F-150 – Built Ford Tough.

Exceptional space, power, towing capability and its Built Ford Tough credentials make the 2014 F-150 the preferred choice for towing and hauling. F-150’s exciting features, including available integrated trailer brake controller, trailer tow mirrors and rearview camera ensure your truck is a custom fit for your specific needs. All 4WD models include neutral tow functionality and maximum trailer tow packages include an upgraded rear bumper and trailer tow mirrors.

**Powertrain Lineup** – extensively tested to meet high-durability and reliability standards
- 3.7L 4V DOHC V6 and Flex Fuel capability delivers 302 hp and 278 lb.-ft. of torque
- 5.0L 4V DOHC V8 and Flex Fuel capability delivers 360 hp and 380 lb.-ft. of torque
- 6.2L 2V SOHC V8 delivers 411 hp and 434 lb.-ft. of torque
- 3.5L 4V DOHC V6 EcoBoost® delivers 365 hp and 420 lb.-ft. of torque
- Standard 6-speed automatic transmission with Tow/Haul Mode
- All engines include Aggressive Deceleration Fuel Shut-off (ADFSO)

New for 2014, a CNG/LPG Gaseous Engine Prep Package is available for 3.7L V6 engine.
### F-150 CONVENTIONAL (1) AND 5TH-WHEEL TOWING (2)

<table>
<thead>
<tr>
<th>Engine</th>
<th>Axle Ratio</th>
<th>GCWR (Lbs.)</th>
<th>4x2 126&quot; Wb</th>
<th>145&quot; Wb</th>
<th>4x4 145&quot; Wb</th>
<th>REGULAR CAB</th>
<th>SUPERCAB</th>
<th>SUPERCrew</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.7L 4-Valve V6</td>
<td>3.55</td>
<td>10,400</td>
<td>5,500</td>
<td>–</td>
<td>–</td>
<td>–</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td></td>
<td>3.73</td>
<td>11,500</td>
<td>6,600</td>
<td>6,300</td>
<td>–</td>
<td>–</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td>5.0L 4-Valve V8</td>
<td>3.31</td>
<td>12,900</td>
<td>7,900</td>
<td>–</td>
<td>–</td>
<td>–</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td></td>
<td>3.55</td>
<td>13,500</td>
<td>8,400</td>
<td>8,100</td>
<td>7,900</td>
<td>–</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td></td>
<td>3.73</td>
<td>14,900</td>
<td>9,800</td>
<td>9,500</td>
<td>9,300</td>
<td>–</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td>3.5L GTDI V6</td>
<td>3.15</td>
<td>14,000</td>
<td>9,700</td>
<td>9,500</td>
<td>9,300</td>
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</tr>
<tr>
<td></td>
<td>3.31</td>
<td>14,900</td>
<td>9,700</td>
<td>9,500</td>
<td>9,300</td>
<td>–</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td></td>
<td>3.73</td>
<td>15,300</td>
<td>10,000</td>
<td>9,800</td>
<td>9,600</td>
<td>–</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td>3.5L 2-Valve V8</td>
<td>3.55</td>
<td>13,300</td>
<td>8,000</td>
<td>–</td>
<td>–</td>
<td>–</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td></td>
<td>3.73</td>
<td>14,900</td>
<td>9,800</td>
<td>9,500</td>
<td>9,300</td>
<td>–</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td>6.2L 2-Valve V8</td>
<td>3.55</td>
<td>15,500</td>
<td>9,800</td>
<td>9,700</td>
<td>9,600</td>
<td>–</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td></td>
<td>3.73</td>
<td>17,000</td>
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<td>–</td>
</tr>
<tr>
<td></td>
<td>4.10</td>
<td>19,000</td>
<td>12,000</td>
<td>11,900</td>
<td>11,800</td>
<td>–</td>
<td>–</td>
<td>–</td>
</tr>
</tbody>
</table>

(1) Maximum loaded trailer weight requires weight-distributing hitch. (2) Vehicles equipped with 5.5' box will accept a 5th-wheel hitch, but current 5th-wheel trailer designs are not compatible with these models (133" wb. SuperCrew and 145" wb. Crew Cab). (3) Requires Heavy-Duty Payload Package. (4) Requires Max Trailer Towing Package. (5) Limited model. (6) Ford Raptor. While the pickup box will accept a 5th-wheel hitch, current 5th-wheel trailer designs are not compatible with this model. (7) Tremor Package. (8) 9,600 on 5th-wheel. (9) 9,000 on 5th-wheel.

Notes:
- Do not exceed trailer weight of 5,000 lbs. when towing with bumper only.
- Trailer tongue (trailer king pin for 5th-wheel towing) load weight should be 10-15% (15-25% for 5th-wheel towing) of total loaded trailer weight. Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo added to towing vehicle. Addition of trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo cannot cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.
**Required Equipment**

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

**F-150**

- For trailers over 5,000 pounds – Trailer Tow Package or Max Trailer Tow Package

*Check with your dealer for additional requirements, restrictions and limited warranty details.

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**Frontal Area Considerations**

<table>
<thead>
<tr>
<th>Vehicle Line</th>
<th>Frontal Area Limitations / Considerations</th>
<th>With</th>
</tr>
</thead>
<tbody>
<tr>
<td>F-150</td>
<td>Without Trailer Tow Package or Heavy-Duty Payload Package</td>
<td></td>
</tr>
<tr>
<td></td>
<td>60 sq. ft.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>With Trailer Tow Package or Max Trailer Tow Package; With Either Trailer Tow Package or Heavy-Duty Payload Package</td>
<td></td>
</tr>
</tbody>
</table>

**Notes:**
- Content may vary depending on model, trim and/or powertrain. See your dealer for specific content information.
- Trailer Towing Package recommended for all light trucks that will be used for towing to help ensure easy, proper connection of trailer lights.

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**Rear Axle Ratio Codes**

If you do not know the axle ratio of your vehicle, check its Truck Safety Compliance Certification Label (located on the left front door lock facing or the door latch post pillar). Below the bar code, you will see the word AXLE and a two-digit code. Use this chart to find the axle ratio that corresponds to that code:

<table>
<thead>
<tr>
<th>Rear Axle Ratio</th>
<th>Non-Limited Slip</th>
<th>Limited Slip</th>
<th>Electronic Locking</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.15</td>
<td>15</td>
<td>Not Available</td>
<td>L5</td>
</tr>
<tr>
<td>3.31</td>
<td>27</td>
<td>Not Available</td>
<td>L3</td>
</tr>
<tr>
<td>3.55</td>
<td>19</td>
<td>H9</td>
<td>L9</td>
</tr>
<tr>
<td>3.73</td>
<td>26</td>
<td>B6</td>
<td>L6</td>
</tr>
<tr>
<td>4.10</td>
<td>Not Available</td>
<td>Not Available</td>
<td>L4</td>
</tr>
</tbody>
</table>

---

**Factory-Installed Trailer Hitch Receiver Options**

**F-150 Pickup:** Included with Trailer Tow Packages – Option Code 535, 60M, 60P and 60C

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

**Hitch Receiver Weight Capacity**

Refer to the Trailer Towing Selector chart for Maximum Loaded Trailer Weights for this vehicle.

<table>
<thead>
<tr>
<th>Vehicle</th>
<th>Weight-Carrying Max. Trailer Capacity (Lbs.)</th>
<th>Max. Tongue Load (Lbs.)</th>
<th>Weight-Distributing Max. Trailer Capacity (Lbs.)</th>
<th>Max. Tongue Load (Lbs.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>F-150</td>
<td>5,000</td>
<td>500</td>
<td>11,300</td>
<td>1,130</td>
</tr>
</tbody>
</table>

*(1) Hitch receivers do not include a hitch ball or ball mounting. The vehicle owner is responsible for obtaining the proper hitch ball, ball mounting, weight-distributing equipment (i.e., equalizing arms and snap-up brackets, sway control system) and other appropriate equipment to tow both the trailer and its cargo load.
F-Series Pickup slide-in campers.

**F-150 Heavy-Duty Payload Package (Option Code 627)**
Increases GVWR to 8,200 pounds.
- LT245/75R17E BSW A/T tires (5)
- High-capacity 17" 7-lug steel wheels (XL)
- High-capacity 17" 7-lug aluminum wheels (XLT/Lariat)
- Heavy-duty shock absorbers
- Upgraded springs, radiator and auxiliary transmission oil cooler
- 9.75" gear set with 3.73 limited slip axle

Available on XL and XLT Regular Cab and SuperCab models with 8' box and XL, XLT and Lariat SuperCrew with 6.5' box. Requires 5.0L V8 or 3.5L V6 EcoBoost® gas engine. Trailer Tow Package required when ordered with 5.0L engine. Max Trailer Tow Package also required with 3.5L V6 EcoBoost® engine.

**F-Series Pickup/Camper Combination Selector**
Combined weight of vehicle, camper body, occupants and cargo must not exceed Gross Vehicle Weight Rating (GVWR).

**Heavy-Duty Payload Package (Option Code 627)** required with F-150.

| Cargo Weight Rating shown in chart is maximum allowable, assuming weight of a base vehicle with required camper option content and a 150-lb. passenger at each available seating position. |

**Maximum Cargo Weight With Slide-In Camper**

<table>
<thead>
<tr>
<th>Model</th>
<th>Wheelbase</th>
<th>3.5L GVWR (Lbs.)</th>
<th>5.0L GVWR (Lbs.)</th>
<th>3.5L Max. Cargo (Lbs.)</th>
<th>5.0L Max. Cargo (Lbs.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>F-150 (1)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4x2 Reg. Cab</td>
<td>144.5&quot;</td>
<td>8,200</td>
<td>8,200</td>
<td>2,667</td>
<td>2,687</td>
</tr>
<tr>
<td>4x2 SuperCab</td>
<td>163.0&quot;</td>
<td>8,200</td>
<td>8,200</td>
<td>1,826</td>
<td>1,831</td>
</tr>
<tr>
<td>4x2 SuperCrew</td>
<td>156.5&quot;</td>
<td>8,200</td>
<td>8,200</td>
<td>1,746</td>
<td>1,748</td>
</tr>
<tr>
<td>4x4 Reg. Cab</td>
<td>144.5&quot;</td>
<td>8,200</td>
<td>8,200</td>
<td>2,383</td>
<td>2,382</td>
</tr>
<tr>
<td>4x4 SuperCab</td>
<td>163.0&quot;</td>
<td>8,200</td>
<td>8,200</td>
<td>1,555</td>
<td>1,523</td>
</tr>
<tr>
<td>4x4 SuperCrew</td>
<td>156.5&quot;</td>
<td>8,200</td>
<td>8,200</td>
<td>1,440</td>
<td>1,455</td>
</tr>
</tbody>
</table>

(1) Requires Heavy-Duty Payload Package option.

Notes:
- Be sure to measure your slide-in camper before attempting to install it onto the bed of the truck. Some campers may require a platform in the bed of the truck to make sure there is adequate clearance for both the box rails and cab roof of the truck.
- All Styleside pickups that qualify for slide-in camper bodies have camper center-of-gravity included on the Consumer Information Sheet in the glovebox.
- Data is calculated for each individual truck, based on vehicle options.
- If vehicle does not qualify for camper use, the Consumer Information Sheet states that the vehicle is not recommended for camper use, and no center-of-gravity data is shown.

**Camper Center-of-Gravity**
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- Data is calculated for each individual truck, based on vehicle options.
- If vehicle does not qualify for camper use, the Consumer Information Sheet states that the vehicle is not recommended for camper use, and no center-of-gravity data is shown.

**Slide-In Camper Installation**
- Consult your camper manufacturer/dealer for details regarding proper installation of your slide-in camper.
- A dimensionally stable block spacer is recommended between the headboard of the pickup box and the forward edge of the camper floor. Resting the spacer on the pickup box bed helps prevent movement and contact of the fully installed camper with the pickup box headboard or taillight rear pillars.

**Note:** Consult your camper manufacturer/dealer for details regarding proper installation of your slide-in camper.

**F-150 Heavy-Duty Payload Package (Option Code 627)**
Increases GVWR to 8,200 pounds.
- LT245/75R17E BSW A/T tires (5)
- High-capacity 17" 7-lug steel wheels (XL)
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- 9.75" gear set with 3.73 limited slip axle

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What to know before you tow.

Before you buy
If you are selecting a vehicle that will be used for towing, you should determine the approximate weight of the trailer you intend to tow, including the weight of any additional cargo and fluids that you will be carrying in the trailer. Also, be sure the vehicle has the proper optional equipment. Keep in mind that performance can be severely compromised in hilly terrain when minimum acceptable powertrain combination is selected. Consider purchasing a vehicle with a more powerful engine.

After you buy
Before heading out on a trip, check your vehicle Owner’s Manual for break-in and severe-duty maintenance schedules (do not tow a trailer until your vehicle has been driven at least 1,000 miles). Be sure to have your fully-loaded vehicle (including passengers) and trailer weighed so as not to exceed critical weight limits. If any of these limits are exceeded, cargo should be removed from the vehicle and/or trailer until all weights are within the specified limits.

Brakes
Many states require a separate braking system on trailers with a loaded weight of more than 1,500 pounds. For your safety, Ford Motor Company recommends that a separate functional brake system be used on any towed vehicle, including those dolly-towed or towbar-towed. There are several basic types of brake systems designed to activate trailer brakes:

1. Electronically Controlled Brakes usually provide automatic and manual control of trailer brakes. They require that the tow vehicle be equipped with a controlling device and additional wiring for electrical power. These brakes typically have a control box installed within reach of the driver and can be applied manually or automatically.

2. Electric-Over-Hydraulic (EOH) Trailer Brakes are operated by an electrically powered pump that pressurizes a hydraulic fluid reservoir built into the trailer’s brake system. Many of the available EOH trailer brake models are compatible with Ford’s factory installed, dash-integrated Trailer Brake Controller (TBC).

3. Surge Brakes are independent hydraulic brakes activated by a master cylinder at the junction of the hitch and trailer tongue. They are not controlled by the hydraulic fluid in the tow vehicle’s brake system, and the tow vehicle’s hydraulic system should never be connected directly to the trailer’s hydraulic system.

Be sure your trailer brakes conform to all applicable state regulations. See Towing Basics on the next page for additional braking information.

Trailer Lamps
Make sure the trailer is equipped with lights that conform to all applicable government regulations. The trailer lighting system should not be connected directly to the lighting system of the vehicle. See a local recreational vehicle dealer or rental trailer agency for correct wiring and relays for the trailer and heavy-duty flashers.

Safety Chains
- Always use safety chains when towing. Safety chains are used to retain connection between the towing and towed vehicle in the event of separation of the trailer coupling or ball
- Use cross chains under the trailer tongue to prevent the tongue from contacting the ground if a separation occurs. Allow only enough slack to permit full turning – be sure they do not drag on the pavement
- When using a frame-mounted trailer hitch, attach the safety chains to the frame-mounted hitch using the recommendations supplied by the hitch manufacturer
- See your vehicle Owner’s Manual for safety chain attachment information
- For rental trailers, follow rental agency instructions for hookup of safety chains

Trailer Wiring Harness
- Some vehicles equipped with a factory-installed Trailer Tow Package include a trailer wiring harness and a wiring kit
- This kit includes one or more jumper harnesses (to connect to your trailer wiring connector) and installation instructions
Towing basics.

Towing a trailer is demanding on your vehicle, your trailer and your personal driving skills. Follow some basic rules that will help you tow safely and have a lot more fun.

Weight Distribution
- For optimum handling and braking, the load must be properly distributed.
- Keep center of gravity low for best handling.
- Approximately 60% of the allowable cargo weight should be in the front half of the trailer and 40% in the rear (within limits of tongue load or king pin weight).
- Load should be balanced from side-to-side to optimize handling and tire wear.
- Load must be firmly secured to prevent shifting during cornering or braking, which could result in a sudden loss of control.

Before Starting
- Before setting out on a trip, practice turning, stopping and backing up your trailer in an area away from heavy traffic.
- Know clearance required for trailer roof.
- Check equipment (make a checklist).

Backing
- Back up slowly, with someone spotting near the rear of the trailer to guide you.
- Place one hand at bottom of steering wheel and move it in the direction you want the trailer to go.
- Make small steering inputs – slight movement of steering wheel results in much greater movement in rear of trailer.

Turning
When turning, be sure to swing wide enough to allow trailer to avoid curbs and other obstructions.

Braking
- Allow considerably more distance for stopping with trailer attached.
- Remember, the braking system of the tow vehicle is rated for operation at the GVWR, not GCWR.
- If your tow vehicle is a F-150, F-Series Super Duty®, E-Series or Expedition and your trailer is rated for operation at the GVWR, not GCWR.
- On downhill grades, the trailer may not be able to provide enough braking assistance to enable you to match the speed of the towing vehicle.
- Keep a greater distance from the vehicle in front of you.
- Apply the foot service brake and hold.
- Have another person place the wheel chocks under the trailer wheels on the downgrade side.
- Once the chocks are in place, release brake pedal, making sure the chocks will hold the vehicle and trailer.
- Apply the parking brake.
- Shift automatic transmission into park, or manual transmission into reverse.
- With 4-wheel drive, make sure the transfer case is not in neutral (if applicable).

Starting Out Parked On A Grade
- Apply the foot service brake and hold.
- Start the engine with transmission in park (automatic) or neutral (manual).
- Shift the transmission into gear and release the parking brake.
- Release the brake pedal and move the vehicle uphill to free the chocks.
- Apply the brake pedal while another person retrieves the chocks.

Acceleration And Passing
The added weight of the trailer can dramatically decrease the acceleration of the towing vehicle – exercise caution.
- When passing a slower vehicle, be sure to allow extra distance. Remember, the added length of the trailer must clear the other vehicle before you can pull back in.
- Signal and make your pass on level terrain with plenty of clearance.
- If necessary, downshift for improved acceleration.

Driving With An Automatic Overdrive Transmission
With certain automatic overdrive transmissions, towing – especially in hilly areas – may cause excessive shifting between overdrive and the next lower gear.
- To eliminate this condition and achieve steadier performance, overdrive can be locked out (see vehicle Owner’s Manual).
- If excessive shifting does not occur, use overdrive to optimize fuel economy.
- Overdrive may also be locked out to obtain engine braking on downgrades.
- When available, select Tow/Haul Mode to automatically eliminate unwanted gear search and help control vehicle speed when going downhill.

Towing On Hills
- Downshift the transmission to assist braking on steep downgrades and to increase power (reduce lugging) when climbing hills.
- With TorqShift® transmission, select Tow/Haul Mode to automatically eliminate unwanted gear search when going uphill and help control vehicle speed when going downhill.

Driving With Speed Control
When driving uphill with a heavy load, significant speed drops may occur.
- An 8-14 mph speed drop will automatically cancel speed control.
- Temporarily resume manual control through the vehicle’s accelerator pedal until the terrain levels off.

Tire Pressure
- Underinflated tires get hot and may fail, leading to possible loss of vehicle control.
- Overinflated tires may wear unevenly.
- Tires should be checked often for conformance to recommended cold inflation pressures.

Spare Tire Use
A conventional full-size spare tire is required for trailer towing (mini spare tires should not be used; always replace the spare tire with the road tire as soon as possible).

On The Road
After about 50 miles, stop in a protected location and double-check:
- Trailer hitch attachment.
- Lights and electrical connections.
- Trailer wheel lug nuts for tightness.
- Engine oil – check regularly throughout trip.

High Altitude Operation
Gasoline engines lose power by 3-4% per 1,000 ft. elevation. To maintain performance, reduce GVWs and GCWs by 2% per 1,000 ft. elevation.

Powertrain/Frontal Area Considerations
The charts in this Guide show the minimum engine size needed to move the GCW of tow vehicle and trailer.
- Under certain conditions, however, (e.g., when the trailer has a large frontal area that adds substantial air drag or when trailering in hilly or mountainous terrain) it is wise to choose a larger engine.
- Selecting a trailer with a low-drag, rounded front design will help optimize performance and fuel economy.

Note: For additional trailering information pertaining to your vehicle, refer to the vehicle Owner’s Manual.

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