



Ford for Recreation

1969 CARS & TRUCKS

Ford.

THE GOING THING FOR AMERICA'S 120-DAY WEEKEND

Ford—the Going Thing in Recreation Vehicles—has been the leader in recreation transportation for a decade.

This Ford leadership in recreation has been perfectly timed for the arrival of America's 120-Day Weekend. Holidays, longer vacations, and Saturdays-Sundays have given Americans leisure for one-third of their calendar. With never an off-season. They wait their half-hour at the tee. Storm the ski slopes. Jam the beaches.

Many recharge their physical and spiritual resources more creatively. They outflank the recreation explosion and take advantage of our interstate highway system to explore still pristine outdoor miracles.

Everywhere, you see Ford cars and trucks getting them there.

A Bronco at Baja. A family, in an F-250 Goldline Camper, in Idaho's incredibly beautiful Farragut area. A Thunderbird parked with a trailer at Fontana in the Smokies. A Mustang towing a mini-boat along Old Orchard Beach. An Econoline with a crew of fishermen in Virginia's Chickahominy, or Pennsylvania's Pine Creek, or the Everglades' Myakka.

The best things in life are still practically free.

Leaf through this booklet. Discover the Ford car or truck that you can specifically design for your family's pursuit of your own 120-Day Weekend.



Ford.

THE WAGONMASTER!

Ford station wagons are—and always have been—the greatest wagonmasters of the American Road since Lewis & Clark. That's because they can haul people and tow cargo with true travel-trailering utility and versatility.

There are 12 varieties of Ford wagons to choose from—and you can equip them with special trailering packages to meet your extra towing requirements. Just refer to the towing charts on the Ford, Fairlane and Falcon pages in this book.

Eight-passenger capability may be found in the dual-facing rear seat versions of the LTD Country Squire, Galaxie 500 Country Sedan and Custom 500 Ranch Wagon. And all three Fairlane wagons

may be ordered for eight-passenger capacity at your option. Otherwise, you get roomy six-passenger space in all 12 Ford station wagons.

An example of Ford's traditional wagon superiority: The two-way tailgate that swings out for people and down for cargo. Its convenience is a real asset to camping.

And now for 1969, Ford widens its wagon superiority with the three-way Magic Door-gate. Now you don't even put the window down to use it as a door. The new LTD Country Squire and six other big Ford wagons have this Better Idea.



Thunderbird

THE SKY IS THE LIMIT

Thunderbird ranks with the smoothest, most powerful towing vehicle you can buy in a passenger car today. It's the way to take luxury to the redwoods or multi-colored canyons.

You get the new four-barrel, 429 cubic-inch, Thunderjet Eight power plant . . . in combination with Cruise-O-Matic transmission, power front disc brakes, power steering. They are all standard equipment on this luxury-loaded vehicle.

For pulling trailer weight in excess of 2,000 pounds, you will want to order a higher axle ratio of 3.00:1. An extra-cooling package that is available with air-conditioning. Heavy-duty springs and shock absorbers. And have a load-equalizing frame hitch attached.

You can also spruce up your recreation with a new sun roof option, on both two- and four-door Landau models. You'll enjoy an unimpeded view of the forgotten half of the outdoors . . . the sky, the forests, the mountain ranges. Mother Nature is a beautiful lady, when you watch her from the cockpit of the '69 Thunderbird.

Thunderbird is basically equipped with everything you need. It is the complete passenger car for trailering and towing.



1969 THUNDERBIRD TOWING RECOMMENDATIONS*

SAE TRAILER CLASS	CLASS I	CLASS II	CLASS III
Fully Loaded Trailer Weight	Up to 2000 lb.	2000 to 3500 lb.	3500 to 5000 lb.
Static Tongue Load	Up to 200 lb.	200 to 500 lb.	Up to 600 lb.
Axle Ratio (a)	2.80:1	3.00:1	3.00:1
Engine Cooling	Standard	Extra Cooling Package (b)	Extra Cooling Package (b)
Tires, Wheels	8.15 x 15 (std.)	8.15 x 15 (std.)	8.15 x 15 (std.)
Suspension (springs and shocks)	Standard	Heavy-Duty	Heavy-Duty
Ride Control (c)	Automatic	—	—
Hitch	Non-Equalizing (d)	Load-Equalizing Frame Attached (e)	Load-Equalizing Frame Attached (e)

*Standard 1969 Thunderbird equipment includes 429-4V V-8 Engine, Cruise-O-Matic Transmission, Power Front Disc Brakes and Power Steering adequate for trailer classes shown.

NOTES:

- (a) Limited-Slip differential available.
- (b) Available with Air-Conditioning only.
- (c) Not recommended with load-equalizing trailer hitch.

- (d) Accessory item, not recommended with load-equalizing hitch.
- (e) Load-equalizing frame-attached trailer hitch is required for all Class II and III trailers with tongue load over 200 lbs. Axle-attached hitches are not recommended.

Ford

GREAT NEW SHAPE OF FUN

Here is the biggest, longest, widest Ford ever built. Everything about this car is new . . . newly sculpted sheet metal, size, ride, quiet, luxury.

Ford's new size is reflected in more stretch-out leg comfort in the "Front Room" and genuine three-passenger space in the rear seat for the long jaunts. Superior roadability is a direct result of a new, longer 121" wheelbase — longest wheelbase of all cars in its price range—and a wider, luxury-car tread (63" up front and 64" in rear).

Ford has also come up with a new "Trailer-ing Special" Package for the recreation fans who need to trailer Class III loads from 3500 to 5000 pounds . . . an extra cooling package, heavy-duty suspension, power front disc brakes, and heavy-duty alternator and battery.

Consult the many Better Idea possibilities and recommendations for extra engine power. Cruise-O-Matic transmission. Higher numerical-ratio axle set-ups. New, wide-oval tires for carrying capacity and stability. Power steering. Additional electrical power.

Just study the chart below with your Ford Dealer . . . then order the precise Ford for your recreation.



1969 FORD TOWING RECOMMENDATIONS

SAE TRAILER CLASS	CLASS I	CLASS II	CLASS III
Fully Loaded Trailer Weight	Up to 2000 lb.	2000 to 3500 lb.	3500 to 5000 lb.
Static Tongue Load	Up to 200 lb.	200 to 500 lb.	500 to 600 lb.
Engine—cu.-in.	240 Six (M), 302 V-8 (R)	302 V-8 (M), 390-2V V-8 (R)	390-2V V-8 (M) 429-2V or 4V V-8 (R)
Transmission	Cruise-O-Matic	Cruise-O-Matic	Cruise-O-Matic (b)
Axle Ratio	2.80:1	3.25:1	3.25:1
Engine Cooling	Standard (M), Extra Cooling Package (R)	Standard (M), Extra Cooling Package (R)	Extra Cooling Package (c)
Tires, Wheels (f)			
Station Wagon	8.55 x 15 (std.)	8.55 x 15 (std.)	8.55 x 15 (std.)
All Others	7.75 x 15 (std.)	7.75 x 15 (M) 8.55 x 15 (R)	8.55 x 15 (b)
Suspension (springs and shocks)	Standard	Heavy-Duty	Heavy-Duty (c)
Brakes	Standard (M), Power Front Disc (R)	Power Front Disc	Power Front Disc (c)
Steering	Standard (M), Power Assist (R)	Power Assist	Power Assist
Ride Control (d)	Automatic (R)	—	—
Alternator	Standard	Standard (M), 55 Amp. (R)	55 Amp. (M), or 65 Amp. (R)
Battery	Standard	Standard (M), 55 Amp.-Hr. (R)	70 Amp.-Hr. (M) 80 Amp.-Hr. (R)
Hitch	Non-Equalizing (d)	Load-Equalizing Frame Attached (e)	Load-Equalizing Frame Attached (e)

NOTES:

- (M) Minimum
- (R) Recommended
- (a) Limited-Slip differential available.
- (b) Required.
- (c) Included in Trailer-ing Special Package.
- (d) Accessory item, not recommended with load-equalizing hitch.
- (e) Load-equalizing frame attached trailer hitch is required for all Class II and III trailers with tongue load over 200 lbs. Axle attached hitches are not recommended.
- (f) Standard tires vary with series, model and equipment.

Torino

FOR A GREAT WEEKEND

Now Ford makes it possible for you to have the front-runner in the intermediate field—Torino, or other members of the Fairlane family—with a "Trailer Special" Package, ready-equipped for your kind of performance-towing.

A glance at the chart shows that this package will enable your Torino to haul up to a 3500-lb. trailer with a higher-numerical-ratio 3.25:1 axle arrangement, extra-cooling package, heavy-duty springs and shocks, power front disc brakes, and alternator and battery that handle 55 amps.

You can personalize your Torino for anything up through Class II towing. For example, you can go with the budget-conscious, new 250-cube Six . . . smooth, responsive, durable. And you can build up your power structure with a half-dozen V-8's—all the way up to 428 cu. in.—as you and your Ford dealer visualize your recreation journeys.

Somewhere among the many choices in this chart, you can put together the right mix of Fairlane ingredients that will deliver both performance and luxury in your traveling and towing.



1969 FAIRLANE TOWING RECOMMENDATIONS

SAE TRAILER CLASS	CLASS		CLASS II	
Fully Loaded Trailer Weight	Up to 2000 lb.		Up to 3000 lb.	Up to 3500 lb.
Static Tongue Load	Up to 200 lb.		Up to 350 lb.	Up to 350 lb.
Optional Equipment	Minimum	Recommended	Minimum	Recommended
Engine—cu.-in.	250 Six	302 V-8	351-2V V-8	351-2V V-8
Transmission	Cruise-O-Matic	Cruise-O-Matic	Cruise-O-Matic	Cruise-O-Matic
Axle Ratio (a)	3.25:1	3.00:1	3.00:1	3.25:1 (c)
Engine Cooling	Standard	Standard	Extra Cooling Package (b)	Extra Cooling Package (b)
Tires and Wheels (f)	7.75 x 14 (std.)	7.75 x 14 (std.)	7.75 x 14 (std.)	7.75 x 14 (std.)
Suspension (springs and shocks)	Standard	Standard	Heavy-Duty (c)	Heavy-Duty (c)
Ride Control	—	Manual (d)	—	—
Steering	Standard	Power Assist	Power Assist	Power Assist
Brakes	Standard	Power Front Disc	Power Front Disc (c)	Power Front Disc (c)
Alternator	Standard	Standard	55 Amp. (c)	55 Amp. (c)
Battery	Standard	Standard	55 Amp.-Hr. (c)	55 Amp.-Hr. (c)
Hitch	Non-Equalizing (d)	Non-Equalizing (d)	Load-Equalizing Frame Attached (e)	Load-Equalizing Frame Attached (e)



NOTES:

- (a) Limited-Slip differential available.
- (b) Includes radiator, fan and pulley combinations necessary to meet cooling requirements, available with air-conditioning only. Included in Trailing Special Package.
- (c) Included in Trailing Special Package. (300:1 axle ratio with air-conditioning)
- (d) Accessory item.
- (e) Load-equalizing hitch recommended for trailers close to 2000 lbs. and 200-lb. tongue load.
- (f) Standard tires vary with series, model and equipment.

Falcon

GOING THING IN COMPACTS



Falcon is the handsomest car value of 1969. And it can be equipped to tow up to 2,000 pounds in true economy recreation travel.

It's one of the lowest priced of all compacts. You save when you buy and save as you go. This all-time economy champ costs less to run, less to insure, less to maintain.

The low price tag doesn't detract from its big-car ride and comfort on long trips. Inside there's over 12 cubic feet of storage space in the trunk and full, long-legged room for five adults.

If you want to haul between 1,000 and 2,000 pounds, you will want to "muscle up" your Falcon with a 302 V-8 engine. Cruise-O-Matic transmission. Extra cooling package includes heavy-duty fan and radiator. Power front disc brakes. Manual ride control. And heavier duty alternator and battery.

For an added convenience, why not order a remote-control outside rear-view mirror? Measure your needs against the chart . . . and then drive Falcon and your whole entourage to America's last frontiers. It's a small-price recreation car with big-car ideas.

1969 FALCON TOWING RECOMMENDATIONS

SAE TRAILER CLASS	CLASS I	
Fully Loaded Trailer Weight	Up to 1000 lb.	1000 to 2000 lb.
Static Tongue Load	Up to 100 lb.	100 to 200 lb.
Optional Equipment	Minimum	Recommended
Engine—cu.-in.	200 Six	302 V-8
Transmission	Cruise-O-Matic	Cruise-O-Matic
Axle Ratio (c)	3.08:1	3.00:1
Engine Cooling	Standard	Extra Cooling Package (a)
Tires, Station Wagon	7.75 x 14 (std.)	7.75 x 14 (std.)
Wheels (d) All Others	6.95 x 14 (std.)	7.35 x 14 (opt.)
Brakes	Standard	Power Front Disc
Steering	Standard	Power Assist
Ride Control	—	Manual (b)
Alternator	Standard	42 Amp.
Battery	Standard	55 Amp.-Hr.
Hitch	Non-Equalizing (b)	Non-Equalizing (b)

NOTES:

(a) Available with Air-Conditioning only.
(b) Accessory item.

(c) Limited-Slip differential available.
(d) Standard tires vary with model and equipment.



Mustang

GOING THING IN SPORTY CARS

Who needs a dune buggy, a gyrocopter or a rubber-inflated kayak for sports and recreation?

Not when you go places in a Mustang . . . a going thing in itself. Tow along your sporty equipment . . . snowmobiles, mini-boats, anything up to 2,000 pounds.

With bucket seats, floor shift, sports steering wheel, and carpeting on every Mustang, it's still the sporty car that launched a new generation of fun.

But you take it from there. For example, the Mustang GT comes as a hardtop, convertible, or new Sports Roof—with your choice of the dynamite 351, the sizzling 390, or the 428 Cobra Jet with dual exhausts and quad outlets.



1969 MUSTANG TOWING RECOMMENDATIONS

SAE TRAILER CLASS	CLASS	
Fully Loaded Trailer Weight	Up to 2000 lbs.	
Static Tongue Load	Up to 200 lbs.	
Optional Equipment	Minimum	Recommended
Engine—cu.-in.....	250 Six	351-2V V-8
Transmission.....	Cruise-O-Matic	Cruise-O-Matic
Axle Ratio (b).....	2.79:1	3.25:1
Engine Cooling.....	Standard	Extra Cooling Package
Tires, Wheels (c).....	C78 x 14 (std.)	E70 x 14 (std.)
Brakes.....	Standard	Power Front Disc
Steering.....	Standard	Power Assist
Ride Control.....	—	Manual (a)
Hitch.....	Non-Equalizing (a)	Non-Equalizing (a)

NOTES:

- (a) Accessory item.
- (b) Limited-Slip differential available.
- (c) Standard tires vary with model and equipment.

Mustang is most roadable on the highway. Quick steering response, from wide-tread belted tires on real competition-type styled steel wheels. Heftier shocks, springs and stabilizer bar.

If you plan to switch it on—and hitch it on—up to 2,000 pounds of load, pay close attention to the chart.

Give it some extra vitamins . . . with the 351 2V, V-8 engine; Cruise-O-Matic transmission; a higher numerical, 3.25:1 axle ratio; extra cooling package; power steering and brakes; and manual ride control.

Blueprint your special kind of Mustang for the recreation and towing you plan.

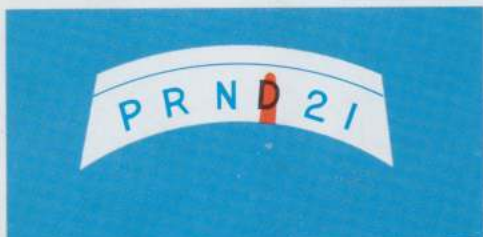
PROFESSIONAL TIPS ON Trailering



TRAILERING IS FUN!

Trailering is simple and easy, when you begin with the proper tow car or truck, the proper hitch, and a trailer loaded for even weight distribution. With about half an hour practice, anyone who can learn to drive a car can learn to tow a trailer. Backing calls for some practice, but it's mainly a matter of allowing for the extra length. Remember that the trailer will turn in a direction opposite to that of the car's wheels.

You can practice parking a trailer in a supermarket lot on a Sunday or holiday. Or, tow your trailer out on a seldom-used side road for parking practice, until it comes readily.



SHIFTING TECHNIQUES

(All Cruise-O-Matic Transmissions)

Today's modern roads, new advancements in machinery, and the sheer weight of the number of people on our roads make it imperative that you move with traffic in the safest manner possible. Proper operation of the three-speed automatic transmission is a vital element in this safety.

Under normal driving conditions, the automobile transmission shift points are controlled by throttle position and engine vacuum. When pulling a trailer, some added techniques should be understood.

With all Cruise-O-Matic transmissions, placing the indicator on "D" allows a shift from first to second to high—automatically. When you place the indicator on "2," you lock the transmission in second (useful for start-up on sand or ice). When you put the indicator on "1," you lock the transmission in low (best for trailer-towing starts).

Now, let us start at the very beginning.

With the gear shift lever indicating "P" for Park (and your Park or hand brake on), you start the engine. Form the habit of starting with the lever in Park position, even though you can start the engine with the indicator on "N" or neutral. Starting on "P" gives the advantage of having the transmission gears locked to prevent movement of your rig in either forward or reverse direction.

Next, release the hand brake. Put your left foot on the foot brake, and move the shift lever to the direction you desire—either forward or reverse.

Let's assume you want to go forward.

Move the indicator to "1" or low gear (the furthest position to the right). Release your foot brake . . . and gently, but surely, apply pressure on the accelerator as you pull away. Don't apply too much foot pressure on the accelerator, or you will spin your wheels.

As you move away from the curb, you eventually reach a speed of 20-25 mph. Before you reach 30 mph (avoid excessive speed in "1" or low gear), move the indicator from "1" to "2" . . . (which shifts the transmission manually from first to second). After your speed rises above 30 mph, shift the lever to "D" and allow the transmission to go into high for the best fuel economy and performance.

ROLLING ALONG

Let's assume you are rolling along at 50 mph, and you notice traffic in front of you slowing down for a traffic light. Here is the recommended procedure: Reduce the foot pressure on your accelerator and put the gear selector in "2." This locks the transmission in second gear. On all '69 Ford cars and trucks, it will stay in second until you change the lever position. This procedure gives you partial braking assistance from engine compression, and saves wear and tear on your brakes. To summarize, down-shift to second as you approach traffic—or a traffic light—and then tap your brakes as necessary.

Now, let's imagine you are rolling along on open highway, and you spot curves ahead. You may, if necessary, do the same thing . . . down-shift into second, and stay there until the road straightens out. Just remember . . . "D to 2" and "2 to D."

The same procedure applies as you're approaching a hill. Down-shift to second

right now! Maintain sufficient accelerator pressure to keep your road speed.

If you see a steep downgrade ahead, drop the gear down a notch into position "1". Reduce your road speed. As you get below 15-20 mph, the transmission will automatically shift to low gear—and you are ready to descend. Always take it easy when going downhill. You have some weight behind you.

Use engine compression as a braking assist. *Caution:* Do not exceed 30 mph. Use car and trailer brakes lightly to avoid excess speed in low gear.

For starting up from a dead stop on a hill, keep your left foot on the service brake. Steadily apply pressure on the accelerator with your right foot—and slowly relax the pressure on the brake pedal as you feel the wheels take hold. Feed more gas as you move forward.

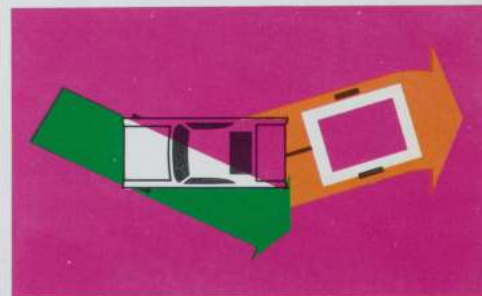
If you are ever stuck in sand or snow, put light pressure on the accelerator and move the selector from Reverse to Drive and *back again* for a "rocking" motion . . . and you should be free and loose in a short time. Do not use excessive power.

In summary, following these suggested shifting techniques with the Select-Shift Cruise-O-Matic will provide better control, efficiency and performance.

The Select-Shift Cruise-O-Matic is designed to save you work and save your equipment. You will have better control of your rig at all times by observing these suggestions.

BACKING UP

Practice here will help. Back very slowly and remember that the back of the trailer will move to the opposite side from the back of the tow vehicle. Don't turn the steering wheel too much or hold it turned too long. Make small corrections as needed.



One tip for controlling directions: grip your hand on the *bottom* of the steering wheel. To back the trailer to the left, move your hand *left*. To back the trailer to the right, move your hand *right*.

AND Trailer Hitches

STOPPING

Stop smoothly and gradually to maintain good control of your trailer. Keep a "safe distance" behind the vehicle ahead (one car and trailer length for each 10 mph) for ample stopping room.

TURNING

Allow for more clearance by driving slightly beyond the turning point before you turn the wheel. Also, slow down well before reaching a turn. It saves gas and reduces brake lining wear. It also helps car and trailer track on curves, with a minimum of steering effort. Always signal your intention to turn.

PASSING

With a trailer, you take up more road space and have less acceleration capability, so allow for more distance and more time when you want to overtake a car, shift to 2nd gear position for better control. Be sure there's ample clear distance ahead before you start.

After passing, allow enough clearance for your trailer, before you signal and move back into your proper lane. Avoid quick maneuvers which may sway or tilt the trailer and make control difficult.

BEING PASSED

When a bus or semi-trailer passes you, air turbulence may make your car and trailer swerve. Avoid applying the brakes. Instead, maintain speed and apply steady offsetting steering pressure. Accelerating slightly may help. When a vehicle on your side passes, yield space ahead to permit the passer's re-entry into your lane.

SKIDS

Apply the trailer brakes independently. Don't apply vehicle brakes until the skid is reduced. Then apply the brakes lightly.

SAFETY TIP ON LONG CLIMBS

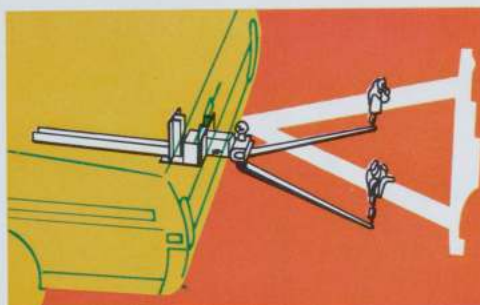
If overheating occurs, pull off the road and come to a stop. Shift the transmission into "Park" or "Neutral" and run the engine at idle. If you are within reach of water, pour water on the radiator to cool it gradually.

CAUTION: Do not remove the radiator cap. The liquid in an overheated radiator is scalding hot . . . and stays hot for a considerable period of time.

SOME POINTERS ON TRAILER HITCHES

Ford cars have built-in ability to haul most light trailers with no special equipment other than a proper hitch and a hook-up for lights. Clamp-on "bumper" trailer hitches, which attach to the bumper face bar at the two jack-points, rather than at the center, are generally satisfactory. Included in this category are the hitches, such as those furnished by many trailer rental companies.

While the above type hitches are satisfactory for static tongue loads under 200 pounds, for heavier static tongue loads a load-equalizing hitch is required.



FRAME HITCH

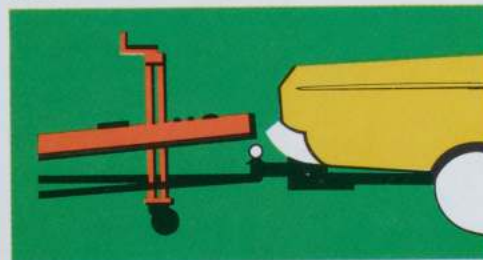
(Load-Equalizing Type)

When a tongue load exceeds 200 pounds for passenger cars and Rancheros—or exceeds 350 pounds for light trucks—it is necessary to install a load-equalizing type hitch. This hitch, attached to the frame, distributes part of the trailer tongue load to each of the vehicle wheels and part of it back to the trailer wheels.

It therefore transfers the tongue load (weight resting on the hitch) to both the trailer and towing vehicle to keep the trailer level and provide easier handling, more comfort, and safer traveling.

Most equalizing-hitch ball platforms can be adjusted for height when installed, so that the trailer and vehicle will ride level.

Note: Axle hitches are not recommended.



HITCHING THE TRAILER

Use the trailer jack to raise the trailer coupling above the towing ball.

Back the towing vehicle into place and lower the trailer coupler over the ball and lock. Next, raise the trailer front-end and rear of the towing vehicle high enough on the trailer jack to install both torsion arms into position and secure the hitch pins, electrical connections, and safety chains.

SAFETY CHAINS

Connect chains so that the slack on each side is the same. Leave enough slack on each side to permit proper turning. *Crossing chains under the tongue will prevent the tongue from dropping to the road, and will help maintain control in case there's a coupling failure.*

Use only coil-steel welded chain. Do not do any welding on the chain. Use it as it comes from the chain manufacturer. Here are chain size specifications.

Class I Trailers
trade size: $\frac{3}{8}$ inch

Class II Trailers
trade size: $\frac{1}{2}$ inch

Class III Trailers
trade size: $\frac{5}{8}$ inch

Note: Use of the tow vehicle's brake system to operate the trailer brake is not recommended.

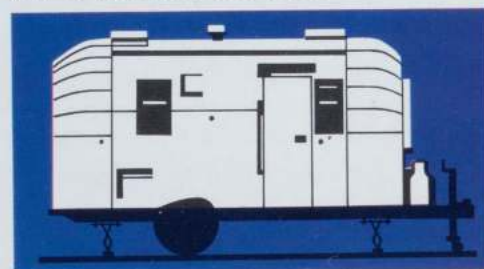
UNHITCHING THE TRAILER

Unhitching is easy when the proper sequence is followed. Use the trailer jack to raise the trailer front as you do when hitching up. This releases tension on the torsion arms and allows removal of the hitch components.

CAUTION: Never try to release components until all tension is off the torsion arms.

Next, lower the coupler, release the towing ball, and then unhook all other connections.

When you decide to park your trailer, lower the trailer jack until the trailer is reasonably level. Inside appliances, such as an LP-Gas refrigerator, must be level to work properly. Leveling jacks, a normal part of trailer equipment, make it easy for you to get the trailer level.



Ford's

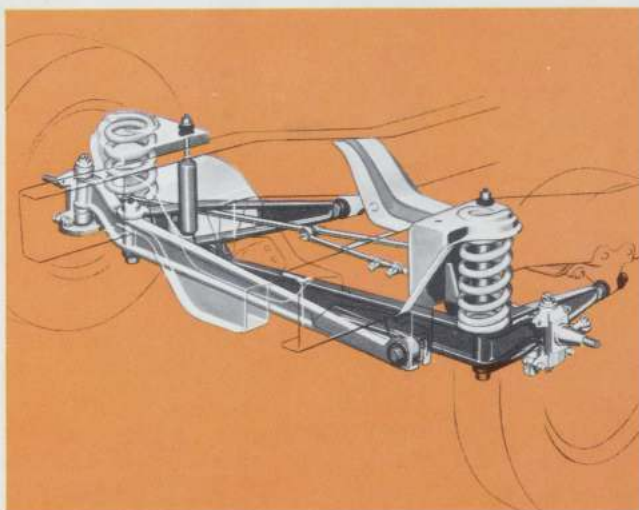
better ideas for recreation travel

TWIN-I-BEAM

An Exclusive on Ford Light Trucks
Standard Equipment on Ford F-100, F-250 and F-350 Series Trucks

The pickup camper has rapidly forged to the front as the nation's favorite recreation vehicle—and Ford has the No. 1 pickup camper. That's the verdict of the people who buy them.

A major reason is that only Ford has Twin-I-Beam, a Better Idea that perfectly symbolizes Ford's leadership in recreation travel. A Ford Pickup Camper has a distinctive knack for handling heavy loads . . . for handling the problems of whip, sway, dip, and dive . . . on the highway.



Ford's exclusive Twin-I-Beam independent suspension delivers superior ride and handling . . . maintenance-free durability and economy. Here's how:

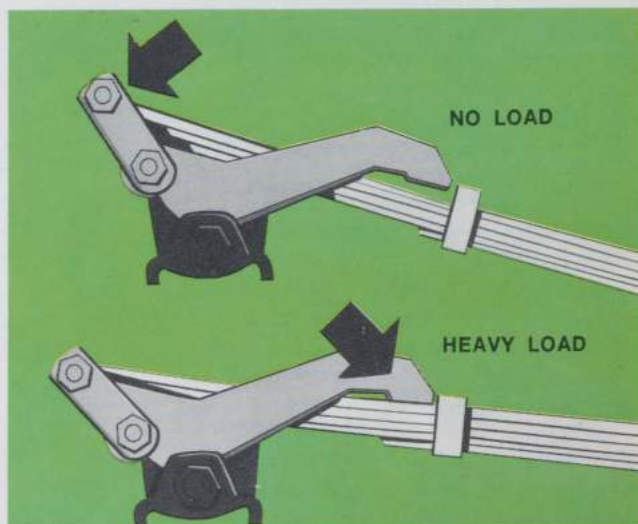
- Two I-Beam axles for strength and durability.
- Coil springs for smooth ride and handling.
- Radius rods and wide-stance design that minimize "front-end dive" and "mushing" on curves.
- Factory-set caster and camber for maximum tire life and minimum service.

EXCLUSIVE FLEX-O-MATIC

Standard on all F-250 Models

Exclusive Flex-O-Matic rear suspension automatically adjusts spring stiffness to assure smooth riding, with or without a load. Standard on all F-250's, optional on F-100's.

Flex-O-Matic teams up in a perfect match with Twin-I-Beam to give Ford's No. 1 trucks unparalleled ride and handling. Here are the factors that make Flex-O-Matic so great:

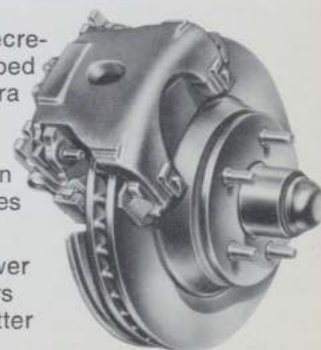


- Progressive rear springs . . . long, long springs . . . for a smoother ride and better cushioning, whether the truck is empty or loaded.
- A unique compensating shackle that automatically and smoothly shortens the effective spring length as loads increase.

POWER FRONT DISC BRAKES

Another important factor in recreation travel is a vehicle equipped for safe braking capacity. Extra loads, hilly driving and surprising road developments call for the best you can obtain in effective, dependable brakes for your rig.

Ford's superior design in power front disc brakes, for both cars and light trucks, gives you better braking control. The floating caliper design self-aligns the brake

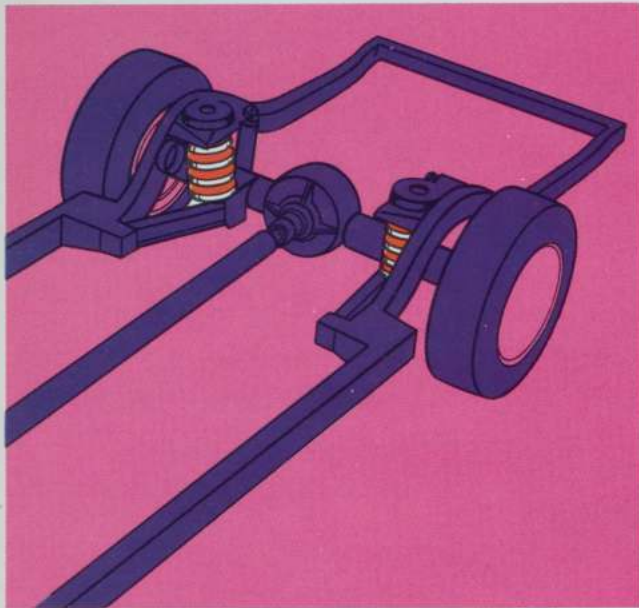


pads and equalizes braking pressure. The result: Cooler operation and more fade-free braking. Talk to your Ford Dealer about this crucially important option. It will contribute mightily to your recreation pleasure and safety.

NEW FORD LOAD-LEVELER AIR SPRINGS

Any trailer puts abnormal weight on the rear of a car. Ford Air Springs stiffen the suspension to compensate for extra weight—restoring the ideal weight distribution engineered into your Ford.

How They Work: Ford Adjustable Air Springs are tough butyl rubber tanks that fit inside the rear coil springs on the big Fords. When inflated, they bond to the springs and stiffen their action. They are adjustable. The more air in the tank, the more the spring's action is bolstered. A car's suspension can now be tailored to suit exactly the load it carries. When the overload is gone it's easy to deflate the tanks and return your suspension to



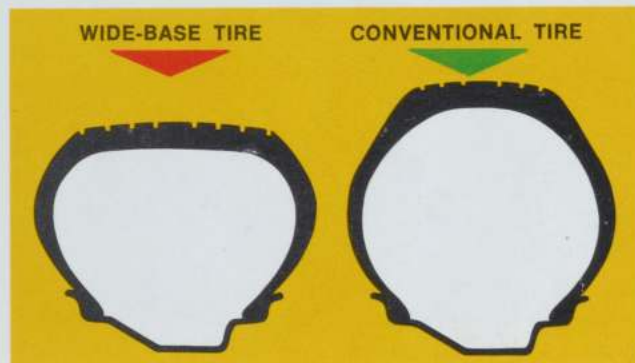
normal. Adjustment of the springs is made through an easily-reached outside valve, which operates just like the air valve in a tire. Optional valve extensions can be placed in your luggage compartment, under a rocker panel—or about any place you want them. Air pressure can be provided by a pump in a service station. New Ford Air Springs will:

- Preserve Front-End Alignment
- Improve Stability and Handling
- Increase Universal Joint Life
- Increase Tire Life
- Insure Correct Headlight Aim
- Increase Shock Absorber Life

SELECTAIRE AIR-CONDITIONING

Your recreation jaunts . . . especially your longer trips . . . will be far more comfortable with the SelectAir Conditioner. This factory-installed option can be ordered for any of Ford's light trucks, and is also available on Falcon, Fairlane, Ford and Mustang models. SelectAir—integral with the deluxe fresh air heater—provides quiet travel with windows up. It controls the passenger compartment temperature in any weather.

FORD TRUCK WIDE-BASE TIRES



Ford light trucks are equipped with a Ford-pioneered Better Idea in tires . . . the revolutionary wide-base tire. The lower tire profile offers the recreation traveler several benefits . . . lower and more convenient loading height, greater high-speed capability, better cornering and handling stability, longer life, better ride, balance and traction.

TRAILERING AND TIRE INFLATION

Tires recommended for ordinary passenger-car usage are usually not adequate for most trailering. It is wise to choose a heavier, larger tire. The tire recommendations for a station wagon might well be your best tire choice for a Ford car you are purchasing for possible trailer use. When towing a trailer, you should add two pounds of pressure above the recommendations in the Ford Owner's Manual—inflate your rear tires to 10 pounds pressure more than you carry in your front tires. Ford Owners' Manuals have specific tire inflation recommendations.

Ford Camper Specials

AH, WILDERNESS!

Here are the vehicles to answer the call of the outdoors, to tune in another world—live and in color!

The Ford Camper Specials . . . the F-250 and the larger, more powerful F-350 . . . are cottages on wheels. They have the horsepower to go with the horsepower.

Take all the conveniences of home right to Snake River or the Everglades or your nearest state park . . . range, refrigerator, modern plumbing, good bedding, eating utensils and crockery. If you want to, you can even add air-conditioning and stereo music.

The Ford F-250/350 Camper Specials are prime examples of Ford's superiority in the recreation field. They offer economical, dependable mobility for all types of popular, truck-mounted camping rigs. Husky engines produce great performance under heavy camper loads. And you can get a fuel capacity of nearly 45 gallons by ordering an optional 25-gallon gas tank, to back up the standard 19.5-gallon tank.

Ford's Camper Specials are specially engineered packages of heavy-duty components . . . put together carefully to haul your camper body, your home-away-from-home, with top reliability.

Your Ford Dealer is qualified and eager to help you select the right combination of camper and truck for your needs, equipped the way you should have it equipped for pleasure, convenience, and safety.

The Ford Motor Company recommends strongly that all full-height Camper Bodies be directly attached to the vehicle frame structure. Holes should not be drilled through the frame side rail flanges, as they will weaken the frame. It is further suggested that the most suitable method is to attach outrigger brackets to the frame web (vertical section) and attach the camper body to these brackets through the floor pan.

F-250 CAMPER SPECIAL

This is America's best selling camper package on the market today. Ford-designed to carry the popular 10½-ft. camper bodies, the F-250 Camper Special has built-in, rugged components to haul your cottage-on-wheels with ease.

Eight-foot Styleside pickup models are available with an outside lockable tool storage box and in-cab behind-the-seat stowage . . . fine compartments to carry extra camping gear.

A great ride is something you should experience for yourself in the F-250, before you commit yourself to a major investment in recreation travel. Ford's exclusive Flex-O-Matic rear suspension is standard on the F-250 Camper Special—and it makes a great combination with the Twin-I-Beam front suspension. And when the camper body is removed, Flex-O-Matic adjusts from heavy camper loads to no-load conditions, automatically.



F-350 CAMPER SPECIAL

Two wheelbase lengths are offered in the muscular F-350 Camper Special. The 135-inch model carries up to a 12-foot, chassis-mounted, cab-over camper. The 159-inch handles up to 14-footers. Maximum payload rating on dual rear wheels goes clear up to 5450 pounds.

CAMPER SPECIAL OPTIONS

You can tailor your pleasure to any degree of comfort with additional options in a Ford Camper Special. Each of these options will sharpen the delights of your weekends and vacations: Optional bucket seats. Select-Shift Cruise-O-Matic transmission. Power front disc brakes. Power steering. Integral SelectAire air-conditioner/heater. Push-button or manual transistorized radio. Electrical Power Pak. In-cab stowage. Extra 25-gallon gas tank.

CAMPER SPECIAL PACKAGE FOR F-250/350 SERIES

Camper Special Package Includes:

- 70 ampere-hour battery
- Oil pressure gauge
- Ammeter
- Dual electric horns
- Dual, bright-metal, 6" x 10", extended-arm Western-type mirrors
- Extra-cooling radiator
- Extended tailpipe
- Rear shock absorbers for F-350
- "Camper Special" emblem
- Camper Wiring Harness, including 12-volt, 7-wire, sealed cable, without connectors, for camper body interior and exterior lighting
- Front side marker lights



CAMPER SPECIAL MODEL EQUIPMENT AND CAPACITY AVAILABLE

MODEL	F-250 (6900 GVW) Styleside	F-250 (7500 GVW) Styleside	F-350 Single Rear Tires (8000 GVW)	F-350 Dual Rear Tires (9000 GVW)	F-350 Dual Rear Tires (10,000 GVW)
MAXIMUM Payload (a)	2600 (b)	3190 (b)	3600	4450	5450
ENGINE	300 Six or V-8	300 Six or V-8	360 V-8	360 V-8	360 V-8
TRANSMISSION	4-Spd. or Cruise- O-Matic	4-Spd. or Cruise- O-Matic	4-Spd. or Cruise- O-Matic	4-Spd. or Cruise- O-Matic	4-Spd. or Cruise- O-Matic
ALTERNATOR	55 amp	55 amp	55 amp	55 amp	55 amp
SPRINGS (lb) Front Rear	1175 w/six 1250 w/V-8 1950	1175 w/six 1250 w/V-8 2450	1455 Frt-included with engine 2400	1455 Front included with engine 3200	1455 Front included with engine 3750 (3200 + 550 Aux. Rear Spg.)
TIRES Front Rear & Spare Front Rear & Spare	8.00 x 16.5 6PR 8.00 x 16.5 10PR or 7.50 x 16 6PR 7.50 x 16 8PR	8.75 x 16.5 10PR 8.75 x 16.5 10PR or 9.50 x 16.5 8PR all; or 7.50 x 16 6PR Front— 10PR rear; or 7.50 x 16 10PR all	8.75 x 16.5 10PR 8.75 x 16.5 10PR or 7.50 x 16 6PR 7.50 x 16 10PR	8.00 x 16.5 8PR 8.00 x 16.5 8PR or 7.50 x 16 6PR 7.50 x 16 6PR	8 x 16.5 8PR Front 8 x 16.5 10PR Rear or 7.50 x 16 6PR all
MAX. CAMPER LENGTH	10½ feet	10½ feet	w/135" wb. 11 ft. w/159" wb. 12 ft.	w/135" wb. 12 ft. w/159" wb. 14 ft.	w/135" wb. 12 ft. w/159" wb. 14 ft.
BRAKES	12 x 2½ Front & Rear	12 x 2½ Front & Rear	12 x 3 Front & Rear	12 x 3 Front & Rear, Power Booster	12 x 3 Front & Rear, Power Booster

(a) Maximum payload is the gross weight of the driver, occupants, and all equipment added to vehicle described herein, such as optional vehicle equipment, camper body, and camping equipment shown on back cover. (b) Add 435 lbs. to maximum payload for cab chassis models.

NOTE: See page 18 for towing recommendations.

Ford 4-Door Cab

RECREATION ON THE "FAMILY PLAN"

It takes a heap of planning to make a truck a home . . . but Ford's recreation specialists have done it with the 4-Door Cab.

Ever since the recreation boom exploded 10 years ago, American families have been searching for an economical 4-Door Motor Home. And now it's here at your Ford Dealer's. He can prove to you—with dollars-and-cents arithmetic — that the Ford 4-Door Cab is a really great buy in a motor home.

The new element for 1969 is the convenience of a direct-access walk-through to the camper body. All you have to do is order four comfortable bucket seats, and then plan an entry door in your camper body. The walk-through is complete. Mother and the kids in back can communicate with Dad up at the wheel . . . togetherness on wheels, with a budget price tag, is a reality.

Also talk to your dealer about extra comfort and convenience items that you may specially order for your Ford 4-Door Cab. Such items as full-foam seat cushions, tinted glass all around, heavy-duty black vinyl trim. Add up *all* the features of the Ford 4-Door Cab before you invest in a motor home. Roomiest cab ever. Best windshield visibility in a pickup today. And that distinctive, new Ford styling is something to make your entire family proud.



The optional bucket seat package, paving the way for direct-access walk-through, has four bucket seats with foam-padded seat cushions and backs with vinyl seat trim. You get deep pile carpeting. Both seats and carpeting are color-keyed to the interior trim.



TRY THESE FIGURES ON YOUR TAPE MEASURE

Whether you elect to convert the Ford 4-Door Cab into a motor home or use it for six passengers up front, the F-250 cab is available with 6,900- and 7,500-lb. GVW ratings. Wheelbase is 149 inches . . . 16 inches longer than regular cab F-250 models. Road-hugging weight distribution and excellent ride are the result. Ford F-350 4-Door Cabs are available with 8,000- and 10,000-lb. GVW ratings. The wheelbase of 164.5 inches keynotes the superior ride and weight distribution.

If you want a slide-on camper, you can order a 6½' Styleside or Flareside Pickup

Box on the F-250 . . . or an 8' box on F-350's with Flareside or Styleside Pickup construction.

Ask your Ford Dealer and Salesman about the availability, features and other specifications of a tremendous buy in a motor home—the F-250 or F-350 4-Door Cab. They ride like a car with exclusive Twin-I-Beam front suspension. And they have "family-plan" space.

Ford F-100

THE RUGGED,
OUTDOOR TYPE...
WORKS LIKE A TRUCK,
RIDES LIKE A CAR



Either way you win, with the Ford F-100. Versatility on week-end treks is one of its strongest suits. It works like a truck. And rides like a car.

The reason is a whole group of better ideas. Like road-smoothing Twin-I-Beam front suspension. Forged steel I-Beams give it strength, coil springs supply the easy going. Like the most comfortable cab, roomiest and quietest of them all.

Like still more better ideas... your choice of smooth Six or powerful 390 cubic-inch V-8. Like the double sidewall box with one-hand tailgate. Like optional Select-Aire air-conditioning, power front disc brakes, Cruise-O-Matic transmission, and power steering.

And this pickup can tow along extra fun on your excursions... campers, tent-trailers, small travel trailers. For loads up to 3500 pounds in tow, it is recommended that you equip your F-100 with extra cooling, the 360 V-8 engine, Cruise-O-Matic transmission, heavy-duty tires and springs. And specify the 3.50:1 Axle Ratio.

The roughest trail is a smooth track with F-100.

NOW you can personalize your F-100, F-250, or F-350 with more luxury than ever in two packages of additional components.

CUSTOM CAB PACKAGE

(In addition to, or in place of, standard cab features)

Exterior

- Bright-metal windshield molding, grille, headlight assembly and taillight bezels*
- Chrome front bumper • Custom Cab plaque, rear side of cab

Interior

- Cigar-cigarette lighter • Comfort-foam seat cushion with foam padding in seat back • Color-keyed woven plastic seat covering material for bench seats and floor mat (black with F-250 4 x 4 and 3-speed transmission) • Bright-metal headliner retainer and door panel mold-

- ings • Non-glare horn ring • Deluxe instrument cluster

Optional bucket seats and carpeting available, in place of bench seats.

*Styleside only

RANGER PACKAGE

(In addition to, or in place of, standard cab features. Custom Cab package not available with Ranger package.)

Exterior

- Bright-metal windshield, rear window, drip rail, rocker panel and wheel opening lip moldings • Chrome front bumper • Bright-metal tailgate applique, moldings, latch handle and taillight bezels* • Bright-metal hub caps, grille ornament and

- Ranger script emblem* • Rear cab area cargo light* • Bright-metal grille with black accented headlight assembly

Interior

- Bright-metal headliner retainer, door panel trim, seat pivot arm covers • Vinyl door trim panels with bright frame moldings and wood-grain inserts • Deluxe instrument panel with wood-grain inserts • Color-keyed vinyl seat trim with cloth appearance and deep-pile carpeting • Comfort-foam full-width seat cushion • Door-operated courtesy light • Cigar-cigarette lighter • Ranger plaque on glove box door • Non-glare horn ring • Additional sound-deadeners and insulation
- Optional bucket seats and carpeting available, in place of bench seats.

*Styleside only

See Page 18 for towing recommendations.

Ranchero

**THE SECOND CAR
THAT'S MORE THAN
A SECOND CAR**



1969 RANCHERO TOWING RECOMMENDATIONS

Trailers Up To				
1200 lb.	2000 lb.	2500 lb.	3000 lb.	3500 lb.
—	—	351 V-8	351 V-8	351 V-8
—	Extra Cooling	Extra Cooling	Extra Cooling	Extra Cooling
—	—	HD Suspension Package	HD Suspension Package	HD Suspension Package

Live it up on your recreation jaunts in a stylish, new Ranchero by Ford. It gives your family a second car . . . that can do much more than any ordinary second car. Its carlike performance is given plenty of authority by the 302, 351 and 390 V-8 engines. And if your taste inclines toward really sizzling performance, look into the road-grabbing new 428 Cobra Jet V-8.

This is the vehicle that makes the rest of them look downright plain. And it's built for roughing it in style. Double-wall sides are extra strong. A heavy-duty suspension package can be ordered for towing trailers up to 3500 lbs. For hauling equipment, Ranchero has a 6½-foot pickup box, with 39.1 cubic feet of cargo space.

Whatever your trailering needs, fit them to the right kind of Ranchero power by consulting the chart. Don't be underpowered for the heavy stuff—just order the masculine 351 V-8 engine for towing loads up to 3500 pounds.

The following items are also recommended for improved performance and convenience:

- Limited-slip differential
- Power steering
- Power brakes
- Select-Shift Cruise-O-Matic
- Extra capacity battery
- Extra capacity alternator

Bronco

**SURE-FOOTED WAY
TO GO ANYWHERE**



Don't overlook a Sport Bronco . . . Wagon or Pickup . . . if your kind of recreation involves storming hills, pulling trailers and plowing deep drifts.

The Bronco Wagon has an all-steel full roof, with new reinforcements in body structure for greater strength. The attractive interior is roomy and uncluttered. Handsome all-vinyl, full-width front seat; fresh air heater and defroster; lockable glove compartment; padded dash and rubber-coated vinyl front floor mat are all standard.

The Bronco Pickup has a cargo box with over 32 cubic feet of loadspace. On all rugged Broncos, exclusive Mono-Beam front suspension gives extra stability, smooth riding and easy handling.

Bronco has plenty of power, too. The big 170 cubic-inch Six and the new, optional 302 V-8 with 205 surging horses are America's most powerful engines in their class for this type vehicle. They can tow loads up to 3500 lbs. when equipped as the chart on Page 18 shows. Broncos are ready for steep grades with special carburetor and engine lubrication system.

NOTE: See Page 18 for towing recommendations.



Ford Econolines and Club Wagons

AMERICA'S WORK-'N-PLAY VEHICLES

For eight years, Econolines and Club Wagons from Ford have been the most popular compact vans on the road. They are exceptional dual-purpose vehicles that do double-duty as delivery or light-construction trucks . . . and then peel off their work clothes for fun and recreation.

Econoline Camper Conversions are available through your Ford Dealer, working with several camper equipment manufacturers. You can order an elevating top and other equipment to sleep up to six.

Walk-thru access is another great feature of all Econoline models. Double doors at

the right side and rear are standard equipment.

And the new outside "Service Center" gives complete access to the engine simply by opening an outside access cover.

Radiator, battery, oil dip-stick, voltage regulator, brake master cylinder and windshield washer apparatus are all easily reached.

Of course, Econolines and Club Wagons have Ford's great Twin-I-Beam, independent front suspension. Each front wheel acts by itself to smooth out bumps, reduce

tire wear, and reduce maintenance costs. The wider 68-inch track and larger 105/123 wheelbase give incomparable, sure-footed stability on the road.

Payloads can be built up to 3590 pounds—650 pounds more than any other make of compact van. See how you can increase Econoline power for the biggest of loads.

Get in an Econoline and demonstrate to yourself what a great vehicle it is.

NOTE: See Page 18 for towing recommendations.



Light-duty truck trailering

1969 TOWING RECOMMENDATIONS FOR LIGHT TRUCKS (Minimum Optional Equipment)

In certain aspects, trailer towing with a light-duty truck differs from passenger-car trailering. But determining the size or truck model required for towing a trailer is easy if you follow these basic steps:

- Know the weight of the load the truck will carry (camper body, equipment, hitch, supplies, etc.).
- Determine the gross weight of the trailer equipped for the road. Add twenty percent of the trailer weight to that of the load the truck will carry. (This provides for the trailer tongue load, which normally is about ten percent of the trailer weight when properly loaded, and doubled to compensate for trailer brake torque reaction through the trailer hitch.)
- Select a truck with ample capacity to carry the load determined by steps (1) and (2) above.
- Be sure the weight of the trailer doesn't exceed seventy-five percent of the truck GVW rating. GVW (Gross Vehicle Weight) equals total weight of the truck including the vehicle and its load.
- Trailers weighing over 1,200 pounds should be equipped with electric or other suitable brakes. **NOTE:** Use of the tow vehicle's hydraulic brake system to operate the trailer brake is not recommended.
- Extended trailer hitches, such as used on long camper coach trucks, are not recommended for Class II and III trailer application.

SAE CLASS Trailer Weight Tongue Load Hitch Type	CLASS I 2000 200 Frame	CLASS II 2000-3500 200-500 Frame or Equalizing	CLASS III 3500-5000 400-600 Equalizing
BRONCO	Extra Cooling 4700 GVW Pkg.	Extra Cooling 302 V-8 Engine 4700 GVW Pkg.	Not Recommended
ECONOLINE			
100 VAN Club Wagon	Extra Cooling 240 CID	Not Recommended	Not Recommended
200 VAN Club Wagon Pkg. A	Extra Cooling 240 CID	Extra Cooling 302 V-8 Engine, 8 PR Tires (D Load Range) Automatic Transmission 3.50:1 Axle Ratio	Not Recommended
300 VAN Club Wagon Pkg. B & C	Extra Cooling 240 CID	Extra Cooling 302 V-8 Engine Automatic Transmission 4.10:1 Axle Ratio	Not Recommended
F-100	Extra Cooling	Extra Cooling 360 V-8 Engine Automatic Transmission* 5000 GVW Tires & Springs 3.50:1 Axle Ratio	Not Recommended
F-250	Extra Cooling	Extra Cooling 360 V-8 Engine Automatic Transmission* 3.73:1 Axle Ratio	Extra Cooling 390 V-8 Engine Automatic Transmission* 7500 GVW Tires & Springs 4.10:1 Axle Ratio
F-350	Rear Shock Absorbers	360 V-8 Engine Automatic Transmission* 4.10:1 Axle Ratio Rear Shock Absorbers	Extra Cooling 390 V-8 Engine Automatic Transmission* 8000 GVW Tires & Springs 4.10:1 Axle Ratio Rear Shock Absorbers

*4-Speed Transmission Not Recommended. Power brakes and power steering are recommended for recreational applications. Power Disc Front Brakes are available for F-250/350.

Ford Accessories

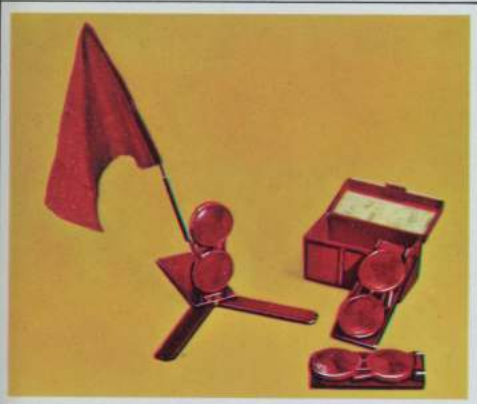
FOR YOUR RECREATION CONVENIENCE



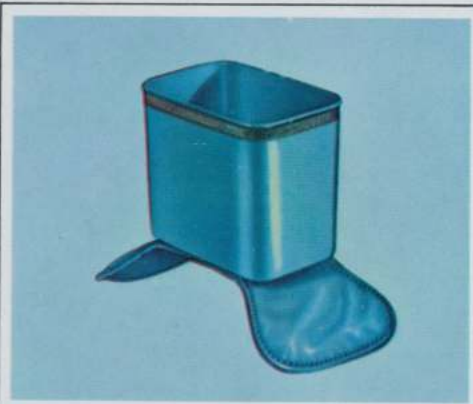
Air-Conditioners



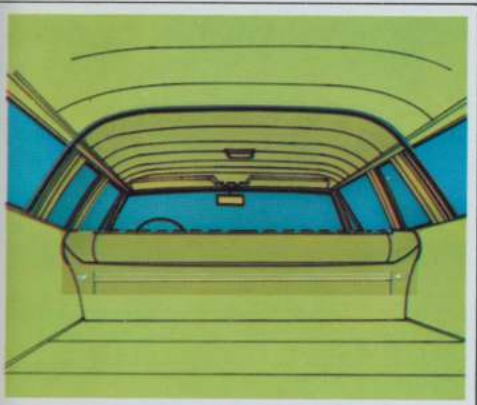
Compass



Reflector Flare Kit



Litter Basket



Divider Curtain



Universal Highway Safety Kit



Station Wagon Luggage Rack



Child's Tot Guard Safety Shield

Air-Conditioners. Ford air-conditioners are precision-engineered for Ford cars and trucks, to provide fast cool-down, big cooling capacity, and minimum noise and vibration.

Compass. Your recreation jaunts have an extra measure of well-being when you have a compass that gives you sense of direction and keeps you on course. Illuminated at night.

Reflector Flare Kit. A stopped vehicle at roadside needs the night and daytime protection of a reflector flare kit. This Better Idea flare kit contains three reflector-flag units in sturdy, compact case. Stands up in winds up to 40 knots.

Litter Basket. This saddle bag litter basket has weighted flaps that keep it firmly upright. There are colors to match the interior of your car or truck—black, blue, beige, red, grey, green.

Divider Curtain. The Station Wagon Divider Curtain will keep the front seat of your station wagon more comfortable . . . especially on extended journeys.

Universal Highway Safety Kit. This kit will prepare you for all kinds of emergencies on your trips. The compact package includes a fire extinguisher, emergency flag, tire inflator and sealant, and two 15-minute flares—and a package of electrical fuses.

Station Wagon Luggage Rack. You'll get big extra luggage carrying capacity on your Ford station wagon with this handsome, deluxe station wagon luggage rack. It's good-looking and convenient. Adjustable or non-adjustable.

Child's Tot Guard Safety Shield. Here is a new Better Idea in safety, to protect toddlers up to 50 pounds in quick-stop situations. Thick foam padding protects upper body. They are held safe by a form-fitting interior. Easily installed by securing to car seat by regular seat belt. Easily removed and completely washable.

- Air Horn □ Air Springs □ Bumper Guards
- Station Wagon Cargo Carpet and Mat □ Lifeguard Junior Door Locks □ Floor Mats □ Fog and Road Lamp Lights □ Matched Luggage □ Trailer Towing Mirrors □ All-Purpose Pads □ Station Wagon Mud and Stone Deflectors □ Park-Safe Gear Shift Lock □ Ski Rack Adapters □ Ventilated Seat Cushions
- Spotlight □ Stereo Tape Player

See Your Ford Dealer For Many Other Accessories To Make Your Traveling More Convenient.

Wise Campers Avoid Overloads



Camping families seldom travel light. Hunters and fishermen seldom travel alone. So most outdoor enthusiasts will place luggage, camping equipment, extra-fuel for outboard motors, the motor itself, and other items in their boat, travel trailer or pickup camper. Some even carry a boat on a travel trailer or camper. The weight of everything put on or in a trailer or pickup camper should be included in figuring the total load. Truck gross vehicle weight rating (GVW), as indicated by the manufacturer, should never be exceeded. Optional or specified heavy-duty components should be a paramount consideration.

Wise campers, of course, keep *load-capacity limits* in mind and always *avoid overloads*. They know excessive loading can affect vehicle life and may limit outdoor fun. The table to the left and below of approximate weights will serve as a guide in equipping your car-trailer or pickup-camper rigs properly. It also will help you enjoy maximum fun on your outings.

WARRANTY ON CARS AND TRUCKS USED FOR TRAILER TOWING

When the recommendations for special equipment are followed for the indicated utilization, Ford's new-car or new-truck warranty applies to all Ford vehicles when towing trailers. However, should any part or parts of the vehicle be damaged as a result of abnormal trailer towing-operation during the warranty period, repairs to such damaged part or parts would be considered the owner's responsibility.

Recreation-type models and equipment illustrated in this catalog are only representative of many available to you from individual manufacturers and through your Ford Dealer. Mention of these models and related equipment, other than Ford components, does not constitute an endorsement or guarantee by the Ford Motor Company.

Information and specifications published were in effect at the time of approval for printing. Models or equipment may be discontinued, or prices, specifications, or designs changed at any time without notice and without incurring obligation. Optional equipment and accessories, illustrated or referred to as options, optional or available, in this catalog, are at extra-cost. For the selling price of a Mustang, Falcon, Fairlane, Ford, Bronco, Thunderbird or Ford Truck with the optional equipment and accessories you desire, see your Ford Dealer.

ITEM	APPROX. WEIGHT (LB.)
Hitch (Class I towing, up to 2000 lb.)	40
Hitch (Class II towing, up to 3500 lb.)	105
Hitch (Class III towing, up to 5000 lb.)	125
Extra fuel tank w/26 gal. fuel	215
Extra water tank w/20 gal. water	200
Spare LP tank, filled	50
Spare storage batteries	100
Food (canned goods, utensils, ice, soft drinks, etc.)	220
Clothing—4 people (hunters, fishermen, vacationers)	100
Sports gear (fishing tackle, guns, surfboards, skin-diving gear, skis, ski poles, ski boots, boat racks, camera)	250
Tire chains, tow chain, tool box	100
Tote Goat, lightweight motorcycle	200
Aluminum boat, 5-hp outboard	100
4-passengers (two adults, two children) average	600
Golf bags, clubs, caddy carts (2)	100
POSSIBLE TOTAL	2400
Now add the weight of your camper, which can range from a shell unit	(150)
—all the way up to— F-350 chassis	(2400)
Total	