



2017 SUPER DUTY PICKUP

SUPER DUTY® PICKUPS

A NEW LEVEL OF
TOUGHNESS.



HORSEPOWER
440 hp @ 2,800 rpm ⁽¹⁾

TORQUE
925 lb.-ft. @ 1,800 rpm ⁽¹⁾

CONVENTIONAL TOWING
up to 21,000 lbs. ⁽²⁾

5TH-WHEEL TOWING
up to 27,500 lbs. ⁽²⁾

GOOSENECK TOWING
up to 32,500 lbs. ⁽²⁾

PAYLOAD
up to 7,630 lbs. ⁽³⁾

Within the toughest industries, people who do the work count on the Ford F-Series Super Duty. For 2017, Super Duty sits on the strongest frame ever, made with 95% high-strength steel and the toughest body ever, made from high-strength, military-grade, aluminum-alloy. Material innovation, advanced technology and brute strength, it all adds up to tough-as-nails work capability on any job site.

POWERFUL ENGINE CHOICES.

6.7L V8 Turbo – the diesel leader

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

Rule the class with 6.2L 2-valve V8 gas
Ease your heavy-duty workload with lots of low-rpm torque. The gas engine's stiff SOHC valvetrain with roller-rocker shafts enables an intake- and

exhaust-port layout that optimizes airflow, helping it produce plenty of torque down low.

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

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

(1) 6.7L Power Stroke® V8 Turbo Diesel.

(2) Maximum capacity when properly equipped. See your Ford dealer for specific equipment requirements and other limitations.

(3) F-350 DRW Regular Cab 4x2.



DRIVER ASSIST AND SMART TECHNOLOGY

Trailer Sway Control

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

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

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

Trailer Brake Controller (TBC)⁽⁵⁾

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

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

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

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

Fully integrated into the truck's brake system

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

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

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

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

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

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

Standard Hill Start Assist

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

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

Smart Trailer Tow Connector

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

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

Included in all optional towing packages

5th-Wheel/Gooseneck Prep Package



Available on all models (Factory equipped on 4x4 models, dealer installed on 4x2 models)

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

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

Trailer Reverse Guidance



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

Included with the optional Ultimate Trailer Tow Camera System

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

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

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

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

Ultimate Trailer Tow Camera System

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



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

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

Dynamic Hitch Assist

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

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

Helps better position the truck with a trailer coupler

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

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

Tow Technology Bundle

Available on Lariat and King Ranch

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

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



2017 SUPER DUTY PICKUP



TRAILER TOWING SELECTOR

F-250 SRW SUPER DUTY® PICKUPS CONVENTIONAL TOWING

| Automatic Transmission | | | Maximum Loaded Trailer Weight (lbs.) | | | | | | | | | | | | | | | | | | | | | | |
|------------------------|------------|-------------|--------------------------------------|------------------|--------------------|------------------|------------------------|------------------|--------------------|------------------|------------------------|------------------|--------------------|------------------|------------------------|------------------|--------------------|------------------|------------------------|------------------|--------------------|------------------|-----------------|------------------|---|
| | | | REGULAR CAB | | | | SUPERCAB | | | | CREW CAB | | | | | | | | | | | | | | |
| Engine | Axle Ratio | GCWR (lbs.) | 4x2 142" WB 8' Box | | 4x4 142" WB 8' Box | | 4x2 148" WB 6-3/4' Box | | 4x2 164" WB 8' Box | | 4x4 148" WB 6-3/4' Box | | 4x4 164" WB 8' Box | | 4x2 160" WB 6-3/4' Box | | 4x2 176" WB 8' Box | | 4x4 160" WB 6-3/4' Box | | 4x4 176" WB 8' Box | | | | |
| | | | Max Wt Carrying | Max Wt Distr'ing | Max Wt Carrying | Max Wt Distr'ing | Max Wt Carrying | Max Wt Distr'ing | Max Wt Carrying | Max Wt Distr'ing | Max Wt Carrying | Max Wt Distr'ing | Max Wt Carrying | Max Wt Distr'ing | Max Wt Carrying | Max Wt Distr'ing | Max Wt Carrying | Max Wt Distr'ing | Max Wt Carrying | Max Wt Distr'ing | Max Wt Carrying | Max Wt Distr'ing | Max Wt Carrying | Max Wt Distr'ing | |
| 6.2L V8 | 3.73 | 19,500 | 13,000 | 13,300 | 12,900 | 12,900 | 13,000 | 13,000 | 12,900 | 12,900 | 12,600 | 12,600 | 12,500 | 12,500 | 12,900 | 12,900 | 12,700 | 12,700 | 12,500 | 12,500 | 12,300 | 12,300 | | | |
| | 4.30 | 22,000 | 13,000 | 14,000 | 15,000 | 15,000 | 13,000 | 14,000 | 14,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 14,000 | 15,000 | 14,000 | 15,000 | 15,000 | 15,000 | 14,800 | 14,800 | | | |
| 6.7L V8 Turbo Diesel | 3.31/3.55 | 20,600 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 12,600 | 12,600 | |
| | | 21,300 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 13,300 | 13,300 | |
| | 21,900 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| | 22,000 | - | - | - | - | - | - | - | - | - | - | - | 14,200 | 14,200 | - | - | - | - | - | - | - | - | - | - | |
| | 22,500 | - | - | - | - | - | - | - | - | - | 14,000 | 14,800 | - | - | - | - | - | - | - | - | - | - | - | - | |
| | 22,700 | - | - | - | - | - | - | - | - | - | - | - | 14,900 | 14,900 | - | - | - | - | - | - | - | - | - | - | |
| | 22,800 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 15,000 | 15,000 | - | - | - | - | - | - | |
| | 23,100 | - | - | - | - | - | - | - | - | - | 14,000 | 15,000 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 23,500 | 14,000 | 15,000 | 14,000 | 15,000 | 14,000 | 15,000 | 15,000 | 15,000 | 15,000 | - | - | - | - | 15,000 | 15,000 | 15,000 | 15,000 | - | - | - | - | - | - | - |
| | 25,200(1) | - | - | - | - | - | - | - | - | - | - | - | - | 15,000 | 15,000 | - | - | - | - | - | - | - | - | - | - |
| 25,700(1) | 14,000 | 15,000 | 14,000 | 15,000 | 14,000 | 15,000 | 15,000 | 15,000 | 15,000 | 14,000 | 15,000 | - | - | 15,000 | 15,000 | 18,000 | 18,000 | 15,000 | 15,000 | 17,600 | 17,600 | | | | |

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

| | | | | | | | | | | | | |
|----------------------|-----------|-----------|--------|--------|--------|--------|--------|--------|--------|-----------|--------|--------|
| 6.2L V8 | 3.73 | 19,500 | 13,200 | 12,800 | 13,000 | 12,900 | 12,600 | 12,500 | 12,900 | 12,600 | 12,500 | 12,200 |
| | 4.30 | 22,000 | 15,700 | 15,300 | 15,500 | 15,400 | 15,100 | 15,000 | 15,400 | 15,100 | 15,000 | 14,700 |
| 6.7L V8 Turbo Diesel | 3.31/3.55 | 20,600 | - | - | - | - | - | - | - | - | - | 12,500 |
| | | 20,700(1) | - | - | - | - | - | - | - | - | - | 12,500 |
| | 21,300 | - | - | - | - | - | - | - | - | - | - | 13,200 |
| | 21,900 | - | - | - | - | - | - | - | - | - | 14,100 | - |
| | 22,000 | - | - | - | - | - | - | 14,200 | - | - | - | - |
| | 22,200(1) | - | - | - | - | - | - | - | - | - | 14,000 | - |
| | 22,400(1) | - | - | - | - | - | - | 14,200 | - | - | - | - |
| | 22,500 | - | - | - | - | - | 14,800 | - | - | - | 14,700 | - |
| | 22,700 | - | - | - | - | - | - | 14,900 | - | - | - | - |
| | 22,800 | - | - | - | - | - | - | - | - | 15,100 | - | - |
| | 22,900(1) | - | - | - | - | - | 14,700 | - | - | - | - | - |
| | 23,100 | - | - | - | - | - | 15,400 | - | - | 15,100(1) | - | - |
| | 23,500 | 16,400 | 16,000 | 16,200 | 16,100 | - | - | - | 16,100 | 15,800 | - | - |
| | 24,400(1) | - | 16,500 | - | - | - | - | - | - | - | - | - |
| | 24,600(1) | - | - | - | - | - | - | - | 16,800 | - | - | - |
| | 24,700(1) | - | - | - | - | 17,000 | - | - | - | - | - | - |
| 24,800(1) | - | - | 17,400 | - | - | - | - | - | - | - | - | |
| 25,700(1) | 18,500 | - | - | - | - | - | - | - | - | - | - | |

(1) Requires Trailer Tow Package.

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



2017 SUPER DUTY PICKUP



TRAILER TOWING SELECTOR

F-350 SRW SUPER DUTY® PICKUPS CONVENTIONAL TOWING

| Automatic Transmission | | | Maximum Loaded Trailer Weight (lbs.) | | | | | | | | | | | | | | | | | | | | | | |
|------------------------|------------|-------------|--------------------------------------|------------------|--------------------|------------------|------------------------|------------------|--------------------|------------------|------------------------|------------------|--------------------|------------------|------------------------|------------------|--------------------|------------------|------------------------|---------------------|--------------------|------------------|-----------------|------------------|--------|
| | | | REGULAR CAB | | | | SUPERCAB | | | | CREW CAB | | | | | | | | | | | | | | |
| Engine | Axle Ratio | GCWR (lbs.) | 4x2 142" WB 8' Box | | 4x4 142" WB 8' Box | | 4x2 148" WB 6-3/4' Box | | 4x2 164" WB 8' Box | | 4x4 148" WB 6-3/4' Box | | 4x4 164" WB 8' Box | | 4x2 160" WB 6-3/4' Box | | 4x2 176" WB 8' Box | | 4x4 160" WB 6-3/4' Box | | 4x4 176" WB 8' Box | | | | |
| | | | Max Wt Carrying | Max Wt Distr'ing | Max Wt Carrying | Max Wt Distr'ing | Max Wt Carrying | Max Wt Distr'ing | Max Wt Carrying | Max Wt Distr'ing | Max Wt Carrying | Max Wt Distr'ing | Max Wt Carrying | Max Wt Distr'ing | Max Wt Carrying | Max Wt Distr'ing | Max Wt Carrying | Max Wt Distr'ing | Max Wt Carrying | Max Wt Distr'ing | Max Wt Carrying | Max Wt Distr'ing | Max Wt Carrying | Max Wt Distr'ing | |
| 6.2L V8 | 3.73 | 19,500 | 13,000 | 13,100/13,000(1) | 12,600 | 12,600 | 12,900/12,800(1) | 12,900/12,800(1) | 12,700 | 12,700 | 12,400 | 12,400 | 12,300 | 12,300 | 12,700/12,600(1) | 12,700/12,600(1) | 12,500/12,400(1) | 12,500/12,400(1) | 12,300/12,200(1)(2) | 12,300/12,200(1)(2) | 12,000 | 12,000 | | | |
| | 4.30 | 23,000 | 13,000 | 14,000 | 15,000 | 15,000 | 13,000 | 14,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | |
| 6.7L V8 | 3.31/ | 20,200(3) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 12,000 | 12,000 | |
| Turbo Diesel | 3.55 | 21,600(3) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 13,600 | 13,600 | - | - |
| | | 21,900(3) | - | - | - | - | - | - | - | - | - | - | - | 14,000 | 14,000 | - | - | - | - | - | - | - | - | - | - |
| | | 22,500(3) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | | 22,600(3) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 14,800 | 14,800 | - | - | - | - | - | - |
| | | 23,000(3) | - | - | 14,000 | 15,000 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | | 23,900(3) | - | - | - | - | - | - | - | - | - | - | - | - | 15,000 | 15,000 | - | - | - | - | - | - | - | - | - |
| | | 24,200(3) | - | - | - | - | - | - | 15,000 | 15,000 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | | 24,900(3) | - | - | - | - | 14,000 | 15,000 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | | 26,000(3) | 14,000 | 15,000 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | | 28,200 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 18,000 | 18,000 |
| | | 28,400 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 18,000 | 18,000 | - | - | - | - | - | - |
| | 28,600 | - | - | - | - | - | - | - | - | - | - | - | - | 15,000 | 15,000 | - | - | - | - | 15,000 | 15,000 | - | - | - | |
| | 28,700 | 14,000 | 15,000 | 14,000 | 15,000 | 14,000 | 15,000 | 15,000 | 15,000 | 14,000 | 15,000 | 15,000 | 15,000 | 15,000(1)(2) | 15,000(1)(2) | 18,000(1)(2) | 18,000(1)(2) | 15,000(1)(2) | 15,000(1)(2) | - | - | - | - | - | |

(1) 18" Tires. (2) 20" Tires. (3) Optional 10,000 GVWR Package.

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



2017 SUPER DUTY PICKUP



TRAILER TOWING SELECTOR

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

| Automatic Transmission | | | Maximum Loaded Trailer Weight (lbs.) | | | | | | | | | | |
|------------------------|---------------------|------------------------|--------------------------------------|--------------------|------------------------|--------------------|------------------------|---------------------|------------------------|--------------------|------------------------|---------------------|---|
| | | | REGULAR CAB | | | SUPERCAB | | | | CREW CAB | | | |
| Engine | Axle Ratio | GCWR (lbs.) | 4x2 142" WB 8' Box | 4x4 142" WB 8' Box | 4x2 148" WB 6-3/4' Box | 4x2 164" WB 8' Box | 4x4 148" WB 6-3/4' Box | 4x4 164" WB 8' Box | 4x2 160" WB 6-3/4' Box | 4x2 176" WB 8' Box | 4x4 160" WB 6-3/4' Box | 4x4 176" WB 8' Box | |
| 6.2L V8 | 3.73 | 19,500 | 13,000 | 12,600/12,500(1) | 12,800 | 12,700/12,600(1) | 12,400/12,300(1)(2) | 12,300/12,200(1)(2) | 12,700/12,600(1) | 12,400 | 12,200 | 12,000/11,900(1)(2) | |
| | 4.30 | 23,000 | 16,500 | 16,100/16,000(1) | 16,300 | 16,200/16,100(1) | 15,900/15,800(1)(2) | 15,800/15,700(1)(2) | 16,200/16,100(1) | 15,900 | 15,700 | 15,500/15,400(1)(2) | |
| 6.7L V8 Turbo Diesel | 3.31/ | 20,200(3) | - | - | - | - | - | - | - | - | - | 12,000 | |
| | | 21,600(3) | - | - | - | - | - | - | - | - | 13,600 | - | |
| | 3.55 | 21,900(3) | - | - | - | - | - | 13,900 | - | - | - | - | - |
| | | 22,500(3) | - | - | - | - | 14,700 | - | - | - | - | - | - |
| | | 22,600(3) | - | - | - | - | - | - | - | - | 14,800 | - | - |
| | | 23,000(3) | - | 15,400 | - | - | - | - | - | - | - | - | - |
| | | 23,900(3) | - | - | - | - | - | - | - | 16,300 | - | - | - |
| | | 24,200(3) | - | - | - | 16,600 | - | - | - | - | - | - | - |
| | | 24,900(3) | - | - | 17,500 | - | - | - | - | - | - | - | - |
| | | 26,000(3) | 18,800(4) | - | - | - | - | - | - | - | - | - | - |
| 28,200 | - | - | - | - | - | - | - | - | - | - | 20,000(4) | | |
| 28,400 | - | - | - | - | - | - | - | - | 20,600(4) | - | - | | |
| 28,600 | - | - | - | - | - | - | - | 21,000(4) | - | 20,600(4) | - | | |
| 28,700 | 21,500/21,400(1)(4) | 21,100/21,000(1)(2)(4) | 21,300/21,200(1)(4) | 21,100(4) | 20,900/20,800(1)(2)(4) | 20,700(4) | 21,000(1)(4) | 20,800(4) | 20,600(4) | - | - | | |

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

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



2017 SUPER DUTY PICKUP



TRAILER TOWING SELECTOR

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

| Automatic Transmission | | | Maximum Loaded Trailer Weight (lbs.) | | | | | | | | | | | | | |
|------------------------|------------|-------------|--------------------------------------|---------------------|--------------------|---------------------|--------------------|---------------------|--------------------|---------------------|--------------------|---------------------|--------------------|---------------------|--------------------|---------------------|
| | | | REGULAR CAB F-350 | | | | SUPERCAB F-350 | | | | CREW CAB F-350 | | | | F-450 | |
| | | | 4x2 142" WB 8' Box | | 4x4 142" WB 8' Box | | 4x2 164" WB 8' Box | | 4x4 164" WB 8' Box | | 4x2 176" WB 8' Box | | 4x4 176" WB 8' Box | | 4x4 176" WB 8' Box | |
| Engine | Axle Ratio | GCWR (lbs.) | Max Wt Carrying | Max Wt Distributing | Max Wt Carrying | Max Wt Distributing | Max Wt Carrying | Max Wt Distributing | Max Wt Carrying | Max Wt Distributing | Max Wt Carrying | Max Wt Distributing | Max Wt Carrying | Max Wt Distributing | Max Wt Carrying | Max Wt Distributing |
| 6.2L V8 | 3.73 | 20,000 | 13,200 | 13,200 | 12,700 | 12,700 | 12,700 | 12,700 | 12,300 | 12,300 | 12,500 | 12,500 | 12,100 | 12,100 | - | - |
| | 4.30 | 23,500 | 16,700 | 16,700 | 16,200 | 16,200 | 16,200 | 16,200 | 15,800 | 15,800 | 16,000 | 16,000 | 15,600 | 15,600 | - | - |
| 6.7L V8 | 3.55 | 36,000 | 18,000 | 21,000 | 18,000 | 20,000 | 18,000 | 21,000 | 19,000 | 21,000 | 19,000 | 21,000 | 21,000 | 21,000 | - | - |
| | 4.10 | 40,000 | 18,000 | 21,000 | 18,000 | 20,000 | 18,000 | 21,000 | 19,000 | 21,000 | 19,000 | 21,000 | 21,000 | 21,000 | - | - |
| Turbo Diesel | 4.30 | 41,800 | - | - | - | - | - | - | - | - | - | - | - | - | 21,000 | 21,000 |

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

| Engine | Axle Ratio | GCWR (lbs.) | Max Wt Carrying | Max Wt Distributing | Max Wt Carrying | Max Wt Distributing | Max Wt Carrying | Max Wt Distributing | Max Wt Carrying | Max Wt Distributing | Max Wt Carrying | Max Wt Distributing | Max Wt Carrying | Max Wt Distributing |
|--------------|------------|-------------|-----------------|---------------------|-----------------|---------------------|-----------------|---------------------|-----------------|---------------------|-----------------|---------------------|-----------------|---------------------|
| 6.2L V8 | 3.73 | 20,000 | 13,100 | 12,700 | 12,700 | 12,700 | 12,300 | 12,500 | 12,100 | - | - | - | - | - |
| | 4.30 | 23,500 | 16,600 | 16,200 | 16,200 | 16,200 | 15,800 | 16,000 | 15,600 | - | - | - | - | - |
| 6.7L V8 | 3.55 | 36,000 | 28,400(2) | 27,900(2) | 28,000(2) | 27,600(2) | 27,700(2) | 27,300 | - | - | - | - | - | - |
| | 4.10 | 40,000 | 32,000(2) | 31,900(2) | 32,000(2) | 31,600(2) | 31,700(2) | 31,300(2) | - | - | - | - | - | - |
| Turbo Diesel | 4.30 | 41,800 | - | - | - | - | - | - | - | - | - | - | - | 32,500(2) |

(1) Pickup Box Delete Option. (2) Gooseneck tow rating shown. 5th-wheel tow rating limited to 5th-wheel hitch rating of 27,500 lbs.

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

Tailgate Clearance Considerations When Towing a 5th-Wheel or Gooseneck Trailer

| Model | F-250 SRW | F-350 SRW | F-350 DRW | F-450 DRW |
|-----------------------|-------------|-------------|-------------|-----------|
| Max. Tailgate Height* | 59.8 inches | 59.6 inches | 58.7 inches | 58 inches |

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

*Distance from ground to top of closed tailgate.



2017 SUPER DUTY PICKUP



Trailer Towing Package

| Model (Option Code) | F-250/F-350/F-450 Super Duty Pickup (Std.) | F-250 Super Duty Pickup ⁽¹⁾ (535) |
|-------------------------------|--|--|
| Smart Trailer Tow Connector | X(3) | - |
| Trailer Brake Wiring/Feed Kit | X(2) | - |
| Max Front Springs | - | X |
| Upgraded Rear Axle | X(3) | X |
| Increased GCW (6.7L) | X(3) | X |
| Trailer Brake Controller | X(3) | (Opt.)(4) |
| Aluminum Wheels | - | X(5) |

(1) Requires 6.7L diesel engine. (2) In-cab, no controller (SRW). (3) F-350 DRW/F-450 only. (4) Optional on F-250/350 SRW XL models; standard on all other models. (5) Chrome (Lariat/King Ranch) or Polished (Platinum).

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

Factory-Installed Trailer Hitch Receiver Options

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

- F-250/350 SRW – Standard for 15,000-lb. Maximum Trailer Capacity (N/A with 6.7L diesel with 176" wheelbase [F-350 DRW])
- F-250 with 6.7L diesel engine – Standard for 18,000-lb. Maximum Trailer Capacity (176" wheelbase only)
- F-350 SRW with 6.7L diesel engine – Standard for 18,000-lb. Maximum Trailer Capacity
- F-350 DRW – Standard for 16,700-lb. Maximum Trailer Capacity (except F-350 DRW with 6.7L diesel engine)
- F-350 DRW with 6.7L diesel engine – 21,000-lb. Maximum Trailer Capacity
- F-450 – Standard for 21,000-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.)

Hitch Receiver Weight Capacity

Refer to the Trailer Towing Selector chart for Maximum Loaded Trailer Weights for each vehicle.

| Vehicle | Weight-Carrying Max. Trailer Capacity (lbs.) ⁽¹⁾ | Max. Tongue Load (lbs.) | Weight-Distributing Max. Trailer Capacity (lbs.) ⁽¹⁾ | Max. Tongue Load (lbs.) |
|---|---|-------------------------|---|-------------------------|
| F-250/F-350 Super Duty SRW | 15,000 | 1,500 | 15,000 ⁽²⁾ | 1,500 ⁽²⁾ |
| F-250/F-350 Super Duty SRW w/6.7L engine | 18,000 | 1,800 | 18,000 ⁽³⁾⁽⁴⁾ | 1,800 ⁽³⁾⁽⁴⁾ |
| F-350 Super Duty DRW w/6.2L engine | 16,700 | 1,670 | 16,700 ⁽³⁾ | 1,670 ⁽³⁾ |
| F-350 Super Duty DRW w/6.7L engine and F-450 Super Duty | 21,000 | 2,100 | 21,000 ⁽³⁾ | 2,100 ⁽³⁾ |

(1) Hitch receivers do not include a hitch ball or ball mounting. You are responsible for obtaining the proper hitch ball, ball mounting, weight-distributing equipment (i.e., equalizing arms and snap-up brackets, sway control system) and other appropriate equipment to tow both the trailer and its cargo load. (2) Not available with 6.7L diesel with 176" wheelbase. (3) 3.0" receiver. If the provided 3.0" to 2.0" adapter is used, this reduces the Max. Trailer Capacity to 15,000 lbs. and the Max. Tongue Load to 1,500 lbs. (4) Available only with 176" wheelbase.

Frontal Area Considerations

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

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

Rear Axle Ratio Codes

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

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

F-SERIES PICKUP/CAMPER COMBINATION SELECTOR

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

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

Cargo Weight Rating shown in chart is maximum allowable, assuming weight of a base vehicle with required camper option content and a 150-lb. passenger at each available seating position

Ratings also assume weight of engine and standard transmission. Cargo Weight Rating shown must be further reduced by weight of transmission upgrade and any other options. Option weights and center-of-gravity information are available on the Ford Pickup Truck Consumer Information Sheet

Slide-In Camper Installation

Consult your camper manufacturer/dealer for details regarding proper installation of your slide-in camper

A dimensionally stable block spacer is recommended between the headboard of the pickup box and the forward edge of the camper floor. Resting the spacer on the pickup box bed helps prevent movement and contact of the fully installed camper with the pickup box headboard or taillight rear pillars

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

Camper Center-of-Gravity

All Styleside pickups that qualify for slide-in camper bodies have camper center-of-gravity included on the Consumer Information Sheet in the glovebox

Data is calculated for each individual truck, based on vehicle options

If vehicle does not qualify for camper use, the Consumer Information Sheet states that the vehicle is not recommended for camper use, and no center-of-gravity data is shown

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

Increased capacity front springs (2 Up [4x2] or 1 Up [4x4] upgrade over springs computer-selected based on options ordered. Not included if maximum springs already selected.)

Rear stabilizer bar (SRW)

Rear auxiliary springs (F-250)

Slide-in camper certification

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



MAXIMUM CARGO WEIGHT WITH SLIDE-IN CAMPER

Note: The following chart lists GVWRs and Maximum Cargo Weights (with minimum equipment) by engine for each approved pickup model: 3.5L V6 EcoBoost®, 5.0L V8, 6.2L V8 and 6.7L Power Stroke® Turbo Diesel V8.

| Model | Wheelbase | GVWR (lbs.) | | Maximum Cargo Weight Rating (lbs.) | |
|-----------------------------|-----------|-------------|---------|------------------------------------|-----------------|
| | | 6.2L | 6.7L | 6.2L Std./Opt.† | 6.7L Std./Opt.† |
| F-250 Super Duty (1) | | | | | |
| 4x2 Reg. Cab | 141.6" | 9,950 | 10,000 | 3,817/ - | 3,061/ - |
| 4x2 SuperCab | 148.0" | 10,000 | 10,000 | 3,168/ - | 2,353/ - |
| 4x2 SuperCab | 164.2" | 10,000 | 10,000 | 3,073/ - | 2,282/ - |
| 4x2 Crew Cab | 159.8" | 10,000 | 10,000 | 3,048/ - | 2,249/ - |
| 4x2 Crew Cab | 176.0" | 10,000 | 10,000 | 2,809/ - | 1,996/ - |
| 4x4 Reg. Cab | 141.6" | 10,000 | 10,000 | 3,444/ - | 2,665/ - |
| 4x4 SuperCab | 148.0" | 10,000 | 10,000 | 2,728/ - | 1,994/ - |
| 4x4 SuperCab | 164.2" | 10,000 | 10,000 | 2,659/ - | 1,863/ - |
| 4x4 Crew Cab | 159.8" | 10,000 | 10,000 | 2,622/ - | 1,836/ - |
| 4x4 Crew Cab | 176.0" | 10,000 | 10,000 | 2,405/ - | 1,606/ - |
| F-350 Super Duty (1) | | | | | |
| 4x2 SRW Reg. Cab(2) | 141.6" | 10,000 | 10,600* | 3,641/ - | 3,497/2,897 |
| 4x2 SRW SuperCab(2) | 148.0" | 10,000 | 10,800* | 2,979/ - | 3,048/2,248 |
| 4x2 SRW SuperCab(2) | 164.2" | 10,300* | 11,000* | 3,159/2,859 | 3,111/2,111 |
| 4x2 SRW Crew Cab(2) | 159.8" | 10,100* | 10,900* | 2,921/2,821 | 2,967/2,067 |
| 4x2 SRW Crew Cab(2) | 176.0" | 10,500* | 11,100* | 3,084/2,584 | 2,940/1,840 |
| 4x2 SRW Reg. Cab(3) | 141.6" | 10,400 | 11,100 | 3,983/ - | 3,940/ - |
| 4x2 SRW SuperCab(3) | 148.0" | 10,500 | 11,200 | 3,421/ - | 3,391/ - |
| 4x2 SRW SuperCab(3) | 164.2" | 10,800 | 11,500 | 3,602/ - | 3,553/ - |
| 4x2 SRW SuperCab(3) | 164.2" | - | 11,400 | - / - | 3,453/ - |
| 4x2 SRW Crew Cab(3) | 159.8" | 10,600 | 11,300 | 3,364/ - | 3,310/ - |
| 4x2 SRW Crew Cab(3) | 176.0" | 10,900 | 11,500 | 3,427/ - | 3,283/ - |
| 4x2 SRW Crew Cab(3) | 176.0" | - | 11,400 | - / - | 3,183/ - |
| 4x2 DRW Reg. Cab | 141.6" | 14,000 | 14,000 | 7,244/ - | 6,473/ - |
| 4x2 DRW SuperCab | 164.2" | 14,000 | 14,000 | 6,371/ - | 5,637/ - |
| 4x2 DRW Crew Cab | 176.0" | 14,000 | 14,000 | 6,127/ - | 5,406/ - |
| 4x4 SRW Reg. Cab(2) | 141.6" | 10,300* | 11,000* | 3,515/3,215 | 3,480/2,480 |
| 4x4 SRW SuperCab(2) | 148.0" | 10,400* | 11,100* | 2,957/2,557 | 2,932/1,832 |
| 4x4 SRW SuperCab(2) | 164.2" | 10,700* | 11,300* | 3,148/2,448 | 3,005/1,705 |
| 4x4 SRW Crew Cab(2) | 159.8" | 10,500* | 11,200* | 2,907/2,407 | 2,863/1,663 |
| 4x4 SRW Crew Cab(2) | 176.0" | 10,800* | 11,500* | 2,974/2,174 | 2,923/1,423 |
| 4x4 SRW Reg. Cab(3) | 141.6" | 10,800 | 11,500 | 3,958/ - | 3,923/ - |
| 4x4 SRW Reg. Cab(4) | 141.6" | 11,300 | 11,500 | 4,453/ - | 3,918/ - |
| 4x4 SRW Reg. Cab(4) | 141.6" | - | 11,400 | - / - | 3,818/ - |
| 4x4 SRW SuperCab(3) | 148.0" | 10,800 | 11,500 | 3,300/ - | 3,274/ - |
| 4x4 SRW SuperCab(4) | 148.0" | 11,300 | 11,500 | 3,795/ - | 3,270/ - |
| 4x4 SRW SuperCab(4) | 148.0" | - | 11,400 | - / - | 3,170/ - |
| 4x4 SRW SuperCab(3) | 164.2" | 11,200 | 11,500 | 3,591/ - | 3,148/ - |
| 4x4 SRW SuperCab(4) | 164.2" | 11,500 | 11,500 | 3,886/ - | 3,143/ - |
| 4x4 SRW SuperCab(4) | 164.2" | 11,400 | 11,400 | 3,786/ - | 3,043/ - |
| 4x4 SRW Crew Cab(3) | 159.8" | 10,900 | 11,500 | 3,250/ - | 3,106/ - |
| 4x4 SRW Crew Cab(4) | 159.8" | 11,300 | 11,500 | 3,645/ - | 3,101/ - |
| 4x4 SRW Crew Cab(3) | 159.8" | 11,300 | 11,500 | 3,416/ - | 2,866/ - |
| 4x4 SRW Crew Cab(4) | 159.8" | - | 11,400 | - / - | 3,001/ - |
| 4x4 SRW Crew Cab(4) | 176.0" | 11,500 | 11,500 | 3,611/ - | 2,861/ - |
| 4x4 SRW Crew Cab(4) | 176.0" | 11,400 | 11,400 | 3,511/ - | 2,761/ - |
| 4x4 DRW Reg. Cab | 141.6" | 14,000 | 14,000 | 6,785/ - | 6,063/ - |
| 4x4 DRW SuperCab | 164.2" | 14,000 | 14,000 | 5,953/ - | 5,235/ - |
| 4x4 DRW Crew Cab | 176.0" | 14,000 | 14,000 | 5,721/ - | 5,003/ - |
| F-450 Super Duty (1) | | | | | |
| 4x4 DRW Crew Cab | 176.0" | - | 14,000 | - / - | 4,510/ - |

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

Before you buy

If you are selecting a vehicle that will be used for towing, you should determine the approximate weight of the trailer you intend to tow, including the weight of any additional cargo and fluids that you will be carrying in the trailer. Also, be sure the vehicle has the proper optional equipment. Keep in mind that performance can be severely affected in hilly terrain when minimum acceptable powertrain combination is selected. Consider purchasing a vehicle with a more powerful engine.

After you buy

Before heading out on a trip, check your vehicle's Owner's Manual for break-in and severe-duty maintenance schedules (do not tow a trailer until your vehicle has been driven at least 1,000 miles). Be sure to have your fully-loaded vehicle (including passengers) and trailer weighed so as not to exceed critical weight limits. If any of these limits are exceeded, cargo should be removed from the vehicle and/or trailer until all weights are within the specified limits.

KNOW BEFORE YOU TOW.



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 the Ford 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 Towing Safely for All Vehicles on the next page for additional braking information.*

Trailer Lamps

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

Safety Chains

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

Trailer Wiring Harness

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

TOWING SAFELY FOR ALL VEHICLES.

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

Weight Distribution

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

Before Starting

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

Backing Up

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

Turning

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

Braking

- Allow considerably more distance for stopping with trailer attached
- Remember, the braking system of the tow vehicle is rated for operation at the GVWR, not GCWR
- If your tow vehicle is a F-150, F-Series Super Duty®, Transit or Expedition and your trailer has electric brakes, the optional Integrated Trailer Brake Controller (TBC) assists in smooth and effective trailer braking by powering the trailer's electric or electric-over-hydraulic brakes with proportional output based on the towing vehicle's brake pressure
- If 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's Manual)
- If excessive shifting does not occur, use overdrive to optimize fuel economy
- Overdrive may also be locked out to obtain engine braking on downgrades
- When available, select tow/haul mode to automatically eliminate unwanted gear search and help control vehicle speed when going downhill

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

Driving With Cruise Control

Turn off the cruise control with heavy loads or in hilly terrain. The cruise control may turn off automatically when you are towing on long, steep grades.

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

Powertrain/Frontal Area Considerations

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

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

Note: For additional trailering information pertaining to your vehicle, refer to the vehicle Owner's Manual.

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