



# 2011 WRECKER TOWING MANUAL

## ABOUT THIS WRECKER TOWING MANUAL

Ford Motor Company salutes and applauds the towing industry for many fine years of service to the automotive industry. We will continue to work to provide our customers with guidelines.

This manual contains the latest towing procedures for 2011 Ford, Lincoln and Mercury vehicles. Ford Motor Company has created easy-to-follow instructions with illustrations showing the correct hook-up for damage-free towing.

As an additional safety measure, be sure to use safety chains on every tow, including wheel lift and flatbed hook-ups. This procedure will prevent losing the vehicle in the event of equipment failure or vehicle breakage at the chain attachment.

New materials and aerodynamic styling require new methods of towing to eliminate the possibility of damage to vehicles when towing. Wheel lifts or flatbed equipment is required to tow Ford Motor Company vehicles. Refer to the instructions given for the specific vehicle to be towed.

## GENERAL TOWING INFORMATION

### NOTE, NOTICE AND WARNING

As you read through this manual, you may come across a **NOTE, NOTICE** or **WARNING**. Each one is there for a specific purpose. A **NOTE** calls attention to unique, additional or essential information related to the subject procedure. A **NOTICE** identifies a hazard that could damage the vehicle or property. A **WARNING** identifies a hazard that could result in severe personal injury or death to yourself or others.

### Preparatory Steps

**WARNING: NEVER USE A TOW BAR THAT ATTACHES TO THE FASCIA/BUMPER WHEN TOWING THE VEHICLE. THE FASCIA/BUMPER COULD BE DAMAGED AND CAUSE AN ACCIDENT.**

**NOTICE: Incorrect towing of the vehicle may result in damage to the transmission/transaxle, transfer case, front or rear fascia, steering/suspension or exhaust. Always follow the outlined towing procedures. It is recommended that only an unloaded vehicle be towed.**

**NOTICE: Always consult the tow equipment manufacturer for specific instructions on how to operate their equipment.**

**It is the tow equipment operator's responsibility to evaluate and adjust to the specific towing conditions to prevent damage to the vehicle.**

**If a vehicle has been modified, consult the equipment modifier/supplier for the specific towing equipment.**

**NOTE:** When towing the vehicle, the steering wheel should be left unlocked.

**NOTE:** Disabling the air bag system is not necessary in most cases. An air bag is highly unlikely to deploy during towing. Standard towing or recovery procedures on an air bag equipped vehicle should not cause air bag deployment. Only a significant frontal impact that closes 2 crash sensors will deploy an air bag.

**NOTE:** Turning the ignition switch to OFF will not disable the Ford air bag system. The air bag deployment system operates independently of the ignition position.

If the air bags are not deployed, and as a precaution the air bag system would need to be disabled, disconnect the battery in a safe manner.

Release the parking brake and place the transmission/transaxle in NEUTRAL. As a general rule, vehicles should be towed with the drive wheels off the ground. If the vehicle is to be towed on its drive wheels, place the drive wheels on a dolly.

When a vehicle is towed on its front wheels, the steering wheel must be clamped in the straight-ahead position with a steering wheel clamping device designed for towing service use, such as those provided by towing system manufacturers.

Do not use the vehicle steering column lock to lock the wheels in a straight-ahead position when towed from the front or rear. If equipped with an ignition key and the ignition key is not available, place a dolly underneath the driving wheels of the vehicle and tow with the non-drive wheels raised.

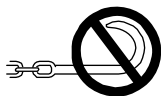
### Brake-Shift Interlock

All Ford, Lincoln and Mercury vehicles incorporate a brake-shift interlock feature that prevents the gearshift lever from being moved from PARK when the ignition is in the ON position, unless the brake pedal is depressed. If you cannot move the gearshift lever out of PARK with the ignition in the ON position and the brake pedal depressed, refer to the automatic transmission or transaxle section in the driving section of the applicable Owner's Literature.

## Flat Beds

**NOTICE:** On vehicles equipped with an air suspension system, be sure the air suspension service switch is turned off prior to vehicle tie down.

**NOTICE:** Never fasten J-hooks to any suspension or driveline components.



When using a flatbed to transport a vehicle, unless indicated otherwise, use T-hooks inserted in the appropriate tie-down slot. **Never fasten J-hooks to any suspension wheel or driveline component because J-hooks will damage these components.** When using winches, care must be taken to avoid damaging the fascia/bumper system, lower body panels or air dams.

## Wheel Lift

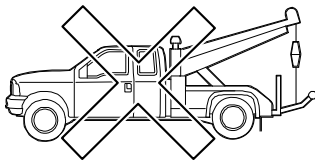
**NOTICE:** Check vehicle specifications for raised vehicle height requirements. If these height requirements are not followed, damage to the body and/or the underbody may result.

**NOTICE:** When towing over very rough or crowned intersection roads, the following special procedures are required when using any wheel lift equipment. The vehicle must be secured to the wheel lift equipment using safety chains equipped with T-hooks or safety hooks. If these procedures are not followed, damage to the underbody may result from excessive jounce travel of the suspension.

1. Attach the safety chain T-hooks in the appropriate slot of the body or frame of the vehicle to be towed unless otherwise specified.
2. Run the chain through the hooks on the wheel lift crossbar and attach it to the towing vehicle.
3. Make sure that there is no slack in the safety chain between the vehicle and the crossbar.
4. Repeat Steps 1 and 2 for the other side of the vehicle.

## Slingbelts

Ford Motor Company does not recommend the use of slingbelt towing. Using slingbelt towing procedures may cause damage to the fascia, lower body panels, air dams or other components.



## Towing Speeds and Distance

**NOTE:** If a distance of 50 mi (80 km) and/or a speed of 35 mph (55 km/h) is exceeded, or when the vehicle is towed with the drive wheels on the ground, position dollies under the wheels. Towing speed should not exceed 50 mph (80 km/h) when the vehicle is towed with the front wheels off the ground. Do not tow with both front and rear wheels on the ground.

**NOTE:** On rough pavement, the maximum towing speed is 35 mph (55 km/h). Maximum towing speed of 35 mph (55 km/h) should be used whenever the tow truck operator is not sure of road surface condition.

See specific model instructions for vehicle towing speed and distance limitations.

UNLTD = Unlimited miles, at speeds up to 50 mph (80 km/h).

Refer to the dolly manufacturer for speed and weight limitations.

## Towing Four-Wheel Drive Vehicles with Lever-Operated Transfer Case – F-150, F-250 through F-550

1. Place the automatic transmission in PARK or manual transmission in 1st gear.
2. **NOTE:** The transfer case NEUTRAL setting is located between 4H and 4L. In order to place the transfer case in NEUTRAL, the lever must be moved slightly to the left and rearward of the 4H position. With the ignition in the ON position, both the 4x4 and LOW RANGE indicators will be OFF when the transfer case is in NEUTRAL. If the battery is dead, jump the vehicle to make sure the indicator lights are off.

Place the transfer case in N (NEUTRAL).

3. **NOTE:** To verify that the hubs are in the FREE position, the front driveshaft should turn freely.

On an F-Super Duty, set and verify that the manual locking hubs are in the FREE position. Use dollies if the hubs do not unlock.

Towing speed should not exceed 50 mph (80 km/h). This applies with either the front or rear wheels off the ground.

## Towing Four-Wheel Drive Vehicles with Electronic Shift Transfer Case – F-150, F-250 through F-550, and Ranger

1. **NOTE:** With the ignition in the ON position, both the 4x4 HI and the LOW RANGE indicators will be OFF when the transfer case is in 2 HI. If the battery is dead, jump the vehicle to make sure the indicator lights are off.
2. Place the automatic transmission in PARK or manual transmission in 1st gear.
3. **NOTE:** Manual locking hubs apply to F-250 through F-550 only.

Set the locking hubs to the AUTO position. Verify that the hubs are unlocked. Use dollies if the hubs do not unlock. Once these conditions are met, follow the instructions for towing a 2-wheel drive vehicle.

## WARNINGS, NOTICES AND NOTES

(See page 4 for specific vehicle application)

<b>A</b>	<b>NOTICE:</b> Ford Motor Company has not approved a slingbelt towing procedure. It is recommended that the vehicle be towed with a flatbed or wheel lift equipment. If the vehicle is towed by any other means or incorrectly, damage to the vehicle may occur.
<b>B</b>	<b>NOTICE:</b> If the vehicle is to be towed from the front or rear using wheel lift equipment, the lifted tire must be raised to a clearance height ABOVE the dollied tire to prevent damage to the vehicle undercarriage.  The clearance height is the difference between the bottom of the wheel lifted tire and the bottom of the vehicle's dollied tire. (See Illustration numbers 3 and/or 5.)
<b>C</b>	<b>NOTICE:</b> It is recommended that the vehicle (4WD, AWD, FWD and some RWD) be towed from the rear using wheel lift equipment. It is required that the front wheels be placed on a dolly to prevent damage to the vehicle fascia/bumper and/or the FWD, 4WD and AWD system.
<b>D</b>	<b>NOTICE:</b> It is recommended that the vehicle (4x2, 4WD, AWD, RWD and some FWD) be towed from the front using wheel lift equipment. It is required that the rear wheels be placed on a dolly to prevent damage to the vehicle fascia/bumper and/or the driveline system.
<b>E</b>	<b>NOTICE:</b> On a vehicle equipped with fog lamps or a sport package, care must be taken not to damage the components while loading and towing with a wheel lift or flatbed. For flatbed towing, wrap loading cable with a shop towel to protect fascia/bumper from damage.
<b>F</b>	<b>WARNING: ON VEHICLES EQUIPPED WITH THE FIRE SUPPRESSION SYSTEM, COMPLETE ALL PRE-TOWING, UNDER-VEHICLE ACTIVITY (SECURING VEHICLE, CHAINS, STRAPS, ETC.) BEFORE TURNING THE KEY TO THE RUN POSITION. THE FIRE SUPPRESSION SYSTEM IS ACTIVE WHENEVER THE KEY IS IN THE RUN POSITION AND WILL DEPLOY IF THE MANUAL ACTIVATION BUTTON IS DEPRESSED.</b>
<b>G</b>	<b>NOTICE:</b> On a vehicle equipped with an air suspension system, the system switch must be turned to the off position before the vehicle can be towed. Refer to the Owner's Literature for procedure and switch location. If the rear air bags are deflated, load the vehicle on a flatbed and use a 4x4 board under the bed to lift the rear of the vehicle so that the rear bumper will not drag on the road surface.
<b>H</b>	<b>NOTICE:</b> When a vehicle is towed over very rough, pitching roads such as a crowned road intersection at a railroad crossing, towing speed should be greatly reduced to avoid damaging the vehicle undercarriage.

<b>I</b>	<b>WARNING: DO NOT TOW VEHICLE BACKWARD WHEN TOWING THE VEHICLE WITH ALL 4 WHEELS ON THE GROUND.</b>
<b>J</b>	<b>NOTICE:</b> Crossbeam/spacer blocks must be used to keep the cable from coming in contact with the chin spoiler when loading on a flatbed. The crossbeam/spacer block can be held in place on the frame using bungee cords.
<b>K</b>	<b>NOTICE:</b> Do not disconnect the driveshaft since the system is aligned and balanced. Connecting the driveshaft in the wrong position may cause vibration or damage to the driveline.
<b>L</b>	<b>NOTICE:</b> Manual transmission vehicles <b>MUST</b> have the parking brake fully engaged when the rear wheels are on the dolly. Failure to apply the parking brake may cause damage to the driveline.
<b>M</b>	<b>NOTICE:</b> It is recommended that the vehicle be loaded onto a flatbed tow truck with the tow hook attached to a canvas strap, to prevent damage to the bottom of the front or rear fascia/bumper covers. If the cable, chain or strap comes in contact with the fascia, wrap the tow cable, chain or strap with a shop towel.
<b>N</b>	<b>NOTICE:</b> It is recommended when using a flatbed, use mini J-hooks to tie down the front of the vehicle. Larger J-hooks may cause damage to the undercarriage.
<b>O</b>	<b>NOTE:</b> For Dual Rear Wheel (DRW) vehicles, it may be necessary to remove the outer rear wheel when using wheel lift equipment.
<b>P</b>	<b>NOTE:</b> On a 4WD vehicle with Electronic Shift on the Fly (ESOF), it is recommended that the vehicle be towed with a wheel lift and dolly or flatbed equipment with all the wheels off the ground.
<b>Q</b>	<b>NOTE:</b> On a 4WD vehicle with Manual Shift on Stop (MSOS) with the lever operated transfer case in NEUTRAL, it is acceptable to tow the vehicle with the rear wheels on the ground.
<b>R</b>	<b>NOTE:</b> For towing or operating conditions other than what is prescribed in this manual, the driveshaft must be removed to prevent driveline damage. Always mark the location of the driveshaft to the attaching flange before removal so the shaft can be correctly indexed upon installation. Driveshaft attachment bolts should be replaced with new OEM bolts or have threadlocking compound added to the original bolts. Reinstall the driveshaft per the workshop manual.
<b>S</b>	<b>NOTICE:</b> When wheel lifting from the rear, the front tires must be put on a dolly. Lift the rear wheels and secure with a safety strap. Pull the front tires onto 4x4 blocks using the stinger. Position the dollies to the smallest size opening. Secure the dollies with safety straps. Refer to Illustration 25.

# TOWING SPECIFICATION AND ILLUSTRATION TABLE

Vehicle	Warnings, Notices and Notes	Flat Bed	Tie Down	Front and Rear Wheel Lift							
				Wheel Lift Front	Wheel Lift Rear	Clearance Height — Front	Clearance Height — Rear	Towing from Front	mph — km/h miles — km	Towing from Rear	mph — km/h miles — km
<b>CARS</b>											
Crown Victoria, Grand Marquis, Town Car (RWD)	A,B,F,G,I	1,6,7	14	3	4	12 in	12 in	W/Dolly	* Unltd	W/O	Unltd
Fiesta	A,B,C,I,M,S	1	24	3	5	15 in	15 in	W/Dolly	Unltd	W/Dolly	Unltd
Focus (FWD)	A,B,C,H,I	1	12	2	5	12 in	12 in	W/O	Unltd	W/Dolly	Unltd
Fusion/Milan/MKZ (AWD) Fusion/Milan/MKZ Hybrid (AWD)	A,B,C,D,E,I	1	22	3	5	19 in	19 in	W/Dolly	Unltd	W/Dolly	Unltd
Fusion/Milan/MKZ (FWD) Fusion/Milan/MKZ Hybrid (FWD)	A,B,C,E,I	1	22	2	5	19 in	19 in	W/O	Unltd	W/Dolly	Unltd
Fusion Sport (FWD)	A,B,C,E,I,M	1,6,8	22	2	5	19 in	19 in	W/O	Unltd	W/Dolly	Unltd
Taurus/MKS (AWD)	A,B,C,D,E,H,I,M	1	23	3	5	12 in	12 in	W/Dolly	Unltd	W/Dolly	Unltd
Taurus/MKS (FWD)	A,B,C,E,H,I,M	1	23	2	5	12 in	12 in	W/O	Unltd	W/Dolly	Unltd
Mustang (RWD) V6 and V8	A,B,C,D,I,K,L	1	13	3	5	16 in	14 in	W/Dolly	Unltd	W/Dolly	Unltd
Mustang Shelby GT 500 (RWD)	A,B,C,D,I,K,L,M,N	1,7,8,9	13	3	N/A	16 in	14 in	W/Dolly	Unltd	N/A	N/A
<b>TRUCKS</b>											
E-Series, E-150/250/350/450	A,B,E,I,O,R	1	14	3	4	12 in	12 in	W/Dolly	Unltd	W/O	Unltd
Edge/MKX (AWD)	A,B,C,D,E,H,I	1	20	3	5	12 in	12 in	W/Dolly	Unltd	W/Dolly	Unltd
Edge/MKX (FWD)	A,B,C,D,E,H,I	1	20	2	5	12 in	12 in	W/O	Unltd	W/Dolly	Unltd
Escape/Escape Hybrid, Mariner/Mariner Hybrid (4WD)	A,B,C,D,I	1	15	3	5	12 in	12 in	W/Dolly	Unltd	W/Dolly	Unltd
Escape/Escape Hybrid, Mariner/Mariner Hybrid (FWD)	A,B,C,D,I	1	15	2	5	12 in	12 in	W/O	Unltd	W/Dolly	Unltd
Expedition/Navigator (4WD)	A,B,C,D,G,I,Q,R	1	18	3	5	12 in	12 in	W/Dolly	Unltd	W/Dolly	Unltd
Expedition/Navigator (RWD)	A,B,D,G,I,R	1	18	3	4	12 in	12 in	W/Dolly	* Unltd	W/O	Unltd
Explorer (AWD)	A,B,C,D,E,H,I,M	1	21	3	5	15 in	15 in	W/Dolly	Unltd	W/Dolly	Unltd
Explorer (FWD)	A,B,C,E,H,I,M	1	21	2	5	15 in	15 in	W/O	Unltd	W/Dolly	Unltd
F-150 (4WD)	A,B,C,D,G,I,Q,R	1	18	3	5	12 in	12 in	W/Dolly	Unltd	W/Dolly	Unltd
F-150 (RWD)	A,B,D,G,I,R	1	18	3	4	12 in	12 in	W/Dolly	* Unltd	W/O	Unltd
F-250/350/450/550 (4WD)	A,B,I,J,O,P,Q,R	1,10	16	3	5	12 in	12 in	W/Dolly	Unltd	** W/O	Unltd
F-250/350/450/550 (RWD)	A,B,J,I,O,R	1,10	16	3	4	12 in	12 in	W/Dolly	* Unltd	** W/O	Unltd
Flex/MKT (AWD)	A,B,C,D,E,H,I,M	1	21	3	5	15 in	15 in	W/Dolly	Unltd	W/Dolly	Unltd
Flex/MKT (FWD)	A,B,C,E,H,I,M	1	21	2	5	15 in	15 in	W/O	Unltd	W/Dolly	Unltd
Ranger (4WD)	A,B,C,D,I,R	1	17	3	5	12 in	12 in	W/Dolly	Unltd	W/Dolly	Unltd
Ranger (RWD)	A,B,D,I,R	1	17	3	4	12 in	12 in	W/Dolly	* Unltd	W/O	Unltd
Raptor	A,G,I,R	1	18	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Transit Connect	A,B,C,H,I	1	11	2	5	12 in	12 in	W/O	Unltd	W/Dolly	Unltd
<p>* In case of an emergency, the vehicle can be towed with the drive wheels on the ground up to a speed of 35 mph (55 km/h) and up to a distance of 50 mi (80 km).</p> <p>** On a 4X2/4X4 vehicle in 2HI and the hubs in the AUTO/FREE position, it is acceptable to tow the vehicle with the front wheels on the ground (without dollies) and the rear wheels off the ground.</p>											

# ILLUSTRATIONS

**1**

**2**

**3**

Clearance Height

**4**

**5**

Clearance Height

**6**

11.5° max.

FLATBED

STACKED 4X4

18"

36"

**7**

**CROSSBEAM/WITHOUT SPACER BLOCKS**

4x4 WOOD BLOCK

**MATERIAL - CROSSBEAMS**  
2 - 4x4x60" LONG 2 - 4x4x48" LONG

**8**

**V STRAP-FORGED CLUSTER HOOKS**

**9** **LOADING**

LOADING

SHELBY GT500

TOW LINE

11.5° max.

FLATBED

STACKED 4X4

18"

36"

**10**

**CROSSBEAM/SPACER BLOCKS**

**MATERIAL - CROSSBEAMS**  
ONE 4x4x60" LONG - ONE 4x4x48" LONG  
for F-Super Duty

SECTION A

SPACER BLOCKS CAN BE FABRICATED AS SHOWN.

**MATERIAL-SPACER BLOCKS**  
FOUR - 2x4x6" LONG  
TWO - 2x4x3-1/2" LONG  
EIGHT - 1/4x7" CARRIAGE BOLT  
EIGHT - 1/4" NUT  
SIXTEEN - 1/4" WASHER

SECTION A

**Safety Chain Location Codes**

**T** = Tie Down T-Slot    **FT** = Flatbed/Rollback T-Slot

**W** = Wrap Chain        **FW** = Flatbed/Rollback Winch Location

**11**

FRONT

FW

T&FT

W

FT

FW

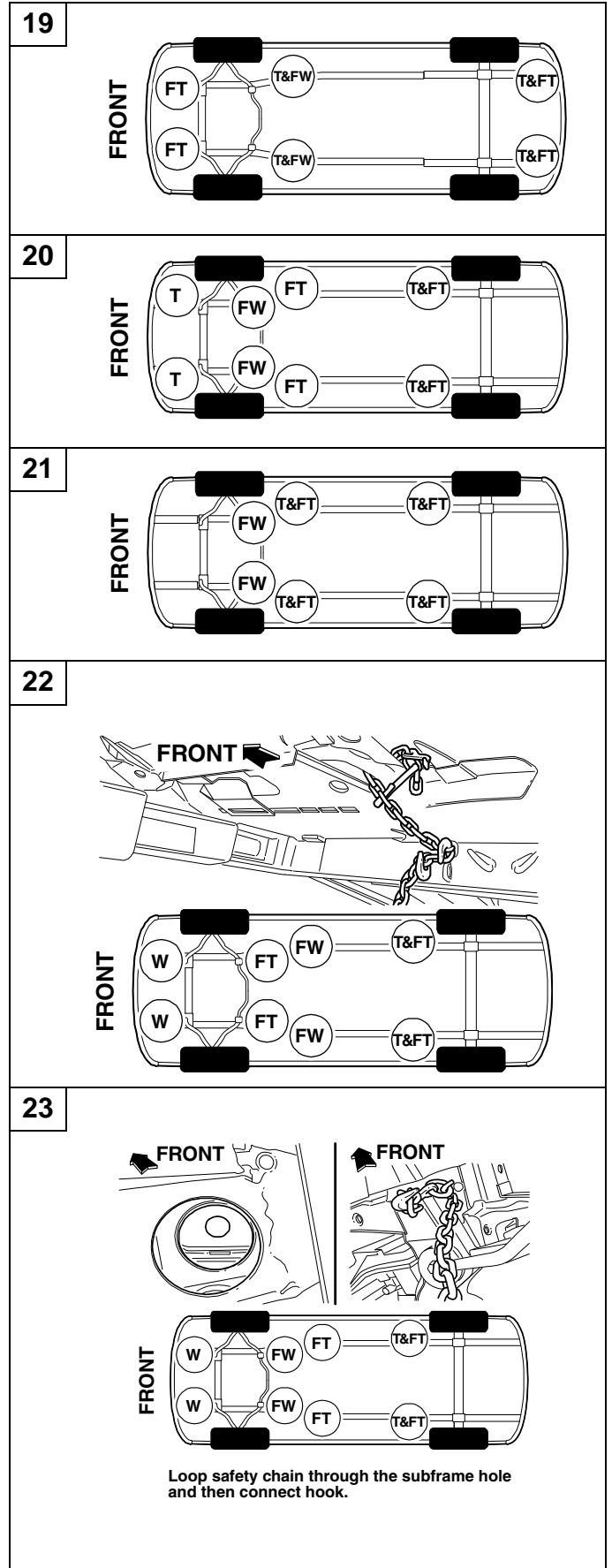
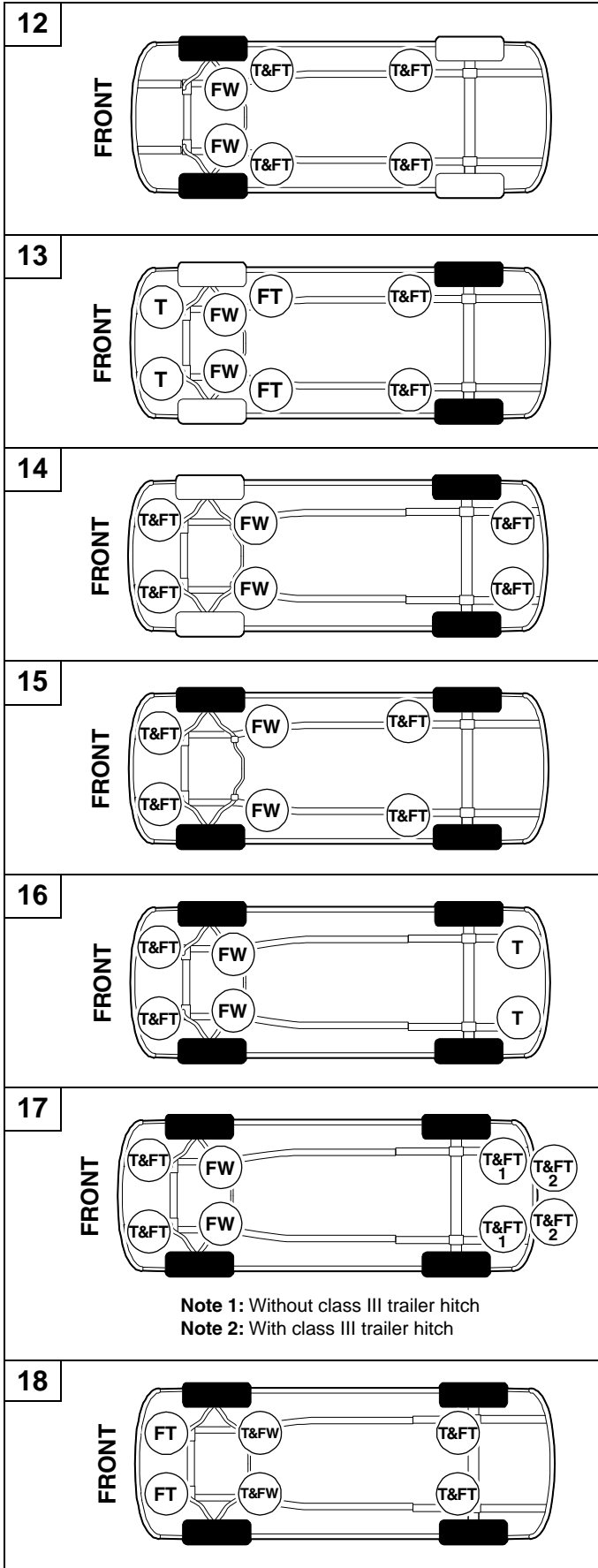
T&FT

W

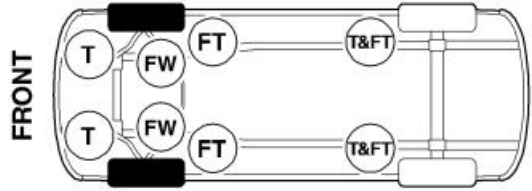
FT

Use FT tie-downs for flatbed only.

Wrap rear axle for safety chains on wheel lift.



24



25

