

FORD BRONCO XLT



BRONCO XLT 

Ford Bronco XLT. For the land you know.

Ford Bronco XLT is more than just a capable 4WD. It's the practical choice for those who drive a mix of off-road and on-road kilometres. Bronco offers effortless highway cruising comfort and handles off-road conditions with ease.

Bronco is an outstanding vehicle for towing, able to handle vans, boats and floats. And, for even greater towing capability, there is the option of V8 power, at extra cost. Power

steering is standard and makes the driver's job less arduous.

To drive Bronco is to enjoy the feeling of control which its high, commanding driving position provides. Its narrow pillar design, large glass areas and large exterior side mirrors provide for excellent all-round vision, in traffic or off-road.

With its rugged stand up styling, Bronco XLT presents a handsome exterior to the world. The styling is

high, wide and handsome, with a full-width grille containing squared-up headlights and indicator lights.

You can express your individuality with a choice of two different two-tone paint styles which are optional at extra cost.

With its exciting combination of luxurious interior appointments, excellent drivability and four-wheel drive capability, Ford Bronco XLT is made for the land you know, and the country you don't.



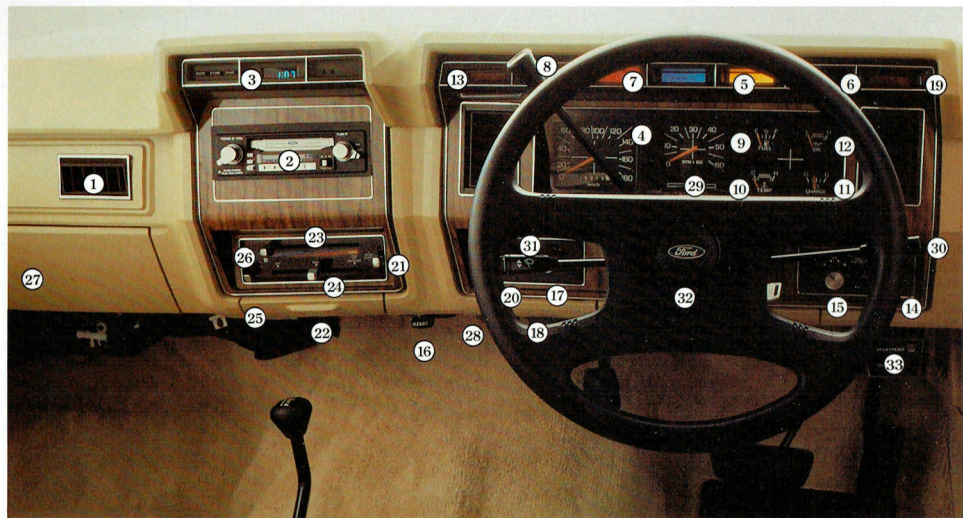
The Bronco XLT depicted here and on the front cover is fitted with the following options: two-tone paint treatment, 10 x 15 radial tyres and swing-away spare wheel carrier.

Station Wagon Style with Luxury and Space.



Compare Bronco's interior with other 4WDs. Bronco XLT invites you into a world of luxurious appointments and stretch-out space for five adults, plus a generous cargo/luggage area.

Twin bucket seats up front provide a commanding view. And the wide flip-fold rear seat provides spacious comfort with generous shoulder-room. With the rear seat folded down there is a huge cargo area with the potential to ferry a tonne of gear to most places you can think of - on or off the road. A rear-mounted swing-away spare wheel carrier is available at extra cost and provides for ease of access and



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29. Tachometer. Dash in Desert Tan vinyl with instrument clusters on woodgrain-styled applique.
30. Right hand stalk: turn signal/horn/high and low beam functions.
31. Left hand stalk: washer/wiper functions.
32. 'Soft-feel' 4-spoke steering wheel.
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For your further comfort, factory fitted air-conditioning is available at additional cost.

In standard form, fitted with four-speed manual transmission, the gear shift lever is floor mounted, beside the transfer case shift lever (4WD). Where optional automatic transmission is specified at extra cost with the V8 engine, the gear selector is column mounted.

Interior storage is another feature of Bronco. In addition to a lockable glovebox, there are roomy stowage bins on the inside of each door, and a jumbo-sized centre console which is also lockable and has a drink tray formed in the top.





And the country you don't.

Compare the powerful Alloy Head II six-cylinder engine of Bronco with the power ratings offered by other 4WDs. And then, consider Bronco's massive transfer case reduction ratios plus front and rear limited-slip differentials. These are the ingredients which provide exceptional off-road performance.

But it doesn't stop there. Bronco is manoeuvrable, sitting on a short wheelbase of 2660mm, and with the advantage of short body overhangs, front and rear.

Not only is Bronco able to negotiate steep slopes, but the stability provided by its wide track allows many slopes

to be traversed – when the situation demands.

Excellent ground clearance is maintained over bumps and pot holes with Bronco's twin traction, independent front suspension which permits each wheel to move up and down separately. Pitch and roll are minimised while steering control and traction are enhanced. Bronco is built tough to take the rough in its stride – with a full truck-type chassis for strength and durability.

Whether you're panning for gold... hiking off the beaten track... or planning a shooting, fishing or photographic safari... look no further than Ford Bronco XLT. It has the

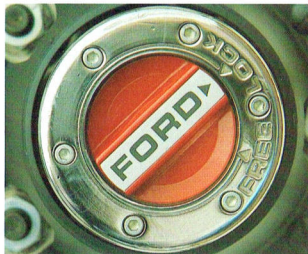
ability to transport you and your family or friends far from the beaten track.



Like its namesake, the wild horse, Bronco handles the open country, rocky creek crossings and steep slopes with confidence.

Free-wheeling front hubs.

As Bronco gives you a choice of 2WD or 4WD, free-wheeling front hubs are standard. In 'free', the front wheels rotate freely on the axles, reducing unnecessary fuel-wasting drag on the engine. When switched to 'lock', the front wheels are locked to the driving axles for 4WD performance.



True 4x4 power.

Because you don't need 4WD all the time, Bronco has a 'by your command' system. When the transfer case is in 2H, normal rear wheel drive operates. Now move the lever to 4H and you've got easy-going four-wheel-driving. But when the going gets tough, drop it down to 4L, select first



Standard solid colour

or second gear and you've got the power to plough through deep slush or climb steep inclines.



Choice of transmissions.

In standard form, Bronco is equipped with a manual four-on-the-floor transmission. Automatic transmission is available at extra cost with the V8 engine.



Bronco is equipped with Limited Slip Differentials (LSD) front and rear. They limit the amount of slippage so that in 4WD power is transmitted to all four driving wheels, no matter how difficult the terrain. If four wheel drive is not engaged, the LSD at the rear will provide optimal 2WD traction.

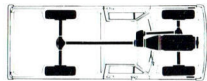


Optional Two-tone paint combination A

Choice of Powerplants.

The standard Bronco fitting is the powerful 4.1 litre 6-cylinder Alloy Head II engine featuring a two-stage carburettor and other engineering refinements which, together with electronic ignition, provides real four-wheel-drive muscle with excellent 6-cylinder economy.

The renowned Ford 5.8 litre V8 engine is optional at extra cost and is recommended where arduous off-road work or large towing jobs demand big horsepower.



Bronco powertrain system with transfer case and drive shaft to the front axle for 4WD.



Ford 4WD independent front suspension showing how each wheel operates independently of the other providing a controlled ride.

Steel skid plate protection.

Both the front differential and 121 litre fuel tank have steel skid plates to protect them in rough off-road conditions.



Optional Two-tone paint combination B

Ford Bronco XLT Specifications. (Refer to Model Specification Sheet for full details.)

Seating capacity	5
Dimensions (mm)	~ length 4512
	~ width 1960
	~ height 1889
	~ wheelbase 2660
Turning circle (m)	11.4
Weight (kg)	~ kerb 2000
	~ GVM 2880
Engine	~ type, capacity 6 cyl. 4.1 litre (STD)
	~ power 105 kW @ 3800 rpm
	~ torque 310 Nm @ 2000 rpm
Engine	~ type, capacity V8 5.8 litre (OPT)
	~ power 162 kW @ 4500 rpm
	~ torque 429 Nm @ 2700 rpm
Transmission	4-speed manual (STD)
	3-speed automatic (OPT with V8)
Front/rear axle ratio	3.5:1 (LSD)
Transfer case ratio	1.00 and 2.61
Maximum reduction	27.5:1
Fuel tank capacity	121 litres
Brakes	Front disc/Rear drum
Please note: All capacities, measurements, dimensions and weights quoted in this brochure are approximate only.	

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, at 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.

Bronco XLT standard equipment and extra cost options.

Power steering	STD
Free-wheeling front hubs	STD
Power-assisted front disc brakes	STD
Push-button AM/FM stereo cassette	STD
Laminated windscreen	STD
Rear wheel mud flaps	STD
15x7 styled steel wheels and P235x15 tyres	STD
10x15 radial tyres	OPT
Two-tone paint combinations	OPT
Swing away spare wheel carrier	OPT
Factory-fitted air-conditioning	OPT
Rear step bumper	OPT
STD means standard equipment. OPT means optional at extra cost.	

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.

*FORD MOTOR COMPANY OF AUSTRALIA LIMITED[®]

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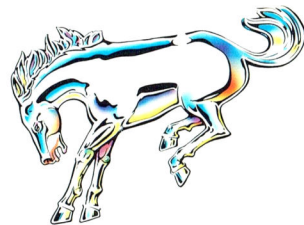
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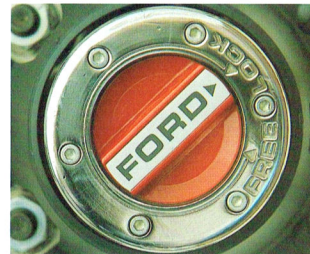
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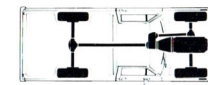


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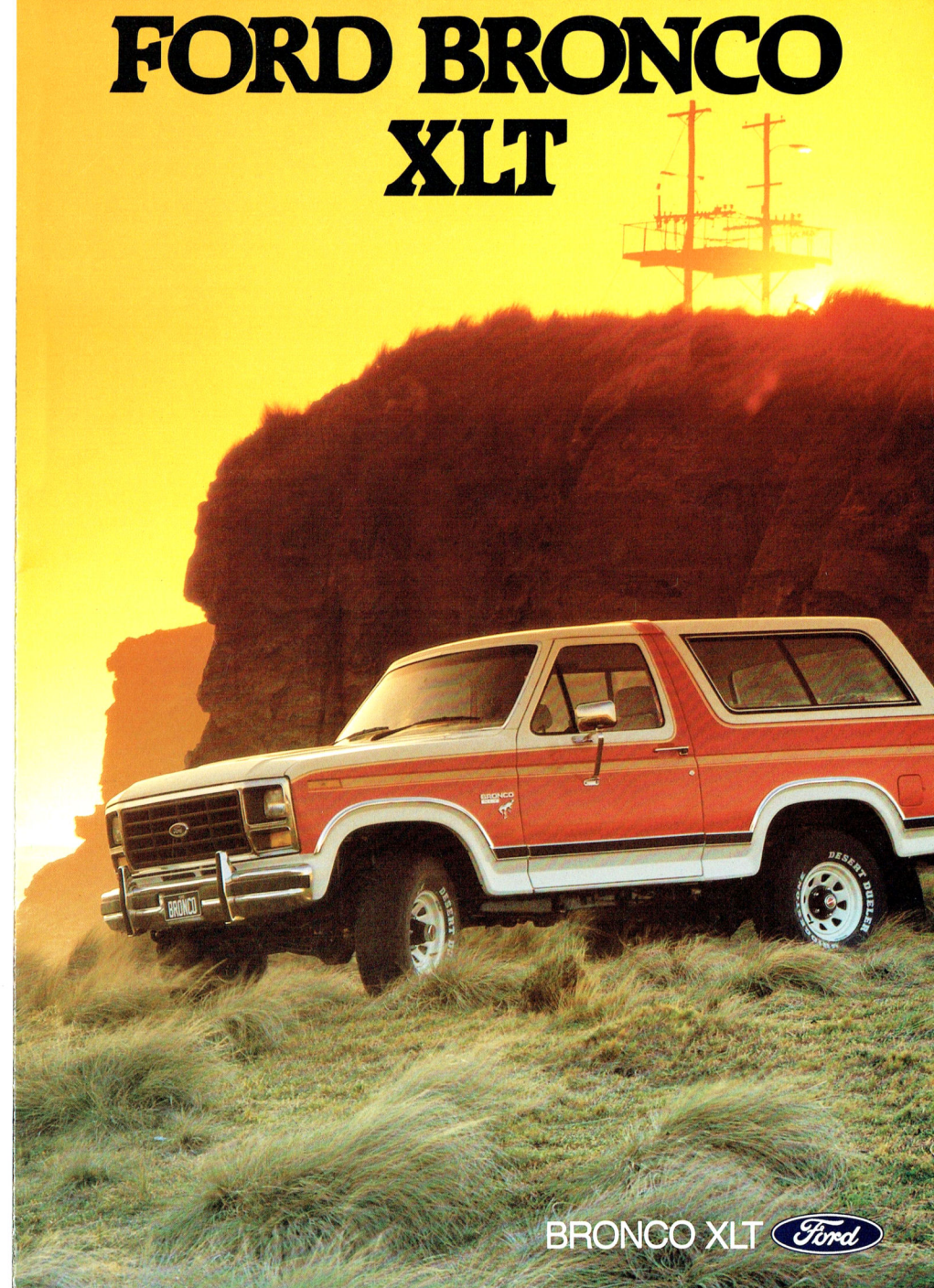
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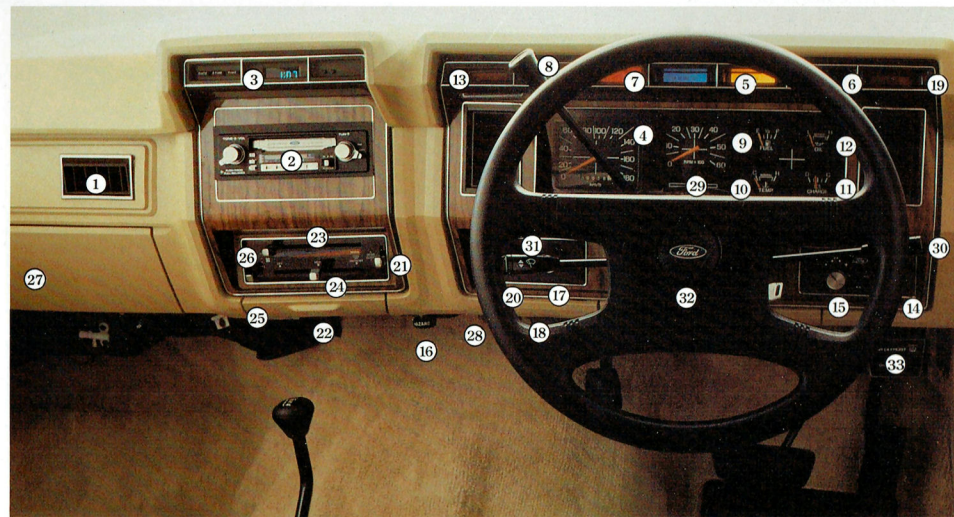
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