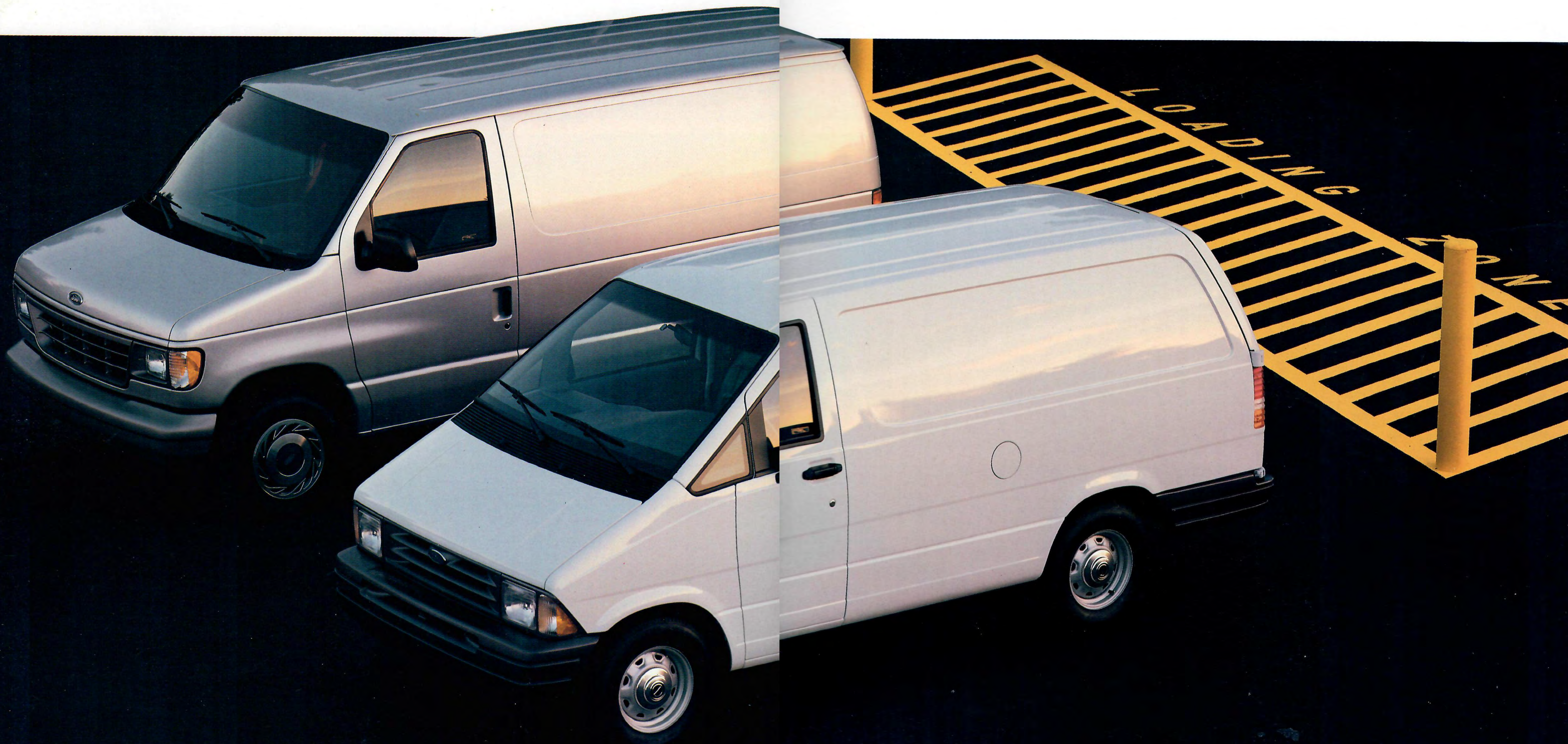


# Vans

*Econoline Van shown in Silver Clearcoat Metallic and Aerostar Extended Van shown in Oxford White.*



Left: XLT Super Wagon in Electric Red Clearcoat Metallic.



Right: Econoline XL SuperVan in two-tone Crystal Blue Clearcoat Metallic over Light Blue.



An all-new, ergonomically designed instrument panel in Econoline and Club Wagon, which includes a multi-stalk control system on the steering column, makes operation easier.



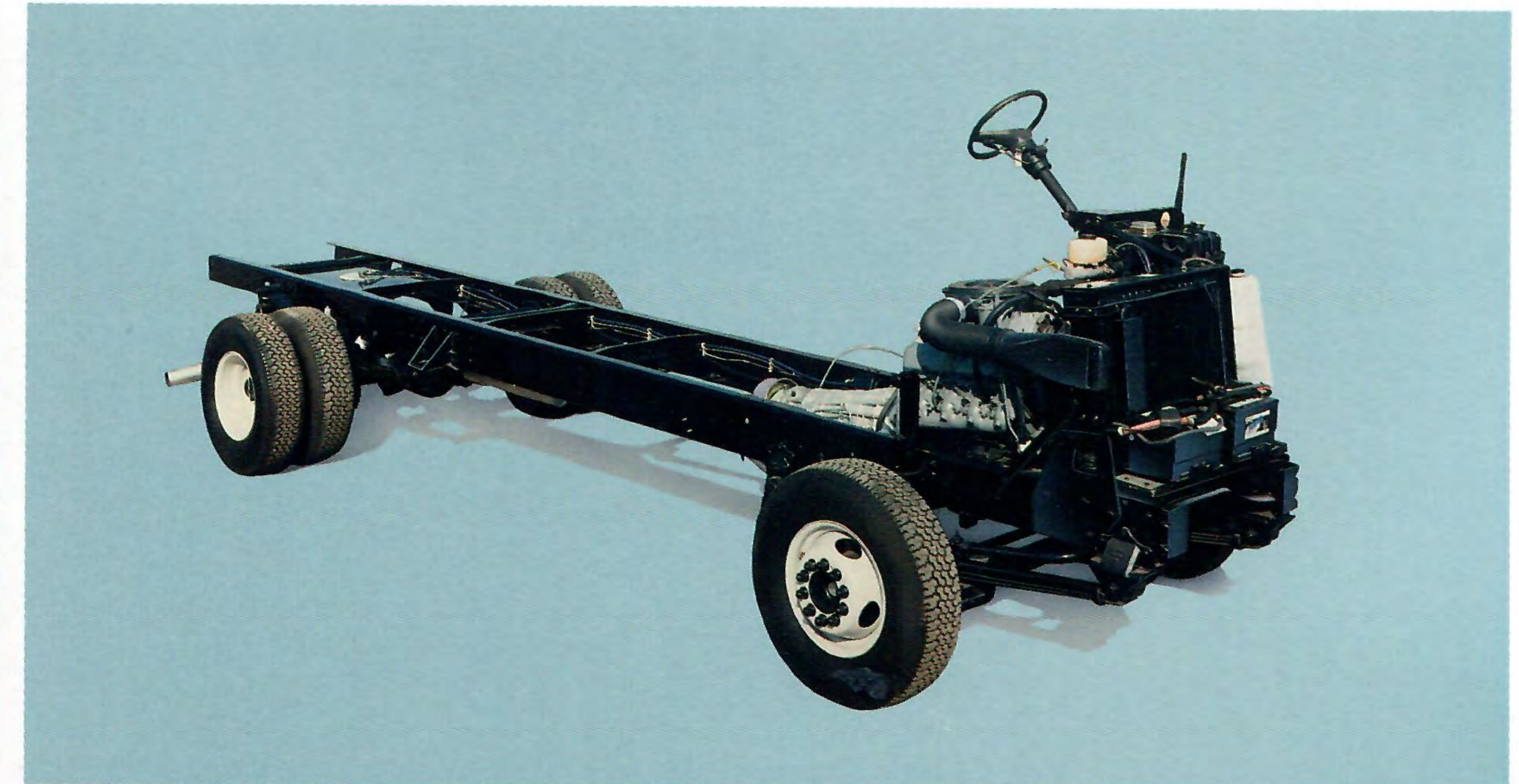
Club Wagon's interior compartment for 1992 is roomy. The windows are larger and it's quieter inside. It all adds up to a more pleasant ride for your passengers.



The Econoline Cutaway Chassis provides the frame and cab compartment preparatory to the installation of a custom cargo or RV body. See pages 16-17 for cutaway chassis information.



E- and F-Series Stripped Chassis comes without the body, driver's compartment or front-end sheetmetal. You add a commercial or RV body of your choice. Specifications are on pages 18-19.



# 1992 FORD COMMERCIAL VANS

*75 Years of Built Ford Tough!* That's what people who've earned their living driving trucks have depended on since the first Ford one-ton chassis was produced in 1917. And we have delivered — in work-tough trucks built with a commitment unsurpassed in the industry to rugged and dependable performance.

*The Best Never Rest!* Continuous improvement has always been the cornerstone of our design philosophy. Today, this attitude is stronger than ever. So you can look to us to continue being at the forefront of innovation, with a complete line of modern work trucks designed with performance, efficiency — and your comfort and safety — in mind.

*Redesigned Econoline and Club Wagon.* These full-size

Fords for 1992 are a generation ahead of the competition and are designed to be the finest vans Ford has ever built, conceived with your on-the-job capability and efficiency foremost in mind. Easy and comfortable to drive, they're more work ready than ever. And there's a standard driver air bag (on selected models) that supplements your safety belts.

They still have, of course, all of the Ford toughness you expect, like rugged body-on-frame construction. Out-front design allows easy access for routine maintenance, helping you log less time on the hoist. And there's a range of engines with "multi-port" electronic fuel injection. Rugged diesel power, too, in the heavier-duty E-350. Econolines are the perfect vehicles for

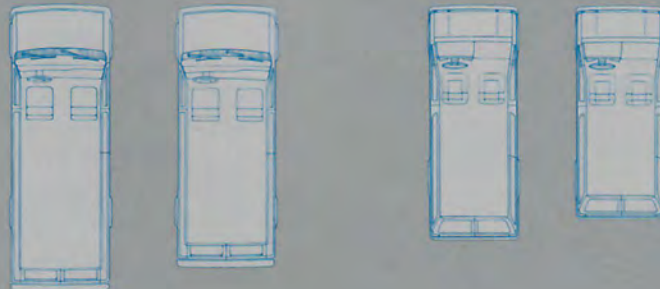
helping you improve your commercial efficiency.

*Versatile Ford Aerostar.* Aerostar just keeps getting better and better, with a new ergonomic instrument panel designed to make the daily drive easier and a standard driver air bag that supplements your safety belts. Aerostar's choice of regular- or extended-length body-style, 3.0 liter or 4.0 liter V-6 power with multiple-port electronic fuel injection, and 2- or 4-wheel drive makes finding the right one to fit your job easy indeed.

*America's Most Popular Truck Line.* We've been #1 in sales, year after year. With our commitment to continuous improvement, it's not surprising that there are more Ford trucks on the road today than those of any other truck division.

## CONTENTS

Econoline Van.....	6-11
Club Wagon.....	12-13
Aerostar Van.....	14-15
Econoline Cutaway Chassis.....	16-17
E- and F-Series Stripped Chassis.....	18-19
Trailer Towing.....	20-21



## THE RIGHT VAN FOR YOUR JOB

### Econoline:

- 138" WB Super Van
- 138" WB Regular Van

### Aerostar:

- 118.9" WB Extended-length
- 118.9" WB Regular-length

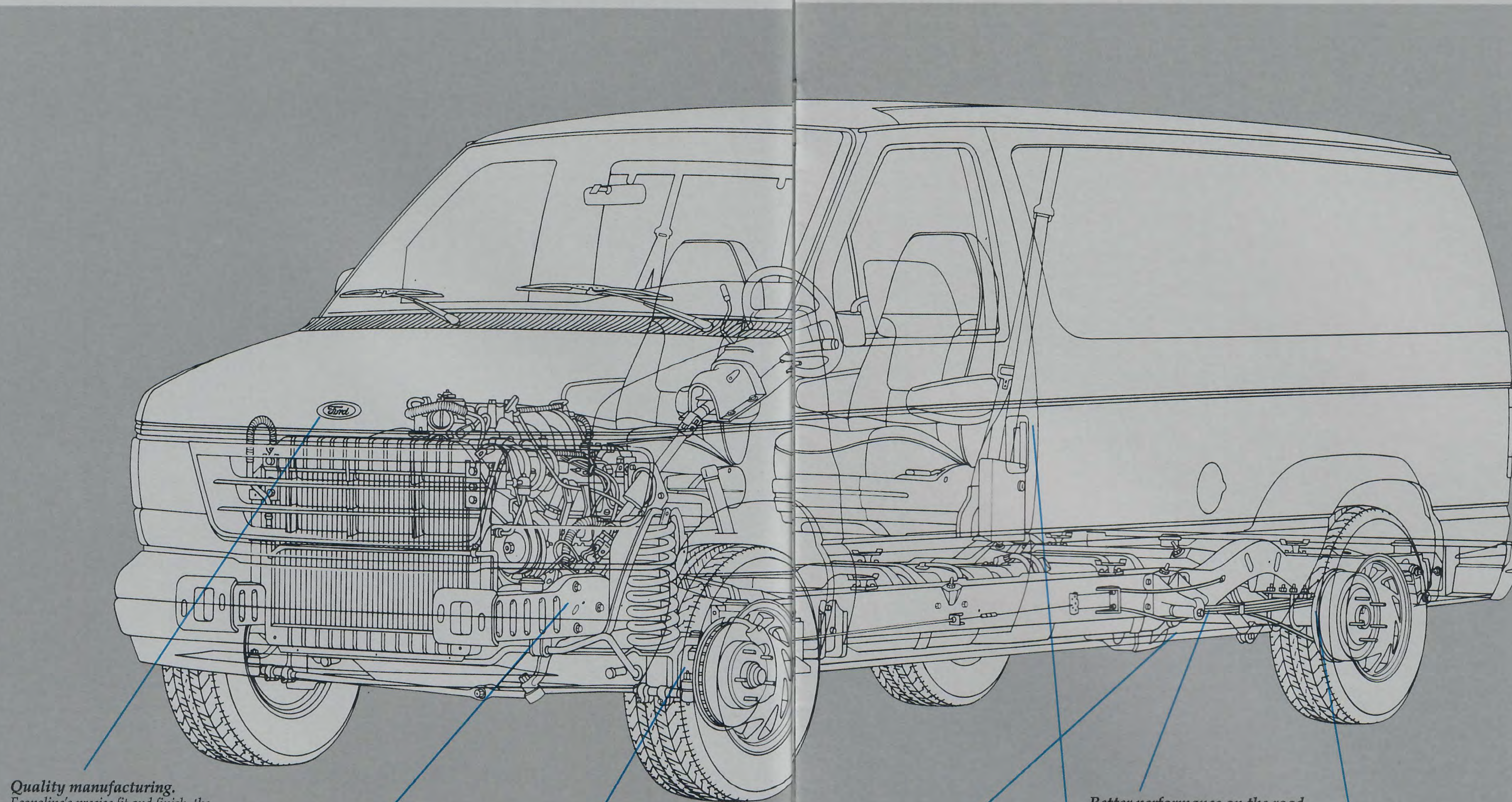
## A NEW ECONOLINE... A BETTER ECONOLINE

When we set about to design the new Econoline Van, we were careful about what we changed. After all, years and years of rugged service have demonstrated there's much that's right about Econoline.

We've made changes to make Econoline better, not just different. The result is the first new vehicle in its class in over 15 years, one that leaves the competition a generation behind — the product of our commitment to getting your job done capably and efficiently. Econoline's completely new exterior, redesigned interior, engineering refinements and quality workmanship leave other full-size vans a good ways back:

□ The new Econoline was designed to be the highest-quality full-size cargo van Ford has ever built. Precise fit and finish, the result of a continuing quality commitment, contributes to a better appearance. There's a new chip-resistant paint primer, an improved door weather sealing system, and an absence of exposed coach and lap joints.

□ Econoline safety features include a driver air bag (all models except E-350) to supplement your safety belts, rear outboard lap/shoulder belts, rear anti-lock brake system, self-adjusting parking brake, larger window area and high-mount stop lamp.



**Quality manufacturing.**  
Econoline's precise fit and finish, the result of Ford's continuing quality commitment, contributes to a better appearance.

**Rugged body-on-frame construction.**  
Among full-size vans, only Econoline has the strength of body-on-frame construction. The parallel ladder-type frame has full-length, heavy-gauge side rails with up to six crossmembers for a minimum yield strength of 36,000 pounds per square inch (psi).

**Adjustable caster/camber.**  
You can now have the caster/camber of Econoline's Twin-I-Beam front suspension adjusted at your Ford Dealer to match the ride/handling characteristics more closely to the kinds of loads you'll be carrying.

**Underbody spare tire carrier.**  
Econoline's spare tire is located under the body, where it's less likely to get stolen. And because it's not taking up space inside, there's more room for cargo.

**Better performance on the road.**  
New 2-stage rear leaf springs with finely tuned shock valving combine with the adjustable Twin-I-Beam front suspension and a refined steering system to help deliver improved ride and handling.

**Built Ford Tough.**  
The 1992 Econoline is designed to be just as tough as ever. A big factor is the use of new, strong double-wall bodyside sheetmetal construction.

**Rear anti-lock braking system.**  
This electronically controlled system is standard with all Econolines. It's designed to inhibit brake-induced rear-wheel lockup under most operating conditions. An electronic module activates solenoids to modulate rear brake pressure any time rear-wheel lockup is detected by the system. The result is more controlled rear braking.

□ Advanced aerodynamics enhance Econoline's styling and improve wind resistance; a .39 Cd makes it more aerodynamically efficient than before.

□ A new ergonomically designed instrument panel and a multi-stalk control system on the steering column help make day-to-day operation of your Econoline easier and more convenient.

□ New high-back bucket seats are part of an interior compartment that's been redesigned to make time on the job more comfortable.

□ 60/40 side door openings provide more flexibility for loading and easier access to the cargo area. The available sliding side door is now easier to open and close.

□ Strong sheetmetal in Econoline's double-wall construction helps protect your cargo from harm and helps prevent sheetmetal damage from shifting cargo.

□ New leaf springs, gas-pressurized shocks, adjustable Twin-I-Beam suspension, and improved steering make Econoline's ride and handling better than ever before.

□ Econoline is adaptable for all kinds of special needs, including aftermarket bodies and conversions. Flexibility features like modified heating and air conditioning taps make Econoline the most "conversion ready" full-size van on the market.

## TRADITIONAL ADVANTAGES BROUGHT SOLIDLY UP TO DATE

The 1992 Econoline is ready to handle a wide variety of tasks with an even larger cargo area than the '91 model. And, though it's been redesigned and improved, it retains the advantages which have proved to be so popular with so many for so long.

□ Econoline remains the only full-size van with rugged body-on-frame construction. The ladder-type frame permits the direct attachment of a weight distributing trailer towing hitch.

□ Out-front design, another Ford exclusive, offers several benefits. The engine is located forward of the passenger compartment, providing more than 9" of clearance between the engine cover and the driver's seat for easy access to the rear cargo area. And due to the forward location of the wheelhousings, entering or leaving by the front doors is convenient.

Perhaps most important of all, 27 key service items are located under the hood and easily accessed for maintenance. When time is money, fast servicing helps reduce costs.

□ Twin-I-Beam front suspension, yet another feature unique to Ford, has been an Econoline mainstay. It's designed for ruggedness, as well as outstanding ride smoothness and control. Each wheel has its own forged I-beam axle and separate big coil spring to handle rough road conditions independently. The coil springs are computer-select-

ed to match the gross vehicle weight rating (GVWR) and the weight of options. And now this suspension is adjustable for performance to match the type of loads your van will be carrying.

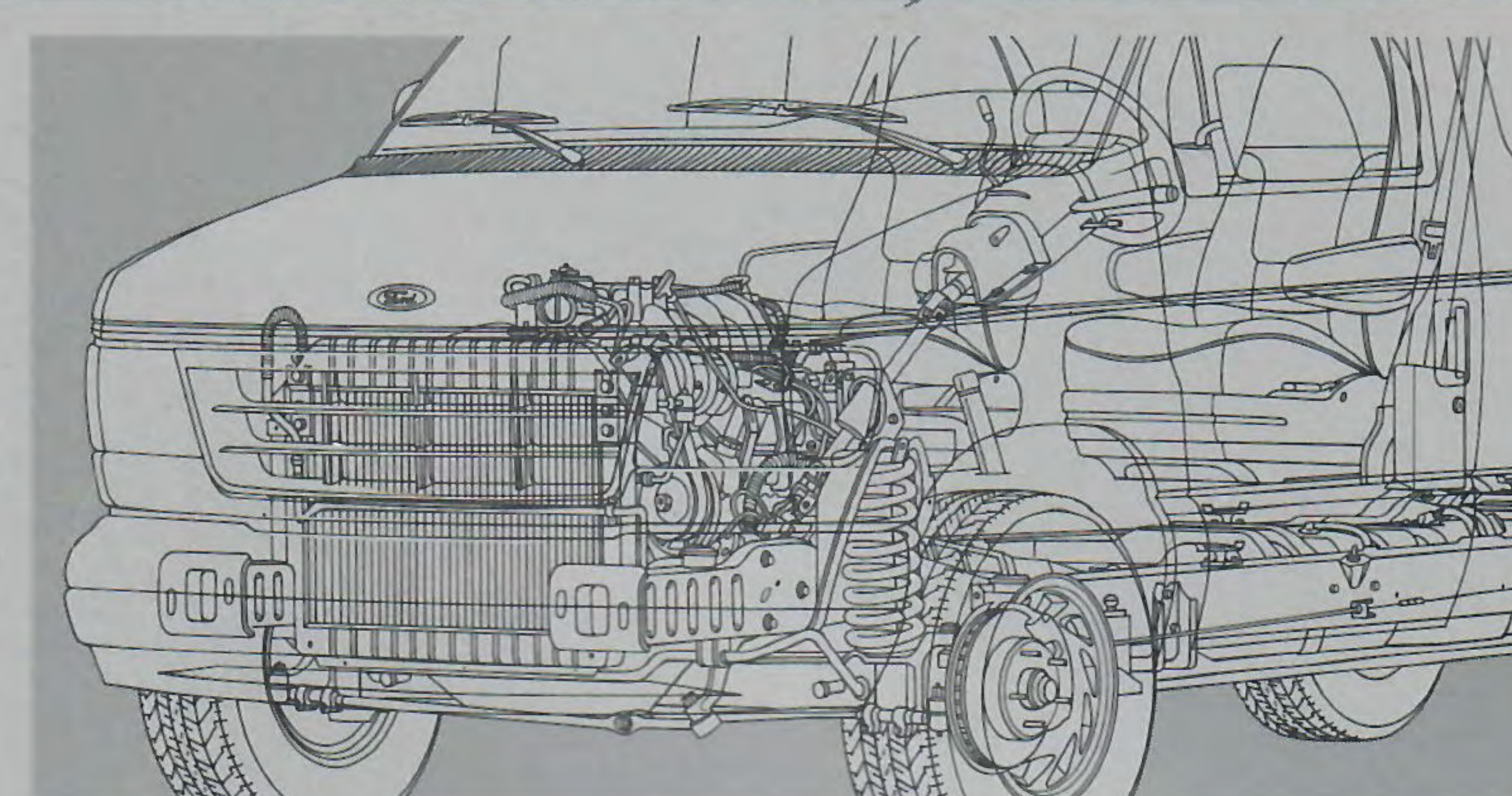
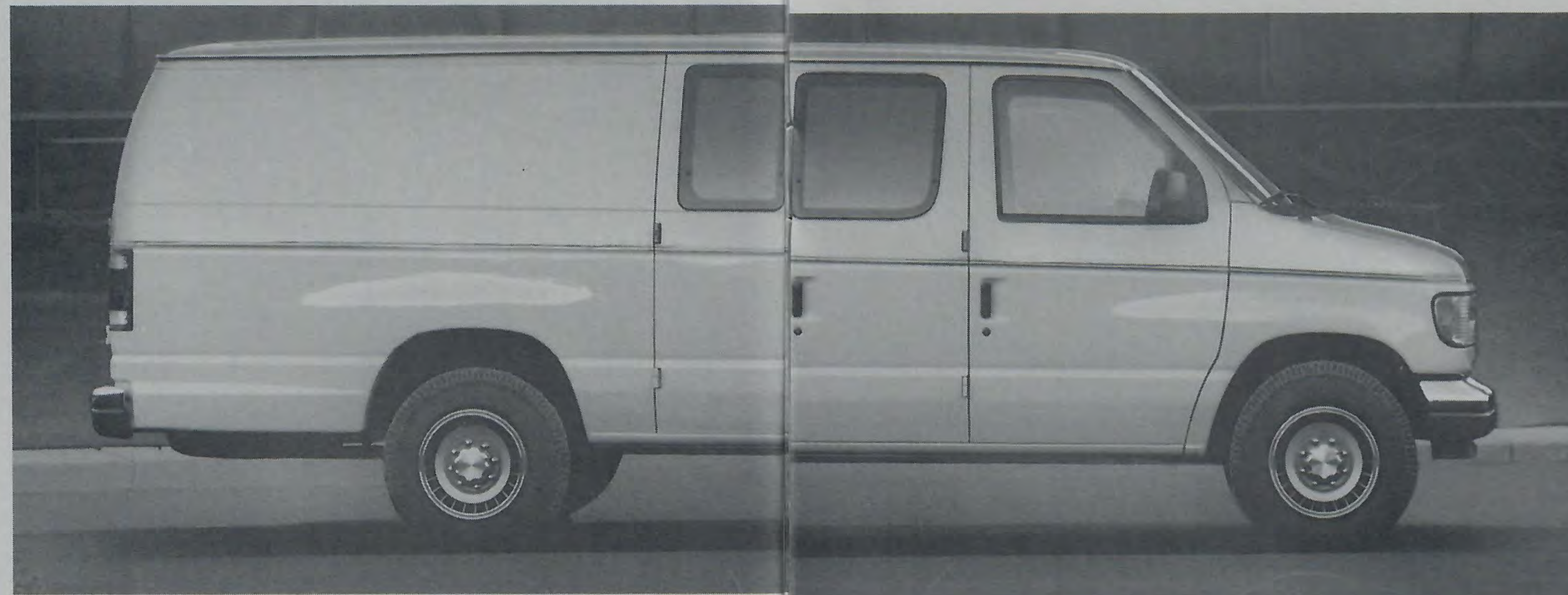
□ The electronic 4-speed automatic overdrive transmission, standard with most engines, is designed for better shift timing, fuel economy and performance than vacuum-controlled systems. The Overdrive Cancel Switch is useful when 3rd gear engine braking is needed on downgrades.

□ Every Econoline gas-powered engine is equipped with multiple-port electronic fuel injection (EFI) for smooth overall operation and easy starting. The standard high-torque 4.9 liter engine, the biggest six-cylinder in its class, is an efficient workhorse.

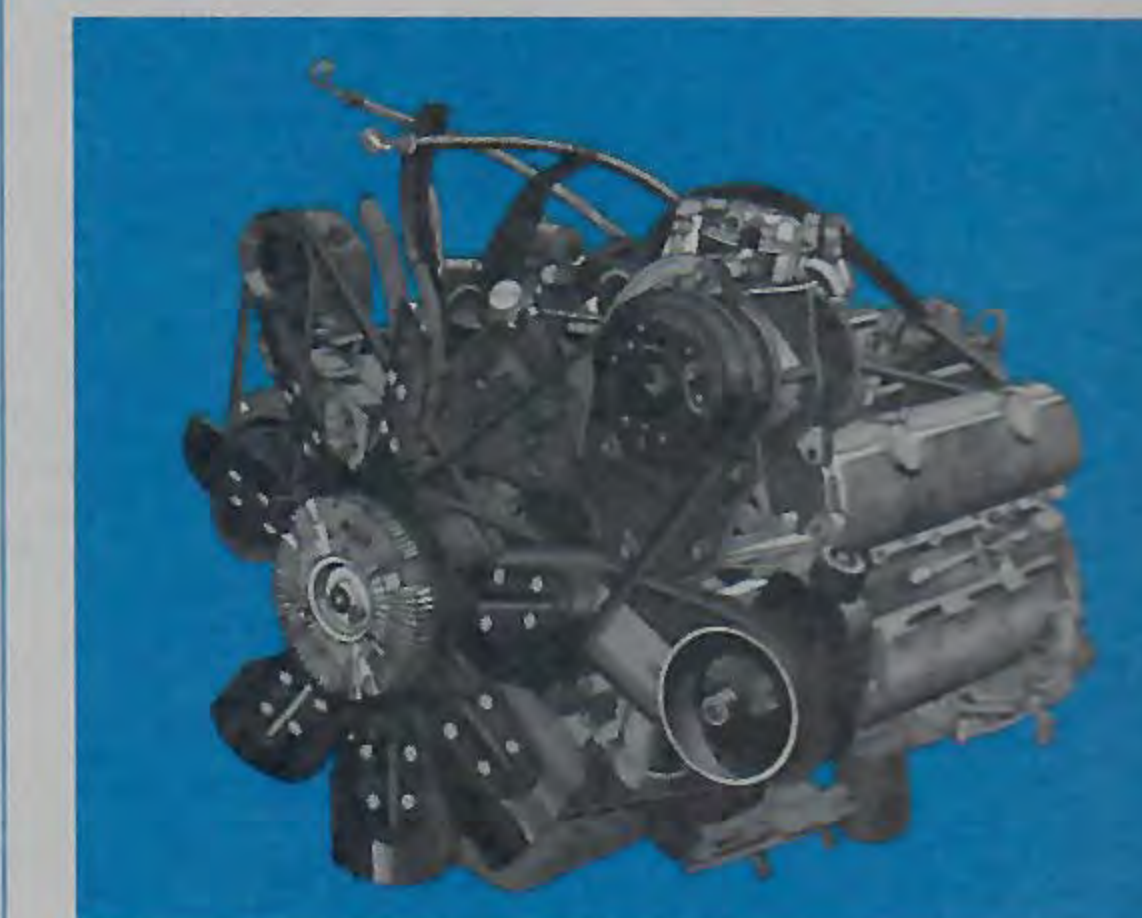
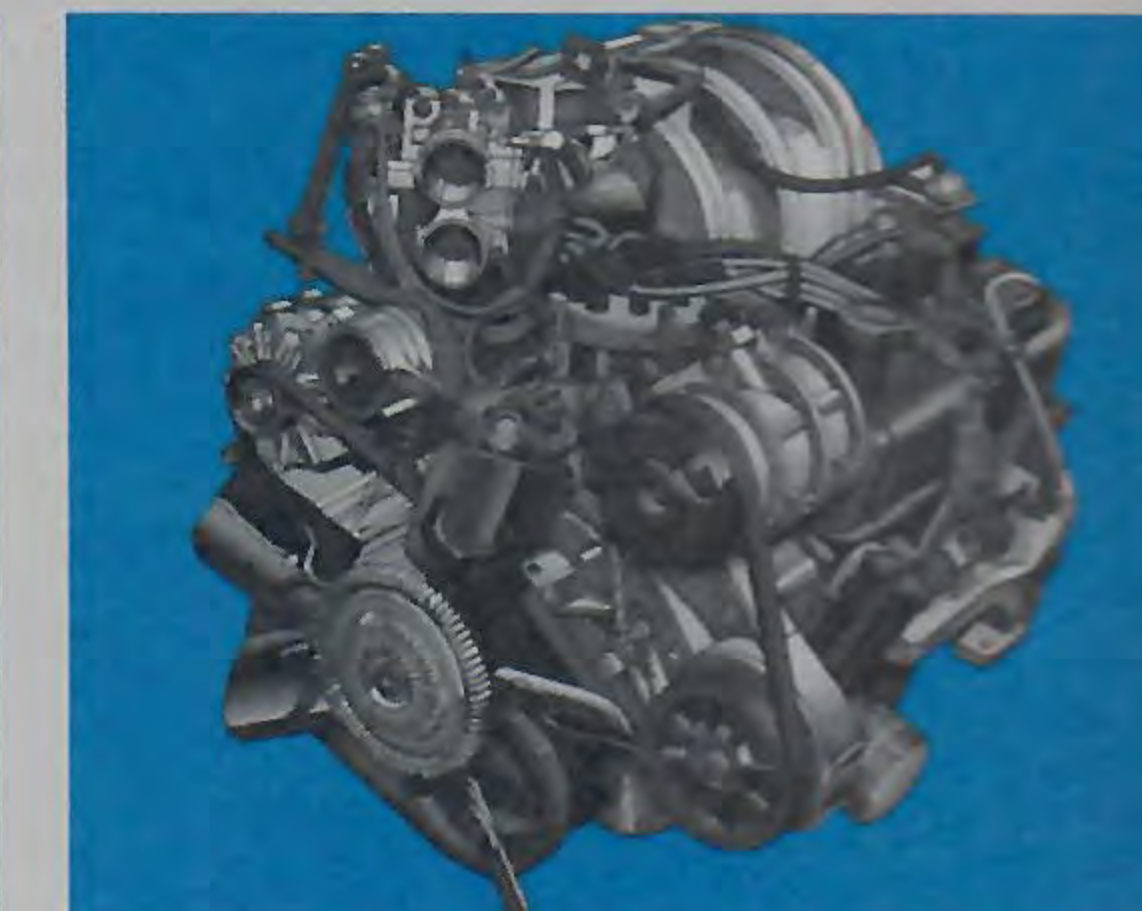
There's also an impressive lineup of V-8 powerplants, beginning with the 5.0L V-8. For heavier applications such as towing, the 5.8L V-8 allows for a maximum 13,000-lb. GCWR (gross combined weight rating).

The high-cube 7.5L engine is the biggest V-8 in a full-size cargo van. It allows a maximum GCWR of 18,500 pounds for the really tough towing jobs. And the largest diesel available in a full-size van is also Econoline's — the muscular 7.3L diesel.

Over the past quarter century, Econoline has been the dominant force in big vans. The 1992 model looks to the '90s with a tradition of leadership solidly behind it.



The SuperVan, with its 299.8 cubic foot cargo volume (with 60/40 side cargo doors and right-hand passenger seat), is a spacious vehicle of extraordinary utility. It's available in the E-250 and E-350 series.



Far left: The 1992 Econoline (E-150 and E-250) is the first and only full-size cargo van to offer a driver air bag as standard equipment. The system is designed to supplement your safety belts. Air bag effectiveness depends on wearing your safety belts, so always buckle up.

Left: Econoline's exclusive out-front design provides access to 27 key service items, facilitating routine maintenance.

Far left: Out-front design also makes way for over 9" of clearance between the engine cover and the driver's seat for easy access to the rear cargo area.

Left: Commercial-use Econolines feature painted steel bumpers, painted grille and standard halogen headlamps (shown) to help reduce maintenance and repair costs. For personal use, the XL Package features a bright grille, bright bumpers, an air dam valence panel and flush aerodynamic headlamps.

Econoline optional power, top to bottom: 5.0 liter V-8 engine with multiple-port electronic fuel injection.

5.8 liter V-8 engine with multiple-port electronic fuel injection.

High-Cube 7.5 liter V-8 engine with multiple-port electronic fuel injection. It's the biggest V-8 in a full-size cargo van.

7.3 liter diesel engine with mechanical fuel injection, the largest diesel available in a full-size van.

# ECONOLINE VAN SPECIFICATIONS/DIMENSIONS

## ECONOLINE SPECIFICATIONS

Equipment	E-150	E-250	E-250 HD (1)	E-350
Powertrains	Standard: 4.9L EFI I6/3-Spd. Auto.	4.9L EFI I6/3-Spd. Auto. (1)	4.9L EFI I6/3-Spd. Auto.	4.9L EFI I6/3-Spd. Auto. (1)
	Optional: 4.9L EFI I6/4-Spd. Auto. E4OD	4.9L EFI I6/4-Spd. Auto. E4OD (2)	4.9L EFI I6/4-Spd. Auto. E4OD	5.8L EFI V-8/4-Spd. Auto. E4OD (2)
	5.0L EFI V-8/4-Spd. Auto. AOD	5.0L EFI V-8/4-Spd. Auto. AOD	5.8L EFI V-8/4-Spd. Auto. E4OD	7.5L EFI V-8/4-Spd. Auto. E4OD
	5.8L EFI V-8/4-Spd. Auto. E4OD	5.8L EFI V-8/4-Spd. Auto. E4OD		7.3L Diesel V-8/4-Spd. Auto. E4OD
Fuel capacity (gal.) (3)	Standard: 22.0	22.0	22.0	22.0
Electrical:				
Battery (amp-hr.)	Standard: 72	72	72	72 (dual 84/63 with 7.3L Diesel)
	Optional: 84/60	84/60	84/60	84/60 (except 7.3L Diesel)
Alternator (amp.)	Standard: 95	95	95	95
	Optional: 130	130	130	130 (Std. with 7.3L Diesel)
Steering	Standard: Power	Power	Power	Power
Brakes	Standard: Power/rear anti-lock	Power/rear anti-lock	Power/rear anti-lock	Power/rear anti-lock
Construction	Standard: Body-on-frame	Body-on-frame	Body-on-frame	Body-on-frame
Shock absorbers	Standard: Gas-pressurized	Gas-pressurized	Gas-pressurized	Gas-pressurized
	Optional: Heavy-duty (4)	Heavy-duty (4)	Heavy-duty (4)	—
Springs (combined rating @ ground)				
Front coil	Standard: Computer-selected	Computer-selected	Computer-selected	Computer-selected
Rear leaf	Standard: Single-stage 2,950 lbs.	Two-stage 4,265 lbs.	Two-stage 5,345 lbs.	Two-stage 6,195 lbs.
	Optional: Heavy-duty (5)	Heavy-duty (5)	Heavy-duty (5)	—
Tires (tubeless)	Standard: P215/75R15SL all-season	LT225/75R16D all-season	LT225/75R16E all-season	LT245/75R16E all-season
	Optional: Optional tires in sizes to match Payload/GWWR requirements. Use adequate tires for loads and type of service. Consult your Ford Dealer.			

AOD=Automatic Overdrive. E4OD=Electronic Automatic Overdrive. Note: All batteries are maintenance free except 81-amp-hr. auxiliary, available with gas engines. (1) Not available in California. (2) Standard powertrain combination in California only. (3) 31-gal. with 8-cyl. diesel. (4) Available in optional handling package, heavy-duty service package and trailer towing package only. (5) Available in optional heavy-duty service package.

## ECONOLINE DIMENSIONS (STANDARD VANS)

Series	WB	OAL	LH Empty	OAH Empty	AH Loaded	Front TW	Rear TW
E-150	138"	211.8"	25.9"	80.7"	7.0"	70.0"	67.0"
E-250	138"	211.8"	29.2"	83.4"	7.5"	70.0"	66.0"
	138" SV	231.8"	29.6"	83.4"	7.5"	70.0"	66.0"
E-250 HD	138"	211.8"	29.4"	83.4"	7.5"	70.0"	66.0"
	138" SV	231.8"	29.6"	83.4"	7.5"	70.0"	66.0"
E-350	138"	211.8"	31.8"	84.1"	8.0"	70.0"	66.0"
	138" SV	231.8"	32.0"	84.1"	8.0"	70.0"	66.0"

SV=Super Van HD=Heavy-duty WB=Wheelbase OAL=Overall length LH=Load height OAH=Overall height AH=Axle height TW=Tread width

## CARGO AREA

	Wheelbase	Max. Length*	Height	Overall Width	Cargo Volume
Regular Van (sliding door)	138"	120.7"	53.2"	79.5"	260.8 cu. ft.
Super Van (hinged door)	138"	140.7"	53.2"	79.5"	299.8 cu. ft.

\*Measured at floor, with standard right-hand passenger seat.

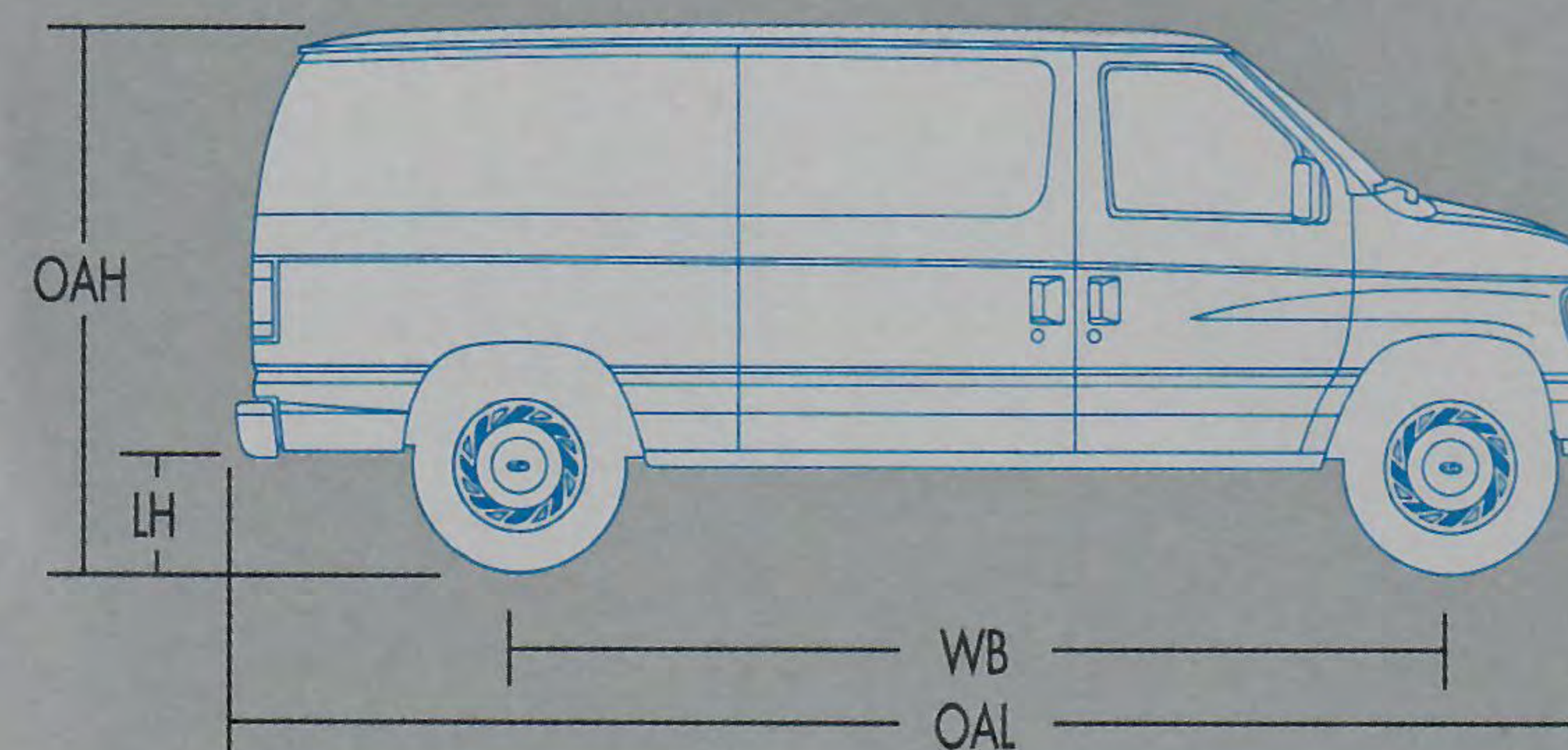


## PAYLOAD PACKAGE SELECTOR

Series	Wheelbase	Payload	GVWR*	Tires
E-150	138"	1,025 lbs.	5,500 lbs.	P235/75R15SL
	138"	1,960 lbs.	6,500 lbs.	P235/75R15XL**
	138"	2,150 lbs.	6,700 lbs. (1)	P235/75R15XL**
E-250	138"	2,330 lbs.	7,200 lbs.	LT225/75R16D
E-250 HD Van	138"	3,630 lbs.	8,550 lbs. (2)	LT225/75R16E**
E-250 Super Van	138"	2,325 lbs.	7,300 lbs.	LT225/75R16D
E-250 HD Super Van	138"	3,530 lbs.	8,550 lbs. (3)	LT225/75R16E**
E-350	138"	4,395 lbs.	9,400 lbs.	LT245/75R16E
	138"	4,145 lbs.	9,300 lbs.	LT245/75R16E

\*Maximum allowable weight of people, cargo, and equipment. \*\*Required at extra cost. (1) RV only. (2) California uses 8,450 GVWR with 3,530 payload. (3) California uses 8,450 GVWR with 3,435 payload.

Mechanical improvements in the 1992 Econoline make things easier around the loading dock. The 60/40 design of the standard hinged side doors offers versatility. The optional sliding side door (not available with Super Vans) is easy to open and close. And the rear cargo doors have new hardware which helps them stay open and out of the way when you're loading or unloading.



# THE BEST PASSENGER VAN FOR YOUR JOB IS ALSO THE NEWEST

When it comes to carrying passengers in comfort, Ford Club Wagon has been a popular choice for years. And now, with the many improvements built into the 1992 model, it makes more sense than ever to choose Club Wagon.

□ Safety features include a standard Regular Wagon driver air bag that supplements your safety belts (not available in HD Regular Wagon or Super Wagon). 3-point rear outboard safety belts. An energy-absorbing front end design. A rear high-mount stop lamp. Plus rear anti-lock brakes.

□ Advanced aerodynamics provides improved wind resistance.

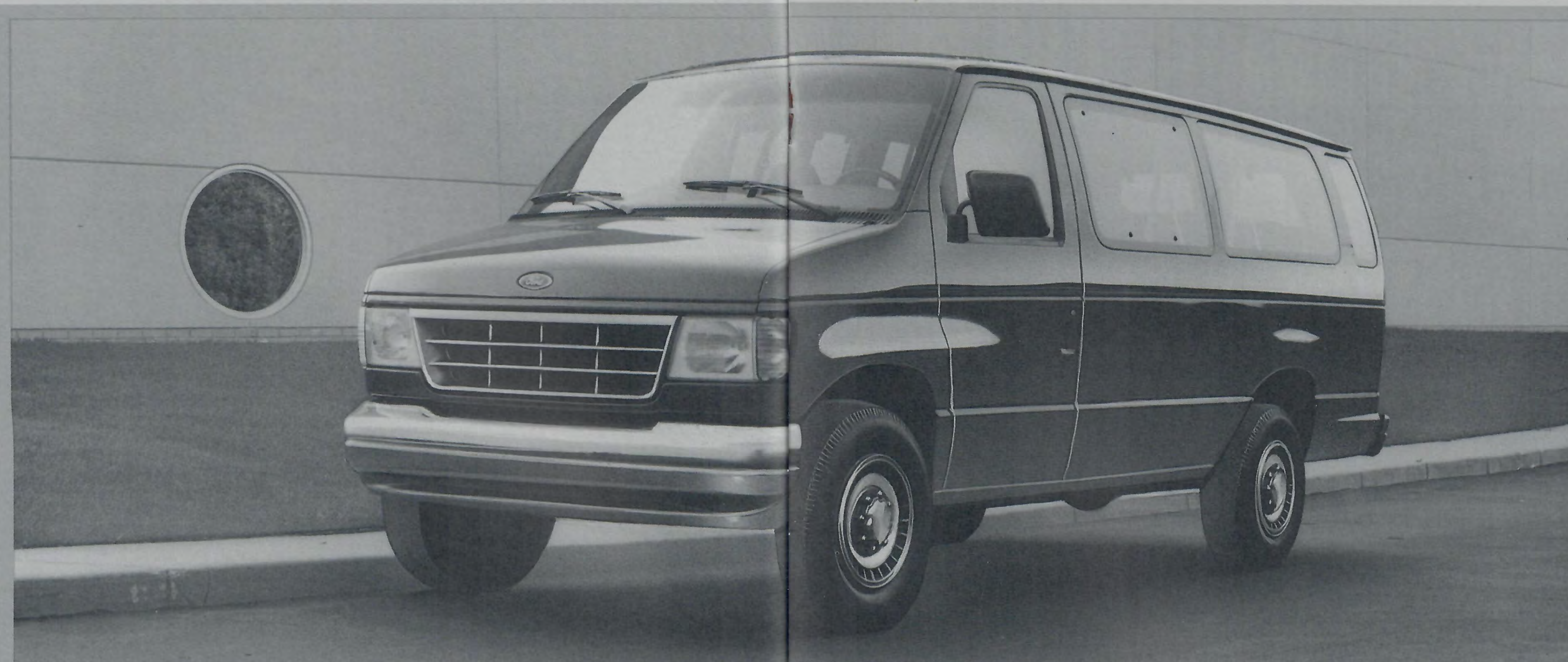
□ This Club Wagon has the quietest interior compartment ever in a Ford van.

□ Larger windows and a lower hood line provide improved visibility.

□ There are more car-like features, such as the new ergonomic instrument panel, high-back reclining front seats (Custom model), and captain's chairs with available 6-way power driver seat adjustment (XLT and Chateau).

□ With the improved-effort sliding side door or the new standard 60/40 side doors, getting in or out of Club Wagon is easier than ever.

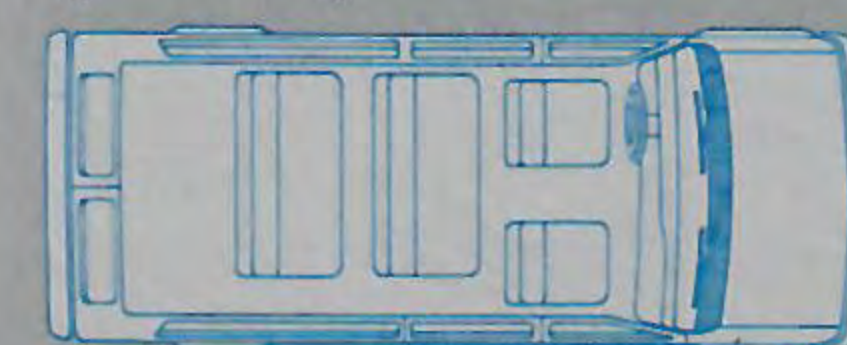
□ A variety of seating capacities, including the 15-passenger Super Wagon, makes Club Wagon a versatile commercial asset.



Top and bottom: Super Club Wagon XLT.

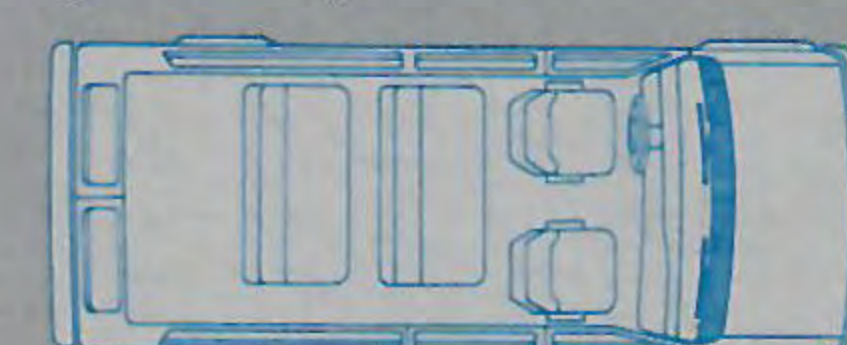
## REGULAR WAGON SEATING

Eight Passengers



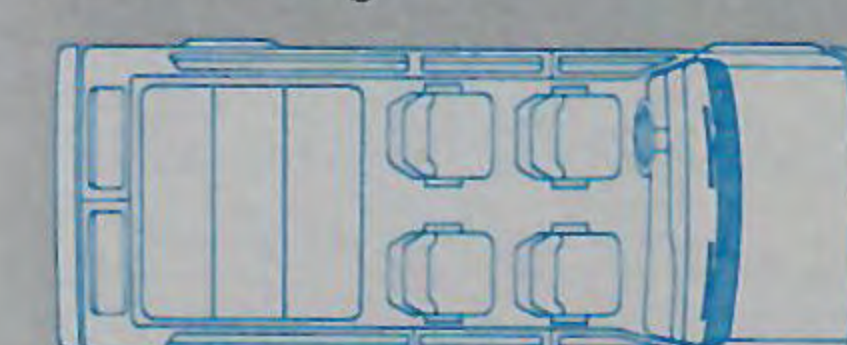
Bucket seats; two 3-passenger bench seats (std. in Custom)

Eight Passengers



Captain's chairs; two 3-passenger bench seats (std. in XLT)

Seven Passengers



Quad captain's chairs; combination seat/bed (std. in Chateau; opt. in XLT)

## HD REGULAR WAGON SEATING

Twelve Passengers



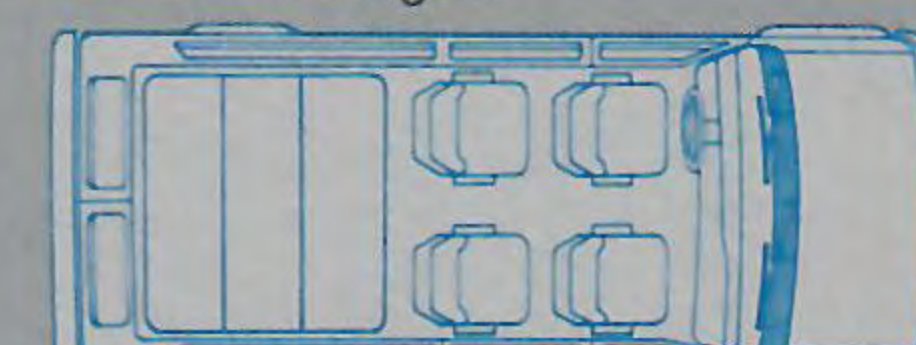
Bucket seats; two 3-passenger bench seats; 4-passenger bench seat (std. in Custom)

Twelve Passengers



Captain's chairs; two 3-passenger bench seats; 4-passenger bench seat (std. in XLT)

Seven Passengers



Quad captain's chairs; combination seat/bed (std. in Chateau; opt. in XLT)

## SUPER WAGON SEATING

Fifteen Passengers



Bucket seats; three 3-passenger bench seats; 4-passenger bench seat (std. in Custom)

Fifteen Passengers



Captain's chairs; three 3-passenger bench seats; 4-passenger bench seat (std. in XLT)

□ The new super-sized 35-gallon fuel tank (see your dealer for availability date) requires fewer operational interruptions for refueling (22 gallons with 4.9L I-6 engine).

□ Improved steering and adjustable Twin-I-Beam independent front suspension provide improved ride and handling.

□ The standard electronic rear anti-lock system is designed for more controlled rear braking under most conditions.

□ Club Wagon's engines feature multi-port electronic fuel injection for precise fuel metering, excellent throttle response and easy starting in temperature extremes.

□ In Club Wagon's exclusive out-front design, the forward location of the engine housing allows easy entry and exit, comfortable leg room, and convenient walk-through access to the rear seating area. It also provides for convenient servicing, putting key service items within easy reach under the hood.

An all-new exterior, redesigned interior, engineering improvements and a commitment to quality put Club Wagon far ahead of its full-size passenger van competition.

For more detailed information on the new Club Wagon, consult the individual 1992 Ford Club Wagon catalog. It's available at your nearest Ford Dealer.

# GOOD, BETTER, BETTER STILL

The Ford philosophy of continuous improvement means we never stop thinking of ways to make our products better. Among Aerostar Van's improvements since its successful introduction are rear anti-lock brakes, an extended-length model, choice of dual rear doors or liftgate, and options like 4-wheel drive, a powerful 4.0L V-6, and a heavy-duty 4-speed automatic transmission.

The 1992 Aerostar Van furthers this evolution with a completely new instrument panel design. Gauges and controls are arranged to make operation easier, day in and day out. When an automatic transmission is specified, the shift lever is column mounted, leaving room for a handy mini-console between the seats. Standard with all Aerostars is the protection of a driver air bag that supplements your safety belts. Air bag effectiveness depends on wearing your safety belts, so always buckle up.

## JOB-TOUGH CAPABILITY

□ Standard 3.0L V-6 with

multiple-port electronic fuel injection.

- 4.0L V-6 engine option (standard with 4WD).
- Standard 5-speed manual transmission.
- Optional 4-spd. automatic OD transmission.
- Optional heavy-duty 4-spd. automatic OD transmission (std. with 4WD).
- Standard rear anti-lock brake system.
- Up to 5,000-lb. towing capability (see pages 20-21 for towing information).
- Up to 5,340-lb. GVWR (extended-length 4WD).

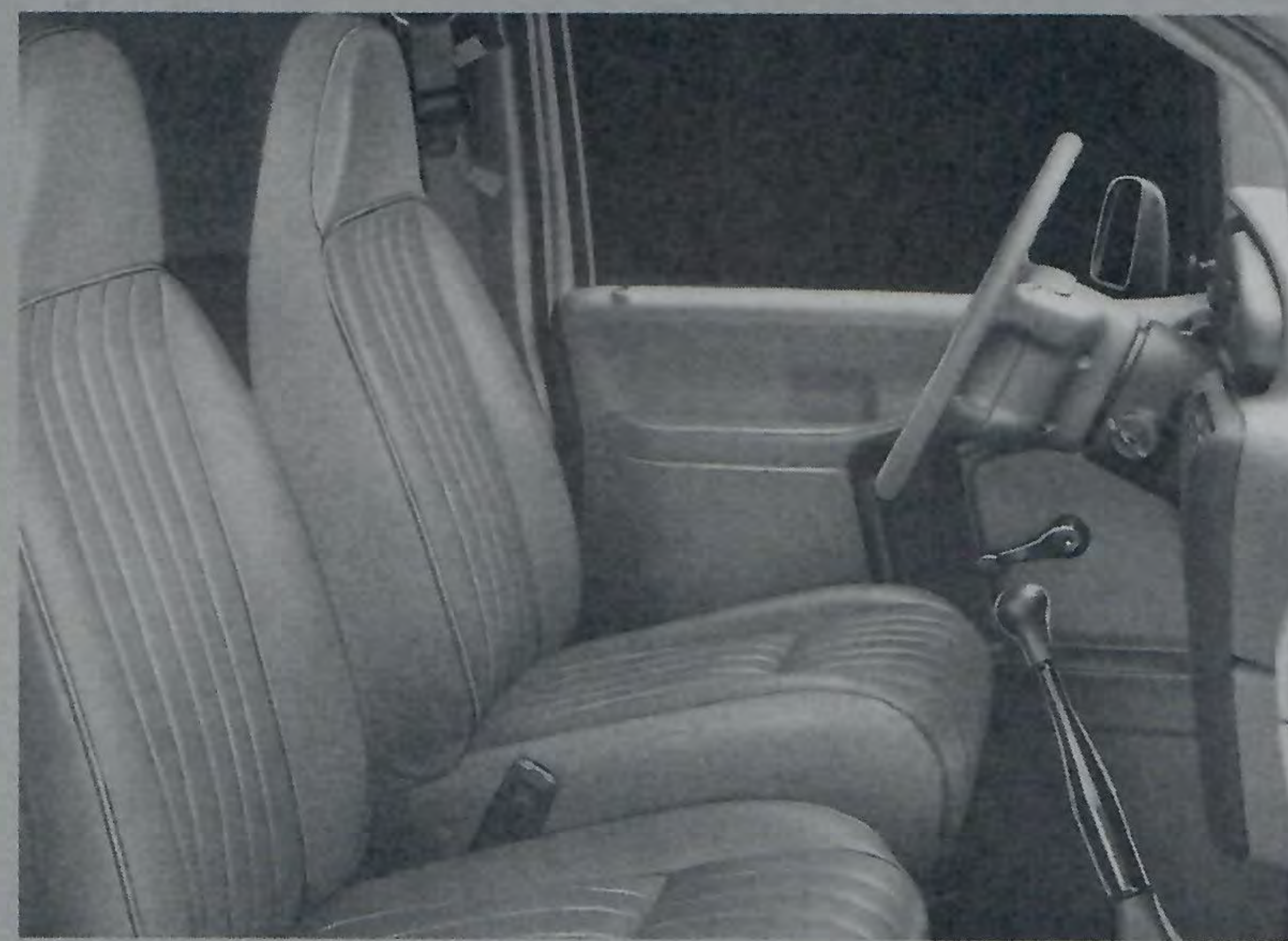
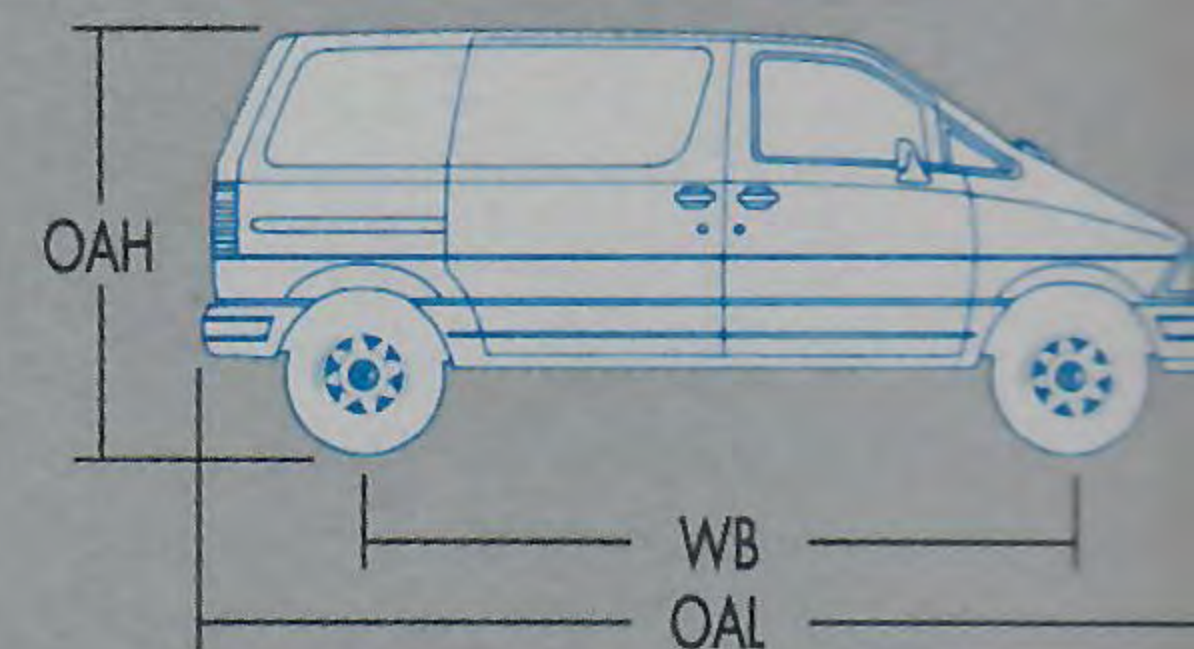
## ELECTRONIC 4-WHEEL DRIVE

Optional with both regular- and extended-length body styles, this state-of-the-art, computer-supervised system is designed to help with vehicle control.

Operational full time, it requires no driver activation. It's always on, always adjusting the flow of power and torque to the wheels, optimizing 4-wheel traction regardless of road conditions or weather. All the driver has to do is enjoy the increased control.



Aerostar Van gives you the choice of extended-length (shown) or regular-length model, cargo-van or window-van body style, 3.0L or 4.0L V-6 power, manual overdrive or automatic overdrive transmission, dual rear doors or one-piece liftgate, two-wheel drive or four-wheel drive. It's easy to find an Aerostar that's right for the kind of job you have to do.

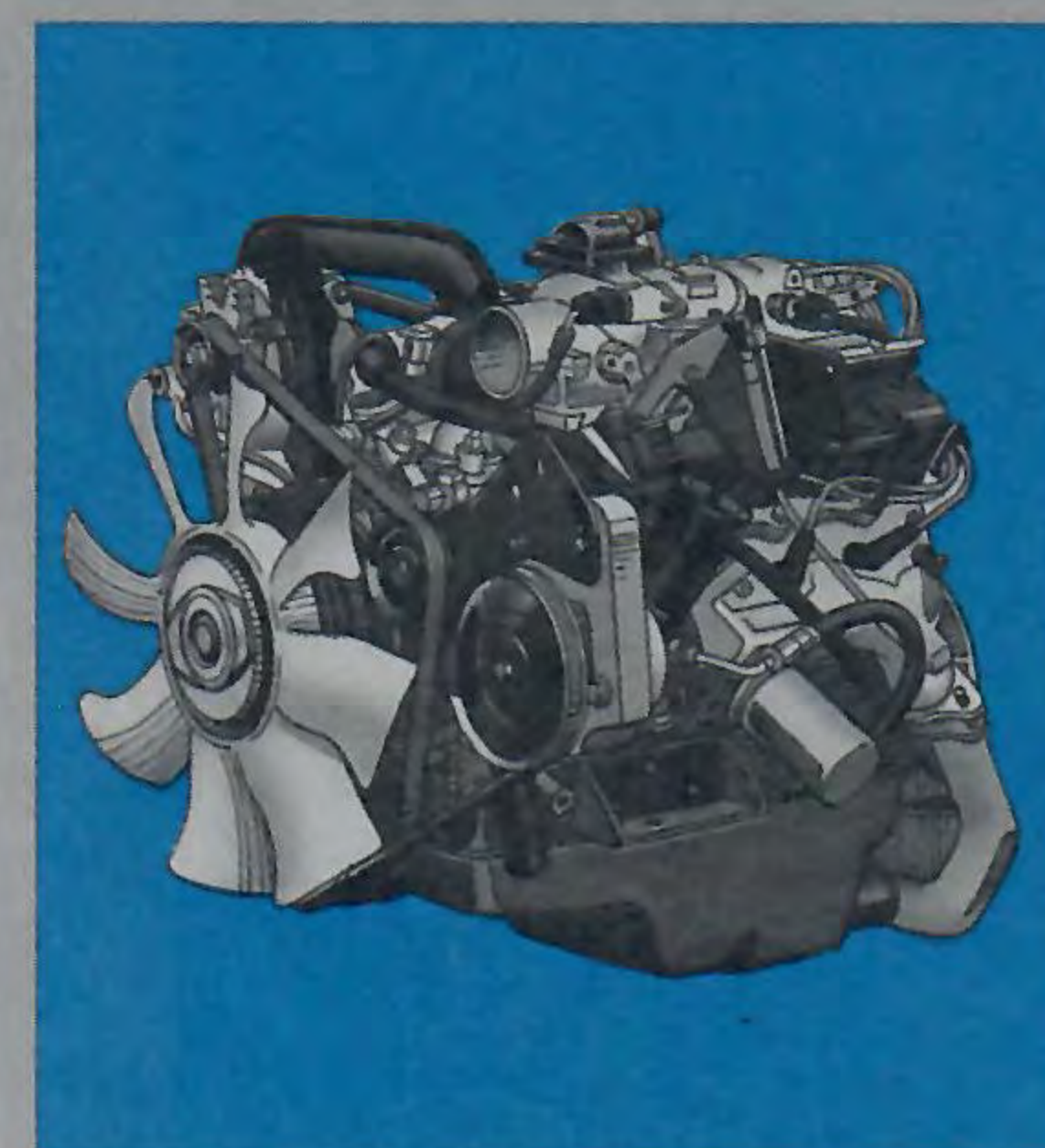
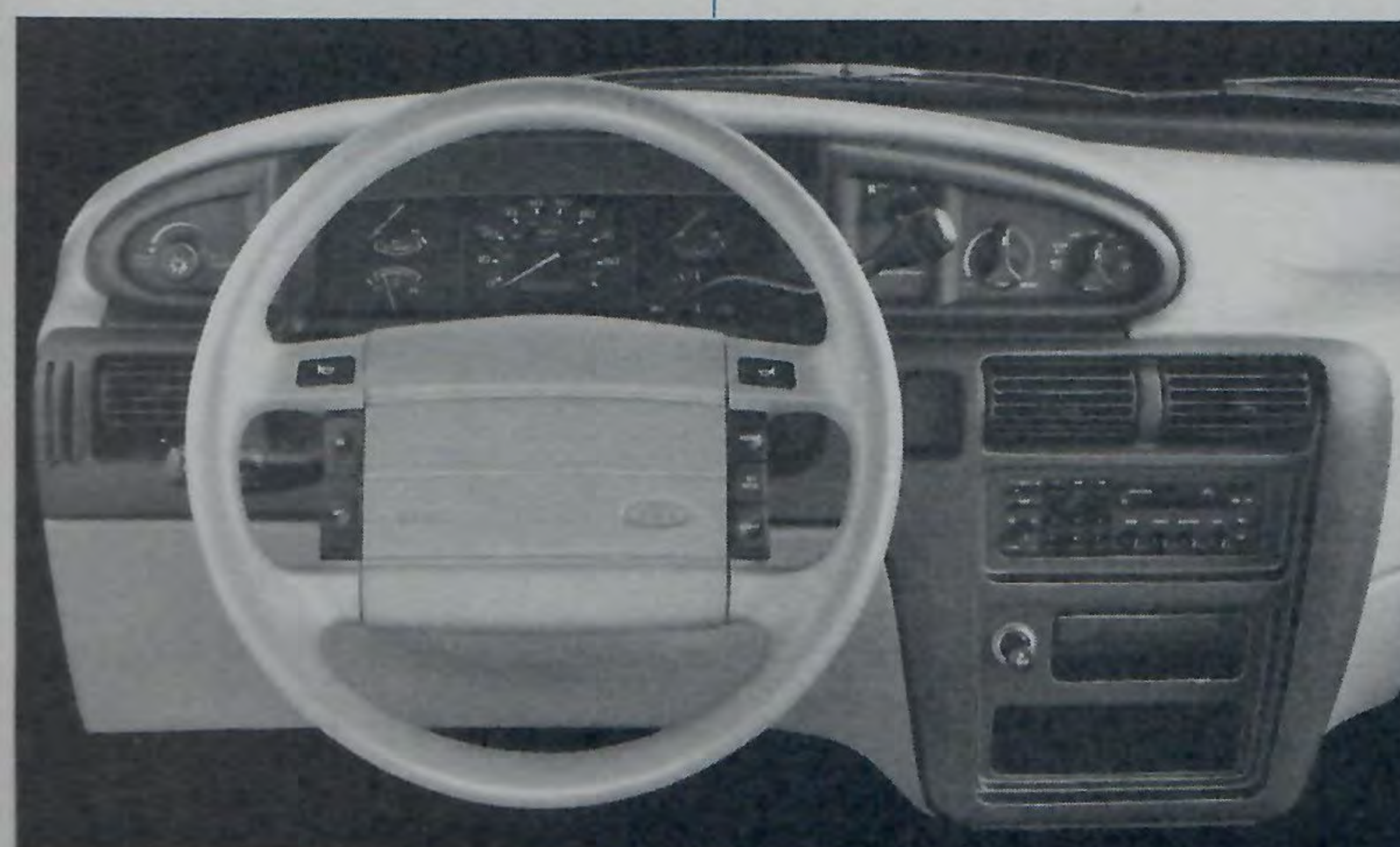


## AEROSTAR SPECIFICATIONS

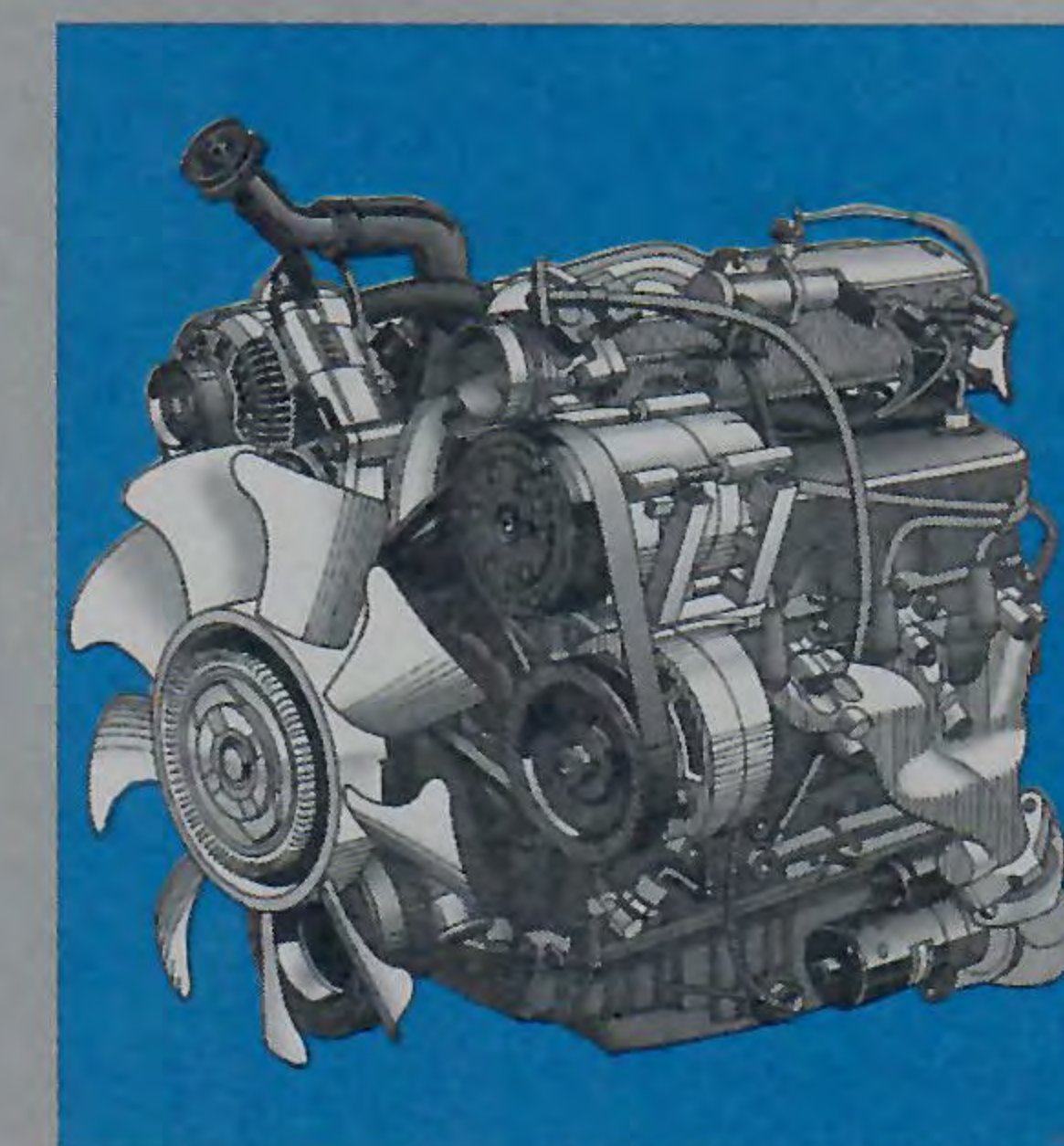
Engine	3.0 liter V-6, multi-port electronic fuel injection standard; 4.0 liter V-6 optional with extended-length models and included with 4VWD
Transmission	5-speed manual overdrive standard; 4-speed automatic overdrive optional with 3.0 liter V-6; Heavy duty 4-speed automatic overdrive standard with 4.0 liter V-6
Clutch linkage	Hydraulic self-adjusting
Fuel tank	21 gallons
Battery	72 amp-hr. maintenance free
Alternator	95 amp
Steering	Power rack-and-pinion system, no-tube linkage
Front suspension	Independent "short/long arm" (SLA) design; springs computer-selected to match GVWR
Rear suspension	Semi-floating coil-link design; variable-rate tapered coil springs
Shock absorbers	Twin-tube nitrogen gas pressurized
Tires	P215/70R14SL steel-belted radials, all-season tread design (WSW optional)
Wheels	5.5J, 5-hole; 6.0J, 5-hole for 2VWD extended-length model (forged aluminum optional)

## AEROSTAR DIMENSIONS

Exterior	Regular Length	Extended Length
Overall length	174.9"	190.3"
Overall width	71.7"	72.0"
Overall height (2WD/4WD)	72.9"/73.6"	74.0"/74.0"
Wheelbase	118.9"	118.9"
Front tread	61.5"	61.5"
Rear tread	60.0"	60.0"
<b>Front Compartment</b>		
Head room	39.5"	39.5"
Leg room	41.0"	41.0"
<b>Rear Compartment</b>		
Cargo length at floor	86.0"	101.3"
Cargo width at floor	65.5"	65.5"
Cargo width at wheelhouse	48.2"	48.2"
Maximum cargo height	47.9"	47.9"
Cargo floor to ground (2WD/4WD)	24.9"/26.0"	25.0"/26.3"
Cargo volume (cubic feet)	141.4	172.5



3.0L V-6 engine



4.0L V-6 engine

## PAYLOAD PACKAGE SELECTOR

Regular Length	Payload*	GVWR	Tires
2WD	1,600 lbs.	4,920 lbs.	—
2WD	1,950 lbs.	5,300 lbs.	P215/75R14SL**
4WD	1,700 lbs.	5,340 lbs.	—
<b>Extended Length</b>			
2WD	1,600 lbs.	5,020 lbs.	—
2WD	1,870 lbs.	5,300 lbs.	—
4WD	1,650 lbs.	5,340 lbs.	—

\*Maximum allowable weight of people, cargo and equipment. \*\*Required at extra cost.



# VERSATILE ECONOLINE CUTAWAY CHASSIS



Left: The Econoline E-350 Commercial Cutaway features dual rear wheels and a payload capacity up to 5,985 lbs. (10,700-lb. GVWR).

Ford Econoline Cutaways are available for both commercial and recreational use. They come with the finished front end of the Econoline Van, including the interior. You customize the rear portion.

Econolines are the only cutaways on the market with rugged body-on-frame construction and adjustable Twin-I-Beam independent front suspension.

Both Commercial and RV Cutaways have dual rear wheels and both are powered by the standard 5.8 liter EFI V-8 engine. The 7.5 liter EFI gas V-8 and the 7.3 liter diesel V-8 are available as options. The E4OD electronically controlled automatic overdrive transmission is standard. The RV Cutaway is available in standard or XL trim levels or as a special RV package.

The following packages are available to help prepare your vehicle for specialized applications.

## HEAVY-DUTY SERVICE PACKAGE

Available on E-350 Commercial and RV Cutaways, the Package includes:

- Auxiliary transmission oil cooler.
- Super engine cooling (standard with 7.3L and 7.5L engines, included with AC).
- Dual electric horns.
- Heavy-duty alternator.
- Modified wiring kit.

## SCHOOL BUS BODY BUILDER PREP PACKAGE\*

Available with the E-350 Commercial Cutaway (138" wb), the package includes:

- Dual electric horns.
- Heavy-duty front springs.
- Banded front door main glass (tinted/laminated).
- Modified wiring kit.
- Right-hand seat and outside mirrors not included.
- Requires 7.3L diesel engine.



## AMBULANCE PREP PACKAGE\*

Available with the E-350 RV Cutaway, the package includes:

- Auxiliary heater/air conditioning connector package.
- 4.10 limited-slip axle ratio.
- 165-amp. alternator.
- Auxiliary transmission oil cooler.
- Modified wiring kit.
- Front air conditioning.
- Dual electric horns.
- Bright swing-out recreational mirrors.
- Requires 7.3L diesel engine.

Left: E-350 Commercial Cutaway. See your dealer for availability date of the SRW School Bus Body Builder Preparation Package shown.

Some equipment shown on this page is available at extra cost or through retail organizations and manufacturers not connected with Ford Motor Company.

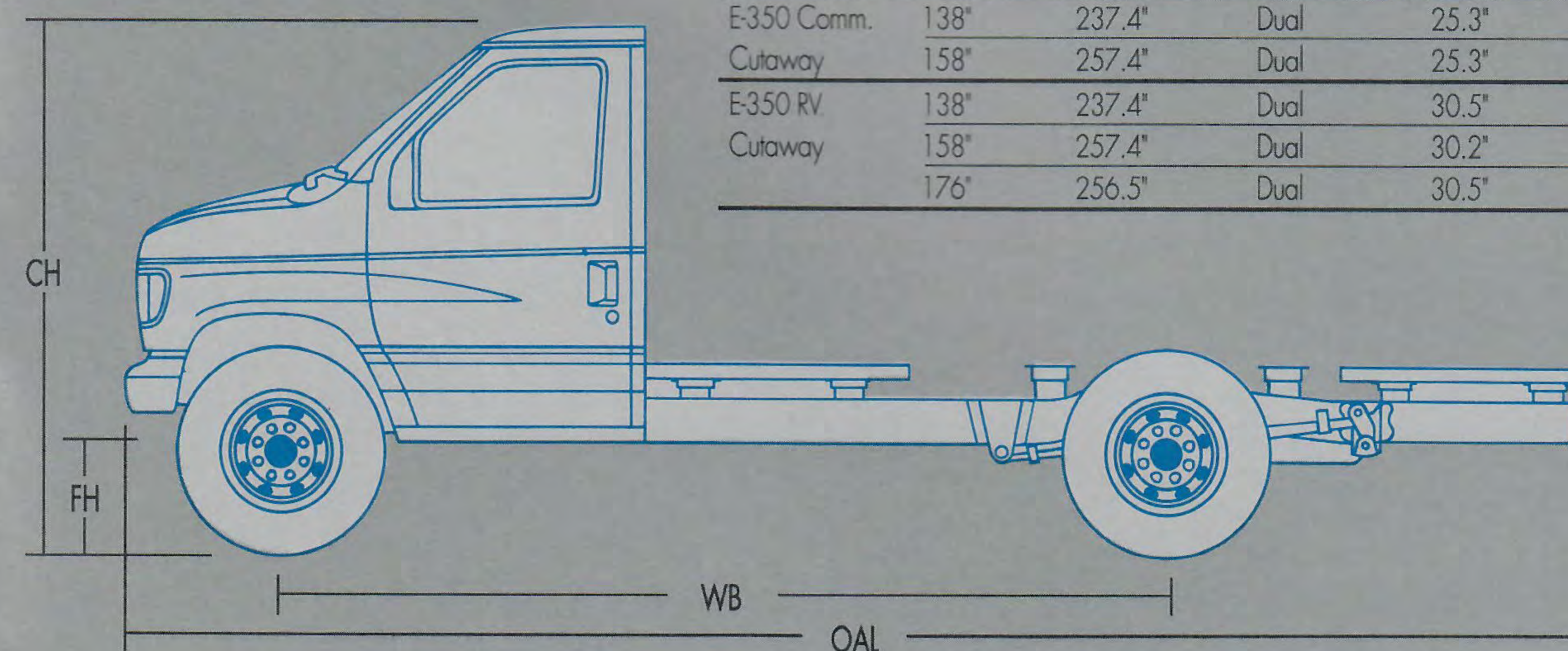
## ECONOLINE CUTAWAY SPECIFICATIONS

Series	Commercial E-350 DRW	RV E-350 DRW
GVWR range (lb.)	10,300/10,700	10,500/11,500
Payload range (lb.)	5,625/5,985	5,750/6,625
Axles (lb.)	Front: 4,600 Rear: 7,800	4,600 7,800/8,000
Springs—Minimum (comb. rating @ ground)	Front: 3,250 Rear: 7,810	3,400 7,480
Steering and Brakes	Power	Power
Electrical:		
Batteries (amp-hr.)	Standard: 72 Optional: 84/60 Dual (84/63 w/diesel) (1)	72 84/60 Dual (84/63 w/diesel) (1)
Alternator (amp.)	Standard: 95 Optional: 130 (2)	95 130 (2)
Engines	Standard: 5.8L EFI V-8 Optional: 7.3L V-8 Diesel 7.5L EFI V-8	5.8L EFI V-8 7.3L V-8 Diesel 7.5L EFI V-8
Transmissions	Standard: 4-speed automatic E4OD	4-speed automatic E4OD
Fuel tank (gal.)	36.0	36.0
Tires	Standard: LT225/75R16D Optional: Optional tire sizes available to match Payload GVWR requirements. Use adequate tires for loads and type of service. Consult your Ford Dealer.	LT225/75R16D
Wheels (number)	Six 8-hole disc 16x6K	Seven 8-hole disc 16x6K

*\*Incomplete vehicle package — requires further manufacture and certification by a final-stage manufacturer. Ford vehicles are suitable for completion as ambulances only if equipped with the Ford Ambulance Preparation Package. In addition, Ford urges ambulance manufacturers to follow the recommendations of the Ford Incomplete Vehicle Manual and the Ford Truck Body Builders Layout Book (and pertinent supplements). Using a Ford vehicle without the Ford Ambulance Preparation Package to produce an ambulance voids the Ford Warranty.*

## ECONOLINE DIMENSIONS

Series	WB	OAL	Rear Wheels	FH Empty	FH Loaded	CH Empty	CH Loaded
E-350 Comm. Cutaway	138"	237.4"	Dual	25.3"	22.0"	83.0"	79.5"
E-350 RV Cutaway	138"	237.4"	Dual	30.5"	25.5"	83.0"	80.0"
	158"	257.4"	Dual	30.2"	25.5"	79.5"	79.5"
	176"	256.5"	Dual	30.5"	25.5"	83.3"	79.9"



WB= Wheelbase  
OAL=Overall length  
FH=Frame height  
CH=Cab height

# FORD ECONOLINE AND F-SUPER DUTY STRIPPED CHASSIS

## ECONOLINE

The Econoline Stripped Chassis — for commercial or RV application — comes without the body, driver's compartment and front end sheetmetal, allowing you to add an aftermarket body of your choice.

The Commercial Stripped Chassis is offered with single or dual rear wheels, and the RV Stripped Chassis with dual rear wheels.

The Commercial Stripped Chassis is powered by the standard 4.9L EFI I-6. The 5.8L V-8 is optional.

The RV Stripped Chassis is driven by the big 7.5L V-8.

## F-SUPER DUTY

The F-Super Duty Stripped Chassis is available for commercial and Class A motorhome applications.

The 16,000-lb. GVWR Commercial Stripped Chassis is offered in two wheelbases: 158 in. and 178 in. It's powered by the standard 7.3L Diesel. 4-wheel disc brakes make it ideal for multi-stop deliveries.

The 17,000-lb. GVWR Motorhome Stripped Chassis comes in 178, 190, 208 and 228-in. wheelbases. Its 7.5L V-8 is teamed with Ford's advanced electronic 4-speed automatic transmission.

## ECONOLINE STRIPPED CHASSIS SPECIFICATIONS

Series		Commercial E-350 SRW/DRW	RV E-350 DRW
GVWR range (lb.)		9,400/10,000	11,500
Payload Range (lb.)		5,610/6,065	7,525/7,575
Axles (lb.)	Front:	4,600	4,600
	Rear:	6,340 (SRW), 7,800 (DRW)	8,000
Springs (combined rating @ ground)	Front:	3,550	4,200
	Rear:	7,810	7,810
Steering and Brakes		Power	Power
Battery (amp-hr.)		72	72
Alternator (amp.)		95	130
Engines	Standard:	4.9L EFI I-6 (1)	7.5L EFI V-8
	Optional:	5.8L EFI V-8	—
Transmissions	Standard:	3-speed automatic	4-speed automatic E4OD
	Optional:	4-speed automatic E4OD	—
Fuel tank (gal.)		36.0	36.0
Tires		LT245/75R16E (SRW) LT225/75R16D (DRW)	LT225/75R16D
Wheels (number)		Four 8-hole disc 16x7K (SRW)	Seven 8-hole disc 16x6K
Type/rim size		Six 8-hole disc 16x6K (DRW)	

Note: Load rating represents maximum allowable weight of people, cargo and body equipment, and is reduced by weight of optional equipment. (1) Not available in California.

## F-SERIES STRIPPED CHASSIS SPECIFICATIONS

Series		Commercial Stripped 4x2 DRW	Motorhome Stripped 4x2 DRW
Wheelbase (in.)		158/178	178/190/208/228
GVWR (lb.)		16,000	17,000
Payload (lb.)		10,530/10,445	11,380/11,490
Axles (lb.)	Front:	6,000 monobeam	6,000 monobeam
	Rear:	11,000	11,000
Springs (combined rating @ ground)	Front:	6,000	6,000
	Rear:	11,000	11,000
Steering and Brakes		Power	Power
Battery (amp-hr.)*		Dual 84	72
Alternator (amp.)		100	100
Engine		7.3L V-8 Diesel	7.5L EFI V-8
Transmission	Standard:	HD 5-speed manual OD	4-speed automatic E4OD
	Optional:	4-speed automatic E4OD	—
Fuel tank (gal.)		40 single	75 single
Tires (all season)		Six LT235/85R16E	Six LT235/85R16E
Wheels (type/rim size)		Seven 10-hole disc, 16x6K	Seven 10-hole disc, 16x6K

\*Maintenance free.

## ECONOLINE DIMENSIONS

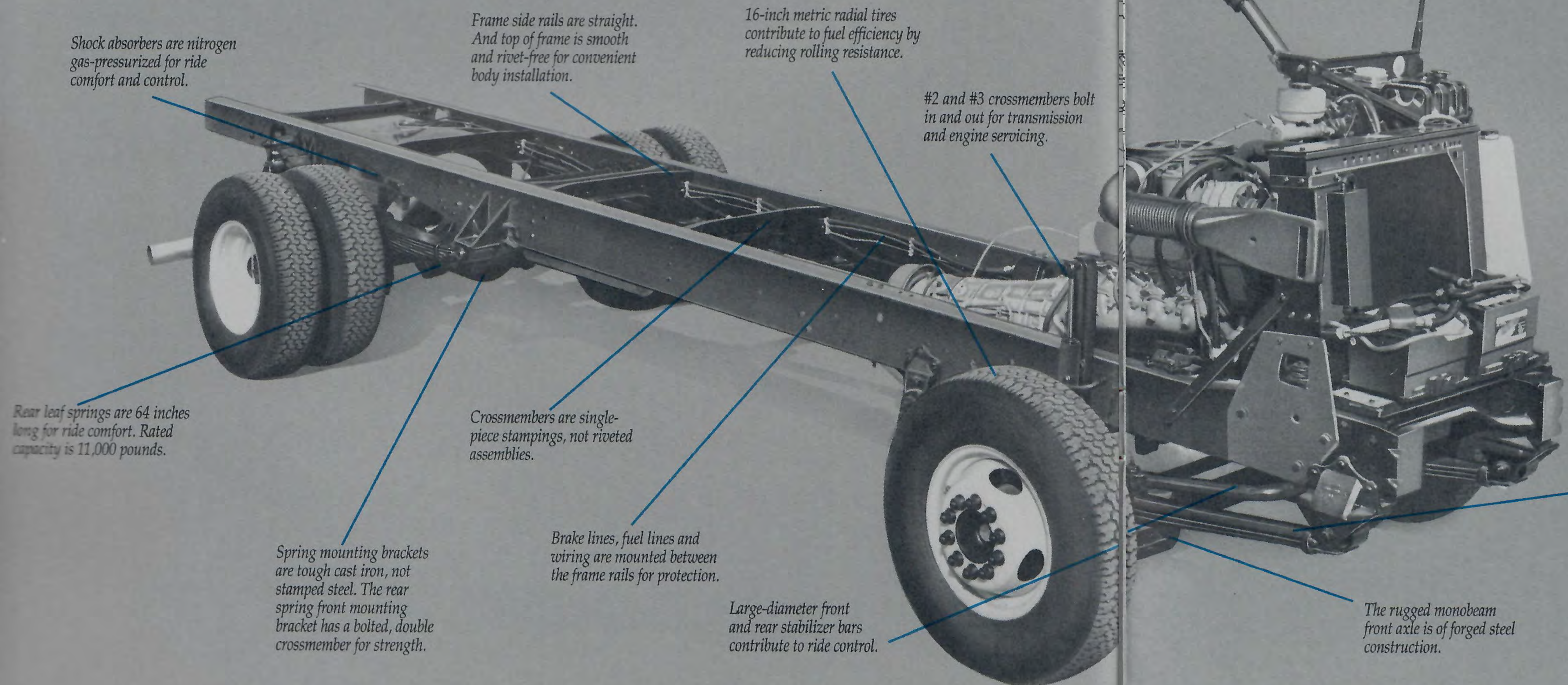
E-350	WB	OAL	Rear Wheels	FH Loaded
Commercial/RV Stripped Chassis	138"	235.5"	Single	22.7"
	138"	235.5"	Dual	22.4"
	158"	254.8"	Single	22.7"
	158"	254.8"	Dual	22.4"
	176"	253.8"	Dual	22.4"
	158**	250.0"	Dual	26.0"
	176**	250.0"	Dual	26.0"

\*RV Stripped Chassis. WB=Wheelbase OAL=Overall Length. FH=Frame Height.

## F-SERIES DIMENSIONS

F-Super Duty 4x2	WB	OAL	RAF Length	FH (Empty/Loaded)	AH (Loaded)	TW (Front/Rear)
Commercial Stripped Chassis	158"	263.3"	70.0"	32.2/26.6"	7.78"	71.7/71.7"
Motorhome Stripped Chassis	178"	283.3"	70.0"	32.2/26.6"	7.78"	71.7/71.7"
	178"	320.3"	105.8"	35.05/28.0"	7.78"	71.7/71.7"
	190"	332.3"	105.8"	35.05/28.0"	7.78"	71.7/71.7"
	208"	350.3"	105.8"	35.05/28.0"	7.78"	71.7/71.7"
	228"	370.3"	105.8"	35.05/28.0"	7.78"	71.7/71.7"

WB=Wheelbase OAL=Overall Length RAF=Rear Axle-Frame FH=Frame Height AH=Axle Height TW=Tread Width



Shock absorbers are nitrogen gas-pressurized for ride comfort and control.

Frame side rails are straight. And top of frame is smooth and rivet-free for convenient body installation.

16-inch metric radial tires contribute to fuel efficiency by reducing rolling resistance.

#2 and #3 crossmembers bolt in and out for transmission and engine servicing.

Rear leaf springs are 64 inches long for ride comfort. Rated capacity is 11,000 pounds.

Crossmembers are single-piece stampings, not riveted assemblies.

Spring mounting brackets are tough cast iron, not stamped steel. The rear spring front mounting bracket has a bolted, double crossmember for strength.

Brake lines, fuel lines and wiring are mounted between the frame rails for protection.

Large-diameter front and rear stabilizer bars contribute to ride control.

The rugged monobeam front axle is of forged steel construction.



Shown at left: The F-Super Duty Commercial Stripped Chassis.

The bread truck shown here is an example of what you can build when you start with a quality Ford Stripped Chassis.

Tapered leaf springs are extra long and wide for toughness and comfort. Rated capacity is 6,000 pounds.

## TRAILER TOWING

You'll find here the basic information you'll need for towing with Ford Econoline and Aerostar Vans. For more, see the 1992 Ford Recreation Vehicle and Towing Guide.

### TRAILER CLASSES AND HITCHES

**Class I Light Duty:**  
 2,000-lb. gross trailer weight (trailer and cargo).  
 Load-carrying (non-equalizing) hitch (frame-mounted or rear bumper clamp-type hitch with Econoline; body-mounted hitch with Aerostar).

**Class II Medium Duty:**  
 2,001 to 3,500-lb. gross trailer weight.  
 Load-equalizing hitch required (frame-mounted with Econoline; body-mounted with Aerostar).

**Class III Heavy-Duty:**  
 3,501 to 5,000-lb. gross trailer weight.  
 Load-equalizing hitch required (frame-mounted with Econoline; body-mounted with Aerostar).

**Class IV Extra Heavy-Duty:**  
 5,001 to 10,000-lb. gross trailer weight.  
 Load-equalizing hitch required (frame-mounted with Econoline).

### REQUIRED EQUIPMENT

**For Aerostar towing over 2,000 lbs.:**  
 None. See powertrain requirements on page 21.

**For Econoline E-150/250/250HD Standard or XL Van**

*towing 2,000 to 3,500 lbs. (with 4.9L/5.0L/5.8L engines):\**

Heavy-Duty Service Package or air conditioning or Trailer Towing Package.

**For Econoline E-150/250/250HD Standard or XL Van towing over 3,500 lbs.:**\*

Air conditioning with Handling Package or Heavy-Duty Service Package or Trailer Towing Package.

**For Regular Custom Club Wagon towing 2,000 to 3,500 lbs. (with 4.9L/5.0L/5.8L engines):\***

Air conditioning or Trailer Towing Package.

**For Regular Custom Club Wagon towing over 3,500 lbs.:**\*

Air conditioning with Handling Package or Trailer Towing Package.

### TRAILER TOWING PACKAGES

**For Aerostar:**  
 Class I wiring harness.  
 Heavy-duty turn signal flasher.

Limited-slip axle with axle ratio upgrade.

**For Econoline/Club Wagon Class I:**

Super engine cooling.  
 Auxiliary transmission oil cooler (with selected powerteams; see your dealer for availability).

Trailer wiring harness.  
 Handling package: front stabilizer bar; heavy-duty front and rear shock absorbers (standard on Econoline E-350, HD Regular

and Super Club Wagon).

Dual electric horns (standard on Club Wagon).

**For Econoline/Club Wagon Class II, III, IV:**

Class I Trailer Towing Package.

Electric brake controller tap-in capability.

Pollak-type trailer plugs and bumper bracket.

Relay system for bracket/B+/running lights.

Heavy-duty alternator.

**Econoline Van Heavy-Duty Service Package:**

Auxiliary transmission oil cooler (with selected powerteams; see your dealer for availability).

Super engine cooling.

Dual electric horns.

Handling package: front stabilizer bar; heavy-duty front and rear shock absorbers (standard on E-350).

Heavy-duty alternator.

*\*Trailer Towing Package (Class I) is standard on E-150/250/250HD RV Van, E-350 Van, Regular XLT or Chateau Club Wagon, HD Regular and Super Club Wagon.*



Printed on recycled paper

### ECONOLINE AND CLUB WAGON MAXIMUM TRAILER WEIGHTS — AUTOMATIC TRANSMISSION

Engine	Axle Ratio	GCWR Max.	Regular Van				Super Van			Club Wagon		
			E-150	E-250	E-250 HD	E-350	E-250	E-250 HD	E-350	Regular	HD Regular	Super
4.9L EFI I6	2.73	6,100	(1)	-	-	-	-	-	-	-	-	-
	3.08	9,000	4,200	-	-	-	-	-	-	3,900	-	-
	3.54	10,000	-	4,900	4,900	-	4,800	4,800	-	-	-	-
	3.55	10,000	5,200	-	-	-	-	-	-	4,900	-	-
	3.73	10,500	-	5,400	5,300	-	5,300	5,200	-	-	-	-
4.10	11,000	-	-	-	5,800	-	-	5,600	-	5,400	5,100	-
	3.55	11,500	6,700	-	-	-	-	-	-	6,400	-	-
4.10	12,500	-	-	-	-	-	-	-	-	-	-	-
	3.08	10,000	-	-	-	-	-	-	-	-	-	-
3.55	12,000	7,000	-	-	-	-	-	-	-	6,700	-	-
	3.54	11,500	-	-	-	6,000	-	-	5,900	-	5,600	5,300
	3.73	13,000	-	7,700	7,700	-	7,600	7,600	-	-	-	-
4.10	13,000	-	-	-	7,500	-	-	7,400	-	7,100	6,800	-
7.3L V8	3.54	12,000	-	-	-	6,000	-	-	5,800	-	5,600	5,300
Diesel	4.10	14,000	-	-	-	8,000	-	-	7,800	-	7,600	7,300
7.5L EFI V8	3.54	15,000	-	-	-	9,300	-	-	9,200	-	9,000	8,600
	4.10	18,500	-	-	-	10,000	-	-	10,000	-	10,000	10,000

(1) Not available for trailer towing.

Note: Engine/axle ratio combinations may not be available in all areas. See your dealer for availability information. All maximum trailer weights shown must be reduced by passenger and cargo weight in the towing vehicle. Maximum trailer weights shown. The combined weight of the towing vehicle (including hitch, passengers and cargo) and the loaded trailer must not exceed the Gross Combined Weight Rating (GCWR).

### AEROSTAR MAXIMUM TRAILER WEIGHTS — AUTOMATIC TRANSMISSION

Engine	Axle Ratio	GCWR Max.	Regular Length Aerostar				Extended Length Aerostar				
			2WD Van	4WD	2WD Wagon	4WD	2WD Van	4WD	2WD Wagon	4WD	
3.0L EFI V6	3.45	7,000	3,500	-	-	-	3,300	-	-	-	-
	3.73	7,500	4,000	-	3,800	-	3,800	-	3,700	-	-
	4.10	8,500	5,000	-	4,800	-	4,800	-	4,700	-	-
4.0L EFI V6	3.27	7,500	-	-	-	-	3,800	-	3,600	-	-
	3.55	8,500	-	-	-	-	4,800	-	4,600	-	-
	3.73	8,500	-	4,700	-	4,500	-	4,600	-	4,400	-

### AEROSTAR MAXIMUM TRAILER WEIGHTS — MANUAL TRANSMISSION

3.0L EFI V6	3.45	5,000	1,500	-	-	-	1,400	-	-	-
	3.73	6,000	2,500	-	2,300	-	2,400	-	2,200	-

Note: Engine/axle ratio combinations may not be available in all areas. See your dealer for availability information. All maximum trailer weights shown must be reduced by passenger and cargo weight in the towing vehicle. Maximum trailer weights shown. The combined weight of the towing vehicle (including hitch, passengers and cargo) and the loaded trailer must not exceed the Gross Combined Weight Rating (GCWR).

## PRODUCT CHANGES

Following publication of this catalog, certain changes in standard equipment, options, prices and the like, or product delays, may have occurred which would not be included in these pages. Your Ford Dealer is your best source for up-to-date information.

Ford Division reserves the right to change product specifications at any time without incurring obligations.

## IMPORTANT INFORMATION

Many of the items shown on vehicles in this publication are available through retail organizations and establishments not connected with Ford Motor Company. Availability, price, quality and durability of these items rest solely with the respective manufacturers and their sales organizations, and Ford assumes no responsibility for their use.



Optional Ford Extended Service Plans are available to cover major components on new Ford cars and light trucks for longer than the vehicle's basic limited warranty. Your Ford Dealer has full details.

## 6-YEAR/100,000-MILE CORROSION PROTECTION

Corrosion warranty coverage for outer body panel rust-through is 6 years or 100,000 miles, whichever comes first. See your Ford Dealer for a copy of this limited warranty.

## MOTORCRAFT REPLACEMENT PARTS

Genuine Ford and Motorcraft original equipment replacement parts meet the same high standards as those installed in production.

## FEDERAL REGULATIONS

Federal regulations such as those issued by the National Highway Traffic Safety Administration, the Environmental Protection Agency or the Federal Highway Administration, or issued pursuant to the Occupational Safety and Health Organization (OSHA) and/or state and local laws and regulations, may require additional equipment for the particular use you intend for the vehicle. It is the buyer's responsibility to determine the applicability of such laws and regulations to the buyer's intended use for the vehicle and to arrange for the installation of required equipment. Your Ford Dealer has information about the availability of many items of equipment which can be ordered for the vehicle.

## OPTIONS AVAILABILITY

Options shown or described in this catalog are available at extra cost and may be offered only in combination with other options or subject to additional ordering requirements or limitations.

