## Trailer Towing Selector.



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

#### F-250/F-350/F-450 SUPER DUTY\* PICKUPS CONVENTIONAL TOWING\*\*

|                      | Aple<br>Ratio | ocwa<br>(Lbs.) | Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission REGULAR CREW CAB |                            |                     |                     |                           |                     |                     |                     |                     |                           |                     |                     |                     |                     |                     |
|----------------------|---------------|----------------|--|----------------------------|---------------------|---------------------|---------------------------|---------------------|---------------------|---------------------|---------------------|---------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| Engine               |               |                | F-250/F-350<br>SRW<br>4x2  | F-250/F-350<br>539W<br>4x4 | F-350<br>DRW<br>4x2 | F-350<br>DRW<br>484 | F-250/F-350<br>SRW<br>4x2 | F-250<br>SRW<br>4x4 | 5-550<br>SAW<br>4x4 | F-350<br>DRW<br>4x2 | F-350<br>DRW<br>404 | F-250/F-350<br>SRW<br>4x2 | F-250<br>SRW<br>4x4 | F-350<br>SRW<br>484 | F-350<br>DRW<br>4x2 | F-350<br>DRW<br>484 | F-450<br>06W<br>4x4 |
| B.ZI, SCHÉ VB<br>STY | 3.79          | Microg         | D.500  | 2,500                      |                     |                     | 12:500                    | 2,400               | W.300               |                     | 100                 | V.500                     | 12,200              | 12300               | - 40                |                     |                     |
|                      |               | 5500           |  |                            | 11.00               | 9396                | T 45 1                    |                     | 100                 | 12300               | (2.300              |                           | 0.00                | -                   | 0.500               | 12300               | -                   |
|                      | 4.30          | 22.000         | 12:500   | 12,500                     | 100                 | -                   | E/500                     | 12,500              | 12,500              | 1000                |                     | 12,500                    | 12:500              | 93500               |                     |                     | 100                 |
|                      |               | 23:500         | -  | -                          | 16,300              | 15,700              |                           |                     |                     | 15,700              | 5,300               |                           | 100                 | -                   | 5.500               | 15,100              | -                   |
| EX.VIII              | 1.31          | 21/500         | 12,500   | 12,500                     |                     | _                   | 14.000                    | 14,000              | 14,000              |                     | -                   | 14,000                    | 14,000              | 14,000              | -                   | -                   | -                   |
| Turbo Denail         | 3.35          | 21/500         | 12,500   | 10,500                     | -                   | -                   | 14,000                    | 14,000              | 14,000              |                     |                     | 14,000                    | 14,000              | 14,000              | -                   | 20.00               | -                   |
|                      | 3.73          | 31,900         |  |                            | 19,000              | 79.000              |                           | 1000                | - 1                 | 19,000              | 79,000              |                           |                     | 1                   | 19,000              | TR-010/01           | -                   |
|                      |               | 31,900((2)     |  | 790                        | 19,000              | 19:000              |                           | 100                 | 100                 | 75000               | 19,000              |                           | 100                 | -                   | 19,000              | 15,000              | -                   |
|                      | 4.30          | 25,000(3)      |  | 500                        |                     | -                   | 100 100 100               |                     |                     | 7.74                |                     |                           | 100                 |                     | -                   | 19.000              | 200                 |
|                      |               | 40,000         |  | 5.46                       | 100                 | - 100               | 100                       |                     | -                   |                     | 100                 |                           | 100                 |                     | - 10                |                     | 19,000              |

| 6.2L SOHE WE | 1.71 | M-000     | 12,900        | 12,500            | -        |        | 12,750/12,600 | 12,300   | 0.300   |        | -      | 12,400          | 12300   | 0,000  | -      | -         | 1000      |
|--------------|------|-----------|---------------|-------------------|----------|--------|---------------|----------|---------|--------|--------|-----------------|---------|--------|--------|-----------|-----------|
| HPV.         |      | 19:500    |               | -                 | 11:000   | 12,600 | -             | -        | -       | 12,600 | 12,200 |                 | 1000    | -      | 12,400 | 12,000    | -         |
|              | 4.30 | 22,000    | 5,900         | 5,500             |          | 200    | 15,700/15,500 | 151,3000 | 5,200   | 100-00 |        | 5,400           | 5,300   | 5,000  | 7.4    | F13.00    | -         |
|              |      | 72:500    |               |                   | 16,500   | 0.000  |               |          |         | 0.600  | 5,799  |                 | 0.000   | 1.00   | 55,400 | 5.000     | -         |
| EX.VE        | 330  | 23/500    | 8.800/6.700   | MARK 190 AND 1900 | -        | -      | 8.506/8.400   | 16,300   | 16,700  |        |        | 16,500/96,200   | 75,900  | 15,900 | -      |           |           |
| Turbo Diesel | 3.50 | 28/500    | NE.800/16.700 | 16,400/16,300     | 0.5400   | 1000   | 16,500/6,400  | 16,000   | 16,7000 | 100    | 100    | 16,30(0/16,20(0 | 15,0000 | 0.900  |        | 100       |           |
|              | 127  | 30,900    |               | -                 | 24,700   | 34,300 |               | 100      | 100     | 34,200 | 23,000 |                 | 100     | -      | 34,000 | 28500     |           |
|              |      | E(900)(2) | -             | -                 | 25,300   | 24,900 |               | 100      | -       | 34,800 | 24,400 | -               | 100     | -      | 24,500 | 24,200    | -         |
|              | 4.30 | 25.000(I) |               |                   |          |        | -             |          | -       | 100    | -      |                 |         |        |        | 26.500sas |           |
|              |      |           |               |                   |          | -      |               | -        | -       |        |        | -               | 100     | -      |        | 26,700(5) | -         |
|              |      | 40,000    | -             | -                 | 15 miles |        | -             | -        |         | 1000   |        | -               | 0.00    |        |        | -         | 26,500(4) |
|              |      |           |               |                   | 100      |        | -             |          |         |        |        |                 |         | -      |        |           | 31,200(5) |

(7) Movimum loaded trailer weight requires weight-distributing trich. See page 24 for additional information. (2) Pickup Box Delete Option. (3) Available with High-Capacity Trailer Tow Package anily. (4) 5th-wheel towing capacity limited by availability of 26.5K htch. (5) Geoscieck towing capacity.

Notes: - This information also applies to models with Pickup Box Delete Option (560).

 Trailer tongue (trailer king pin for 5th-wheel towing) load weight should be 10-15% (15-25% for 5th-wheel towing) of total loaded trailer weight. Make sure which payload (reduce by option weight) will accommodate trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight and weight of paccengers and cargo added to towing whiche. Addition of trailer tongue (trailer king pin for 5th-wheel towing) load weight of paccengers and cargo must not cause whiche weights to exceed nor 56% king. These ratings can be found on the vehicle Safety Compliance Certification Label.

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

| And the company of the contract of the contrac |                 |                 |              |              |  |
|--|-----------------|-----------------|--------------|--------------|--|
| Model  | F-250           | F-350 SRW       | F-350 DRW    | F-450 DRW    | <b>Note:</b> Writches with other configurations may have varying tallgate fleights.<br>"Circlance from ground to top of closed talgade.  |
| Man, Tailgrate Height?   | 545-527 mythem. | 5/9-6/0 (mchan) | 56-57 Inches | 56-57 inches | CARROLL STATE OF COMPUTE OF CARROLL STATES OF CA |

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generations

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