



METHOD TO THE Madness

Plank Motorsports Debuts Its Bolt-On Four-Link for Rangers

BY RANDALL JACHMANN PHOTOGRAPHY: RANDALL JACHMANN


A method to the madness: A four-link rear suspension offers more wheel travel, no axle wrap, a soft ride, less maintenance, positive weight transfer, and the advantage of running coilover reservoir shocks. So you own a Ford Ranger and have made up your mind to go to full prerunner mode. While there are many options to get optimum suspension travel and function on the front end of your Ranger, what's really out there for the rearend? Blocks, add-a-leaves, and new spring packs are all options that have been available up until now. Forget what you know and hang on for the future in bolt-on suspension technology — the off-road four-link.

Plank Motorsports in Brea, California, recently released a new line of bolt-on products for Fords that crosses the line between prerunner and desert race truck. These suspension systems incorporate a decade of desert and stadium racing experience to bring you the leading edge in performance and engineering. Plank's off-road, four-link, bolt-on rear suspension system yields an amazing 20 inches of usable wheel travel. And that's just the beginning. If you're really after the ultimate and don't mind giving up the bed in favor of fiberglass bed sides, with a frame modification, you can achieve a full 27 inches of hole-swallowing travel.

Plank Motorsports has researched and developed this bolt-on rear suspension system by using desert race truck coilover shocks and bypass shocks (which are optional) mated to the company's hand-fabricated chrome-moly four-link kit and cage kit.

The beauty of Plank's system is that you can keep the bed by running the level 1 system without losing space for bed toys such as dirt bikes and so on. Then, if you want to go really big using all the same parts and trading up to the bed cage, step up to level 2 and get the full 27 inches of rear wheel travel.

For more of a budget-minded buildup, Plank Motorsports also offers a bed cage system, which uses your stock concept suspension leaf springs. This system runs one 2-1/2- or 3-inch King or Sway-A-Way bypass shocks through the bed on an almost one-to-one ratio for total wheel control.

We had a chance to get a sneak peak at Plank Motorsports' four-link kit and a rundown as well. If you have any questions, give Plank a call and stay tuned for a complete installation of the kit down the road. 

SOURCE

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1. Plank Motorsports' off-road four-link kit is manufactured out of 4130 chrome-moly, which includes upper rods, lower trailing arms, frame mounts, and axle-mounts and can be powdercoated or cad-plated.

2. Plank Motorsports offers its kit to be used with either King coilover and bypass shocks or Sway-A-Way coilover and bypass shocks. If you purchase them from Plank, they will come valved and sprung to work with the company's specifications.



3. This cage is a Level 2 and is manufactured out of 4130 chrome-moly, offering up to 27 inches of travel with the frame modified to Plank's specs.



4. All parts are designed and manufactured at Plank Motorsports' Brea, California, facility. This keeps quality control in-house for a better product.



5. The lower trailing arm is shown here. Plank Motorsports has designed this off-road four-link kit to be easy to install; it uses the rear cab mount for a guide and mounting point. All you need from there is a drill and bits.



6. The inside forward upper arm mount fits right behind the outside frame mount holes — a very well thought out and engineered kit.

