SUPER DUTY® PICKUPS A NEW STANDARD OF TOUGHNESS

Horsepower
450 hp @ 2,800 rpm(1)

Torque
935 lb.-ft. @ 1,800 rpm(1)

Conventional Towing
Up to 21,000 lbs.(2)

5th-Wheel Towing
Up to 27,500 lbs.(2)

Gooseneck Towing
Up to 35,000 lbs.(2)

Payload
Up to 7,640 lbs.(3)

(1) 6.7L Power Stroke® V8 Turbo Diesel.
(2) Maximum capacity when properly equipped. See your Ford dealer for specific equipment requirements and other limitations.
(3) F-350 DRW Regular Cab 4x2.

The 2019 Super Duty reinforces the long tradition of F-Series toughness and continues to meet the needs of a multitude of commercial vocations, as well as personal use towing customers. Within the toughest industries, Super Duty pickups provide tough-as-nails work capability well as SuperCab and Crew Cab configurations in both 4x2 and 4x4 drivetrains for added flexibility.

POWERFUL ENGINE CHOICES

The Diesel Leader – 6.7L V8 Turbo

Designed, engineered and built by Ford, our 6.7L Power Stroke® V8 Turbo Diesel engine is designed to produce more power and torque than ever. And the single-sequential turbocharger helps improve airflow and performance. You'll really appreciate it when towing heavy loads uphill and at high altitudes.

Rule the Class With 6.2L 2-Valve V8 Gas

Ease your heavy-duty workload with lots of low-rpm torque. The gas engine's stiff SOHC valvetrain with roller-rocker shafts enables an intake- and exhaust-port layout that optimizes airflow, helping it produce plenty of torque down low.

Balanced performance. Dual-equal variable cam timing phases the intake- and exhaust-valve opening and closing events simultaneously to optimize fuel economy, low-end torque and peak horsepower.

Alternative fuel options include a CNG/Propane Gaseous Engine Prep Package that readies your truck to be upfit for compressed natural gas (CNG), propane autogas, or as a bi-fuel vehicle with the ability to seamlessly switch between CNG or propane and gasoline.

SUPER DUTY SMART TECHNOLOGY

Trailer Sway Control

Works in conjunction with AdvanceTrac® with RSC (Roll Stability Control™) to detect trailer sway and reduce it as necessary

AdvanceTrac® control module incorporates additional software to monitor the vehicle's performance while towing

The added software measures the yaw motion of the vehicle to determine if the trailer is swaying and then responds to eliminate the sway condition(4)

Trailer Brake Controller (TBC)(5)

Ensures smooth and effective trailer braking by powering the trailer's brakes with an output proportional to the towing vehicle's brake pressure

The controller adapts output based on the status of the Anti-lock Brake System (ABS)

When the ABS module senses the towing vehicle's brakes are approaching lockup, the controller's trailer braking strategy changes to compensate for traction conditions, reducing the risk of trailer brake lockup

Provides instant visual and audible warnings in case of accidental trailer disconnect

Fully integrated into the truck's brake system

Manual control lever and +/– (GAIN adjustment) buttons allow the trailer brakes to be manually applied and adjusted for improved performance

Factory-installed and warranted by Ford Motor Company(6)

Tow/Haul Mode With Integrated Engine-Exhaust Brake(7)

Tow/haul mode and tow/haul mode with integrated engine-exhaust brake (6.7L diesel only) with auto setting give drivers even greater control when traveling downhill

Helps eliminate unwanted frequency of gear shifting on steep uphill grades and allow engine braking to maintain or reduce vehicle speed and assist the driver in controlling the vehicle when descending a steep grade

Provides additional braking and control on downhill grades when used in combination with the engine brake feature on the 6.7L V8 turbo diesel engine

Standard Hill Start Assist

Helps prevent rolling back on a grade by momentarily maintaining brake pressure until the engine delivers enough torque to move the truck up the hill

Whether heading up an incline in drive or in reverse, you're covered

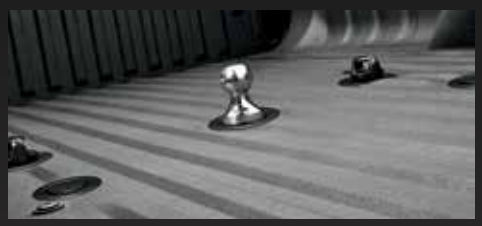
Smart Trailer Tow Connector

Provides trailer connection status, lighting and trailer battery alerts/warnings

Alerts/warnings are displayed in the message center or either the 4.2" or 8" productivity screen (if equipped)

Included in all optional towing packages

5th-Wheel/Gooseneck Prep Package



Available on all models

Provides the necessary under-the-bed hardware to allow mounting of a 5th-wheel/gooseneck hitch in the pickup bed to put more of the trailer weight over the tow vehicle

Features five pickup bed attachment points with plugs, frame under-bed crossmember and integrated 7-pin connector

Trailer Reverse Guidance

Utilizes 3 cameras to provide multiple views along with steering guidance graphics to assist in backing and maneuvering a trailer

Included with the optional Ultimate Trailer Tow Camera System

Ultimate Trailer Tow Camera System

Available 360-degree camera with split-view display utilizes 4 cameras to provide an all-around view on 8" color screen

Trailer Reverse Guidance uses 3 cameras to provide multiple views of trailers, as well as steering guidance graphics, to assist with trailer maneuvers while in reverse

Includes rear view camera, rear center high-mounted stop lamp (CHMSL) camera and LED center high-mounted stop lamp (CHMSL)

Dynamic Hitch Assist

Included within the standard rear-view camera, providing added driver convenience when hitching a trailer

Uses a dynamic centerline in the display to assist in guiding the truck backward

Helps better position the truck with a trailer coupler

As steering adjustments are made, the projected path is shown on the screen

Reduces the need for a spotter or having to get in and out of the truck to check position

Tow Technology Bundle

Available on Lariat and King Ranch

Provides driver-assist technology features to improve the driver-towing experience:

- Adaptive steering
- Auto high-beam headlamps with rain-sensing windshield wipers
- Lane-keeping alert
- Ultimate Trailer Tow Camera System (includes 360-degree camera with split-view display and rear center high-mounted stop lamp [CHMSL] camera)

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

(5) Standard on F-350 DRW/F-450; optional on F-250/F-350 SRW.

(6) See limited warranty for details. Ask your dealer for details.

(7) 6.7L Power Stroke® V8 Turbo Diesel.

2019 Ford Super Duty® Pickup

TRAILER TOWING SELECTOR

F-250 SRW SUPER DUTY PICKUPS CONVENTIONAL TOWING

Maximum Loaded Trailer Weight (lbs.)

Towing capability will be reduced based on trim series, option content and payload
See dealer and reference "eSourceBook" Job Aid "Spec'ing F-Series Trucks for Towing"

Automatic Transmission			REGULAR CAB		SUPERCAB				CREW CAB			
Engine	Axle Ratio	GCWR (lbs.)	4x2 142" WB 8' Box	4x4 142" WB 8' Box	4x2 148" WB 6-3/4' Box	4x2 164" WB 8' Box	4x4 148" WB 6-3/4' Box	4x4 164" WB 8' Box	4x2 160" WB 6-3/4' Box	4x2 176" WB 8' Box	4x4 160" WB 6-3/4' Box	4x4 176" WB 8' Box
6.2L V8	3.73	19,500	13,300	12,900	13,000	12,900	12,600	12,500	12,900	12,700	12,500	12,300
	4.30	22,000	14,000	15,000	14,000	15,000	15,000	15,000	15,000	15,000	15,000	14,800
6.7L V8 Turbo Diesel	3.31	23,500	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000
		25,700(1)	15,000	15,000	15,000	15,000	15,000	15,000	15,000	18,000	15,000	17,500
	3.55	23,500	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000
		25,700(1)	15,000	15,000	15,000	15,000	15,000	15,000	15,000	18,000	15,000	17,500

(1) Requires Trailer Tow Package.

Notes:
- Calculated with SAE J2807 method.
- Trailer tongue (trailer king pin for 5th-wheel towing) load weight should be 10% (15% for 5th-wheel towing) of total loaded trailer weight. Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo added to towing vehicle. Addition of trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo must not cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.

2019 Ford Super Duty® Pickup

TRAILER TOWING SELECTOR

F-250 SRW SUPER DUTY® PICKUPS 5th-WHEEL/GOOSENECK TOWING

Maximum Loaded Trailer Weight (lbs.)

Towing capability will be reduced based on trim series, option content and payload
See dealer and reference "eSourceBook" Job Aid "Spec'ing F-Series Trucks for Towing"

Automatic Transmission			REGULAR CAB		SUPERCAB				CREW CAB			
Engine	Axle Ratio	GCWR (lbs.)	4x2 142" WB 8' Box	4x4 142" WB 8' Box	4x2 148" WB 6-3/4' Box	4x2 164" WB 8' Box	4x4 148" WB 6-3/4' Box	4x4 164" WB 8' Box	4x2 160" WB 6-3/4' Box	4x2 176" WB 8' Box	4x4 160" WB 6-3/4' Box	4x4 176" WB 8' Box
6.2L V8	3.73	19,500	13,300	12,800	13,000	12,900	12,600	12,500	12,900	12,700	12,500	12,200
	4.30	22,000	15,800	15,300	15,500	15,400	15,100	15,000	15,400	15,200	15,000	14,700
6.7L V8 Turbo Diesel	3.31	23,500	16,500	16,000	16,200	16,100	15,500	14,700	16,100	15,800	14,800	13,000
		25,700(1)	18,500(2)	16,500	17,400	16,600	14,800	14,000	16,600	15,100	14,100	12,300
	3.55	23,500	16,500	16,000	16,200	16,100	15,500	14,700	16,100	15,800	14,800	13,000
		25,700(1)	18,500(2)	16,500	17,400	16,600	14,800	14,000	16,600	15,100	14,100	12,300

(1) Requires Trailer Tow Package.
(2) Gooseneck tow rating shown. 5th-wheel tow rating limited to 5th-wheel hitch rating of 18,000 lbs.

Notes:
- Calculated with SAE J2807 method.
- Trailer tongue (trailer king pin for 5th-wheel towing) load weight should be 10% (15% for 5th-wheel towing) of total loaded trailer weight. Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo added to towing vehicle. Addition of trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo must not cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.

2019 Ford Super Duty® Pickup

TRAILER TOWING SELECTOR

F-350 SRW SUPER DUTY® PICKUPS CONVENTIONAL TOWING

Maximum Loaded Trailer Weight (lbs.)

Towing capability will be reduced based on trim series, option content and payload
See dealer and reference "eSourceBook" Job Aid "Spec'ing F-Series Trucks for Towing"

Automatic Transmission			REGULAR CAB		SUPERCAB				CREW CAB			
Engine	Axle Ratio	GCWR (lbs.)	4x2 142" WB 8' Box	4x4 142" WB 8' Box	4x2 148" WB 6-3/4' Box	4x2 164" WB 8' Box	4x4 148" WB 6-3/4' Box	4x4 164" WB 8' Box	4x2 160" WB 6-3/4' Box	4x2 176" WB 8' Box	4x4 160" WB 6-3/4' Box	4x4 176" WB 8' Box
6.2L V8	3.73	19,500	13,100	12,700/12,600(1)(2)	12,900/12,800(1)	12,800/12,700(1)	12,400	12,300	12,700/12,600(1)	12,500/12,400(1)	12,300/12,200(1)(2)	12,100/12,000(1)(2)
	4.30	23,000	14,000	15,000	14,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000
6.7L V8 Turbo Diesel	3.31	28,700	15,000	15,000	15,000	15,000	15,000	15,000	15,000	18,000	15,000	18,000
	3.55	28,700	15,000	15,000	15,000	15,000	15,000	15,000	15,000	18,000	15,000	18,000

(1) 18" Tires. (2) 20" Tires.

Notes:
- Calculated with SAE J2807 method.
- Trailer tongue (trailer king pin for 5th-wheel towing) load weight should be 10% (15% for 5th-wheel towing) of total loaded trailer weight. Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo added to towing vehicle. Addition of trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo must not cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.

2019 Ford Super Duty® Pickup

TRAILER TOWING SELECTOR

F-350 SRW SUPER DUTY® PICKUPS 5th-WHEEL/GOOSENECK TOWING

Maximum Loaded Trailer Weight (lbs.)

Towing capability will be reduced based on trim series, option content and payload

See dealer and reference "eSourceBook" Job Aid "Spec'ing F-Series Trucks for Towing"

Automatic Transmission			REGULAR CAB		SUPERCAB				CREW CAB			
Engine	Axle Ratio	GCWR (lbs.)	4x2 142" WB 8' Box	4x4 142" WB 8' Box	4x2 148" WB 6-3/4' Box	4x2 164" WB 8' Box	4x4 148" WB 6-3/4' Box	4x4 164" WB 8' Box	4x2 160" WB 6-3/4' Box	4x2 176" WB 8' Box	4x4 160" WB 6-3/4' Box	4x4 176" WB 8' Box
6.2L V8	3.73	19,500	13,100/ 13,000(1)	12,700/ 12,600(1)(2)	12,800	12,700	12,400/ 12,300(1)(2)	12,300/ 12,200(1)(2)	12,700/ 12,600(1)	12,400	12,200	12,000
	4.30	23,000	16,600/ 16,500(1)	16,200/ 16,100(1)(2)	16,300	16,200	15,900/ 15,800(1)(2)	15,800/ 15,700(1)(2)	16,200/ 16,100(1)	15,900	15,700	15,500
6.7L V8 Turbo Diesel	3.31	28,700	21,500(1)(4)(5)/ 19,200(3)(4)	21,100(4)/ 16,400(3)	21,300(1)(4)(5)/ 17,700(3)	21,100(1)(4)/ 21,200(4)(5)/ 16,800(3)	20,900(4)(5)/ 20,800(1)(2)(4)/ 14,900(3)	20,800(4)(5)/ 20,700(1)(2)(4)/ 14,100(3)	21,100(1)(4)(5)/ 16,500(3)	20,800(1)(4)/ 20,600(4)(5)/ 14,900(3)	20,700(4)/ 15,700(3)	20,400(4)/ 12,100(3)
	3.55	28,700	21,500(1)(4)(5)/ 19,200(3)(4)	21,100(4)/ 16,400(3)	21,300(1)(4)(5)/ 17,700(3)	21,100(1)(4)/ 21,200(4)(5)/ 16,800(3)	20,900(4)(5)/ 20,800(1)(2)(4)/ 14,900(3)	20,800(4)(5)/ 20,700(1)(2)(4)/ 14,100(3)	21,100(1)(4)(5)/ 16,500(3)	20,800(1)(4)/ 20,600(4)(5)/ 14,900(3)	20,700(4)/ 15,700(3)	20,400(4)/ 12,100(3)

(1) 18" Tires. (2) 20" Tires. (3) Optional 10,000-lb. GVWR Package (68D).
(4) Gooseneck tow rating shown.
5th-wheel tow rating limited to 5th-wheel hitch rating of 18,000 lbs. (5) 17" Tires.

Notes:
- Calculated with SAE J2807 method.
- Trailer tongue (trailer king pin for 5th-wheel towing) load weight should be 10% (15% for 5th-wheel towing) of total loaded trailer weight. Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo added to towing vehicle. Addition of trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo must not cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.

2019 Ford Super Duty® Pickup

TRAILER TOWING SELECTOR

F-350/450 DRW SUPER DUTY® PICKUPS CONVENTIONAL TOWING

Maximum Loaded Trailer Weight (lbs.)

Towing capability will be reduced based on trim series, option content and payload
See dealer and reference "eSourceBook" Job Aid "Spec'ing F-Series Trucks for Towing"

Automatic Transmission			REGULAR CAB				SUPERCAB		CREW CAB			
			F-350		F-450		F-350		F-350		F-450	
Engine	Axle Ratio	GCWR (lbs.)	4x2 142" WB 8' Box	4x4 142" WB 8' Box	4x2 142" WB 8' Box	4x4 142" WB 8' Box	4x2 164" WB 8' Box	4x4 164" WB 8' Box	4x2 176" WB 8' Box	4x4 176" WB 8' Box	4x2 176" WB 8' Box	4x4 176" WB 8' Box
6.2L V8	3.73	20,000	13,200	12,800	–	–	12,700	12,300	12,500	12,100	–	–
	4.30	23,500	16,700	16,300	–	–	16,200	15,800	16,000	15,600	–	–
6.7L V8 Turbo Diesel	3.55	36,000	21,000	20,000	–	–	21,000	21,000	21,000	21,000	–	–
	4.10	40,000	21,000	20,000	–	–	21,000	21,000	21,000	21,000	–	–
	4.30	42,000	–	–	–	–	–	–	–	–	–	21,000
		42,800	–	–	–	–	–	–	–	–	21,000	–
		43,300	–	–	21,000	21,000	–	–	–	–	–	–

F-350/450 DRW SUPER DUTY PICKUPS 5th-WHEEL/GOOSENECK TOWING

6.2L V8	3.73	20,000	13,100	12,700	–	–	12,700	12,300	12,500	12,100	–	–
	4.30	23,500	16,600	16,200	–	–	16,200	15,800	16,000	15,600	–	–
6.7L V8 Turbo Diesel	3.55	36,000	28,400(1)	28,000(1)	–	–	28,000(1)	27,600(1)	27,800(1)	27,300	–	–
	4.10	40,000	32,400(1)	32,000(1)	–	–	32,000(1)	31,600(1)	31,800(1)	31,300(1)	–	–
	4.30	42,000	–	–	–	–	–	–	–	–	–	32,500(1)
		42,800	–	–	–	–	–	–	–	–	34,000(1)	–
		43,300	–	–	35,000(1)	34,700(1)	–	–	–	–	–	–

(1) Gooseneck tow rating shown. 5th-wheel tow rating limited to 5th-wheel hitch rating of 27,500 lbs.

Notes:
- Calculated with SAE J2807 method.
- Trailer tongue (trailer king pin for 5th-wheel towing) load weight should be 10% (15% for 5th-wheel towing) of total loaded trailer weight. Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo added to towing vehicle. Addition of trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo must not 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 5th-Wheel or Gooseneck Trailer

Model	F-250	F-350 SRW	F-350 DRW	F-450 DRW
Max. Tailgate Height*	59.8 inches	59.6 inches	58.7 inches	58.0 inches

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

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

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2019 Ford Super Duty® Pickup

Trailer Towing Package

Model (Option Code)	F-250/F-350/ F-450 Super Duty Pickup (Std.)	F-250 Super Duty Pickup[1] (535)
7-Wire Harness & 4-/7-Pin Connector	X	(Std.)
Hitch Receiver	See chart below	See chart below
Smart Trailer Tow Connector	X(3)	–
Trailer Brake Wiring/Feed Kit	X(2)	(Std.)
Upgraded Rear Axle	X(3)	X
Increased GCW (6.7L)	X(3)	X
Tow/Haul Mode	X	(Std.)
Trailer Brake Controller	X(3)	–
Trailer Sway Control	X	(Std.)
Aluminum Wheels	–	X(4)

(1) Requires 6.7L diesel engine. (2) In-cab, no controller (SRW). (3) F-350 DRW/F-450 only. (4) Polished (Platinum).

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.

Frontal Area Considerations

	Frontal Area Limitations/ Considerations	With
F-250/F-350/F-450 Super Duty	75 sq. ft.	All 5th-Wheel and Gooseneck Applications
	60 sq. ft.	All Other Applications

Frontal Area is the total area in square feet that a moving vehicle and trailer exposes to air resistance. The chart above shows the maximum trailer frontal area that must be considered for a vehicle/trailer combination. Exceeding these limitations may significantly reduce the performance of your towing vehicle.

Rear Axle Ratio Codes

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:

Vehicle	Rear Axle Ratio	Non-Limited Slip	Limited Slip	Electronic Locking
Super Duty	3.31	31	Not Available	3H
	3.55	35	3K	3J
	3.73	37	3L	3E
	4.10	Not Available	4N	Not Available
	4.30	Not Available	4L	4M

Factory-Installed Trailer Hitch Receiver Options

F-250/F-350/F-450 Super Duty Pickups:

A conventional trailer hitch receiver is standard on all Super Duty Pickups. The following configurations have a standard 2.5" receiver:

– F-250 (less Trailer Tow Package)
– F-350 Single Rear Wheel (142", 148", 160", 164")
– F-350 Single Rear Wheel 6.2L 176"

The following configurations have a standard 3" receiver with a 2.5" reducer and a high capacity 5/8" pin::

– F-250 equipped with Trailer Tow Package
– F-350 Single Rear Wheel 6.7L 176"
– F-350/F-450 Dual Rear Wheel

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

Hitch Receiver Weight Capacity

Refer to the Trailer Towing Selector chart 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.)
F-250/F-350 Super Duty SRW	15,000	1,500	15,000(2)	1,500(2)
F-250/F-350 Super Duty SRW w/6.7L engine	18,000	1,800	18,000(3)	1,800(3)
F-350 Super Duty DRW w/6.2L engine	16,700	1,670	16,700	1,670
F-350 Super Duty DRW w/6.7L engine and F-450 Super Duty	21,000	2,100	21,000	2,100

(1) Hitch receivers do not include a hitch ball or ball mounting. You are 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) Not available with 6.7L diesel with 176" wheelbase. (3) Available only with 176" wheelbase.

F-SERIES
PICKUP/CAMPER COMBINATION SELECTOR

Combined weight of vehicle, camper body, occupants and cargo must not exceed Gross Vehicle Weight Rating (GVWR)

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

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-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

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

MAXIMUM CARGO WEIGHT WITH SLIDE-IN CAMPER

Note: The following chart lists GVWRs and Maximum Cargo Weights (with minimum equipment) by engine for each approved pickup model: 6.2L V8 and 6.7L Power Stroke® Turbo Diesel V8.

		GVWR (lbs.)		Maximum Cargo Weight Rating (lbs.)	
Model	Wheelbase	6.2L	6.7L	6.2L Std./Opt.†	6.7L Std./Opt.†
F-250 Super Duty (1)					
4x2 Reg. Cab	141.6"	10,000	10,000	3,882/ –	3,072/ –
4x2 SuperCab	148.0"	10,000	10,000	3,155/ –	2,351/ –
4x2 SuperCab	164.2"	10,000	10,000	3,045/ –	2,221/ –
4x2 Crew Cab	159.8"	10,000	10,000	3,057/ –	2,233/ –
4x2 Crew Cab	176.0"	10,000	10,000	2,828/ –	2,004/ –
4x4 Reg. Cab	141.6"	10,000	10,000	3,456/ –	2,664/ –
4x4 SuperCab	148.0"	10,000	10,000	2,740/ –	1,958/ –
4x4 SuperCab	164.2"	10,000	10,000	2,650/ –	1,839/ –
4x4 Crew Cab	159.8"	10,000	10,000	2,654/ –	1,850/ –
4x4 Crew Cab	176.0"	10,000	10,000	2,398/ –	1,574/ –
F-350 Super Duty (1)					
4x2 SRW Reg. Cab(2)	141.6"	10,000	10,600*	3,691/ –	3,559/2,959
4x2 SRW SuperCab(2)	148.0"	10,000	10,800*	2,991/ –	3,080/2,280
4x2 SRW SuperCab(2)	164.2"	10,300*	11,000*	3,178/2,878	3,153/2,153
4x2 SRW Crew Cab(2)	159.8"	10,100*	10,900*	2,930/2,830	2,999/2,099
4x2 SRW Crew Cab(2)	176.0"	10,500*	11,100*	3,103/2,603	2,961/1,861
4x2 SRW Reg. Cab(3)	141.6"	10,400	11,100	4,033/ –	4,002/ –
4x2 SRW SuperCab(3)	148.0"	10,500	11,200	3,430/ –	3,423/ –
4x2 SRW SuperCab(3)	164.2"	10,800	11,500	3,621/ –	3,595/ –
4x2 SRW SuperCab(3)	164.2"	–	11,400	– / –	3,495/ –
4x2 SRW Crew Cab(3)	159.8"	10,600	11,300	3,373/ –	3,342/ –
4x2 SRW Crew Cab(3)	176.0"	10,900	11,500	3,446/ –	3,304/ –
4x2 SRW Crew Cab(3)	176.0"	–	11,400	– / –	3,204/ –
4x2 DRW Reg. Cab	141.6"	14,000	14,000	7,261/ –	6,526/ –
4x2 DRW SuperCab	164.2"	14,000	14,000	6,370/ –	5,656/ –
4x2 DRW Crew Cab	176.0"	14,000	14,000	6,144/ –	5,425/ –
4x4 SRW Reg. Cab(2)	141.6"	10,300*	11,000*	3,573/3,273	3,545/2,545
4x4 SRW SuperCab(2)	148.0"	10,400*	11,100*	2,969/2,569	2,967/1,867
4x4 SRW SuperCab(2)	164.2"	10,700*	11,300*	3,160/2,460	3,040/1,740
4x4 SRW Crew Cab(2)	159.8"	10,500*	11,200*	2,919/2,419	2,888/1,688
4x4 SRW Crew Cab(2)	176.0"	10,800*	11,500*	2,986/2,186	2,937/1,437
4x4 SRW Reg. Cab(3)	141.6"	10,800	11,500	4,016/ –	3,988/ –
4x4 SRW Reg. Cab(4)	141.6"	11,300	11,500	4,511/ –	3,983/ –
4x4 SRW Reg. Cab(4)	141.6"	–	11,400	– / –	3,883/ –
4x4 SRW SuperCab(3)	148.0"	10,800	11,500	3,312/ –	3,309/ –
4x4 SRW SuperCab(4)	148.0"	11,300	11,500	3,807/ –	3,305/ –
4x4 SRW SuperCab(4)	148.0"	–	11,400	– / –	3,205/ –
4x4 SRW SuperCab(3)	164.2"	11,200	11,500	3,603/ –	3,183/ –
4x4 SRW SuperCab(4)	164.2"	11,500	11,500	3,898/ –	3,178/ –
4x4 SRW SuperCab(4)	164.2"	11,400	11,400	3,798/ –	3,078/ –
4x4 SRW Crew Cab(3)	159.8"	10,900	11,500	3,262/ –	3,131/ –
4x4 SRW Crew Cab(4)	159.8"	11,300	11,500	3,657/ –	3,126/ –
4x4 SRW Crew Cab(3)	159.8"	11,300	11,500	3,428/ –	2,880/ –
4x4 SRW Crew Cab(4)	159.8"	–	11,400	– / –	3,026/ –
4x4 SRW Crew Cab(4)	176.0"	11,500	11,500	3,623/ –	2,875/ –
4x4 SRW Crew Cab(4)	176.0"	11,400	11,400	3,523/ –	2,775/ –
4x4 DRW Reg. Cab	141.6"	14,000	14,000	6,856/ –	6,137/ –
4x4 DRW SuperCab	164.2"	14,000	14,000	5,961/ –	5,244/ –
4x4 DRW Crew Cab	176.0"	14,000	14,000	5,729/ –	4,979/ –
F-450 Super Duty (1)					
4x2 DRW Reg. Cab	141.6"	–	14,000	– / –	5,820/ –
4x4 DRW Reg. Cab	141.6"	–	14,000	– / –	5,520/ –
4x2 DRW Crew Cab	176.0"	–	14,000	– / –	4,820/ –
4x4 DRW Crew Cab	176.0"	–	14,000	– / –	4,500/ –

(1) Requires Camper Package option. (2) 17" tires and wheels. (3) 18" tires and wheels. (4) 18"/20" tires and wheels. *10,000 pounds with optional 10,000 GVWR Package. †With 10,000 GVWR Package.

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. Keep in mind that performance can be severely affected in hilly terrain when the 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 several basic types of brake systems designed to activate trailer brakes:

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.

Electric-Over-Hydraulic (EOH) Trailer Brakes are operated by an electrically powered pump that pressurizes a hydraulic fluid reservoir built into the trailer's brake system. Many of the available EOH trailer brake models are compatible with the Ford factory installed, dash-integrated Trailer Brake Controller (TBC).

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 Safe Towing for All Vehicles on the last page for additional braking information.*

AFTER YOU BUY

Before heading out on a trip, check your vehicle's Owner's Manual for break-in and severe-duty maintenance schedules (do not tow a trailer until your vehicle has been driven at least 1,000 miles). B e sure to have your fully-loaded vehicle (including passengers) and trailer weighed so as not to exceed critical weight limits.
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.

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
- 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's Manual 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

SAFE TOWING FOR ALL VEHICLES

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

For the latest RV & Trailer Towing information, check out www.fleet.ford.com/towing-guides or go to esourcebook.dealerconnection.com.

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 Up

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

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 an F-150, F-Series Super Duty®, Transit or Expedition and your trailer has electric brakes, the optional Integrated Trailer Brake Controller (TBC) assists in smooth and effective trailer braking by powering the trailer's electric or electric-over-hydraulic brakes with proportional output based on the towing vehicle's brake pressure

If you are experiencing trailer sway and your vehicle is equipped with electric brakes and a brake controller, activate the trailer brakes with the brake controller by hand. Do not apply the tow vehicle brakes as this can result in increased sway

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 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's Manual)

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

Driving With Cruise Control

Turn off the cruise control with heavy loads or in hilly terrain. The cruise control may turn off automatically when you are towing on long, steep grades. Use caution while driving on wet roads and avoid using cruise control in rainy or winter weather conditions.

Tire Pressure

Underinflated tires get hot and may fail, leading to possible loss of vehicle control

Overinflated tires may wear unevenly and compromise traction and stopping capability

Tires should be checked often for conformance to recommended cold inflation pressures

Spare Tire Use

A conventional, identical full-size spare tire is required for trailer towing (mini, compact and dissimilar full-size spare tires **should not** be used; always replace the spare tire with a new 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 starting at the 1,000 ft. elevation point.

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's Manual.