RICARDO

Engineering for Competitive Advantage.

For over 50 years Ricardo has helped define the top tier of global motorsport.

Engineering championship-winning transmission and propulsion systems for the world's leading teams, OEMs and race series.

Delivering race-proven transmission platforms and clean-sheet solutions, enabling the optimum balance of performance, packaging and integration.

When every millisecond counts, leave compromise to the competition.



Contact us about your programme

info@ricardo.com
www.ricardo.com/motorsport

1984 - 4WD system for Ford RS200

1987 - Ford Sierra Cosworth gearbox uprate

1993 - Ford Escort Cosworth 7-speed transmission

2000 - Audi R8 LMP transmission finished 1-2-3 on its debut

2000 - McLaren F1 transmission and main case

2003 - Mitsubishi Pajero Dakar Ricardo's first Rally Raid gearbox

2005 - Formula Renault 3.5 gearbox with hydraulic semi-automatic gearshift system

2005 - Ford Focus WRC 06 transmission with sequential shift and active central differential

2007 - Peugeot 908 HDi FAP 1200Nm+ torque gearbox

2010 - Ducati Corse MotoGP gearbox internals

2011 - Zytek Z11SN transverse LMP2 gearbox

2011 - McLaren 12C GT3 longitudinal gearbox

2013 - Ricardo selected as Porsche 911 GT3 Cup gearbox supplier

2014 - Porsche LMP1 hybrid front axle components and diff assembly

2016 - BMW M6 GT3 semi-automatic transverse transaxle

2016 - Hyundai R5 driveline

2016 - Ford GT GT3 1-2-4-5 result at Le Mans with Ricardo gearbox

2017 - Ford Fiesta WRC driveline

2018 - Bentley GT3 bespoke longitudinal transmission

2018 - Porsche GT3 R (Gen II) transmission

2018 - PSA Formula E transmission

2019 - Super Formula gearbox latest update, supplied since 2014

2021 - Dallara AV-21 transmissions

2022 - Hyundai i20 N Rally1



4WD system for iconic Ford RS200 Group B programme

1984



Mitsubishi Pajero Dakar gearbox which won 5 consecutive victories at Dakar

2003