

POWER

Being available with a 3.2-litre engine is one of the things that makes the Ford Ranger such an appealing choice at the top of the off-road market. So too is the availability of some top-class accessories which allow it to be turned into a serious bit of overlanding kit. Being able to chip that engine for yet more power does no harm, either...

WORDS: BEN BOWES PICTURES: VIC PEEL

Towards the top of the off-road market, double-cabs are definitely on a roll. Their popularity among new 4x4 buyers has been well documented since they started arriving in the UK about 25 years ago, and with a raft of new models on the horizon it's still growing apace. But for modding, they've taken their time to become seen as a mainstream choice.

There are various reasons you could give. One is that for many years, the sort of conventional 4x4s you'd once have looked at

for an off-road or expedition build have been falling by the wayside – the 80 and 100-Series Toyota Land Cruiser, Nissan Patrol and most recently, of course, Land Rover Defender. Another is that the trucks themselves, and the aftermarket serving them, have taken a while to reach the point where a double-cab can make sense not just as a vehicle, but as a project. And another is that the Ford Ranger is here now.

The current Ranger arrived in 2012 and pretty much rewrote the rule book. There were already some very good trucks on the market,

