



Super Duty® Pickups

REQUIRED EQUIPMENT

F-250 Pickup

For conventional towing greater than 18,200 lbs. – High-Capacity Axle Upgrade Package (535) required with 18" All-Season or 20" All-Terrain Tires

Your New Vehicle Limited Warranty may be voided if you tow without this.¹

FRONTAL AREA LIMITATION

Frontal Area is the total area in square feet that a moving vehicle and trailer exposes to air resistance.

The maximum trailer frontal area that must be considered for a **F-250®/F-350®/F-450® Super Duty/trailer** combination is **75 sq. ft. all 5th-wheel and gooseneck applications** and **60 sq. ft. all other applications**. Exceeding this limitation may significantly reduce the performance of your towing vehicle.

FACTORY-INSTALLED TRAILER HITCH RECEIVER

A 2.5" hitch receiver is standard on all models except for the following configurations which get a 3" hitch receiver:

- F-350 DRW Crew Cab with 6.7L H.O. Diesel engine with 4.10 FDR (Final Drive Ratio)
- F-450 Crew Cab with 6.7L H.O. Diesel engine

See Hitch Receiver Weight Capacity chart 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

The maximum weight capacities for the hitch receivers shown below may exceed the maximum loaded trailer weight for the vehicle specified. Refer to the Trailer Towing Selector charts for Maximum Loaded Trailer Weight for these vehicles.

	Weight-Carrying Max. Trailer Capacity (lbs.) ²	Max. Tongue Load (lbs.)	Weight-Distributing Max. Trailer Capacity (lbs.) ²	Max. Tongue Load (lbs.)
F-250	22,000	2,200	22,000	2,200
F-350 SRW	25,000	2,500	25,000	2,500
F-250/F-350 Tremor®	18,200	1,820	18,200	1,820
F-350 DRW	28,000	2,800	28,000	2,800
F-450 DRW	30,000	3,000	30,000	3,000

REAR AXLE RATIO CODES

If you do not know the axle ratio of your vehicle, check its 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 the chart to find the axle ratio that corresponds to that code.

Rear Axle Ratio	Non-Limited Slip	Limited Slip	Electronic Locking
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

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

¹ See your Ford Dealer for limited warranty details. ² 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.



2027 F-250 Lariat Crew Cab with Tremor Off-Road Package. Available early September 2026.
When properly equipped. Max towing varies based on cargo, vehicle configuration, accessories, and number of passengers.

F-250[®] SRW Super Duty[®] Pickup

CONVENTIONAL TOWING – MAXIMUM LOADED TRAILER WEIGHT (lbs.)¹

Towing capability will vary based on trim series, option content and payload. Prior to making final vehicle selection, reference the Basic Towing Information on the last page. See dealer and reference "Ford University" Job Aid "Spec'ing F-Series Trucks for Towing".

Automatic Transmission			REGULAR CAB			SUPERCAB [™]				CREW CAB		
Engine	Axle Ratio	GCWR (lbs.)	4x2 141.6" WB 8' Box	4x4 141.6" WB 8' Box	4x2 148.0" WB 6-3/4' Box	4x2 164.2" WB 8' Box	4x4 148.0" WB 6-3/4' Box	4x4 164.2" WB 8' Box	4x2 159.8" WB 6-3/4' Box	4x2 176.0" WB 8' Box	4x4 159.8" WB 6-3/4' Box	4x4 176.0" WB 8' Box
6.7L V8 H.O. Turbo Diesel	3.31	23,500	16,600	16,200	16,300	16,100	15,900	15,800	16,200	15,900	15,800	15,500
		31,000 ²	18,200	20,000	18,200	19,500	20,000	22,000	19,500	19,500	22,000	22,000
	3.55E	28,300 ⁴									18,200	18,200
	3.55	31,000 ²	18,200	20,000	18,200	19,500	20,000	22,000	19,500	19,500	22,000	22,000
7.3L V8	3.73	23,500	17,300	16,900	17,000	16,900	16,600	16,500	16,900	16,700	16,600	16,300
	3.73E ³		17,300	16,900	17,000	16,900	16,600	16,500	16,900	16,700	16,600	16,300
	4.30	26,000	18,200	18,200	18,200	18,200	18,200	18,200	18,200	18,200	18,200	18,200

- Notes:**
- Combined weight of vehicle and trailer cannot exceed listed GCWR.
 - Do not exceed the Maximum Loaded Trailer Weight listed.
 - Conventional trailer tongue load weight should be 10% (15% for 5th-wheel and gooseneck 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.
 - Calculated with SAE J2807[®] method.
 - Trailer towing values are the same for weight-carrying and weight-distributing hitches.
 - If using load bars for weight distribution, Ford recommends 50% front axle load restoration (FALR).

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

1. Maximum towing capabilities are for properly equipped vehicles with required equipment and a 150-lb. driver and passenger and vary based on cargo, vehicle configuration, accessories, option content and number of passengers. For additional information, see your Ford Dealer. 2. Requires F-250 High-Capacity Axle Upgrade Package (535). 3. 3.55E and 3.73E are electronic locking rear axles. 4. Tremor[®] Off-Road Package (17Y).



2027 F-250 XL Crew Cab with available STX Appearance Package. Available early September 2026.
When properly equipped. Max towing varies based on cargo, vehicle configuration, accessories, and number of passengers.

F-250[®] SRW Super Duty[®] Pickup

5TH-WHEEL/GOOSENECK TOWING – MAXIMUM LOADED TRAILER WEIGHT (lbs.)¹

Towing capability will vary based on trim series, option content and payload. Prior to making final vehicle selection, reference the Basic Towing Information on the last page. See dealer and reference "Ford University" Job Aid "Spec'ing F-Series Trucks for Towing".

			REGULAR CAB				SUPERCAB [™]						CREW CAB									
			4x2 141.6" WB 8' Box		4x4 141.6" WB 8' Box		4x2 148.0" WB 6-3/4' Box		4x2 164.2" WB 8' Box		4x4 148.0" WB 6-3/4' Box		4x4 164.2" WB 8' Box		4x2 159.8" WB 6-3/4' Box		4x4 176.0" WB 8' Box		4x4 159.8" WB 6-3/4' Box		4x4 176.0" WB 8' Box	
Automatic Transmission	Axle Ratio	GCWR (lbs.)	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck
6.7L V8 H.O. Turbo Diesel	3.31	23,500	16,300	16,500	15,900/ 15,800 ⁶	16,100	16,000	16,200	15,900/ 15,700 ⁶	16,100	14,500/ 13,900 ⁶ / 15,600 ⁵	15,600/ 14,900 ⁶ / 15,800 ⁵	13,900/ 15,500 ⁵ / 13,200 ⁶	14,900/ 15,700 ⁵ / 14,200 ⁶	15,900	16,100	14,900/ 15,700 ⁵ / 14,300 ⁶	15,900/ 15,300 ⁶	14,200/ 13,600 ⁶ / 15,600 ⁵	15,200/ 14,600 ⁶ / 15,700 ⁵	12,100/ 11,500 ⁶ / 15,300 ⁵	13,200/ 12,500 ⁶ / 15,400 ⁵
		31,000 ²	22,100	23,000	21,500	22,700	20,800	21,900	20,800	21,900	20,300	21,400	20,500	21,600	20,800	21,900	20,100	21,200	20,400	21,500	19,800	20,800
	3.55E	28,300 ⁴																	18,900	19,900	18,100	19,100
	3.55	31,000 ²	22,100	23,000	21,500	22,700	20,800	21,900	20,800	21,900	20,300	21,400	20,500	21,600	20,800	21,900	20,100	21,200	20,400	21,500	19,800	20,800
7.3L V8	3.73	23,500	17,000	17,200	16,600	16,800	16,800	16,900	16,600	16,800	16,300	16,500	16,300	16,400	16,700	16,900	16,500	16,600	16,400	16,500	16,100	16,200
	3.73E ³		17,000	17,200	16,600	16,800	16,800	16,900	16,600	16,800	16,300	16,500	16,300	16,400	16,700	16,900	16,500	16,600	16,400	16,500	16,100	16,200
	4.30	26,000	19,500	19,500	19,100	19,300	19,300	19,400	19,100	19,300	18,800/ 18,500 ⁶	19,000	18,800/ 18,100 ⁶	18,900	19,200	19,400	19,000	19,100	18,900/ 18,500 ⁶ / 18,600 ⁶	19,000/ 18,500 ⁶ / 18,500 ⁶	17,300/ 18,600 ⁵ / 16,600 ⁶	18,300/ 18,700 ⁵ / 17,700 ⁶

- Notes:**
- Combined weight of vehicle and trailer cannot exceed listed GCWR.
 - Do not exceed the Maximum Loaded Trailer Weight listed.
 - Conventional trailer tongue load weight should be 10% (15% for 5th-wheel and gooseneck 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.
 - Calculated with SAE J2807[®] method.
 - Trailer towing values are the same for weight-carrying and weight-distributing hitches.
 - If using load bars for weight distribution, Ford recommends 50% front axle load restoration (FALR).

TAILGATE CLEARANCE

Considerations When Towing a 5th-Wheel or Gooseneck Trailer

Model	F-250 SRW	F-350 [®] SRW	F-350 DRW	F-450 [®] DRW	TREMOR [®]
Max. Tailgate Height 4x4 ⁷	57.9–60.0 inches	57.9–59.7 inches	58.0–59.7 inches	58.6–60.3 inches	59.5–61.3 inches

Note: Maximum tailgate height will vary based upon vehicle configuration, option content and tire size.

1. Maximum towing capabilities are for properly equipped vehicles with required equipment and a 150-lb. driver and passenger and vary based on cargo, vehicle configuration, accessories, option content and number of passengers. For additional information, see your Ford Dealer. 2. Requires F-250 High-Capacity Axle Upgrade Package (535). 3. 3.55E and 3.73E are electronic locking rear axles. 4. Tremor[®] Off-Road Package (17Y). 5. 10,000 plus GVWR. 6. Fixed 9,900 GVWR. 7. Distance from ground to top of closed tailgate lip at base curb weight.



2027 F-350 XLT Crew Cab with available Super Duty Carhartt Package. Pre-production model shown. Available early September 2026. When properly equipped. Max towing varies based on cargo, vehicle configuration, accessories, and number of passengers.

F-350[®] SRW Super Duty[®] Pickup

CONVENTIONAL TOWING – MAXIMUM LOADED TRAILER WEIGHT (lbs.)¹

Towing capability will vary based on trim series, option content and payload. Prior to making final vehicle selection, reference the Basic Towing Information on the last page. See dealer and reference "Ford University" Job Aid "Spec'ing F-Series Trucks for Towing".

Automatic Transmission			REGULAR CAB				SUPERCAB™				CREW CAB			
Engine	Axle Ratio	GCWR (lbs.)	4x2 141.6" WB 8' Box	4x4 141.6" WB 8' Box	4x2 148.0" WB 6-3/4' Box	4x2 164.2" WB 8' Box	4x4 148.0" WB 6-3/4' Box	4x4 164.2" WB 8' Box	4x2 159.8" WB 6-3/4' Box	4x2 176.0" WB 8' Box	4x4 159.8" WB 6-3/4' Box	4x4 176.0" WB 8' Box		
6.7L V8 H.O. Turbo Diesel	3.31	31,800	20,000	20,000	20,000	23,000	20,000	23,700/23,900 ^{2,3}	23,000	23,000	23,500/23,900 ^{2,3}	23,500/23,600 ^{2,3}		
	3.55	31,200 ⁴									18,200	18,200		
		35,200	20,000	20,000	20,000	23,000	20,000	23,700/24,000 ^{2,3}	23,000	23,000	23,500/24,000 ^{2,3}	23,500/25,000 ^{2,3}		
7.3L V8	3.73	23,600	17,000 ²	16,700	16,800/16,700 ²	16,700/16,600 ²	16,400/16,300 ^{2,3}	16,300	16,700	16,500	16,300	16,100		
	4.30	28,600 ⁴									18,200	18,200		
		29,000	18,200 ²	19,500	18,200	19,500	19,500	19,500	19,500	19,500	19,500	19,500		

- Notes:**
- Combined weight of vehicle and trailer cannot exceed listed GCWR.
 - Do not exceed the Maximum Loaded Trailer Weight listed.
 - Conventional trailer tongue load weight should be 10% (15% for 5th-wheel and gooseneck 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.
 - Calculated with SAE J2807[®] method.
 - Trailer towing values are the same for weight-carrying and weight-distributing hitches.
 - If using load bars for weight distribution, Ford recommends 50% front axle load restoration (FALR).

¹ Maximum towing capabilities are for properly equipped vehicles with required equipment and a 150-lb. driver and passenger and vary based on cargo, vehicle configuration, accessories, option content and number of passengers. For additional information, see your Ford Dealer. ² 18" All-Season Tires. ³ 18" and 20" All-Terrain Tires. ⁴ Tremor[®] Off-Road Package (17Y).



F-350® SRW Super Duty® Pickup

5TH-WHEEL/GOOSENECK TOWING – MAXIMUM LOADED TRAILER WEIGHT (lbs.)¹

Towing capability will vary based on trim series, option content and payload. Prior to making final vehicle selection, reference the Basic Towing Information on the last page. See dealer and reference "Ford University" Job Aid "Spec'ing F-Series Trucks for Towing".

			REGULAR CAB				SUPERCAB™						CREW CAB										
Automatic Transmission	Axle Ratio	GCWR (lbs.)	4x2 141.6" WB 8' Box		4x4 141.6" WB 8' Box		4x2 148.0" WB 6-3/4' Box		4x2 164.2" WB 8' Box		4x4 148.0" WB 6-3/4' Box		4x4 164.2" WB 8' Box		4x2 159.8" WB 6-3/4' Box		4x2 176.0" WB 8' Box		4x4 159.8" WB 6-3/4' Box		4x4 176.0" WB 8' Box		
			5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel
6.7L V8 H.O. Turbo Diesel	3.31	31,800	22,000/24,500 ²	23,100/24,600 ²	21,800/24,000 ³	23,000/24,200 ³	21,300/24,100 ²	22,400/24,400 ²	20,700/23,500 ²	21,900/24,200 ²	20,700/23,700 ^{2,3}	21,800/24,000 ^{2,3}	20,400/22,500 ²	21,500/23,600 ²	23,800 ³	20,500/23,200 ²	21,600/24,200 ²	20,200/22,900 ²	21,300/24,000 ²	20,400/22,500 ²	21,500/23,600 ²	19,900/22,500 ²	20,900/23,600 ^{2,3}
		35,200																					
	3.55	31,200																			22,900 ⁴	23,000 ⁴	22,700 ⁴
7.3L V8	3.73	23,600	16,800 ²	17,000 ²	16,500/16,400 ³	16,700/16,600 ^{2,3}	16,600/16,500 ²	16,700	16,500/16,400 ²	16,600	16,100	16,300/16,200 ^{2,3}	16,100/16,000 ³	16,300/16,200 ^{2,3}	16,400 ²	16,500/16,400 ²	16,600	16,300/16,200 ²	16,400	16,100/16,000 ^{2,3}	16,300/16,200 ^{2,3}	15,900/15,800 ³	16,100/16,000 ^{2,3}
		28,600																					
	4.30	29,000	22,200 ²	22,400 ²	21,800 ^{2,3} /21,900	22,100/22,000 ^{2,3}	20,700/21,900 ²	21,800/22,100 ²	21,200/21,800 ²	22,000	20,500/21,500 ^{2,3}	21,600	21,200/21,400 ^{2,3}	21,700/21,600 ^{2,3}	20,800/21,800 ²	21,900/22,000 ²	20,900/21,600 ²	21,800	20,700/21,400 ^{2,3}	21,700/21,600 ^{2,3}	20,700/21,200 ^{2,3}	21,500/21,400 ^{2,3}	

- Notes:**
- Combined weight of vehicle and trailer cannot exceed listed GCWR.
 - Do not exceed the Maximum Loaded Trailer Weight listed.
 - Conventional trailer tongue load weight should be 10% (15% for 5th-wheel and gooseneck 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.
 - Calculated with SAE J2807[®] method.
 - Trailer towing values are the same for weight-carrying and weight-distributing hitches.
 - If using load bars for weight distribution, Ford recommends 50% front axle load restoration (FALR).

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

¹ Maximum towing capabilities are for properly equipped vehicles with required equipment and a 150-lb. driver and passenger and vary based on cargo, vehicle configuration, accessories, option content and number of passengers. For additional information, see your Ford Dealer. ² 18" All-Season Tires. ³ 18" and 20" All-Terrain Tires. ⁴ Tremor[®] Off-Road Package (17Y).



2027 F-450 XL Crew Cab. Available early September 2026.

When properly equipped. Max towing varies based on cargo, vehicle configuration, accessories, and number of passengers.

F-350®/450® DRW Super Duty® Pickups

CONVENTIONAL TOWING – MAXIMUM LOADED TRAILER WEIGHT (lbs.)¹

Towing capability will vary based on trim series, option content and payload. Prior to making final vehicle selection, reference the Basic Towing Information on the last page. See dealer and reference "Ford University" Job Aid "Spec'ing F-Series Trucks for Towing".

Automatic Transmission			REGULAR CAB				CREW CAB			
Engine	Axle Ratio	GCWR (lbs.)	F-350 4x2 141.6" WB 8' Box	F-350 4x4 141.6" WB 8' Box	F-450 4x2 141.6" WB 8' Box	F-450 4x4 141.6" WB 8' Box	F-350 4x2 176.0" WB 8' Box	F-350 4x4 176.0" WB 8' Box	F-450 4x2 176.0" WB 8' Box	F-450 4x4 176.0" WB 8' Box
6.7L V8 H.O. Turbo Diesel	3.55	40,500	24,800	24,800			27,000	27,000		
	4.10	45,600	24,800	24,800			28,000	28,000		
	4.30	43,500							30,000	30,000
		46,700			25,000	25,000				
		48,000 ²			18,200					
7.3L V8	3.73	25,700	18,800	18,400			18,200	17,800		
	4.30	26,000	18,200							
		29,500	22,000	22,000			22,000	21,600		

5TH-WHEEL/GOOSENECK TOWING – MAXIMUM LOADED TRAILER WEIGHT (lbs.)¹

Automatic Transmission			REGULAR CAB				CREW CAB											
Engine	Axle Ratio	GCWR (lbs.)	F-350 4x2 141.6" WB 8' Box		F-350 4x4 141.6" WB 8' Box		F-450 4x2 141.6" WB 8' Box		F-450 4x4 141.6" WB 8' Box		F-350 4x2 176.0" WB 8' Box		F-350 4x4 176.0" WB 8' Box		F-450 4x2 176.0" WB 8' Box		F-450 4x4 176.0" WB 8' Box	
			5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck
6.7L V8 H.O. Turbo Diesel	3.55	40,500	32,800	32,900	32,300	32,500					32,100	32,300	31,700	31,800				
	4.10	45,600	35,000	38,000	35,000	37,600					35,000	37,400	34,900	35,900				
	4.30	43,500													34,100	34,700	31,900	32,900
		46,700					35,000	38,600	35,000	37,100								
		48,000 ²					35,000	40,000										
7.3L V8	3.73	25,700	18,600	18,800	18,200	18,300					17,900	18,100	17,600	17,700				
	4.30	26,000	19,200	19,400														
		29,500	22,400	22,500	22,000	22,100					21,700	21,900	21,400	21,500				

- Notes:**
- Combined weight of vehicle and trailer cannot exceed listed GCWR.
 - Do not exceed the Maximum Loaded Trailer Weight listed.
 - Conventional trailer tongue load weight should be 10% (15% for 5th-wheel and gooseneck 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.
 - Calculated with SAE J2807[®] method.
 - Trailer towing values are the same for weight-carrying and weight-distributing hitches.
 - If using load bars for weight distribution, Ford recommends 50% front axle load restoration (FALR).

¹ Maximum towing capabilities are for properly equipped vehicles with required equipment and a 150-lb. driver and passenger and vary based on cargo, vehicle configuration, accessories, option content and number of passengers. For additional information, see your Ford Dealer. ² 40k Gooseneck Tow Package (535).

SUPER DUTY® PICKUP/ CAMPER COMBINATION SELECTOR

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

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.

CAMPER CENTER-OF-GRAVITY

All Ford 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.

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 truck bed. 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.

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 have been computer-selected as standard equipment).

Rear stabilizer bar (SRW)

Rear auxiliary springs (F-250; standard on F-350)

Slide-in camper certification

Tailgate delete cap kit⁵

Available on XL, XLT, Lariat, King Ranch® (DRW only), and Platinum (DRW only)

MAXIMUM CARGO WEIGHT WITH SLIDE-IN CAMPER

Note: This chart lists GVWRs and Maximum Cargo Weights (with minimum equipment) by engine for each approved pickup model: 7.3L V8 and H.O. 6.7L Power Stroke Turbo Diesel V8.

F-250 SRW Super Duty ² Wheelbase	GVWR (lbs.)		Maximum Cargo Weight Rating (lbs.) ¹		
	7.3L	6.7L H.O.	7.3L Std./Opt. ⁴	6.7L H.O./Opt. ⁴	
4x2 Reg. Cab	141.6"	10,000	10,600 ³	3,730/3,630	3,535/ -
4x2 Reg. Cab	141.6"	-	10,000	- / -	3,021/2,921
4x2 Reg. Cab	141.6"	-	10,600	- / -	3,621/ -
4x2 SuperCab	148.0"	10,000	10,000	3,002/2,902	2,283/2,183
4x2 SuperCab	148.0"	10,100	10,600	3,102/ -	2,883/ -
4x2 SuperCab	148.0"	-	10,700 ³	- / -	2,898/ -
4x2 SuperCab	164.2"	10,000	11,000 ³	2,894/2,784	3,069/ -
4x2 SuperCab	164.2"	-	10,000	- / -	2,155/2,055
4x2 SuperCab	164.2"	10,400	10,600	3,294/ -	2,755/ -
4x2 Crew Cab	159.8"	10,000	10,800 ³	2,957/2,857	2,905/ -
4x2 Crew Cab	159.8"	-	10,000	- / -	2,191/2,091
4x2 Crew Cab	159.8"	10,100	10,600	3,057/ -	2,791/ -
4x2 Crew Cab	176.0"	10,000	11,100 ³	2,733/2,633	2,958/ -
4x2 Crew Cab	176.0"	-	10,000	- / -	1,944/1,844
4x2 Crew Cab	176.0"	10,400	10,600	3,133/ -	2,544/ -
4x4 Reg. Cab	141.6"	10,000	11,000 ³	3,344/3,244	3,543/2,528
4x4 Reg. Cab	141.6"	-	10,000	- / -	2,628/ -
4x4 Reg. Cab	141.6"	10,300	10,600	3,644/ -	3,228/ -
4x4 SuperCab	148.0"	10,000	10,000	2,588/2,488	1,891/ -
4x4 SuperCab	148.0"	10,400	10,600	2,988/ -	2,491/1,791
4x4 SuperCab	148.0"	-	11,000 ³	- / -	2,805/ -
4x4 SuperCab	164.2"	10,000	11,400 ³	2,529/2,429	3,118/ -
4x4 SuperCab	164.2"	-	10,000	- / -	1,790/1,690
4x4 SuperCab	164.2"	10,600	10,600	3,129/ -	2,390/ -
4x4 Crew Cab	159.8"	10,000	11,100 ³	2,606/2,506	2,868/1,742
4x4 Crew Cab	159.8"	-	10,000	- / -	1,842/ -
4x4 Crew Cab	159.8"	10,500	10,600	3,106/ -	2,442/ -
4x4 Crew Cab	176.0"	10,000	11,400 ³	2,303/2,203	2,844/1,429
4x4 Crew Cab	176.0"	-	10,000	- / -	1,529/ -
4x4 Crew Cab	176.0"	10,600	10,600	2,903/ -	2,129/ -

F-350 SRW Super Duty ² Wheelbase	7.3L	6.7L H.O.	7.3L Std.	6.7L H.O.	
17" Tires					
4x2 Reg. Cab	141.6"	-	10,600	-	3,565
4x2 SuperCab	148.0"	10,100	10,700	2,863	2,996
4x2 SuperCab	164.2"	10,400	11,000	3,052	3,075
4x2 Crew Cab	159.8"	10,200	10,800	2,878	2,871
4x2 Crew Cab	176.0"	10,600	11,100	3,063	2,984
4x4 Reg. Cab	141.6"	10,400	11,000	3,556	3,551
4x4 SuperCab	148.0"	10,500	11,000	2,842	2,883
4x4 SuperCab	164.2"	10,800	11,300	3,105	2,998
4x4 Crew Cab	159.8"	10,600	11,200	2,898	2,901
4x4 Crew Cab	176.0"	10,900	11,499	3,003	2,954
18" All-Season Tires					
4x2 Reg. Cab	141.6"	10,500	11,100	3,945	4,007
4x2 SuperCab	148.0"	10,600	11,200	3,303	3,439
4x2 SuperCab	164.2"	10,900	11,499	3,495	3,516
4x2 Crew Cab	159.8"	10,700	11,300	3,320	3,313
4x2 Crew Cab	176.0"	11,100	11,499	3,505	3,325
4x4 Reg. Cab	141.6"	10,900	11,499	3,998	3,993
4x4 SuperCab	148.0"	11,000	11,499	3,285	3,324
4x4 SuperCab	164.2"	11,300	11,499	3,547	3,139
4x4 Crew Cab	159.8"	11,100	11,499	3,340	3,143
4x4 Crew Cab	176.0"	11,300	12,000	3,345	3,397

18"/20" All-Terrain and 20" All-Season Tires					
4x4 Reg. Cab	141.6"	11,400	12,000	4,493	4,488
4x4 SuperCab	148.0"	11,400	12,000	3,680	3,821
4x4 SuperCab	164.2"	11,800	12,300	4,042	3,935
4x4 Crew Cab	159.8"	11,499	12,000	3,734	3,639
4x4 Crew Cab	176.0"	11,900	12,400	3,940	3,792

F-350 DRW Super Duty ² Wheelbase	7.3L	6.7L H.O.	7.3L Std.	6.7L H.O.	
4x2 Reg. Cab	141.6"	14,000	14,000	7,164	6,542
4x2 Crew Cab	176.0"	14,000	14,000	6,048	5,423
4x4 Reg. Cab	141.6"	14,000	14,000	6,737	6,114
4x4 Crew Cab	176.0"	14,000	14,000	5,688	5,015

F-450 DRW Super Duty ² Wheelbase	7.3L	6.7L H.O.	7.3L Std.	6.7L H.O.	
4x2 Reg. Cab	141.6"	-	14,000	-	5,917
4x2 Crew Cab	176.0"	-	14,000	-	4,803
4x4 Reg. Cab	141.6"	-	14,000	-	5,552
4x4 Crew Cab	176.0"	-	14,000	-	4,473

If you intend to pull a trailer in addition to carrying your camper, see the Super Duty Pickup Trailer Towing Selector charts on pages 2, 4 and 6.

1. Maximum cargo weight capabilities requires Camper Package (471) and are exclusive of the weight of the occupants in the vehicle, computed as 150-lbs. times the number of designated seating positions, and vary based on cargo, vehicle configuration, accessories, and option content. See Truck Camper Loading document provided with the vehicle for carrying capacity of a specific vehicle. For additional information, see your Ford Dealer. 2. Requires Camper Package option. 3. With Trailer Tow Package. 4. With available 9,900-lb. GVWR Package. 5. Tailgate removal kit with protective caps can be provided free of charge by your authorized dealer. Failure to install the protective caps results in damage to the electrical system not covered by the vehicle warranty. See Owner's Manual for details.

Basic Towing Information

Towing a trailer is demanding on your vehicle, your trailer and your personal driving skills. Follow some basic rules that will help you with your towing experience.

Cargo And Weight Distribution

For optimum handling and braking, the load must be properly distributed

Keep center of gravity low for best handling

Cargo and load capacity limited by weight and weight distribution

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

Braking

Allow considerably more distance for stopping with trailer attached

Remember, the braking system of the tow vehicle is rated for operation at the Gross Vehicle Weight Rating (GVWR), not Gross Combination Weight Rating (GCWR)

If your tow vehicle is an F-150®, F-Series Super Duty®, Transit® or Expedition® and your trailer

has electric brakes, the optional Integrated Trailer Brake Controller (TBC) assists in smooth and effective trailer braking by powering the trailer's electric or electric-over-hydraulic brakes with proportional output based on the towing vehicle's brake pressure

If you are experiencing trailer sway and your vehicle is equipped with electric brakes and a brake controller, activate the trailer brakes with the brake controller by hand. Do not apply the tow vehicle brakes as this can result in increased sway¹

Turning

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

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

When available, select tow/haul mode to automatically eliminate unwanted gear search and help control vehicle speed when going downhill

Driving With Cruise Control²

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

Tire Pressure

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

Overinflated tires may wear unevenly and compromise traction and stopping capability

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

Spare Tire Use

A conventional, identical full-size spare tire is required for trailer towing (mini, compact and dissimilar full-size spare tires should not be used; always replace the spare tire with a new road tire as soon as possible)

On The Road

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

Trailer hitch attachment

Lights and electrical connections

Trailer wheel lug nuts for tightness

Engine oil – check regularly throughout your trip

High Altitude Operation

Your vehicle may have reduced performance when operating at high altitudes and when heavily loaded or towing a trailer. While driving at elevation, in order to match driving performance as perceived at sea level, reduce Gross Vehicle Weight (GVW) and Gross Combination Weight (GCW) by 2% per 1,000 ft. elevation

Powertrain/Frontal Area Considerations

The charts in this Guide show the minimum powertrain needed to achieve an acceptable towing performance for the listed 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 vehicle with a higher rating Towing performance is maximized with a low-drag, rounded front design trailer

Selecting A Trim Series

Your specific vehicle's tow capability could be reduced based on weight of selected trim series and option content

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

¹ Driver-assist features are supplemental and do not replace the driver's attention, judgment and need to control the vehicle. 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. ² Driver-assist features are supplemental and do not replace the driver's attention, judgment and need to control the vehicle. They do not make your vehicle autonomous or replace your responsibility to drive safely. Please only use if you will pay attention to the road and be prepared to take over at any time. See Owner's Manual for details and limitations.