

1986 FORD 

**FULL SPECTRUM
RECREATION VEHICLE
& TRAILER-TOWING
GUIDE**



FORD RVs—WHAT'S YOUR PLEASURE?

Ford's full spectrum of recreational and trailer-towing vehicles are driven with pleasure by the customers who choose them. But Ford is also driven by customer desires and demands—to keep improving one of the leading RV line-ups in the industry. Each new vehicle Ford builds is a response to what owners have told us they wanted.

Two things you most surely want in your rec or towing vehicle are power and bumper-to-bumper quality...and you'll get both from your Ford Dealer. When it comes to power, Ford welcomes comparison with competition. Ford leads the industry in size and horsepower in virtually every important engine class (a complete run-down is on page 3).

As for quality, Ford's stringent vehicle testing procedures help to ensure that the product is right before it reaches the road.

We call it "product integrity": vehicles designed and built—without compromise—to the owner's power and performance requirements. So, whatever your recreational desires or business needs may be, Ford has the right combination of vehicle, powertrain, equipment and accessories to get you on the road.

FULL SPECTRUM RVs

Ford and your Ford Dealer are pleased to help make your RV wishes a reality. Ford has a broad selection of vehicles and equipment to fit your recreation travel requirements. Your Ford Dealer works closely with leading motorhome body builders and custom conversion companies to provide you with your choice of floor plans, body styles and sizes, color/trim and accessories.

You'll find information on your particular RV interest listed below. You'll be surprised how Ford has anticipated your needs.

FULL SIZE VAN CONVERSIONS

Ford vans provide passenger-car comfort and convenience; sturdy, truck-tough roadability; and the roominess and versatility to let you convert them to the van you've dreamed of having. See pages4-5

MOTORHOMES—CLASS C

Ford has put a lot of "class" into the Class C motorhome...with a special RV cutaway chassis, extra-rugged frame, longer wheelbases and high-performance powertrains. For your "motorhome away from home," see pages . . .6-7

MOTORHOMES—CLASS A

Ford gets an A-plus for the all-new 1986 Class A motorhome chassis, with powerplants that provide the greatest application flexibility and power output in the industry. Your Ford or RV Dealer can help in putting it all together. See pages.8-9

AEROSTAR CUSTOM CONVERSIONS

A remarkable vehicle—designed and engineered with the comfort and convenience features of a car but the performance of a Ford truck-tough van.

And, it's uniquely designed for custom conversion, and trailer-towing. The proof is on page.10

CAMPER CAPS / SLIDE-IN CAMPERS

Here's how your working pickup can take weekends off or go on vacation with you. Ford has a tough, yet easy-riding, pickup to match the size and weight of the camper you select. Get the details on page11

TRAILER TOWING

Whether you're trailering for pleasure or business, you've come to the right place for the right power—your Ford Dealer. A must for safe and efficient towing is to correlate the power and weight of the tow vehicle to the trailer and its load. To help you select the right Ford vehicle and powertrain for your towing needs, check pages12-13

FORD CARS AND COMPACT TRUCKS

The pulling power of Ford cars and compact trucks—(Ranger, Bronco II and Aerostar)—may surprise you. You can do more trailering than you might expect with these vehicles. To assure they are properly equipped, and work within their limitations, see page14

ECONOLINE VAN / CLUB WAGON

You can combine an Econoline van (customized, if that's your pleasure) or Club Wagon with a "king-size" trailer (up to 10,000 pounds!) for heavy-duty work, or heavy-duty fun. Find out how on page15

F-SERIES PICKUP / BRONCO

The heavyweights—for serious hauling. Ford's wide choice of engines, transmissions, 2- and 4-wheel drive, plus cabs seating up to six give you all the ingredients you need for business or recreation trailering. Learn more on page16

F-SERIES / FIFTH-WHEEL

Big load requirement? Over six tons? Fifth wheel needed? If you thought that meant more truck to handle your load, just wait 'til you see how specially-equipped F-Series Fords can handle it. On page17

RUGGED WORKHORSES FOR RV AND TRAILERING... FROM FORD

The powerplants Ford gives you to choose from, for your fun or business needs, are truly an "all-industry" team. There are fine engines in Ford passenger cars and compact trucks that do a top job hauling light-duty loads—the compact Ranger, for instance, with its new 2.9L EFI V-6, develops the most power in its class, and can tow an impressive 5,400-pound load.

But the big story is in the big Ford truck engines—each a specialist, and all thoroughly hard-working. Here's Ford's full-size vehicle engine line-up:

4.9L I-6

Proven over millions of miles, this sturdy veteran, with the industry's largest six cylinder displacement and highest torque, is known for its performance and fuel efficiency. The 4.9L can, in the right company, haul 7,100* pounds.

5.0L EFI V-8

The most powerful small V-8 in the industry, using port-type Electronic Fuel Injection, this engine offers a remarkable balance of towing capacity, fuel economy, smoothness and driveability. Tows trailers up to 8,400 pounds.

5.8L-HO V-8

The most powerful mid-size V-8 in the industry, (with 13% more horsepower than any competitor), and with its four-barrel carburetor, it comfortably handles over 9,000 pounds on a trailer hitch; its GCWR is up 1,000 lbs. this year, to 13,500 lbs.

6.9L V-8 Diesel

Ford's 6.9 Diesel is the most powerful Diesel available for light-duty trucking, and it can tow up to 9,400* lbs. when properly equipped.

7.5L V-8

The "Big Fella", the largest and most powerful engine in any light truck, and toughest on the block with its 245 horsepower, teams up for big jobs with everything from vans to fifth-wheelers. Still towin' strong at a remarkable 18,500 GCWR. Capable of towing 12,500 pounds—with a fifth-wheel application.

* w/fifth wheel and chassis cab.

NOTE: There are also charts on pp. 14-17 showing maximum trailer weights for all Ford vehicles, by available engines.

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

Different "Strokes" for Different Folks

Of all the decisions that must be made in putting together a trailer-towing rig, matching the powertrain to the load is one of the most important. It not only results in better performance and riding smoothness, but comfort and economy can be affected. One of the engines described here will probably be just right for your particular trailering situation. The charts below, and those on pages 14 to 17, will help you make the proper decision. More power to you...Ford power.

Ford Power—to fit your job

These charts specify the *total weight* that each Ford engine/axle combination can handle. That weight is designated GCWR (Gross Combined Weight Rating)—the combined weight of the tow vehicle, including passengers, cargo and additional equipment, and the loaded trailer.

Figure your GCWR, as close as you can; find it at the top of the chart, and read down that column to find the engine and axle ratios you need to do your job.

W/AUTOMATIC TRANSMISSION

Max. GCWR (lb.)	6,000	6,500	7,500	8,000	8,500	9,000	9,000	10,000	10,500	11,000	11,500	12,000	12,500	13,500	14,000	15,000	18,500
ENGINES	REAR AXLE RATIOS																
2.3L I-4 EFI (1)	3.73	4.10															
2.8L V-6 2V (2)			3.45	3.73	4.10												
2.9L V-6 EFI (2)			3.45	3.73	4.10												
4.9L I-6 IV (4)						3.00	3.50	3.73	4.10								
						3.08	3.54										
							3.55										
5.0L V-8 EFI (4)						3.08				3.50	3.73	4.10					
										4.11							
5.8L V-8 4V (4)						3.00				3.50			4.10				
										3.54				4.10			
										3.55							
6.9L V-8 Diesel (4)								3.07			3.54				4.10		
								3.08			3.55						
7.5L V-8 4V (4)											3.07					3.54	4.10
											3.08					3.55	

W/MANUAL TRANSMISSION

Max. GCWR (lb.)	3,860	4,800	5,000	5,450	6,450	7,800	9,200	10,000	11,000	11,500	12,000	14,000	16,000
ENGINES	REAR AXLE RATIOS												
2.0L I-4 IV (1)	3.45												
2.3L I-4 Turbo Diesel (1)			All										
2.3L I-4 EFI (1)	3.08	3.45											
		3.73											
		4.10											
2.8L V-6 2V (3)			3.45										
			3.73										
2.9L V-6 EFI (3)			3.45										
			3.73										
4.9L I-6 IV (4)				2.47	3.00	3.50		4.10					
					3.08	3.54							
						3.55							
5.0L V-8 EFI (4)					3.00	3.50							
					3.08	3.55							
						3.73							
5.8L V-8 4V (4)									4.10				
6.9L V-8 Diesel (4)							3.07				3.54	4.10	
							3.08				3.55		
7.5L V-8 4V								3.07			3.54		4.10
								3.08			3.55		

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

- (1) Trailer frontal area is not to exceed the frontal area of the pulling vehicle.
- (2) Maximum GCWR 5,500 lbs. and trailer frontal area is not to exceed the frontal area of the pulling vehicle on: Aerostar without optional Functional Group, Ranger without optional Payload Package No. 2 and Super Cooling, Bronco II without optional Super Cooling. Trailer frontal area is not to exceed 50 sq. ft. on aforementioned models with optional equipment specified.
- (3) Trailer frontal area is not to exceed the frontal area of the pulling vehicle with 3.45 axle ratio; trailer frontal area is not to exceed 50 sq. ft. with 3.73 axle ratio.
- (4) Trailer frontal area is not to exceed frontal area of the pulling vehicle with 4.9L/2.47 axle ratio and all other engine/axle ratio combinations without optional Super Cooling or Trailer Towing/Camper Package; trailer frontal area is not to exceed 60 sq. ft. with all engine/axle combinations with optional Super Cooling or Trailer Towing/Camping Package except 4.9L/2.47 axle ratio.

FULL SIZE VAN CONVERSIONS



VAN CONVERSIONS... AS YOU LIKE IT!

Fun, Made to Order

Recreation is a personal choice—your own design of your leisure time. And, when you can help design the vehicle that gets you where the fun is, it's the ultimate personal choice. With a broad range of van model and option selections, Ford makes it easier to "have it your way." Your Ford Dealer not only provides experienced advice on vehicles and equipment, but will introduce you to the finest customizers in the industry, for the quality conversion that will make your van a true expression of your lifestyle. A special brochure, "New Horizons"—available from your Ford Dealer, is full of van conversion information. Ask for it.

The Travelin' Van

Ford truck-tough "ladder-frame" construction provides you with a solid foundation for custom conversions or campers. Twin-I-Beam independent front suspension and rubber body mounts help give the comfortable, stable ride you need. For the places you'll want to go, and the fun you'll want to have, these qualities are vital. Power is equally important. It must be matched to your total load, and to the use of your vehicle.

One of Ford's hardworking powertrains—the 4.9 Liter I-6i; the new 5.0 Liter V-8 with Electronic Fuel Injection; the high-performance 5.8 Liter HO (High Output) V-8; Ford's hefty 6.9 Liter Diesel or the big, brawny 7.5 Liter V-8, will give you the horsepower you require.



Driver's Choice

With the wide selection of van models and options, the "customizing" begins right at your Ford dealership: two wheelbases, three body-lengths, sliding or swing-out side doors, special handling package, power door locks and windows, speed control and tilt steering wheel, air conditioning, electronic AM/FM stereo search radio (with or without cassette tape player), privacy glass, auxiliary fuel tank, light and convenience group. Ford dealership salespeople can help you make the choices that will serve you best.

VAN TRAILER-LOAD RANGE

4,600–10,000 lbs. (automatic)
 2,200–3,500 lbs. (manual)
 —depending on model, engine and axle ratio.

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

SEE PAGE 15 FOR SPECIFICATIONS

MOTORHOMES—CLASS C



FORD GOES TO THE HEAD OF THE CLASS

A motorhome is the ultimate recreational vehicle—the vacation home that goes wherever the vacation is. The Class C motorhome is a practical and versatile approach to this way of RV life and Ford is right there making it all possible.

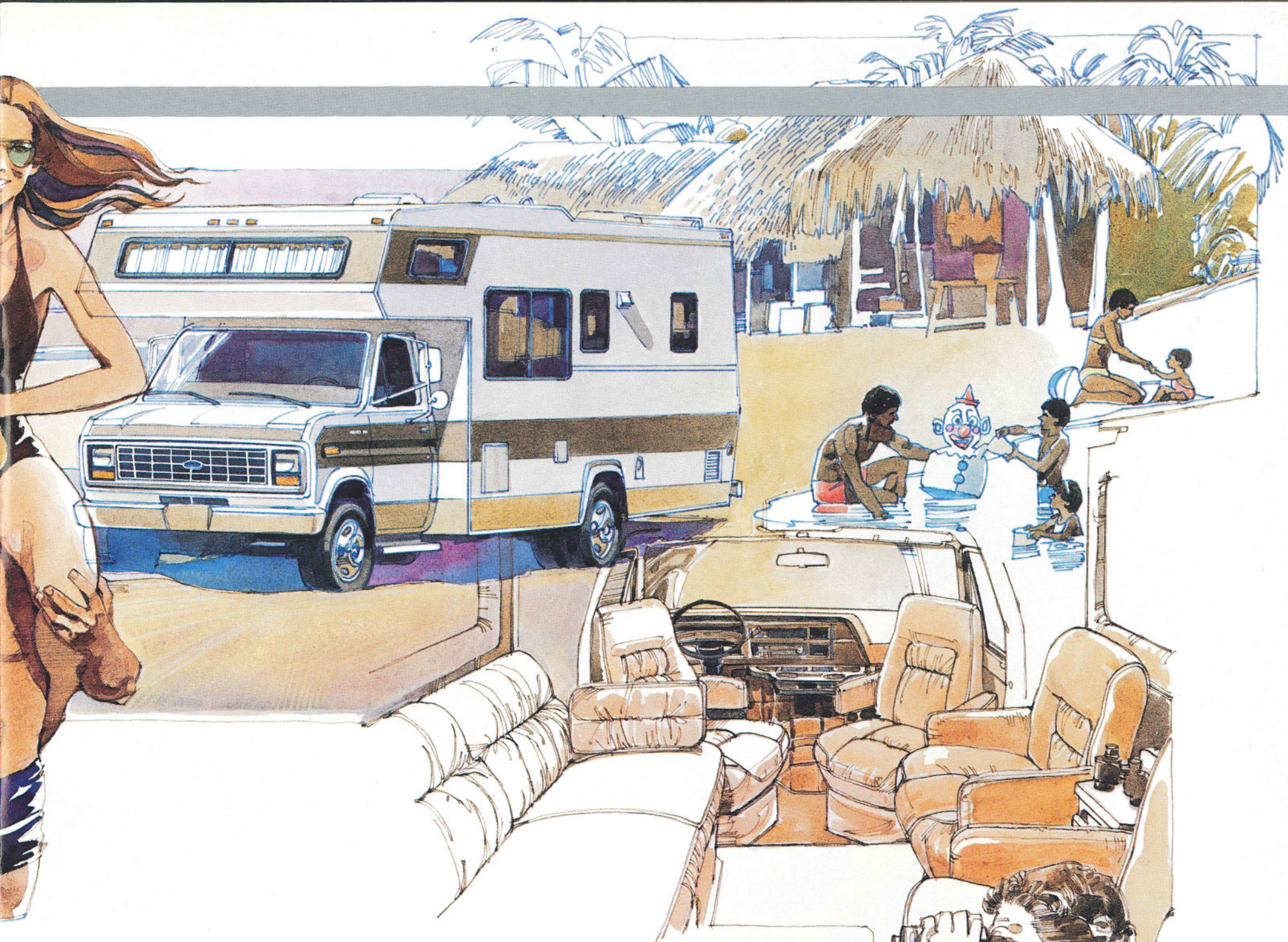
The "Best in Class" Chassis

Ford provides the platform for its industry leading Class C motorhomes with the Econoline RV Cutaway chassis. It's the largest around. A choice of 3 wheelbases, full-length siderails and seven-crossmember body-on-frame construction make this chassis ideally suited for most popular motorhome floorplans. And it will accommodate Class C bodies up to 30 feet in length and GVW ratings up to a hefty 11,000 pounds.

New for 1986 is an optional aft-of-rear axle 40-gallon fuel tank. This single tank greatly simplifies the fuel system, offers refill convenience and added flexibility for designing Class C motorhome floor plans.

Heavy-duty without Loss of Comfort

Ford engineers have not only designed for the Class C load, but have also remembered the Class C driver. Econoline's cab gives you the comfort of "van driving", with its low step-height for convenient entry; normal behind-the-wheel driving position; wide-opening doors; generous interior space with no bulky engine cover; plus luxurious appointments and conveniences. And, Twin-I-Beam independent front suspension smooths the ride while unique rubber body mounts and frame spacers help soften wheel vibrations and cushion road shocks.



And Ford has Power to Spare

Gasoline or diesel engines are available to suit your particular needs—all thoroughly-proven motorhome powerplants. The sturdy 5.8L High-Output V-8 can easily handle the small-to-medium Class C assignments.

But for the "tough" jobs—the husky, road-proven, 7.5 Liter V-8 engine is recommended. Also available: the industry's most powerful light truck diesel engine—Ford's 6.9L V-8.

Any Questions?

Your Ford or RV Dealer can put years of experience, and close acquaintance with Class C motorhome builders, at your disposal. It is their desire to help you get on the road with the combination of capacity, comfort, performance and efficiency which will provide you with the pleasure that only a motorhome can deliver.



MOTORHOMES—CLASS A



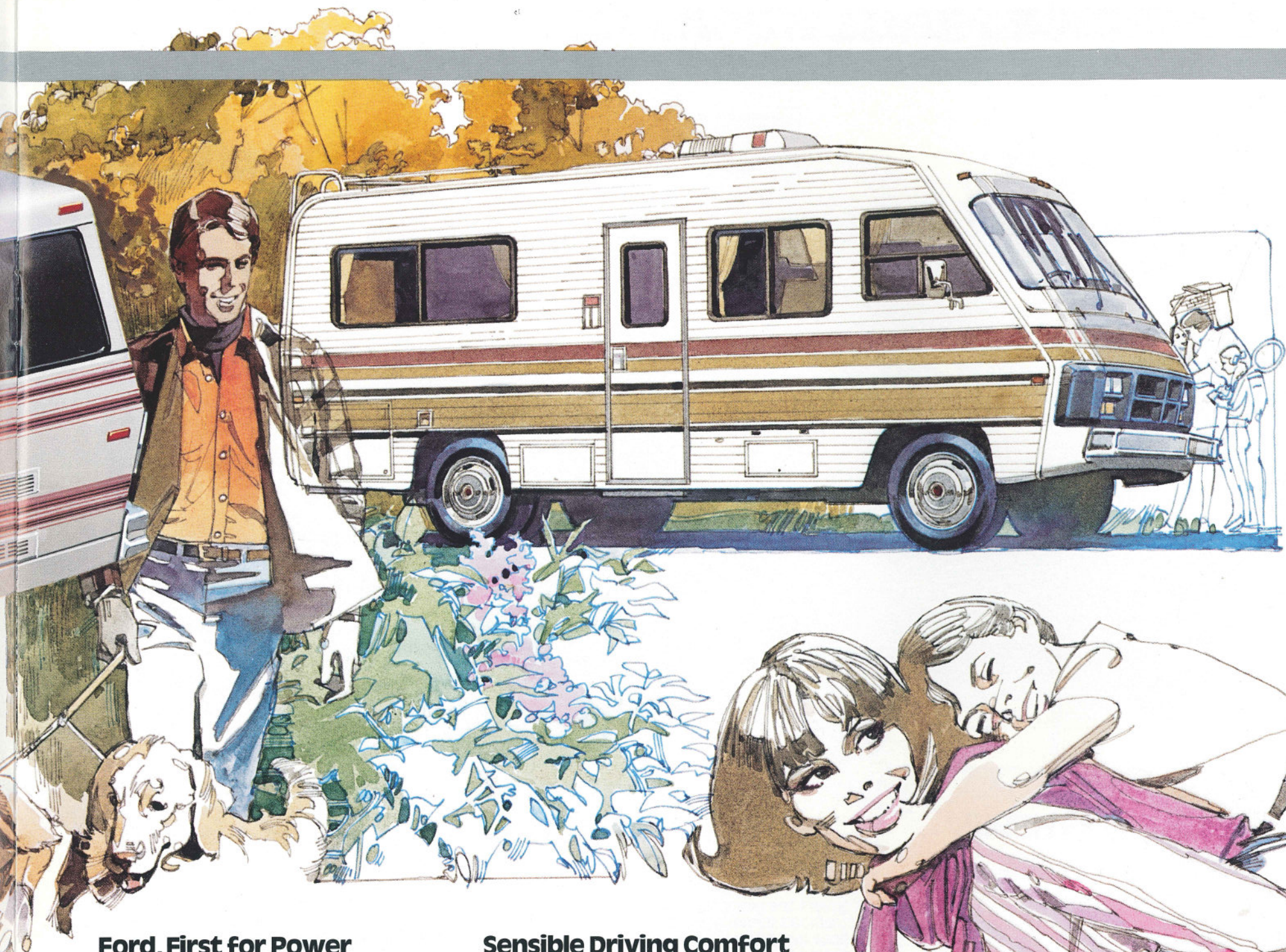
FOR YOUR HOME ON THE ROAD

Ford's "A-Plus" Design

Class A motorhomes, with the size, status, features and highway home prestige, are the flagships of the RV fleet. Ford's new Class A entry takes a practical approach—a tough, serviceable RV chassis, teamed with a rugged, responsive powertrain—ideally suited to serve the popular 22' to 27' motorhome bodies.

The Ford Motorhome Platform

It begins with a sturdy foundation, a special Econoline RV chassis, that's been re-engineered from Ford's road proven, industry-leading Class C motorhome chassis. Its lower, wider frame rails and Twin-I-Beam independent front suspension give great smoothness and riding comfort. And with its end-to-end flat floor, the Ford Class A Platform offers design flexibility that results in floorplans and furnishings tailored to meet individual tastes. It's a package that allows motorhome builders a better opportunity to design economical aerodynamics into their motorhome bodies.



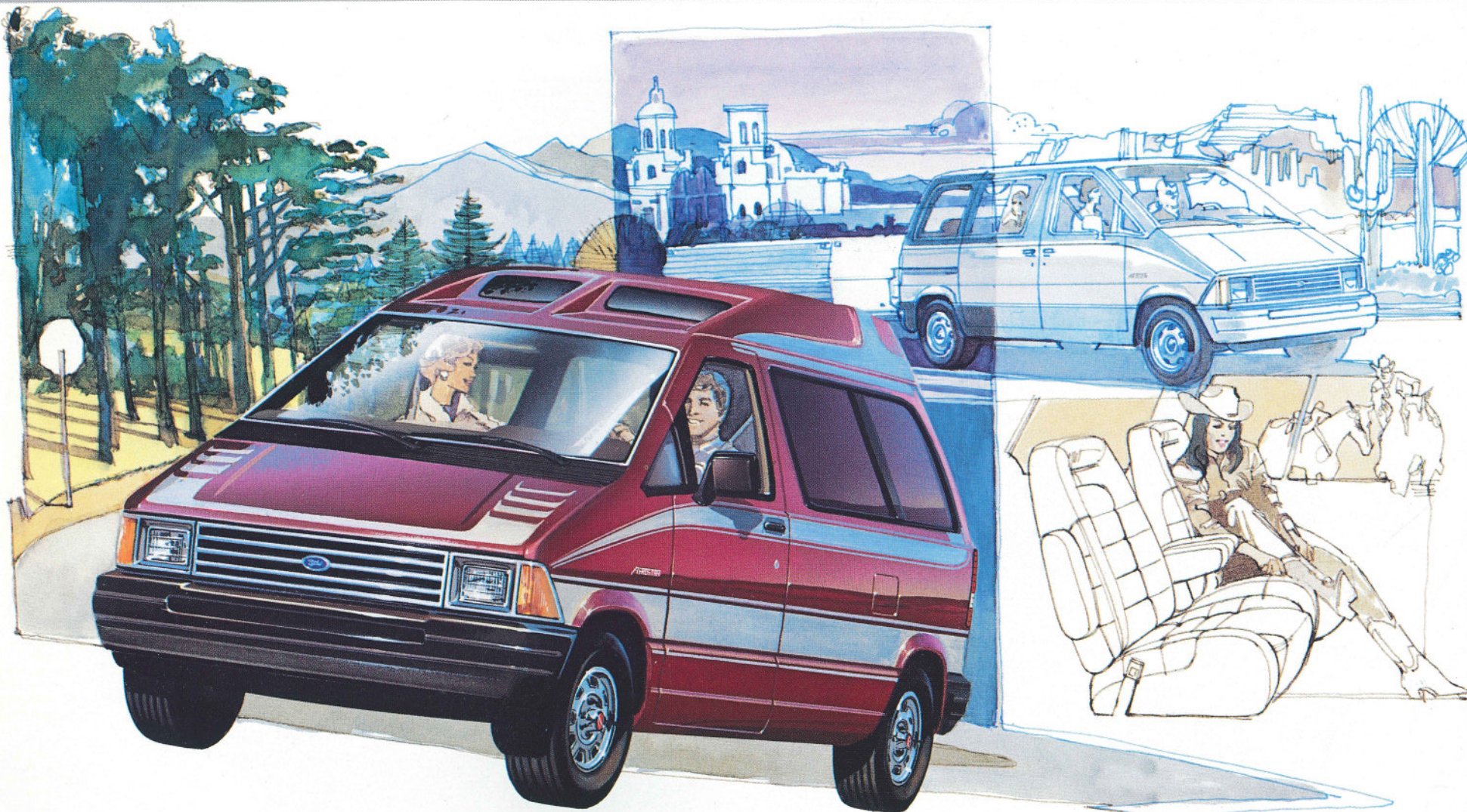
Ford, First for Power

The driving force behind Ford's Class A entry is the famous Ford 7.5L V-8 engine. This sturdy V-8 workhorse boasts 245 H.P.—and does its job without the emissions and over-heating problems you may have encountered in other Class A applications.

Sensible Driving Comfort

For comfort and convenience over the long haul, Ford's Class A chassis/engine combination also earns high marks. Its out-front engine design positions the 7.5L to minimize the size of the engine cover in the driving compartment. That means extra driver room, passenger room and walk-through convenience. And, with such standard features as a five-position tilt steering wheel, automatic transmission and speed control, a Ford full-size home on wheels is truly "user friendly".

AEROSTAR



THE AGE OF AEROSTAR IS HERE!

Solid testimony to Ford's leadership in design innovation, the remarkable hard-working Aerostar combines the comfort, roominess, convenience and handling of a large family sedan with the toughness of traditional vans. And all of that from a vehicle that can deliver impressive fuel economy*. And, as though that weren't enough—Aerostar is uniquely adaptable to custom conversion and its sleek, aerodynamic design already has a "custom" look. Oh, yes, one more thing...the Aerostar Van with its gutsy V-6 power (optional), can be equipped to pull a trailer loaded up to 5,000 pounds (4,900 lbs. for Wagon or RV Conversion Van).

*Aerostar Van with 2.3L EFI engine and manual transmission, 26 EST city MPG, 29 EST Hwy MPG. EPA estimates.

Born to be Versatile

The original design intent of Aerostar was keyed around versatility—everything from a delivery van, with seating for one or two and cargo

capacity of up to 2,000 pounds (with the van payload option) to a family "touring car" with optionally available seating for seven people in the Aerostar Wagon. Or, through modular seating elements, any number of people between seven and two with Aerostar Wagon's "quick release" rear seats, which can easily be removed to convert the rear passenger area into 140 cu. ft. of load space. In addition, Aerostar's flat floor, large front doors, wide sliding side door and a full-width rear liftgate means easy loading and unloading of passengers and cargo. Much of this adaptability is made possible by Aerostar's extra length—a longest-in-the-industry, smooth-riding 118.9" wheelbase.

Born for RV Conversion

Another Ford first...anticipating that the versatile Aerostar would have great appeal for custom conversion, Ford put special conversion-prep models into the line. These unique models make the Aerostar readily adaptable for conversion, a design feature that holds the line on vehicle cost, but allows for first class conversion for luxury travel or camping.

Aerostar Vital Statistics

- Standard 2.3L EFI, 4-cylinder engine with multi-port electronic fuel injection, and 5-speed manual transmission. The 2.3L engine also has Ford's exclusive EEC-IV electronic engine control system for peppy performance, efficiency and economy.*
- Optional 2.8L V-6 engine, for extra pulling power; and with the available Automatic Overdrive transmission with electronically controlled converter clutch, adds fuel economy* to its smooth shifting (important for trailer-towing).

Note: Later in the model year, the 2.8 Liter engine will be superseded by a new 3.0L Electronic Fuel Injection engine, which will offer better overall performance, and pull a 5000- pound trailer load. Your Ford dealer can supply availability information.

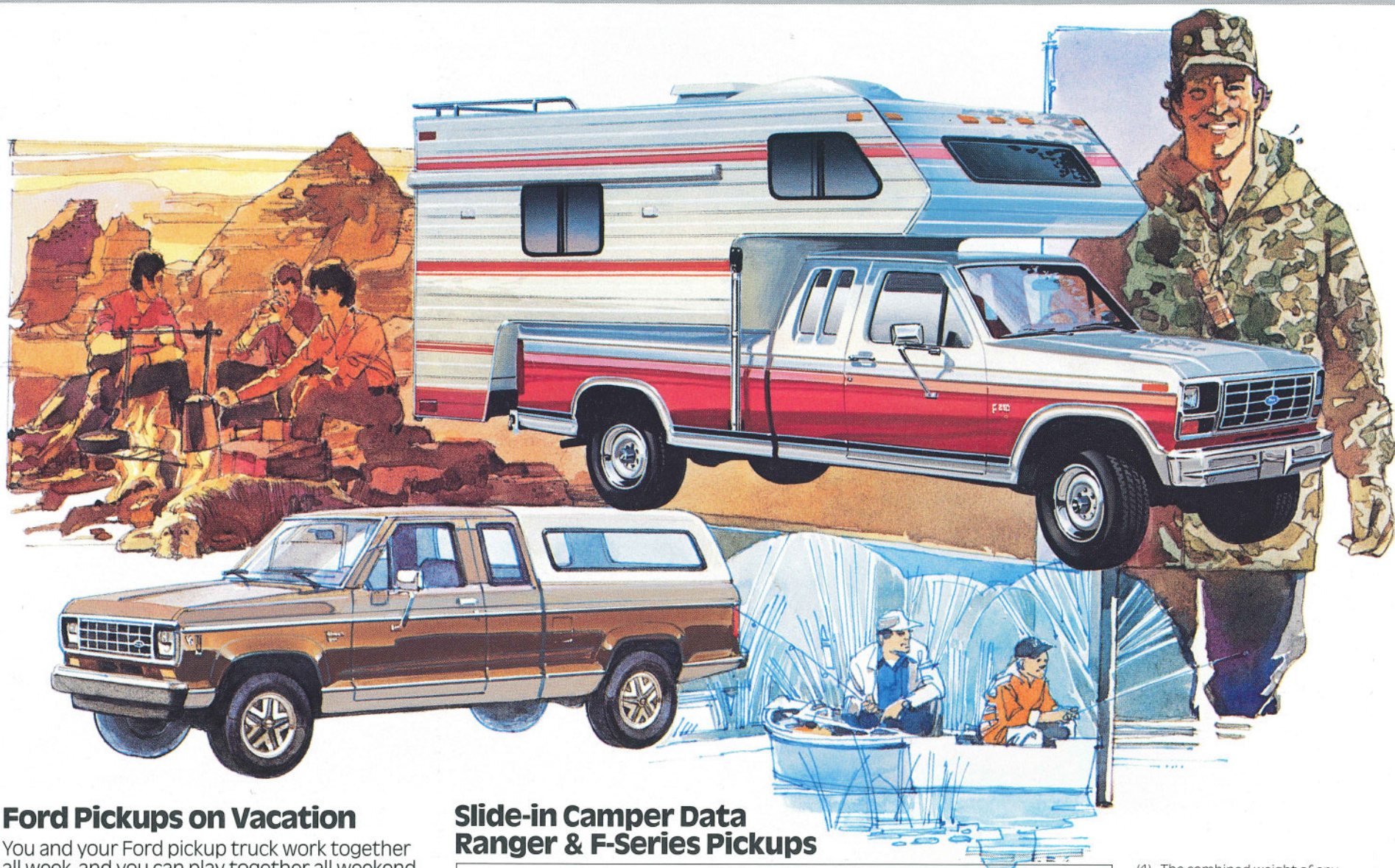
AEROSTAR TRAILER-LOAD RANGE

2,900–5,000 (automatic)
1,500–1,900 (manual)
—depending on model, engine and axle ratio.

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

SEE PAGE 14 FOR SPECIFICATIONS

CAMPER CAPS & SLIDE-IN CAMPERS



Ford Pickups on Vacation

You and your Ford pickup truck work together all week, and you can play together all weekend with one of the many choices of camper caps or slide-in campers available. Ford offers a variety of Ranger and F-Series pickups (all with either 2- or 4-wheel drive), a choice of wheelbases, regular or super cabs, (crew cab available on F-Series), and the powertrain combination to fit your pickup's work and recreation needs.

The chart at the right will get you started in matching your recreation load to the pickup that will carry it. Also, for convenience and safety, all Ford pickups qualified for slide-in camper bodies will have maximum camper/cargo weight and center-of-gravity-location information on the Truck Consumer Information Sheet in the glovebox. In addition, your Ford Dealer will cover with you Ford's Required Minimum Equipment and Recommended Equipment, to be sure you have the complete component package to handle your recreation requirements.

Slide-in Camper Data Ranger & F-Series Pickups

Minimum Equipment					
MODEL		W.B.	GVWR (1)	ENGINE	RECOMMENDED AXLE RATIO
Ranger (5)	4X2 Reg. Cab	107.9"	4,420	2.3L EFI-I4	3.73 (2)
	4X4 Reg. Cab	113.9"	4,460	2.3L EFI-I4	3.73 (2)
F-150 (3)	4X2 Reg. Cab	107.9"	4,480	2.3L EFI-I4	3.73 (2)
	4X4 Reg. Cab	113.9"	4,500	2.3L EFI-I4	3.73 (2)
F-250 (3)	4X2 Reg. Cab	133.0"	6,100	V-8	3.50/3.55
	4X4 Reg. Cab	133.0"	6,250	V-8	3.50/3.55
F-250HD (3)	4X2 Reg. Cab	133.0"	6,300	V-8	3.55
	4X4 Reg. Cab	133.0"	6,600	V-8	3.55
	4X2 Reg. Cab	133.0"	8,600	V-8	3.55 (6)
	Super Cab	155.0"	8,800	V-8	3.55 (6)
F-350 (3)	4X4 Reg. Cab	133.0"	8,600	V-8	3.55 (6)
	Super Cab	155.0"	8,800	V-8	3.55 (6)
	4X2 Reg. Cab	133.0"	10,000	V-8	4.10 (7)
	Crew Cab	168.4"	9,200 (4)	V-8	4.10 (7)
F-350 (3)	4X4 Reg. Cab	133.0"	9,000	V-8	4.10 (7)
	Crew Cab	168.4"	9,200	V-8	4.10 (7)

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

- (1) The combined weight of any camper body, occupants and equipment when added to the vehicle weight must not exceed vehicle Gross Vehicle Weight Rating.
- (2) Required minimum ratio with 2.3L EFI-I4. On Ranger 4x4 models, 2.9L EFI V-6 engine is recommended.
- (3) Requires optional Handling Package or the Trailer Towing/Camper Package. Not available with 3-speed manual or 4-speed manual overdrive transmissions.
- (4) 10,000 lbs. GVWR for Dual Rear Wheel models.
- (5) Requires Camper Package. Combined Frontal Area of vehicle and camper must not exceed 45 sq. ft.
- (6) 4.10 with 5.8L V-8 engine.
- (7) 3.55 with 6.9L Diesel and 7.5L V-8 engines.

TRAILER-TOWING

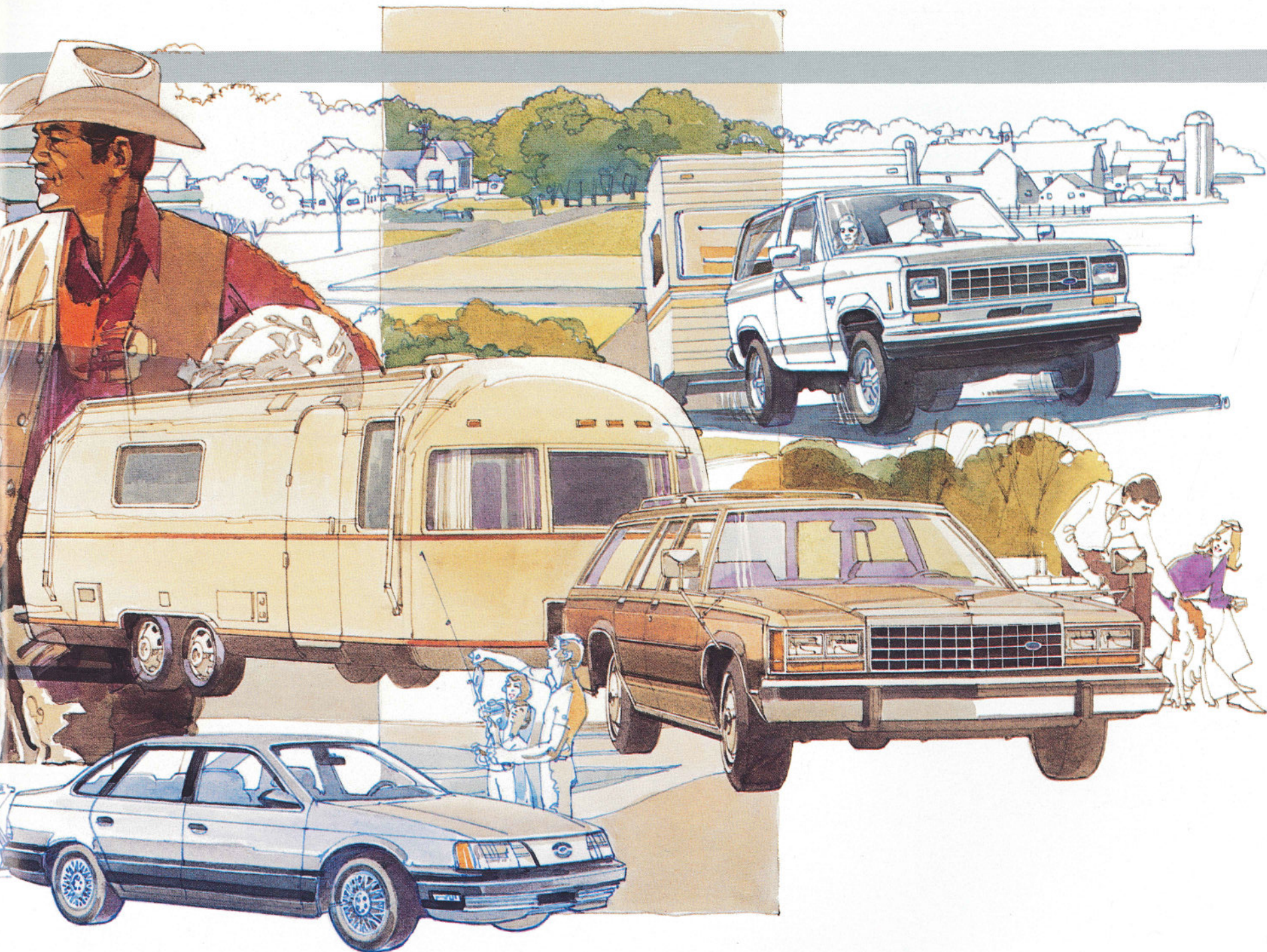


TRAILER-TOWING... CONSIDER FORD FIRST.

Choosing the right trailer for your outdoor enjoyment, or the job you've got to do, is only one of the decisions you'll face before you head for the open road. But first, there's an even bigger decision to make...choosing the right vehicle to tow that trailer. When you consider Ford first, a big part of your worries are over. Ford has the vehicles and the experience to match your trailering needs with the proper equipment. You can look to your Ford Dealer for help in all areas of trailering.

It begins with the basic question, "What are you going to tow?" Your answer will, most surely, fall into one of three trailer weight classifications: Light-Duty (Class I), Medium-Duty (Class II), and Heavy-Duty (Class III & IV). These classes

represent the effective maximum weight that can be towed by a vehicle. So determine what your trailer towing plans will be, both now and in the foreseeable future, then choose the right Ford vehicle and powertrain to meet your needs. Simply stated, here's how Ford cars and trucks match up by trailer weight class:



Light-Duty trailers

(Class I) weigh up to 2,000 pounds, including trailer and cargo. Small boat and pop-up camper trailers are typical examples. Most Ford passenger cars and trucks are more than adequate for Light-Duty trailering. Escort, Tempo, Taurus and Mustang are limited, however, to a 1,000 pound gross towing weight.

Medium-Duty trailers

(Class II) are those with gross weights between 2,001 and 3,500 pounds. Single axle travel trailers are typical of this group. Mid-size Ford passenger cars, such as Ford LTD, and all properly equipped Ford Trucks can easily tow Class II trailers.

For **Heavy-Duty trailering**, the Class III category (3,501 to 5,000 pounds) includes dual-axle and large single-axle travel trailers. The Ford LTD Crown Victoria, Ranger, Bronco II, Aerostar, Econoline, Club Wagon, Bronco and F-Series Pickups can tow Class III trailers when equipped with the appropriate powertrain combination, Trailer Towing Package and weight distributing hitch.

In Class IV, the gross trailer weights are 5,001 to 10,000 pounds, and yes, you'll find there's a Ford truck with the proper powertrain, even a fifth-wheel application, that can handle the big ones all the way up to 12,500 pounds.

So, if trailering is high on the priority list, Ford delivers the horsepower and torque that trailer towers ask for. Even commercial applications are not overlooked as Ford offers functional light-duty trucks with medium-duty capability; specially modified light trucks to handle unique towing requirements; and a Dual Rear Wheel Crew Cab for the trailering "pros." To find out which Ford vehicle is right for your towing requirements check the specification charts on pages 14-18.

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

FORD CARS OR COMPACT TRUCKS

TRAILER TOWING WITH

Ford Cars

	FORD LTD CROWN VICTORIA		LTD	THUNDERBIRD (1)	TEMPO	MUSTANG (1)	ESCORT	TAURUS
TOWING CLASS	HEAVY-DUTY III	LIGHT-DUTY I	LIGHT-DUTY I	LIGHT-DUTY I	LIGHT-DUTY I (2)	LIGHT-DUTY I (2)	LIGHT-DUTY I (2/3)	LIGHT-DUTY I
Gross Trailer Weight (lbs.)	5,000 or less (5)	2,000 or less	2,000 or less (4)	2,000 or less	1,000 Max.	1,000 Max.	1,000 Max.	1,000 Max.
Maximum Tongue Load (lbs.)	750	200	200	200	100	100	100	100
Minimum Engine	5.0L* V-8	5.0L* V-8	3.8L* V-6(4)	3.8L* V-6	2,300 HSC* 4-Cyl.	2.3L OHC* 4-Cyl. (1)	1.6L CVH* 4-Cyl. (3)	3.0L* V-6
(1) Turbocharged engine not to be used for trailer towing. (2) Frontal area under 20 square feet. (3) 1.6L FS engine not to be used for trailer towing.			(4) Maximum trailer loads for LTD with applicable engines: 3.8L V-6 and 5.0L V-8 - 2,000 lbs. (5) Require Trailer Towing Package and Load Equalizing Hitch.		NOTE: Trailer Towing Packages vary in content with certain powertrains. See individual car catalogs for contents. *Aftermarket auxiliary transmission oil cooler recommended for long distance, high speed towing with automatic transmission.			

Compact Trucks

TRAILER WEIGHT (MAX) W/AUTOMATIC TRANSMISSION									
ENGINE	AXLE RATIO	GCWR MAX.	RANGER				BRONCO II	AEROSTAR	
			REGULAR CAB		SUPER CAB			VAN	WAGON
			4x2	4x4	4x2	4x4			
2.3L I-4 EFI	3.73	6,000*	3,100*	—	2,900	—	—	2,900	—
	4.10	6,500*	3,600*	—	3,400	—	—	3,400	—
2.8L V-6 2V	3.45	7,500	—	—	—	—	—	4,300	—
	3.73	8,000	—	—	—	—	—	4,800	4,500
	4.10	8,500	—	—	—	—	—	5,000	4,900
2.9L V-6 EFI	3.45	7,500	4,600	—	4,400	—	—	—	—
	3.73	8,000	5,100	4,900	4,900	4,700	4,500	—	—
	4.10	8,500	—	5,400	—	5,200	5,000	—	—
TRAILER WEIGHT (MAX) W/MANUAL TRANSMISSION									
2.0L I-4 1V	3.45	*	*	—	—	—	—	—	—
2.3L I-4 EFI	3.08	*	*	—	—	—	—	—	—
	3.45	4,800*	2,000*	1,800	1,800	1,600	—	—	—
	3.73	4,800*	2,000*	1,800	1,800	1,600	—	—	—
	4.10	4,800	—	1,800	—	1,600	—	—	—
2.3L I-4 Turbo Diesel	All	4,800	—	—	—	—	—	1,700	1,500
	All	5,000	2,000	1,800	—	—	—	—	—
2.8L V-6 2V	All	5,000	—	—	—	—	—	1,900	1,600
2.9L V-6 EFI	3.45	5,000	2,200	2,000	1,900	1,700	—	—	—
	3.73	5,000	2,200	2,000	1,900	1,700	—	—	—
	All	5,000	—	—	—	—	1,600	—	—
*GCWR not to exceed GVWR w/2.0L engine, 3.08 axle ratio or with manual brakes. NOTE: Engine/Axle ratio combinations shown may not be available on all vehicles in all areas. Your Ford Dealer can supply availability information.									

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

Ford cars and compact trucks, properly equipped, can do a lot of trailering (up to 5,000 pounds—trailer and load—for cars; and up to 5,400 pounds for compact trucks). The charts will tell you what and how.

To use the FORD CARS chart, read down the column for your car to find what weight it can tow, and what engine is most appropriate.

To use the COMPACT TRUCK chart, read down the column for your vehicle to find the maximum trailer weight you have to pull; then read across, to find the axle ratio and engine required, as well as the maximum Gross Combined Weight Rating (see definition on p. 19).

NOTE: Required and Recommended Equipment on p. 18.

ECONOLINE VANS OR CLUB WAGONS

TRAILER WEIGHTS (MAX) W/AUTOMATIC TRANSMISSION											
ENGINE	AXLE RATIO	GCWR MAX.	REGULAR VAN			SUPER VAN			CLUB WAGON		SUPER WAGON
			E-150	E-250	E-350	E-150	E-250	E-350	E-150	E-250	E-350
4.9L I-6 1V	3.00	9,000	4,700	—	—	4,500	—	—	4,400	—	—
	3.50	10,000	5,700	—	—	5,500	—	—	5,400	—	—
	3.54	10,000	—	5,400	—	—	5,200	—	—	—	—
	3.73	10,500	—	5,900	—	—	5,700	—	—	—	—
5.0L V-8 EFI	3.50	11,500	7,200	—	—	7,000	—	—	5,300	—	—
	3.73	12,000	—	7,400	—	—	7,200	—	—	—	—
5.8L V-8 4V	3.00	9,000	4,600	—	—	—	—	—	4,200	—	—
	3.50	11,500	7,100	—	—	6,900	—	—	6,700	—	—
	3.54	11,500	—	6,800	6,600	—	6,600	6,400	—	—	—
	4.10	13,500	—	—	8,600	—	—	8,400	—	8,200	7,800
6.9L V-8 Diesel	3.54	12,000	—	—	6,500	—	—	6,300	—	6,100	5,700
	4.10	14,000	—	—	8,500	—	—	8,300	—	8,100	7,700
7.5L V-8 4V	3.07	12,000	—	—	6,900	—	—	6,700	—	6,400	6,100
	3.54	15,000	—	—	9,900	—	—	9,700	—	9,400	9,100
	4.10	18,500	—	—	10,000	—	—	10,000	—	10,000	10,000

TRAILER WEIGHTS (MAX) W/MANUAL TRANSMISSION

4.9L I-6 1V	3.00	6,450	2,200	—	—	—	—	—	—	—	—
	3.50	7,800	3,500	—	—	3,300	—	—	3,200	—	—

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

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

Tow the big trailers? Sure, you can do it with Ford Econoline or Club Wagon—both built to do the job.

Econoline and Club Wagons can be outfitted to tow the big Class III and IV trailers with little effort, thanks to strong body-on-frame construction and plenty of pulling power.

The available 7.5L V-8 engine sports a maximum trailer-weight rating of 10,000 pounds. A 6.9L Diesel V-8 can handle a trailer up to 8,100 pounds on the Club Wagon and up to 8,500 pounds on Econoline.

Read down the column for your vehicle to find the maximum trailer weight you have to pull; then read across to find the engine and axle ratio required, as well as the maximum Gross Combined Weight Rating (see definition on p. 19).

NOTE: Required and Recommended Equipment on p. 18.

TRAILER TOWING WITH F-SERIES OR BRONCO

TRAILER WEIGHTS (MAX) W/AUTOMATIC TRANSMISSION																
ENGINE	AXLE RATIO	GCWR MAX.	REGULAR CAB PICK-UP						SUPERCAB PICK-UP				CREW CAB PICK-UP		BRONCO	
			F-150 4x2	F-150 4x4	F-250 4x2	F-250 4x4	F-250 H.D. 4x2	F-250 H.D. & F-350 4x4	F-350 DRW 4x2	F-150 4x2	F-150 4x4	F-250 H.D. 4x2	F-250 H.D. 4x4	F-350 4x2	F-350 4x4	4x4
4.9L I-6 1V	3.08	9,000	5,200	—	—	—	—	—	—	—	4,600	—	—	—	—	—
	3.55	10,000	6,200	5,900	5,900	—	—	—	—	5,600	—	—	—	—	—	5,400
	4.10	11,000	—	—	—	6,800	—	—	—	—	—	—	—	—	—	—
5.0L V-8 EFI	3.55	11,500	7,700	7,400	—	—	—	—	—	—	7,100	6,900	—	—	—	6,900
	3.73	12,000	—	—	7,900	—	—	—	—	—	—	—	—	—	—	—
	4.10/4.11	12,500	—	8,400	8,400	8,100	—	—	—	—	7,900	—	—	—	—	7,900
5.8L V-8 4V	3.00	9,000	5,100	—	—	—	—	—	—	—	4,500	—	—	—	—	—
	3.50	11,500	7,600	7,300	—	—	—	—	—	—	7,000	6,800	—	—	—	6,800
	3.55	11,500	—	—	7,300	7,100	7,200	6,700	6,900	—	—	6,700	6,200	6,200	6,000	—
	4.10	13,500	—	—	9,300	9,100	9,200	8,700	8,900	—	—	8,700	8,200	8,200	8,000	—
6.9L V-8 Diesel	3.08	10,500	—	—	—	—	5,600	—	—	—	—	—	5,000	—	4,800	—
	3.55	12,000	—	—	—	—	7,100	6,600	6,800	—	—	6,500	6,100	6,100	5,900	—
	4.10	14,000	—	—	—	—	9,100	8,600	8,800	—	—	8,500	8,100	8,100	7,900	—
7.5L V-8 4V	3.08	12,000	—	—	—	—	7,500	—	—	—	—	—	7,000	—	6,700	—
	3.55	15,000	—	—	—	—	10,000	10,000	10,000	—	—	10,000	9,500	9,500	9,300	—
	4.10	18,500	—	—	—	—	10,000	10,000	10,000	—	—	10,000	10,000	10,000	10,000	—
TRAILER WEIGHTS (MAX) W/MANUAL TRANSMISSION																
4.9L I-6 1V	2.47	5,450	1,700	—	—	—	—	—	—	—	—	—	—	—	—	—
	3.08	6,450	2,600	2,300	—	—	—	—	—	—	2,100	—	—	—	—	1,800
	3.55	7,800	3,900	3,700	3,700	3,400	—	—	—	—	3,500	3,100	—	—	—	3,300
	4.10	10,000	—	—	—	—	5,800	—	—	—	—	—	5,200	—	—	—
5.0L V-8 EFI	3.00	6,450	2,700	—	—	—	—	—	—	—	—	—	—	—	—	—
	3.50/3.55	7,800	4,000	3,700	—	3,400	—	—	—	—	3,600	3,200	—	—	—	3,200
	3.73	7,800	—	—	3,700	—	—	—	—	—	—	—	—	—	—	—
5.8L V-8 4V	4.10	11,000	—	—	—	4,600	6,700	6,200	6,300	—	—	6,100	5,700	5,700	5,500	—
6.9L V-8 Diesel	3.08	9,200	—	—	—	—	4,300	—	—	—	—	—	3,700	—	3,400	—
	3.55	12,000	—	—	—	—	7,100	6,600	6,700	—	—	6,500	6,100	6,100	5,900	—
	4.10	14,000	—	—	—	—	9,100	8,600	8,700	—	—	8,500	8,100	8,100	7,900	—
7.5L V-8 4V	3.08	9,200	—	—	—	—	4,700	—	—	—	—	—	4,100	—	3,800	—
	3.55	11,500	—	—	—	—	7,000	6,400	6,600	—	—	6,400	6,000	6,000	5,700	—
	4.10	16,000	—	—	—	—	10,000	10,000	10,000	—	—	10,000	10,000	10,000	10,000	—

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

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

Now we're talking about some really tough Ford trucks—built for heavyweight trailering, up to 7,900 pounds of loaded trailer for Bronco, and up to 10,000 pounds for the husky F-Series (up to 12,500 pounds with fifth-wheel applications). Of course, with loads like that, it's more important than ever to match powertrains, axles and special equipment to the job. On the above chart, find out what you'll need by reading down the column for your vehicle to find the maximum trailer weight you have to pull; then read across to find the axle ratio and engine required, as well as the maximum Gross Combined Weight Rating (see definition on p. 19).

NOTE: Required and Recommended Equipment on p. 18.

TRAILER TOWING WITH F-SERIES/FIFTH-WHEEL

TRAILER WEIGHTS (MAX) W/AUTOMATIC TRANSMISSION																		
ENGINE	AXLE RATIO	GCWR MAX.	REGULAR CAB PICK-UP						SUPERCAB PICK-UP				CREW CAB PICK-UP		REGULAR CHASSIS CAB			
			F-150 4x2	F-150 4x4	F-250 4x2	F-250 4x4	F-250 H.D. & F-350 4x4	F-350 DRW 4x2	F-150 4x2	F-150 4x4	F-250 H.D. 4x2	F-250 H.D. 4x4	F-350 4x2	F-350 4x4	F-350 133"WB 4x2	F-350 133"WB 4x4	F-350 137"/161"WB 4x2	
4.9L I-6 IV	3.08	9,000	5,200	—	—	—	—	—	—	4,600	—	—	—	—	—	—	—	—
	3.55	10,000	6,200	5,900	5,900	—	—	—	—	5,600	—	—	—	—	—	—	—	—
	4.10	11,000	—	—	—	6,800	—	—	—	—	—	—	—	—	—	7,100	—	—
5.0L V-8 EFI	3.55	11,500	7,700	7,400	—	—	—	—	—	7,100	6,900	—	—	—	—	—	—	—
	3.73	12,000	—	—	7,900	—	—	—	—	—	—	—	—	—	—	—	—	—
	4.10/4.11	12,500	—	8,400	8,400	8,100	—	—	—	—	7,900	—	—	—	—	—	—	—
5.8L V-8 4V	3.00	9,000	5,100	—	—	—	—	—	—	4,500	—	—	—	—	—	—	—	—
	3.50/3.55	11,500	7,600	7,300	7,300	7,100	7,200	6,700	6,900	7,000	6,800	6,700	6,200	6,200	6,000	7,600	—	7,000
	4.10	13,500	—	—	9,300	9,100	9,200	8,700	8,900	—	—	8,700	8,200	8,200	8,000	9,600	—	9,000
6.9L V-8 Diesel	3.08	10,500	—	—	—	—	5,600	—	—	—	—	—	5,000	—	4,800	—	5,900	—
	3.55	12,000	—	—	—	—	7,100	6,600	6,800	—	—	—	6,500	6,100	6,100	5,900	7,400	6,900
	4.10	14,000	—	—	—	—	9,100	8,600	8,800	—	—	—	8,500	8,100	8,100	7,900	9,400	8,900
7.5L V-8 4V	3.08	12,000	—	—	—	—	7,500	—	—	—	—	—	7,000	—	6,700	—	7,800	—
	3.55	15,000	—	—	—	—	10,500	10,000	10,200	—	—	—	10,000	9,500	9,500	9,300	10,800	10,100
	4.10	18,500	—	—	—	—	12,500	12,500	12,500	—	—	—	12,500	12,500	12,500	12,500	12,500	12,500
TRAILER WEIGHTS (MAX) W/MANUAL TRANSMISSION																		
4.9L I-6 IV	3.55	7,800	4,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	4.10	10,000	—	—	—	—	5,800	—	—	—	—	—	5,200	—	—	—	6,100	5,600
5.0L V-8 EFI	3.50/3.55	7,800	4,000	—	—	—	—	—	—	3,600	—	—	—	—	—	—	—	—
5.8L V-8 4V	4.10	11,000	—	—	—	—	6,700	6,200	6,300	—	—	6,100	5,700	5,700	5,500	7,000	—	6,500
6.9L V-8 Diesel	3.08	9,200	—	—	—	—	4,300	—	—	—	—	—	—	—	—	4,600	—	—
	3.55	12,000	—	—	—	—	7,100	6,600	6,700	—	—	—	6,500	6,100	6,100	5,900	7,400	6,900
	4.10	14,000	—	—	—	—	9,100	8,700	8,700	—	—	—	8,500	8,100	8,100	7,900	9,400	8,900
7.5L V-8 4V	3.08	9,200	—	—	—	—	4,700	—	—	—	—	—	4,100	—	—	—	5,000	—
	3.55	11,500	—	—	—	—	7,000	6,400	6,600	—	—	—	6,400	6,000	6,000	5,700	7,300	6,800
	4.10	16,000	—	—	—	—	11,500	10,900	11,100	—	—	—	10,900	10,500	10,500	10,200	11,800	11,300

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

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

No matter what kind of trailer towing job you have to do, Ford provides the power you need to do it, and that includes fifth-wheel applications for big trailer towing. Ford's Dual Wheel Crew and Regular Cab models are just what heavy-duty trailer towers have asked for. So, if pulling the big rigs is what you're into, consider Ford's wide choice of powertrains and applications shown above. Read down the column for your vehicle to find the maximum trailer weight you have to pull; then read across to find the axle ratio and engine you'll need to do the job and the maximum Gross Combined Weight Rating (see definition on p. 19).

NOTE: Required and Recommended Equipment on p. 18.

TRAILERING EQUIPMENT

Required Equipment

MODEL	FORD CARS*	AEROSTAR 7	RANGER	BRONCO II	BRONCO	F-SERIES	F-SERIES 5th WHEEL	ECONOLINE VANS	CLUB WAGONS
Trailer Towing/Camper Package**	1	3				5	5	5	1
Power Brakes			2						
Super Cooling		1	1	1	6	6	6	6	
Handling/H.D. Suspension					4	4	4	4	

*LTD Crown Victoria and Country Squire models only.
 **See chart below for Package Contents.
 1 - w/trailers over 2000 lbs.; also Payload Package 2 w/Ranger equipped with 2.9L engine.
 2 - Ranger 4x2 w/Payload Package 1 when GCWR exceeds GVWR.
 3 - included in Functional Group and required w/2.8L engine w/trailers over 2,000 lbs.
 4 - w/trailers over 3,500 lbs., except w/7.5L engine and over 11,000 lbs. GCWR.
 5 - w/7.5L engine and over 11,000 lbs. GCWR.
 6 - w/trailers from 2,000-3,500 lbs., and includes Auxillary Transmission Oil Cooler.
 7 - w/trailers over 3,500 lbs., except w/7.5L engine and over 11,000 lbs. GCWR.
 7 - requires minimum P195/75R-14SL tires.

Recommended Equipment

MODEL	AEROSTAR	RANGER	BRONCO II	BRONCO	F-SERIES	F-SERIES 5th WHEEL	ECONOLINE VANS	CLUB WAGONS
Super Cooling*								
Hitch: Weight Carrying or Step Bumper 1/3/4 Weight Distributing 2/4								
Trailer Towing Package*								

*Where not Required as shown in chart above.
 1 - with trailers under 2,000 lbs.
 2 - with trailers over 2,000 lbs.
 3 - with trailers under 5,000 lbs. on F-Series w/Argent Rear Step Bumper.
 4 - Aerostar requires body mounted hitch. No bumper hitch.

Trailer Towing Package Contents*

MODEL:	AEROSTAR (1)	BRONCO	F-SERIES	ECONOLINE VANS	CLUB WAGONS
Cooling: Super					
Aux. Auto. Trans. Oil					
7.5L V-8 Engine Oil					
Electrical: H.D. Battery					
Wiring Harness					
H.D. Turn Signal Flasher					
7.5L Electric Fuel Pump					
Suspension: Handling/Suspension Pkg.			(2)		
Other Equipment: Low Mount Mirrors					
Gauge Package					
Dual Elect. Horns					

*Packages vary in content with certain powertrains. See your Ford Dealer for content information.
 (1) - Trailer Towing Package included with Functional Group includes Limited Slip Rear Axle.
 (2) - A higher capacity rear spring is substituted for front and rear stabilizer bars on F-250 4x4 with 6.9L Diesel in combination with air conditioning or super cooling.

The charts above detail Required and Recommended Equipment for trailer towing applications. REQUIRED EQUIPMENT (minimum) is deemed essential to assure that your vehicle includes the necessary powertrain and suspension components to meet the additional ride, handling and performance requirements of hauling your camper or trailer. RECOMMENDED EQUIPMENT is deemed necessary to assure that your vehicle includes the proper combination of comfort, convenience and performance features to fully meet your trailer-towing needs.

TRAILERING TIPS & TERMS

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

TIPS

Trailer Hitches

There are two basic types of trailer-towing hitches: the "bumper hitch" and the "load equalizing hitch". When hauling trailers over 2,000 lbs., a load equalizing hitch should be used. The equalizing hitch is designed to distribute the weight of the trailer and towing vehicle equally between the axles of both the vehicle and the trailer. For trailers under 2,000 lbs., a simple bumper hitch is usually sufficient.

Trailer Brakes

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

Safety Chains

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

High-Altitude Performance

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

TERMS

Gross Vehicle Weight Rating (GVWR)

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

Gross Combined Weight Rating (GCWR)

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

Trailer Weight, Maximum

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

Tongue Weight

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

Fifth-Wheel Trailer

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

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

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

Note:
All horsepower and torque comparisons shown in this catalog are based on SAE standard J 1349.

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

Get it Together—Buckle Up.

FDT 8618 8/85

FORD DIVISION



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