



## All-New Ford F-150 Raptor Named AutoGuide.com's Truck of the Year

**DEARBORN, Mich., Feb. 17, 2017** – Add yet another trophy to the 2017 Ford F-150 Raptor showcase. The all-new Raptor crushed the competition in the California desert to earn AutoGuide.com’s Pickup Truck of the Year. Earlier this year, Raptor took home Best Pickup Truck of 2017 honors from Cars.com and the Four Wheeler Pickup Truck of the Year award.

“The 2017 Raptor is the whole package. It’s not just suspension or just appearance. Ford left no stone unturned with this purpose-built Baja runner, and it shows,” said Stephen Elmer, AutoGuide.com trucks editor. “While each truck in this year's competition brings something to the table, the Raptor feels truly special, managing to provide a truck that is capable, intelligent, and most of all, a riotous amount of fun.”

In earning the [AutoGuide.com award](#), the F-150 Raptor won over the judges during testing in Barstow, Calif., where they praised the Raptor’s innovation, overall driving experience and value for the money.

The purpose-built, off-road F-150 Raptor builds on the success of its predecessor with performance gains and new technology that didn’t go unnoticed by AutoGuide.com reviewers. With a high-output 3.5-liter EcoBoost engine generating 450 horsepower and 510 lb.-ft. of torque, segment-first 10-speed automatic transmission, a six-mode Terrain Management System,<sup>™</sup> and a high-strength, military-grade, aluminum-alloy body that saves 500 pounds over the previous model, the all-new Raptor stands alone among high-performance off-road trucks.

The 2017 F-150 Raptor’s competition-proven chassis also sets the performance bar with its second-generation BF Goodrich KO2 tires designed exclusively for the truck’s extended off-road capabilities. In addition, upgraded FOX Shocks (jointly engineered by Ford Performance and FOX) are 44 percent larger with 3-inch diameter shock canisters (2.5-inch previously) and nine-stage bypass damping delivering improved suspension control. The new shock design enables an increase in suspension travel to 13-inches at the front and 13.9-inches at the rear (a 0.8-inch front and 1.9-inch rear increase in wheel travel compared to its predecessor).

### About Ford Motor Company

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