



1975  
Ford  
Recreation  
Vehicles

# FORD— READY TO MEET YOUR RECREATION NEEDS

If you ski or sail . . . fish or hunt . . . hike, backpack, or ride the trails . . . if you travel to see the sights . . . or just like to get away and relax . . . whether you go alone or as a family—whatever your preference in outdoor recreation, Ford offers you a wide variety of ways to get where you're going.

In this booklet you'll find a complete selection of durable, specially equipped pickups for carrying a camper. You'll find Ford's versatile Bronco that can go 'most anywhere you point it. You'll find van conversions, mini-motorhomes, and the right chassis for the motorhome of your choice. And you'll find there's a perfectly equipped Ford car or truck for trailer towing.

To help you select the recreation vehicle that exactly suits your needs, you'll find facts concerning quality, innovation, product value and designs to make your kind of recreation more fun. Also included are helpful tips on trailer towing, choosing a hitch, loading a rec vehicle properly, and much more.

Look through these pages, then look at Ford recreation vehicles themselves. Like all light trucks and passenger cars, they are built to back our challenge: The closer you look, the better we look. Ask your Ford dealer for a copy of the "Closer You Look" book for cars or trucks. It shows you how and where to look for quality and value in the passenger car or pickup you're thinking of for outdoor recreation.



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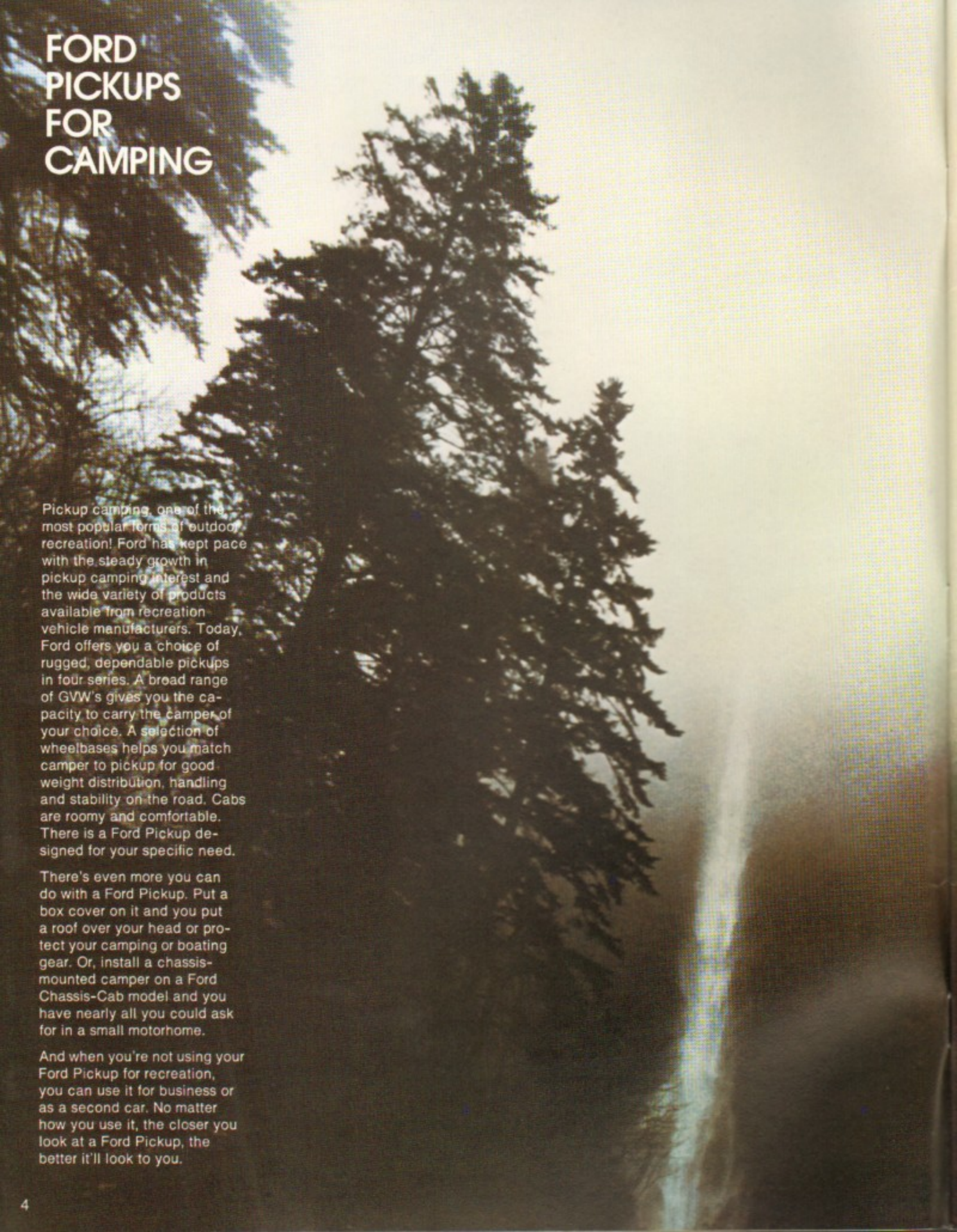
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# FORD PICKUPS FOR CAMPING



Pickup camping, one of the most popular forms of outdoor recreation! Ford has kept pace with the steady growth in pickup camping interest and the wide variety of products available from recreation vehicle manufacturers. Today, Ford offers you a choice of rugged, dependable pickups in four series. A broad range of GVW's gives you the capacity to carry the camper of your choice. A selection of wheelbases helps you match camper to pickup for good weight distribution, handling and stability on the road. Cabs are roomy and comfortable. There is a Ford Pickup designed for your specific need.

There's even more you can do with a Ford Pickup. Put a box cover on it and you put a roof over your head or protect your camping or boating gear. Or, install a chassis-mounted camper on a Ford Chassis-Cab model and you have nearly all you could ask for in a small motorhome.

And when you're not using your Ford Pickup for recreation, you can use it for business or as a second car. No matter how you use it, the closer you look at a Ford Pickup, the better it'll look to you.

# Selecting a Pickup Camper



## SLIDE-IN CAMPERS

Most slide-in campers can be removed easily and the pickup used as a pickup or second car. Generally, slide-ins have a cab-over section that contains the main sleeping area. Slide-in campers range from 6 to 12 feet in length and cost from about \$1500 to over \$6000. Telescoping campers, which you raise at your campsite and lower when you travel, run from about \$1000 to more than \$3000.



## CHASSIS-MOUNTED CAMPERS

Chassis-mounted campers are much like mini-motorhomes and are designed almost exclusively for recreation. Since the camper body is mounted directly to the pickup chassis, more living and storage space is available than in a conventional slide-in camper. Chassis-mounted campers are usually from 14 to 15 feet long. Often, pickup and camper are modified by the body manufacturer to provide a walk-through passage between the camper and the truck's cab.\*



## PICKUP BOX COVERS

You may wish to consider a pickup box cover like the streamlined fiberglass model Ford offers as a factory installed option—fits over the pickup cargo area and provides protection from the elements. It means extra convenience on trips into the backwoods . . . and it's great for protecting your personal gear and tools when you're at home. (More on Ford's pickup box cover on page 35.)

## BEFORE YOU BUY

Here are some questions you should answer before you buy any camper: ■ Is it large enough for your family to live in comfortably, and is it designed with reasonable privacy—even on long trips? ■ Are the beds wide enough? Long enough? ■ Can everyone sit down to eat at the same time? ■ Is the kitchen large enough for your needs? ■ Is there enough storage space for clothing, food, camping and sports equipment? ■ Is too much storage space up high, near the camper's roof, where it will raise the camper's center of gravity and affect the pickup's handling? ■ If your camping is in primitive areas, is there enough capacity in water storage and holding tanks? ■ Is the bathroom comfortably adequate? ■ Is there a heater for comfortable living in cool or cold weather? ■ Can accessories be operated from the pickup's—or an auxiliary—12-volt electrical system? ■ Is heavy equipment (fresh water tank, refrigerator, stove, etc.) toward the *front* of the camper so weight is properly distributed *between* the pickup's axles?

\*Truck body installations and modifications are the responsibility of the body manufacturer. Owners should assure themselves of the load and handling capabilities of their vehicle when selecting a camper or contemplating custom add-ons or modifications.



## Why a Ford for Camping

People buy Ford Pickups for a number of reasons. They're tough, durable and dependable in all sorts of weather. Cabs are large and comfortable. People buy Ford Pickups because they *do* work like trucks and ride like cars, and at play they're ideal recreation vehicles.

### BUILT-IN DURABILITY, LASTING VALUE

**Durable steel frame** with deep-section side channels and crossmembers gives your Ford Pickup a tough, durable foundation for carrying a camper or towing a trailer. Standard and optional auxiliary gas tanks are both in a protected position inside frame rails. (Both tanks fill on same side for convenience when you gas up.)

**Twin I-Beam front suspension** is a Ford exclusive. A forged steel I-beam axle and large coil spring at *each* front wheel absorb road shock independently for good ride and handling. Built-in caster and camber angles help maintain wheel alignment even after extended travel on rough roads.

**The pickup body** is built strong, with all-welded box construction and double side walls. The hood and doors also feature double-wall construction for extra strength. All inner and outer panels, including front fender aprons, are galvanized to help prevent rust. In fact, there are over 200 sq. ft. of galvanized sheet metal surfaces in every Ford Pickup.

### COMFORTABLE RIDE, HANDLING

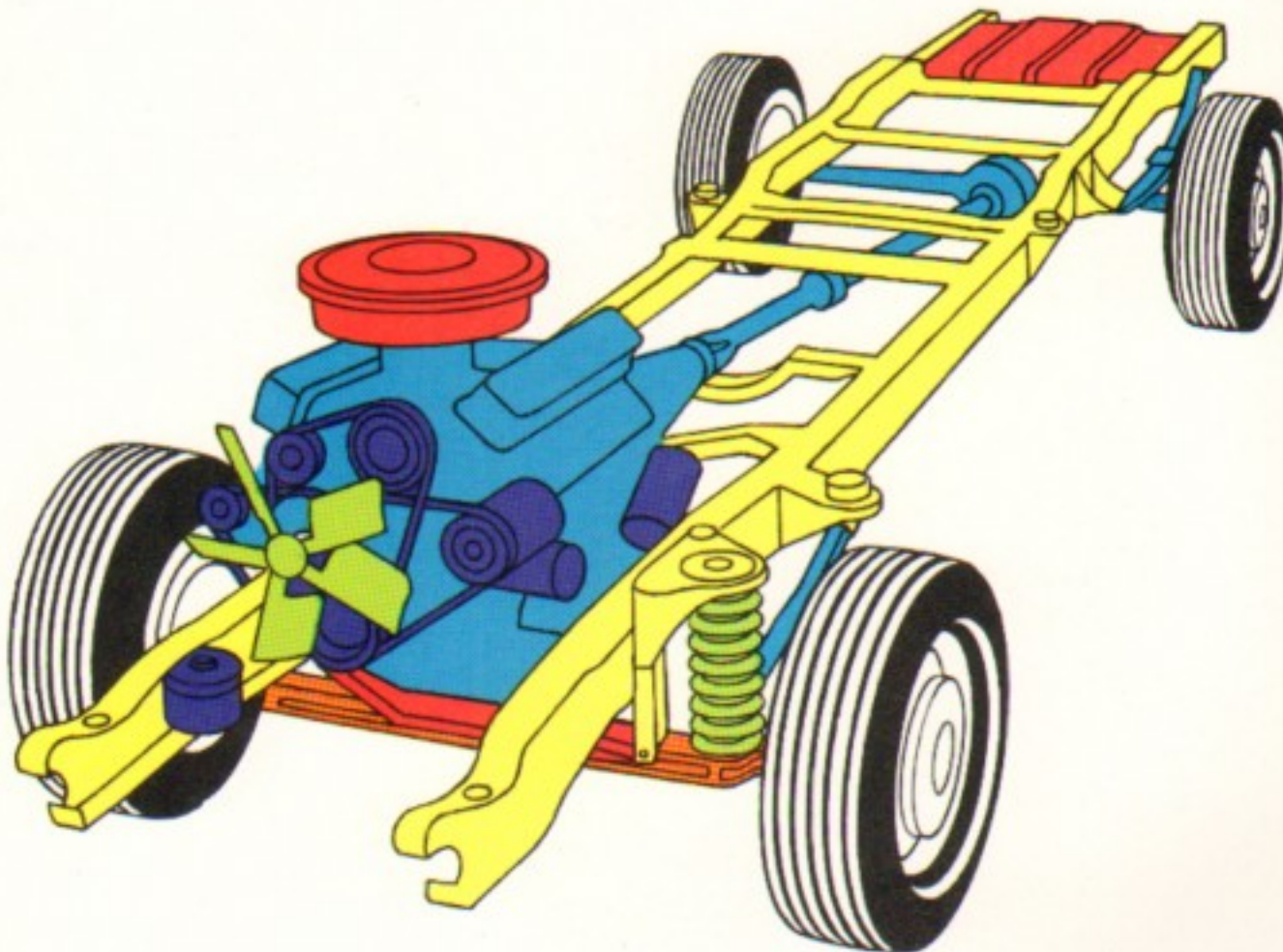
**Progressive rear leaf springs** automatically adjust to suit load conditions, provide control over sideways and a better ride with or without a camper.

**Double-acting shock absorbers**, front and rear, improve your Ford Pickup's ride, handling and safety.

**Power disc brakes** are standard for all Regular and SuperCab 4 x 2 Ford Pickups over 5,200 lb. GVW. On the 4,650 lb. GVW to 5,200 lb. GVW F-100, the standard dual hydraulic brake system gives you reserve braking capacity.

**The long wheelbases** available on all Ford Regular and SuperCab models also contribute to smooth riding characteristics. They space out bumps and give the suspension system a better chance to dampen road shock to smooth the ride.

**Wide-track stability** is part of a Ford Pickup's car-like ride. Tread width is over 64 inches, front and rear, for a very steady stance and excellent road-holding ability.





**COMFORTABLE,  
CONVENIENT CAB**

**Large cab**—biggest and roomiest Regular Cab ever offered by Ford. Room for three adults to sit in comfort, with plenty of leg- and head-room. SuperCab offers even more seating capacity.

**Four car-like interiors** to choose from—standard Custom interior, optional Custom Decor Group, Ranger and Ranger XLT interiors.

**Car-like instrument panel**  
—All controls are fully lighted, easy to see and use. Efficient blend-air heater is standard; integrated air conditioning is optional. Glove compartment is extra large.

**Excellent visibility**, all around  
—more than 21 sq. ft. of glass area in windshield and side and rear windows give you a panoramic view.

**Large, in-cab storage space** behind the seat—standard only in a Ford!—ideal for stowing tools or recreation gear out of sight (up to 44 cu. ft. in SuperCab).

**Deep-foam comfort** is standard—seven inches of foam padding in the front seat cushion, five in the seat back. If your wife never felt comfortable in a pickup, get her to try a Ford!





# Ford F-100, F-150

In 1975, Ford offers you two half-ton F-Series Pickups to choose from. In addition to the F-100, there is a new heavy-duty F-150. The F-150 is a heavy-duty half-ton pickup which combines the riding comfort of the F-100 with almost the payload of an F-250. Both F-100 and F-150 are available in Regular and SuperCab models. The F-150 can operate on leaded or unleaded gasoline.

### THREE-WAY VERSATILITY

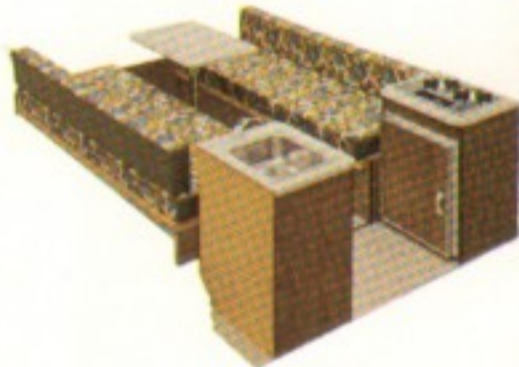
It's amazing how many people use their Ford Pickups as good-looking *second cars*, because they'll carry a lot, and because they're easy and comfortable to drive (a fact many wives have discovered with pleasure).

Of course they're used for *business*. Both F-100 and F-150 are right at home wherever pickups have a hard day's work to do. And more and more people are using Ford half-ton pickups for recreation. Extra built-in durability features and ample payloads make these pickups ideal for recreation use. They're ideal for people who want to take off with a couple of dirt bikes or a snowmobile . . . or who want rugged, dependable transportation to go hunting or fishing.

Put a box cover on an F-100 or F-150 . . . perhaps equipped with one of the many slide-in "living" units now available on the market . . . and you have a sheltered place to stretch out for the night, or to protect your recreation gear. And, you can easily take an F-100 or 150 trailering. Properly equipped, they'll pull trailers up to 6,000 pounds very comfortably.



F-100 with Optional Ranger XLT Trim, Radio, Western-Type Mirrors, Protection Group, Pickup Box Cover, White Sidewall Tires



Slide-in Living Unit for 8' Box. Available from Independent RV Equip. Mfrs. (Box Cover Required)



F-100 with Optional Ranger XLT Trim, Radio, Mirrors, Wheel Covers, Protection Group, Paint Stripe, Rear Step Bumper, Clearance and Marker Lights and WSW Tires.

## F-100/F-150 Specifications

SERIES	WB	BOX LENGTH	ENGINE	MAX. GVW	PAYLOAD CAPACITY
F-100	117"	6¾'	300 Six (STD.) 302 V-8 360 V-8 390 V-8	5350-lb.	1660-lb.
	133"	8'		5500-lb.	1735-lb.
F-150	133"	8'	300 Six (STD.) 360 V-8 390 V-8 460 V-8	6050-lb.	2285-lb.*

\*Payload capacity is reduced by weight of mandatory equipment depending on engine selected.





# Ford F-250

The Ford F-250 could well be America's most popular pickup for recreation. Every year more people leave home with a camper on a Ford F-250 Pickup! It's a truck that delivers a lot of extra ruggedness without forgetting the comfort and convenience of the driver and passengers. Think about putting an F-250 under your camper.

### EXTRA LOAD-CARRYING CAPACITY

The F-250 offers you a choice of Gross Vehicle Weight ratings up to 8,100 pounds—and payload capacities to 3,625 pounds, more than a ton and a half! Its 133-inch wheelbase provides for excellent weight distribution for today's popular 8- to 11-foot slide-in campers.

### BUILT TO TAKE IT

Like all Ford Pickups, the F-250 can take a real beating and come right back for more. It's at home in rough country, as well as on a throughway—an ideal pickup for carrying a camper or for dependable business use. The closer you look, the better a Ford will look to you.

### ADD A CAMPER SPECIAL PACKAGE

When you order your F-250 with a Camper Special Package, you equip it with all the heavy-duty components you need for carrying fully equipped campers up to 11 feet long. (See page 14 for complete Camper Special Package description.) A lot of owners have found the Camper Special Package's heavy-duty components worthwhile even if they don't use their pickup for recreation!



F-250 with Optional Ranger XLT Trim, Protection Group, Radio, Camper Special Package and Camper Tie-Down System

### F-250 Specifications

SERIES	WB	BOX LENGTH	ENGINE	MAX. GVW	PAYLOAD CAPACITY
F-250	133"	8'	300 Six (STD.) 360 V-8 390 V-8 460 V-8	8100-lb.	3625-lb.



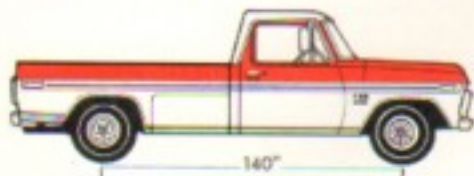
F-250 with Optional Ranger XLT Trim, Camper Special Package and Camper Tie-Down System



# Ford F-350 Super Camper Special

## F-350 SUPER CAMPER SPECIAL

The '75 Ford F-350 Super Camper Special is a pickup designed and built from the ground up specifically to carry today's large, self-contained 11- to 12-foot camper bodies. It's available with GVW ratings up to 10,000 pounds. The Camper Special Package is standard.



Extra-long, 140-inch wheelbase distributes more of the camper's weight ahead of the rear axle for excellent roadability and handling.



Standard front and rear stabilizer bars and wide, 65-inch front tread improve directional stability when carrying a camper. A heavy-duty frame with extra-deep side rails contributes to the F-350 Super Camper Special's great load-carrying ability and provides long-lasting vehicle strength.

Big 12.00 x 16.5E "Super Single" rear tires are included in the 10,000-pound GVW package and provide significant advantages in handling, stability and traction because of additional tread on the road's surface and improved "flotation"—the ability to stay on top of soft surfaces, like sand.



Also standard, the side-mounted spare tire carrier, concealed behind an easily removed panel—readily accessible with a camper body on the pickup.

## F-350 Super Camper Special Specifications

MODEL	WB	ENGINE	PAYLOAD CAPACITY
F-350 Super Camper Special	140"	360 V-8 (STD.) 390 V-8 460 V-8	5285-lb. (10,000 lb. Max. GVW)



F-350 with Optional Super Camper Special Package, Ranger XLT Trim, Camper Tie-Down System, Bed and Auxiliary Fuel Tank.



## Ford F-350 Chassis-Cab

### F-350 CHASSIS-MOUNTED CAMPERS

F-350 Camper Special Chassis-Cab models are available with a 137-inch wheelbase for carrying chassis-mounted campers up to 12 feet long. The long, 161-inch wheelbase F-350 with dual rear wheels has GVW ratings up to 10,000 pounds and can accommodate camper bodies to 14 feet long. Because the body is mounted to the frame, the body can be as wide as 96 inches with a low center of gravity for excellent stability and handling. F-350 Chassis-Cabs are available in two-door or 4-door models.\*

### MINIMUM CHASSIS REQUIREMENTS

The table below shows the minimum equipment required for using a chassis-mounted camper body with either single- or dual-rear wheel F-350 Chassis-Cab model. Equipment indicated does not necessarily represent the maximum equipment available.



F-350 with Chassis-Mount Camper

### F-350 Chassis-Cab Minimum Requirements

	F-350 CHASSIS-CAB WITH CAMPER SPECIAL PACKAGE					
	Single		Dual			
Rear Wheels						
GVW Rating (lbs.)	8000		9000		10,000	
Wheelbase (inches)	137"	161"	137"	161"	137"	161"
Max. Camper Body Length (for reference only)	11 Ft.	12 Ft.	12 Ft.	14 Ft.	12 Ft.	14 Ft.
Engine (minimum)	360 V-8					
Transmission	Cruise-O-Matic or 4-Speed					
Tires (a)						
Tubeless, front/rear	(b) 8.75 x 16.5 E/E		8.00 x 16.5 D/D		8.00 x 16.5 D/E	
Tube-type, front/rear	7.50 x 16 C/E		7.50 x 16 C/C		7.50 x 16 C/D	
Recommended Axle Ratios:	3.73					
w/8.00 x 16.5 & 8.75 x 16.5 tires	4.10 (3.73 w/390/460 Eng.)					
w/9.50 x 16.5 & 7.50 x 16 tires						

(a) If spare tire is ordered, rear tire size should be ordered.  
 (b) 9.50 x 16.5 D recommended.

\*Truck body installations and modifications are the responsibility of the body manufacturer. Owners should assure themselves of the load and handling capabilities of their vehicle when selecting a camper or contemplating custom add-ons or modifications.





# Ford SuperCab

Ford's SuperCab, the only two-door pickup big enough for a full back seat—roomy enough for a family of six to ride together in the cab or carry extra camping gear in the 44-cu.-ft. storage space behind the front seat.

Available in F-100, F-150, F-250 and F-350 series, two-door Ford SuperCab Pickups can be equipped with Custom,

Custom Decor Group, Ranger, or Ranger XLT luxury interior trim. Large, 15 x 15-inch rear side windows are standard; flip-open windows are optional. Equip your SuperCab with any of the recreation-oriented options available for Regular Ford Pickups, including a Camper Special Package for F-250 and F-350 models.

**FOR CAMPER OR TRAILER**  
SuperCab GVW's range up to 9,300 lbs. for carrying campers as long as 11 feet. Chassis-mounted campers are attached directly to the frame of Chassis-Cab models; slide-ins fit neatly into SuperCab models with an 8-ft. Styleside pickup box. A Camper Special Package is recommended for SuperCabs used to carry campers.

SuperCab models can be equipped with a Trailer Towing Package. GCW's range up to 18,000 lbs. for towing regular trailers, to 15,000 lbs. for fifth-wheel trailers. A SuperCab with 6¾-ft pickup box is ideal for fifth-wheel trailering.



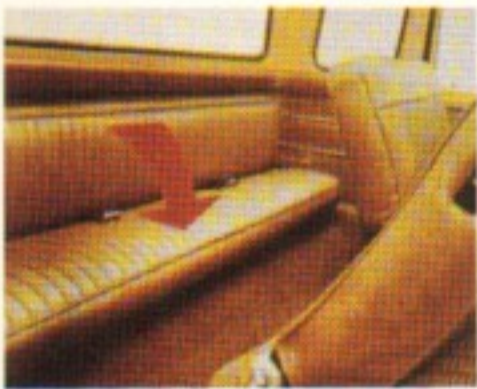
F-350 SuperCab with Optional Ranger XLT Trim, Camper Special Package, Camper Tie-Down System, Regular Two-Tone Paint, Flipper Rear Quarter Windows



## SuperCab Specifications

Series	W.B.	Box Length	Engine	Max. GVW
F-100	139"	6¾'	300 Six (std.) 360 V-8 390 V-8	5500 lbs.
	155"	8'		5700 lbs.
F-150	139"	6¾'	300 Six (std.) 360 V-8 390 V-8 460 V-8	6050 lbs.
	155"	8'		
F-250	139"	6¾'	300 Six (std.) 360 V-8 390 V-8 460 V-8	7800 lbs.*
	155"	8'		8100 lbs.*
F-350	155"	8'	360 V-8 (std.) 390 V-8 460 V-8	9300 lbs.

\*7500 lbs. Max. GVW w/300 Six engine.



**EXTRA SPACE FOR PEOPLE OR CARGO**

SuperCab gives you a choice of seating and cargo-carrying arrangements. Ford's exclusive, optional, full-width, foam-padded rear seat folds flat. Its steel-ribbed back makes a convenient load floor.

Or, two optional center-facing jump seats, with foam-padded cushion and back, fold up easily and quickly to clear the rear area for cargo.

Large, 44-cu. ft. cargo space is easy to reach from either side behind the split-back front seats. This extra, protected inside cargo space is ideal for recreation use.



## Ford Four-Door Crew Cabs

Six-passenger, four-door Crew Cab provides roomy cab comfort for six adults on two full-width, fully foam-padded seats—easily accommodates convenient "walk-through" between pickup cab and a chassis-mounted camper\*—available in F-250 and F-350 series and with Camper Special Package. Order it with a pickup box and carry a slide-in camper. It tows a trailer easily.



F-350 Custom Crew Cab with Optional Camper Special Package and Radio

\*Truck body installations and modifications are the responsibility of the body manufacturer. Owners should assure themselves of the load and handling capabilities of their vehicle when selecting a camper or contemplating custom add-ons or modifications.

# F-250/F-350 Camper Special Packages

The popular Ford Camper Special Packages include all the special equipment you need to outfit your F-250 or F-350 Pickup for more trouble-free recreation travel with a camper. Here's what's included:

### Extra-cooling package.

Heavy-duty radiator for efficient cooling at high speeds and in heavy traffic.

**Heavy-duty transmission oil cooler** comes with optional Cruise-O-Matic transmission for dependable performance on long hauls in hot weather.

**70-amp.-hour battery and 55-amp. alternator** to handle the heavier electrical load caused by your camper's lights and to assure you power for nighttime use and quick recharging when you're under way.

**Ammeter** to let you monitor operation of your pickup's electrical system.

**Oil pressure gauge** to monitor the engine's lubrication system.

**Fuel monitor warning light** to help conserve gasoline—warns when you're not driving efficiently.

**Heavy-duty rear shock absorbers** for a smoother, more cushioned ride (included with F-350 only with 137- and 161-inch wheelbases)—optional for F-250, standard with 140-inch wheelbase F-350 Super Camper Special.

**Stabilizer bars, front and rear,** for extra stability with high, heavy loads.

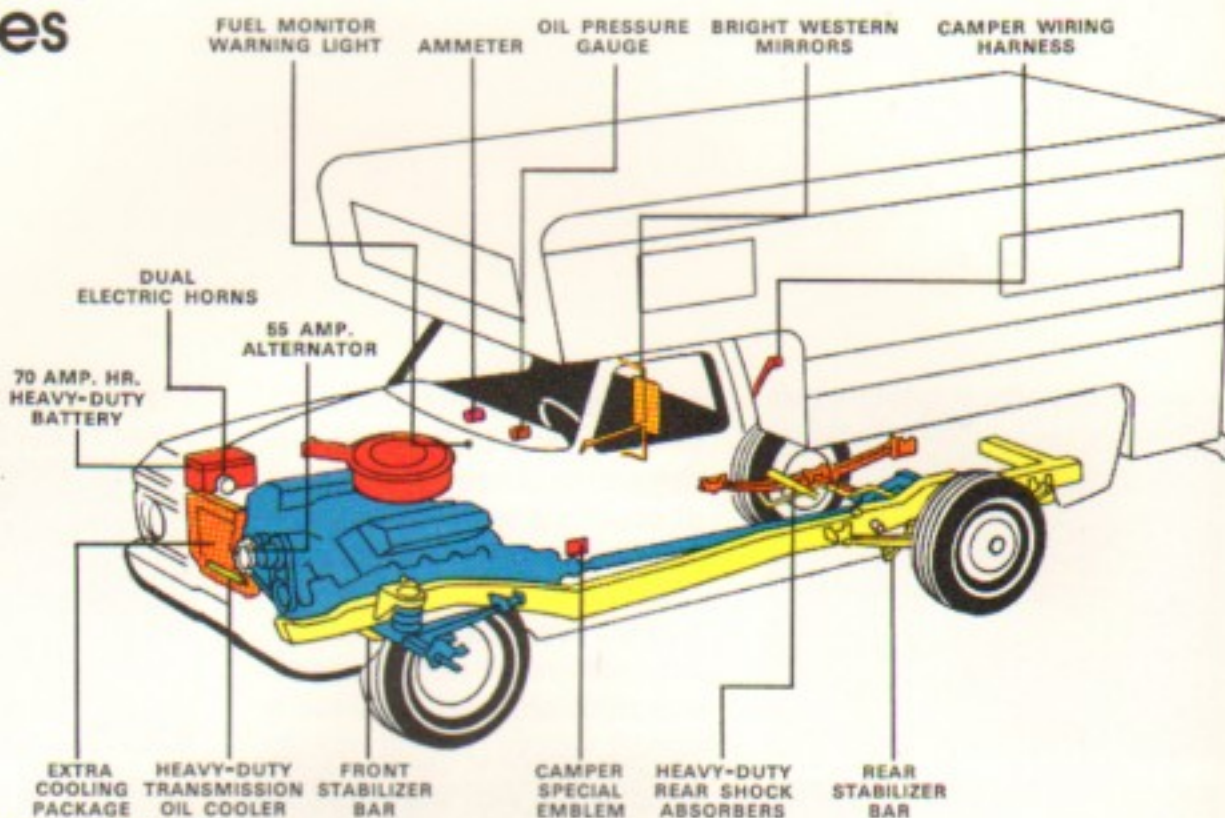
**Camper wiring harness\*** hooks up 12-volt current for the camper's inside and outside lights (color-coded leads).

**Dual, bright, 6 x 10-inch extended arm Western mirrors** project beyond the width of the camper body to provide good visibility on both sides of the pickup-camper combination.

**Dual electric horns** have loud, clear warning signal.

**Camper Special emblem.**

\*Recommended for maximum 50-amp. intermittent loads. Optional H.D. wiring harness (includes 61-amp. alternator) recommended for maximum 75-amp. intermittent loads.



### MINIMUM EQUIPMENT REQUIREMENTS

This table shows Gross Vehicle Weight ratings and minimum optional equipment required for F-250 and F-350 Camper Special Packages. It does not necessarily call for the maximum equipment available. For example while not *required*, 9.50 x 16.5D or E tires are *recommended* for best handling and stability.

### Regular Cab Pickups

	F-250 with Camper Special Package		F-350 Super Camper Special (with standard equipment)		
Wheelbase (inches)	133"		140"		
Maximum Camper Body Length (1)	11 ft.		12 ft.		
GVW Rating (lbs.)	6900	8100	8350	9000	10,000
Engine (minimum)	360 V-8		360 V-8		
Transmission	Optional Cruise-O-Matic or 4-Speed		Cruise-O-Matic		
Tires (2)					
Tubeless, front/rear	8.75x16.5 E/E (3, 4)	Standard (3, 4)	8.75x16.5 E/E	9.50x16.5 D/E	9.50x16.5E/12.00x16.5E (5)
Tube-type, front/rear	7.50x16 D/D	7.50x16 E/E	7.50x16 E/E	—	—
Recommended Axle Ratios:					
w/8.00 or 8.75x16.5 tires	3.73 (3.54 w/390 or 460 V-8)		4.10 (3.73 w/390 or 460 V-8)		
w/9.50x16.5 or 7.50x16 tires	3.73		4.10		

### SuperCab & Crew Cab Pickups

	SuperCab with Camper Special Package		Crew Cab with Camper Special Package
	F-250	F-350	F-350
Wheelbase (inches)	155"	155"	167"
Maximum Camper Body Length (1)	11 ft.	11 ft.	11 ft.
GVW Rating (lbs.)	8100	9300	8000
Engine (minimum)	360 V-8		360 V-8
Transmission	Optional Cruise-O-Matic or 4-Speed		
Tires (2)			
Tubeless, front/rear	Standard (4)	Standard	8.75x16.5E/E (3)
Tube-type front/rear	7.50x16 E/E	—	7.50x16C/E
Recommended Axle Ratios:			
w/8.00 or 8.75x16.5 tires	—	—	3.73
w/9.50x16.5 tires	3.73	4.10 (6)	4.10 (6)
w/7.50x16 tires	3.73	—	3.73
Recommended for High Ambient Temperatures	Super Cooling Pkg.	—	—

(1) Camper length shown for reference only. The combined weight of any camper body, occupants and equip. when added to the vehicle weight must not exceed vehicle GVW rating (2) Radial ply tires also available (3) 9.50 x 16.5D recommended (4) 9.50 x 16E recommended for optimum handling and stability for single rear wheel units w/full sized campers. (5) Super Single rear tires (N.A. as spare). (6) 3.73 w/390 or 460 V-8



## Watch Your Weight

Weight is extremely important in choosing the proper camper for your pickup—and *vice versa*. An overloaded truck is unsafe and can result in costly breakdowns.

Weight watching involves these four factors:

- Your pickup's cargo-carrying capacity (Cargo Weight Rating).
- Your camper's body weight with supply tanks filled to design capacity.
- The weight of everything else you take with you, including yourself and passengers.
- The way you distribute the load on your pickup.

*Remember*, vehicle and equipment manufacturers cannot be held responsible for *overloading* once the pickup and camper are in the hands of the owner.

### KNOW YOUR PICKUP'S CARGO-CARRYING CAPACITY!

That means that you must have a basic understanding of these three factors:

**Gross Vehicle Weight Rating** is the maximum allowable loaded weight of the vehicle. It includes the pickup, camper, options, recreation equipment, supplies and people. The maximum loaded weight of your pickup *should not exceed* the GVWR specified on the safety certification label on the driver's door frame.

**Gross Axle Weight Rating** is the maximum allowable loaded weight on each axle system. The load on each axle system *should not exceed* the GAWR specified on the safety certification label—nor should the total load on *both* axle systems exceed the pickup's GVWR.

**Total Unloaded Weight** of the pickup is the weight as it sits in your driveway, *with* all fluids (full gas tank, radiator, etc.), but *without* cargo or occupants.

You should consult the Truck Camper Loading Consumer Information pamphlet available at your Ford Dealership. It will help you determine the cargo-carrying capacity (Cargo Weight Rating) and proper load distribution (center of gravity zone) for your vehicle.

### CHOOSE A CAMPER WITHIN YOUR PICKUP'S CAPACITY!

The weight of the camper body, camper options, supplies, equipment, etc. *must never exceed the Cargo Weight Rating* for your pickup. Base camper weights and individual option weights are provided with campers manufactured after January 1, 1973. Center of gravity information is provided with campers manufactured after October 1, 1973.

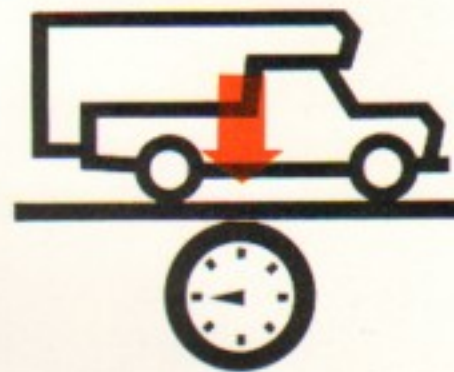
After you have selected your camper and you're packed up and ready to roll, you should make sure that your pickup's load capacity has not been exceeded. People, equipment, and supplies may have added more weight than you figure. Drive to a scale (at a trucking company, sand and gravel company, etc.) and weigh the front and rear axle systems separately. The axle loads *should not exceed* their respective GAWR's. The total of the axle loads *should not exceed* the GVWR. If you're over any of the weight ratings, move or remove items to bring all weights below the ratings.

### PLAN FOR MAXIMUM FUEL ECONOMY

To make sure you get the best fuel economy your engine and vehicle can deliver, have your engine tuned before you start on a trip. Check to see that your tires are properly inflated. On the road, avoid jack-rabbit starts and drive at moderate, steady speeds. Coast to a stop, if possible. Avoid long periods of idling.

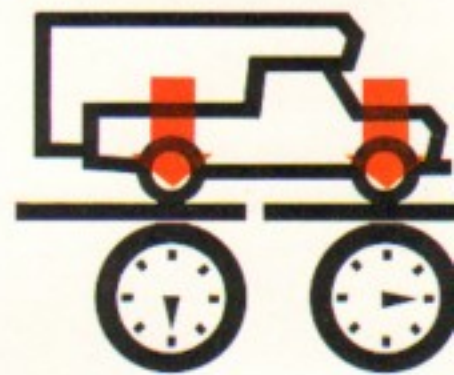
### WHEN YOU LOAD REMEMBER . . .

- 1 The maximum weight of your rig (GVWR) incl.
  - Pickup (empty)
  - Pickup options
  - Camper body
  - Equip. & supplies
  - Passengers



Should not exceed your pickup's GVWR as shown on the Safety Certification Label

- 2 The maximum weight on each axle (GAWR)



Should not exceed your pickup's front and rear GAWR'S as shown on the Safety Certification Label.

# Fords for Off-Road Travel

Ford F-100 and F-250 4 x 4 Pickups and Ford's versatile Bronco let you get away from it all—leave campgrounds and crowds behind and explore wilderness trails where conventional vehicles can't go. Deep sand, and snow,

steep hills, they're easy with Ford's four-wheel drive. No roads? Any Ford 4 x 4 tames the terrain and makes its own rugged way. All Ford four-wheel drive vehicles can tow a trailer—set it up as your base camp and go way back in by 4 x 4.

## Bronco

### BRAWNY TRACK MAKER

For rugged off-road recreation, solo or with your family, Bronco takes you and your gear in hardy comfort. Bronco goes almost anywhere off-road you point it. Bronco is not a modified four-wheel drive pickup, it's designed specifically for off-road use where trim size and an extra margin of maneuverability are important. High ground clearance, "almost identical track" front and rear axles, and four-wheel drive traction makes a road out of the roughest back country.

Its compact size and maneuverability (it can turn in a 33.5-ft. circle!) make Bronco an ideal second car, as well as an excellent recreational vehicle. Standard free-running hubs reduce drag and minimize wear. Optional SelectShift Cruise-O-Matic transmission, with Bronco's standard 302 cu. in. V-8, gives you a choice of automatic or manual shifting for added control in off-road driving. Power steering is optional for quick response and easy handling even in the toughest terrain.

Bronco can be equipped to tow Class I trailers (up to 2000 lbs.)—so it's great for tent trailering, hauling snowmobiles or watercycles, or towing a boat.

### TRAILER TOWING RECOMMENDATIONS FOR BRONCO

Trailer Class (SAE)	Class I (a)
Trailer Weight (lbs.)	Up to 2000 (b)
Tongue Load (lbs.)	10-15% of Gross Trailer Weight (Max. 200 lbs.)
Hitch Type	Weight Carrying
GVW Package	4600 lb.
Engine	Std.
Steering	Power
Tires	G78-15 D or equivalent
Transmission	Cruise-O-Matic
Other Equipment	Extra cooling radiator

(a) For trailers of not more than 25 sq. ft. frontal area.

(b) Maximum GCW (Gross Combined Weight) not to exceed 7000 lbs. GCW equals combined weight of towing vehicle including passengers and cargo plus the weight of the trailer. The GCW and both the front and rear GAWR's must not be exceeded.



Bronco with Optional  
Ranger Trim and Radio





## 4-Wheel Drive Pickups

Full-time four-wheel drive is optional for sure-footed traction, on-road or off. Select high- or low-range as you need it. Power goes to all four wheels through a special transfer case differential. Continuous four-wheel traction improves stability and control on wet or snowy surfaces. Cornering is excellent—with all four wheels working, the vehicle literally pulls itself through corners.

The answer for taking a load of recreation gear into the bush—or hauling a boat, a snowmobile, or motorcycle? A Ford F-100 or F-250 4 x 4 Pickup! High ground clearance, easy maneuverability, and power brakes let you roll in off-road country. If you like, add optional Cruise-O-Matic transmission and power steering, or handy pickup box cover.



F-100 with Optional Ranger XLT Trim, Radio, Western-Type Mirrors, Pickup Box Cover, White Sidewall Tires, Combination Two-Tone Paint

# Ford Motorhome Living

Self-contained recreation travel! More convenience on the road and at the campsite. One integrated vehicle to travel and live in, with as many of the comforts of home as you like—that's a motorhome. Ford manufactures Econoline Vans and Club Wagons for recreation use, as is, or for

conversion to a variety of recreation vehicle configurations by other manufacturers. And, as foundations for large motorhomes, Ford builds specially designed chassis incorporating many features specifically requested by motorhome manufacturers and owners.

## A Variety of Configurations

### VAN CONVERSIONS

Van conversions are popular with couples and families with one or two small children. They're excellent camping rigs for weekends and extended vacations. They can also provide good, economical second-car transportation during the week.

A van conversion is a compact van that's been modified by the addition of equipment like a stove, table, beds, etc. There are structural extras, too—like a permanently fixed or manually operated expandable roof, which enlarges the interior living area and provides stand-up space.

Suggested retail prices of van conversions range from as little as \$4000 to \$9000 or more, depending upon the extent of the conversion and the amount of self-containment.

### MINI-MOTORHOMES

Mini-motorhomes offer most of the living features of the larger, more expensive motorhomes, but at much lower cost.

They're more spacious than van conversions. A large, double bed over the cab adds valuable sleeping space. There's much more space for closets, bathroom with shower, and larger kitchen and cupboards. Three basic floor plans are available: rear dinette, side dinette, and folding table with no formal dining area. Choose the one that best suits your family and travel plans.

Mini-motorhomes can provide year-round camping with the added capability of towing a small boat, trailbike, or snowmobile. Mini-motorhome prices range from \$8,000 to \$10,000 or more.

### MOTORHOMES

Motorhomes are big, generally 17 to 28 feet long, and consist of a spacious coach built by a motorhome manufacturer on a sturdy chassis, like the Ford M-450 or M-500 (page 22). In price and level of luxury, motorhomes fall into three categories.

**Low priced** motorhomes have suggested retail prices from \$8,500 to \$12,000. They're usually 17 to 25 feet long, 7 or 8 feet wide, and 9 to 11 feet high—no frills, but plenty of sleeping and storage space at minimum cost. LP-water-holding tankage is usually at a minimum.

**Moderately priced** motorhomes run from \$12,000 to \$18,000. Averaging 25 feet in length, they sleep four comfortably, can sleep up to eight. In this category, you get a wider choice of equipment, features, options and floor plans.

**Highest priced** motorhomes, from \$18,000 to over \$30,000, are the most luxurious—for people who spend a lot of time traveling. Optional features can include extras like microwave ovens and vacuum cleaning systems.





Truck body installations and modifications are the responsibility of the body manufacturer. Owners should assure themselves of the load and handling capabilities of their vehicle when selecting a camper or contemplating custom add-ons or modifications.



# Ford Econoline, Club Wagon, and Van Conversions

There are a lot of reasons why Econoline and Club Wagon make ideal recreation vehicles. First, there's Ford's exclusive Twin-I-Beam independent front suspension, with two separate front axles and coil springs, that helps prevent transfer of road shock and smooths and stabilizes an Econoline, Club Wagon or van conversion ride. A wide tread width adds further riding comfort. There's lots of room inside an Econoline or Club Wagon because the engine is up front, out of the way, out of the people or cargo area. They're easy to get into, easy and comfortable to drive. Visibility is excellent all around, because you sit higher than in a car. You look out over traffic. Durable, too—underbody components are heavily galvanized to prevent corrosion, and the entire body gets a finish of rust-preventing, electrostatically applied paint to add to a long, dependable life.



Econoline Camper Special Mini-Motorhome

## ECONOLINE CAMPER SPECIAL

A solid foundation for modern camper conversions—rugged, hardy, comfortable, convenient—underneath and in front it's Econoline—tough, economical, engineered for easy, economical conversion to a mini-motorhome. The camper body (your choice) is added by a number of manufacturers.

Ford Econoline Camper Specials are available with dual rear wheels for excellent roadability with cab-over campers as long as 13 feet. Chassis comes with 302-cu. in. V-8 engine, SelectShift

Cruise-O-Matic transmission, power steering, power brakes, 23-gal. fuel tank (20.3 with evaporative control system), and heavy-duty shock absorbers and other components for an 8,300-lb. GVW rating.

## Econoline Van/Club Wagon Trailer Towing Recommendations

Trailer Class (SAE)	CLASS I	CLASS II
Trailer Weight (lbs.)	Up to 2000	2000-3500 (b)
Tongue Load (lbs.) (a)	10-15% of GROSS TRAILER WEIGHT	
Hitch Type	Weight-carrying (a)	Weight-Distributing (Load-Equalizing)
Engine (minimum)	Std.	302 V-8
Cooling Package	Extra-Cooling	Extra-Cooling
Transmission	Std.	Cruise-O-Matic
Trans. Oil Cooler	Not Required	Rotunda C9AZ-7K177-A (Accessory)
Brakes	Std. Drum-type (c)	Power Drum-type (c)
Tires	Std.	G78-15 D or equivalent w/E-200 Vans or Club Wagons
Rear Axle Ratio	Std.	3.50 to 1 w/E-200 Vans & Club Wagons 4.10 to 1 w/E-300 Vans & Club Wagons

(a) Weight-carrying hitch, Class I trailer tongue load weight must not exceed 200 lbs.

(b) Maximum GCW (Gross Combined Weight) not to exceed 10,000 lbs. GCW equals combined weight of towing vehicle including passengers and cargo plus the weight of the trailer. The GCW and both the Front and Rear GAWR's must not be exceeded.

(c) Power drum brakes are standard on Club Wagons.