A WEEK WITH: 2025 FORD MAVERICK LOBO AWD

oll back about 50 years, when pickups were pretty much all the same, a single cab and separate 8-foot box on ladder frame as default, while engines, drivetrains, tow and load capacities offered variables. Then came the compacts, first from Asia—a shorter cab-box-frame build, usually atop one powertrain.

It didn't take too many years for Detroit to start producing compact pickups and for the compacts to diversify such things as cabs and bed lengths, then finally drivetrain, most now 4x4. It also did not take long for the compacts to start growing into midsize range, some becoming beefier, if not bigger, than prior full-size trucks. Reasons for the upsizing run from crash protection requirements to perceived market demands and response.

Ongoing variations of build, style, power and format have given us a pickup marketplace with such diversity that it exposed a neglected niche—the smaller truck. This has worked totally to Ford Maverick's benefit—or perhaps Maverick itself created the effect that has turned the page, creat-

Street smart,

road-ready

ing what could be called an alt-pickup—without the traditional cab-and-box-on-frame build.

Then another opportunity emerged. Partly because of healthy sales, with the format now established and proven, partly because its build offers its own flexibilities, and partly because product planners, designers and engineers still like to do cool things, Maverick itself has diversified, first with beefier builds echoing the full-size F-Series and midsize Ranger.

Now Maverick leapfrogs the rest with its new Lobo build—a factory truck with the dual personas of street rod and autocross runner. Lobo is the brainchild of Maverick designer Josh Blundo, who joined the Dearborn team in 2019. Intrigued by Detroit's lowrider and street performance culture, he sketched what he thought could be done to bring this Ford's new small pickup into this realm. Response to a concept version shown at SEMA in 2021 earned it the green light from Ford.

The production Maverick Lobo is lowered a half inch in front, 1.12 in the rear, with the roof 0.8 inch

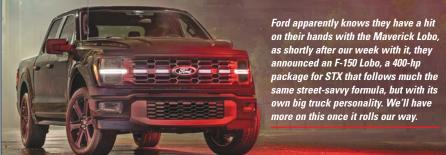
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lower). Lobo opts for the higher-powered 2-liter EcoBoost engine, replacing its 8-speed automatic with a 7-speed direct shift, all atop road-tuned suspension and shocks, with reduced stability controls when in Lobo Mode for the track.

This simple little truck is chock-full of details and style points that are distinctively its own. Its interior strikes us as equal parts ranch and tech, a perfect combination for the brand and mission.

As a pickup, Maverick Lobo is easier to load and unload than an SUV or even a bigger pickup. The tailgate is simple, lightweight and manual, perfect on a smaller truck, no waiting for a damped power tailgate to do its thing. We moved a 400-lb load of boxes, noting that wheel housings extend to the front wall, avoiding awkward trap spots. A toothy bed coating kept everything in place in motion.

The powertrain has a nice, throaty rumble during acceleration, and its 7-speed direct shift is so smooth and hesitation-free through turns, hills and lane changes, its paddles and drive modes weren't needed, as power has plenty of headroom, given





SPECIFICATIONS

ASSEMBLYHermosillo, Sonora, Mexico D.....unibody SuperCrew pickup, h-strength steel frame, mild steel body2.0L EcoBoost 4-cyl GTDI .238 hp / 275 lb-ft HP/TORQUE. TRANSMISSION(Lobo) 7-spd Quick Shift DRIVETRAIN... SUSPENSIONF. indep MacPherson strut-type w coils, twin-tube hydraulic gas shocks, stblzr bars, alum lower control arm, steel subframe, cast knuckle; R: indep multi-link trailing arm w monotube hydraulic gas dampers w hydraulic rebound stop, coils, stblzr bar, steel subframe, cast knuckleelectronic pwr-asst4-wheel disc, regen braking; (Lobo) upgraded two-piston front, larger rotor, higher friction pads(Lobo) 19x7.5 turbofan-style WHEELS .. black painted aluminum ..(Lobo) 225/55 R19 LENGTH / WHEELBASE (Lobo) 200.9 / 121.1 in GROUND CLEARANCE **AXLE DIFF TO GROUND (F/R).....(")** 9.5 / 8.7 in HEADROOM (F/R).. 40.2 / 39.6 in **LEGROOM** (F/R)...(at accel pedal) 42.8 / 36.9 in BED LENGTH(top / floor) 53.1 / 54.4 in BED WIDTH AT WHEEL HOUSE 42.6 in EXPOSED CARGO WIDTH..53.3 in UNDERSEAT STORAGE (REAR) ..2.6 cu.ft (Loho) 4970 lb MAX PAYLOAD. ..(Lobo) 1045 lb ..21/30/24 (city/hwy/comb) \$40,750 LOBO (EQUIP GROUP 702A) 1595 **DESTINATION CHARGE..** \$42.345 (sticker base price varies from consumer pricing below; check with dealer for latest)

2025 FORD MAVERICK LINEUP

2.5L Hybrid / CVT	FWD	AWD
XL	\$28,145	\$30,365
XLT	30,645	32,865
XLT 2.5L w FX4 Or	ff-Road Pkg	33,665
Lariat	18 <u>- 18 (</u>	38,440
2.0L EcoBoost / 8-sp	d auto	AWD
XL	CARROLANDENSHIPE	THE PARTY OF THE P
XLT		
XLT 2.0EB w FX4	Off-Road Pkg	33,460
Lariat		40,090
// Tremor	M. C. C.	40,995
2.0L EcoBoost / 7-spd QuickShiftAWD		
		AND RESIDENCE

(You will note some inconsistencies e.g. in whether prices go up or down from one engine to the other. There appear to be variances in other packages, options or details that go hand-in-hand with the engine change in some cases, but, as always, check with your dealer for the latest and most accurate information.)