

1987 FORD RECREATION VEHICLE & TRAILER TOWING GUIDE



...putting it all together for outdoor fun!

FORD RVs

For the Pure Fun of it!

On mountain trails or four-lane expressways, Ford turns miles into smiles. How? It's easy, because Ford's roundup of recreational and trailer-towing vehicles is designed, engineered and built for the outdoor purist who takes fun very seriously. In 1987, more than ever before, Ford is putting it all together for outdoor fun.

RV drivers are demanding drivers and Ford knows how to meet their demands. Consumer research guides Ford engineers every step of the way. Leadership in over-all truck sales for 11 of the last 15 years proves that Ford listens—then responds.

For example, customers say they want POWER to match the RV job to be done. Ford responds with a full-line of power-trains for RV and trailer towing use. (Engine/Powertrain details on page 3)

RV enthusiasts also want driving performance. Ford answers this consumer demand by introducing a new rear wheel antilock brake system on certain models. And this is just one of the many driving-performance features added by Ford in 1987. Your Ford Dealer will be glad to show these new features to you model-by-model.

When it comes to QUALITY, Ford lives by it. Vehicle testing procedures are state-of-the-art and beyond for only one reason: to bring Ford drivers the best available.

Ford puts it all together for outdoor fun. So, if it's recreation, business, or both, the Ford roundup of recreational and trailer-towing vehicles is ready for your inspection and selection.

RV ROUNDUP

Whether it's fields, streams, lakes or slopes—Ford and Ford Dealers have the vehicle for you. Your lifestyle, your interests, your budget—Ford responds to your needs. Your local dealer works hand-in-hand with leading motorhome body fabricators and custom conversion companies. This teamwork provides a wide selection of floor plans, body styles and sizes, color/trim and accessories.

Here's where to find information on the Ford RV that will add a lot of pure family fun and pleasure to your life.

Full Size Van Conversions

Ford vans mean easygoing fun for everyone. Luxury-car comfort and amenities are combined with ruggedness, roominess and trailer-towing power to let you convert a Ford van to your individual funstyle. See pages 4-5

Motorhomes—Class C

Engine and convenience improvements mean this comfortable and easy-handling motorhome gets even better in 1987. If an easy-to-drive home is where your heart is see pages 6-7

Motorhomes—Class A

It's luxury and convenience all the way in a Ford Class A motorhome. The extra-rugged cutaway chassis is the foundation and the floorplan flexibility will allow you to create your own easy-to-drive "home, sweet motorhome." See pages 8-9

Aerostar Custom Conversions

When you wish upon a star—make it a Ford Aerostar. If you're wishing for a tough & sturdy minivan that handles like a car, can be custom converted, and tows trailers too, check page 10

Camper Caps/Slide-In Campers

There are many camper caps and slide-in campers for your selection. Whichever camper style fits your recreational requirements, matchmaker Ford Dealers have a camper-certified truck, compact or full size, to meet your recreational needs. See page. 11

TRAILER TOWING

If either your fun-plans or business-plans call for proficient trailer towing, your Ford Dealer is at your service. Trailering is a matter of balance. Balancing the tow vehicle's power and weight to the type of trailer and its load is a "balancing act" best left to the pro—your Ford Dealer. See why on page . . . 12-13

Ford Cars and Compact Trucks

For pulling power when you need it, Ford cars and compact trucks—(Ranger, Bronco II and Aerostar) are ready for the short or long haul. To be sure they're equipped properly for towing and to check load limits, see page 14

Econoline Van/Club Wagon

If your recreational or business towing task runs into tons, Ford "can do." King-size trailers (up to 10,000 pounds) are no problem for a Ford Econoline Van or Club Wagon that's properly powered and equipped. See page 15

F-Series Pickup/Bronco

Here come the super heavyweights for real heavy-duty trailering. Whether it's "payload" or "playload," Ford's wide choice of engines and transmissions will allow you to match the towing task. 2- and 4-wheel drive plus "up to six" seating proves Ford's versatility as well as utility. Details on page . . 16

F-Series Fifth-Wheel

If you have an unusually heavy load (over six tons) you may need a special fifth-wheel application. When the load gets tough, Ford trucks get tougher. See how on page . . . 17

FORD WORKHORSES

Rugged, Tough and Ready

Cargo meets its match with a Ford power-pack. Light loads are handled with horses-to-spare, in Ford passenger cars and compact trucks. If your work, or fun, runs more to the heavy-duty side, you'll need the sheer brawn of full-size vehicle engines. Whatever your needs, there's a Ford vehicle/engine combo right for the job.

4.9L EFI I6

New for 1987! The industry's biggest 6-cylinder engine is made more powerful and efficient with the addition of multiple-port electronic fuel injection.* It delivers even more horsepower and torque with no sacrifice in fuel economy.** A workhorse in commercial applications, the 4.9L EFI is capable of towing trailer loads up to 7,100 pounds.

5.0L EFI V-8

The most powerful small V-8 in the industry, using multiple-port electronic fuel injection, has been improved for 1987. This rugged engine is well-known for its towing capacity, fuel economy,* smoothness and fun-to-drive response. Ford trucks can handle up to an impressive 12,500 GCWR when equipped with this powerplant.

5.8L-HO V-8

The mid-size V-8 that provides outstanding true-truck performance. It sports a four-barrel carburetor so that vehicles equipped with this engine can handle over 9,000 pounds on a trailer hitch with ease.

6.9L V-8 Diesel

This Ford-Tough Diesel is the industry power-leader for light-duty trucking chores and can tow up to 9,400 pounds in a properly equipped vehicle.

7.5L EFI V-8

Currently the largest and most powerful light truck engine available. In the Spring of 1987 the 7.5L engine is scheduled to receive port-type electronic fuel injection (EFI), providing gains in performance, economy and drivability. It allows vehicles to do BIG jobs, like towing 12,500 pounds with a fifth-wheel application at a remarkable 18,500 GCWR.

A Word About GCWR

GCWR is the abbreviation for Gross Combined Weight Rating; the combined weight of the tow vehicle (including passengers, cargo and additional equipment) and the loaded trailer. The charts below specify the GCWR that each Ford engine/axle combination can handle. Calculate your approximate GCWR; read it across the top of the chart, and find down that column to find the engine and axle ratio for your towing job.

Picking Your Powertrain

Matching the right powertrain to the load is a critical element. It results in peak performance and a smooth ride as well as economy. In the charts below, and on pages 14-17, you'll find it easy to pick the Ford horsepower you'll need.

* See your Ford Dealer for availability of EFI on Econoline models.

** See note on fuel economy on page 19

W/AUTOMATIC TRANSMISSION

Max. GCWR (lb.)	6,000	6,100	7,500	8,000	8,500	9,000	10,000	10,500	11,000	11,500	12,000	12,500	13,500	14,000	15,000	18,500
ENGINES																
REAR AXLE RATIOS																
2.3L I-4 EFI (1)	3.73															
2.9L V-6 EFI (2)			3.45	3.73	4.10											
3.0L V-8 EFI (2)			3.45	3.73	4.10											
4.9L I-6 EFI (4)	2.73					3.08	3.54	3.73	4.10							
							3.55									
5.0L V-8 EFI (4)						3.08				3.73	4.10					
5.8L V-8 4V (4)									3.54		3.73	4.10				
									3.55							
6.9L V-8 Diesel (4)										3.54				4.10		
										3.55						
7.5L V-8 4V (4) (5)															3.54	4.10
															3.55	

W/MANUAL TRANSMISSION

Max. GCWR (lb.)	3,650	4,500	4,800	5,000	6,000	6,450	7,800	10,000	11,000	11,500	12,000	14,000	16,000
ENGINES													
REAR AXLE RATIOS													
2.0L I-4 2V (1)	3.45												
2.3L I-4 Turbo Diesel (1)		All											
2.3L I-4 EFI (1)			3.45										
			3.73										
2.9L V-6 EFI (2)				3.45	3.73								
3.0L V-8 EFI (2)				3.45	3.73								
4.9L I-6 EFI (4)						3.08	3.55	4.10					
5.0L V-8 EFI (4)						3.08	3.55	4.10					
							3.73						
5.8L V-8 4V (4)									3.55				
									4.10				
6.9L V-8 Diesel (4)										3.55	4.10		
7.5L V-8 4V (4) (5)											3.55		4.10

NOTE: Engine/Axle Ratio Combinations shown may not be available on all vehicles/in all areas. Your Ford Dealer can supply availability information.

- Trailer frontal area is not to exceed the frontal area of the pulling vehicle.
- Maximum GCWR 5,500 lbs. and trailer frontal area is not to exceed the frontal area of the pulling vehicle on Ranger without optional Payload Package No. 2 and Super Cooling; Aerostar and Bronco II without optional Super Cooling. Trailer frontal area is not to exceed 50 sq. ft. on aforementioned models with optional equipment specified.
- Trailer frontal area is not to exceed the frontal area of the pulling vehicle with 3.45 axle ratio; trailer frontal area is not to exceed 50 sq. ft. with 3.73 axle ratio on: Ranger with Payload Package No. 2 and Super Cooling; Aerostar and Bronco II with optional Super Cooling.
- Trailer frontal area is not to exceed frontal area of the pulling vehicle with 4.9L/2.73 axle ratio and all other engine/axle ratio combinations without optional Super Cooling; trailer frontal area is not to exceed 60 sq. ft. with all engine/axle combinations with optional Super Cooling except 4.9L/2.73 axle ratio.
- 7.5L EFI engine will be introduced in the Spring of 1987. The maximum GCWR for manual transmission/3.55 axle ratio will increase to 12,000 lbs.

FULL SIZE VAN CONVERSIONS

Vans Across America

Family Fun, American Style

From coast-to-coast and border-to-border, Ford is putting it all together for outdoor fun! And, it starts with van conversions. No wonder more fun-loving Americans are buying vans each year: every converted van becomes a personal reflection of its owner's tastes, needs, life style and family size. Your Ford Dealer is van-headquarters for your area. Not only can your dealer provide expert advice on vehicles and equipment, he'll also introduce you to a selection of the industry's finest customizers. Ford's broad range of roomy and comfortable van models and options will make it a breeze to find the best value for your recreation dollars. If you need some idea-starters, ask your dealer for Ford's special brochure, "New Horizons."

From Here—To There

Getting "From Here—To There" has never been so much fun. But Ford also wants you to have peace of mind and comfort. Truck-tough "ladder-frame" construction lays a solid foundation for custom conversions or campers, and improvements in corrosion protection help protect your purchase. Ford doesn't stop there—they use Twin-I-Beam independent front suspension and rubber body mounts for the comfort and ride you would expect from Ford.

For six straight years Ford's Econoline vans have led the industry in full-size van sales. If a Ford van conversion is in your future, you'll be joining millions of satisfied customers.

At Ford there's never a vanpower shortage. One of these tough 'n ready engines will be right for the van of your choice: the new 4.9L EFI I6; the powerful 5.0L EFI V-8; the trailer pulling 5.8L-HO V-8; the powerful and economical 6.9L V-8 Diesel, the industry's largest, most powerful light-truck diesel, or the most powerful light truck engine in the industry, the 7.5L V-8. No other van offers such a wealth of power choices!*

*See note on fuel economy on page 19. See your Ford Dealer about availability of 4.9L and 7.5L EFI engines.

Freedom of Choice

And what a choice you'll have! From the wide selection of van models and options you can start "customizing" right in your Ford Dealer's showroom. There are two wheelbases from which to choose, three body lengths, sliding or swing-out side doors, special handling package, power windows and door locks. You can select speed control/tilt steering wheel, air conditioning, electronic AM/FM stereo search radio and much, much more. Also, for 1987 Ford offers the option of popular 8-passenger seating on the E-250 Club Wagon. The sales folks at your Ford Dealership are there to help you exercise your freedom of choice. Just ask.

VAN TRAILER-LOAD RANGE
4,600—10,000 lbs. (automatic)
up to 3,500 lbs. (manual)
-depending on model, engine and axle ratio.

Note: All maximum trailer weights shown must be reduced by passenger and cargo weight in the towing vehicle.
SEE PAGE 15 FOR SPECIFICATIONS



MOTORHOMES CLASS C

Here comes Ford Fun

No outdoor lover should miss the pure joy of a motorhome. Ford motorhomes practically invite you to hop in—get going—find your place in the sun. It can take you on vacation—it can be a vacation. The Ford Class C motorhome is the practical and versatile approach to RV living at its best.

The Ford Foundation— For Fun

Ford's Econoline RV Cutaway chassis is the foundation for the finest Class C motorhomes for the eighties. This industry leading platform is offered in a choice of 3 wheelbases and has full-length siderails and seven-crossmember body-on-frame construction. This provides truck-tough sturdiness and roadability. Class C bodies up to 30 feet in length can be built onto this Econoline Cutaway chassis and it boasts a Gross Vehicle Weight Rating (GVWR) of up to 11,000 pounds.

A 38 gallon aft-of-rear-axle single fuel tank provides great design flexibility and the convenience of fewer stops for refueling.

Cruising Comfort at Your Doorstep

When you step into your motorhome's Econoline cab, you're stepping into real driving comfort and convenience. And, entry couldn't be easier! Wide-opening doors with low step-height provides easy access to generous and comfortable interior space.

Conveniences abound, at your option, making the comforts of home a reality, fore as well as aft. Smooth driving? You bet—thanks to Twin-I-Beam independent front suspension. Wheel vibrations and road shocks are further softened by unique rubber body mounts and frame spacers. The bottom-line is—your Ford Class C motorhome is as easy and fun to drive as a van.

Horses For Your Kingdom

Ford power has horses to spare for any Class C castle on wheels. Your Ford Dealer can recommend the right powerplant for your specific needs. Proven gasoline or diesel engines are available.

The brawny 5.8L High-Output V-8 is a natural for the small-to-medium Class C applications. For Heavy-Duty moving at higher gross vehicle weights, the Ford 7.5L V-8* will handle it with ease. Also available: the industry's most powerful light truck diesel engine—Ford's 6.9L V-8.

*See your Ford Dealer about the availability of electronic fuel injection (EFI).

Any Questions?

Your Ford/RV Dealer is a professional who is knowledgeable on motorhomes. Their advice is free and they want your motorhome to fit your family life style. Protect your purchase. Let those who know help you select the features that provide comfort, efficiency, performance and convenience.



MOTORHOMES CLASS A Homes in Motion

Season Ticket to the Great Outdoors

As the owner of a Class A motorhome—you'll never leave home, because your home comes with you. If "going places" is one of your favorite things—your favorite motorhome will be a Ford, and you'll know it the minute you roll out of the driveway. Ford starts with a tough, heavy-duty RV chassis and a rugged, responsive powertrain—both designed, engineered and built for the popular 22'-27" motorhome bodies.

Ford Construction

Ford Engineers are dedicated to quality. This dedication is evident in every inch of the special Econoline RV chassis for Class A motorhomes. Low, wide frame rails and Twin-Beam independent front suspension smooth the ride and tame the roads. Design flexibility reaches new dimensions with Ford's Class A end-to-end flat floor platform. Individually yours—the floorplans and furnishings can reflect what you and your family desire. And, for the motorhome builder, it's a sturdy foundation that provides virtually limitless opportunity to create a strong, functional motorhome body with economical aerodynamics.

Carefree GO-POWER

Ford's 7.5L V-8 engine is the powerhouse for this Class A motorhome. This heavy-duty engine is the industry's most powerful in the light-truck class. And in the Spring of 1987 it will include the precise fuel metering and performance benefits of multi-port electronic fuel injection. The 7.5L makes motorhome driving fun.

Comfort-ahh-ble Too!

Whether it's a weekend for the kids at a nearby theme park or a faraway wilderness river trip for the grown-ups, sensible driving comfort is important. Comfortable driving has always been an up-front priority for Ford. Ford's Class A chassis/engine combination makes it easy to handle and a pleasure to drive. The out-front engine design positions the powerplant and front wheels forward to minimize the size of the engine cover in the driving compartment.

More driver room, passenger room and walk-through convenience are the results. Adding to the driver's comfort and convenience, Ford offers these standard features: 5 position tilt steering wheel, automatic transmission, and speed control. Class-AHH, comfort all the way.



AEROSTAR Catch a Rising Star

Yes, a rising star that's catching on all over the country—it's Ford's Aerostar. To sum it up, it just plain does more—for less. It's roomy, comfortable, convenient and has the toughness of a traditional van. Yet it has the maneuverability and garageability of a sedan. The Aerostar can play many roles on both the recreation and professional stage. It distinguishes itself as a payload carrying efficient workhorse, but it also earns plaudits for sleek aerodynamic styling, operating economy, easy handling and capacity to carry up to 7 people with optional seating arrangements.

The Versatility

The best seats in the house can be almost anywhere you want them. Aerostar models are designed to allow for a variety of seating arrangements. Seating options include Quad Captain's Chairs or a handy seat/bed—ideal for long vacation trips. Up front choices include Captain's Chairs or one or two bucket seats. Cargo and/or passenger loading is made easy with Aerostar's flat floor, large front doors, wide sliding side door and full-width rear liftgate. The Aerostar is a star of the greatest magnitude when it comes to versatility. Your Ford Dealer can help you select the just-right combination for your pleasure or business needs.

The Star of RV Conversion

With a RV prep model Aerostar, you're ready for a first-class conversion to luxury travel or camping. These specially prepared models are readily adaptable to customizing.

And, since they are uniquely designed with a floor plan for van conversion, they're less expensive to complete. Your Ford Dealer can show you a constellation of Aerostar possibilities.

Star Power

Peak overall performance is provided with Aerostar's 3.0L EFI V-6 engine. It's got the "pull" for up to a 4,900 pound trailer load too. On van models only, a 2.3L EFI engine is standard. This peppy powerplant is a model of efficiency and economy.*

AEROSTAR TRAILER-LOAD

RANGE
2,800-4,900 (automatic)
1,500-2,700 (manual)
-depending on model, engine, axle ratio and other required equipment.

* See note on fuel economy on page 19
* See your Ford Dealer for availability

Note: All maximum trailer weights shown must be reduced by passenger and cargo weight in the towing vehicle.
SEE PAGE 14 FOR SPECIFICATIONS

CAMPER CAPS & SLIDE-IN CAMPERS

Ford Pickups for a "Pick Up and Go" Vacation

Ford F-series pickups, the best selling camper carriers in America, and the sporty Ford Ranger cover everyone's camper requirements. You can choose either 2- or 4-wheel drive and a variety of wheelbases, cab styles and powertrains. The Ranger 4 x 4 STX High Rider includes a unique suspension system that raises the vehicle height and is designed to satisfy the fun-loving Ford buyer who desires better off-road handling and a sportier appearance.* The chart at right can help you match your load to the pickup most suited to carry it.

Note: All Ford pickups qualified for slide-in camper bodies will have maximum camper/cargo weight and center of gravity location information on the Truck Consumer Information Sheet in the glovebox. Your Ford Dealer will review Ford Required Minimum Equipment and Recommended Equipment to ensure you'll have a complete component package to meet your needs.

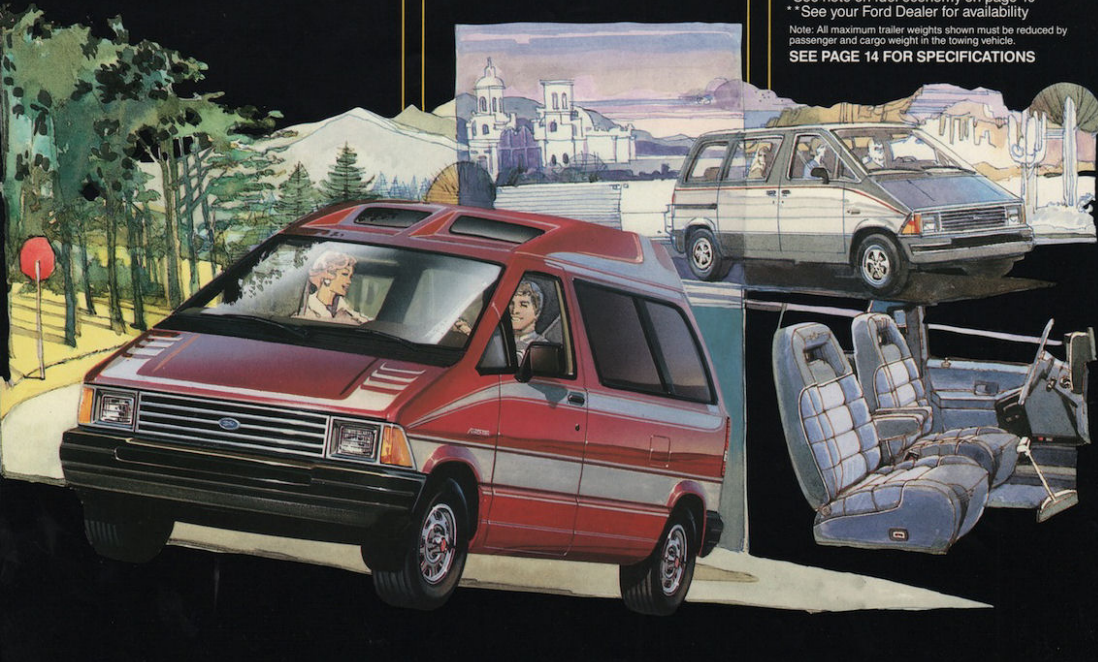
*Ranger 4 x 4 STX High Rider is not recommended for camper or trailer towing applications.

Slide-in Camper Data Ranger & F-Series Pickups

MODEL		Minimum Equipment			RECOMMENDED AXLE RATIO
		W.B.	GVWR (1)	ENGINE	
Ranger (5)	4X2 Reg. Cab	107.9"	4,460	2.3L EFI-I4 (2)	3.73 (2)
		113.9"	4,500	2.3L EFI-I4 (2)	3.73 (2)
	4X4 Reg. Cab	107.9"	4,480	2.3L EFI-I4 (2)	3.73 (2)
		113.9"	4,500	2.3L EFI-I4 (2)	3.73 (2)
F-150 (3)	4X2 Reg. Cab	133.0"	6,250	V-8	3.55
	4X4 Reg. Cab	133.0"	6,250	V-8	3.55
F-250 (3)	4X2 Reg. Cab	133.0"	6,400	V-8	3.55
	4X4 Reg. Cab	133.0"	6,600	V-8	3.55
F-250HD (3)	4X2 Reg. Cab	133.0"	8,600	V-8	3.55 (6)
	Super Cab	155.0"	8,800	V-8	3.55 (6)
	4X4 Reg. Cab	133.0"	8,600	V-8	3.55 (6)
	Super Cab	155.0"	8,800	V-8	3.55 (6)
F-350 (3)	4X2 Reg. Cab	133.0"	10,000	V-8	4.10 (7)
	Crew Cab	168.4"	9,200 (4)	V-8	4.10 (7)
	4X4 Reg. Cab	133.0"	9,000	V-8	4.10 (7)
	Crew Cab	168.4"	9,200	V-8	4.10 (7)

NOTE: If you intend to pull a trailer in addition to carrying your camper, refer to the section in this catalog on the specific pickup you'll use, for detailed towing specifications.

- (1) The combined weight of any camper body, occupants and equipment when added to the vehicle weight must not exceed Gross Vehicle Weight Rating (GVWR).
- (2) Required minimum ratio with 2.3L EFI I-4. 2.9L EFI V-6 engine is recommended.
- (3) Requires optional Handling Package or the Trailer Towing/Camper Package. Not available with 3-speed manual or 4-speed manual overdrive transmissions.
- (4) 10,000 lbs. GVWR for Dual Rear Wheel models.
- (5) Requires Camper Package. Combined Frontal Area of vehicle and camper must not exceed 45 sq. ft. New 4 x 4 STX High Rider is not recommended for camper applications.
- (6) 4.10 with 5.8L V-8 engine.
- (7) 3.55 with 6.9L Diesel and 7.5L V-8 engines.



TRAILER-TOWING

Ford's got the Pull

Tackling a trailer-towing task? Ford truck-tough vehicles are for you. They'll deliver unquestionable authority to the job to be done, whether it's a fun-load or a business-load. After you've decided which trailer you'll need—let Ford make the rest of it easy for you. Your Ford Dealer is a matchmaker. He's been matching Ford vehicles to all sizes and types of trailers for a long time.

Generally, trailers fall into one of three weight classifications: Light-Duty (Class I), Medium-Duty (Class II) and Heavy-Duty (Classes III & IV). These classes identify the effective maximum weight that can be towed by a vehicle. Determine what your current towing plans will include—then think about what they may be in the future. With this in mind, you can now choose the Ford vehicle and powertrain you'll need for your trailering requirements. A review of the following information will convince you that there's a Ford in your trailering future.

Light-Duty Trailers (Class I)

The maximum weight for this class (cargo and trailer combined) is 2,000 pounds. As an example, small boats and pop-up campers usually fit into this Class I category. Many Ford cars and trucks* meet this load challenge with power to spare. Escort, Tempo and Mustang and Taurus are limited to a 1,000 pound gross towing weight.

Note: Vehicles equipped with turbocharged engines are not recommended for trailer towing.

*New "High Rider" Ranger STX 4x4 is not recommended for trailer towing.

Medium-Duty Trailers (Class II)

This class includes gross weights between 2,001 and 3,500 pounds. Typical of this group would be single-axle travel trailers. Full-size Ford passenger cars, such as the LTD Crown Victoria/Country Squire and all properly equipped Ford trucks are rated for towing Class II loads.

Heavy-Duty Trailers (Classes III & IV)

The Class III category covers the gross weight range from 3,501 to 5,000 pounds. Trailers in this class have either a dual-axle or a large single axle. Ford's LTD Crown Victoria and all trucks* can manage these loads when properly equipped and with the appropriate powertrain combination and weight distribution hitch.

Class IV gross-trailer weights are 5,001 to 10,000 pounds. Properly outfitted Econo-

line vans and Club Wagons, F-series Pick-ups, and Broncos can handle this trailering. With a fifth-wheel application, certain F-series models can handle trailer loads up to 12,500 pounds.

In commercial applications, Ford offers functionally light-duty trucks with medium-duty capability; specially modified light trucks to handle unique towing requirements; and a Dual Rear Wheel Regular Cab and Crew Cab for the trailering "pros." To help you find the right vehicle for the job, see your Ford Dealer and the specification charts on pages 14 through 18.

Note: All maximum trailer weights shown must be reduced by passenger and cargo weight in the towing vehicle.

*New "High Rider" Ranger STX 4x4 is not recommended for trailer towing.



TRAILER TOWING WITH FORD CARS OR COMPACT TRUCKS

A Note About Ford Cars and Compact Trucks

Properly equipped, Ford cars and compact trucks can do an astoundingly hefty job of trailering. In fact, up to 5,000 pounds (trailer and load) for cars; and up to 5,600 gross pounds for compact trucks. The charts will show specifications details.

To use the FORD CARS chart, find the car model across the top, then read down that column to find what weight that model can tow and what engine is most appropriate.

To use the FORD COMPACT TRUCK chart, find the truck model across the top, then read down that column to find the maximum trailer weight you have to pull, then read across to the left to find the axle ratio and engine required.

The column marked "GCWR MAX" gives the Gross Combined Weight Rating (see definition on page 19).

Ford Cars

TOWING CLASS	FORD LTD CROWN VICTORIA		THUNDERBIRD (1)	TEMPO	MUSTANG	ESCORT	TAURUS
	HEAVY-DUTY III	LIGHT-DUTY I	LIGHT-DUTY I	LIGHT-DUTY I (2)	LIGHT-DUTY I (2)	LIGHT-DUTY I (2/3)	LIGHT-DUTY I
Gross Trailer Weight (lbs.)	5,000 or less (4)	2,000 or less	2,000 or less	1,000 Max.	1,000 Max.	1,000 Max.	2,000 Max. (5)
Maximum Tongue Load (lbs.)	750	200	200	100	100	100	100
Minimum Engine	5.0L V-8	5.0L* V-8	3.8L* V-6	2.30L HSC* 4-Cyl.	2.3L OHC* 4-Cyl.	1.9L CVH* 4-Cyl. (3)	3.0L* V-6

(1) Turbocharged engine not to be used for trailer towing.
 (2) Frontal area under 20 square feet.
 (3) 4-spd. trans axle w/FS 2.85:1 Transfer Ratio not to be used for trailer towing.
 (4) Require Trailer Towing Package and Load Equalizing Hitch.
 (5) When the geographic location for your planned trailer-towing is in relatively flat country (interstate highways in non-mountainous areas generally fall into this category) and ambient temperatures do not exceed 100 degrees F, you can increase the maximum trailer weight to 2,000 lbs (200 lbs tongue load). On roads with steep grades or moderate but long sustained grades (5 miles or more), the 1,000 lbs maximum gross trailer weight limit should be followed and vehicle speeds should not exceed 45 mph.

NOTE: Trailer Towing Packages vary in content with certain powertrains. See individual car catalogs for contents.
 *Aftermarket auxiliary transmission oil cooler recommended for long distance, high speed towing with automatic transmission.

Ford Compact Trucks

TRAILER WEIGHT (MAX) W/AUTOMATIC TRANSMISSION										
ENGINE	AXLE RATIO	GCWR MAX.	RANGER				BRONCO II		AEROSTAR	
			REGULAR CAB		SUPER CAB		4x2	4x4	VAN	WAGON
			4x2	4x4 (2)	4x2	4x4				
2.3L I-4 EFI	3.73	6,000*	3,100*	—	2,800	—	—	—	2,800	—
2.9L V-6 EFI	3.45	7,500	4,600	—	4,300	—	—	—	—	—
	3.73	8,000	—	4,800	4,500	4,700	4,500	—	—	—
	4.10	8,500	5,600	5,300	5,300	5,000	5,200	5,000	—	—
3.0L V-6 EFI	3.45	7,500	—	—	—	—	—	—	4,200	3,900
	3.73	8,000	—	—	—	—	—	—	4,700	4,400
	4.10	8,500	—	—	—	—	—	—	(1)	4,900

TRAILER WEIGHT (MAX) W/MANUAL TRANSMISSION										
2.0L I-4 2V	3.45	—	—	—	—	—	—	—	—	—
2.3L I-4 EFI	3.45	4,800*	2,000*	—	—	—	—	—	1,600	—
	3.73	4,800*	2,000*	1,800	1,700	1,500	—	—	1,600	—
2.3L I-4 Turbo Diesel	All	4,500	1,400	1,100	—	—	—	—	—	—
2.9L V-6 EFI	3.45	5,000	2,100	1,900	1,800	1,600	—	1,600	—	—
	3.73	6,000	3,100	2,900	2,800	2,600	—	2,600	—	—
3.0L V-6 EFI	3.45	5,000	—	—	—	—	—	—	1,700	1,500
	3.73	6,000	—	—	—	—	—	—	2,700	2,500

*GCWR not to exceed GVWR on Ranger w/2.0L engine or with manual brakes.
 NOTE: Engine/Axle ratio combinations shown may not be available on all vehicles in all areas. Your Ford Dealer can supply availability information.
 (1) Maximum GCWR 8500 lbs. Maximum trailer weight will vary as the 4:10 ratio is available with RV Prep Van only.
 (2) High Rider Ranger not recommended for trailer towing applications.

Note: Required and Recommended Equipment Charts can be found on page 18.

TRAILER TOWING WITH ECONOLINE VANS OR CLUB WAGONS

All This and a Trailer Too?

With a van or wagon full of family and rec equipment you still take your boat? You bet you can! Both the Ford Econoline and the Club Wagon have the brawny, robust power to take on the really big trailering assignments. When equipped with the available 7.5L V-8 engine*, your Ford vehicle boasts a maximum trailer-weight rating of 10,000 pounds. A 6.9L Diesel V-8 can pull a trailer up to 8,000 pounds on the Club Wagon and up to 8,400 pounds on the Econoline.

To use the chart, find the van or wagon model across the top, then read down that column to find the maximum trailer weight you have to pull. Reading across, to the left, you'll find the engine and axle ratio required as well as the maximum Gross Combined Weight Rating (see definition on page 19).

*Ask your Ford Dealer about the availability of the 4.9L and 7.5L EFI engines.

TRAILER WEIGHTS (MAX) W/AUTOMATIC TRANSMISSION											
ENGINE	AXLE RATIO	GCWR MAX.	REGULAR VAN			SUPER VAN			CLUB WAGON		SUPER WAGON
			E-150	E-250	E-350	E-150	E-250	E-350	E-150	E-250	E-350
4.9L I-6 EFI (1)	3.08	9,000	4,600	—	—	—	5,100	—	—	—	
	3.54	10,000	—	5,200	—	—	—	—	—	—	
	3.55	10,000	5,600	—	—	5,400	—	5,300	—	—	
5.0L V-8 EFI	3.73	10,500	—	5,700	—	—	5,600	—	—	—	
	4.10	11,000	—	—	6,100	—	—	5,900	—	5,700	
	3.55	11,500	7,200	—	—	6,900	—	6,800	—	—	
5.8L V-8 4V	3.73	12,000	—	7,300	—	—	7,100	—	—	—	
	3.08	9,000	4,600	—	—	—	—	—	—	—	
	3.54	11,500	—	6,700	6,500	—	6,500	6,400	—	6,100	
6.9L V-8 Diesel	3.55	11,500	7,100	—	—	—	6,800	—	6,700	5,800	
	3.73	12,500	—	7,700	—	—	7,500	—	—	—	
	4.10	13,500	—	—	8,500	—	—	8,400	—	8,100	
7.5L V-8 4V (1)	3.54	12,000	—	—	6,400	—	—	6,200	—	6,000	
	4.10	14,000	—	—	8,400	—	—	8,200	—	8,000	
7.5L V-8 4V (1)	3.54	15,000	—	—	9,800	—	—	9,600	—	9,400	
	4.10	18,500	—	—	10,000	—	—	10,000	—	10,000	

TRAILER WEIGHTS (MAX) W/MANUAL TRANSMISSION										
4.9L I-6 EFI (1)	3.55	7,800	3,500	—	—	3,200	—	—	3,100	—

NOTE: Engine/Axle Ratio combinations shown may not be available on all vehicles in all areas. Your Ford Dealer can supply availability information.
 (1) Ask your Ford Dealer about the availability of the 4.9L and 7.5L EFI engines.

Note: Required and Recommended Equipment on page 18.

TRAILER TOWING WITH F-SERIES OR BRONCO

The Heavyweight Champs

The F-Series and Broncos have both earned championship belts in the heavyweight division. The Bronco can conquer loads up to 7,900 pounds trailer weight. The F-Series models easily handle up to 10,000 pounds or 12,500 with fifth-wheel application. In this weight range, it's very important to match power-trains, axles and special equipment to the job to be

done. On the chart below find the truck model across the top, then read down that column to find the maximum trailer weight you have to pull. Reading across, to the left, you'll find the axle ratio and engine required as well as the maximum Gross Combined Weight Rating (see definition on page 19).

TRAILER WEIGHTS (MAX) W/AUTOMATIC TRANSMISSION															
ENGINE	AXLE RATIO	GCWR MAX.	REGULAR CAB PICKUP					SUPERCAB PICKUP			CREW CAB PICKUP		BRONCO		
			F-150 4x2	F-150 4x4	F-250 4x2	F-250 4x4	F-250 H.D. 4x2	F-350 & F-350 4x4	F-350 DRW 4x2	F-150 4x2	F-150 4x4	F-250 H.D. 4x2		F-250 H.D. 4x4	F-350 4x2
4.9L I-6 EFI	2.73	6,100	2,200	—	—	—	—	—	—	—	—	—	—	—	—
	3.08	9,000	5,100	—	—	—	—	—	—	—	—	—	—	—	—
	3.55 4.10	10,000 11,000	6,100	5,900	5,800	—	—	—	5,600	—	—	—	—	—	5,300
5.0L V-8 EFI	3.08	9,000	5,100	—	—	—	—	—	—	—	—	—	—	—	—
	3.55	11,500	7,600	7,400	—	—	—	—	7,100	6,900	—	—	—	—	6,900
	4.10	12,500	8,400	8,300	8,100	—	—	—	7,900	—	—	—	—	—	7,900
5.8L V-8 4V	3.08	9,000	5,000	—	—	—	—	—	—	—	—	—	—	—	—
	3.55	11,500	7,500	7,300	7,200	7,000	7,100	6,700	7,000	6,700	6,600	6,200	6,100	6,000	6,800
	4.10	13,500	8,400	8,300	8,100	—	—	—	8,600	8,200	8,100	8,000	—	—	—
6.9L V-8 Diesel	3.55	12,000	—	—	—	—	7,100	6,600	6,700	—	—	6,500	6,100	6,100	5,900
	4.10	14,000	—	—	—	—	9,100	8,600	8,700	—	—	8,500	8,100	8,100	7,900
	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
7.5L V-8 4V (1)	3.55	15,000	—	—	—	—	10,000	10,000	10,000	—	—	9,800	9,500	9,500	9,300
	4.10	18,500	—	—	—	—	10,000	10,000	10,000	—	—	10,000	10,000	10,000	10,000
	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TRAILER WEIGHTS (MAX) W/MANUAL TRANSMISSION															
4.9L I-6 EFI	3.08	6,450	2,500	2,300	—	—	—	—	—	—	—	—	—	—	1,800
	3.55	7,800	3,900	3,600	3,600	3,400	—	—	—	—	—	—	—	—	3,200
	4.10	10,000	—	—	—	—	5,700	—	—	—	—	—	—	—	—
5.0L V-8 EFI	3.08	6,450	2,600	—	—	—	—	—	—	—	—	—	—	—	—
	3.55	7,800	3,600	3,600	—	—	—	—	—	—	—	—	—	—	3,100
	3.73 4.10	7,800 10,000	—	—	3,600	3,400	—	—	—	—	—	—	—	—	—
5.8L V-8 4V	3.55/4.10	11,000	—	—	—	—	6,600	6,100	6,300	—	—	6,000	5,700	5,600	5,400
	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
6.9L V-8 Diesel	3.55	12,000	—	—	—	—	7,000	6,600	6,700	—	—	6,500	6,100	6,000	5,900
	4.10	14,000	—	—	—	—	9,000	8,600	8,700	—	—	8,500	8,100	8,000	7,900
	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
7.5L V-8 4V (1)	3.55	15,000(2)	—	—	—	—	6,900	6,400	6,600	—	—	6,300	6,000	5,900	5,700
	4.10	18,000	—	—	—	—	10,000	10,000	10,000	—	—	10,000	10,000	10,000	10,000
	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

NOTE: Engine/Axle Ratio combinations shown may not be available on all vehicles in all areas. Your Ford Dealer can supply availability information.
 (1) Ask your Ford Dealer about the availability of new multi-port electronic fuel injection (EFI).
 (2) 12,000 lb. maximum GCWR with introduction of EFI.

Note: Required and Recommended Equipment on page 18.

TRAILER TOWING WITH F-SERIES/FIFTH-WHEEL

Special Applications

No matter how tough the trailer towing job may be, Ford provides the power and vehicle combination to get it done. This includes fifth-wheel applications for big trailer towing. Trailering pros have asked for Dual Rear Wheel Crew and Regular Cab models and Ford provides them. And new for 1987 1/2, Ford introduces an exclusive...The new Dual Rear Wheel Super Cab! Virtually anything and everything needed to pull trailers is available from Ford. Use the chart

below to see how fifth-wheel application can meet your requirements. Find the truck model across the top, then read down that column to find the maximum trailer weight you have to pull. Reading across, to the left, you'll find the axle ratio and engine you'll need to do the job and the maximum Gross Combined Weight Rating (see definition on page 19).

TRAILER WEIGHTS (MAX) W/AUTOMATIC TRANSMISSION																	
ENGINE	AXLE RATIO	GCWR MAX.	REGULAR CAB PICKUP						SUPERCAB PICKUP			CREW CAB PICKUP		REGULAR CHASSIS CAB			
			F-150 4x2	F-150 4x4	F-250 4x2	F-250 4x4	F-250 H.D. & F-350 4x4	F-350 DRW 4x2	F-150 4x2	F-150 4x4	F-250 H.D. 4x2	F-250 H.D. 4x4	F-350 4x2	F-350 4x4	F-350 133"/WB 4x2	F-350 133"/137" WB 4x4	F-350 137"/161" WB 4x2
4.9L I-6 EFI	3.08	6,000	5,100	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	3.55	10,000	6,100	5,900	5,800	—	—	—	—	—	—	—	—	—	—	—	—
	4.10	11,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
5.0L V-8 EFI	3.08	9,000	5,100	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	3.55	11,500	7,600	7,400	—	—	—	—	—	—	—	—	—	—	—	—	—
	4.10	12,500	8,400	8,300	8,100	—	—	—	—	—	—	—	—	—	—	—	—
5.8L V-8 4V	3.08	9,000	5,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	3.55	11,500	7,500	7,300	7,200	7,000	7,100	6,700	6,800	7,000	6,700	6,600	6,200	6,100	6,000	7,500	7,000
	4.10	13,500	8,400	8,300	8,100	—	—	—	8,600	8,200	8,100	8,000	8,200	8,100	8,000	9,500	8,800
6.9L V-8 Diesel	3.55	12,000	—	—	—	—	7,100	6,600	6,700	—	—	6,500	6,100	6,100	5,900	7,400	6,900
	4.10	14,000	—	—	—	—	9,100	8,600	8,700	—	—	8,500	8,100	8,100	7,900	9,400	8,700
	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
7.5L V-8 4V (1)	3.55	15,000	—	—	—	—	10,400	10,000	10,100	—	—	9,900	9,500	9,500	9,300	10,800	10,300
	4.10	18,500	—	—	—	—	12,500	12,500	12,500	—	—	12,500	12,500	12,500	12,500	12,500	12,500
	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TRAILER WEIGHTS (MAX) W/MANUAL TRANSMISSION																	
4.9L I-6 EFI	3.55	7,800	4,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	4.10	10,000	—	—	—	5,700	—	—	—	—	—	—	—	—	—	—	—
	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
5.0L V-8 EFI	3.55	7,800	3,800	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	4.10	10,000	—	—	—	5,800	—	—	—	—	—	—	—	—	—	—	—
	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
5.8L V-8 4V	3.55/4.10	11,000	—	—	—	—	6,600	6,100	6,300	—	—	6,000	5,700	5,600	5,400	7,000	6,300
	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
6.9L V-8 Diesel	3.55	12,000	—	—	—	—	7,000	6,600	6,700	—	—	6,500	6,100	6,000	5,900	7,400	6,900
	4.10	14,000	—	—	—	—	9,000	8,600	8,700	—	—	8,500	8,100	8,000	7,900	9,400	8,700
	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
7.5L V-8 4V (1)	3.55	15,000(2)	—	—	—	—	6,900	6,400	6,600	—	—	6,300	6,000	5,900	5,700	7,300	6,800
	4.10	16,000	—	—	—	—	11,400	10,900	11,100	—	—	10,800	10,500	10,400	10,200	11,800	11,100
	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

NOTE: Engine/Axle ratio combinations shown may not be available on all vehicles in all areas. Your Ford Dealer can supply availability information.
 (1) Ask your Ford Dealer about the availability of new multi-port electronic fuel injection.
 (2) 12,000 lb. maximum GCWR with the introduction of EFI.

Note: Required and Recommended Equipment on page 18.

TRAILERING EQUIPMENT

Important Information

Your comfort and convenience is the primary goal of our Ford engineers. Also, the appropriate power package is critical to peak vehicle performance. With this in mind, the charts below show the "Required" and the "Recommended" equipment for trailer towing. REQUIRED EQUIPMENT (minimum) is deemed essential to assure that your

vehicle includes the necessary powertrain and suspension components to meet the additional ride, handling and performance requirements of hauling your camper or trailer. RECOMMENDED EQUIPMENT is suggested to assure that your vehicle includes the proper combination of comfort and convenience features to make your trailering a pleasant experience.

Required Equipment

MODEL	FORD CARS*	AEROSTAR	RANGER	BRONCO II	BRONCO	F-SERIES	F-SERIES 5th WHEEL	ECONOLINE VANS	CLUB WAGONS
Trailer Towing/Camper Package**		8				5	5	5	3
Power Brakes			2						
Super Cooling		1	1	1	6	6	6	6	
Handling/H.D. Suspension					4	4	4	4	3
<p>*LTD Crown Victoria and Country Squire models only.</p> <p>**See chart below for Package Contents.</p> <p>1 - w/trailers over 2,000 lbs., also Payload Package 2 w/Ranger models only.</p> <p>2 - Ranger 4x2 w/Payload Package 1 when GVWR exceeds GVWR.</p> <p>3 - Trailer Towing Package or air conditioning w/trailers from 2,000-3,500 lbs.</p> <p>- Trailer Towing Package or air conditioning with handling package w/trailers over 3,500 lbs., except w/7.5L engine and over 11,000 lbs. GCWR.</p> <p>- Trailer Towing Package w/7.5L engine and over 11,000 lbs. GCWR.</p> <p>4 - w/trailers over 3,500 lbs., except w/7.5L engine and over 11,000 lbs. GCWR.</p> <p>5 - w/7.5L engine and over 11,000 lbs. GCWR.</p> <p>6 - w/trailers from 2,000-3,500 lbs., and includes Auxiliary Transmission Oil Cooler.</p> <p>- w/trailers over 3,500 lbs., except w/7.5L engine and over 11,000 lbs. GCWR.</p> <p>7 - requires minimum P195/75R14SL tires.</p> <p>8 - Van w/Payload Package no. 1.</p>									

Recommended Equipment

MODEL	AEROSTAR	RANGER	BRONCO II	BRONCO	F-SERIES	F-SERIES 5th WHEEL	ECONOLINE VANS	CLUB WAGONS	
Super Cooling*									
Hitch: Weight Carrying or Step Bumper 1/3/4 Weight Distributing 2/4									
Trailer Towing Package*									
<p>*Where not Required as shown in chart above.</p> <p>1 - with trailers under 2,000 lbs.</p> <p>2 - with trailers over 2,000 lbs.</p> <p>3 - with trailers under 4,000 lbs. on Bronco or 5,000 lbs. on F-Series w/Rear Step Bumper.</p> <p>4 - Aerostar requires body mounted hitch. No bumper hitch.</p>									

Trailer Towing Package Contents*

MODEL:	AEROSTAR	BRONCO	F-SERIES	ECONOLINE VANS	CLUB WAGONS
Cooling: Super					
Aux. Auto. Trans. Oil					
7.5L V-8 Engine Oil (1)					
Electrical: H.D. Battery					
Wiring Harness					
H.D. Turn Signal Flasher					
7.5L Electric Fuel Pump (1)					
Suspension: Handling/Suspension Pkg.			(2)		
Other Equipment: Low Mount Mirrors					
Limited Slip Rear Axle					
Dual Elect. Horns					
<p>*Packages vary in content with certain powertrains. See your Ford Dealer for content information. Not available with F-series Flareside.</p> <p>(1) - Standard when 7.5L EFI engine is introduced.</p> <p>(2) - A higher capacity rear spring is substituted for front and rear stabilizer bars on F-250 4x4 with 6.9L Diesel in combination with air conditioning or super cooling. Higher capacity front and rear springs are substituted for front and rear stabilizer bars on 133" Wb. F-350 4x4.</p>					

TRAILERING TIPS & TERMS

Trailer-towing is a unique driving experience. The usual rules of driving must be modified in order to move cargo and people safely, comfortably and without abuse to the tow-vehicle. Since all of these "rules of the trailering road" and the language that goes with trailering are not self-explanatory, a number of tips and terms have been included here. They're most important for you to know.

TIPS

Trailer Hitches

There are two basic types of trailer-towing hitches. The "weight-carrying hitch" and the "load equalizing hitch." When hauling trailers over 2,000 lbs., a load equalizing hitch is designed to distribute the weight of the trailer and towing vehicle equally between the axles of both the vehicle and the trailer. For trailers under 2,000 lbs., a simple bumper hitch is usually sufficient. Bronco and F-Series rear step bumpers are rated to haul trailers up to 4,000 lbs. and 5,000 lbs., respectively.

Trailer Brakes

Separate trailer brakes are recommended and required on most trailers weighing over 1,500 lbs. Check state requirements and trailer manufacturers recommendations for brake system installation and adjustment. Ford Motor Company does not recommend trailer braking systems that have a direct hydraulic brake fluid connection with the towing vehicle's braking system. Any trailer brake control system utilizing a connection to the towing vehicle's hydraulic fluid system may increase the towing vehicle's stopping distance.

Safety Chains

Always use safety chains between your vehicle and trailer. This will avoid danger to road users if the hitch fails. Cross chains under the trailer tongue and allow enough slack for turning corners. Connect safety chains to the vehicle frame or hook retainers. Never attach safety chains to the bumper. For rental trailers, follow rental agency instructions for proper hookup of safety chains.

High-Altitude Performance

In a high-altitude operating environment, gasoline and diesel engines lose power at the rate of 3% to 4% per 1,000 ft. elevation. For these high altitude operating conditions, a reduction in gross vehicle weights and gross combination weights is recommended (2% per 1,000 ft. elevation) and will result in improved vehicle performance.

TERMS

Gross Vehicle Weight Rating (GVWR)

The total allowable weight of a fully-equipped truck with driver, passengers, cargo, fluids and accessories (the manufacturer's operating weight limitation).

Gross Combined Weight Rating (GCWR)

GCWR equals the combined weight of the fully-equipped towing vehicle, including passengers and cargo, and the loaded trailer. Maximum GCWR and both the front and rear GAWR's (Gross Axle Weight Ratio) must not be exceeded.

Gross Axle Weight Rating (GAWR)

The maximum allowable loaded weight on each axle system. The load on each axle system should NOT exceed the Gross Axle Weight Rating specified on the safety certification label—nor should the total load on both axle systems exceed the pickup's Gross Vehicle Weight Rating.

Trailer Weight, Maximum

Assumes the weight of the standard vehicle and powertrain indicated, the driver only (150 lbs.) and no cargo. A tongue load of 10-15% of trailer weight for conventional trailers and 25% of trailer weight for fifth-wheel trailers is also assumed. The weight of optional equipment, passengers (150 lbs. per), cargo and the load equalizing hitch (for trailers over 2,000 lbs.) or saddle hitch for fifth-wheel trailers must be deducted from trailer weights shown.

Tongue Weight

The amount of trailer weight imposed on the vehicle by the hitch. In most cases this should not be less than 10% of the trailer load or more than 15%. Fifth-wheel applications should place about 25% of the trailer weight on the coupling when the weight is properly distributed. Placing too much of the trailer weight on the hitch can damage the suspension and drivetrain components of the vehicle. Too little can reduce traction and tend to lift the rear of the vehicle.

Fifth-Wheel Trailer

One with its tongue attached to a special mount in a pickup bed, which permits heavier loads to be hauled, since it puts the tongue weight directly over the pickup's rear wheels.

Note: Fuel Economy Information.

Aerostar equipped with 2.3L 4 cylinder engine has EPA estimated 21 mpg city and 26 mpg highway.

150 and 250 F-series 2-wheel drive pickups equipped with 5.0L V-6 have EPA estimated 14 mpg city and 18 mpg highway. 4-wheel drive 150 and 250 F-series pickups equipped with this engine have EPA estimated 11 mpg city and 13 mpg highway.

E150 and Econoline 250 vans equipped with 5.0L V-6 engine have EPA estimated 13 mpg city and 17 mpg highway.

150 and 250 F-series pickups equipped with 5.8L H.O. V-8 engine have EPA estimated 12 mpg city and 13 mpg highway.

E150 and Econoline vans equipped with 5.8L H.O. V-8 engine have EPA estimated 11 mpg city and 13 mpg highway.

EPA estimated fuel economy ratings are not available for 4.9L six cylinder engine at time of printing. See your Ford Dealer for details.

EPA estimated mileage figures indicated are representative of vehicles and powertrain combinations equipped with automatic transmissions and commonly used in trailer towing applications. See your Ford/RV Dealer for mileage figures related to other applications.

Illustrations and information presented herein were correct when approved for printing. Ford Division reserves the right to discontinue or change at any time specifications or designs without incurring obligations. Some features shown or described are optional at extra cost. Most options offered on all models. Some options are required in combination with other options. Always consult your Ford dealer for the latest, most complete information on models, features, prices and availability.

Camper units and other vehicle modifications shown within are performed through establishments not connected with Ford Motor Company. Availability, price, quality, safety, and durability of these modifications rest solely with the respective manufacturers and Ford assumes no responsibility for their use.

Note: All horsepower and torque comparisons shown in this catalog are based on SAE standard J1349.

All maximum trailer weights shown must be reduced by passenger and cargo weight in the towing vehicle.

Get It Together—Buckle Up

FDT8725

FORD DIVISION



Litho in USA