



RV & TRAILER TOWING GUIDE

2011



2011 RV & TRAILER TOWING GUIDE

FORD, LINCOLN AND MERCURY HAVE YOU COVERED!



PICKUPS/CHASSIS CABS



SLIDE-IN CAMPERS



VAN CONVERSIONS/
CLASS B VAN CAMPERS



CLASS A MOTORHOMES



CLASS C MOTORHOMES



SUVS/CROSSOVERS

Excellent Selection

For every application, from Cars, Crossovers and SUVs to Trucks and Chassis, there's a model waiting to meet your needs.

Outstanding Towing Capabilities

Ford Pickups and Chassis Cabs can pull the heaviest trailers in their class. In fact, when properly equipped, the Super Duty® can handle conventional trailers up to **17,500 pounds** and 5th-wheel trailers all the way up to **26,500 pounds**.

Proven Track Record

Multiple decades of RV and towing experience come with every Ford, Lincoln and Mercury vehicle.

Quality And Reliability

Ford continues to provide the highest quality, reliability and high-performance when it comes to RV and trailer towing products.

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

CONTENTS

Pickups/Chassis Cabs	3-5
SUVs/Crossovers	6-9
Class A Motorhome Chassis	10
Step Van Stripped Chassis	11
Class C Motorhome Chassis	12
Slide-In Campers	13
Van Conversion/ Class B Van Campers	14
"Four-Wheel-Down" Towing	15
Trailer Classes and RV Trailer Types	16
Maximum Trailer Weights and Towing Equipment/Packages	17
Trailer Towing Equipment and Frontal Area Considerations	18
Trailer Towing Selector	
F-150 Pickup	19
F-250/F-350/F-450 Super Duty Pickups	20
F-350/F-450/F-550 Super Duty Chassis Cabs	21
F-650/F-750 Super Duty, Class A Motorhome Chassis and Commercial Stripped Chassis	22
Ranger	22
E-Series	23
Expedition, Explorer, Escape, Navigator and Mariner	24
Crossovers and Cars	25
Towing Accessories	26
What to Know Before You Tow	27-31
Trailer Tips	32

Ford F-150

33
YEARS
FORD F-SERIES
AMERICA'S
Best-Selling Truck



BEST-IN-CLASS

TOWING CAPABILITY

11,300 pounds^(a)

PAYLOAD CAPACITY

3,060 pounds

CARGO BOX VOLUME

81.3 cu. ft.

From design to manufacturing and every point in between, this truck is at the top of the class in so many ways. And with the widest selection of models, cabs, box configurations and equipment, the 2011 F-150 is the preferred choice for towing and hauling the heaviest loads. F-150's exciting work-solution features, including available integrated trailer brake controller, trailer tow mirrors and rearview camera ensure your truck is a custom fit for your specific needs.

(a) Based on 6.2L V8 or 3.5L EcoBoost™ (available early 2011) engine. Requires Max Trailer Tow Package. See your sales consultant for model availability.



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Simply download the free app at gettag.mobi or text **F150** to **4FORD**. Then follow the directions to snap a photo of this "tag" (shown left), and start learning more about Ford F-150 right on your smart phone.

*Standard text messaging and data rates apply.

Key Features

- Three cab styles – Regular, SuperCab and SuperCrew
- Fully boxed ladder-style frame, strongest in its class, with hydroformed high-strength steel welded through-rail cross members for superior handling control and responsiveness
- Tuned shear-style body mounts help keep road vibration away from the vehicle body for a quiet and comfortable ride
- 4-wheel vented disc brakes with standard 4-wheel Anti-lock Brake System (ABS) and electronic brake force distribution for responsive, confident stops and exceptional control under hard braking
- Deep cargo boxes offering largest capacity in their class, plus class exclusive box side steps and tailgate step for easy access

All-new Powertrain Lineup – extensively tested to meet the highest durability and reliability standards

- 3.7L DOHC 4V V6 with Ti-VCT and Flex Fuel Capability delivers 302 hp and 278 lb.-ft. of torque
- 5.0L DOHC 4V V8 with Ti-VCT and Flex Fuel Capability delivers 360 hp and 380 lb.-ft. of torque
- 6.2L SOHC 2V V8 delivers 411 hp and 434 lb.-ft. of torque
- EcoBoost™ 3.5L DOHC 4V V6 with Ti-VCT delivers 365 hp and 420 lb.-ft. of torque
- Standard 6-speed automatic transmission with Tow/Haul Mode

All engines include Aggressive Deceleration Fuel Shut-off (ADFSO) to help maximize fuel efficiency.



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

Super Duty® Pickups F-250/F-350/F-450



EQUIPPED TO PERFORM

HORSEPOWER

400 hp @
2800 rpm⁽¹⁾

TORQUE

800 lb.-ft. @
1600 rpm⁽¹⁾

CONVENTIONAL TOWING

up to 17,500 lbs.⁽²⁾

5TH-WHEEL TOWING

up to 24,500 lbs.⁽²⁾

PAYLOAD

up to
7070 lbs.⁽³⁾

Purpose Built to Tow Like a Pro

America's Most Capable Pickup is now even better. Tested-tough new powertrains – designed, engineered and built by Ford – give Super Duty great fuel economy plus outstanding horsepower and torque. Superb towing and payload capacities get the job done when no one else can.

Super Duty has everything you need to make towing heavy loads easy.

Choose Your Power – Gas or Turbo Diesel

All-new 6.2L 2-Valve SOHC V8 – 385 hp and 405 lb.-ft. of torque (under 10,000-lb. GVWR)

- Delivers best-in-class fuel economy⁽⁴⁾
- Generates 28% more standard HP and 11% more standard torque than its predecessor

All-new 6.7L Power Stroke® V8 Turbo Diesel – 400 hp and 800 lb.-ft. of torque

- Delivers best-in-class fuel economy⁽⁴⁾
- Tested for over 10 million cumulative miles



SEE FEATURES COME TO LIFE

Simply download the free app at gettag.mobi or text* **SDUTY** to **4FORD**. Then follow the directions to snap a photo of this "tag" (shown left), and start learning more about Ford Super Duty right on your smart phone.

*Standard text messaging and data rates apply.

Tow in Confidence With Ford Technology

Standard Trailer Sway Control⁽⁵⁾

- **Single-rear-wheel (SRW) models** – Trailer Sway Control works with AdvanceTrac® with RSC® (Roll Stability Control™)⁽⁵⁾ using a yaw motion sensor to monitor the motions of the truck to detect trailer sway. When sway is detected, the system works to apply selected brakes and/or reduce engine power to help the driver regain control
- **Dual-rear wheel (DRW) models** are not equipped with AdvanceTrac®, but operate with a similar yaw motion sensor to detect and control trailer sway and apply brake pressure selectively to the front brakes or reduce engine power to help the driver regain control

(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) 7070 lbs. on F-350 DRW Regular Cab 4x2.

(4) Class is Full-size Pickups over 8500 lbs. GVWR. Based on Ford drive-cycle tests of comparably equipped 2011 Ford and 2010 competitive models.

(5) 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.

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

New 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

Integrated Exhaust Brake⁽¹⁾

- Automatically increases engine exhaust back pressure when needed to help slow the vehicle and trailer while in Tow/Haul Mode
- A single touch of the brake pedal in Tow/Haul Mode activates the system to improve control with less wear and tear on the transmission

Trailer Brake Controller⁽⁶⁾

- Uses braking input, vehicle speed and ABS logic to balance the performance of the truck brakes and electric trailer brakes
- User-friendly display in instrument cluster message center indicates TBC** output, gain levels and trailer connection status

**TBC verified to be compatible with electrically actuated drum brakes and certain Electric-Over-Hydraulic brake systems. See your Ford Dealer for details.

REVISED APR 1, 2011

Super Duty® Chassis Cabs

F-350/F-450/F-550

Powerful Potential and Unmatched Capability

The all-new Super Duty Chassis Cab is now more versatile than ever and built to take on the most hard-line towing jobs and aggressive payloads. New purpose built Ford powertrains help deliver improved fuel economy along with more torque. With a maximum towing capacity of 26,400 lbs. for 5th-wheel trailers and 16,000 lbs. for conventional trailers, this rig is qualified to master even the most challenging jobs.

Proven Ford 6.8L 3V SOHC V10

- The only V10 gas powerplant in its class gets your heavy loads moving with up to 457 lb.-ft. of torque and 362 horsepower on F-450 and F-550
- It's paired with a TorqShift® 5-speed automatic transmission featuring a massive torque converter, beefy gear sets and a selectable Tow/Haul Mode
- The optional new CNG/LPG Prep Package includes hardened valves and valve seats to help ready your Super Duty for alternative-fuel upfits

For more information on any of these Ford trucks, see your Ford dealer or visit www.fordvehicles.com.



Ford Ranger

Tough Capabilities – Smaller Footprint

From commercial fleet service to small business support to towing your recreational vehicle, Ranger is a mix of capability, durability, reliability and tremendous value, the credentials needed to get the job done! When properly equipped, you're ready to pull a utility trailer, a snowmobile or any load up to 5,800 pounds.

Ranger gives you the rugged reliability to take on any task with confidence. From a proven solid steel frame, to robust braking and suspension systems, Ranger is designed to deliver renowned Ford pickup capability and durability – mile after mile – year after year.



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Simply download the free app at gettag.mobi or text* **RANGER** to **4FORD**. Then follow the directions to snap a photo of this "tag" (shown left), and start learning more about Ford Ranger right on your smart phone.

**Standard text messaging and data rates apply.*

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.



Ford SUVs and Crossovers... The Best Got Better



Ford Expedition

Expedition and Expedition EL (extended length) take on life's biggest adventures and challenges, with maximum towing capability of up to 9,200 pounds, when properly equipped, and roomy seating for up to eight passengers. Expedition brings new meaning to the phrase "doing it big."

Key Features

- Class-leading 9,200-lb. trailer towing capacity (8,900 lbs. for Expedition EL)
- Standard front tow hooks (4x4 only) and standard Trailer Tow – Integrated Class IV with 4-pin connector
- New standard Trailer Sway Control works with standard AdvanceTrac® with RSC® (Roll Stability Control™)^(a) to detect trailer sway, then automatically reacts to help maintain control of both the vehicle and the trailer^(b)
- Massive cargo space of up to 108.3 cu. ft. on Expedition and 130.8 cu. ft. on EL
- Available PowerFold™ 3rd-row seat with standard 2nd-row CenterSlide™ feature for improved cargo area utility
- Standard 5.4L SOHC V8 generating 310 hp and 365 lb.-ft. of torque, mated to 6-speed automatic transmission
- Standard MyKey™ owner controls feature lets you program ignition keys with specific parameters to help encourage smart driving habits, such as buckling up and traveling at appropriate speeds



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Simply download the free app at [gettag.mobi](#) or text* **EXPEDITION** to **4FORD**. Then follow the directions to snap a photo of this "tag" (shown left), and start learning more about Ford Expedition right on your smart phone.



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Simply download the free app at [gettag.mobi](#) or text* **EXPLORER** to **4FORD**. Then follow the directions to snap a photo of this "tag" (shown left), and start learning more about Ford Explorer right on your smart phone.

**Standard text messaging and data rates apply.*



Ford Explorer

The completely redesigned 2011 Explorer blends a modern, aerodynamic design with the robust capability Explorer is known for. Explorer delivers great versatility and technological innovation to meet the demands and adventures of the SUV lifestyle. With towing of up to 5,000 lbs.⁽¹⁾ and seating for up to seven passengers, Explorer captures the best elements of the SUV and takes it to new heights.

Key Features

- New standard 3.5L DOHC V6 engine with twin independent variable camshaft timing (Ti-VCT) delivers 290 hp and 255 lb.-ft. of torque for outstanding performance
- Choice of front-wheel-drive or Intelligent 4WD System with Terrain Management System (TMS)
- Available Class III Trailer Tow Package includes SelectShift Automatic™ transmission, engine oil cooler, Tire Mobility Kit and 4-/7-pin wiring harness
- Trailer Sway Control works with standard AdvanceTrac® with RSC® (Roll Stability Control™)^(a) to detect trailer sway, then automatically reacts to help maintain control of both the vehicle and the trailer^(b)
- Available class exclusive⁽²⁾ Adaptive Cruise Control and Collision Warning with Brake Support are smart new radar-based technologies. Adaptive Cruise Control uses forward radar to monitor traffic and can adjust cruising speed to maintain a preset distance to forward vehicles. Collision Warning with Brake Support warns drivers of a potential forward collision risk. If risk increases, it automatically pre-charges brakes and increases brake-assist sensitivity to provide full responsiveness when braking
- Best-in-class⁽²⁾ front head room and 2nd-row head room along with unsurpassed 2nd- and 3rd-row leg room
- Available class exclusive⁽²⁾ PowerFold® third-row 50/50 split bench seat for improved cargo flexibility



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.



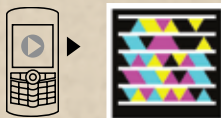
Ford Escape

Escape provides great flexibility and can tow up to 3,500 pounds when properly equipped. With fully independent suspension, outstanding clearance and the option of an Intelligent 4WD System, Escape provides serious credentials for the road.

Key Features

- 67.2 cu. ft. of cargo space behind front row and 31.4 cu. ft. behind 2nd row (dimensions vary by model)
- Available Flex Fuel capable Duratec® 3.0L V6 engine runs on gasoline, E85, or any blend of the two. Mated to an efficient 6-speed automatic transmission, it cranks out 240 hp and tows up to 3,500 lbs. when properly equipped
- Capable of flat/neutral tow
- Electric Power Assisted Steering System adapts to changing road conditions and vehicle speed, allowing for more confident steering and handling
- 4-wheel independent suspension helps maximize agility and control
- Available Voice-activated Navigation System includes 320-watt premium sound, HD Radio™, 10 gigabyte hard drive for music/photo storage and SIRIUS Traffic and SIRIUS Travel Link services*

*Comes with introductory 6-month subscription.



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Simply download the free app at gettag.mobi or text* **ESCAPE** to **4FORD**. Then follow the directions to snap a photo of this "tag" (shown above), and start learning more about Ford Escape right on your smart phone.

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

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

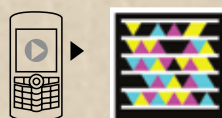


Ford Flex

The incredible Ford Flex has made *AUTOMOBILE Magazine's* list of All-Stars for the second year in a row. Flex delivers outstanding people and cargo-carrying capacity and will easily tow up to 4,500 pounds when properly equipped.

Key Features

- 4,500-lb. towing capability when equipped with Class III Trailer Tow Package, which includes a class-exclusive Trailer Sway Control
- Standard 3.5L Duratec® V6 engine with 6-speed automatic transmission delivers 262 hp, 248 lb.-ft. of torque and up to 24 mpg⁽³⁾
- Available 3.5L EcoBoost™ V6 twin turbo-charged, direct-injection engine with 355 hp and 350 lb.-ft. of torque, provides V8 power and up to 21 mpg⁽⁴⁾
- Three rows of innovative seating for up to seven people, including the most expansive 2nd-row space in the class (large crossover class). Includes a standard safety canopy system for all three rows
- Flat-load surface from front to back with fold-flat front passenger seat
- Fold-flat 2nd-row seat and fold-in-floor 3rd-row seat



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Simply download the free app at gettag.mobi or text* **FLEX** to **4FORD**. Then follow the directions to snap a photo of this "tag" (shown above), and start learning more about Ford Flex right on your smart phone.

(1) Class III Trailer Tow Package.
 (2) Class is three-row midsize SUVs vs. 2010/2011 competitors.
 (3) EPA-estimated 17 mpg city/24 hwy for Flex FWD with Duratec® engine, 16 mpg city/22 hwy for Flex AWD with Duratec® engine.
 (4) EPA-estimated 16 mpg city/21 hwy for Flex AWD with EcoBoost™ engine.
 (5) EPA-estimated 19 city/27 hwy/22 combined mpg, FWD with 6-speed SelectShift Automatic™ transmission.

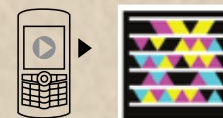


Ford Edge

The boldly redesigned Edge crossover wraps an impressive package with outstanding flexibility, capability and performance and can tow up to 3,500 lbs. when properly equipped.

Key Features

- Standard 3.5L V6 engine, with new twin independent variable camshaft timing (Ti-VCT), delivers 285 hp and 253 lb.-ft. of torque on regular fuel with fuel economy of 27 mpg⁽⁵⁾
- Available Class II Trailer Tow Package includes Trailer Sway Control which works with Standard AdvanceTrac® with RSC® (Roll Stability Control™)^(a) to provide enhanced towing stability^(b)
- New Standard Hill Start Assist engages automatically to reduce rollback on hills
- Available Blind Spot Information System (BLIS®) with Cross Traffic Alert
- Available Adaptive Cruise Control and Collision Warning with Brake Support are smart new radar-based technologies. Adaptive Cruise Control uses forward radar to monitor traffic and can adjust cruising speed to maintain a preset distance to forward vehicles. Collision Warning with Brake Support warns drivers of a potential forward collision risk. If risk increases, it automatically pre-charges brakes and increases brake-assist sensitivity to provide full responsiveness when braking
- All-new MyFord Touch™ driver connect technology makes operating vehicle features seamless and intuitive



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Simply download the free app at gettag.mobi or text* **EDGE** to **4FORD**. Then follow the directions to snap a photo of this "tag" (shown above), and start learning more about Ford Edge right on your smart phone.

*Standard text messaging and data rates apply.

Lincoln and Mercury... Fully Equipped – Completely Engaged



Lincoln Navigator

The 2011 Lincoln Navigator and Navigator L (extended length) deliver commanding performance and uncompromised style, setting them apart as premium full-size luxury SUVs. Equipped to seat up to eight passengers in style and tow up to 9,000 pounds, Navigator is completely empowering; whether it's an evening at the theater or a weekend camping trip. Standard features abound.

Key Features

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



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Simply download the free app at gettag.mobi or text* **NAVIGATOR** to **4LINC**. Then follow the directions to snap a photo of this "tag" (shown left), and start learning more about Lincoln Navigator right on your smart phone.

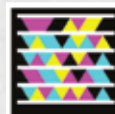
Mercury Mariner

The 2011 Mariner can tow up to 3,500 lbs. when properly equipped. It is both powerful and efficient with a standard 2.5L I4 or the available 3.0L V6 Flex Fuel engine. With fully independent suspension, great road clearance and the option of an Intelligent 4WD System, Mariner has all the tools necessary for the road less traveled.

Key Features

- 67.2 cu. ft. of cargo space behind front row and 31.4 cu. ft. behind 2nd row
- Available Flex Fuel capable Duratec[®] 3.0L V6 engine can run on gasoline, E85, or any blend of the two. Mated to an efficient 6-speed automatic transmission, it cranks out 240 hp and tows up to 3,500 lbs. when properly equipped
- Standard AdvanceTrac[®] with RSC[®] (Roll Stability Control[™])^(a)
- Available Intelligent 4WD System monitors traction 200 times per second and adjusts torque distribution as needed to give maximum traction
- Electric Power Assisted Steering system adapts to changing road conditions and vehicle speed, allowing for more confident steering and handling
- Available Cargo Package includes interior cargo management system with wet trunk, retractable cover and black (rooftop) crossbars (Standard on Premier)
- Available Voice-activated Navigation System includes 320-watt premium sound, HD Radio[™], 10 gigabyte hard drive for music/photo storage and SIRIUS Traffic and SIRIUS Travel Link services*

*Comes with introductory 6-month subscription.



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Simply download the free app at gettag.mobi or text* **MARINER** to **4MERC**. Then follow the directions to snap a photo of this "tag" (shown left), and start learning more about Mercury Mariner right on your smart phone.

*Standard text messaging and data rates apply.



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.



Lincoln MKT

The 2011 Lincoln MKT three-row luxury crossover gives new meaning to the word stimulating. Its engaging blend of luxury and technology make it the perfect vehicle for the discerning driver. MKT seats up to seven passengers and can easily tow your favorite recreational vehicle, up to 4,500 pounds, when properly equipped.

Key Features

- 3.5L EcoBoost™ V6 twin-turbocharged, direct-injection engine provides 355 hp⁽²⁾ and smooth acceleration on demand with 350 lb.-ft. of torque. No other competitors' AWD vehicle in the class provides better gas highway fuel economy⁽³⁾
- Standard 3.7L Duratec® V6 engine delivers 268 hp and best-in-class highway fuel economy of 23 mpg⁽⁴⁾
- 4,500-lb. towing capacity when equipped with Class III Trailer Tow Package which includes Trailer Sway Control
- Available intelligent All-Wheel Drive (AWD)⁽⁵⁾ reacts instantly in rain, snow or uneven roads, seamlessly distributing torque to the wheel or wheels with the best grip
- Weight-saving magnesium and aluminum power liftgate opens to reveal 39.6 cu. ft. of cargo space behind the 2nd row
- Standard integrated Blind Spot Mirrors reflect the image of approaching vehicles as they enter the blind spots
- Available Active Park Assist provides virtually hands-free parallel parking in as quickly as 24 seconds
- Available radar-based Adaptive Cruise Control maintains one of three driver selected, safe preset gaps between MKT and the vehicle in front of it
- Standard fold-and-tumble 60/40 split bench 2nd-row seat with heated outboard sections, provides best-in-class⁽⁶⁾ leg room



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Simply download the free app at gettag.mobi or text* **MKT to 4LINC**. Then follow the directions to snap a photo of this "tag" (shown left), and start learning more about Lincoln MKT right on your smart phone.

*Standard text messaging and data rates apply.

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

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



Lincoln MKX

The dramatically redesigned 2011 MKX matches engaging looks with enlightened ingenuity including an all-new interior with the revolutionary MyLincoln Touch™ driver connect technology. A new 3.7L V6 engine delivers the best standard horsepower and torque in its class⁽⁷⁾ (305 hp and 280 lb.-ft. of torque) along with best-in-class fuel economy of 26 mpg.⁽⁸⁾

Key Features

- Can tow trailers up to 3,500 lbs. with available Class II Trailer Tow Package
- Trailer Tow Package now includes Trailer Sway Control which works with Standard AdvanceTrac® with RSC® (Roll Stability Control™)^(a) to provide enhanced towing stability^(b)
- New Standard Hill Start Assist engages automatically to reduce rollback on hills
- Available Adaptive Cruise Control and Collision Warning with Brake Support are smart new radar-based technologies. Adaptive Cruise Control uses forward radar to monitor traffic and can adjust cruising speed to maintain a preset distance to forward vehicles. Collision Warning with Brake Support warns drivers of a potential forward collision risk. If risk increases, it automatically pre-charges brakes and increases brake-assist sensitivity to provide full responsiveness when braking
- All-new MyLincoln Touch™ driver connect technology, uses simple commands and effortless touch to make operating vehicle features seamless and intuitive
- Available Blind Spot Information System (BLIS®) with Cross Traffic Alert helps detect vehicles in blind spots during normal driving and approaching traffic when reversing out of parking spots
- 68.6 cu. ft. of cargo space behind the front row



SEE FEATURES COME TO LIFE

Simply download the free app at gettag.mobi or text* **MXK to 4LINC**. Then follow the directions to snap a photo of this "tag" (shown left), and start learning more about Lincoln MKX right on your smart phone.

(1) EPA-estimated 14 mpg city/20 hwy on 4x2.

(2) Figures achieved using premium unleaded gasoline and optional 3.5L EcoBoost™ V6 engine.

(3) EPA-estimated 16 city/21 hwy/18 combined mpg with 3.5L EcoBoost™ V6 engine (AWD). Luxury Large Crossover class vs. 2010 competitors.

(4) EPA-estimated 17 city/23 hwy/19 combined mpg with 3.7L Duratec® V6 engine (FWD). Luxury Large Crossover class vs. 2010 competitors.

(5) AWD standard on MKT with 3.5L EcoBoost™ V6 engine.

(6) Luxury Large Crossover class vs. 2010 competitors.

(7) Class is non-diesel Luxury Midsize Crossovers vs. 2010/2011 competitors.

(8) EPA-estimated 19 city/26 hwy/21 combined mpg, FWD.

Class A Motorhome Chassis

Expand Your RV Horizons With a Ford Class A Motorhome Chassis

Outstanding Features

- Seven wheelbase choices: 158/178/190/208/228/242/252-inch
- Six Gross Vehicle Weight Ratings (GVWRs): 16,000/18,000/20,500/22,000/24,000/26,000 lbs.
- 6.8L 3-valve SOHC V10 gas engine (362 hp/457 lb.-ft. of torque)
- 4-wheel disc Anti-lock Brake System (ABS) for consistent, responsive braking performance
- 19.5-inch wheels and tires
- 22.5-inch aluminum wheels included with 22,000/24,000/26,000 lbs. GVWR
- Heavy-duty front track bar enhances ride and handling on all models (optional on 16,000-lb. GVWR)
- Three Gross Combination Weight Ratings (GCWRs): 23,000/26,000/30,000 lbs. for excellent towing capabilities (7,000 lbs. maximum trailer weight at 16,000-lb. GVWR)
- TorqShift® 5-speed automatic transmission with Tow/Haul Mode
- 81-inch front tread width contributes to handling and lateral stability (79-inch on 22,000/24,000/26,000-lbs. GVWR)
- Designed to accommodate wide-body and slide-out type motorhomes

Additional Features Include

- High-capacity front axle system
- 80-gallon fuel tank
- Large-diameter stabilizer bars, front and rear, for ride control
- Custom Bilstein® monotube gas-pressurized shock absorbers, front and rear, for a smooth, controlled ride



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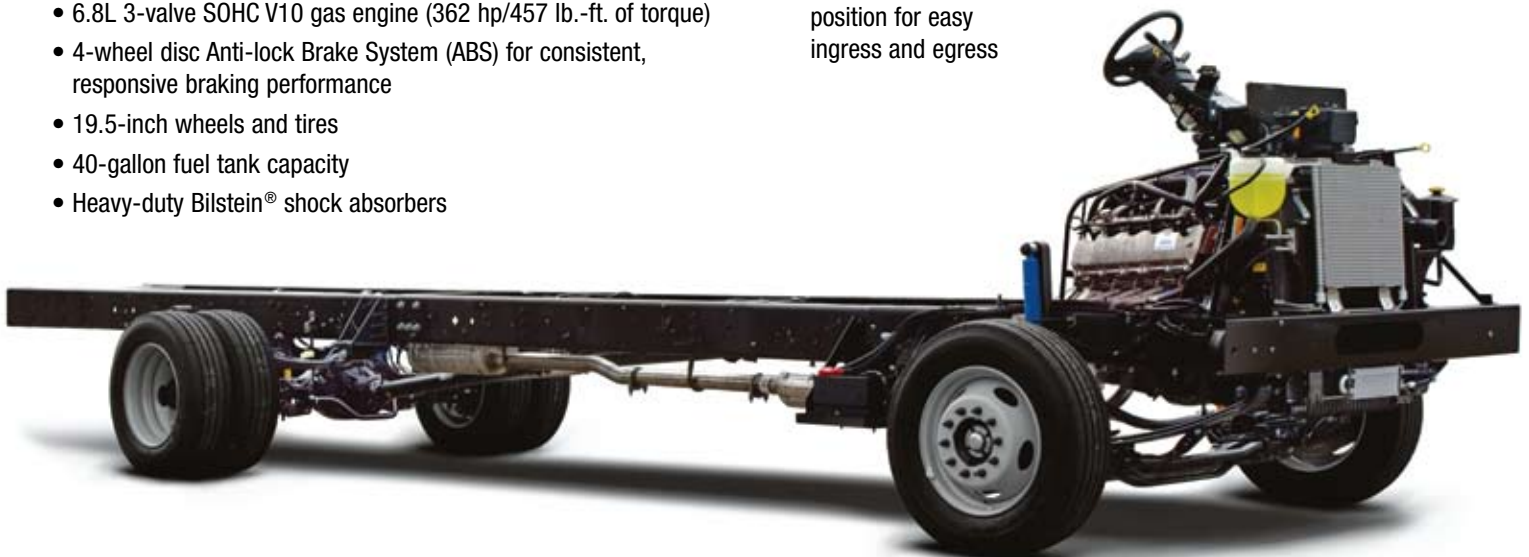
Step Van

Stripped Chassis

As Strong As They Come!

Outstanding Features

- Three wheelbase choices: 158/178/208-inch
- Three Gross Vehicle Weight Ratings (GVWRs): 16,000/19,500/22,000 lbs.
- Two Gross Combination Weight Ratings (GCWRs) of 23,000/26,000 lbs.
- 6.8L 3-valve SOHC V10 gas engine (362 hp/457 lb.-ft. of torque)
- 4-wheel disc Anti-lock Brake System (ABS) for consistent, responsive braking performance
- 19.5-inch wheels and tires
- 40-gallon fuel tank capacity
- Heavy-duty Bilstein® shock absorbers
- TorqShift® 5-speed automatic transmission with Tow/Haul Mode
- 7-wire trailer wiring harness with relays, blunt cut and labeled
- Lower load floor height for ease of cargo loading
- Front and rear stabilizer bars
- Driver's steering column position for easy ingress and egress



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



Class C

Motorhome Chassis

Ford E-Series – America's #1 Selling Class C Motorhome Chassis*

Outstanding Features

- Three wheelbase choices: 138/158/176-inch
- Up to 14,500 lbs. GVWR and 22,000 lbs. GCWR^(a)
- Powerful 5.4L 2-valve V8 and 6.8L 2-valve SOHC V10
- 90,000-mile scheduled tune-up interval^(b)
- TorqShift® 5-speed automatic transmission with Tow/Haul Mode
- 4-speed automatic transmission optional with 5.4L V8 engine only
- Out-front engine design provides spacious cab with access to “living area” and ease of ingress/egress
- Twin-I-Beam independent front suspension (with caster/camber adjustment), front stabilizer bar and gas-pressurized shock absorbers contribute to a smooth, comfortable ride
- Driver and passenger airbags^(c)
- 4-wheel disc Anti-lock Brake System (ABS)
- Steel ladder-type truck frame with six cross members
- 40-gallon fuel tank (E-350; optional on E-450); 55-gallon fuel tank (E-450; optional on E-350 with 158-inch wheelbase DRW)
- Van-like driver position with ergonomic instrument panel and controls

*Based on 2009 CYTD motorhome registrations. Source: Statistical Surveys, Inc.

(a) 22,000-lb. GCWR requires electrical connector heat shield on all E-450 Cutaways with 6.8L engines.

(b) Under normal driving conditions with routine fluid/filter changes.

(c) Always wear your safety belt.

MOTORHOME Customer Care At Your Service

CUSTOMER ASSISTANCE CENTER

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

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

IN-DEALERSHIP SERVICE SUPPORT

- Over 1,300 Ford dealerships in the U.S. and Canada
- Certified service technicians backed by computerized diagnostics and national technical hotline support
- Verification of available owner satisfaction and recall information affecting motorhomes

Slide-In Campers

For F-Series Pickups

Slide-In Camper Installation

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

Note: Be sure to measure your slide-in camper before attempting to install it onto the bed of the truck. Some campers may require a platform in the bed of the truck to make sure there is adequate clearance for both the box rails and cab roof of the truck.

Camper Center-of-Gravity

- All Styleside pickups that qualify for slide-in camper bodies have camper center-of-gravity included on the Consumer Information Sheet in the glovebox
- Data is calculated for each individual truck, based on vehicle options
- If vehicle does not qualify for camper use, the Consumer Information Sheet states that the vehicle is not recommended for camper use, and no center-of-gravity data is shown

F-150 Heavy-Duty Payload Package (Option Code 627)

Increases GVWR to 8,200 pounds.

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

Available on XL and XLT Regular Cab and SuperCab models with 8' box. Requires 5.0L V8 or 3.5L V6 EcoBoost™ gas engine and Trailer Tow Package or Max Trailer Tow Package.

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

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

Use the chart below to select the proper F-SERIES PICKUP/CAMPER COMBINATION:

- Combined weight of vehicle, camper body, occupants and cargo must not exceed Gross Vehicle Weight Rating (GVWR)
- Heavy-Duty Payload Package (Option Code 627) required with F-150
- Camper Package (Option Code 471) required with F-250/F-350/F-450 Super Duty
- Cargo Weight Rating shown in chart is maximum allowable, assuming weight of a base vehicle with required camper option content and a 150-lb. passenger at each available seating position
- Ratings also assume weight of engine and standard transmission. Cargo Weight Rating shown must be further reduced by weight of transmission upgrade and any other options. Option weights and center-of-gravity information are available on the Ford Pickup Truck Consumer Information Sheet

If you intend to pull a trailer in addition to carrying your camper, see the F-Series Pickup Trailer Towing Selector charts on pages 19-20.

Maximum Cargo Weight With Slide-In Camper (WITH MINIMUM EQUIPMENT)

Note: The following chart lists GVWRs and Maximum Cargo Weights by engine for each approved pickup model: 3.5L V6 EcoBoost™, 5.0L V8, 6.2L V8 and 6.7L Turbo Diesel V8.

Model	Wheelbase	GVWR (Lbs.)				Maximum Cargo Weight Rating (Lbs.)			
		3.5L	5.0L	6.2L	6.7L	3.5L Std.	5.0L Std.	6.2L Std./Opt.†	6.7L Std./Opt.†
F-150 (1)									
4x2 Reg. Cab	144.5"	8,200	8,200	-	-	2,657	2,657	- / -	- / -
4x2 SuperCab	163.0"	8,200	8,200	-	-	1,822	1,821	- / -	- / -
4x4 Reg. Cab	144.5"	8,200	8,200	-	-	2,444	2,362	- / -	- / -
4x4 SuperCab	163.0"	8,200	8,200	-	-	1,599	1,523	- / -	- / -
F-250 Super Duty (2)									
4x2 Reg. Cab	137.0"	-	-	9,800	9,800	-	-	3,570/ -	2,868/ -
4x2 SuperCab	141.8"	-	-	9,400	9,800	-	-	2,265/ -	2,099/ -
4x2 SuperCab	158.0"	-	-	9,400	10,000	-	-	2,305/ -	2,165/ -
4x2 Crew Cab	156.2"	-	-	9,400	10,000	-	-	2,141/ -	1,899/ -
4x2 Crew Cab	172.4"	-	-	9,600	10,000	-	-	2,202/ -	1,908/ -
4x4 Reg. Cab	137.0"	-	-	9,400	10,000	-	-	2,630/ -	2,640/ -
4x4 SuperCab	141.8"	-	-	9,400	10,000	-	-	1,954/ -	1,938/ -
4x4 SuperCab	158.0"	-	-	9,600	10,000	-	-	2,028/ -	1,610/ -
4x4 Crew Cab	156.2"	-	-	9,600	10,000	-	-	1,938/ -	1,683/ -
4x4 Crew Cab	172.4"	-	-	9,800	10,000	-	-	2,035/ -	1,471/ -
F-350 Super Duty (2)									
4x2 SRW Reg. Cab(3)	137.0"	-	-	10,000	10,500*	-	-	3,697/ -	3,535/3,035
4x2 SRW SuperCab(3)	141.8"	-	-	10,000	10,700*	-	-	2,832/ -	2,966/1,574
4x2 SRW SuperCab(3)	158.0"	-	-	10,200*	10,800*	-	-	3,072/2,872	2,932/2,132
4x2 SRW Crew Cab(3)	156.2"	-	-	10,200*	10,800*	-	-	2,908/2,708	2,666/1,866
4x2 SRW Crew Cab(3)	172.4"	-	-	10,500*	11,100*	-	-	3,069/2,569	2,975/1,875
4x2 SRW Reg. Cab(4)	137.0"	-	-	10,200*	10,800*	-	-	3,822/3,622	3,760/2,960
4x2 SRW SuperCab(4)	141.8"	-	-	10,200*	11,000*	-	-	2,957/2,757	3,191/2,191
4x2 SRW SuperCab(4)	158.0"	-	-	10,900*	11,200*	-	-	3,669/2,797	3,257/2,057
4x2 SRW Crew Cab(4)	156.2"	-	-	10,600*	11,200*	-	-	3,233/2,633	2,991/1,791
4x2 SRW Crew Cab(4)	172.4"	-	-	10,800*	11,400*	-	-	3,294/2,294	3,200/1,800
4x2 DRW Reg. Cab	137.0"	-	-	13,300	13,300	-	-	6,556/ -	5,925/ -
4x2 DRW SuperCab	158.0"	-	-	13,300	13,300	-	-	5,680/ -	4,944/ -
4x2 DRW Crew Cab	172.4"	-	-	13,300	13,300	-	-	5,436/ -	4,742/ -
4x4 SRW Reg. Cab(3)	137.0"	-	-	10,400*	10,800*	-	-	3,597/3,197	3,407/2,607
4x4 SRW SuperCab(3)	141.8"	-	-	10,500*	11,100*	-	-	3,021/2,521	3,005/1,905
4x4 SRW SuperCab(3)	158.0"	-	-	10,700*	11,200*	-	-	3,095/2,395	2,777/1,577
4x4 SRW Crew Cab(3)	156.2"	-	-	10,600*	11,200*	-	-	2,905/2,305	2,850/1,650
4x4 SRW Crew Cab(3)	172.4"	-	-	10,800*	11,200*	-	-	3,002/2,202	2,638/1,438
4x4 SRW Reg. Cab(4)	137.0"	-	-	10,700*	11,200*	-	-	3,797/3,122	3,707/2,532
4x4 SRW SuperCab(4)	141.8"	-	-	10,800*	11,400*	-	-	3,221/2,446	3,205/1,830
4x4 SRW SuperCab(4)	158.0"	-	-	11,000*	11,500*	-	-	3,295/2,320	2,977/1,502
4x4 SRW Crew Cab(4)	156.2"	-	-	11,000*	11,500*	-	-	3,205/2,230	3,050/1,575
4x4 SRW Crew Cab(4)	172.4"	-	-	11,200*	11,500*	-	-	3,302/2,127	2,838/1,363
4x4 DRW Reg. Cab	137.0"	-	-	13,300	13,300	-	-	6,068/ -	5,503/ -
4x4 DRW SuperCab	158.0"	-	-	13,300	13,300	-	-	5,233/ -	4,545/ -
4x4 DRW Crew Cab	172.4"	-	-	13,300	13,300	-	-	5,016/ -	4,272/ -
F-450 Super Duty (2)									
4x4 DRW Crew Cab	172.4"	-	-	-	13,300	-	-	- / -	4,305/ -

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

Ford E-Series Van Conversion*



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

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

Features that make Ford E-Series a very popular choice for people who want to take their travel experience to the next level include:

- Sturdy body-on-frame construction
- Outstanding towing capabilities – up to 7,500 lbs. on properly equipped E-150
- E-150 and E-250 offer two engine choices, each with 4-speed automatic overdrive transmission:
 - 4.6L SOHC V8 with 225 hp**
 - 5.4L SOHC V8 with 255 hp**
- E-350 Super Duty® offers an optional 6.8L SOHC V10 engine with optional TorqShift® 5-speed automatic transmission including Tow/Haul Mode
- Standard 4-wheel disc Anti-lock Brake System (ABS)
- Exclusive Twin-I-Beam independent front suspension for ruggedness and smooth ride
- Standard AdvanceTrac® with RSC® (Roll Stability Control™)
- Tire Pressure Monitoring System – standard on all E-Series applications (SRW vehicles only)

*Completed by authorized converters.

**Flex Fuel capable.



Class B Van Campers

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

“Four-Wheel-Down” Towing

Towing a Vehicle Behind Your Motorhome With All Four Wheels Down

Many motorhome owners prefer the practicality of having another vehicle along when they travel. In fact, towing another vehicle behind the motorhome has become more and more popular in recent years. Furthermore, many of those who want to tow another vehicle prefer one that can be easily towed without a dolly or trailer. The car and truck models shown in the chart at right can be towed with all four wheels down. For safe operation, towed vehicles (or dollies or trailers carrying them) should be equipped with a separate functional brake system. See page 27 and back cover for additional brake information.

Note: Some aftermarket camper centers offer kits which may allow vehicles with automatic transmissions to be flat-towed. Check your new vehicle Warranty Guide, as this could void the warranty of your vehicle.

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



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.

FOUR-WHEEL-DOWN AVAILABILITY

2011 Cars	Manual Transmission	Automatic Transmission
Fiesta	Yes (a)	Yes (a)
Focus	Yes	No
Fusion/Milan 2.5L/3.0L (FWD/AWD)	Yes (b)	Yes (c)(d)
Fusion/Milan/MKZ Hybrid (FWD)	N/A	Yes (d)
Taurus/MKS (FWD/AWD)	N/A	Yes (c)(d)
2011 Crossovers		
Flex/MKT (FWD/AWD)	N/A	Yes (c)(d)
Edge/MKX (FWD/AWD)	N/A	Yes (c)(d)
2011 Trucks and SUVs		
Escape/Mariner I4 (FWD/4WD)	Yes (b)	Yes (c)(d)
Escape/Mariner V6 (FWD/4WD)	N/A	Yes (c)(d)
Escape/Mariner Hybrid (FWD/4WD)	N/A	Yes (c)(e)
Ranger	Yes (f)(g)	No
Explorer (FWD/AWD)	N/A	Yes (c)(d)
F-150 4x4	N/A	Yes (h)
F-250/F-350/F-450 Super Duty 4x4	N/A	Yes (h)

- (a) Maximum speed is 70 mph
 (b) Maximum speed with manual transmission is 70 mph
 (c) All-wheel-drive/Intelligent 4WD vehicles cannot be towed on a dolly
 (d) Maximum speed with automatic transmission is 65 mph
 (e) Maximum speed with automatic transmission is 75 mph
 (f) Electronic Shift-On-the-Fly rotary control in 2-high position and transmission in NEUTRAL (with 4x4 only)
 (g) Manual transmission in NEUTRAL (with 4x2 or 4x4) (max speed is 55 mph)
 (h) Only with manual shift 4x4 vehicles, not Electronic Shift-On-the-Fly or 4x2 vehicles. Manual transfer case shifted into NEUTRAL

If your vehicle configuration is not listed in the chart above, then it's not available for Four-Wheel-Down towing.

Basic Trailering Information

Trailer Classes

CLASS I LIGHT-DUTY

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

CLASS II MEDIUM-DUTY

- 2,001-3,500-lb. gross trailer weight
- Single-axle, small- to medium-length (up to 18 ft.) trailers
- Ford trucks and compact SUVs can be equipped to tow these trailers⁽¹⁾
- Conventional weight-distributing hitch not required unless specified for a particular vehicle

CLASS III HEAVY-DUTY

- 3,501-5,000-lb. gross trailer weight
- Dual-axle or large single-axle travel trailers
- Most properly equipped Ford trucks and SUVs can tow them⁽¹⁾
- Conventional weight-distributing hitch not required unless specified for a particular vehicle

CLASS IV EXTRA-HEAVY-DUTY⁽²⁾

- Over 5,000-lb. gross trailer weight⁽²⁾
- Largest travel and 5th-wheel trailers made for recreation
- Most Ford trucks and SUVs can be equipped to handle trailers in this class⁽¹⁾
- Most applications require a conventional weight-distributing or 5th-wheel hitch

⁽¹⁾ Refer to page 18 for required equipment.

⁽²⁾ Some industry sources refer to trailers over 10,000 pounds as Class V Trailers. Ford Super Duty® Pickups and Chassis Cabs can be equipped to handle these trailers.

RV Trailer Types

Folding Camping Trailer



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

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

Conventional Travel Trailer



Generally larger, rigid construction units offering more of the conveniences

of home, including such features as kitchen sink, dinette, shower, refrigerator and flush toilet. Additional benefits include:

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

5th- Wheel Trailer



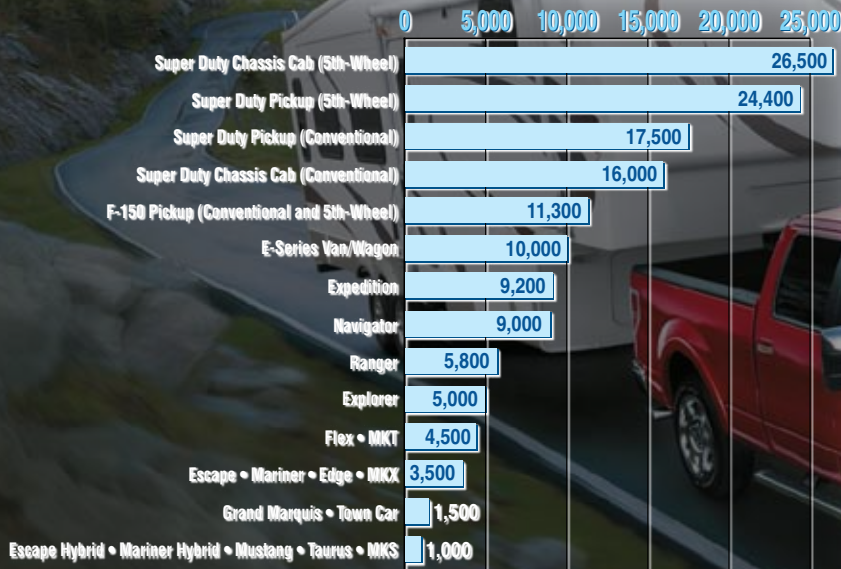
Provides the same types of accommodations

as a conventional travel trailer, but with these unique characteristics:

- The forward raised portion is designed to extend over the box of a pickup truck
- Attaches to the truck via a 5th-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 vehicles *with no cargo*



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

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

- (a) Available with 3.0L V6 only. Available as dealer accessory with 2.5L I4 engine.
 (b) Included with optional rear step bumper (768/769).
 (c) Blade-style female connector/bumper bracket, including relay

- system for backup/B+/running lights.
 (d) 4-channel with 536 option package.
 (e) Standard with 4.0L engine only.
 (f) In-cab, no controller.
 (g) F-350 DRW; F-450.

- (h) SRW only.
 (i) Optional only on F-450/F-550 (4x2 and 4x4) with 6.7L Turbo Diesel/4.30 LS axle ratio with F-450 or F-550 w/Payload Upgrade Package and 4.88 LS axle ratio with F-550.

- (j) Max Trailer Tow Package is available in 3 versions; 60M (Manual Mirror), 60P (Power Mirror) and 60C (Chrome Power Mirror).

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.**

Trailer Towing Equipment

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

This equipment falls into two categories: Required and Recommended.

REQUIRED Equipment

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

E-Series Vans and Wagons

- For trailers over 5,000 pounds – Class II/III/IV Trailer Tow Package

Edge/MKX

- For trailers over 2,000 pounds – Class II Trailer Tow Package

Escape/Mariner

- For trailers over 1,500 pounds – 3.0L V6 engine

Expedition/Navigator

- For trailers over 6,000 pounds – Heavy-Duty Trailer Tow Package

Explorer

- For trailers over 2,000 pounds – Class III Trailer Tow Package

Flex/MKT

- For trailers over 2,000 pounds – Class III Trailer Tow Package

F-150

- For trailers over 5,000 pounds – Trailer Tow Package or Max Trailer Tow Package

F-450/F-550 Chassis Cab

- For 35,000-pound GCWR on F-550; 30,000-pound GCWR on F-450 – High-Capacity Trailer Tow Package

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

RECOMMENDED Equipment

(where not required)

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

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

For a listing of all CUV/SUV/truck standard and optional towing equipment, see chart on page 17.

Frontal Area

is the total area in square feet that a moving vehicle and trailer exposes to air resistance. The chart shows the limitations that must be considered in selecting a vehicle/trailer combination. Exceeding these limitations may significantly reduce the performance of your towing vehicle. Selecting a trailer with a low-drag, rounded front design will help optimize performance and fuel economy.

FRONTAL AREA CONSIDERATIONS

Vehicle Line	Frontal Area Limitations/ Considerations	With
Mustang	20 sq. ft.	All Applications
Taurus/MKS	30 sq. ft.	All Applications
Edge/MKX	30 sq. ft.	All Applications
Escape/Escape Hybrid	Base Vehicle Frontal Area (24 sq. ft.)	2.5L I4 Engine or 2.5L Hybrid
Mariner/Mariner Hybrid	30 sq. ft.	3.0L V6 Engine
Flex/MKT	25 sq. ft.	Without Trailer Tow Package Class III
	35 sq. ft.	With Trailer Tow Package Class III
Explorer	Base Vehicle Frontal Area (20 sq. ft.)	Without Trailer Tow Package Class III
	40 sq. ft.	With Trailer Tow Package Class III
Ranger	Base Vehicle Frontal Area	2.3L I4 Engine
	50 sq. ft.	4.0L V6 Engine
E-Series	60 sq. ft.	All Applications
F-150	Base Vehicle Frontal Area	Without Trailer Tow Package
	60 sq. ft.	With Trailer Tow Package or Max Trailer Tow Package
Expedition/Navigator	Base Vehicle Frontal Area (35 sq. ft.)	5.4L V8 Engine Without Heavy-Duty Trailer Tow Package
	60 sq. ft.	5.4L V8 With Heavy-Duty Trailer Tow Package
F-250/F-350/F-450/F-550 Super Duty	60 sq. ft.	All Applications

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

Trailer Towing Selector

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% (5th-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 18.



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

F-150 PICKUP

CONVENTIONAL⁽¹⁾ AND 5th-WHEEL TOWING

Engine	Axle Ratio	GCWR (Lbs.)	Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission												
			REGULAR CAB				SUPERCAB				SUPERCREW				
			4x2		4x4		4x2		4x4		4x2		4x4		
		126" Wb	145" Wb	126" Wb	145" Wb	145" Wb	163" Wb	133" Wb	145" Wb	163" Wb	145" Wb	157" Wb	145" Wb	157" Wb	
3.7L 4-Valve V6	3.55	10,400	5,500	-	-	-	-	-	-	-	-	-	-	-	
		10,600	-	5,600	-	-	-	-	-	-	-	-	-	-	
	3.73	10,900	6,000	-	5,700	-	-	-	-	-	-	-	-	-	
		11,100	-	6,100	-	5,800	5,800	-	-	5,500	-	5,700	-	-	
5.0L 4-Valve V8	3.31	12,900	7,900	-	-	-	-	-	-	-	-	-	-	-	
		13,500	-	8,400	-	-	8,100	-	-	-	-	8,000	7,900	-	-
	3.55	12,900	-	-	7,600	-	-	-	-	-	-	-	-	-	-
		13,300	8,300	-	-	-	-	-	-	-	-	-	-	-	-
		13,500	-	-	-	8,200	-	-	-	7,800	-	8,000	7,900	7,700	7,500
	3.73	14,900	-	9,800	-	-	9,500	-	-	-	-	-	-	-	-
		13,300	-	-	8,000	-	-	-	-	-	-	-	-	-	-
		14,900	-	-	-	-	-	-	-	-	-	9,400	9,300	-	-
		15,100	-	-	-	9,800	-	-	-	9,400	-	-	-	9,300	9,100
		15,300(2)	-	10,000	-	9,700	-	9,600	-	9,300	-	-	-	-	
3.5L GTDI V6	3.15	14,000	-	8,800	-	-	8,600	-	-	-	-	8,500	8,400	-	-
	3.31	14,000	-	-	-	8,600	-	-	-	8,400	-	-	-	8,200	8,000
		3.55	15,000	-	9,800	-	-	-	-	-	-	-	-	-	-
		15,200	-	-	-	9,800	9,800	-	-	-	-	-	-	-	-
		15,300	-	-	-	-	-	-	-	-	9,800	9,700	-	-	
		15,400	-	-	-	-	-	-	-	9,800	-	-	-	-	
		15,500	-	-	-	-	-	-	-	-	-	-	9,700	9,600	
	3.73	15,200	-	-	-	9,800	-	-	-	-	-	-	-	-	-
		15,400	-	-	-	-	-	-	-	9,800	-	-	-	-	-
		15,500	-	-	-	-	-	-	-	-	-	-	-	9,700	9,600
16,700(2)(3)		-	11,300	-	-	-	-	-	-	-	-	-	-	-	
	16,900(3)	-	-	-	-	11,300	-	-	-	-	11,300	-	-	-	
	17,000	-	-	-	-	-	-	-	-	-	-	11,300(3)	-	-	
	17,100(3)	-	-	-	11,300(2)	-	11,300(2)	-	11,300	11,200(2)	-	-	11,300	11,200	
4.10	17,100(3)	-	-	-	-	-	-	-	11,300	-	-	-	11,300	11,200	
6.2L 2-Valve V8	3.73	13,500(4)	-	-	-	-	-	-	-	-	7,500	-	7,200	-	
		17,100(3)	-	-	-	-	-	-	-	-	11,300	-	11,100	-	
	4.10	12,400(5)	-	-	-	-	-	6,000	-	-	-	-	-	-	
		14,700(5)	-	-	-	-	-	-	-	-	-	-	8,000	-	

(1) Maximum loaded trailer weight requires weight distribution hitch. See page 29 for additional information. (2) Requires Heavy-Duty Payload Package. (3) Requires Max Trailer Towing Package. (4) Ford Lariat Limited/Harley-Davidson™. (5) Ford Raptor. While the pickup box will accept a 5th-wheel hitch, current 5th-wheel trailer designs are not compatible with this model.

Notes: • Do not exceed trailer weight of 5,000 lbs. when towing with bumper only.

- Trailer tongue (trailer king pin for 5th-wheel towing) load weight should be 10-15% (15-25% 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 cannot cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.



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

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



F-250/F-350/F-450 SUPER DUTY® PICKUPS

CONVENTIONAL TOWING⁽¹⁾

		Maximum Loaded Trailer Weight (Lbs.) - Automatic Transmission															
		REGULAR CAB				SUPERCAB				CREW CAB							
Engine	Axle Ratio	GCWR (Lbs.)	F-250/F-350 SRW 4x2	F-250/F-350 SRW 4x4	F-350 DRW 4x2	F-350 DRW 4x4	F-250/F-350 SRW 4x2	F-250 SRW 4x4	F-350 SRW 4x4	F-350 DRW 4x2	F-350 DRW 4x4	F-250/F-350 SRW 4x2	F-250 SRW 4x4	F-350 SRW 4x4	F-350 DRW 4x2	F-350 DRW 4x4	F-450 DRW 4x4
6.2L SOHC V8 FFV	3.73	19,000	12,500	12,400	-	-	12,500	12,200	12,100	-	-	12,400/12,300	12,000	11,900	-	-	-
		19,500	-	-	12,900	12,400	-	-	-	12,500	12,100	-	-	-	12,300	11,800	-
	4.30	22,000	12,500	12,500	-	-	12,500	12,500	12,500	-	-	12,500	12,500	12,500	-	-	-
		22,500	-	-	15,000	15,000	-	-	-	15,000	15,000	-	-	-	15,000	14,800	-
6.7L V8 Turbo Diesel	3.31	23,500	12,500	12,500	-	-	14,000	14,000	14,000	-	-	14,000	14,000	14,000	-	-	-
		3.55	23,500	12,500	12,500	-	-	14,000	14,000	14,000	-	-	14,000	14,000	14,000	-	-
	4.30	3.73	30,000	-	-	15,000	15,000	-	-	-	15,000	15,000	-	-	-	17,500	17,500
		33,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17,500

5th-WHEEL TOWING

6.2L SOHC V8 FFV	3.73	19,000	12,800	12,300	-	-	12,500/12,400	12,100	12,000	-	-	12,300/12,200	11,900	11,800	-	-	-
		19,500	-	-	12,800	12,300	-	-	-	12,400	11,900	-	-	-	12,100	11,700	-
	4.30	22,000	15,800	15,300	-	-	15,500/15,400	15,100	15,000	-	-	15,300/15,200	14,900	14,800	-	-	-
		22,500	-	-	15,800	15,300	-	-	-	15,400	14,900	-	-	-	15,100	14,700	-
6.7L V8 Turbo Diesel	3.31	23,500	16,700/16,600	16,200	-	-	16,300	15,900	15,900	-	-	16,200/16,100	14,400	15,700	-	-	-
		3.55	23,500	16,700/16,600	16,200	-	-	16,300	15,900	15,900	-	-	16,200/16,100	14,400	15,700	-	-
	4.30	3.73	30,000	-	-	22,700	22,200	-	-	-	22,200	21,800	-	-	-	22,000	21,500
		33,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	24,500

(1) Maximum loaded trailer weight requires weight distribution hitch. See page 29 for additional information.

Notes: • This information also applies to models with Pickup Box Delete option (66D).

• For F-250/F-350 SRW models, F-250 trailer weights are shown. F-350 trailer weights are within 200 pounds. Check with your sales consultant.

• Trailer tongue (trailer king pin for 5th-wheel towing) load weight should be 10-15% (15-25% 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 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 5th-Wheel or Gooseneck Trailer

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

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

*Distance from ground to top of closed tailgate.



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



F-350/F-450/F-550 SUPER DUTY® CHASSIS CABS

CONVENTIONAL TOWING⁽¹⁾⁽²⁾

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							
		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
6.2L SOHC V8	3.73	19,000	12,400	12,000	-	-	-	-	-	12,000	11,600	-	-	-	-	-	-	11,700	11,400	-	-	-	-	-	-
		19,500	-	-	13,300	11,900	-	-	-	-	-	12,000	11,500	-	-	-	-	-	-	11,700	11,300	-	-	-	-
FFV	4.30	22,000	12,500	12,500	-	-	-	-	-	12,500	12,500	-	-	-	-	-	-	12,500	12,500	-	-	-	-	-	-
		22,500	-	-	15,000	14,900	-	-	-	-	-	15,000	14,500	-	-	-	-	-	-	14,700	14,300	-	-	-	-
6.8L SOHC V10	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
6.7L V8 Turbo	3.73	23,500	12,500	12,500	-	-	-	-	-	12,500	12,500	-	-	-	-	-	-	12,500	12,500	-	-	-	-	-	-
		24,500	-	-	15,000	15,000	-	-	-	-	-	15,000	15,000	-	-	-	-	-	-	15,000	15,000	-	-	-	-
Diesel	4.10	24,500	-	-	15,000	15,000	-	-	-	-	-	15,000	15,000	-	-	-	-	-	-	15,000	15,000	-	-	-	-
		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
	4.30	30,000(3)	-	-	-	16,000	16,000	-	-	-	-	-	-	16,000	16,000	-	-	-	-	-	-	16,000	16,000	-	-
		35,000(3)	-	-	-	-	-	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
		35,000(3)	-	-	-	-	-	16,000	16,000	-	-	-	-	-	-	16,000	16,000	-	-	-	-	-	-	16,000	16,000

5th-WHEEL TOWING

6.2L SOHC V8	3.73	19,000	12,400	12,000	-	-	-	-	-	12,000	11,600	-	-	-	-	-	-	11,700	11,400	-	-	-	-	-	-
		19,500	-	-	13,300	11,900	-	-	-	-	-	12,000	11,500	-	-	-	-	-	-	11,700	11,300	-	-	-	-
FFV	4.30	22,000	15,400	15,000	-	-	-	-	-	15,000	14,600	-	-	-	-	-	-	14,700	14,300	-	-	-	-	-	-
		22,500	-	-	16,300	14,900	-	-	-	-	-	15,000	14,500	-	-	-	-	-	-	14,700	14,300	-	-	-	-
6.8L SOHC V10	4.88	26,000	-	-	-	18,300	18,000	18,300	18,000	-	-	-	-	17,800	17,500	17,800	17,500	-	-	-	-	17,600	17,300	17,600	17,300
6.7L V8 Turbo	3.73	23,500	16,100	15,500	-	-	-	-	-	15,500	15,100	-	-	-	-	-	-	15,300	14,800	-	-	-	-	-	-
		24,500	-	-	16,500	16,100	-	-	-	-	-	16,200	15,700	-	-	-	-	-	-	16,000	15,500	-	-	-	-
Diesel	4.10	24,500	-	-	16,500	16,100	-	-	-	-	-	16,200	15,700	-	-	-	-	-	-	16,000	15,500	-	-	-	-
		26,000	-	-	-	17,500	17,200	17,500	17,200	-	-	-	-	17,000	16,800	17,000	16,800	-	-	-	-	16,800	16,500	16,800	16,500
	4.30	30,000(3)	-	-	-	21,500	21,200	-	-	-	-	-	-	21,000	20,800	-	-	-	-	-	-	20,800	20,500	-	-
		35,000(3)	-	-	-	-	-	26,500	26,200	-	-	-	-	-	-	26,000	25,800	-	-	-	-	-	-	25,800	25,500
	4.88	26,000	-	-	-	-	-	17,400	17,000	-	-	-	-	-	-	16,800	16,600	-	-	-	-	-	-	16,600	16,300
		35,000(3)	-	-	-	-	-	26,400	26,000	-	-	-	-	-	-	25,800	25,600	-	-	-	-	-	-	25,600	25,300

(1) Maximum loaded trailer weight requires weight distribution hitch. See page 29 for additional information.

(2) Super Duty Chassis Cab does not offer a conventional hitch receiver as a factory-installed option. (3) Available with High-Capacity Trailer Tow Package only.

Note: Trailer tongue (trailer king pin for 5th-wheel towing) load weight should be 10-15% (15-25% 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 cannot cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.



F-650/F-750 SUPER DUTY® CHASSIS CABS

F-650/F-750 Super Duty Chassis Cabs

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

*Specific GCWR and Maximum Trailer Weight applicable to a given F-650/F-750 model depend on many variables and customer performance expectations. See your Ford dealership sales consultant for a Commercial Truck Tools (CTT) performance evaluation for a specific vehicle/trailer configuration.

Super Duty Class A Motorhome Chassis

Max. GVWR	Max. GCWR	Max. Trailer Weight
16,000 lbs.	23,000 lbs.	7,000 lbs.
18,000 lbs.	23,000 lbs.	5,000 lbs.
20,500 lbs.	26,000 lbs.	5,500 lbs.
22,000 lbs.	26,000 lbs.	4,000 lbs.
24,000 lbs.	30,000 lbs.	6,000 lbs.
26,000 lbs.	30,000 lbs.	4,000 lbs.

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

Super Duty Commercial Stripped Chassis

Max. GVWR	Max. GCWR	Max. Trailer Weight
16,000 lbs.	23,000 lbs.	7,000 lbs.
19,500 lbs.	26,000 lbs.	6,500 lbs.
22,000 lbs.	26,000 lbs.	4,000 lbs.

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

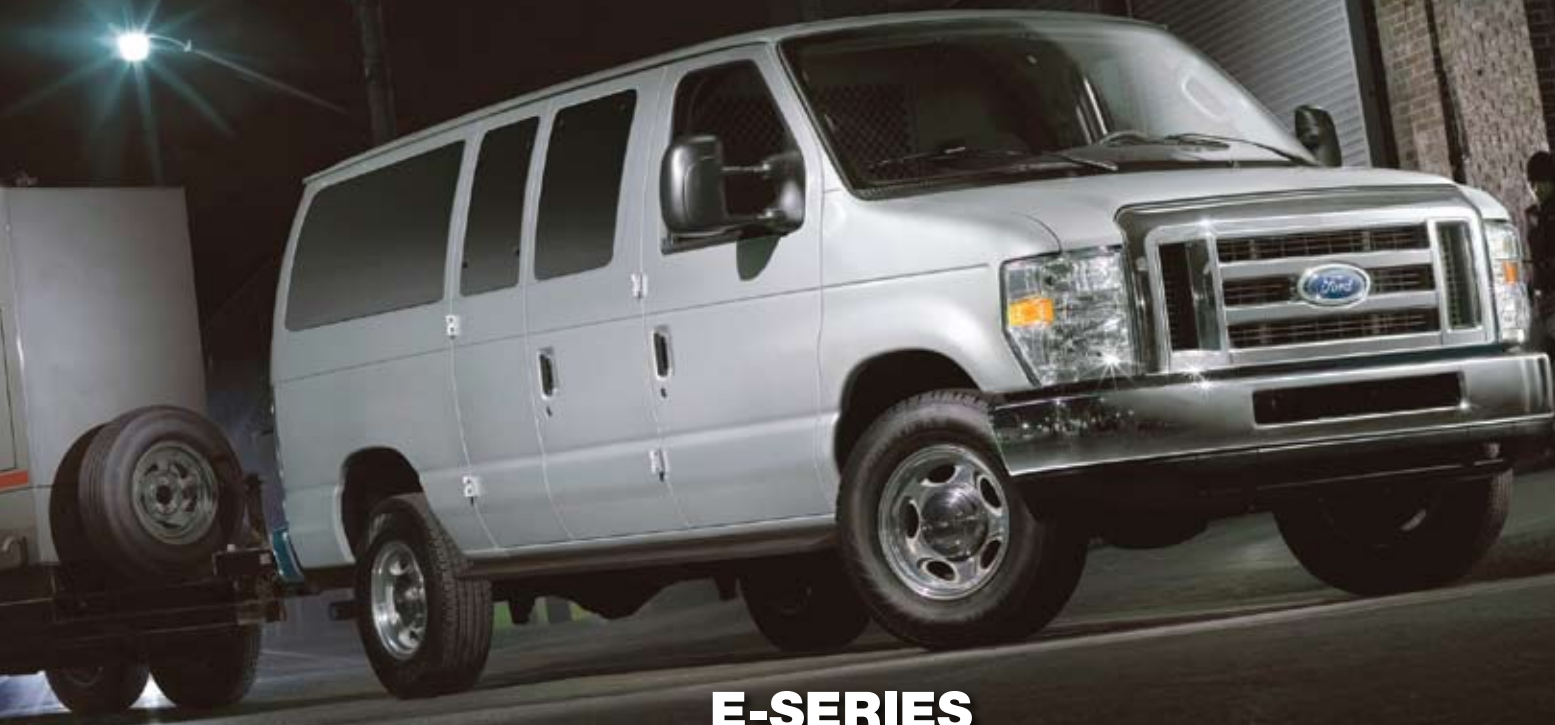


Note: Certain states require electric trailer brakes for trailers over a specified weight. Be sure to check state regulations for this specified weight. The maximum trailer weights listed may be limited to this specified weight, as the Ranger's electrical system does not include the wiring connector needed to activate electric trailer brakes.

RANGER PICKUP (1)

			Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission			
			REGULAR CAB		SUPERCAB	
Engine	Axle Ratio	GCWR (Lbs.)	4x2 6-ft. Box	4x2 7-ft. Box(2)	4x2 6-ft. Box	4x4 6-ft. Box
2.3L DOHC I4	4.10	5,500	2,160	2,160	2,000	–
4.0L SOHC V6	3.55	9,500	–	5,960	5,800	–
	3.55(3)	9,500	–	–	5,740	–
	3.73/4.10	9,500	–	–	–	5,560
			Maximum Loaded Trailer Weight (Lbs.) – Manual Transmission			
2.3L DOHC I4	3.73/4.10	4,800	1,500	1,480	1,340	–
4.0L SOHC V6	3.55	7,000	–	–	3,340/3,280(3)	–
	3.73/4.10	7,000	–	–	–	3,100

(1) Maximum loaded trailer weight requires weight distribution hitch if over 5,000 lbs. See page 29 for additional information. (2) Fleet only. (3) Ranger Sport only.



E-SERIES

E-SERIES VAN/WAGON (1)

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

(1) Maximum loaded trailer weight requires weight distribution hitch. See page 29 for additional information.

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



E-SERIES CUTAWAY & STRIPPED CHASSIS

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

- E-250 Super Duty Cutaway GCWR:
 - 4.6L V8/4R75E – 12,000 lbs.
- E-350 Super Duty Cutaway GCWRs:
 - 5.4L V8/4R75E – 9,600 lbs. (SRW)
 - 5.4L V8/4R75E – 10,050 lbs. (DRW)
 - 5.4L V8/5R110W – 13,000 lbs.
 - 6.8L V10 – 18,500 lbs.
- E-350 Super Duty Extended Cutaway GCWR:
 - 5.4L V8/4R75E – 10,600 lbs.
- E-450 Super Duty Cutaway GCWRs:
 - 5.4L V8/5R110W – 14,050 lbs.
 - 6.8L V10/5R110W – 22,000 lbs.
- E-350 Super Duty Stripped Chassis GCWRs:
 - 5.4L V8/5R110W – 13,000 lbs.
 - 6.8L V10/5R110W – 18,500 lbs.
- E-450 Super Duty Stripped Chassis GCWRs:
 - 5.4L V8/5R110W – 14,050 lbs.
 - 6.8L V10/5R110W – 22,000 lbs.



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**EXPEDITION****NAVIGATOR****EXPLORER****ESCAPE****MARINER****EXPEDITION/NAVIGATOR⁽¹⁾**

Engine	Axle Ratio	GCWR (Lbs.)	Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission							
			Expedition		Expedition EL		Navigator		Navigator L	
			4x2	4x4	4x2	4x4	4x2	4x4	4x2	4x4
5.4L SOHC V8	3.31	11,800	6,000	–	–	–	–	–	–	–
		12,100	–	6,000	–	–	–	–	–	–
		15,000(2)	9,200	8,900	–	–	–	–	–	–
	3.73	11,800	6,000	–	–	–	–	–	–	–
		12,000	–	–	–	–	6,000	–	–	–
		12,100	–	6,000	–	–	–	–	–	–
		12,100	–	–	6,000	–	–	–	–	–
		12,300	–	–	–	6,000	–	6,000	6,000	–
		12,500	–	–	–	–	–	–	–	6,000
		15,000(2)	9,200	8,900	8,900	8,700	9,000	8,700	8,700	8,500

(1) Maximum loaded trailer weight requires weight distribution hitch. See page 29 for additional information.

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

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.

EXPLORER

Engine	Final Drive Ratio	GCWR (Lbs.)		Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission
		FWD	AWD	
3.5L V6	3.16	6,880	–	2,000
	3.39	–	7,060	2,000
	3.16	9,920	–	5,000*
	3.39	–	10,096	5,000*

*Requires optional Heavy-Duty Trailer Tow Package and weight distributing hitch.

**ESCAPE/ESCAPE HYBRID
MARINER/MARINER HYBRID**

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

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

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

***With Class II Trailer Tow Package.

Notes:

- Conventional trailer hitches are not compatible with Escape and Mariner Hybrid components.
- Certain states require electric trailer brakes for trailers over a specified weight. Be sure to check state regulations for this specified weight. The maximum trailer weights listed above may be limited to this specified weight, as the Escape's and Mariner's electrical system does not include the wiring connector needed to activate electric trailer brakes.



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.



EDGE



MKX

CROSSOVERS

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

(a) Tow rating reduced to 2,000 lbs. when ordered with 22" wheels and tires.
 (b) Maximum loaded trailer weight requires weight distribution hitch. See page 29 for additional information.



FLEX

CARS

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

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



MKT



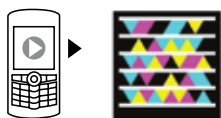
MUSTANG



TAURUS

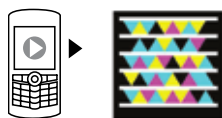


MKS

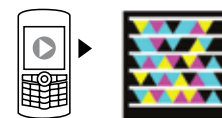


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For Your Towing Needs

Ford Custom Accessories offer a great selection of items to help prepare your vehicle for towing. They are specifically engineered to meet Ford Motor Company's high standards for performance, durability and safety.

Trailer Hitch Assemblies

CLASS II: Original equipment hitch bolts directly into existing holes – no drilling or welding required. Rear fascia trim required for installation.

NOTE: Towing capacity could be limited by vehicle powertrain. See your dealer or Owner Guide for details. Not available on Escape Hybrid or Mariner Hybrid.

Base Part No. 19D520

Available for: Escape (Class I/II), Mariner (Class I/II), Edge and MKX

CLASS III/IV: Hitch bolts directly into existing holes – no drilling or welding required.

NOTE: Towing capacity could be limited by vehicle powertrain. See your dealer or Owner Guide for details.

Base Part No. 19D520

Available for: Edge, MKX, Flex, F-150 and E-Series

Trailer Hitch Wiring Harness – 4-Pin

This 4-pin wiring harness assembly is made to plug into the factory electrical system. The 4-pin design

does not allow the use of trailers with electric brakes. Dealer installation recommended. Not available on Escape Hybrid or Mariner Hybrid.

Base Part No. 15A416

Available for: Escape, Mariner, Edge and MKX

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

Base Part No. 15A416

Available for: Flex

For current information, price and warranty information, please contact your Dealer or visit our Web sites at:

www.fordaccessories.com

www.mercuryaccessories.com

www.lincolnaccessories.com

Trailer Hitch Wiring Kit – 4-/7-Pin

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

Base Part No. 15A416

Available for: F-150

Trailer Hitch Drawbars – Square Shank

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

Base Part No. 19A282

Available for: Vehicles with 2" (5cm) receiver for Edge, MKX, Flex, Expedition/EL, Navigator/L, F-150, Super Duty and E-Series

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

Telescoping Trailer Tow Mirrors

MANUAL: When towing, the mirror telescopes out to help increase your range of vision. When not towing, the mirror slides in for normal range. Mirrors also include a forward folding feature that allows them to be folded against the vehicle for tight spaces. (Black housing. Dealer installation only.)

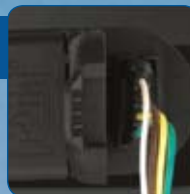
POWER: Provides the same features as manual trailer tow mirrors, but the mirror glass features a power adjust. Mirror glass is also electrically heated to minimize snow and ice buildup. The mirror telescoping feature is still manual. (Black and chrome housing cap. Dealer installation only.)

NOTE: Power trailer tow mirrors are for vehicles equipped with power mirrors only and turn signal/marker light feature is only functional on vehicles equipped with those features. Not designed as a mirror power feature upgrade. Will maintain mirror feature offered with the vehicle.

Base Part No. 17682 Passenger Side

Base Part No. 17683 Driver Side

Available for: F-150 and Super Duty (Manual Only)



Trailer Hitch Ball

Forged, one-piece construction for maximum strength, with chrome finish for corrosion resistance. Available in three sizes – 1-7/8", 2" and 2-5/16" See your dealer for towing limitations.

Base Part No. 19F503

Available for: Vehicles equipped with trailer hitch



5th-Wheel/Gooseneck Trailer Hitch Prep Package

Integrated (patent pending) frame-mounted cross member that offers provisions for either type of hitch accessory kit. Five pickup bed attachment points with plugs. A 7-pin connector is integrated into the pickup bed inner wall (driver's side). Available on all models equipped with an 8-foot pickup box. Also available as a Regular Production Option (53W).

Base Part No. 5F057

Available for: Super Duty F-250, F-350 and F-450

Gooseneck Hitch Kit

This 2-5/16-inch Gooseneck Hitch Ball has a Gross Trailer Weight Rating of 25,000 lbs., plus a pin weight rating of 6,250 lbs. The kit also includes two cast-steel safety chain tie-down hooks and a nylon storage bag.

NOTE: This kit is only for use with the 5th-Wheel and Gooseneck Hitch Prep Package. Other restrictions: only compatible with 6.75- and 8-foot beds – cannot be used with drop-in bedliners or bed mats. See Owner Guide for specific vehicle tow ratings.

Base Part No. 19F503

Available for: Super Duty F-250 and F-350

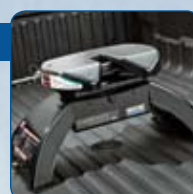
5th-Wheel Hitch Kit

The 5th-Wheel Hitch Kit has a Gross Trailer Weight Rating of 25,000 lbs. and a pin weight rating of 6,250 lbs. Other features include a forged jaw; a high-capacity head support structure; 10° front-to-back pivot and 4° side-to-side pivot for easier hook-ups; 14-inch to 16.5-inch vertical height adjustment; and an extended-length handle.

NOTE: This kit is only for use with the 5th-Wheel and Gooseneck Hitch Prep Package. Other restrictions: only compatible with 8-foot beds – cannot be used with drop-in bedliners or bed mats. See Owner Guide for specific vehicle tow ratings.

Base Part No. 19D520

Available for: Super Duty F-250 and F-350



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

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:

- 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. 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 Ford's factory installed, dash-integrated Trailer Brake Controller (TBC).
- 3. 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 *Trailer Tips* on back cover for additional braking information.

After You Buy

Before heading out on a trip, check your vehicle's Owner Guide for break-in and severe-duty maintenance schedules (do not tow a trailer until your vehicle has been driven at least 500 miles). Be sure to have your fully-loaded vehicle (including passengers) and trailer weighed so as not to exceed critical weight limits (see page 30). If any of these limits are exceeded, cargo should be removed from the vehicle and/or trailer until all weights are within the specified limits.

TRAILER LAMPS

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

SAFETY CHAINS

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

TRAILER WIRING HARNESS

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

Refer to chart on page 17 for standard and optional wiring harness usage.



Before You Get Hitched...

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



Weight-Carrying (Non-Weight-Distributing) Hitch

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



Weight-Distributing Hitch

A weight-distributing hitch is used in conjunction with a hitch platform (receiver) to distribute tongue load to all towing vehicle and trailer wheels. Required for certain Class III and all Class IV applications (see the chart on following page).

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



Gooseneck Hitch

A gooseneck hitch attaches in the truck bed using custom or universal rails. This hitch style provides great stability and is suitable for heavier loads, since the weight of the tongue rests directly on the truck bed over the rear axles. Goosenecks are commonly used for horse and other agricultural trailers. Other features include:

- Tight turning radius
- “Fold down” and “install under bed” models provide unobstructed bed area for carrying cargo
- Maximum weight capacity of 25,000 – 30,000 lbs.
- Attachment rails require no welding (sold separately)



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

Factory-Installed Trailer Hitch Receiver Options

Available on the following vehicles:

- **Edge/MKX:** Included with Class II Trailer Tow Package – Option Code 53G
- **Flex/MKT:** Included with Class III Trailer Tow Package – Option Code 53G
- **Escape/Mariner:** Included with Class II Trailer Tow Package – Option Code 536
- **Ranger Pickup:** Standard
- **Explorer:** Included with Class III Trailer Tow Package – Option Code 53G
- **E-Series Van/Wagon:** Included with Trailer Tow Package – Option Code 536
- **Expedition/Navigator:** Standard
- **F-150 Pickup:** Included with Trailer Tow Packages – Option Code 535, 60M, 60P and 60C
- **F-250/F-350/F-450 Super Duty® Pickups:**
 - F-250/350 SRW – Standard for 12,500-lb. Maximum Trailer Capacity (N/A with 6.7L diesel with 156", 158" and 172" wheelbases)
 - F-250/350 SRW w/6.7L diesel engine – Standard for 14,000-lb. Maximum Trailer Capacity (156", 158" and 172" wheelbases only)
 - F-350 DRW – Standard for 15,000-lb. Maximum Trailer Capacity
 - F-350 DRW w/6.7L diesel engine – 17,500-lb. Maximum Trailer Capacity (172" wheelbase only)
 - F-450 – Standard for 17,500-lb. Maximum Trailer Capacity

Note: 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.)

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.

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 19-25 for Maximum Loaded Trailer Weights for each vehicle.

Vehicle	Weight-Carrying Max. Trailer Capacity (Lbs.) ⁽¹⁾	Max. Tongue Load (Lbs.)	Weight-Distributing Max. Trailer Capacity (Lbs.) ⁽¹⁾	Max. Tongue Load (Lbs.)
Rear Step Bumper:				
Ranger	2,000	200	–	–
E-Series Van/Wagon	5,000	500	–	–
Hitch Receiver:				
Edge/MKX	3,500	350	–	–
Escape/Mariner	3,500	300	–	–
Ranger	3,500	350	6,000	600
Flex/MKT	2,000	200	4,500	450
Explorer (Class III)	2,000	200	5,000	500
E-Series Van/Wagon	5,000	500	10,000	1,000
Expedition	6,000	600	9,200	920
Navigator	6,000	600	9,000	900
Expedition EL	6,000	600	8,900	890
Navigator L	6,000	600	8,700	870
F-150	5,000	500	11,300	1,130
F-250/F-350 Super Duty SRW	6,000	600	12,500 ⁽²⁾	1,200 ⁽²⁾
F-250/F-350 Super Duty SRW w/6.7L engine	8,500	850	14,000 ⁽³⁾⁽⁴⁾	1,400 ⁽³⁾⁽⁴⁾
F-350 Super Duty DRW w/6.2L engine	8,500	850	15,000 ⁽³⁾⁽⁵⁾	1,500 ⁽³⁾⁽⁵⁾
F-350 Super Duty DRW w/6.7L engine and F-450 Super Duty	8,500	850	17,500 ⁽³⁾⁽⁵⁾	1,750 ⁽³⁾⁽⁵⁾

(1) Rear step bumpers and hitch receivers do not include a hitch ball or ball mounting. The vehicle owner is responsible for obtaining the proper hitch ball, ball mounting, weight distributing equipment (i.e., equalizing arms and snap-up brackets, sway control system) and other appropriate equipment to tow both the trailer and its cargo load. (2) Not available with 6.7L diesel with 156", 158" and 172" wheelbases. (3) 2.5" receiver. If the provided 2.5" to 2.0" adapter is used, this reduces the Max. Trailer Capacity to 12,500 lbs. and the Max. Tongue Load to 1,250 lbs. (4) Available only with 156", 158" and 172" wheelbases. (5) Available only with 172" wheelbase.

A **5th-wheel hitch** is mounted in the pickup bed to put more of the trailer weight directly over the towing vehicle. The receiver centerline of the hitch should be mounted at least two inches forward from the rear axle of the truck chassis. This mounting location will distribute the king pin weight of the trailer for optimum load-carrying and sway-control performance. Care must be taken to maintain nominal clearance from the back of the cab to the front of the trailer during tight cornering or backing maneuvers. Failure to follow this recommendation can adversely affect the towing vehicle's steering, braking and handling characteristics.

Shorter pickup boxes (e.g. 5.5'/6.5' F-150, 6.75' F-250/350) provide less clearance between the cab and 5th-wheel/gooseneck trailer compared to "long box" pickups. When selecting a trailer and tow vehicle, it's critical that this combination provide clearance between the cab and tow vehicle for turns up to and including 90 degrees. Failure to follow this recommendation could result in the trailer contacting the cab of the tow vehicle during tight turns that are typical during low speed parking and turning maneuvers. This contact could result in damage to the trailer and tow vehicle.

Ford Motor Company offers a factory-installed 5th-wheel hitch prep package option for Super Duty only. Optional 5th-wheel hitch and gooseneck ball are also available. Go to www.fordaccessoriesstore.com for more information.

What's Your Weight?

Base Curb Weight

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

Cargo Weight

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

Payload

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

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 5th-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.

Gross Vehicle Weight (GVW)

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

Gross Vehicle Weight Rating (GVWR)

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

Gross Axle Weight (GAW)

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

Gross Axle Weight Rating (GAWR)

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

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

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 19-25 or your vehicle's Owner Guide).



Gross Combination Weight (GCW)

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

Gross Combination Weight Rating (GCWR)

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

Maximum Loaded Trailer Weight

(as shown in the Trailer Towing Selector charts pages 19-25) is the highest possible weight of a fully loaded trailer the vehicle can tow, based on a minimum towing vehicle GVW. It assumes a towing vehicle with any mandatory options, no cargo, tongue load of 10-15% (conventional trailer) or king pin weight of 15-25% (5th-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 5th-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 5th-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. 5th-wheel trailer, multiplying 11,500 by .15 and .25 yields a king pin weight range of 1,725 to 2,875 lbs.

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

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

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

How to Find Your Truck's Axle Ratio

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

AXLE RATIOS

Vehicle	Rear Axle Ratio	Non-Limited Slip Rear Axle Code	Limited Slip Rear Axle Code
Super Duty	3.31	31	3H*
	3.55	35	3J*
	3.73	37	3L/3E*
	4.10	41	4E*/4N/4W**
	4.30	43	4L/4M*
	4.88	48	8L
F-150	3.15	15	A5
	3.31	27	Not Available
	3.55	19	H9
	3.73	26	B6
	3.73E	Not Available	L6*
	4.10E	Not Available	L4*
Ranger	3.55	95	R5
	3.73	96	R6
	4.10	97	R7
Expedition/Navigator	3.31	15	Not Available
	3.73	16	H6
E-Series	3.73	24/34/A2/A4	B4/C4/D2/D4
	4.10	22/32/52/56/82	B2/C2/E2/E6/F2
	4.56	83	F3
Motorhome Chassis	4.30	43	Not Available
	4.88	48	Not Available
	5.38	53	Not Available
	6.17	61	Not Available
Commercial Stripped Chassis	4.30	43	Not Available
	4.88	48	Not Available
	5.38	53	Not Available

*Electronic locking rear axle.

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

Sample Truck Safety Compliance Certification Label

(Refer to actual label on your vehicle)



Axle Code

Trailer Tips

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

Weight Distribution

- For optimum handling and braking, the load must be properly distributed
- Keep center of gravity low for best handling
- Approximately 60% of the allowable cargo weight should be in the front half of the trailer and 40% in the rear (within limits of tongue load or king pin weight)
- Load should be balanced from side-to-side to optimize handling and tire wear
- Load must be firmly secured to prevent shifting during cornering or braking, which could result in a sudden loss of control

Before Starting

- Before setting out on a trip, practice turning, stopping and backing up your trailer in an area away from heavy traffic
- Know clearance required for trailer roof
- Check equipment (make a checklist)

Backing

- Back up slowly, with someone spotting near the rear of the trailer to guide you
- Place one hand at bottom of steering wheel and move it in the direction you want the trailer to go
- Make small steering inputs – slight movement of steering wheel results in much greater movement in rear of trailer

Turning

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

Braking (Also see page 27)

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

Towing On Hills

- Downshift the transmission to assist braking on steep downgrades and to increase power (reduce lugging) when climbing hills
- With TorqShift® transmission, select Tow/Haul Mode to automatically eliminate unwanted gear search when going uphill and help control vehicle speed when going downhill

Parking With A Trailer

Whenever possible, vehicles with trailers should not be parked on a grade. However, if it is necessary, place wheel chocks under the trailer's wheels, following the instructions below.

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

Starting Out Parked On A Grade

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

Acceleration And Passing

The added weight of the trailer can dramatically decrease the acceleration of the towing vehicle – exercise caution.

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

Driving With An Automatic Overdrive Transmission

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

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



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

Driving With Speed Control

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

- An 8-14 mph speed drop will automatically cancel speed control
- Temporarily resume manual control through the vehicle's accelerator pedal until the terrain levels off

Tire Pressure

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

Spare Tire Use

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

On The Road

After about 50 miles, stop in a protected location and double-check:

- Trailer hitch attachment
- Lights and electrical connections
- Trailer wheel lug nuts for tightness
- Engine oil – check regularly throughout trip

High Altitude Operation

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

Powertrain/Frontal Area Considerations

The charts in this Guide show the minimum engine size needed to move the GCW of tow vehicle and trailer.

- Under certain conditions, however, (e.g., when the trailer has a large frontal area that adds substantial air drag or when trailering in hilly or mountainous terrain) it is wise to choose a larger engine
- Selecting a trailer with a low-drag, rounded front design will help optimize performance and fuel economy

NOTE: For additional trailering information pertaining to your vehicle, refer to the vehicle Owner Guide.

For the latest RV/Towing information, check out the Ford Fleet Web site at www.fleet.ford.com/showroom/rv_trailer_towing/2011/2011_default.asp

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