordaccessoriesstore.com

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

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

NEW



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



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



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



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



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



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



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



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

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

THINGS TO KNOW BEFORE YOU TOW

BEFORE YOU BUY

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

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

BRAKES

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

- 1. Electronically Controlled Brakes** usually provide automatic and manual control of trailer brakes. They require that the tow vehicle be equipped with a controlling device and additional wiring for electrical power. These brakes typically have a control box installed within reach of the driver and can be applied manually or automatically.
- 2. Surge Brakes** are independent hydraulic brakes activated by a master cylinder at the junction of the hitch and trailer tongue. They are not controlled by the hydraulic fluid in the tow vehicle's brake system, and the tow vehicle's hydraulic system should never be connected directly to the trailer's hydraulic system.

Be sure your trailer brakes conform to all applicable state regulations. See *Trailering Tips on back cover for additional braking information.*

TRAILER LAMPS

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



AFTER YOU BUY

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

SAFETY CHAINS

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

TRAILER WIRING HARNESS

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

Refer to page 14 for standard and optional wiring harness usage.

THINGS TO KNOW ABOUT HITCHES

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



WEIGHT-CARRYING (NON-WEIGHT-DISTRIBUTING) HITCH

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

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



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

FORD REAR STEP BUMPER/HITCH RECEIVER WEIGHT CAPACITY

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

Vehicle	Weight-Carrying Max. Trailer Capacity (Lbs.)(1)	Max. Tongue Load (Lbs.)	Weight-Distributing Max. Trailer Capacity (Lbs.)(1)	Max. Tongue Load (Lbs.)
Rear Step Bumper:				
Ranger	2,000	200	–	–
E-Series Van/Wagon	5,000	500	–	–
F-Series	5,000	500	–	–
Hitch Receiver:				
Escape	3,500	300	–	–
Ranger	3,500	350	6,000	600
Explorer (Class II)	3,500	350	–	–
Explorer (Class III/IV)	5,000	500	7,700	770
E-Series Van/Wagon	5,000	500	10,000	1,000
Expedition	6,000	600	8,900	890
F-150	5,000	500	9,900	990
F-250/F-350 Super Duty SRW	5,000	500	12,500	1,250
F-350 Super Duty DRW (2)	6,000	600	15,000(2)	1,500(2)

- (1) Ford rear step bumpers and hitch receivers do not include a hitch ball or ball mounting. The vehicle owner is responsible for obtaining the proper hitch ball, ball mounting, weight distributing equipment (i.e., equalizing arms and snap-up brackets, sway control system) and other appropriate equipment to tow both the trailer and its cargo load.
- (2) 2.5" receiver. Includes 2.5" to 2.0" adapter, which when used reduces the Maximum Trailer Capacity to 12,500 lbs. and the Maximum Tongue Load to 1,250 lbs.

Factory-Installed Trailer Hitch Receiver Options

are available on the following Ford vehicles:

- **Escape:** Included with Class II Trailer Towing Package – Option Code 536
- **Ranger Pickup:** Included with Class III Trailer Towing – Option Code 53L
- **Explorer:** Class II Standard; Class III/IV Included with Trailer Towing Prep Package – Option Code 53G

• E-Series Van/Wagon:

Included with Trailer Towing Package – Option Code 536

• Expedition:

Standard
Included with Trailer Tow Group – Option Code 535

• F-150 Pickups:

Included with Trailer Tow Group – Option Code 535

• F-250/F-350 Super Duty Pickups:

– Option Code 86T (for 12,500-lb. Maximum Trailer Capacity)

– Option Code 86R (for 15,000-lb. Maximum Trailer Capacity)

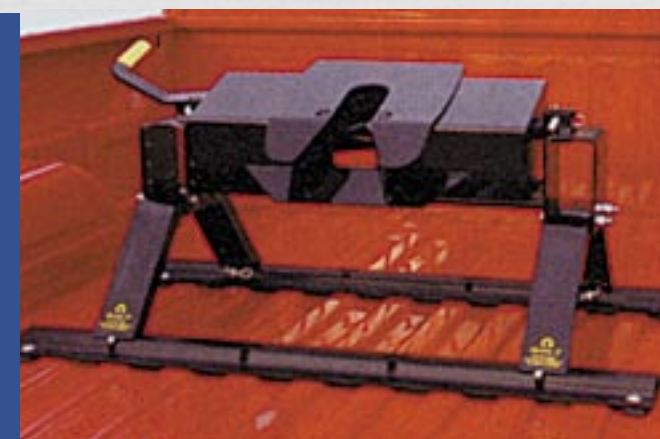
Note: See chart above for the weight-carrying and weight-distributing capacities of these hitch receivers. (These capacities also are shown on a label affixed to each receiver.)

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

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 of the rear axle of the truck chassis. This mounting location will distribute the king pin weight of the trailer for optimum load-carrying and sway-control performance. Care must be taken to maintain nominal clearance from the back of the cab to the front of the trailer during tight cornering or backing maneuvers. Failure to follow this recommendation can adversely affect the towing vehicle's steering, braking, and handling characteristics.

Ford Motor Company does not offer a factory-installed fifth-wheel hitch option.



THINGS TO KNOW ABOUT WEIGHTS



Base Curb Weight

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

Cargo Weight

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

Payload

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

Gross Vehicle Weight (GVW)

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

Gross Vehicle Weight Rating (GVWR)

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

Gross Axle Weight (GAW)

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

Gross Axle Weight Rating (GAWR)

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

$$\text{Base Curb Weight} + \text{Cargo Weight} + \text{Passenger Weight} = \text{Gross Vehicle Weight (GVW)}$$

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

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

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



Gross Combination Weight (GCW)

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

Gross Combination Weight Rating (GCWR)

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

Maximum Loaded Trailer Weight

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

Tongue Load or Fifth-Wheel King Pin Weight

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

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

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

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

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

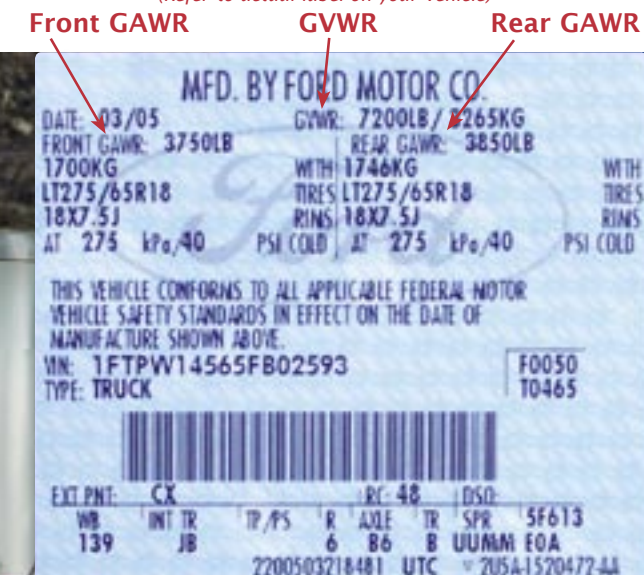
Note: Be sure the addition of tongue load or king pin weight does not cause the key towing vehicle weight limits (GVWR and Rear GAWR) to be exceeded. *Remember, GVWR and GAWR are found on the vehicle's Safety Compliance Certification Label.* If either of these limits is exceeded, you should go with a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



MEASURING TONGUE LOAD WITH COMMERCIAL SCALE

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

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



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