



FORD BRONCO XLT



Ford Australia - We're moving with you.

Illustrated Front Cover:
 Ford Bronco XLT with optional Goodyear "Wrangler" 10x15
 radial tyres and two-tone paint treatment (both available at
 extra cost).
 Illustrated: Ford Bronco XLT with optional two-tone
 paint treatment (available at extra cost).



Ford Bronco pushes back the frontiers of four-wheel drive. It offers an exciting combination of luxurious interior appointments, excellent driveability and some of the best four-wheel drive features available in the world today.

Ford Bronco comes complete with many of the most wanted four-wheel drive options as standard equipment. Travel in either two-wheel or four-wheel drive at the touch of a lever. Free-wheeling front hubs to save valuable fuel. Independent front suspension to help turn rough into smooth. Limited slip differentials front and rear for dramatically improved traction.

On the inside, Bronco equals 'station wagon' comfort and style. Twin front bucket seats give a commanding view. While the wide, flip-fold rear seat delivers spacious comfort. Up with the seat and Bronco carries five adults in stretch-out comfort. Down, and you can ferry a tonne of gear to most places you can think of. With its rugged stand-up styling, Bronco is more than just one of the most advanced four-wheel drives in Australia. Bronco is a statement of fact for the man who knows where he's going. Ford Bronco - it's made for the land you know, and the country you don't.

Step up to the Ford Bronco XLT. Luxury and power in four-wheel drive built on the renowned Ford F-Series truck chassis for outstanding strength and durability.

One of few 4-WDs with independent front suspension

Bronco's twin-traction "Y" beam independent front suspension is a significant breakthrough in off-road design. By permitting each front wheel to move up and down separately, Bronco eases itself over bumps and potholes, reducing pitch and roll as well as providing improved steering control and traction. It's tough off the road, smooth on the road. Another

valuable standard Bronco feature is an integral steel skid plate to protect the front differential from stone damage.

Bronco turns a ruggedly handsome exterior to the world

With its short wheelbase of 2660mm (just under 9 feet), Bronco is nimble and highly manoeuvrable. It can turn round in just over twice its own length. Bronco XLT features: Chromed bumpers (front with over-riders). Black headlamp surrounds and grille with bright-aluminium surrounds. Low-mount swing-away 155 cm (24 sq in) bright finish external rear view mirror on both sides. Fixed tinted

side glass. Power-operated tailgate window. XLT emblems, Bronco and Ford badges. Bodyside mouldings - bright aluminium with black vinyl insert. Bright windshield surround and rear side window mouldings. White styled steel wheels.

Illustrated: Ford Bronco XLT

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Bronco. The inside story.

Step up to the driver's seat and you're in command. Here, you can forget Bronco's rugged engineering. Here is another world. One of luxury seating, wall-to-wall carpet, and a comprehensive dashboard telling you everything you need to know. Optional equipment at extra cost includes factory fitted air conditioning and an AM/FM push button stereo cassette player (in place of the standard push button radio).

Bronco XLT. 'Station wagon' style and luxury.

The Bronco XLT features an interior trim colour of light fawn. It comes close to car-type comfort with a comprehensive list of luxury appointments and convenience features which include: Cut-pile carpeting, including wheel arches. Cloth seat facings. Double door seals. Carpeted door stowage bins. Interior trim on roof, door pillars, etc. Instruments and controls are grouped functionally in front of the driver in two non-reflective black background clusters with simulated woodgrain surrounds. Instruments include: Speedometer, odometer, tachometer, and a four gauge cluster covering battery charge, oil pressure, fuel and temperature. Digital clock. Alternator, oil pressure, four-wheel drive and brake warning lights. Controls for hand throttle, heater/demister and hazard flashers. Steering column stalks combine turn signal/horn/high low beam/washer wiper functions. Other features include cargo light, ashtray/cigarette lighter, door/switch actuated courtesy light, grab handles with integral coat hooks, lockable glove box and centre console, sun visors, day/night rear view mirror.

For manual transmission, the four-speed gear shift lever is floor mounted beside the transfer case shift lever (4WD). For optional automatic transmission available at extra cost, the selector is column mounted.

The Bronco XLT offers luxurious four-wheel drive comfort for five adults, plus generous cargo/luggage space behind the rear seat. An



Illustrated above. Optional 'swing-away' rear wheel carrier (available at extra cost).

optional swing-away spare wheel carrier is available at extra cost to increase this luggage space and add an 'off-road' note to the rear view of Bronco.

Ford Bronco. And the gentle art of four wheel driving.

In contrast to the popular off-road 'bash and splash' school, Bronco gives you the capability to negotiate some of the tougher going with seemingly effortless ease. To pick your way carefully across

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Illustrated: Ford Bronco XLT

rocky stream beds. To travel through loose scree and potholes. To transport you and your family on recreational adventures. Be it panning for gold. Hiking off the beaten track. A shooting or photographic safari. Bronco is proof that four-wheel driving and care for the environment can co-exist together.

Bronco's 4 x 4 drivetrain features a part-time (at your command), 4-wheel drive system via an energy efficient transfer case. When the transfer case shift lever (right) is

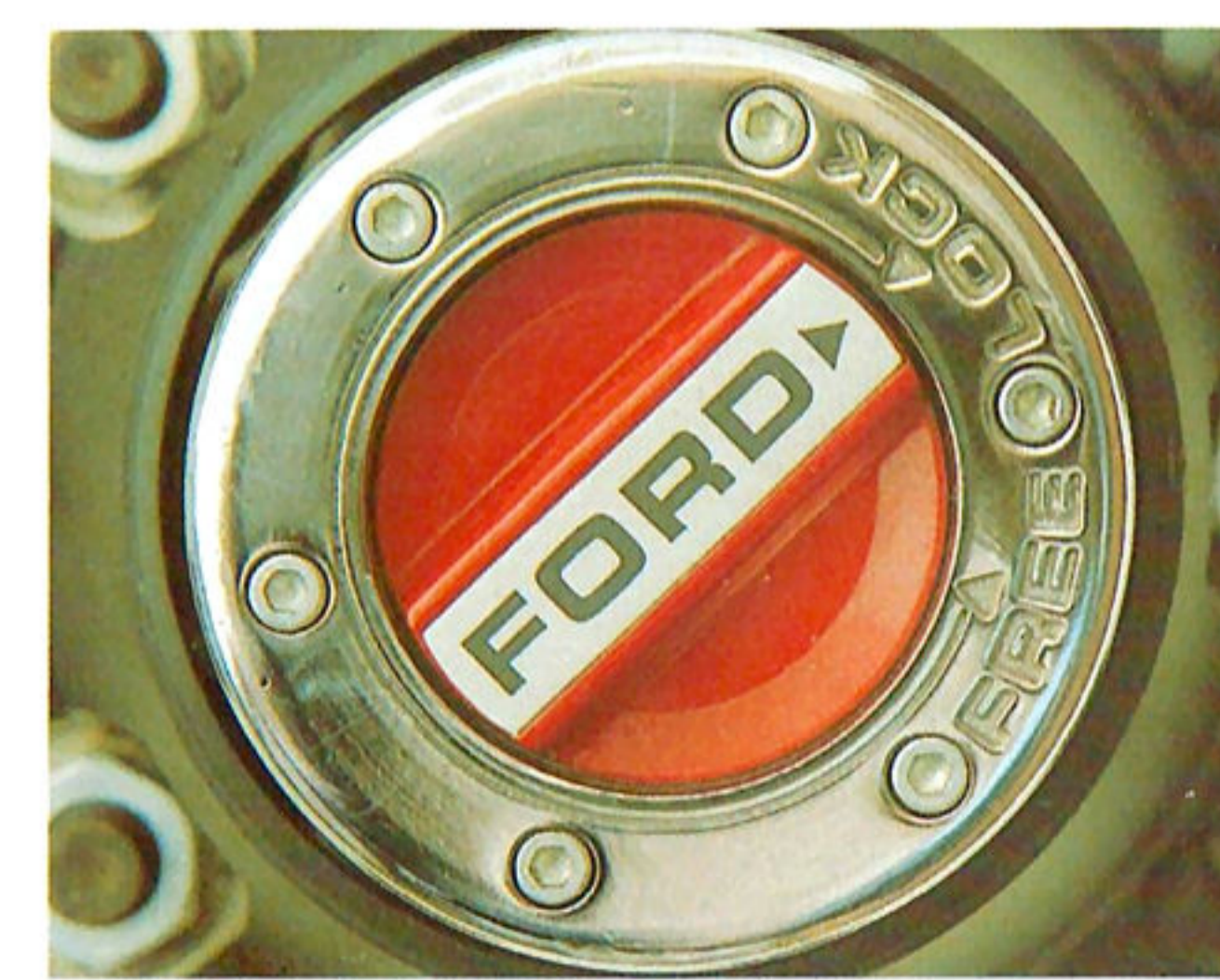
moved to 2H, Bronco is in the normal rear wheel drive mode. When the lever is moved to 4H (moderate off-road conditions) or 4L (very difficult terrain), power is delivered to all four wheels. The N position (neutral) is used if there's a need to tow the vehicle. An amber dashboard indicator light shows when Bronco is in the 4-wheel drive mode. A part-time system saves fuel as well as tyre and component wear when compared to the full-time system in many family 4-wheel drives.



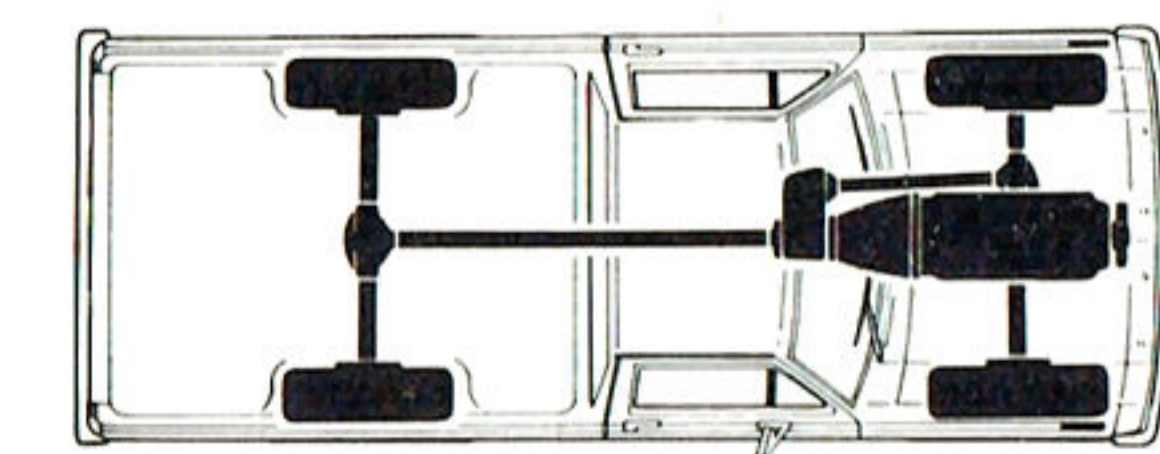
Four-wheel drive mode at the touch of a lever.

Free-wheeling front hubs. Another big cost saver.

On Bronco, they're fitted as standard, which is your first big cost saving. Secondly, free-wheeling front hubs have both a 'free' and a 'lock' position. In the 'free' position, the front wheels are disconnected from the driving axles, reducing component wear as well as unnecessary fuel-wasting drag on the engine. In the 'lock' position, the front wheels are locked to the driving axles when full four-wheel traction is required.

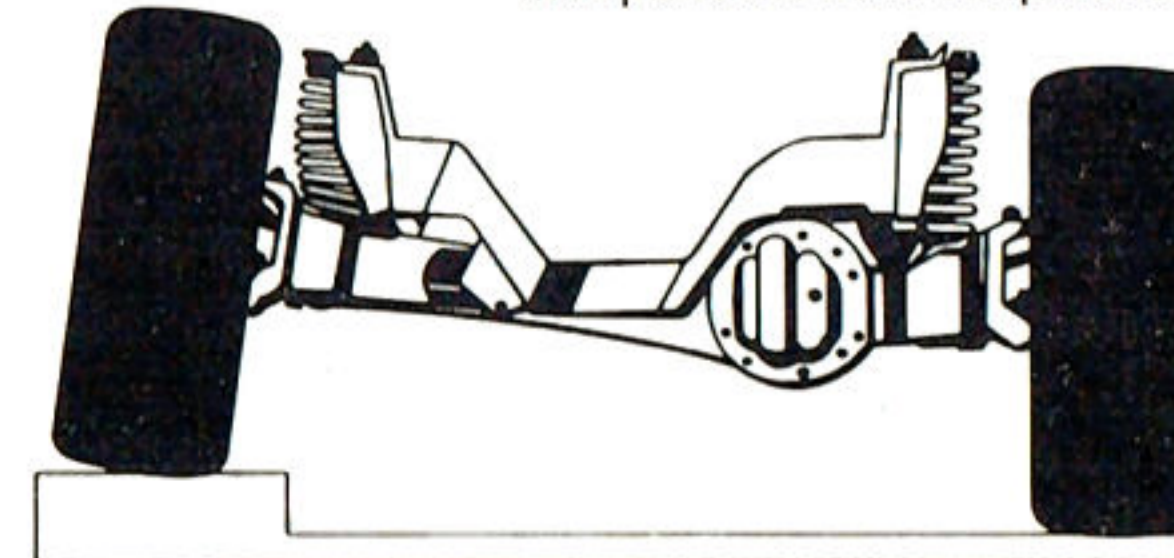


Free-wheeling front hubs are fitted as standard on all Bronco models.



Bronco 4WD power train system

Independent front suspension





Bronco's handling package

The Bronco XLT features power steering for low driving effort, especially off-road, and power assisted front disc brakes for controlled stopping power. The front disc brakes are combined with rear drum brakes.

Limited Slip Differentials (LSD) front and rear

A major 4-WD advance that separates Bronco from the boys. To explain-where traction problems are encountered, most differentials automatically limit the driving

The standard Bronco powerplant is the latest 4.1 litre 6-cylinder Alloy Head 11 engine featuring a two-stage carburettor, viscous clutch fan and other engineering refinements which together with electronic ignition provide excellent 6-cylinder fuel economy. Heart of the Alloy Head 11 engine is an alloy carburettor with twin venturi affording progressive throttle control. The primary venturi controls fuel flow until it reaches around two-thirds opening. Increased power demand then leads to the actuation of the second venturi, with both venturis being wide open only when full power is attained. The benefits of this two-stage system include improved economy, better driveability, stepped up performance, smoother running and acceleration plus improved cold-start operation.

The optional powerplant is the Ford 5.8 litre V8 engine which is recommended where the application requires increased power – for example – either arduous off-road work or larger van/boat towing. This V8 engine is also equipped with electronic ignition to help ensure a more consistent and reliable high energy spark which helps maintain tune and saves on operating costs.

Putting the power on the road

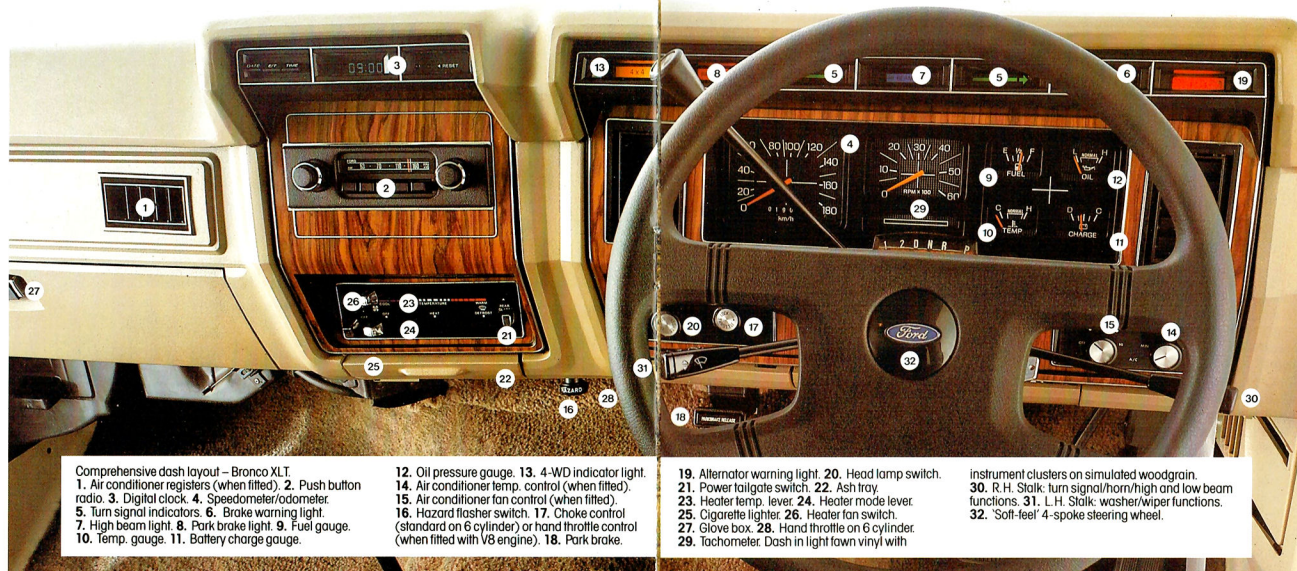
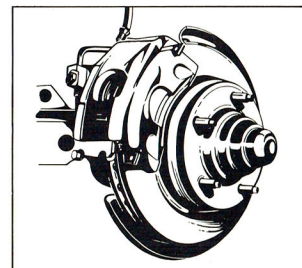
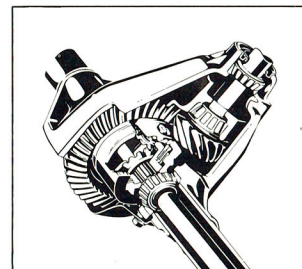
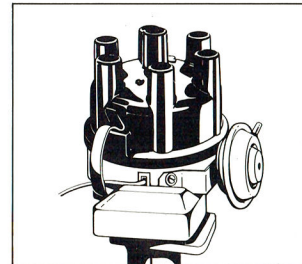
In its standard form, Ford Bronco is equipped with a manual, four-on-the-floor transmission. However, the C6 automatic transmission option is available at extra cost with the 5.8 litre V8 engine.



power to one wheel. So it's possible to have a so-called 4-WD vehicle and only have two wheels driving. Not quite the recipe for successful off-roading. But with LSD, things are different. By limiting the amount of slippage, power is transmitted to all four wheels and an outstanding off-road ability is the result. That's the Bronco!

Fuel Capacity

Bronco's 121 litre fuel tank is protected in off-road terrain by a steel skid plate.



- Comprehensive dash layout – Bronco XLT.
- 1. Air conditioner registers (when fitted).
 - 2. Push button radio.
 - 3. Digital clock.
 - 4. Speedometer/odometer.
 - 5. Turn signal indicators.
 - 6. Brake warning light.
 - 7. High beam light.
 - 8. Park brake light.
 - 9. Fuel gauge.
 - 10. Temp. gauge.
 - 11. Battery charge gauge.

- 12. Oil pressure gauge.
- 13. 4-WD indicator light.
- 14. Air conditioner temp. control (when fitted).
- 15. Air conditioner fan control (when fitted).
- 16. Hazard flasher switch.
- 17. Choke control (standard on 6 cylinder) or hand throttle control (when fitted with V8 engine).
- 18. Park brake.

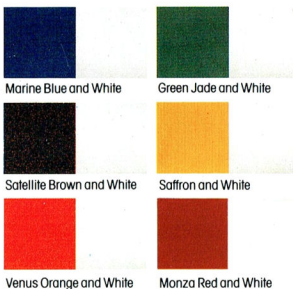
- 19. Alternator warning light.
- 20. Head lamp switch.
- 21. Power tailgate switch.
- 22. Ash tray.
- 23. Heater temp. lever.
- 24. Heater mode lever.
- 25. Cigarette lighter.
- 26. Heater fan switch.
- 27. Glove box.
- 28. Hand throttle on 6 cylinder.
- 29. Tachometer. Dash in light town vinyl with

- instrument clusters on simulated woodgrain.
- 30. R.H. Stalk: turn signal/horn/high and low beam functions.
- 31. L.H. Stalk: washer/wiper functions.
- 32. "Soft-feel" 4-spoke steering wheel.

Standard Bronco colour range



Two-tone paint combinations available on Bronco XLT at extra cost.



Standard solid colour Bronco XLT.



Two-tone paint combination Bronco XLT (A).



Two-tone paint combination Bronco XLT (B).

Ford Bronco XLT Specifications

(Refer to Model Specification Sheet for full details)

| | |
|-----------------------|---|
| Seating capacity | 5 |
| Dimensions-length mm | 4512 |
| -width mm | 1960 |
| -height mm | 1889 |
| -wheelbase mm | 2660 |
| Turning circle mm | 11400 (EST) |
| Weight-kerb kg | 2000 |
| -GVM kg | 2880 |
| Engine-type, capacity | 6-cyl. 4.1 litre (STD) |
| -power | 105kw @ 3800 RPM |
| -torque | 310Nm @ 2000 RPM |
| Engine-type, capacity | V8 5.8 litre (OPT) |
| -power | 162 kw @ 4500 RPM |
| -torque | 429 Nm @ 2700 RPM |
| Transmission | 4-sp manual (STD) C-6 auto (OPT with V8) |
| Front/rear axle ratio | 3.5:1 (LSD) |
| Transfer case ratio | 1.0 and 2.61 |
| Maximum reduction | 27.5:1 |
| Fuel tank capacity | 121 litres |
| Brakes | Front disc/Rear drum |

Bronco XLT standard equipment and extra cost options

| | |
|---|-----|
| Engine 4.1 L 16 | STD |
| 5.8 L V8 | OPT |
| Transmission manual 4-sp | STD |
| - auto C-6* | OPT |
| Front/rear axles | STD |
| 3.50:1 LSD | |
| Power steering | STD |
| Free-wheeling front hubs | STD |
| Power-assisted front disc brakes | STD |
| Factory-fitted air conditioning | OPT |
| Push-button AM radio | STD |
| Push-button AM stereo cassette | OPT |
| Laminated windscreen | OPT |
| Swing away spare wheel carrier | OPT |
| Rear wheel mud flaps | STD |
| "Victoria Tutone" paint treatment | OPT |
| 15x7 styled steel wheels and P235x15 tyres | STD |
| Goodyear Wrangler Radials 10x15 tyres with 15x7 styled steel wheels | OPT |
| Rear step bumper in argent | OPT |
| Padded GT bar-black | OPT |

*Automatic transmission available with V8 engine only. STD means standard equipment. OPT means optional at extra cost. NA means not available.

About this brochure. This brochure is designed to provide you with a general introduction to the Ford Products (including available optional equipment) referred to, and should be read in conjunction with the latest specification sheets. Because of changes in conditions and circumstances Ford* reserves the right, subject to all applicable laws, at any time, of their discretion, and without notice to discontinue or change the features, designs, materials, colours and other specifications and the prices of their products, and to either permanently or temporarily withdraw any such products from the market without incurring any liability to any prospective purchaser or purchaser.

The latest specification sheet should be referred to for information on the availability, ordering and use of optional equipment. Always consult an Authorised Ford Dealer for the latest information with respect to features, specifications, prices, optional equipment and availability before deciding to place an order.