

Ford F-150 Tremor has been with us now for ten years, though it still seems new, an off-road-emphasis build slotting in above FX4 and below the off-the-charts Raptor (born four years before Tremor, yet also still seeming new). In some years its own trim level, FX4 is currently a \$1095 package for XLT, still leaving almost \$12 grand of headroom to Tremor's price, while Tremor lies \$14 grand below the dune-running king Raptor. From a rock, dirt and dune standpoint, Tremor fills an otherwise sizable gap. (There are also two more trims below XLT and three premium-luxe-oriented trims stair-stepping up from Tremor to Raptor in price.)

on firm middle ground

Clever build sits in the wide gap between XLT FX4 and Raptor

BY JOE SAGE

Though presented as its own trim in the lineup, Tremor is achieved via two interwoven packages—Tremor 401A and Tremor High 402A—which, at \$11,700, define that price gap coming up from XLT with FX4. While its build and extreme terrain levels slot higher than FX4 and below Raptor, the list of inclusions on Tremor is lengthy—almost 30, all significant. Off-road upfits include shocks, skid plates, exhaust and a more specialized 4x4 system. Audio and other electronics are upgraded, too, as are creature comforts, styling and finishes.

Tremor comes in one build—SuperCrew with a 5.5-foot bed on a 145-inch wheelbase; the vener-

able 5.0-liter V8; and of course 4x4.

We headed out the first time about 2:30 am for a bite to eat, with streets and freeways largely to ourselves. The truck's 400-hp V8 has plenty of pep, fed nicely through its 10-speed automatic. The drive was so good in town, we had to remind ourselves that with its exceptional off-road bones, town isn't what it's really built for. Or then again, maybe it is. Two features we usually want to turn off promptly—lane-keeping assist and auto start-stop—performed smoothly and transparently.

Big brother Raptor does well in town, too, tracking true on its bigger sand- and dirt-running tires,

but it does feel like it pretty completely fills a lane.

Tremor's key dimensional comparatives versus Raptor largely come down to tires and wheels. Raptor's big 35-inch tires (or its optional 37s) and the suspension to accommodate them create a track about six inches wider than the Tremor. (Surprisingly, their turning circles are close—47.8 feet for Tremor, 50 for Raptor.) Approach-departure-breakover specs benefit significantly from this on the Raptor—for those who truly do take it to those extremes. But in town, the advantages go to Tremor.

Our dirt time was strong, as well, not surprisingly. We ran a number of dirt trails with tight curves, steep climbs, deep ruts and sizable swales, all with confidence. We ran in 4HI, though one particularly steep section of more radical trail

eased toward 4LO territory—but our hands were full and we rolled with it. Turnarounds were tight with its almost-50-foot circle, seven-point turns or so, but again all with precision control.

How in the world does someone decide between the two (or among the three, with FX4)? Per budget, intended purpose or both, you'll know what's the best fit at this point. It's a good time for a buyer to get honest with themselves about their real usage. Then again, "ready for anything" qualifies as a projected usage. It's much like, say, higher tow capacity or a third row in an SUV—many people will buy them with actual plans to use them or to just never fall short. Or they may go for years without needing them at all, but not care.

There's no question there are a lot of Raptors on the road in our market. Some surely hit the dunes every chance they get, others never have and never will, and everything in between. Raptor is obviously big, bad and sexy. What's great is that Ford Performance has made the Tremor sexy, too. It's just a matter of choosing your favorite flavor. ■



SPECIFICATIONS

ASSEMBLY	Dearborn Truck Plant, Michigan (also Kansas City Assembly, Missouri)
BUILD	fully boxed, high-strength steel frame; high-strength military-grade aluminum alloy body
ENGINE	5.0L Ti-VCT V8, naturally aspirated, 90° V8, OHC, alum/alum, roller finger follower valvetrain, port fuel delivery, direct injection
HP/TORQUE	400 hp / 410 lb-ft
COMPRESSION RATIO	12:1
TRANSMISSION	elec 10-spd automatic
DRIVETRAIN	4x4, electronically controlled w electronic locking diff
REAR AXLE	3.73 electronic lock rear axle
TRANSFER CASE	electronic shift on fly with flat tow mode
SUSPENSION	F: indep dbl-wishbone w coil-over shock & stamped lower control arm, Tremor monotube shocks; R: leaf spring, solid axle, Tremor twin tube shocks
STEERING	electronic power asst
BRAKES	F: Nitro Tough iron, 350x34mm, 2x51mm sliding caliper; R: Nitro Tough iron, 336x20mm, 1x54mm sliding dIPB
WHEELS	18-in alloy w dark matte fins
TIRES	275/70R 18 all-terrain
LENGTH / WHEELBASE	231.7 / 145.4 in
HEADROOM (F/R)	40.8 / 40.4 in
LEGROOM (F/R)	43.9 / 43.6 in
GROUND CLEARANCE	9.4 in
OVERHANG (F/R)	37.6 / 48.5 in
APPR / DEP / BRKOVER	27.6 / 24.3 / 21.2°
TURNING CIRCLE	47.8 ft
BED LENGTH (NOMINAL/FLOOR)	5.5 ft / 67.1 in
BED WIDTH AT WHEELHOUSE	50.6 in
GVWR (package)	7100 lb
PAYLOAD	2445 lb
WEIGHT	5267 lb
TOW CAPACITY	10,400 lb
FUEL / CAPACITY	reg unl or E85 / 36 gal
MPG	15/20/17 (city/hwy/comb)
BASE PRICE	\$64,150
EQUIP GROUP 402: TREMOR SERIES	11,710
TWIN PANEL MOONROOF	1,495
BEDLINER: Toughbed spray-in	595
TONNEAU HARD COVER	1,092
RETRACTABLE REAR CENTER STEP	430
DESTINATION CHARGE	1,995
TOTAL	\$81,467

Base price has increased slightly; see below.

2024 FORD F-150 LINEUP

	4X2	4X4
XL	\$36,965	\$41,980
STX	44,000	49,800
XLT	47,730	51,530
Tremor		64,350
Lariat		65,395
King Ranch		73,845
Platinum		73,845
Raptor		78,440

The gen-fourteen F-150 was revealed in 2020 for model year 2021. It receives a mid-cycle refresh for 2024, with new grilles, headlights and taillights, updated features and instruments inside, plus a few lineup fine-tunings.