

# Midsized beast build

BY JOE SAGE

For F-150 (not only Ford's top selling pickup, but the number one vehicle in America of any type for decades), Tremor is a full-blown model, a free-standing build, with F-150 Tremor standing beside F-150 Lariat, F-150 Platinum and the rest.

On Ford Ranger, they take the same approach as for Super Duty pickups—on F-250 and F-350, and now on Ranger, Tremor is not a separate model, but rather a package (see the 2021 F-250 Power Stroke Lariat 4x4 with Ultimate Package and Tremor Off-Road Package in our prior issue).

Making Tremor a package makes sense for the lower-volume trucks on a manufacturing basis and opens up a range of trim level possibilities.

For the 2022 F-250 and F-350 Super Duty, the Tremor package is available on three mid-to-upper

trims with the biggest gas or diesel engines and certain other specs. On the 2022 Ranger, Tremor is available on SuperCrew 4x4 builds of XLT and Lariat (which for Ranger is the top trim).

The Tremor package gives you its off-road edge with upgrades to multi-leaf springs and outboard Fox shocks in the rear, as well as 17-inch wheels instead of 18 for taller sidewalls. Tremor decals and red grille inserts cue its appearance.

The engine is the same across the Ranger lineup, not a performance unit but well matched to build and duty, and all are automatics. An electronic transfer case for 4LO, 4HI and 2HI, has terrain management option

tions in the center of its controller. The package also includes a set of upfitter switches atop the dash, ready for off-road lighting or other goodies.

The interior is as handsome as the F-150, which is a knockout, while carrying its own style and flavor. With Lariat the top model (a low-mid trim on F-Series), you have a few limitations, such as a power seat cushion but manual back adjustment, always harder to set precisely. A full-size Ford's console bin can gobble up our camera bag with room to spare; though this truck is smaller overall, it came very close to also holding this and will still accommodate something sizable.

Our truck's \$2005 Tech Package adds de-

sirable 10-speaker Bang & Olufsen audio in its Sync3-navigation setup. Along with \$4290 for the Tremor package plus a few other goodies, our top tier build is still under \$50 grand.

Our truck's Cyber Orange paint looks chrome yellow with golden shadows midday, but at dawn can be orange than a pumpkin. Much of the time, it ranges between a Fruehauf semi and a freeway exit sign. Its rich effects can almost remind you of the range on a color-shifting show car.

Power and ride are fine in town, and here maneuverability is far handier in this midsized than in a full-size pickup. The Tremor build does add about seven inches to its turning circle.

We took the Ranger Tremor (most are likely to call it that, package-vs-full-model finer points aside) out to a wild and sometimes harsh off-highway route, where its ride is strong and firm.

Rock rails are a good idea, but watch out for these steps—they have a rough and somewhat sharp surface that had us getting

in bow-legged to avoid them.

We've owned full-size pickups for years and recognize not only their utility, but in some regions their "cultural value"—don't show up in anything but. However, a good midsized fills the bill for all practical reasons a huge percentage of the time. Limiting factors would only be the availability of only one engine, its 7500-lb tow capacity (though not all full-sizers beat this, and industry research shows the vast majority of buyers do not even need this much), or possibly the box size (but a8-footer has become hard to find in even a full-size).

Ranger's hood and cab sit almost as high as a full-size, making you feel worthy in big-truck traffic, and seating space is just about as commanding in height, though of course the cab is narrower, negligible the majority of the time for the majority of drivers, solo or with one passenger.

Add the new Tremor Off-Road Package, and Ford Ranger fills a wider than ever range of possibilities—and for what's starting to become about half the price of many a full-size truck. ■



## SPECIFICATIONS

ASSEMBLY.....	Michigan Assembly (Wayne)
LAYOUT (TREMOR)....	SuperCrew w 5' box, 4x4
ENGINE.....	2.3L EcoBoost 4-cyl, alum/alum, DOHC 16v, twin indep camshaft timing
HP/TORQUE .....	270 hp / 310 lb-ft
COMPRESSION RATIO .....	10.0:1
DRIVETRAIN .....	4x4: front open differential, rear electronic lock diff (w Tremor Pkg)
TRANSMISSION .....	10-spd SelectShift auto
TRANSFER CASE .....	1:1 HI, 2.717:1 LO
SUSPENSION .....	F: short- and long-arm indep, tubular stblzr bar; R: Hotchkiss-type non-independent live, multi-leaf springs and outboard Fox shocks (w Tremor Pkg)
STEERING .....	elec pwr-assist rack & pinion
BRAKES .....	F: 12.24x1.33", 2.0" twin-piston; R: 12.12x0.94", 2.12" single-piston; non-asbestos organic pads
WHEELS.....	17-in magnetic painted alum
TIRES.....	LT265/70R17 A/T RWL
LENGTH / WHEELBASE .....	210.8 / 126.8 in
HEADROOM (F/R).....	39.8 / 38.3 in
LEGROOM (F/R).....	43.1 / 34.5 in
TURNING CIRCLE .....	(Tremor) 43.1 ft
BED LENGTH .....	(nominal 5-ft) 61.0 in
OVERHANG.....	F: 35.8 in; R: 48.2 in
GROUND CLEARANCE .....	9.7 in
APPR / BRKOVER / DEPART .....	30.9 / 27.1 / 24.2°
PAYLOAD CAPACITY .....	1430 lb
TOW CAPACITY .....	7500 lb
WEIGHT .....	4571 lb
FUEL / CAPACITY .....	reg unl / 18.0 gal
MPG .....	19/19/19 (city/hwy/comb)

## BASE PRICE (Lariat 4x4 SuperCrew) ..\$38,785

Note: latest base price below is a little higher

CYBER ORANGE PAINT .....	595
EQUIPMENT GROUP 501A .....	2005
TECH PKG: B&O 10-sprkr audio, HD-SXM-Sync3-nav, adaptive cruise, forward sensing, remote start.....	495
TOUGHBED SPRAY-IN BEDLINER .....	495
TREMOR OFF-ROAD PKG: skid plates, 17" magnetic painted alum wheels, LT 265/70R17 A/T tires, HD off-road suspension w Fox shocks, upfitter switches, off-road hoop step, electronic locking diff, floor liners, all weather carpeted mats.....	4290
TRAILER TOW PKG .....	495
SECURICODE KEYLESS KEYPAD .....	95
DESTINATION CHARGE .....	1195
<b>TOTAL .....</b>	<b>\$47,955</b>

## 2021 FORD RANGER LINEUP

<b>XL .....</b>	<b>\$25,070</b>
.....SuperCab 6' box .....	RWD .....
.....SuperCrew 5' box .....	27,470
.....SuperCab 6' box .....	4x4 .....
.....SuperCrew 5' box .....	31,325
<b>XLT .....</b>	<b>\$29,120</b>
.....SuperCab 6' box .....	RWD .....
.....SuperCrew 5' box .....	31,295
.....SuperCab 6' box .....	4x4 .....
.....SuperCrew 5' box .....	34,995
<b>Lariat .....</b>	<b>\$33,160</b>
.....SuperCab 6' box .....	RWD .....
.....SuperCrew 5' box .....	35,335
.....SuperCab 6' box .....	4x4 .....
.....SuperCrew 5' box .....	39,035