



# 2010 Ford F-250, F-350 & F-450 SUPER DUTY® PICKUP

Click to download a complete RV & Trailer Towing Guide.



## Most Capable Pickup in North America<sup>(a)</sup>

**BEST-IN-CLASS**  
5th Wheel Towing  
UP TO **24,600 LBS.**<sup>(b)</sup>

**BEST-IN-CLASS**  
Conventional Towing  
UP TO **16,000 LBS.**

**BEST-IN-CLASS**  
Payload  
UP TO **6,180 LBS.**<sup>(b)</sup>

**BEST-IN-CLASS**  
Gas Torque 6.8L  
3-Valve V10 Engine

## Rely on Proven Strength

**THICK C CHANNEL FRAME** of up to 6.7-mm steel is one reason Super Duty delivers best-in-class payload and towing.

**REAR SPRINGS** measure more than 66" to deliver enhanced ride characteristics and provide more windup stiffness to manage torque without compromising ride comfort.

**HOTCHKISS REAR SUSPENSION** allows model-specific spring and axle ratings for a wide range of capacities.

**OUTSTANDING BRAKING POWER** is what you get from the standard 4-wheel power disc Anti-lock Brake System (ABS). Huge vented rotors and dual-piston calipers provide strong, consistent stops, even when moving the biggest loads.

**BODY-TO-FRAME MOUNTING BOLTS** are driven from the bottom up, a feature many aftermarket builders find desirable.

**TIGHT TURNS** are easy with the F-450 wide-track monobeam front suspension and more wheel-well space, delivering an outstanding turning diameter for better maneuverability.

**For More Information on Any of These Ford Trucks, See the Appropriate Brochure at Your Ford Dealer or Visit [www.fordvehicles.com](http://www.fordvehicles.com).**

## Natural BORN LEADERS

Muscular sheet metal wrapped around an incredibly strong structure alerts you to the huge capabilities on tap. Whether you're pulling or carrying, for the really big jobs, F-Series Super Duty Pickups answer the challenge, head on. Every vehicle system is designed toward the goal of effortlessly hauling the biggest payloads and towing the heaviest trailers, while maintaining optimum control of those huge loads.

## Choose Your Power – Gas or Turbo Diesel

- 5.4L SOHC V8 – 300 hp and 365 lb.-ft. torque
- 6.8L SOHC V10 – 362 hp and 457 lb.-ft. torque (Best-in-class gas torque)
- 6.4L Power Stroke® V8 Turbo Diesel – 350 hp and 650 lb.-ft. torque (F-350); 325 hp and 600 lb.-ft. torque (F-450)



## Hitch Receiver is Standard<sup>(c)</sup>

Every Super Duty comes with a Built Ford Tough® Hitch Receiver, each carefully matched to each truck's capabilities, all with standard 7-pin and 4-pin connectors.

<sup>(a)</sup> Best-in-class payload and towing, GVWR and GCWR when properly equipped. Class is Full-size Pickups over 8500 lbs. GVWR. Based on comparison of 2009 competitive models.

<sup>(b)</sup> Maximum capacity when properly equipped. See your Ford Dealer for specific equipment requirements and other limitations.

<sup>(c)</sup> Drawbar and its accessories are sold separately.

# F-350/F-450 Super Duty® Chassis Cabs

## Put Any Job ON ITS BACK

The F-Series Super Duty Chassis Cabs are always prepared to take on the most hard-line towing jobs and the most aggressive payloads. As you would expect, they boast massive capacities and exceptional maneuverability along with the cleanest and quietest Ford truck diesel – the 6.4L Power Stroke® V8 Turbo Diesel. Qualified to master the most challenging tasks, these monsters can pull conventional trailers as heavy as **16,000 pounds** and fifth-wheel trailers all the way up to **24,600 pounds**.



## Tow in CONTROL With Ford Technology

### Integrated Trailer Brake Controller (TBC) and Upfitter Switches

- First fully-integrated TBC\* in the class
- Provides trailer braking proportioned to vehicle braking
- Uses braking input, vehicle speed and Anti-lock Brake System (ABS) logic to balance the performance of the truck brakes and electric trailer brakes
- Standard upfitter switches, integrated with the instrument panel, can operate high-power relays for heavy-duty accessories
- User-friendly display in the instrument cluster message center indicates TBC output, gain levels and trailer connection status. Display also includes a disconnect alarm and message center warning

\*TBC verified to be compatible with electrically actuated drum brakes only.

### TorqShift® 5-Speed Automatic Transmission With Tow/Haul Mode

- Engineered to handle high torque loads and the most demanding work conditions
- Selectable Tow/Haul mode adjusts transmission operation to match towing and hauling demand, reduces gear hunting, improves power delivery and engages engine braking to help control speed when descending hills

### Available PowerScope™ Trailer Tow Mirrors

- Adjust, fold and telescope almost three inches, on each side of the truck, at the touch of a switch for expanded rearward field of vision around trailers
- Includes heated glass, integrated turn signals and clearance lamps

## F-SERIES SUPER DUTY STANDARD TOWING EQUIPMENT & TRAILER TOWING PACKAGES

Model (Option Code)	F-250/F-350/ F-450	F-250/F-350/ F-450	F-350/F-450
	Super Duty Pickup (Standard)	Super Duty Chassis Cab (Standard)	Chassis Cab (Optional)
7-Wire Harness & 4/7-Pin Connector	X	-	-
7-Wire Harness (Blunt Cut) with Relays	-	X	-
Hitch Receiver	X	-	-
Aux. Auto Trans. Oil Cooler	X	X	(Std.)
Trailer Brake Wiring/Feed Kit	X(a)	X(a)	X
Rear Stabilizer Bar	X(b)	X	(Std.)
High-Capacity Trailer Tow Package (535)	-	-	X(c)

(a) In-cab, no controller.

(b) F-350 DRW; F-450.

(c) Optional only on F-450 (4x2 and 4x4) with 6.4L Turbo Diesel/4.30 LS axle ratio with F-450 automatic transmission and 4.88 LS axle ratio with F-450 manual transmission.

**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

## Required Trailer Towing Equipment

Includes items that must be installed.\* Your New Vehicle Limited Warranty (see your dealer for a copy) may be voided if you tow without them.

### F-350 Pickup

- For 26,000-pound GCWR – TowBoss Package

### F-450 Chassis Cab

- For 30,000-pound GCWR on F-450 with Automatic Transmission; and 28,000-pound GCWR on F-450 with Manual Transmission – High-Capacity Trailer Tow Package

\*Check with your dealer for additional requirements and restrictions.

## FRONTAL AREA CONSIDERATIONS

Vehicle Line	Frontal Area Limitations/ Considerations	With
F-250/F-350/F-450 Super Duty	60 sq. ft.	All Applications

**FRONTAL AREA** is the total area in square feet that a moving vehicle and trailer exposes to air resistance. The chart shows the limitations that must be considered in selecting a vehicle/trailer combination. Exceeding these limitations may significantly reduce the performance of your towing vehicle. Selecting a trailer with a low-drag, rounded front design will help optimize performance and fuel economy.

# 2010 F-250, F-350 & F-450 SUPER DUTY® PICKUP

## SLIDE-IN Campers For F-Series Pickups



### 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

### Use the chart at right to select the proper F-SERIES PICKUP/CAMPER COMBINATION:

- 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

**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 (WITH MINIMUM EQUIPMENT)

**Note:** The following chart lists GVWRs and Maximum Cargo Weights by engine for each approved pickup model: 5.4L V8, 6.8L V10 and 6.4L Turbo Diesel V8.

Model	Wheelbase	GVWR (Lbs.)			Maximum Cargo Weight Rating (Lbs.)		
		5.4L	6.8L	6.4L	5.4L Std./Opt.†	6.8L Std./Opt.†	6.4L Std./Opt.†
<b>F-250 Super Duty (1)</b>							
4x2 Reg. Cab	137.0"	8,800	9,000	9,400	2,722/ -	2,789/ -	2,407/ -
4x2 SuperCab	141.8"	9,000	9,200	9,600	2,254/ -	2,321/ -	1,876/ -
4x2 SuperCab	158.0"	9,200	9,400	9,800	2,300/ -	2,365/ -	1,952/ -
4x2 Crew Cab	156.2"	9,200	9,400	9,800	2,244/ -	2,316/ -	1,903/ -
4x2 Crew Cab	172.4"	9,400	9,600	10,000	2,325/ -	2,392/ -	1,979/ -
4x4 Reg. Cab	137.0"	9,000	9,200	9,600	2,502/ -	2,569/ -	2,171/ -
4x4 SuperCab	141.8"	9,200	9,400	9,800	2,033/ -	2,100/ -	1,640/ -
4x4 SuperCab	158.0"	9,400	9,600	10,000	2,079/ -	2,146/ -	1,716/ -
4x4 Crew Cab	156.2"	9,400	9,600	10,000	2,017/ -	2,091/ -	1,661/ -
4x4 Crew Cab	172.4"	9,600	9,800	10,000	2,105/ -	2,173/ -	1,543/ -
<b>F-350 Super Duty (1)</b>							
4x2 SRW Reg. Cab(2)	137.0"	-	-	10,200*	- / -	- / -	3,144/2,944
4x2 SRW SuperCab(2)	141.8"	-	-	10,400*	- / -	- / -	2,645/2,245
4x2 SRW SuperCab(2)	158.0"	10,100*	10,200*	10,600*	3,136/3,036	3,101/2,901	2,720/2,120
4x2 SRW Crew Cab(2)	156.2"	10,100*	10,200*	10,600*	3,080/2,980	3,052/2,852	2,672/2,072
4x2 SRW Crew Cab(2)	172.4"	10,200*	10,400*	10,800*	3,060/2,860	3,128/2,728	2,747/1,947
4x2 SRW Reg. Cab(3)	137.0"	10,100*	10,100*	10,600*	3,852/3,752	3,721/3,621	3,439/2,839
4x2 SRW SuperCab(3)	141.8"	10,100*	10,200*	10,800*	3,185/3,085	3,152/2,952	2,940/2,140
4x2 SRW SuperCab(3)	158.0"	10,400*	10,600*	11,000*	3,329/2,929	3,396/2,796	3,015/2,015
4x2 SRW Crew Cab(3)	156.2"	10,400*	10,600*	11,000*	3,275/2,875	3,347/2,747	2,967/1,967
4x2 SRW Crew Cab(3)	172.4"	10,600*	10,800*	11,200*	3,355/2,755	3,420/2,620	3,042/1,842
4x2 DRW Reg. Cab	137.0"	11,800	12,000	12,400	5,234/ -	5,303/ -	4,927/ -
4x2 DRW SuperCab	158.0"	12,200	12,400	12,800	4,810/ -	4,877/ -	4,503/ -
4x2 DRW Crew Cab	172.4"	12,400	12,600	13,000	4,837/ -	4,901/ -	4,530/ -
4x4 SRW Reg. Cab(2)	137.0"	10,100*	10,200*	10,600*	3,538/3,438	3,505/3,305	3,108/2,508
4x4 SRW SuperCab(2)	141.8"	10,200*	10,400*	10,800*	2,968/2,768	3,036/2,636	2,608/1,808
4x4 SRW SuperCab(2)	158.0"	10,400*	10,600*	11,000*	3,014/2,614	3,081/2,481	2,684/1,684
4x4 SRW Crew Cab(2)	156.2"	10,400*	10,600*	11,000*	2,953/2,553	3,026/2,426	2,629/1,629
4x4 SRW Crew Cab(2)	172.4"	10,600*	10,800*	11,200*	3,041/2,441	3,108/2,308	2,711/1,511
4x4 SRW Reg. Cab(3)	137.0"	10,400*	10,600*	11,000*	3,733/3,333	3,800/3,200	3,403/2,403
4x4 SRW SuperCab(3)	141.8"	10,600*	10,800*	11,200*	3,263/2,663	3,331/2,531	2,903/1,703
4x4 SRW SuperCab(3)	158.0"	10,800*	11,000*	11,400*	3,309/2,509	3,376/2,376	2,979/1,579
4x4 SRW Crew Cab(3)	156.2"	10,800*	11,000*	11,400*	3,248/2,448	3,321/2,321	2,924/1,524
4x4 SRW Crew Cab(3)	172.4"	11,000*	11,200*	11,500*	3,336/2,336	3,403/2,203	2,906/1,406
4x4 DRW Reg. Cab	137.0"	12,000	12,200	12,600	5,014/ -	5,082/ -	4,691/ -
4x4 DRW SuperCab	158.0"	12,400	12,600	13,000	4,591/ -	4,658/ -	4,267/ -
4x4 DRW Crew Cab	172.4"	12,400	12,600	13,000	4,418/ -	4,485/ -	4,094/ -
<b>F-450 Super Duty (1)</b>							
4x2 DRW Crew Cab	172.4"	-	-	14,500	- / -	- / -	5,367/ -
4x4 DRW Crew Cab	172.4"	-	-	14,500	- / -	- / -	5,019/ -

(1) Requires Camper Package option. (2) 17" tires and wheels with XL trim.

(3) 18" tires and wheels with all trims.

\*10,000 pounds with optional 10,000 GVWR Package. † With 10,000 GVWR Package.

# 2010 TRAILER TOWING SELECTOR

Select column with transmission, cab design and drive system (4x2 or 4x4) you prefer. Read down column to find the trailer weight that can be towed with engine/axle ratio combinations listed at left. GCWR column shows maximum allowable combined weight of vehicle, trailer and cargo (including passengers) for each engine/axle ratio combination. Maximum Loaded Trailer Weight assumes a towing vehicle with any mandatory options, no cargo, tongue load of 10-15% (conventional trailer) or king pin weight of 15-25% (fifth-wheel trailer) and driver only (150 pounds). Weight of additional options, passengers, cargo and hitch must be deducted from this weight. Also check Required and Recommended Equipment.

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



## F-250/F-350/F-450 SUPER DUTY® PICKUP CONVENTIONAL TOWING

			Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission															
			REGULAR CAB				SUPERCAB				CREW CAB							
Engine	Axle Ratio	GCWR (Lbs.)	F-250/F-350	F-250/F-350	F-350	F-350	F-250/F-350	F-250/F-350	F-350	F-350	F-250/F-350	F-250/F-350	F-350	F-350	F-450	F-450		
			SRW 4x2	SRW 4x4	DRW 4x2	DRW 4x4	SRW 4x2	SRW 4x4	DRW 4x2	DRW 4x4	SRW 4x2	SRW 4x4	DRW 4x2	DRW 4x4	DRW 4x2	DRW 4x4		
5.4L SOHC V8	3.73	16,000	10,200	9,800	–	–	10,000	9,500	–	–	9,700	9,300	–	–	–	–		
	4.10	18,000	12,200	11,800	–	–	12,000	11,500	–	–	11,700	11,300	–	–	–	–		
		18,500	–	–	12,200	11,800	–	–	11,800	11,400	–	–	11,600	11,200	–	–		
6.8L SOHC V10	4.10	21,000	12,500	12,500	–	–	12,500	12,500	–	–	12,500	12,500	–	–	–	–		
		23,000	–	–	15,000	15,000	–	–	15,000	15,000	–	–	15,000	15,000	–	–		
	4.30	22,500/23,000(1)	12,500	12,500	–	–	12,500	12,500	–	–	12,500	12,500	–	–	–	–		
6.4L V8	3.31/3.55	23,000	12,500	12,500	–	–	12,500	12,500	–	–	12,500	12,500	–	–	–	–		
		Turbo Diesel	3.73	23,500	–	–	15,000	15,000	–	–	15,000	15,000	–	–	15,000	15,000	–	–
			4.10	26,000(2)	–	–	15,000	15,000	–	–	15,000	15,000	–	–	15,000	15,000	–	–
	4.30	33,000	–	–	–	–	–	–	–	–	–	–	–	–	16,000	16,000		
			Maximum Loaded Trailer Weight (Lbs.) – Manual Transmission															
5.4L SOHC V8	3.73	15,000	9,200	8,800	–	–	–	8,500	–	–	–	8,300	–	–	–	–		
	4.10	17,000	11,200	10,800	–	–	–	10,500	–	–	–	10,300	–	–	–	–		
6.8L SOHC V10	4.10	20,000	12,500	12,500	–	–	–	12,500	–	–	–	12,500	–	–	–	–		
	4.30	22,000	12,500	12,500	–	–	–	12,500	–	–	–	12,500	–	–	–	–		
6.4L V8	3.55	23,000	–	12,500	–	–	–	12,500	–	–	–	12,500	–	–	–	–		
Turbo Diesel	3.73/4.10	23,500	–	–	–	15,000	–	–	–	15,000	–	–	–	15,000	–	–		
	4.30	27,000	–	–	–	–	–	–	–	–	–	–	–	–	–	16,000		

(1) Available with F-350 SRW model only. (2) Available with TowBoss Package only.

**Notes:** • This information also applies to models with Pickup Box Delete option (66D)

- For F-250/F-350 SRW models, F-250 trailer weights are shown. F-350 trailer weights are within 200 pounds. Check with your sales consultant
- Trailer tongue load weight should be 10-15% of total loaded trailer weight. Make sure vehicle payload (reduced by option weight) will accommodate trailer tongue load weight and weight of passengers and cargo added to towing vehicle. Addition of trailer tongue load weight and weight of passengers and cargo cannot 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 Fifth-Wheel or Gooseneck Trailer

Model	F-250	F-350 SRW	F-350 DRW	F-450 DRW
Max. Tailgate Ht.*	56-57 inches	59-60 inches	56-57 inches	56-57 inches

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

\*Distance from ground to top of closed tailgate.

# 2010 TRAILER TOWING SELECTOR

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



## F-250/F-350/F-450 SUPER DUTY® PICKUP FIFTH-WHEEL TOWING (1)

			Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission													
			REGULAR CAB				SUPERCAB				CREW CAB					
Engine	Axle Ratio	GCWR (Lbs.)	F-250/F-350 SRW 4x2	F-250/F-350 SRW 4x4	F-350 DRW 4x2	F-350 DRW 4x4	F-250/F-350 SRW 4x2	F-250/F-350 SRW 4x4	F-350 DRW 4x2	F-350 DRW 4x4	F-250/F-350 SRW 4x2	F-250/F-350 SRW 4x4	F-350 DRW 4x2	F-350 DRW 4x4	F-450 DRW 4x2	F-450 DRW 4x4
5.4L SOHC V8	3.73	16,000	10,200	9,800	-	-	10,000	9,500	-	-	9,700	9,300	-	-	-	-
	4.10	18,000	12,200	11,800	-	-	12,000	11,500	-	-	11,700	11,300	-	-	-	-
		18,500	-	-	12,200	11,800	-	-	11,800	11,400	-	-	11,600	11,200	-	-
6.8L SOHC V10	4.10	21,000	15,000	14,600	-	-	14,800	14,400	-	-	14,600	14,100	-	-	-	-
		23,000	-	-	16,600	16,100	-	-	16,200	15,800	-	-	16,000	15,500	-	-
	4.30	22,500/23,000(2)	16,500/16,900(2)	16,100/16,500(2)	-	-	16,300/16,700(2)	15,900/16,200(2)	-	-	16,100/16,400(2)	15,600/16,000(2)	-	-	-	-
6.4L V8	3.31/3.55	23,000	16,300	15,800	-	-	16,000	15,500	-	-	15,800	15,300	-	-	-	-
Turbo Diesel	3.73	23,500	-	-	16,300	15,800	-	-	15,900	15,500	-	-	15,700	15,200	-	-
	4.10	26,000(3)	-	-	18,800	18,300	-	-	18,400	18,000	-	-	18,200	17,700	-	-
	4.30	33,000(4)	-	-	-	-	-	-	-	-	-	-	-	-	24,600	24,200
			Maximum Loaded Trailer Weight (Lbs.) – Manual Transmission													
5.4L SOHC V8	3.73	15,000	9,200	8,800	-	-	-	8,500	-	-	-	8,300	-	-	-	-
	4.10	17,000	11,200	10,800	-	-	-	10,500	-	-	-	10,300	-	-	-	-
6.8L SOHC V10	4.10	20,000	14,000	13,600	-	-	-	13,400	-	-	-	13,100	-	-	-	-
	4.30	22,000	16,000	15,600	-	-	-	15,400	-	-	-	15,100	-	-	-	-
6.4L V8	3.55	23,000	-	15,800	-	-	-	15,500	-	-	-	15,300	-	-	-	-
Turbo Diesel	3.73/4.10	23,500	-	-	-	15,800	-	-	-	15,500	-	-	-	15,200	-	-
	4.30	27,000	-	-	-	-	-	-	-	-	-	-	-	-	-	18,200

(1) Super Duty does not offer a fifth-wheel hitch as a factory-installed option. (2) Available with F-350 SRW model only. (3) Available with TowBoss Package only. (4) Available with High-Capacity Trailer Towing Package only.

Notes: • This information also applies to models with Pickup Box Delete option (66D)

• For F-250/F-350 SRW models, F-250 trailer weights are shown. F-350 trailer weights are within 200 pounds. Check with your sales consultant

• Trailer king pin weight should be 15-25% of total loaded trailer weight. Make sure vehicle payload (reduced by option weight) will accommodate trailer king pin weight and weight of passengers and cargo added to the towing vehicle. Addition of trailer king pin weight, and weight of passengers and cargo cannot cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label

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## F-350/F-450 SUPER DUTY® CHASSIS CAB CONVENTIONAL TOWING\*

Trailer weights shown assume 1,000 lbs. second-unit body weight. Be sure combined weight of vehicle and trailer does not exceed listed GCWR.

		Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission																		
		REGULAR CHASSIS CAB						SUPER CHASSIS CAB						CREW CHASSIS CAB						
Engine	Axle Ratio	GCWR (Lbs.)	F-350 4x2 SRW	F-350 4x4 SRW	F-350 4x2 DRW	F-350 4x4 DRW	F-450 4x2 DRW	F-450 4x4 DRW	F-350 4x2 SRW	F-350 4x4 SRW	F-350 4x2 DRW	F-350 4x4 DRW	F-450 4x2 DRW	F-450 4x4 DRW	F-350 4x2 SRW	F-350 4x4 SRW	F-350 4x2 DRW	F-350 4x4 DRW	F-450 4x2 DRW	F-450 4x4 DRW
5.4L SOHC V8	3.73	16,000	9,500	9,100	-	-	-	-	9,200	8,700	-	-	-	-	9,000	8,500	-	-	-	-
		16,500	-	-	9,600	9,200	-	-	-	-	9,300	8,800	-	-	-	-	9,100	8,600	-	-
	4.10	18,000	11,500	11,100	-	-	-	-	11,200	10,700	-	-	-	-	11,000	10,500	-	-	-	-
		18,500	-	-	11,600	11,200	-	-	-	-	11,300	10,800	-	-	-	-	11,100	10,600	-	-
6.8L SOHC V10	4.10	21,000	12,500	12,500	-	-	-	-	12,500	12,500	-	-	-	-	12,500	12,500	-	-	-	-
		21,500	-	-	14,500	14,100	-	-	-	-	14,100	13,700	-	-	-	-	14,000	13,500	-	-
	4.30	23,000	-	-	15,000	15,000	-	-	-	-	15,000	15,000	-	-	-	-	15,000	15,000	-	-
	4.88	26,000	-	-	-	16,000	16,000	-	-	-	-	16,000	16,000	-	-	-	-	16,000	16,000	-
	5.38	26,000	-	-	-	16,000	16,000	-	-	-	-	16,000	16,000	-	-	-	-	16,000	16,000	-
6.4L V8 Turbo Diesel	3.73	23,000	12,500	12,500	-	-	-	-	12,500	12,500	-	-	-	-	12,500	12,500	-	-	-	-
		23,500	-	-	15,000	15,000	-	-	-	-	15,000	14,900	-	-	-	-	15,000	14,700	-	-
	4.10	23,500	-	-	15,000	15,000	-	-	-	-	15,000	14,900	-	-	-	-	15,000	14,700	-	-
	4.30	26,000	-	-	-	16,000	16,000	-	-	-	-	16,000	16,000	-	-	-	-	16,000	16,000	-
		30,000(1)	-	-	-	16,000	16,000	-	-	-	-	16,000	16,000	-	-	-	-	16,000	16,000	-
		Maximum Loaded Trailer Weight (Lbs.) – Manual Transmission																		
5.4L	3.73	15,000	-	-	8,100	7,700	-	-	-	-	-	-	7,300	-	-	-	-	-	7,100	-
6.8L SOHC V8	4.10	17,500	-	-	10,600	10,200	-	-	-	-	-	-	9,800	-	-	-	-	-	9,600	-
6.8L SOHC V10	4.10	20,500	-	-	13,500	13,100	-	-	-	-	-	-	12,700	-	-	-	-	-	12,500	-
	4.30	22,500	-	-	15,000	15,000	-	-	-	-	-	-	14,700	-	-	-	-	-	14,500	-
	4.88	26,000	-	-	-	16,000	16,000	-	-	-	-	-	16,000	-	-	-	-	-	16,000	-
	5.38	26,000	-	-	-	16,000	16,000	-	-	-	-	-	16,000	-	-	-	-	-	16,000	-
6.4L V8 Turbo Diesel	3.73	23,500	-	-	15,000	15,000	-	-	-	-	-	-	14,900	-	-	-	-	-	14,700	-
		23,500	-	-	15,000	15,000	-	-	-	-	-	-	14,900	-	-	-	-	-	14,700	-
	4.30	26,000	-	-	-	16,000	16,000	-	-	-	-	-	16,000	-	-	-	-	-	16,000	-
	4.88	28,000(1)	-	-	-	16,000	16,000	-	-	-	-	-	16,000	-	-	-	-	-	16,000	-

\*Super Duty Chassis Cab does not offer a conventional hitch receiver as a factory-installed option.

(1) Available with High-Capacity Trailer Tow Package only.

**Note:** Trailer tongue load weight should be 10-15% of total loaded trailer weight. Make sure vehicle payload (reduced by option weight) will accommodate trailer tongue load weight and weight of passengers and cargo added to the towing vehicle. Addition of trailer tongue load weight, and weight of passengers and cargo cannot cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.

# 2010 TRAILER TOWING SELECTOR

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



## F-350/F-450 SUPER DUTY® CHASSIS CAB FIFTH-WHEEL TOWING\*

Trailer weights shown assume 1,000 lbs. second-unit body weight. Be sure combined weight of vehicle and trailer does not exceed listed GCWR.

		Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission																		
		REGULAR CHASSIS CAB						SUPER CHASSIS CAB						CREW CHASSIS CAB						
Engine	Axle Ratio	GCWR (Lbs.)	F-350	F-350	F-350	F-350	F-450	F-450	F-350	F-350	F-350	F-350	F-450	F-450	F-350	F-350	F-350	F-350	F-450	F-450
			4x2	4x4	4x2	4x4	4x2	4x4	4x2	4x4	4x2	4x4	4x2	4x4	4x2	4x4	4x2	4x4	4x2	4x4
		SRW	SRW	DRW(1)	DRW(1)	DRW(1)	DRW(1)	SRW	SRW	DRW	DRW	DRW	DRW	SRW	SRW	DRW(2)	DRW(2)	DRW(2)	DRW(2)	DRW(2)
5.4L SOHC V8	3.73	16,000	9,500	9,100	-	-	-	9,200	8,700	-	-	-	-	9,000	8,500	-	-	-	-	-
		16,500	-	-	9,600	9,200	-	-	-	9,300	8,800	-	-	-	-	9,100	8,600	-	-	-
	4.10	18,000	11,500	11,100	-	-	-	11,200	10,700	-	-	-	-	11,000	10,500	-	-	-	-	-
		18,500	-	-	11,600	11,200	-	-	-	11,300	10,800	-	-	-	-	11,100	10,600	-	-	-
6.8L SOHC V10	4.10	21,000	14,400	14,000	-	-	-	14,000	13,600	-	-	-	-	13,900	13,400	-	-	-	-	-
		21,500	-	-	14,500	14,100	-	-	-	14,100	13,700	-	-	-	-	14,000	13,500	-	-	-
	4.30	23,000	-	-	16,000	15,600	-	-	-	15,600	15,200	-	-	-	-	15,500	15,000	-	-	-
	4.88	26,000	-	-	-	18,400	18,100	-	-	-	-	18,000	17,700	-	-	-	-	17,800	17,500	-
	5.38	26,000	-	-	-	18,400	18,100	-	-	-	-	18,000	17,700	-	-	-	-	17,800	17,500	-
6.4L V8 Turbo Diesel	3.73	23,000	15,600	15,100	-	-	-	15,100	14,700	-	-	-	-	15,000	14,500	-	-	-	-	-
		23,500	-	-	15,700	15,300	-	-	-	15,300	14,900	-	-	-	-	15,200	14,700	-	-	-
	4.10	23,500	-	-	15,700	15,300	-	-	-	15,300	14,900	-	-	-	-	15,200	14,700	-	-	-
	4.30	26,000	-	-	-	17,600	17,200	-	-	-	-	17,200	16,800	-	-	-	-	17,000	16,700	-
		30,000(3)	-	-	-	21,600	21,200	-	-	-	-	21,200	20,800	-	-	-	-	21,000	20,700	-

  

		Maximum Loaded Trailer Weight (Lbs.) – Manual Transmission																		
		REGULAR CHASSIS CAB						SUPER CHASSIS CAB						CREW CHASSIS CAB						
Engine	Axle Ratio	GCWR (Lbs.)	F-350	F-350	F-350	F-350	F-450	F-450	F-350	F-350	F-350	F-350	F-450	F-450	F-350	F-350	F-350	F-350	F-450	F-450
			4x2	4x4	4x2	4x4	4x2	4x4	4x2	4x4	4x2	4x4	4x2	4x4	4x2	4x4	4x2	4x4	4x2	4x4
		SRW	SRW	DRW(1)	DRW(1)	DRW(1)	DRW(1)	SRW	SRW	DRW	DRW	DRW	DRW	SRW	SRW	DRW(2)	DRW(2)	DRW(2)	DRW(2)	DRW(2)
5.4L SOHC V8	3.73	15,000	-	-	8,100	7,700	-	-	-	-	-	7,300	-	-	-	-	-	7,100	-	-
	4.10	17,500	-	-	10,600	10,200	-	-	-	-	-	9,800	-	-	-	-	-	9,600	-	-
6.8L SOHC V10	4.10	20,500	-	-	13,500	13,100	-	-	-	-	-	12,700	-	-	-	-	-	12,500	-	-
	4.30	22,500	-	-	15,500	15,100	-	-	-	-	-	14,700	-	-	-	-	-	14,500	-	-
	4.88	26,000	-	-	-	18,400	18,100	-	-	-	-	17,700	-	-	-	-	-	17,500	-	-
	5.38	26,000	-	-	-	18,400	18,100	-	-	-	-	17,700	-	-	-	-	-	17,500	-	-
6.4L V8 Turbo Diesel	3.73	23,500	-	-	15,700	15,300	-	-	-	-	-	14,900	-	-	-	-	-	14,700	-	-
	4.10	23,500	-	-	15,700	15,300	-	-	-	-	-	14,900	-	-	-	-	-	14,700	-	-
	4.30	26,000	-	-	-	17,600	17,200	-	-	-	-	16,800	-	-	-	-	-	16,700	-	-
	4.88	28,000(3)	-	-	-	19,600	19,200	-	-	-	-	18,800	-	-	-	-	-	18,700	-	-

\*Super Duty Chassis Cab does not offer a fifth-wheel hitch as a factory-installed option.

(1) Weights shown are for 141-inch wheelbase models. For 165-, 189- and 201-inch wheelbase models, weights may be somewhat less (usually 200 pounds with 165- and 189-inch wheelbase, or 400 pounds with 201-inch wheelbase). (2) Weights shown are for 176-inch wheelbase models. For 200-inch wheelbase models, weights may be somewhat less (usually 200 pounds with F-350, or 100 pounds with F-450). (3) Available with High-Capacity Trailer Tow Package only.

**Note:** Trailer king pin weight should be 15-25% of total loaded trailer weight. Make sure vehicle payload (reduced by option weight) will accommodate trailer king pin weight and weight of passengers and cargo added to the towing vehicle. Addition of trailer king pin weight, and weight of passengers and cargo cannot cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.

# 2010 F-250, F-350 & F-450 SUPER DUTY® PICKUP

## Hitch Receiver Weight Capacity

The maximum weight capacities for the weight-distributing hitch receivers shown below may exceed the maximum loaded trailer weight for the vehicle specified. Refer to the Trailer Towing Selector chart for Maximum Loaded Trailer Weight for this vehicle.

Vehicle	Weight-Carrying Max. Trailer Capacity (Lbs.)(1)	Max. Tongue Load (Lbs.)	Weight-Distributing Max. Trailer Capacity (Lbs.)(1)	Max. Tongue Load (Lbs.)
<b>Hitch Receiver:</b>				
F-250/F-350 Super Duty SRW and F-350 DRW w/5.4L engine	6,000	600	12,500	1,250
F-350 Super Duty DRW w/6.8L or 6.4L engines (2)	8,000	800	15,000(2)	1,500(2)
F-450 Super Duty (2)	8,000	800	16,000(2)	1,600(2)

(1) Hitch receivers do not include a hitch ball or ball mounting. The vehicle owner is 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) 2.5" receiver. If 2.5" to 2.0" adapter is used, this reduces the Max. Trailer Capacity to 12,500 lbs. and the Max. Tongue Load to 1,250 lbs.

## Factory-Installed Trailer Hitch Receiver Option

• **F-250/F-350/F-450 Super Duty Pickups:**

- F-250/350 SRW and F-350 DRW w/5.4L engine – Standard for 12,500-lb. Maximum Trailer Capacity
- F-350 DRW w/6.8L gas or 6.4L diesel engines – Standard for 15,000-lb. Maximum Trailer Capacity
- F-450 – Standard for 16,000-lb. Maximum Trailer Capacity

**Note:** See chart above for the weight-carrying and weight-distributing capacity of this hitch receiver. (This capacity also is shown on a label affixed to each receiver.)

The vehicle owner is responsible for obtaining the proper hitch ball, ball mounting and other appropriate equipment to tow both the trailer and load that will be towed.

## How to Find Your Truck's Axle Ratio

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 Rear Axle Code	Limited Slip Rear Axle Code
Super Duty	3.31	31	3H
	3.55	35	3J
	3.73	37	3L
	4.10	41	4N/4W*
	4.30	43	4L
	4.88	48	8L
	5.38	53	5L

\*Wide rear axle on F-350 Chassis Cab with Ambulance Package.



# What to KNOW Before You Tow

## 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 compromised in hilly terrain when minimum acceptable powertrain combination is selected. Consider purchasing a vehicle with a more powerful engine.

### 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 two 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. 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 *Quick Tips – Safe Trailering* on back cover 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.

## After You Buy

Before heading out on a trip, check your vehicle's Owner Guide for break-in and severe-duty maintenance schedules (do not tow a trailer until your vehicle has been driven at least 500 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.

### 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
- Use 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 Guide 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



# QUICK TIPS

## SAFE TRAILERING

Towing a trailer is demanding on your vehicle, your trailer and your personal driving skills. Follow some basic rules and you'll tow more 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

- 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®, or E-Series and your trailer has electric brakes, the optional Trailer Brake Controller (TBC) will help assure smooth, effective trailer braking by automatically proportioning the trailer braking to that of the towing vehicle
- 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 WHEN 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 Guide)
- 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

### DRIVING WITH SPEED CONTROL

When driving uphill with a heavy load, significant speed drops may occur.

- An 8-14 mph speed drop will automatically cancel speed control
- Temporarily resume manual control through the vehicle's accelerator pedal until the terrain levels off

### 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 full-size spare tire is required for trailer towing (mini 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.

### 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 Guide.

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Retailer Education & Training

For more vehicle information, please visit [www.fordvehicles.com](http://www.fordvehicles.com).