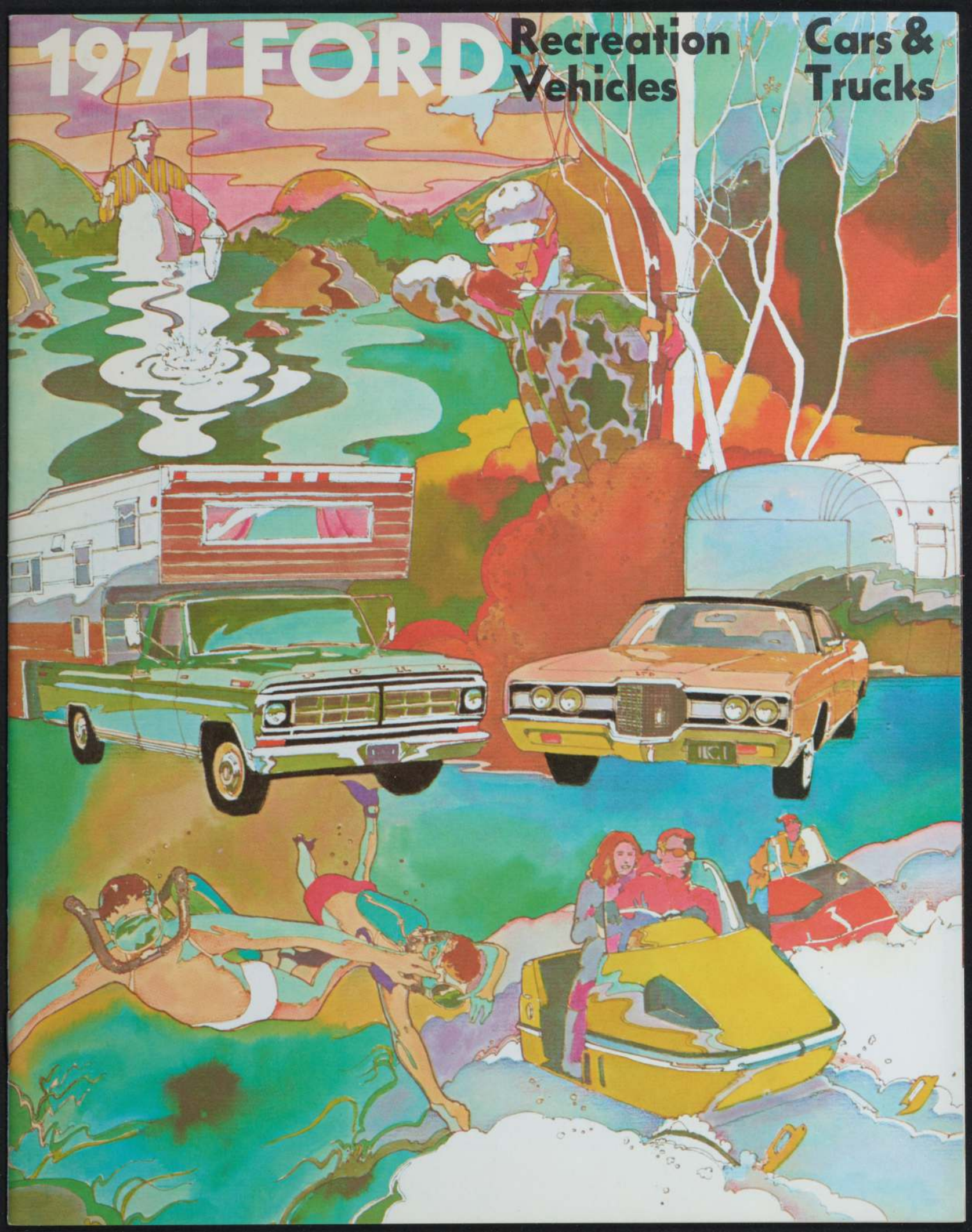


# 1971 FORD Recreation Vehicles

## Cars & Trucks

## Cars & Trucks



# Outdoor Fun Is a Family Affair

Just a few years back, outdoor living was considered "roughing it." And when a man took off for the woods and waters, his wife and kids stayed home. But not any more. Today families by the thousands are taking to the road for vacations, weekends and whenever they can squeeze in a day or two.

What caused the sudden interest? Many things . . . more leisure time, better parks and campgrounds, improved equipment and a gradual realization that the family that gets out and "does things together" stays closer together.

The key element in this picture is the recreation vehicle. With it the American family has found a great new mobility and a new level in comfort and convenience. The family car has taken on a new personality as it pulls a boat or travel trailer. Pickup trucks perform double duty when outfitted with a camper. The motor home, a self-propelled "cottage on wheels," lets the family move out in comfort and style whenever they wish.



Whatever their choice of vehicle, the purpose is the same—to enjoy the outdoor world together—to rediscover their country and their heritage. And families by the thousands are finding out that the best way to see the country is on wheels . . . to go when and where they want.

That's what this book is all about. We've brought together the full line of 1971 Ford Recreation Vehicles . . . sedans, wagons, pickups, vans.

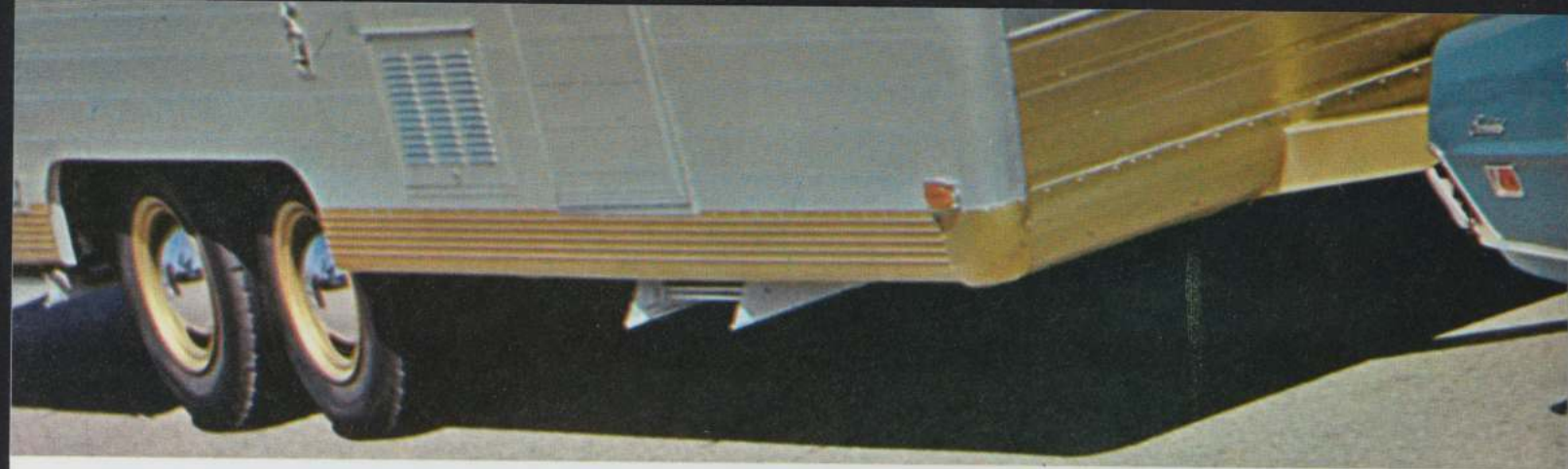
We'll be talking about these vehicles and how each one fits into the recreation scene . . . and how they can be a part of your scene. We've compiled charts, tips and information to help you get more out of the outdoors—and out of your recreation vehicle. So look over all the new Fords . . . read the facts . . . and pick the vehicle that's right for your family.

For detailed information on other options and accessories see your Ford Dealer for a catalog on any specific car or truck line.

**Your direct route  
to outdoor fun starts with  
FORD whether you're**

- **motoring**
- **trailer towing**
- **carrying a camper**
- **traveling by motor home**





# Trailering...what you need and why you need it.

A car, wagon or truck that is properly equipped for towing can provide thousands of miles of enjoyment for the owner. But due to the extra demands of trailer towing, proper equipment adds up to more than just a hitch and wiring harness.

**Engine** performance is affected both by the weight and wind resistance of the trailer. The engines recommended herein will provide the right blend of power and economy for nearly every towing situation.

The automatic **transmission** with its ability to adjust to varying loads, greater starting torque, smoother shifting and braking assistance is recommended for towing.

The added power needed to pull a trailer also creates a need for extra **cooling** capacity. Ford Division offers an assortment of extra cooling equipment for cool running in car and light truck applications.

Hooking up a trailer suddenly alters the balance of the vehicle by placing added weight on the **suspension system**. For this reason heavy-duty springs and shocks are a must in most towing applications.

The combined weight of car and trailer will increase stopping loads and generate such heat on the **brakes** that fade-resistant power disc brakes are recommended for towing. The standard **axle ratio** on most vehicles, usually sufficient for light loads, should be increased as the trailer weight increases to provide greater pulling power.

Trailer weight and frontal area are the most important factors involved in selecting proper trailer towing equipment. Trailers which can be towed by cars or light trucks are divided into three weight classes shown in the chart.

CLASS I	CLASS II	CLASS III
LIGHT 25 Sq. Ft. and under Frontal Area†	MEDIUM	HEAVY
Static tongue load* up to 200 lb. Fully loaded trailer weight up to 2000 lb. Trailer hitch—non-equalizing.	Static tongue load* up to 500 lb. Fully loaded trailer weight 2000 to 3500 lb. Trailer hitch—load equalizing type.	Static tongue load* up to 700 lb. Fully loaded trailer weight 3500 to 5000 lb. Trailer hitch—load equalizing type.

\*The weight exerted at the trailer hitch ball by the tongue of a motionless, fully loaded trailer.

†When trailer frontal area exceeds 25 sq. ft., Class II requirements apply.

## Trailer Hitches

For light trailer hauling . . . 200 lb. or less exerted on the hitch, a weight-carrying simple ball hitch can usually be used. It's available through your Ford Dealer. When hitch loads exceed 200 lb. on passenger cars and 350 lb. on light trucks, a weight distributing or load equalizing hitch must be used. This hitch attaches to the frame or underbody and distributes the trailer tongue load to the towing vehicle's front and rear wheels as well as to the trailer wheels. This provides a more equal distribution of the load to help keep both trailer and car level and provide easier handling and safer driving.

NOTE: Axle hitches are not recommended for any size trailer due to the unusual way in which they stress suspension components.



## Ford Car "Trailer Special" Package

To assure carefree trailer towing with medium or heavy loads, Ford Division makes available optional special equipment packages for Ford, Torino and Ranchero. The items in the packages are designed to provide the necessary heavy-duty components for towing trailers that fully loaded weigh up to 5,000 lb. for Ford and up to 3,500 lb. for Torino and Ranchero. Called "Trailer Special" Packages, they include all or some of the following equipment depending upon the vehicle on which they are installed.

**Extra Cooling Components.** A heavy-duty radiator with a larger surface area and an oversized fan work together to provide greater cooling capacity. These components help prevent an overheated engine in high-speed highway driving as well as congested city traffic.

**Power Disc Brakes.** Because of their design, disc brakes are highly fade resistant and help provide smoother, straighter line stopping. This means that even in a panic stop situation, disc brakes provide dependable, sure stopping power.

**Heavy-Duty Suspension.** Stiffer springs of the package are meant to handle the greater loads incurred in trailering. Shock absorbers are matched to the springs for smooth handling and resistance to sway.

**Heavy-Duty Alternator and Battery.** To provide the electrical power needed for exterior and interior trailer lights, air conditioning, heater, radio, etc., Ford includes a heavy-duty alternator and battery in its "Trailer Special" Package to assure an adequate electrical supply at all times.

**Wide Wheels.** Heavier duty wheels with wider rims are included to handle the increased weight incurred through trailer towing and improve resistance to side sway.

**Heavy-Duty Frame.** A reinforced frame is

included with the big Ford package to handle the added weight distributed to the frame by a weight distributing trailer hitch.

**Wiring Harness.** A seven wire electrical harness provides current to the trailer for interior and exterior lights. Each fused lead from the connector plug is identified by color and tagged to identify the lighting circuit. This convenient hookup lets you tap into the car's electrical system easily and simply.

### Trailer Towing Power Train

A vehicle's power train is made up of its engine, transmission, driveshaft and rear axle. Because these components are inter-related, each must be carefully considered. Ford Division provides a list of power train towing recommendations for each of its cars and light trucks. These recommendations are based upon the fully loaded weight of the trailer to be towed. (See charts on pages 10-11 and 22.)

**Engine.** Engine recommendations are based on trailer weight and are listed on the Towing Recommendations chart (pages 10-11) as "minimum" or "recommended." This information is provided to give you the best engine for the job at the most economical price. If you tow in mountains, have an unusually large trailer or large frontal area or tow at high speeds, only the largest engines offered should be considered.

**Rear Axle.** Special rear axle ratios are recommended where needed for increased pulling power. These recommendations are included in the 1971 Towing Recommendations chart on pages 10-11.

Because maximum traction is vital in pulling boats up ramps, towing on muddy roads or other like situations, you may wish to consider Ford's optional Traction-Lok rear axles.

# Ford

The more time you spend on the road, the more you'll go for the super quiet '71 Fords. And there are 19 to choose from in this year's lineup. The big 121-in. wheelbase and wide stance means surefootedness over the highway and on back roads. From the Custom 500's to the LTD Brougham, you have a car that will get you where you want to go in the quietest style you could choose. Interiors are generously padded, and there is a new protective side door steel guard rail to give you extra driving security. A computer-tuned frame puts body mounts at points of least vibration and a unique front suspension lets front wheels retreat slightly on impact to give the smoothest ride. One of seven engines ranging in horsepower from 140 to 360, teamed up with SelectShift Cruise-O-Matic, will give you the perfect power team combination for your trailer towing needs. The added touches include an all-new instrument panel that sweeps away for greater spaciousness. Instruments are easy to read and all controls are fingertip handy. Power Ventilation is a new Ford standard which changes air even with all the windows up.

Equipped with a Trailering Special Package, your new Ford can take you thousands and thousands of miles down the highway to outdoor adventure.



## Wagons

They don't call Ford "the Wagonmaster" for nothing. And this year you have a wide choice of ten wagons—seven big Fords, three Torinos. With the big Ford you get the 3-Way Magic Doorgate. It opens down as a tailgate or out as a door with the window up or down. With all Ford wagons, the 351 V-8 is standard. Torino gives you the 2-Way Magic Doorgate. With either Ford or Torino wagons there's a big loadspace, lots of convenience and options that make traveling fun. Both Ford and Torino wagons have special trailer towing packages available. (See chart on pages 10-11.)

# Torino

The lean, middle-size Ford that gives you better ideas for less comes in 14 different models. Whether it's a four-door sedan or GT SportsRoof, it can launch you into the world of outdoor fun—touring or trailering.

Torino for '71 brings you all the convenience, luxury and better ideas of the big Fords but at a middle-size price. Choose from six engines including the popular 351 CID V-8 2 barrel or 4 barrel, your best bet for trailer towing. There's a 3-speed, 4-speed or Cruise-O-Matic transmission available. Over the road, Cruise-O-Matic automatically selects the proper gear ratio. In those tight spots like passing, hill climbing and downhill runs you can lock it in first or second gear manually.

Torino is a middleweight, but it works like a heavyweight. And with Ford's optional Trailering Special Package you can pull trailers weighing up to 3,500 lb. with confidence.

For the ultimate in traveling luxuries, personalize your Torino with SelectAire Conditioning, AM-FM Radio, dual rear speakers or any other of many items that can make travel time more pleasurable.



This deluxe wagon luggage rack has an adjustable rear rail to hold the load. A built-in deflector helps keep rear window clean.



On the big Ford, a master control lets the driver lock or unlock all doors including the tailgate. A perfect security item for children, particularly in wagons.



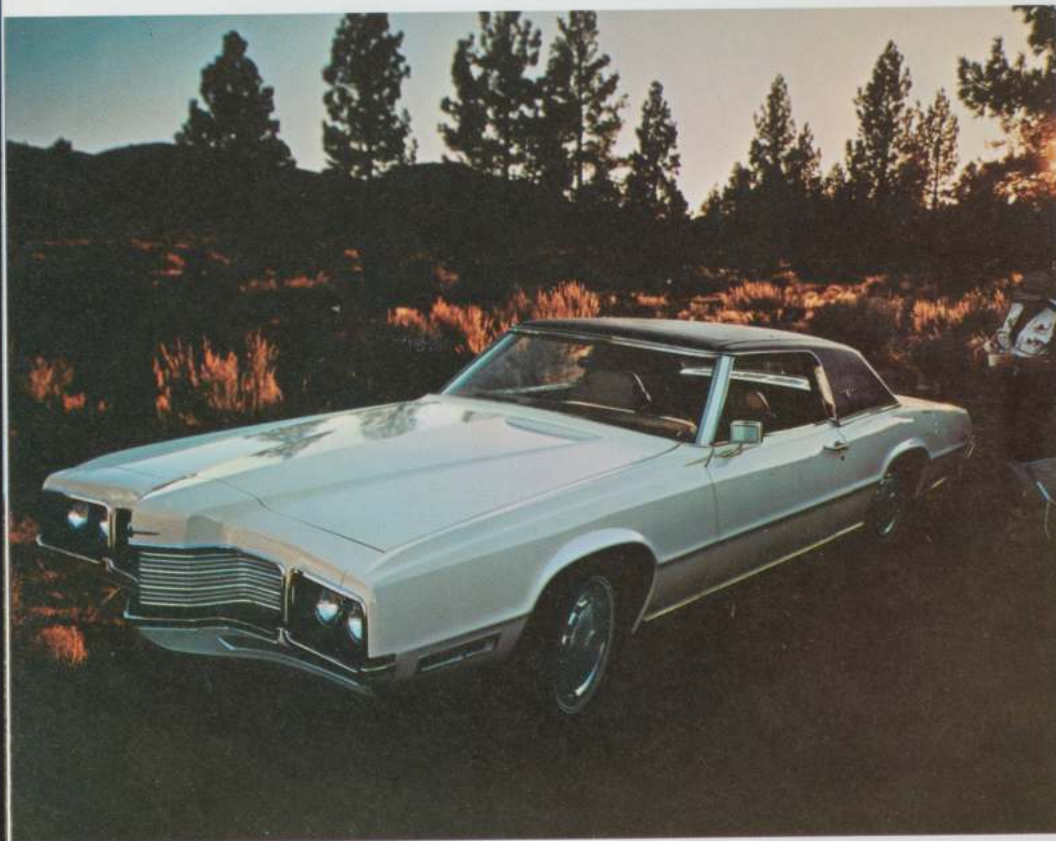
Ford wagons have a carpeted load floor available in combination with a lockable compartment option for keeping valuables.

# Thunderbird

Thunderbird is the car for the individualist . . . and it stacks up as a great car for trailer towing. Just add heavy-duty shocks, springs, a load equalizing trailer hitch and your Thunderbird is ready to pull trailers weighing up to 5,000 lb. Thunderbird's standard equipment includes four-barreled 429 CID V-8, SelectShift Cruise-O-Matic, power steering, power front disc brakes, AM radio and more.

In the Thunderbird tradition, sheer comfort is the word. You're surrounded with cushioned, carpeted luxury. Every Thunderbird is precision checked electronically, even wind noise is checked with audio sensors. The result is a velvet-quiet ride, unique in all the world.

You can learn to appreciate the great outdoors in a Two-Door Hardtop, Two-Door Landau or a Four-Door Landau—all of which can be equipped with the power-operated sunroof. Options that make Thunderbird a great road car include manual reclining passenger seat; Michelin white sidewall steel belt tires; High Back bucket seats and SelectAire Conditioner with automatic temperature control. The chart on page 10 spells out the Bird's recommended trailer towing equipment.



# Maverick

It's the simple machine for the simple life. And for '71 you can choose from a 2-Door Sedan, a new 4-Door Sedan and the sporty Maverick Grabber. The optional 200 CID or 250 CID Six combined with a stick-shifting Cruise-O-Matic adds plenty of zip for fun on the open road.

The family style 4-Door Maverick gives folks in back more stretch-out room—five inches more for legs, seven inches more for hips. Maverick, equipped with a 250 CID Six, Cruise-O-Matic, power steering and heavy-duty battery can move out smartly with a lightweight trailer.



# Mustang

The Mustang's a going machine and the open road is its special turf. With Mustang every detail is crafted with meticulous care and it shows. In looks, in performance. In responsive, precise handling with a new low profile and wider stance.

Standard features that make your time on the road a pleasure include thin shell High Back bucket front seats that provide more rear seat legroom; DirectAire Ventilation for balanced air circulation; a new style instrument panel; a new Mini-Console; nylon carpeting; and belted bias-ply tires.

On all Mustangs, added safety comes in the form of a new side door steel Guard Rail, which provides more solid resistance and protection from side impact.

A host of options lets you travel your own way in Mustang. Optional V-8's up to 429 CID CJ-R, with the 351 CID V-8 the ideal engine for trailering. Add optional Cruise-O-Matic and a weight-carrying trailer hitch and you're set to tow a trailer with up to 25 sq. ft. frontal area. Trailer towing recommendations for Mustang are charted for you on page 11.



Optional Maverick console provides handy storage for road maps, sunglasses and so on. Opens at the touch of a button.



A fully transistorized AM radio and SelectAire Conditioner make driving a Maverick a real pleasure . . . mile after mile.



Mustang's oversize belted white sidewall tires provide better traction and longer tire life.

# 1971 TRAILER TOWING CHART WITH RECOMMENDED

<b>CLASS I</b>	<b>BIG FORD</b>		<b>TORINO</b>		<b>THUNDERBIRD</b>	
Lightweight: (Under 2,000 lb. & less than 25 sq. ft. Frontal Area with a tongue load of 200 lb. or less.)	Add Cruise-O-Matic and a weight-carrying hitch and tow with std. equip.		Same as Big Ford		Add a weight-carrying hitch and tow with std. equip.	
(Under 2,000 lb., with 25 sq. ft. or more Frontal Area)	351 V-8 (2V) Cruise-O-Matic, extra cooling. 3.25:1 axle ratio, weight- carrying hitch		Same as Big Ford		Trans. oil cooler, A/C cooling system, 3.25:1 axle ratio, weight- carrying hitch	
<b>CLASS II</b>	<b>ENGINE</b>	<b>COOLING</b>	<b>TRANSMISSION</b>	<b>FRAME</b>	<b>REAR AXLE RATIO</b>	<b>SUSPENSION</b>
Mediumweight: (2,000 lb. to 3,500 lb.; tongue load—200 to 500 lb.)						
FORD	400 V-8 (2V)	Extra cooling (1)	C.O.M.	Heavy Duty (1)	3.25:1	Heavy Duty (1)
THUNDERBIRD	429 V-8	A/C cooling system	Std. (3)	Std.	3.25:1	Heavy Duty
TORINO	351 V-8	Extra cooling (2)	C.O.M.	Std.	3.25:1	Heavy Duty (2)
RANCHERO	351 V-8 (2V)	Extra cooling (4)	C.O.M.	Std.	3.25:1	Heavy Duty (4)
<b>CLASS III</b>						
Heavyweight: (3,500 lb. to 5,000 lb.; tongue load—500 to 700 lb.)						
FORD	400 V-8 (2V)	Extra cooling (1)	C.O.M.	Heavy Duty (1)	3.25:1	Heavy Duty (1)
THUNDERBIRD	429 V-8	A/C cooling system	Std. (3)	Std.	3.25:1	Heavy Duty

- (1) Comes with Big Ford Trailer Towing Package which includes special wiring harness.  
 (2) Comes with Torino Trailer Towing Package.  
 (3) Autolite Transmission Oil Cooler mandatory for trailer towing.

# MINIMUM TRAILER-TOWING EQUIPMENT

MAVERICK		MUSTANG		RANCHERO		BRONCO	
Add 200 Six C.O.M. and weight-carrying hitch		Same as Big Ford		Same as Big Ford		Add 302 V-8 GVW pkg. and weight-carrying hitch (5)	
Not recommended		Not recommended		Same as Big Ford		Not recommended	
STEERING	BRAKES	TIRES	WHEELS	ALTERNATOR	BATTERY	HITCH	
Power asst.	Power disc	H78-15 (1)	6.5 x 15 (1)	55 Amp. (1)	80 Amp-Hr (1)	Weight distributing	
Std.	Std.	Std.	Std.	Std.	Std.	Weight distributing	
Power asst.	Power disc (2)	F78-14	Std.	55 Amp. (2)	70 Amp-Hr (2)	Weight distributing	
Power asst.	Power disc (4)	"F" rated	Std.	55 Amp. (4)	70 Amp-Hr (4)	Weight distributing	
Power asst.	Power disc	H78-15 (1)	6.5 x 15 (1)	55 Amp. (1)	80 Amp-Hr (1)	Weight distributing	
Std.	Std.	Std.	Std.	Std.	Std.	Weight distributing	

(4) Comes with Ranchero Trailer Towing Package which requires a 351 V-8 or 429 V-8 engine. A 55-amp. alternator and 70 amp-hr battery are included with 351 V-8. A 55-amp. alternator and 80 amp-hr battery are included with 429 V-8.  
 (5) 4700-lb. GVW Pkg. consists of 3300-lb. rear axle, 1280-lb. rear springs and G78-15 8PR D tires.

# Tips for trailer towing with your new FORD

Ford's SelectShift Cruise-O-Matic is ideal for trailer towing.

Cruise-O-Matic is recommended for most trailer towing applications because it can be shifted manually to gain greater control, reduce engine labor and maintain a cooler running transmission.

Cruise-O-Matic provides manual selecting and holding of either first or second gear as well as fully automatic drive range. Cruise-O-Matic can be downshifted from drive to second to first gear for deceleration, climbing grades or greater acceleration.

## Manual Shifting Tips Using C.O.M. For Trailer Towing

**Starting** . . . With the gear shift selector indicating park and the parking or emergency brake on, start the engine.

Next, apply the footbrake, release the parking or emergency brake and move the shift lever to the "1" or low gear position, release the footbrake and gently but surely apply pressure to the accelerator.

As your forward motion reaches speeds of about 20 to 25 mph, but always less than 30, shift from "1" to "2." After speed rises above 30, shift the lever to "D" or drive. This allows the transmission to go into high or third gear and achieve the best fuel economy and performance at highway speeds.

### Slowing Down and Stabilizing Your Speed With Traffic Flow . . .

To slow down with a trailer, you ease off on the accelerator and as speed reduces downshift from "D" to "2," locking the transmission in 2nd gear where it will stay until you change it. You can now apply your car and trailer brakes as the situation requires. With the transmission in 2nd gear, you can also accelerate much easier and can stay with traffic. As you increase speed, at 30 mph shift into "D" or high gear.

**Hill Climbing** . . . If your engine begins to lose power as you climb a hill with your transmission in drive, downshift to "2" for more power at the rear wheels.

**Downgrades** . . . To handle a steep downgrade, shift to "1" as you reach the top of the climb or before beginning downhill. The vehicle must slow to 20 mph for first gear to engage. A trailer adds weight to a vehicle's downhill inertia, but the engine can provide very efficient braking in low gear. Stay off the brakes unless absolutely necessary. This helps keep brakes cool, saving them for emergency use. If necessary, you can snub downhill movement with trailer brakes or by occasionally pumping the car service brakes.

CAUTION: When the transmission is in "1," keep speed below 30 mph.

**Hill Climbing From a Dead Stop** . . . Starting from a dead stop on a hill is not difficult when you follow these four simple rules.

- (1) Begin by putting pressure on car service brakes with your left foot and applying trailer brakes.

- (2) With your right foot, slowly increase engine speed.
- (3) Slowly release pressure on service brakes and trailer brakes.
- (4) As the rig begins to move forward, increase engine speed and you're under way.

**Getting Out of Snow or Sand** . . . When stuck in snow or sand, the most effective way out is to set up a rocking motion. Put the selector in "D" and touch the accelerator pedal to move slightly forward. Shift to "R" or Reverse to move backward and accelerate slightly. Continue this "D" to "R" pattern seeking to gain enough momentum to drive out.

## Safe Driving Tips For Trailer Towing

**Turning** . . . Always remember trailer wheels will be closer than car wheels to the inside of the turn. To compensate, drive slightly beyond the normal turning point. Slow down well before reaching a turn to save on gas and reduce brake lining wear. Always signal before turning.

**Passing** . . . Allow extra distance and time when overtaking and passing a car with a trailer. If your speed is low, shift to second gear for better control and more rapid acceleration. Be sure you have enough clearance for your trailer before you signal and move back into your lane. Avoid quick maneuvers which may sway or tilt the trailer.

**Being Passed** . . . The displacement of air of a passing vehicle can make your rig sway or swerve. When being passed, hold to a straight course. Don't oversteer which can cause fishtailing of the trailer. Preparing yourself for being passed when trailer towing can greatly minimize the effects of air displacement. A slight increase in speed will help straighten your trailer.

**Following** . . . Keep your rig a safe distance behind the vehicle ahead. For each ten miles per hour of indicated speed, allow a distance of at least one length of your car and trailer.

**Backing** . . . Try this easy method to help control direction: Position your right hand so that it grips the bottom of the steering wheel and watch your trailer wheels, not your trailer.

To move your trailer to the right, move your hand to the right. To back to the left, move your hand to the left. Don't turn the wheel too much or hold it turned too long. Make small corrections as you need them.

## Stopping

If your trailer is equipped with brakes, stopping distance is about the same as for a car without a trailer . . . if you gradually apply car and trailer brakes at the same time. Allow more time and distance if you have car brakes only. Stop smoothly and gradually so that you can maintain good control over your trailer and avoid tilt and sway. Slow down on wet or icy roads and in high gusty winds.

# Carrying Your Home Away From Home

Hundreds of thousands of American families are enjoying the experience of seeing the country from a self-propelled home on wheels. With a two-week vacation, weekends and holidays off, the average American family has over 120 days free each year for traveling, camping and enjoying the outdoors. For 1971, Ford provides super comfort and convenience with a home on wheels. No hotel or motel reservations are necessary and you save on the expense of a good meal or the discomfort of a bad one. With a Ford "home on wheels" you take it all with you . . . easily, conveniently, economically.



## Camper Specials

Ford offers two series of Camper Special models. The F-250 and F-350. They give you everything you need for comfortable family traveling. Both units offer exclusive Ford features plus the quality, dependability and performance you expect from the leader in the recreation vehicle field. When it says "Camper Special" you are assured it's properly equipped to carry a properly balanced camper body.



## Van Camper Conversions

An Econoline Van or Club Wagon camper conversion is the ideal double-duty vehicle for work and play. A compact unit with most of the advantages of a large motor home, the camper conversion offers unique advantages of its own. An Econoline Van or Club Wagon also makes an ideal second car and requires no special driving techniques. Conversion units, built by independent manufacturers, are available through Ford Dealers.



## Motor Homes

Here's the ultimate in a "cottage on wheels." It can be completely equipped with it all—hot and cold running water in kitchen and bathroom. Carpeted and air conditioned throughout. A Motor Home with a Ford forward-control chassis is the final word in self-contained, self-propelled luxury.

# F-350 Camper Special

Ford's big, tough F-350 Camper Special is the foundation of a really big "home on wheels," the chassis-mounted camper. Available in two wheelbases, the 135-inch unit easily carries up to a 12-foot chassis camper and the 159-inch version will handle up to a 14-footer. You also have a choice of single or dual rear wheels, the latter with a maximum gross vehicle weight of 10,000 pounds. That's the total allowable weight of the vehicle, fully loaded and ready to go with camper body, cargo and passengers. The minimum recommended F-350 Camper Special engine is the 215-hp 360 CID V-8. A 390 CID V-8 is available as a highly desirable option along with SelectShift Cruise-O-Matic, Ford's fully automatic 3-speed transmission. Cruise-O-Matic shifts automatically for you or permits manual shifting through all the gears whenever necessary.

The F-350 Camper Special also features Twin-I-Beam front suspension with a sturdy leaf spring rear suspension . . . a combination that effectively works to hold the unit smoothly to the road on highway curves or winding roads and back roads. Camper Special equipment is shown on pages 16 and 21. Trailer towing recommendations are shown on page 22 and trailering tips on page 12.



## Ford 4-Door Cab

Ford has the answer for the family that wants more cab room with their camper. It's the 4-door cab, big enough to seat six adults comfortably or be equipped with four bucket seats and a "walk-through" passage to the camper body. Available in either F-250 or F-350 models, it includes all the features found in its two-door counterparts. Engine and transmission availability and recommendations are the same as regular F-250 and F-350 pickups being used for carrying camper bodies (see page 21).

# F-250 Camper Special

This sleek pickup looks like it was made specially for a camper body . . . and it was. Sitting on a 131-inch wheelbase, it can handle modern cab-over camper bodies up to 11 feet in length that are properly balanced and loaded. Do not overload the truck. Ford's exclusive Twin-I-Beam front suspension is teamed up with Flex-O-Matic springs at the rear. Front Twin-I-Beam design provides a superior ride and maneuverability on curves, winding roads, side roads and other types of irregular terrain encountered. Built-in caster and camber virtually eliminate the need for front end alignment and provide the industry's lowest steering effort. Flex-O-Matic leaf rear springs adjust to road and load conditions automatically to maintain a better balanced, more sway-free ride with or without the camper body installed.

Three dependable engines provide tailored performance . . . a 300 CID Six rated at 165 hp, plus a 360 CID and 390 CID V-8 rated at 215 hp and 255 hp respectively.

Every Ford Camper Special comes with an equipment package and required options needed for carrying a camper body (see pages 16 and 21) and for light trailer hauling as well. Medium or heavy trailers can be towed with the addition of several items of heavy-duty equipment. (See chart on page 22 and tips on page 12.)



## Comfort: Convenience, Luxury

Ford's colorful interiors are still the roomiest in the industry. Full-width seats are designed with the best seat angle attitude in relation to steering wheel and controls. They are constructed with a combination of springs and foam padding for solid comfort for driver and passengers. Optional bucket seats are available. Standard features: Deluxe fresh air heater/defroster, brake warning light, emergency warning flasher, new two-spoke steering wheel, bright instrument cluster with temperature gauge.

# Ford's F-250/350 Camper Special Package

The Camper Special package consists of specially selected items of equipment to provide safe, trouble-free camper traveling plus extra comfort and convenience. Package items include:



## Sliding Rear Cab Window

Here's instant communication between cab occupants and camper body passengers. The rear cab window slides open easily to permit conversation or passing through of small items such as food, cameras, etc. Includes lock and a flange designed for retaining a weatherproof boot between cab and camper. Standard on F-250 Camper Special, optional on F-350 Camper Special.

## Heavy-Duty Battery and Ammeter

Additional truck and camper body interior and exterior lights put an extra load on the electrical system. To compensate, a 70 amp-hr battery is used. An ammeter is added to the instrumentation to provide the driver with an accurate picture of the charge or discharge condition of the battery and electrical system.

## Oil Pressure Gauge

One glance tells the driver if engine oil pressure is normal, changing or needs attention.

## Heavy-Duty Rear Shocks

Because of the added weight of longer camper bodies, F-350 Camper Specials come equipped with heavy-duty rear shock absorbers. These shocks help stabilize rear end action of the unit in up-down and side sway situations.

## Extra Cooling Package

Camper Special engines are provided with an extra cooling package that provides more efficient cooling of the engine over the road or in heavy traffic.

## Camper Wiring Harness

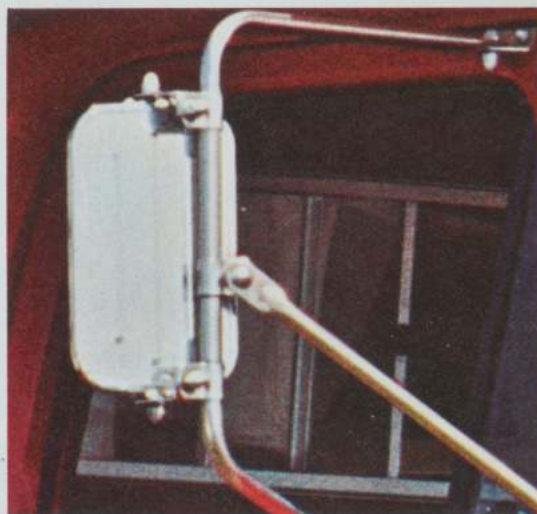
This fused, seven-wire harness is designed for a 12-volt electrical system and provides current to the camper body for interior and exterior lights. Each lead is equipped with a connector and identified by color and tagged to identify the lighting circuit.

## Dual Electric Horns

In both the F-250 and F-350 Camper Special, dual electric horns are installed as regular equipment. A single horn only is included when the Electric Power Pak option is ordered.

## "Camper Special" Emblem

Each "Camper Special" is identified by a specially designed emblem mounted on both front fenders.



## Bright 6" x 10" Extended Arm Mirrors

Twin rearview mirrors project beyond width of camper body to provide clear, unobstructed vision of both right and left side of vehicle.



# F-100 Pickup

Combine a smooth ride and plenty of load-carrying capacity and you have Ford's F-100, a great work-and-play pickup. A lightweight 8-foot camper top, air mattresses and sleeping bags or bedrolls, and you're off to fun and adventure in the outdoors. There's plenty of sleeping and storage room in the big 8-foot pickup body. Choose your comfort and convenience level from four cab trim packages—Custom, Sport Custom, Ranger and Ranger XLT. Make your power selection from two big Sixes and three powerful V-8's teamed up with the versatile 3- and 4-speed transmissions or the smooth-as-silk SelectShift Cruise-O-Matic. With the Twin-I-Beam suspension up front and the optional Flex-O-Matic in the rear, the F-100 has what it takes to get where you're going. Great for lightweight to mediumweight trailer towing, too.



# Bronco

Bronco's reputation as a "go anywhere, do anything, built to take it" vehicle is well earned. Spirited 170 CID Six or 302 CID V-8 engines put plenty of power at each wheel. And Bronco's four-wheel-drive versatility takes you over the road to those hunting, fishing or camping areas, then off the road and over back trails to that secluded cabin or campsite. There's a choice of pickup or wagon with loads of room for passengers and cargo. Interiors are attractive and comfortable featuring fresh air heating and defrosting, padded instrument panel and sun visors, full-view instrumentation, lockable glove compartment.

Bronco's heavy-duty front axle and exclusive Mono-Beam front suspension with coil springs provide greater durability and reliability for breaking new trails plus the smoothest highway ride in its class. Good ground clearance and a tight turning radius give Bronco an amazing agility in mud, snow or sand. It's great for trailer towing and with its optional 205-hp 302 V-8 engine can tow up to a 2000-lb. trailer to places most vehicles can't get, even without a trailer.

# Econolines and Club Wagons



When compact size and great interior room, utility and economy are prime considerations, Ford gives you the right combination—an Econoline Van or Club Wagon. Both the Van and the Club Wagon feature Twin-I-Beam front suspension; two wheelbases—105.5 inches and 123.5 inches (especially recommended for camper conversion); a wide track and short turning radius for road stability and easy maneuvering. Other features that make these units ideal as camper conversions are access to the interior area from both front seats, the outside service center for easy service checks, big double doors at the right side and rear and the highest payload capacity of any comparable vehicle.



There's a choice of two engines. The 240 CID Six which delivers 140 hardworking horsepower and the 302 V-8 engine that puts out 205 hp.

The big payload capacities of both the Van and Club Wagon let you build a camper conversion to your specifications with plenty of capacity left over for passengers and cargo before you reach the maximum gross vehicle weight of 8,300 lb. Spaciousness, comfort, convenience, ride and handling with easy low-cost maintenance let the whole family enjoy all the fun of the out-of-doors in first class style.

# Van Camper Conversions

The Ford Econoline Van or Club Wagon can be converted to a miniature "home on wheels." Interior accommodations can be as simple or as sophisticated as you want to make them. They can range from simple sleeping quarters to completely self-contained units with stove, water system, refrigerator, toilet, wardrobe and lounge seats that turn into beds. You can select and purchase a number of camper conversion units through your Ford Dealer.



## Ranchero

Ranchero comes on with all the style and luxury of a passenger car plus the utility of a pickup body. Available in four series . . . Ranchero, Ranchero 500, Ranchero GT and Ranchero Squire, it can also be equipped for light or medium trailer towing (up to 3500 lb.).

Ranchero sits on a smooth-riding 114-inch wheelbase. The 6½-foot pickup box boasts 39.1 cu. ft. of cargo space with double-wall box sides and a counterbalanced tailgate. This generous cargo area is ideal for hauling motorcycles, snowmobiles, all-terrain vehicles and other recreation equipment.

There's a big choice of engines from the standard economical 250 CID Six to the performance-packed 429 CID CJ and CJ-R V-8's. Right in the middle are the 351 CID V-8's (2V and 4V), ideal for economical trailer towing. It's your choice of a 3- or 4-speed manual transmission or the popular Cruise-O-Matic.



## Motor Homes

A Motor Home is truly a cottage on wheels. It's a self-contained unit that can be equipped almost any way you want it.

Ford chassis for motor homes come in three separate series (P-350, 400 and 500) on five different wheelbases to handle a motor home body up to 28 feet long.

Famous Ford V-8 power will provide you with all the highway performance you need. Power steering, power brakes and Cruise-O-Matic are recommended for maximum comfort and convenience behind the wheel. With a motor home on a Ford chassis you can travel in complete luxury and peace of mind.

# Loading Your Camper

## Important Information to Help You Enjoy Your Camper More

Owning a Ford Camper Special will open the way to great new outdoor adventure. The way you load your camper, however, will have a direct bearing on how it handles and how it holds up. Here are some worthwhile tips and suggestions for properly loading your camper.

## GVW... a Very Important Aspect of Your New Camper Special

GVW means *Gross Vehicle Weight* or the total weight of your Camper Special. It includes the pickup's own weight plus the weight of whatever else it carries. There are three essential things you need to know about your Camper Special in addition to GVW:

**1) Total Curb Weight:** what the vehicle weighs without a load. This includes standard equipment, water, oil and a full tank of gas and the weight of optional equipment—radio, power steering, etc. No driver or passengers. Ask your dealer to calculate this from his data book.

**2) Payload:** what the vehicle is designed to carry *over and above* its own weight. This includes the camper body and its contents. Special equipment and *people* are part of payload.

### 3) Important Do Nots:

- Do not exceed your vehicle's GVW rating (shown on left-hand door of vehicle).
- Do not exceed tire ratings. See your Ford Dealer or your Owner's Manual for correct rating.
- Do not exceed axle capacities. See your Ford Dealer or the Pickup Brochure.
- Do not overload the rear wheels and tires. Overloading at the rear can lighten the front end to the point where loss of front wheel traction impairs steering effectiveness.

When a vehicle is overloaded, components are strained and lead to early breakdown or premature failure of bearings, tires, wheels, springs and axles. Ask your dealer to assist in balancing your load to achieve the best results from your unit.

## The Camper Body

The camper body is the biggest single load your Camper Special pickup has to carry. Before purchasing a camper, you should consider its weight. You need to know dry weight

(as it stands minus butane, water, etc.). This can usually be found in the manufacturer's literature or from the salesman. If there is any question, have the body weighed before you buy it. Accurate body weight is extremely important. Then you should consider the weight of passengers, tanks, water, and butane. With a heavy camper body, you may find that there's not enough payload capacity left to handle the rest of the gear a family takes on vacation.

## When the Camper Body Is Installed

Once your camper body is installed, it is important that you know how much your vehicle weighs so that you can determine how much weight in occupants and cargo you can safely carry. You can weigh your unit at a highway scale, a sand and gravel yard, a lumber yard with scales, to mention a few places. When your vehicle is weighed, its fuel tanks, water tanks and butane tanks should be full.

By weighing the front and rear of the truck independently, you can determine the weight carried at each axle. Subtract total weight determined at the scale from the GVW figure found on the driver side door hinge pillar. The difference between the two figures is what weight you can safely add in passengers and equipment as long as neither front nor rear axle capacities are exceeded. Visually compare weights on the right side and left side of the vehicle. Uneven loading will affect the handling of your Camper Special.

## Loading Your Camper Special

Here are some load-leveling tips: Place the heaviest items you'll be carrying over the rear axle or forward of it if possible. They should also be placed as low to the floor as possible. Canned foods, an outboard motor, tools, extra water containers are in the heavy class.

Clothing, cooking utensils and medical supplies can best be carried in drawers, cupboards and closets. Lightweight items, such as towels, sleeping bags and blankets can be placed into the overcab section or in high-up cabinets.

## Don't Forget, People Add Weight

A family of four—husband, wife and two children, ages 10 and 12, could add up to 450 pounds or more.

## Don't Overload

**Carry essentials:** Be as self-contained as possible. Always carry a power cord and

water hose. Keep spare butane lamp mantles handy in cupboard or drawer. Carry spare bulbs for outside lights. Always carry drain hoses for sink and toilet, a pail, an axle jack and hand tools (including a  $\frac{7}{8}$ " wrench for the butane tank . . . which, by the way, has left-hand threads). Leave the non-essentials at home and periodically go through and eliminate the extra items that always seem to accumulate.

**A final check:** Adjust your mirrors carefully and tighten them in place.

- Adjust headlights with camper full.
- Test interior appliances.

■ Make sure butane tanks are full and check all fittings for leaks, using soapy water.

Make a visual check before leaving:

- doors shut
- hoses stowed
- steps retracted
- pipes capped
- tires properly inflated
- trailer hitch and chains
- lights and connections

**Watch and Listen for Trouble Symptoms!**

Keep your eyes and ears tuned for mechanical trouble on the road. You can save yourself time and expense by catching trouble before it gets too big a start.

## Chassis Equipment Requirements

<b>F-250, F-350 CAMPER SPECIALS</b>					
Series Body Style Tires GVW (lb.) Payload, Max. (lb.) (a) w/Camper Equip. Camper Length (max. ft.) (a)	F-250 Styleside Pickup (1) Single Rear 6900 2945	F-250 Styleside Pickup (1) Single Rear 7500 (max.) 3535	F-350 Chassis-Cab (2) Single Rear 8000 (max.) 3995 w/135" wb. 3775 w/159" wb. 11 w/135" wb. 12 w/159" wb.	F-350 Chassis-Cab Dual Rear 9000 4890 w/135" wb. 4670 w/159" wb. 12 w/135" wb. 14 w/159" wb.	F-350 Chassis-Cab Dual Rear 10,000 (max.) 5860 w/135" wb. 5640 w/159" wb. 12 w/135" wb. 14 w/159" wb.
<b>MINIMUM EQUIPMENT REQUIRED</b>					
Engine	300 Six	300 Six	360 V-8	360 V-8	360 V-8
Transmission	4-spd. or C-O-M	4-spd. or C-O-M	4-spd. or C-O-M	4-spd. or C-O-M	4-spd. or C-O-M
Springs (lb.)—Front	1175 w/Six 1250 w/V-8	1175 w/Six 1250 w/V-8	1455	1455	1455
—Rear	1950	2450	2400	3200	3200
—Auxiliary	—	—	—	—	550
Alternator	55 Amp.	55 Amp.	55 Amp.	55 Amp.	55 Amp.
Axle Ratio w/Tires	3.73 to 1	3.73 to 1	3.73 to 1	3.73 to 1	3.73 to 1
8.00 & 8.75 x 16.5	(3.54 w/390 V-8) 4.10 to 1	(3.73 w/V-8's)	(3.73 w/390 V-8)	4.10 to 1	4.10 to 1
9.50 x 16.5 & 7.50 x 16	(3.73 w/V-8's)	(3.73 w/V-8's)	(3.73 w/390 V-8)	8.00 x 16.5 8PR 8.00 x 16.5 8PR	8.00 x 16.5 8PR 8.00 x 16.5 10PR
Tires: (b)	8.75 x 16.5 10PR (c)	8.75 x 16.5 10PR (c)	8.75 x 16.5 10PR (c)	8.00 x 16.5 8PR 8.00 x 16.5 8PR	8.00 x 16.5 8PR 8.00 x 16.5 10PR
Front	8.75 x 16.5 10PR (c)	8.75 x 16.5 10PR (c)	8.75 x 16.5 10PR (c)	8.00 x 16.5 8PR 8.00 x 16.5 8PR	8.00 x 16.5 8PR 8.00 x 16.5 10PR
Rear & Spare	8.75 x 16.5 10PR (c) or	8.75 x 16.5 10PR (c)	8.75 x 16.5 10PR (c)	8.00 x 16.5 8PR 8.00 x 16.5 8PR	8.00 x 16.5 8PR 8.00 x 16.5 10PR
Front	7.50 x 16 6PR	7.50 x 16 6PR	7.50 x 16 6PR	7.50 x 16 6PR	7.50 x 16 6PR
Rear & Spare	7.50 x 16 8PR	7.50 x 16 10PR	7.50 x 16 10PR	7.50 x 16 6PR	7.50 x 16 6PR

(1) Flareside Pickup and Chassis-Cab models also available  
 (2) Flareside Pickup model also available

### ECONOLINE VAN, CLUB WAGON CAMPER CONVERSIONS

Minimum optional equipment recommended

Equipment	E-200 Van Club Wagon w/Pkg. A	E-300 Van Club Wagon w/Pkg. B or C
Van GVW Rating	5400 lb.	6050-8300 lb.
Engine	Standard	302 V-8
Cooling Package	Extra Cooling	Extra Cooling
Transmission	Cruise-O-Matic	Cruise-O-Matic
Rear Axle Ratio	Std. 3.50 to 1	Std. 3.73 to 1 (a)
Springs—Front	Standard	1190-1490 lb.
—Rear	Standard	1950-2200 lb.
Shock Absorbers	Heavy-Duty	Heavy-Duty
Alternator	55 Ampere	55 Ampere
Battery	70 Amp-Hr	70 Amp-Hr
Tires (incl. spare)	G78-15 8PR D	8.00 x 16.5 8PR Front (b) 8.00 x 16.5 12PR Rear (b)

**CAMPER SPECIAL NOTES**

(a) Camper body length and payloads shown are for reference only. The combined weight of any camper body, occupants, and equipment, when added to the vehicle weight must not exceed the vehicle GVW rating. Also check with your Ford Dealer to be sure that your camper coach and equipment, and the way they are placed, will not overload the wheels and tires or lighten the load on the front wheels.  
 (b) Includes 12" x 2 1/2" brakes for F-250.  
 (c) 9.50 x 16.5 8PR preferred.

**CAMPER CONVERSION NOTES**

(a) Limited-slip rear axle available  
 (b) Vans: 8300-lb. GVW shown  
 7600-lb. GVW—6PR front & 10PR rear  
 6800-lb. GVW—6PR front & 8PR rear  
 6050-lb. GVW—6PR front & rear

Wagons: HD Pkg. B—8PR front & rear  
 HD Pkg. C—10PR front & rear

# Light Duty Truck Trailering

## Basic Steps to Determine Truck Size or Model for Trailer Towing

- Know the total weight you want the truck to carry (camper body, equipment, hitch, people, etc.).
- Add 20% of the loaded trailer weight to the load the truck will carry to compensate for trailer weight transferred to the tow vehicle.
- Select a truck with ample GVW capacity to carry and tow the weight determined by the two previous steps.

### Remember!

Be sure the weight of the trailer doesn't exceed 75% of the truck GVW rating (total weight of the vehicle loaded).

Trailers weighing over 1,200 lb. should be equipped with electric or other suitable trailer brakes.

### Special Note:

Many of the available trailer brake systems are controller activated by fluid pressure from the hydraulic brake system of the towing vehicle. However, the Ford Motor Company will not be responsible for proper braking performance of the truck as modified or the truck-trailer combination. In no case should the direct fluid connection of truck and trailer hydraulic braking system be made. Ford does consider electric trailer brakes or surge-type hydraulic trailer brakes safe trailer braking systems if properly installed and adjusted as recommended by their manufacturer.

## LIGHT TRUCK TRAILER TOWING REQUIREMENTS

Minimum Equipment Recommended

		F-100	F-250	F-350	E-200 VAN & 8-PASS. CLUB WAGON	E-300 VAN & 12-PASS. CLUB WAGON
CLASS I (3) Fully loaded trailer weight: 2000 lb. Static Tongue Load: 200 lb.	Cooling Suspension Trailer Hitch	Extra Cooling Pkg. Standard Weight Carrying (2)	Extra Cooling Pkg. Standard Weight Carrying (2)	Standard Rear Shock Absorbers Weight Carrying (2)	Extra Cooling Pkg. Standard Weight Carrying (2)	Extra Cooling Pkg. Standard Weight Carrying (2)
CLASS II (3) Fully loaded trailer weight: 2000-3500 lb. Static Tongue Load: 200-500 lb.	Engine Cooling Transmission Transmission Cooler Rear Axle Ratio (1) Suspension Tires Trailer Hitch	302 V-8 Extra Cooling Pkg. C-O-M or 4-Speed w/C-O-M (4) 3.70:1 1250-lb. Rear Springs G78-15 8PR D Weight Distributing	360 V-8 Extra Cooling Pkg. C-O-M or 4-Speed w/C-O-M (4) 3.73:1 Standard Standard Weight Distributing	360 V-8 C-O-M or 4-Speed w/C-O-M (4) 4.10:1 Rear Shock Absorbers Standard Weight Distributing	302 V-8 Extra Cooling Pkg. C-O-M w/C-O-M (4) 3.50:1 Standard G78-15 8PR D Weight Distributing	302 V-8 Extra Cooling Pkg. C-O-M w/C-O-M (4) 4.10:1 Standard Standard Weight Distributing
CLASS III (3) Fully loaded trailer weight: 3500-5000 lb. Static Tongue Load: 400-600 lb.	Engine Cooling Transmission Transmission Cooler Rear Axle Ratio (1) Suspension  Tires, Single Rear  Trailer Hitch	Not Recommended For Class III Towing	390 V-8 Extra Cooling Pkg. C-O-M or 4-Speed w/C-O-M (4) 4.10:1 2450-lb. Rear Springs  8.75 x 16.5 10PR or 7.50 x 16 10PR Weight Distributing	390 V-8 Extra Cooling Pkg. C-O-M or 4-Speed w/C-O-M (4) 4.10:1 2400-lb. Rear Springs & Rear Shocks 8.75 x 16.5 10PR or 7.50 x 16 10PR Weight Distributing	Not Recommended For Class III Towing	Not Recommended For Class III Towing
NOTE: E-100 Van and Base Club Wagon require Extra Cooling Pkg. only for Class I light trailer towing (to 2000-lb.). Not recommended for Class II or III trailer towing.						

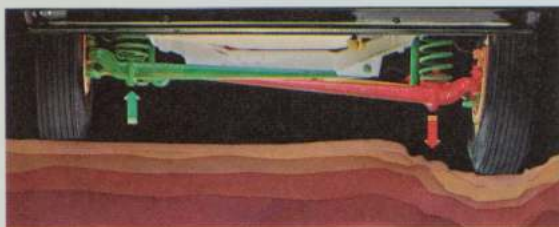
(1) Limited-Slip or Traction-Lok rear axle available, except E-200 Van.

(2) Recommended: Ford optional step-type rear bumper w/ball or accessory frame-mounted weight carrying hitch.

(3) Vehicle cargo capacity is reduced by 20% of trailer weight (or double tongue load) to compensate for trailer weight transfer to tow vehicle.

(4) Rotunda Accessory C9AZ-7K177-A.

# Recreation Vehicle Features and Options



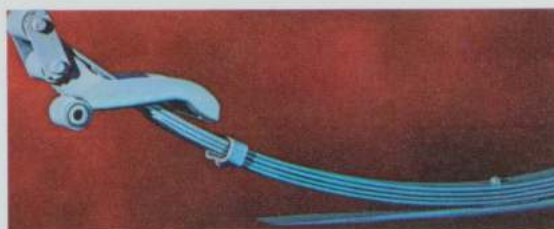
## Exclusive Twin-I-Beam

Twin-I-Beam is standard on the F-100, F-250 and F-350, Econoline Vans and Club Wagons. Its exclusive design assures easy handling, smooth riding and maintenance-free durability. Two rugged I-beam axles provide the strength. Coil springs provide smooth riding and handling.



## Power Front Disc Brakes

Ford's floating caliper disc front brake design is available on cars and F-250/F-350 light trucks. They are recommended for camper and trailer towing applications. They provide easy, positive stopping with good resistance to brake fade.



## Flex-O-Matic

This exclusive rear suspension system automatically adjusts spring stiffness to assure smooth riding whether the vehicle is loaded or not. The long rear spring design assures a smooth ride when empty. When a heavy load is added, a compensating shackle makes contact with the spring end, shortening effective length. Standard on F-250, it's optional on F-100's.



## Automatic Load Adjusters

Available on big Fords, optional Automatic Load Adjusters automatically stiffen the rear suspension to compensate for extra weight and readjust when the load is removed.



Four Seasons Outdoor Association was formed to help you get more pleasure from the outdoors. It's the way to peace of mind when traveling, the way to save money, the way to know where to go and the way to "what's ahead" weather service. Here's what you get as a member:

- Portal-to-portal accident insurance
- Monthly regional weather forecasts
- Discounts on name brand outdoor gear
- Monthly issue of the official publication, "Four Seasons Trails"
- Four Seasons photo club for big discounts on photo film and processing
- ID card and bumper decal
- Mail forwarding service

Write for full information to:  
**Four Seasons Outdoor Association**  
P.O. Box 1336  
Southfield, Michigan 48075



## NOW AT SPECIAL SAVINGS TO YOU!

From Ford's 4-Seasons Sportsman's Library . . . "CAMPING" . . . an up-to-the-minute book, by four of the country's top acknowledged outdoor experts. It's filled with usable camping information and covers:

- Tenting, trailer tents, travel trailers, camper coaches, even back-packing with pup tent or lean-to.
- Planning, preparing and packing for a camping trip.
- Setting up camp.
- A complete section on camp cooking is also included for the ladies.

Now available for just \$1.95.

For copies write:  
**Ford 4-Seasons Library**  
P.O. Box 5337  
Detroit, Michigan 48211

Indicate number of copies desired.

Include 4% sales tax for Michigan residents.

# Pick the recreation vehicle right for you

Whatever your needs or desires in a vehicle, whatever your budget considerations, Ford has a better idea car or light truck that will provide you with the kind of recreation vehicle you're after at an economical cost. Here is a basic guide designed to help you select the best recreation vehicle for your needs and pocketbook.

VEHICLE	CAPABILITIES	USAGE
<p><b>STATION WAGON CAMPING EQUIPMENT UNITS</b> Platform pop-up tent carried on station wagon top. Other types serve as canopy over rear of wagon or truck, with bunk space on rear deck or truck bed. Can be used on other sedans.</p>	<ul style="list-style-type: none"> <li>• Low cost • Goes where a car goes</li> <li>• Turns a family vehicle into a recreation vehicle • Great for over-night or weekend camping • Lets you tow a boat • Requires no special maintenance</li> </ul>	<ul style="list-style-type: none"> <li>• Number of people you wish to carry is determined by the amount of your equipment • Public bath facilities must be used • Cannot carry car-top boat</li> </ul>
<p><b>CAMPING TRAILERS</b> Ideal for towing by car or truck. At camp they fold out and expand into living quarters or telescope over car and trailer for moderate-sized living-eating-sleeping tent.</p>	<ul style="list-style-type: none"> <li>• Lightweight, inexpensive, goes where a car goes • Easy to set up</li> <li>• Frees car for side trips • Lets you carry most equipment in the trailer instead of the car • Easy to store at home • Places no excessive strain on your car</li> </ul>	<p>These units can sleep as many as 8 and their low profile makes for easy towing and easy storing. They can be quickly erected by crank, by push-button and by hand • Many have built-in stove, sink and refrigerator</p>
<p><b>TRAVEL TRAILERS</b> Trailers with facilities contained inside the unit and hauled by car or truck.</p>	<ul style="list-style-type: none"> <li>• Maneuverable in all but the most rugged country • Sleeps 4 to 6</li> <li>• Unlimited conveniences from electricity to bath to kitchen facilities</li> <li>• Car can be unhitched for side trips</li> </ul>	<ul style="list-style-type: none"> <li>• Special driving techniques can be quickly learned • In most states passengers cannot ride in trailer</li> <li>• Cannot tow a boat • Must make provision for storage when not in use</li> </ul>
<p><b>CAMPER SPECIALS</b> Pickup trucks with camping unit that slides into box, or unit mounted directly to truck chassis.</p>	<ul style="list-style-type: none"> <li>• Maneuverable even in back country</li> <li>• Rugged construction for even unimproved roads • Passengers can ride in unit • Direct contact (via walk-through or intercom) with passengers • Entire unit can be used for side trips • Powerful enough to haul unit and trailer • Ready to go anywhere on land with the addition of food and clothing</li> </ul>	<ul style="list-style-type: none"> <li>• Owner can remove slide-in type for other truck uses when not camping</li> <li>• Many owners use as second car for shopping, etc. • Floor space is slightly limited but highly livable</li> </ul>
<p><b>CONVERSIONS FOR ECONOLINE VAN AND CLUB WAGON</b> Compact vehicles—modified for compact camping facilities.</p>	<ul style="list-style-type: none"> <li>• Highly maneuverable • Passengers can use space en route • Sleeping facilities for 2 to 4 adults and 2 to 4 children • Top can be used for storage, canoe or light-boat carrier</li> <li>• Usable as family bus • Extremely economical to operate and to maintain • Only one license, one insurance policy required • Can be used to tow light trailer or boat</li> </ul>	<ul style="list-style-type: none"> <li>• Pop-up or fixed roof modifications adds extra space • Canopied area outside vehicle provides added comfort • Popular as second car</li> </ul>
<p><b>MOTOR HOME</b> A self-contained unit on a truck or special chassis that is easy to drive.</p>	<ul style="list-style-type: none"> <li>• Excellent maneuverability on highways and improved roads • Completely modern, self-contained living facilities • Sleeps 4 to 8 comfortably</li> <li>• Has all conveniences • With options, can operate independently in any area—on or off the road • Ideal for extended travel, long trips, for sports club purchase • Has many commercial applications</li> </ul>	<ul style="list-style-type: none"> <li>• High initial cost • Parking and storage requirements should be taken into consideration • Can be used to tow a boat or off-road vehicle</li> </ul>

Let Ford show you the way to outdoor adventure

