



2014 F-150 PICKUPS



Visit Ford.com to download a complete RV & Trailer Towing Guide.

Outstanding performance.

TOWING CAPABILITY
11,300 pounds

PAYLOAD CAPACITY
3,120 pounds⁽¹⁾

CARGO BOX VOLUME
81.3 cu. ft.

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 Features

Three cab styles – Regular, SuperCab and SuperCrew

Fully boxed ladder-style frame, with hydroformed high-strength steel and throughwelded cross members for excellent handling control and responsiveness

Tuned shear-style body mounts help keep road vibration away from the vehicle body for a quiet and comfortable ride

4-wheel vented disc brakes with standard 4-wheel Anti-lock Brake System (ABS) and electronic brake force distribution for responsive, confident stops and exceptional control under hard braking

Deep cargo boxes offering great capacity, plus best-in-class pickup box access – available steps on all three sides⁽²⁾

⁽¹⁾ Best-in-class payload when properly equipped.

⁽²⁾ When properly equipped. Class is full-size pickups under 8,500 lbs. GVWR non-hybrid vs. 2013/2014 competitors.



2014 F-150 PICKUPS

If your vehicle will be registered in California, Connecticut, Delaware, Maine, Maryland, Massachusetts, New Jersey, New York, Oregon, Pennsylvania, Rhode Island, Vermont or Washington, check with your Ford dealer to be sure the desired powertrain/axle ratio is available in your area.



Trailer Towing Selector

F-150 CONVENTIONAL⁽¹⁾ AND 5th-WHEEL TOWING⁽²⁾

Engine	Axle Ratio	GCWR (Lbs.)	Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission												
			REGULAR CAB				SUPERCAB			SUPERCREW					
			4x2		4x4		4x2		133" Wb	4x4		4x2		4x4	
126" Wb	145" Wb	126" Wb	145" Wb	145" Wb	163" Wb	145" Wb	163" Wb	145" Wb		157" Wb	145" Wb	157" Wb			
3.7L 4-Valve V6	3.55	10,400	5,500	-	-	-	-	-	-	-	-	-	-	-	-
		10,600	-	5,600	-	-	-	-	-	-	-	-	-	-	-
	3.73	11,500	6,600	-	6,300	-	-	-	-	-	-	-	-	-	-
		11,700	-	6,700	-	6,500	6,400	-	-	6,100	-	6,300	-	-	-
5.0L 4-Valve V8	3.31	12,900	7,900	-	-	-	-	-	-	-	-	-	-	-	-
		13,500	-	8,400	-	-	8,100	7,900	-	-	-	8,000	7,900	-	-
	3.55	12,900	-	-	7,600	-	-	-	-	-	-	-	-	-	-
		13,300	8,300	-	-	-	-	-	-	-	-	-	-	-	-
		13,500	-	-	-	8,100	-	-	-	7,800	7,600	8,000	7,900	7,700	7,500
	3.73	14,900	-	9,800	-	-	9,500	9,300	-	-	-	-	-	-	-
		13,300	-	-	8,000	-	-	-	-	-	-	-	-	-	-
		14,900	-	-	-	-	-	-	-	-	-	9,400	9,300	-	-
		15,100	-	-	-	9,700	-	-	-	9,400	9,200	-	-	9,300	9,100
		15,300(3)	-	10,000	-	9,700	-	9,600	-	-	9,300	-	9,500	-	9,200
3.5L GTDI V6	3.15	14,000	-	8,800	-	-	8,600	8,400	-	-	-	8,500	8,400	-	-
		14,900	-	9,700	-	-	9,500	9,300	-	-	-	9,400	9,300	-	-
	3.31	15,100	-	-	-	9,600	-	-	-	9,400	9,300	-	-	9,200	9,100(9)
		13,300(5)	-	-	-	-	-	-	-	-	-	7,500	-	-	-
		13,400(5)	-	-	-	-	-	-	-	-	-	-	-	7,300	-
	3.55	15,000	-	9,800	-	-	-	-	-	-	-	-	-	-	-
		15,200	-	-	-	9,700	9,800	9,600	-	-	-	-	-	-	-
		15,300	-	-	-	-	-	-	-	-	-	9,800(8)	9,700	-	-
		15,400	-	-	-	-	-	-	-	9,700	9,600	-	-	-	-
		15,500	-	-	-	-	-	-	-	-	-	-	-	9,600	9,500
		13,300(5)	-	-	-	-	-	-	-	-	-	7,500	-	-	-
		13,400(5)	-	-	-	-	-	-	-	-	-	-	-	7,300	-
		15,200	-	-	-	9,700	-	-	-	-	-	-	-	-	-
	3.73	15,400	-	-	-	-	-	-	-	9,700	9,600	-	-	-	-
		15,500	-	-	-	-	-	-	-	-	-	-	-	9,600	9,500
16,600(3)		-	11,300	-	-	-	-	-	-	-	-	-	-	-	
16,900		-	-	-	11,300(3)	11,300(4)	-	-	-	-	11,300(4)	-	-	-	
17,000		-	-	-	-	-	11,300(3)(4)	-	-	-	-	11,300(4)	-	-	
17,100		-	-	-	-	-	-	-	11,300(4)	11,100(3)(4)	-	11,300(3)	11,200(4)	11,100(4)/11,000(3)	
17,100(4)		-	-	-	-	-	-	-	11,300	11,100	-	-	11,200	11,100	
4.10	13,300(7)	8,000	-	7,700	-	-	-	-	-	-	-	-	-	-	
	17,100(4)	-	-	-	-	-	-	-	-	-	-	-	-	-	
	15,500	-	-	-	-	9,800	-	-	-	-	-	-	-	-	
	15,600	-	-	-	-	-	-	-	9,700	-	9,800	9,700	9,600	9,500	
	3.73	17,000	-	-	-	-	11,300	-	-	-	-	-	-	-	-
		17,100	-	-	-	-	-	-	-	11,200	-	11,300	11,200	11,100	11,000
4.10	12,500(6)	-	-	-	-	-	-	6,000	-	-	-	-	-	-	
	14,700(6)	-	-	-	-	-	-	-	-	-	-	-	8,000	-	

(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. SuperCab 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.

Select column with transmission, cab design and drive system (4x2 or 4x4) you prefer. Read down column to find the trailer weight that can be towed with engine/axle ratio combinations listed at left. GCWR column shows maximum allowable combined weight of vehicle, trailer and cargo (including passengers) for each engine/axle ratio combination. Maximum Loaded Trailer Weight assumes a towing vehicle with any mandatory options, no cargo, tongue load of 10-15% (conventional trailer) or king pin weight of 15-25% (5th-wheel trailer) and driver only (150 pounds). Weight of additional options, passengers, cargo and hitch must be deducted from this weight. Also check Required and Recommended Equipment.



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Trailer Towing Package

Model (Option Code)	F-150 (Std.)	F-150 (535)	F-150(1)
7-Wire Harness & 4-/7-Pin Connector	-	X	X
Trailer Wiring Harness (4-Pin)	X	-	-
Hitch Receiver	-	X	X
Aux. Auto Trans. Oil Cooler	-	X	X
Radiator Upgrade	-	X	X
Upgraded Rear Bumper	-	-	X
Trailer Brake Controller	-	-	X
Trailer Sway Control	X	(Std.)	(Std.)

(1) Max Trailer Tow Package is available in 3 versions; 60M (Manual Mirror), 60P (Power Mirror) and 60C (Chrome Power Mirror).

- 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.

Tailgate Clearance Considerations When Towing a 5th-Wheel or Gooseneck Trailer

Model	F-150
Max. Tailgate Height*	56-60 inches

Note: Vehicles with other configurations may have varying tailgate heights.

*Distance from ground to top of closed tailgate.

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.)

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.

Frontal Area Considerations

Vehicle Line	Frontal Area Limitations/ Considerations	With
F-150	Base Vehicle Frontal Area (36 sq. ft.)	Without Trailer Tow Package or Heavy-Duty Payload Package
	60 sq. ft.	With Trailer Tow Package or Max Trailer Tow Package; With Either Trailer Tow Package or Heavy-Duty Payload Package

Frontal Area is the total area in square feet that a moving vehicle and trailer exposes to air resistance. The chart shows the limitations that must be considered in selecting a vehicle/trailer combination. Exceeding these limitations may significantly reduce the performance of your towing vehicle. Selecting a trailer with a low-drag, rounded front design will help optimize performance and fuel economy.

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:

Vehicle	Rear Axle Ratio	Non-Limited Slip	Limited Slip	Electronic Locking
F-150	3.15	15	Not Available	L5
	3.31	27	Not Available	L3
	3.55	19	H9	L9
	3.73	26	B6	L6
	4.10	Not Available	Not Available	L4

Hitch Receiver Weight Capacity

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

Vehicle	Weight-Carrying Max. Trailer Capacity (Lbs.) ⁽¹⁾	Max. Tongue Load (Lbs.)	Weight-Distributing Max. Trailer Capacity (Lbs.) ⁽¹⁾	Max. Tongue Load (Lbs.)
Hitch Receiver:				
F-150	5,000	500	11,300	1,130

(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.



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F-Series Pickup slide-in campers.

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: 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.

Camper Center-of-Gravity

- 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

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

Ratings also assume weight of engine and standard transmission. Cargo Weight Rating shown must be further reduced by weight of transmission upgrade and any other options. Option weights and center-of-gravity information are available on the Ford Pickup Truck Consumer Information Sheet

Maximum Cargo Weight With Slide-In Camper

Note: The following chart lists GVWRs and Maximum Cargo Weights (with minimum equipment) by engine for each approved pickup model: 3.5L V6 EcoBoost® and 5.0L V8.

Model	Wheelbase	GVWR (Lbs.)		Maximum Cargo Weight Rating (Lbs.)	
		3.5L	5.0L	3.5L	5.0L
F-150 (1)					
4x2 Reg. Cab	144.5"	8,200	8,200	2,667	2,687
4x2 SuperCab	163.0"	8,200	8,200	1,826	1,831
4x2 SuperCrew	156.5"	8,200	8,200	1,746	1,748
4x4 Reg. Cab	144.5"	8,200	8,200	2,383	2,382
4x4 SuperCab	163.0"	8,200	8,200	1,515	1,523
4x4 SuperCrew	156.5"	8,200	8,200	1,440	1,455

(1) Requires Heavy-Duty Payload Package option.



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.

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.*

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.

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 has electric brakes, the optional Integrated Trailer Brake Controller (TBC) will help assure smooth, effective trailer braking by automatically proportioning the trailer braking to that of the towing vehicle
- If your trailer starts to sway, apply brake pedal gradually. The sliding lever on the TBC should be used only for manual activation of trailer brakes when adjusting the gain. Misuse, such as application during trailer sway, could cause instability of trailer and/or tow vehicle

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

Parking With A Trailer

Whenever possible, vehicles with trailers should not be parked on a grade. However, if it is necessary, place wheel chocks under the trailer's wheels, following the instructions below.

- Apply the foot service brakes 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



Metric Conversion – To obtain information in centimeters, multiply feet by 30.48; to obtain information in kilometers, multiply miles by 1.6.

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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