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## Rogue racing cantilever rear suspension

Mark Garlock is a selfless person. He likes to work hard and play hard. His chosen profession places him in places that most would never dare to go. Mark's motivation for fun led him to the purchase of his 2011 first generation Ford Raptor, and kp Motorsport. Keith Pedulan is the owner and lead fabricator for KP Motorsports. He explained that, Mark initially bought a cantilever suspension kit from Rogue Racing and needed someone to install it. The first call from Mark said he wanted to do a shock upgrade. He also needed someone to put it on. I said for sure. Then the truck came and I thought, wow, you didn't say cantilever! I knew that as soon as I saw the truck. I was inside. Weird, unique things is what I love to do here. It's really about the challenge. Mark admits that construction kind of spiral. He explained: When I started purchasing the suspension parts, I never intended or even thought this project would get as involved as it has. It took on a life of its own once started and could not be stopped. Not that the spiral will in any way derail Mark's enthusiasm for the project. He shared that, It is important to me for the fact that another like it will never be made again. A big bet All these upgrades have taken a lot of work and time. Keith stated: I have been the Raptor for two years and he has only seen it once last June. He was home for a couple of weeks, and then he went back. We communicate regularly over the web. I'll keep him up to date on everything that's going on. There are many photos, ideas, drawings, and some sent back and forth. Mark said: KP Motorsports has been great. Keith and I text a lot and he sent me hundreds of pictures of this project. Keith is obviously very proud of the finished product. He said, The truck is done the way I think Ford should have done. There's a lot of blood, sweat and tears that went into this. Mark is open to all suggestions and is fantastic to work with, he continued. The trust he's put in me with this truck is fantastic. I built this Raptor like it was going to be my own personal truck for the rest of my life. All these details and more add up to a fantastic ride. You should look around this Raptor more the once to see all the details that have been added. There are things that are included in this build that people will never see, keith said. Things like safety wire and special clips that prevent sanding or premature failure. Pretty Outside And In Most People who are familiar with the Ford Raptor will also recognize the paint color. The Molten Orange factory has been preserved. The edges of the aftermarket fenders were painted to simulate factory flares. Keith considers this an essential choice to help the truck stand out from the standard F-150 conversion crowd, as well as other Speaking of the fenders, they are made up of a piece of SDHQ fiberglass units. SDHQ fiberglass bedsides were also as well as SDHQ indoor fender wells. A Rogue Racing Renegade Enforcer front bumper and SVC Baja V3 rear bumper complete the desert-ready look. For night rides, a set of Baja Designs A style lighting has been installed in front of the windshield. These are in addition to an OnX6 Dual Control orange white LED light bar. An additional set of Baja Designs XL80 lamps are also on tap. At the back of the cab, there is a smooth GJ Motorsports third brake light. We Have The Power Under the Hood is a lot of magic. Starting things is a CBR off-road oil cooler. It's there to keep the Livernois Motorsports cylinder head port and cam package running cool like a cucumber. A Livernois Motorsports billet oil pump and tuner are also used. NGK 6510 Iridium IX Spark plugs and Granatelli RED ignition wires and coil pack handle spark. A Lee power steering upgrade kit prevents the dreaded whining of a blown power steering system. Mark and Keith chose a CBR radiator to keep the engine running. Keith has also upgraded the Raptor with a LVJ Motorsports sleeve harness. A closer look revealed use of POR-15 rust preventive coating in semi-gloss black in various places on the truck. Liquids are one of the most overlooked items on many builds. Not so for the KP Motorsports projects. AMSOIL DOT 3 and DOT 4 synthetic brake fluid ensure that the stoppers get everything they need to bring down this big rig of high speeds. Keith also uses high quality Sweeney 715 power steering fluid to turn things around nicely. Under the engine, a DEI Versa-Shield starter heat shield continues to crank up a non-issue. A set of Stainless Works headers takes the unnecessary gases to a Stainless Works three inch dual dump style exhaust. Inside Out The interior of the Raptor sees performances from some of the best manufacturers in the off-road market. An Evil Off-Road navigation mount houses the huge Lowrance HDS-12 GPS unit. Sharp eyes will also see a host of upgrades to Switch Pros. There is an SP-9100 switch panel, Bluetooth power system, horizontal switch, and flush bezel mount, all from Switch Pros. The interior of the Raptor houses many upgrades. In addition to all those goodies, Keith shared that this truck will be one of the first slap shifters installed on a Raptor. It will work as a sequential service. While the inside and exterior features make this truck look sweet, the real standout components are underneath. As mentioned earlier, Mark came to KP Motorsports with a Rogue cantilever rear suspension kit. This type of change in the suspension system requires a whole series of changes to the truck. What is below an emphasis on travel and shock absorption are primarily with this kind of change. A good installation is a must and requires exactly the kind of expertise that KP Motorsports has. A new shackle sprung under flip brackets, and as gussets were all sourced from Rogue. Rogue restrictive straps and bump stop gusseting were used to make sure things didn't go too far. King Race series cantilever shocks with triple bypass are used to keep things groovy. King also handles the bump stop duties in the back with a pair of two and a half inch piggyback bump stops. Keith went with Deaver leaf springs as an upgrade to the original Ford units. Up front, King shocked again. A pair of three-inch shocks combined with three-inch coilovers handle the big hits. A Rogue HD tie rod steering set mounted in double shear ensures that nothing comes apart during hard runs. An improved Rogue sway bar is used to keep things kosher. Keith and Mark chose to upgrade the lower and upper control arms with Rogue components. SDHQ Quad Wrap limit the full suspension set up by overextension. Some of the most annoying trail damage incidents common to the F-150 platform are damage to vacuum systems or ABS sensors. KP Motorsports always recommends deploying a security guard to prevent this type of damage. That's why SDHQ ABS and vacuum protectors prevent exactly the kind of damage we've just described. Only the best components were used and this is shown by the choice of Yukon gears. They are robust and have a great reputation for reliability. Both the front and rear of the Ford are equipped with 4.88:1 ratio gears. RCV's CV axles bring power to the front wheels. Oops-Proof The ICON Rebound 17-inch rims have a pretty sweet titanium finish. They are packed with 37-inch Toyo Open Country tires. R1 Concepts performance brake rotors and brake pads on all four bends handle the handles. In addition, all brake lines (including hard lines in the factory) have been re-executed and extended. Even the best drivers can get in a pickle. Just in case things get sticky, a Pro Eagle two-ton off-road jacket is mounted in the bed. It is held in place by a Pro Eagle off-road jack mount. A close look in the bed also reveals H3R Performance HalGuard clean agent fire extinguishers, held in place by tire clamps and a roll bar mount. A Snap-On tool kit is integrated into the truck, with other various hand tools rounding out preparations for a bad day. At the moment, the truck is about 90 percent complete. There is also the chance that an inner cage will be in the works by the time you read this. Mark admitted that, The plan from now on is to take it to Baja and run it hard once everything is complete. Mark has worked hard for this and he certainly deserves it. We hope to see him hammering soon and come back. Discussion in 'Rogue Racing' started by Rogue Racing, December 15, 2017. Rogue Racing Cantilever Kit Includes the following parts: 2010-CURRENT FORD RAPTOR CANTILEVER MEZZANINE SUSPENSION KIT ROGUE SET OUT TO GIVE OUR CUSTOMERS THE ULTIMATE IN BOLT ON BACK TRAVEL. AFTER A LOT OF PROVEN EXPERIENCE, WE DECIDED TO VERSION THAT WAS EASY TO INSTALL. CONVENTIONAL LEAF LONG TRIPS USUALLY REQUIRES CUTTING YOUR BED TO INSTALL A BULKY BED CAGE TAKING UP VALUABLE SPACE. OUR KIT KIT 20 USABLE BACK TRIPS

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