



10.5:1 compression ratio

Tuned composite intake manifold

Cam torque-actuated twin independent variable camshaft timing (Ti-VCT)

Piston-cooling jets for improved fuel economy and piston durability

Fully counterweighted forged-steel crankshaft

High-strength aluminum block with cross-bolted main bearing caps and thicker bearing bulkheads add bottom-end strength

Added oil cooler for improved towing capability

All-new cylinder head with improved cooling

Shorter duration intake camshaft

Cast exhaust manifolds for heavy-duty operation and durability

High-capacity baffled deep-sump oil pan for 10,000-mile oil change intervals

New all-aluminum 5.0-liter V8 engine

The 5.0-liter 32-valve DOHC V8 has been engineered to optimize it for the harsh duty cycle truck customers demand. The intake cams, for example, are tuned to produce more low-end torque, and the engine features cast exhaust manifolds. An added oil cooler helps extend the life of the oil to 10,000-mile intervals while several heat shields have been added to manage underhood temperatures.

NEW 2011
F-150 5.0-LITER
V8

BY THE NUMBERS

| | | |
|---|---------------------|--------------|
| ✓ | Torque | 380 lb.-ft. |
| ✓ | Horsepower | 360 |
| ✓ | Maximum trailer tow | 9,800 pounds |

