

# FORD HAS BUILT THE RANGER RAPTOR RACE TRUCK - ITS FASTEST, TOUGHEST RANGER EVER - TO TAKE ON THE 2022 BAJA 1000. HERE'S HOW

## PRODUCTION CLASS RACER

Ford's Ranger Raptor race truck is built to compete in the Stock Mid-Size class for production vehicles with minimal component modifications. That means we've kept the truck as close to stock as possible and fitted the necessary safety equipment as dictated by the race organisers.

## POWERTRAIN

The 3.0L twin-turbo V6 is factory specification with standard power (400hp/294kW) and torque (430ft/lb/583Nm).

Additional sensors have been fitted to monitor key powertrain parameters.

The production specification 10-speed auto transmission has also been used, with stock internal parts and calibrations.

## FUEL TANK AND EXHAUST

We fitted a 160-litre racing fuel cell in the tray. It is equipped with a dry-break filler, and main and reserve fuel pumps which are controlled via the MoTeC PDM and OEM CAN bus system.

The exhaust system's centre section was re-routed to accommodate the fuel cell. The intermediate muffler and active valve system were removed.

## WHEEL, TYRES AND BRAKES

The race truck is fitted with 17-inch Method's Bead Grip<sup>®</sup> forged aluminium lightweight race wheels and 35-inch tyres, the largest permissible in the class. Race tyres for the event are 315/70 R17 BF Goodrich K02. ARP racing wheel studs and nuts replace standard units. Brake discs and callipers are also standard but high-temperature brake pads have been fitted, and DOT4 racing brake fluid has been used for better race performance.

## SUSPENSION

The race truck retains the standard front and rear suspension arrangement with FOX Shocks with Live Valve Technology.

## OFF-ROAD PROTECTION

We've fitted a tubular front nudge bar with integrated ARB AR40 Intensity lightbar. The nudge bar is interconnected with the underbody protection system that continues along the chassis beyond the transmission for ultimate protection.

We've also included additional shielding on key suspension components to protect vehicle performance in the extreme Baja environment.

The rear section consists of a removable cage structure that integrates the race fuel cell and fuel filler, upper light bar and satellite navigation antenna.

## EXTERIOR EQUIPMENT

- Perspex rear passenger windows and rear window
- Custom snorkel
- TRED Pro Recovery boards
- ARB auxiliary lighting: Intensity AR40 light bars, driving lights, exterior and interior work lights
- Rear facing proximity and class light, brake and tail lights, flashing amber and solid blue light (class and competition dependent)
- Spare wheel "chase rack" with provision for bed-mounted spare and appropriate retention points, plus two spare wheels
- Quick jacking system utilising off-road trolley jack

## INTERIOR EQUIPMENT

- MoTeC PDM30 to control fuel system, auxiliary lighting, sirens, radios, navigation, and driver/navigator helmet ventilation system
- MoTeC C127 display for navigator
- MoTeC D153 display for driver
- Lowrance GPS system
- Support toolkit and onboard spares

## SAFETY EQUIPMENT

- Safety cage designed and manufactured to Motorsport Australia, FIA and SCORE standards
- Safety cage is tied directly to the frame and body via custom mounting bobbins which replace the stock body mounts
- Driver and navigator HANS compatible race seats and harnesses
- On-board extinguisher system
- Driver and navigator window safety nets

## FEATURES KEPT

- FOX Shocks Live Valve Technology functionality
- SYNC<sup>®</sup> 4 system
- Front and rear locking diffs
- Trail Control (off-road cruise control)
- Exterior cameras (four)
- Headlights, taillights, perimeter lamps
- Dynamic Safety Control
- ABS
- Climate control

## FEATURES REMOVED

- Front and rear parking sensors
- Airbags
- Adaptive Cruise Control. We kept standard cruise control for the speed restriction zones on the course.



Professional driver with approved safety gear testing vehicle on closed course. Do not attempt. Vehicle not available for purchase.



**FORD PERFORMANCE**