

1984 FORD BRONCO II



The Best-Built American Trucks Are Built Ford Tough



At Ford, Quality is Job 1.

At Ford, quality is our top priority. Nothing ranks higher in the design, engineering, manufacture, sale and service of our cars and trucks.

We're determined to make the finest cars and trucks in the world. No exceptions.

Our product philosophy begins with the vision of a customer — of you — sitting behind the wheel of a new car or truck in one of our dealers' showrooms asking a series of questions about quality.

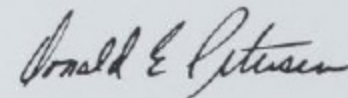
Does this Ford vehicle have the best quality I can find? Will it give me value and pleasure in use? Will it last? Will I get good service? Can I trust the manufacturer and the dealer?

We know that the answers to those questions will determine whether you buy our product or someone else's car or truck. So that's why quality is really Job 1 at Ford.

Our quality system is based on the concept of preventing quality problems, not merely detecting problems and trying to fix them.

Also, we're committed to an operating philosophy of continuous improvement in quality and every other aspect of our business. There is no upper limit to our quality performance. We believe further improvements are always possible.

And most important, Ford employees are directly or indirectly involved in improving the quality of Ford cars and trucks. We know that our jobs and the success of Ford Motor Company depend on building high quality vehicles that meet your needs and expectations.



Donald E. Petersen
President
Ford Motor Company

Best-Built American Trucks

Ford's commitment to quality results in the best-built American trucks, based on a survey of owner-reported problems during the first three months of ownership of 1983 trucks. And the commitment continues in 1984.

1984 BRONCO II

Trim-sized Bronco II is the V6-powered sporty utility vehicle from Ford. Built Ford tough with proven design features, it's a 4-wheeler that's at home on the open road as well as more tortuous off-road terrain. Any surface, any season, Bronco II is ready to work or play hard.

Top to bottom: Bronco II XLT, Eddie Bauer Bronco II, Standard Bronco II, Bronco II XLS.

A Word About This Catalog

Some of the equipment shown or described throughout the catalog is available at extra cost.



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POWER & EFFICIENCY

The muscular 2.8 liter V-6 engine

Whether you shift the standard 4-speed manual, or choose the 5-speed manual or SelectShift automatic transmission options, you'll be commanding the power of the standard 2.8L V-6 engine. It's a powerplant with the muscle that's needed for off-road applications, muscle that the Chevy S-10 Blazer can't match. There's extra pull for mud, snow and hilly terrain. And Bronco II's standard 23-gallon fuel tank means a long drive between gas stops.

EEC-IV: The world's most advanced electronic engine control

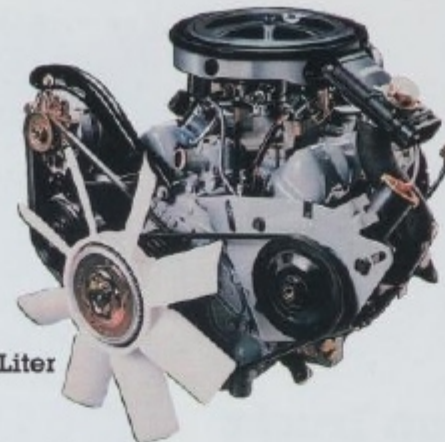
The 2.8 liter V-6 is run by EEC-IV, the latest in Ford state-of-the-art engine electronics. A computer, EEC-IV has the ability to process thousands of commands per second! With this capacity, EEC-IV provides instantaneous, precise control over engine operation throughout the full range of driver commands and engine load conditions.

EEC-IV features include:

- SELF-TEST — to aid in system diagnosis.
- SPARK CONTROL — for precise ignition timing throughout the range of engine operation.
- BATTERY CHARGE CONTROL — to allow a smaller, space- and weight-saving alternator.
- PROGRAMMED CHOKE CONTROL — for accurate choke shutoff.
- KNOCK SENSOR — instantaneously programs the spark timing to assure optimum fuel economy* without engine knock.
- "KEEP ALIVE" MEMORY — to adjust engine functions based on component wear.



Bronco II's EEC-IV Electronic Engine Control System



Standard 2.8 Liter V-6 Engine

Modern 2V carburetion

Bronco's V-6 engine uses two venturis with small bores (barrels) for good idle control and idle quality in addition to a gas saving over larger-barrelled carburetors. There's also a feedback feature that aids in fuel metering and a temperature-compensated accelerator pump for consistent engine operation.

Other engine features include the use of a standard oil filter common to all Ford engines and a large-capacity oil fill for good lubrication. All fluid check and fill locations are color coded for easy identification.

Efficient transfer case

The 2-speed, part-time transfer case is chain-driven in the 4-wheel-drive mode with special gears for easy shifting. Lubrication is provided by a constant-displacement hydraulic pump. This permits Bronco II to be towed for unlimited distances at speeds up to 55 mph without disconnecting the driveshafts or lifting the front wheels off the ground. Not all 4-wheel-drive vehicles have this capability.



Choice of manual or automatic-locking front hubs

For serious 4x4 enthusiasts, the standard free-running front hubs are the manual locking type. In 2-wheel drive with the hubs unlocked, the front axles and driveshaft remain motionless, reducing friction and wear. Front hubs also have a special flange mount design which allows for easy wheel end service. Popular, optional automatic locking hubs allow you to switch to the extra traction of 4-wheel drive without leaving the driver's seat.



Power Hop Hill tests the ability of Bronco II's drive train components to withstand severe shock loading at Ford's Arizona Proving Ground.

Serviceability and low scheduled maintenance

These were important considerations in the design of all Bronco II functional components. For example, spark plugs and air cleaner call for replacements at 30,000 mile intervals. Driveshaft slip yokes are sealed by special rubber boots, requiring no maintenance for 30,000 miles. Your Ford Dealer will be happy to provide complete maintenance information which shows how many ways Bronco II economy extends beyond the gas pump.

The Sand Wash challenges Bronco II's traction and high pulling power.



*Gas mileage

1984 EPA mileage estimates were not available at the time this catalog was approved for printing. However, Bronco II is expected to post good mileage ratings as it did last year. As soon as EPA figures are released, your Ford Dealer will be among the first to receive this information and will be happy to pass it along to you.

RIDE & HANDLING

Computer-aided suspension design

Well before the first Bronco II prototype was built, Ford engineers were putting the vehicle through maneuvers to analyze performance characteristics which affect ride and handling. These important tests were not conducted on any track, but rather on a computer screen, using Total Vehicle Simulation to analyze ride quality and handling response.

The benefits of computer simulation are great. This state-of-the-art technology allows the engineers, in a real sense, to "quantify" quality. With the ability to analyze a wide variety of design configurations, they can determine the best vehicle performance based on concrete data. Virtually eliminated is the "seat of the pants," trial and error approach which depends on the subjectivity of opinion and "best guesses."

Total Vehicle Simulation optimizes key ride- and handling-related components (front and rear springs, shock absorbers, stabilizer bars, etc.), to obtain what Ford engineers feel is the right combination of ride quality and handling maneuverability. By analyzing the effects of vertical forces on the driver and passengers over numerous rough road surfaces, the best design for riding comfort is determined. Bronco II's impressive road manners are a result of its computer-born engineering.



Total Vehicle Simulation helped greatly in the design of the Bronco II. Shown here is a simulated lane-changing maneuver.

Twin-Traction Beam independent front suspension

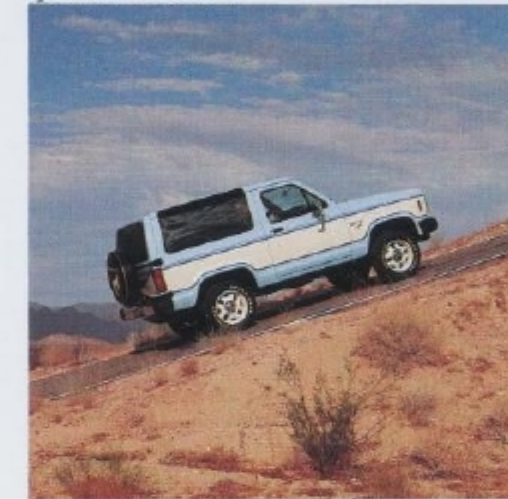
Twin-Traction Beam has helped Ford 4x4s over the rough spots for years. It allows the front driving wheels to climb over bumps independently for an improved ride and better off-road control than conventional solid axle with leaf spring designs. The axle shaft U-joints are "lubed for life," and the axle slip yoke is protected with a boot. The adjustable camber can be set for specific vehicle usage.

Tough leaf-spring rear suspension

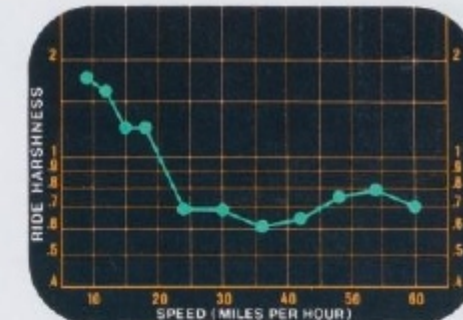
In the rear, single-stage leaf springs are mounted over the axle, providing additional ground clearance and a cleaner appearance. They're also designed to eliminate rear end harshness sometimes associated with two-stage springs. Front and rear stabilizer bars are also standard equipment.

Bronco II maneuverability

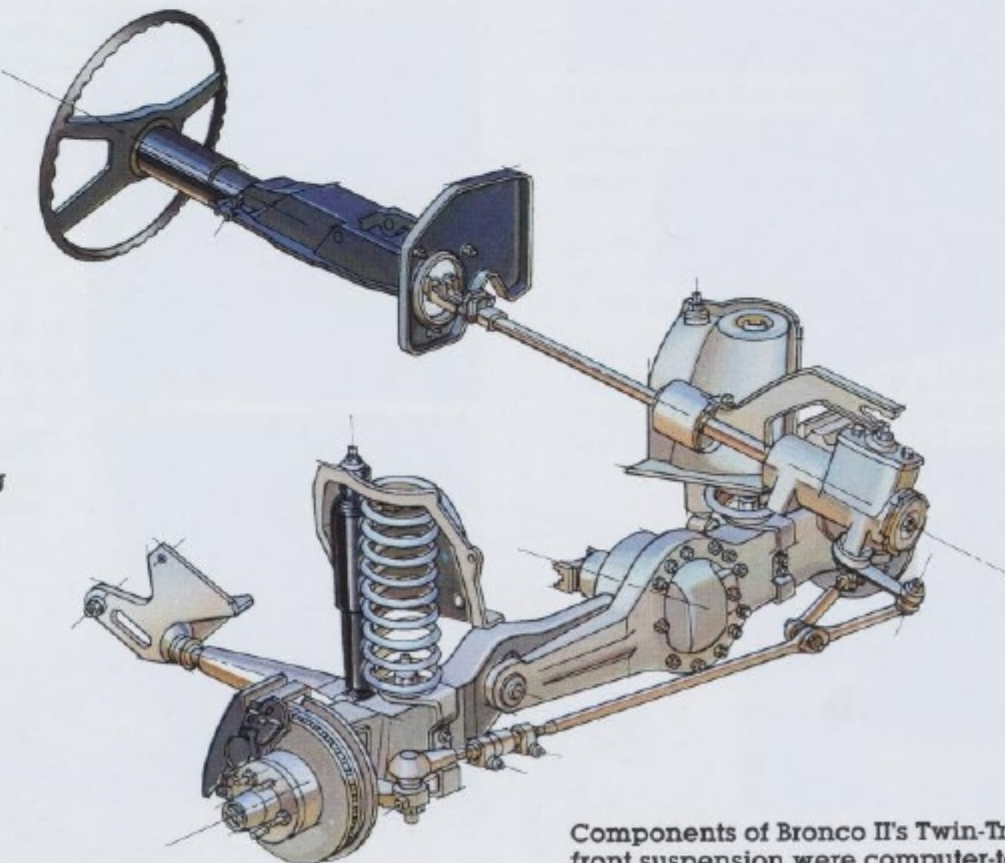
Bronco II's trim size means great maneuverability. High ground clearance and angles of approach and departure anticipate the slopes. And the small turning diameter — only 32.35 ft. — combined with standard power steering gets Bronco II in and out of the tight spots with ease.



Bronco II undergoes rigorous testing at Ford's Arizona Proving Ground.



This computer plot quantifies ride quality characteristics to design engineers by analyzing vertical forces on the driver and occupants at various speeds over rough road surfaces.



Components of Bronco II's Twin-Traction Beam front suspension were computer-tested through simulation.

THE FORD BRONCO II ENVIRONMENT

Ford Bronco II ergonomics

The science of ergonomics involves the interior design of a vehicle for convenience and comfort. The Bronco II cab is ergonomically designed to put the driver in full command with sensible, convenient placement of all controls, instruments and lights. Deeply contoured, reclining bucket seats provide roomy comfort for the driver and front passenger. In the rear, a unique 50/50 split fold-down bench seat allows room for longer cargo without giving up seating space for a passenger. Also available are optional Dual or Quad Captain's Chairs. Each chair features a power lumbar support and a zippered map pocket on the back. All Bronco II models feature full color-keyed carpeting.

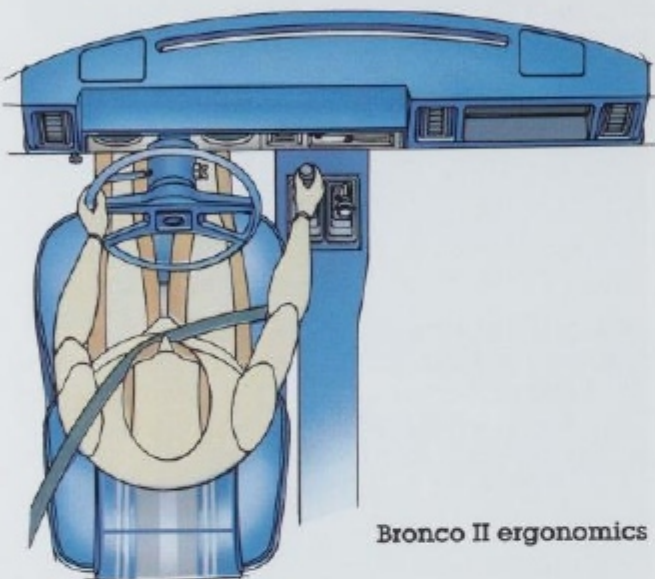
Bronco II XLT front bucket seats



Optional overhead console with digital clock and pivoting map light

Bronco II climate control

High-low flow-through ventilation and a 4-speed fan promote environmental comfort and four instrument panel air registers provide multi-directional air flow to driver and passengers. Bronco II's climate control system features cable operation to open and close the duct doors which direct the flow of air and adjust temperature by mixing air. And three defroster ducts help the 4-speed fan clear the view quickly and completely.



Bronco II ergonomics



Flip-forward passenger seat for easy entry and exit



Unique split fold-down rear bench seat

One-piece wraparound liftgate

Bronco II's one-piece wraparound liftgate raises all the way up out of the way, providing easy access to the cargo area. In the up position, it also serves as a convenient umbrella in case the rain wants to spoil the fun. It's made of lightweight fiberglass and can't corrode. Also available is the optional flip-up liftgate window which offers quick access for loading and unloading small packages.

Other options offered for the 1984 Bronco II include a handy roof rack, rear window wiper/defroster and, to let the outdoors in, flip-open removable quarter windows and a flip-up/open-air roof.



One-piece wraparound liftgate



Flip-up/open-air roof option



Optional flip-open removable quarter windows

QUALITY & CONSTRUCTION

Market research data in early 1983 revealed that customers perceived an average 47% improvement* in quality for Ford light trucks compared with 1980 models based on things gone wrong. Bronco II, as Ford's newest and most technologically advanced 4-wheeler, figured heavily in this gain. Designed, engineered and tested for toughness, Bronco II is a fine example of Ford's commitment to quality.

*Based on a Ford Motor Company survey of 6,500 owners of early 1983 model Ford cars and trucks.

Computer-assisted design. Rigorous testing.

The construction of Bronco II has benefited greatly from modern, high-technology engineering. In recent years, computer modeling techniques have allowed automotive engineers to simulate many different vehicle configurations long before the first engineering prototypes were ready for testing. For example, in critical areas of the frame such as the engine mounting crossmembers, front and rear suspension and front axle, Ford engineers constructed computer models of Bronco II components to simulate a wide range of loading conditions. With what they learned from such computer simulations, Ford truck engineers were able to confidently choose materials and thicknesses consistent with Ford toughness standards.

To affirm the theoretical (computer) testing, individual prototype components were built and subjected to severe laboratory tests. Key Bronco II components underwent extreme temperatures and load conditions far in excess of those even the most demanding owner would ever subject them to. Prototype parts were tested in such conditions as arctic cold, desert heat, and environments saturated with sand, salt and humidity. Components as large as rear axles and as small as attachment bolts were subjected to severe stress throughout the temperature range to test Bronco II's ruggedness.

And Bronco II quality benefited greatly from a comprehensive Employee Involvement Program. Improvement proposals from line operators, process engineers and the Louisville plant personnel were reviewed by engineers. Of the 239 employee ideas submitted, approximately 126 have been incorporated in the Bronco II.

Bronco II corrosion protection

Bronco II incorporates extensive corrosion protection throughout key elements in the vehicle structure.

The entire truck body undergoes a **Cathodic E-Coat bath** at the factory which bonds the primer to the body metal by electrostatic attraction. Many important structural components and exterior panels are made with **zinc-coated metal and galvanized steels** which are more resistant to corrosion than regular steel.

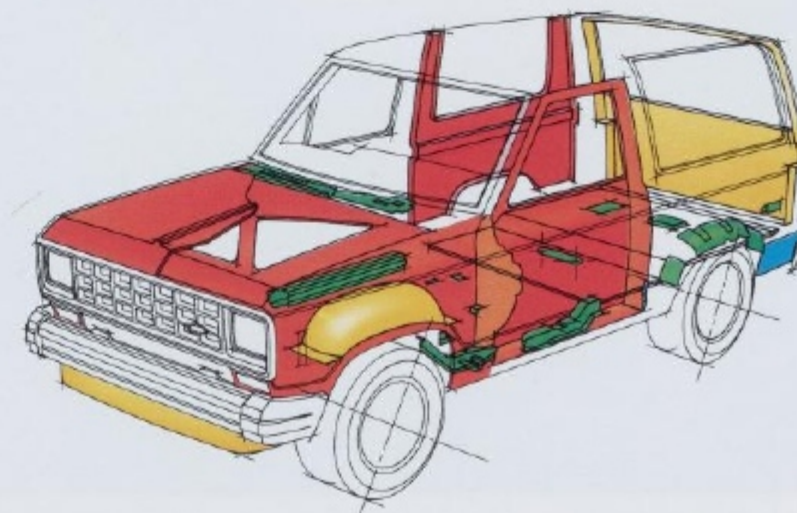
Special sealers and aluminized wax are used extensively to help keep moisture away from the inside of the body panels and other critical areas. **Plastic front fender aprons** cannot rust. They help protect exposed areas from stone pecking, mud packing and corrosive road salts. The **lightweight fiberglass liftgate** is also immune to corrosion.

Tough, brilliant finish

An essential ingredient in a quality paint finish is excellent adhesion of the primers and paint. The first step Ford takes to achieve this result is cleaning the entire body with a phosphate system to remove dirt, grease and oil, and thoroughly prepare the surface for the paint coats to come.

The priming process applied to Bronco II uses the bonding power of electricity. Electrocoat priming uses opposite electrical charges on the body and primer. As the body is immersed in the primer, the electrical attraction provides a thorough, even coat to all areas of the body. After the primer is applied it is heat-cured before the paint coating. Four full coats of enamel are then applied and baked to produce Bronco II's deep finish.

- URETHANE TAPE
- PLASTIC PARTS
- GALVANIZED METAL
- ZINC-COATED METAL



Quality: a team effort

Engineers and assembly personnel work closely to improve the production process through Ford's Employee Involvement Program. There are more than 1,100 Employee Involvement Groups in America alone. Defect detection is not the principal concern. Emphasis is primarily on defect prevention. This is a true team effort, from the workers on the line all the way up to Donald Petersen, President of Ford Motor Company.

Ford Lifetime Service Guarantee

Participating Ford Dealers are now offering the Lifetime Service Guarantee, which guarantees their work for as long as you own your truck. It means that you pay for a covered repair on your Ford car or light truck once — and never again. If it ever has to be fixed again, the repairing dealer will fix it free. Free parts. Free labor. Even if you keep your truck a lifetime. It



Ford's extensive corrosion testing includes a salt bath, which exposes all areas of Bronco II's underbody and engine compartment to corrosive spray.

doesn't matter where you bought your truck, or whether it's new or used, the work is still covered by the repairing dealer.

This limited warranty covers vehicles in normal use. Items not covered are routine maintenance parts, belts, hoses, sheet metal and upholstery. See any participating Ford Dealer for details.

THE NEW EDDIE BAUER BRONCO II

Two names known for toughness get together in the special Eddie Bauer Bronco II, a fine way to enjoy the great outdoors. Rugged Bronco II is field-tested, built Ford tough with husky frame and Twin-Traction Beam suspension. Eddie Bauer survival gear has been field-tested too — right to the top of Mount Everest! The Eddie Bauer Bronco II is identified by its special Tu-Tone paint treatment (4 combinations) and "Eddie Bauer" emblem, and includes XLT-level trim inside and out.

Performance equipment includes cast aluminum wheels and steel-belted radial, all-terrain tires with raised white letters. The gauge package, with ammeter, oil pressure and temperature gauges and trip odometer, is also included.

Inside, dual Captain's Chairs in "Eddie Bauer" tan are trimmed with special cloth and vinyl seat trim. Entertainment is provided by the standard AM/FM stereo radio. A tilt steering wheel and floor console are added, along with other conveniences: dual electric horns, interval windshield wipers, passenger visor vanity mirror, driver's sun visor band, ashtray and glove box lights, and a headlamps-on warning buzzer.

An Eddie Bauer field bag and map folder are also part of the standard equipment list.

Below: Eddie Bauer Bronco II shown with optional low-mount western mirrors and swingaway spare tire carrier.



FORD BRONCO II XLT

The top-of-the-line XLT adds special touches to Bronco II with chrome grille and bodyside accent stripe. XLT also comes equipped with pivoting front vent windows, tinted glass and deluxe wheel trim.

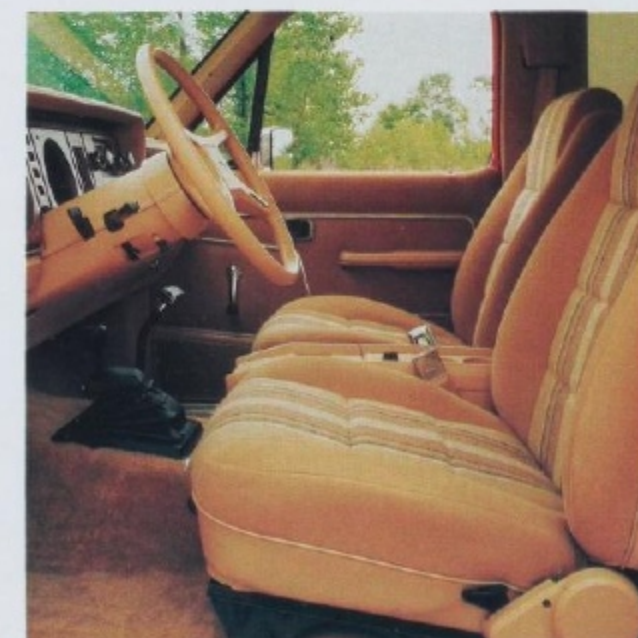
XLT interior comfort begins with standard cloth and vinyl seat trim and full cloth door trim panels with a map pocket, carpet insert and bright highlights. The instrument panel and deluxe steering wheel are color-keyed and a woodtone applique highlights the instrument cluster. Color-keyed deluxe seat belts with tension eliminators are also standard. For convenience, driver and passenger door courtesy light switches are included as is a liftgate-

operated cargo area light. Rear quarter trim panels include integral padded armrests, speaker grilles and three storage compartments, one lockable. Special features for a special Bronco II.

Above: Bronco II XLT shown with optional low-mount western mirrors, cast aluminum wheels and RWL tires.



Right: Optional ski rack.



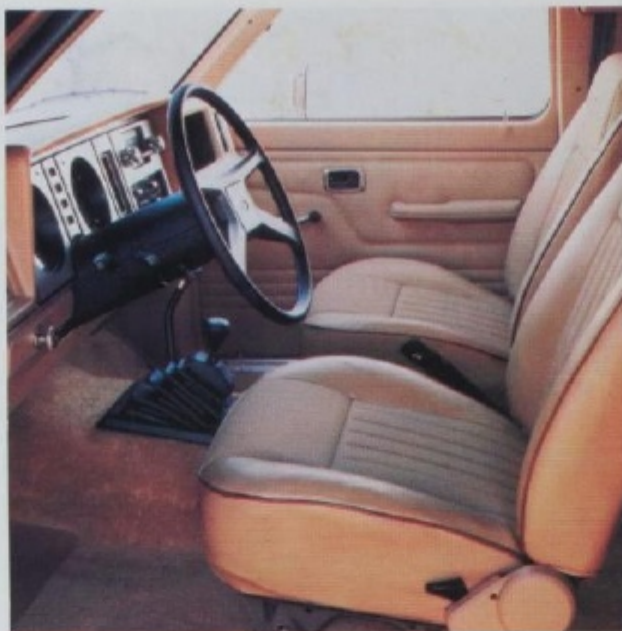
STANDARD FORD BRONCO II.

Bronco II's exterior features include large vertical taillights, halogen headlights and dual outside foldaway rearview mirrors. Also standard are bright front and rear contour bumpers, black grille with bright surround and sport wheel covers, eye-catching accents for Bronco II's clean lines.

Inside, the reclining front bucket seats are trimmed in knitted vinyl with accented welts. Door trim panels are color-keyed soft vinyl and the instrument panel features a handsome pewter-tone applique. The rear compart-

ment is also completely trimmed including armrests and liftgate trim. The carpeting is color-keyed and extends the full length of the passenger compartment and cargo area. Even the rear fold-down seat backs are carpeted for a completely tailored finish. Overhead are a full-length cloth headliner and dual color-keyed vinyl sun visors. Generous appointments and good looks characterize the standard Bronco II.

Below: Standard Bronco II shown with optional low-mount western mirrors.



FORD BRONCO II XLS

XLS exterior highlights include special color schemes, "XLS" tape striping in three colors on the lower bodysides and rocker panel molding spats. The grille and grille surround are completely blacked out as are the bumpers and bumper end caps. Deluxe wheel trim is standard.

XLS door trim panels are fully trimmed in cloth with color-keyed molding, carpet insert and map pocket. Bright highlights, too. Deluxe steering wheel, instrument panel, and the flocking in the instrument panel storage bin are all color-keyed. And right up front sits a complete array of gauges for alternator charging, oil pressure and temperature, with the convenience of a resettable trip odometer. XLS is Bronco II's sporting proposition.

Above: Bronco II XLS shown with optional RWL tires.



SNOW PLOW SPECIAL PACKAGE

The Snow Plow Special Package prepares Bronco II for plow installation. It includes the following heavy-duty components: frame, front springs (with rubber air bags that adjust the front load capacity), rear springs and shock absorbers. An auxiliary transmission oil cooler and 60-amp. alternator are also included.

The Snow Plow Special Package readies Bronco II for tough home or commercial plowing chores and adds another dimension to Bronco II's all-around utility.

FORD BRONCO II TRAILER TOWING

A properly equipped Bronco II can tow trailers up to 4500 pounds (with 3.73 axle ratio). The optional Trailer Towing Package includes super engine cooling, a trailer wiring harness, heavy-duty turn signal flasher and an auxiliary transmission oil cooler if the optional automatic transmission is ordered. Also recommended for towing is the heavy-duty battery and gauge package.

NOTE: See your Ford Dealer for advice on Bronco II snow plow and trailer towing applications.

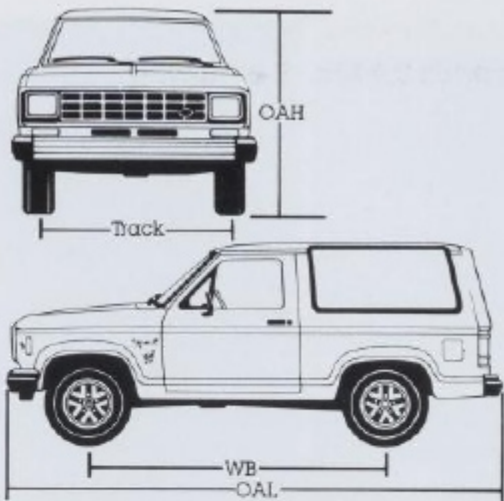


NOTABLE FORD BRONCO II FEATURES

- A. Both driver and passenger seats recline.
- B. Three additional storage compartments are standard in XLT rear quarter trim panels. They're just right for those smaller items you'd like to keep out of sight. And one is lockable for added security.
- C. Standard split fold-down rear bench seat. Fold both seats forward to use the total area for cargo, or fold only one seat forward for cargo and a passenger.
- D. Optional rear window wiper/defroster.
- E. Optional flip-up liftgate window offers convenient access for loading and unloading.

BRONCO II DIMENSIONS

	(front/rear)
Leg room	42.4"/35.2"
Head room	39.5"/38.5"
Hip room	55.0"/42.2"
Shoulder room	55.6"/56.7"
OAL	155.4"
OAW	68.0"
OAH	68.2"
Wheelbase	94.0"
Track	56.9"
Track	56.9"
Axle clearance	6.5"/7.9"
Angle of approach	29.5°
Angle of departure	24.6°
Ramp breakover angle	28.1°
Load floor lift-over height	27.1"
Liftgate opening height	33.3"
Width (between wheelhousings)	41.9"
Cargo length	21" with rear seat up 53.2" with rear seat down
Cargo volume	25.6 cu. ft. with rear seat up 64.9 cu. ft. with rear seat down



BRONCO II TRIM CONTENT

Description	STD Bronco II	Bronco II XLT	BRONCO II XLS
Exterior			
Front and rear bumpers	Bright	Bright	Black
Bumper end caps, front and rear	Black optional	Black	Black
Grille	Black w/bright surround	Bright	Black w/black surround
Wheel trim	Steel with sport wheel covers	Argent styled steel wheels with black hub covers and bright trim rings	Argent styled steel wheels with black hub covers and bright trim rings
Mirrors, black foldaway	STD	STD	STD
Door handles and locks, black	STD	STD	STD
Deep tinted wrapover rear quarter window and liftgate glass	STD	STD	STD
Tinted windshield and side door glass	OPT	STD	OPT
Tinted pivoting front vent windows	OPT	STD	OPT
Rocker panel flare moldings	NA	NA	STD
Windshield molding, black	STD	STD	STD
Bodywide and liftgate accent tape stripe	NA	STD	NA
Three-color XLS tape stripe	NA	NA	STD
Liftgate, wraparound corrosion resistant	STD	STD	STD
Bronco II and XLS emblems	Bright	Bright	Bright
Interior			
Reclining front bucket seats with flip-forward passenger seat feature	STD	STD upgraded over standard	STD
50/50 split fold-down rear seat with carpeted seat backs and seat cushion pull straps	STD	STD upgraded over standard	STD
Knitted vinyl seat trim**	STD	NA	STD
Cloth and vinyl seat trim**	OPT	STD	OPT
Seat belts	Black	Deluxe, color-keyed with tension eliminator	Black
Carpeting, color keyed, full length	STD	STD	STD
Door trim panels, color keyed soft vinyl	STD	Full color-keyed cloth with color-keyed molding and bright insert	Full color-keyed cloth with color-keyed molding and bright insert
Map pocket and carpet insert on lower door trim panel, color-keyed	NA	STD	STD
Armrests	Color-keyed	Color-keyed	Color-keyed
Rear quarter trim panels, color-keyed w/ashtrays	STD	STD (with 3 storage compartments and padded armrests)	STD
Liftgate trim panel, color-keyed	STD	STD	STD
Headliner, full-length color-keyed cloth	STD	STD	STD
Sun visors, color-keyed vinyl (LH&R)	STD	STD	STD
Coat hooks, color-keyed (3)	STD	STD	STD
Passenger assist handles, color-keyed (four, one each over front doors and rear passenger seats)	STD	STD	STD
Instrument panel w/color-keyed pad and lower panel	Fewer-tone applique	Woodtone applique	Fewer-tone applique
Color-keyed instrument panel molding with bright surround	STD	STD	STD
Steering wheel	Deluxe, black	Deluxe, color keyed	Deluxe, color keyed
Gauge package (includes ammeter, oil pressure and temperature gauges plus trip odometer)	OPT	OPT	STD
AM radio (may be deleted for credit)	STD	STD	STD
Cigarette lighter	OPT+	STD	OPT+
Locking glove compartment and instrument panel storage bin	STD	STD (color keyed flocking in storage bin)	STD
Dome light	STD	STD	STD
Courtesy light switch, driver door operated	STD	STD	STD
Courtesy light switch, passenger door operated	OPT*	STD	OPT*
Cargo area light, liftgate operated	OPT*	STD	OPT*
Spare tire cover, color-keyed	STD	STD	STD
Rearview mirror, day/night	STD	STD	STD
Cowl side trim panels and garnish moldings color-keyed	STD	STD	STD
Scuff plates (liftgate—black, doors—bright)	STD	STD	STD
Additional sound insulation	NA	STD	NA

*Included with optional Light Group. **Seat trim available in three color choices Dark Blue, Canyon Red, and Tan.
+ Included with optional Convenience Group.





FORD BRONCO II OPTIONS

Appearance

- ☐ Chrome grille (std. on XLT/NA on XLS)
- ☐ Tu-Tone paints (see illustration)
- ☐ Sport tape stripe
- ☐ Eddie Bauer Bronco II. See page 8 for description.

Audio Systems

- ☐ AM/FM monaural radio (includes dual speakers)
- ☐ AM/FM stereo radio*
- ☐ (A) AM/FM stereo radio with cassette tape player*
*Includes four speakers.

Comfort/Convenience

- ☐ Dual or Quad Captain's Chairs. Include power lumbar support and zippered map pocket on seat back.
- ☐ Air conditioning. Tinted glass recommended.
- ☐ Tinted glass (std. on XLT)
- ☐ Convenience Group. Includes interval windshield wipers, visor vanity mirror, cigarette lighter, dual electric horns, and driver's sun visor band.
- ☐ Light Group. Includes glove box, ashtray and cargo area light, passenger door and liftgate courtesy light switches, and "headlights on" warning buzzer.
- ☐ Fingertip speed control
- ☐ Tilt steering wheel

- ☐ Rear window wiper/detroster
- ☐ Flip-open liftgate window
- ☐ Flip-up, open-air roof
- ☐ Flip-open removable quarter windows, gray-tinted
- ☐ Pivoting front vent windows (std. in XLT). Includes tinted vent and side door glass.
- ☐ Privacy*Glass. Includes tinted glass.
- ☐ (B) Floor console. Includes Gauge Package, trash bin, cassette tape tray, coin tray, two cup depressions, and Electronic Graphic Warning Display Module.
- ☐ Overhead console. Includes digital clock and pivoting map light.
- ☐ (C) Bright, low-mount western swingaway mirrors (not available with XLS)
- ☐ (D) Outside swingaway spare tire carrier. Includes full-size tire that matches road tires, vinyl cover, lock and standard wheel.
- ☐ Root rack
- ☐ Rear seat delete
- ☐ Carpet delete (includes color-keyed mat)

Performance

- ☐ (E) SelectShift automatic transmission
- ☐ (F) 5-speed manual overdrive transmission
- ☐ Automatic locking hubs
- ☐ Engine block heater
- ☐ Super engine cooling
- ☐ HD maintenance-free battery
- ☐ HD air cleaner
- ☐ Gauge Package. Includes ammeter, temperature and oil pressure gauges plus resettable trip odometer
- ☐ HD shock absorbers, front and rear
- ☐ Snow Plow Special Package. Includes HD frame, HD shock absorbers, front and rear, HD front springs with air bags, HD rear springs, HD alternator and auxiliary transmission oil cooler.
- ☐ Trailer Towing Package. Includes super engine cooling, trailer tow wiring harness, HD flasher, auxiliary transmission oil cooler when automatic transmission is ordered.
- ☐ Tow hooks (2)
- ☐ "Limited slip" front axle
- ☐ Traction-Lok axle (rear only)
- ☐ California emissions system
- ☐ High altitude emissions system

Protection

- ☐ Exterior Protection Group. Includes bright front and rear bumpers with black end caps, black front bumper guards, black upper bodyside molding with two red accent stripes (NA with XLS).
- ☐ Transfer case skid plate (included with manual transmission)
- ☐ Front license plate bracket. No cost option for states requiring front plate.

Wheels

- ☐ Cast aluminum wheels (4 with steel spare)
- ☐ White sport styled steel wheels (4 with steel spare)
- ☐ Deluxe wheel trim. Includes argent styled steel wheel with bright trim ring, lug nuts and black hub cover (included with XLT and XLS).

EXTERIOR COLORS

Printed colors are at best only representative of the true paints. Your Ford Dealer can show you actual samples of paint colors and also interior trim materials.

*Extra cost glow color



Options Availability

Bronco II options are not confined to these pages but are shown throughout the catalog. Options, whether or not they are identified, are offered at extra cost. Some options are included, required or are not available in combination with other options. Availability of some models and features described here and elsewhere may be subject to a delay. Consult your Ford Dealer.

Also Well Worth Considering . . .

Ford Motor Company's optional Extended Service Plan covers major components on new Ford cars and light trucks for longer than the vehicle's basic warranty. The cost is so moderate for the protection you get that it could pay for itself the first time you need it. Your Ford Dealer will be happy to detail the plan for you. Available on all cars and most light trucks, it is honored by more than 6,300 Ford and Lincoln-Mercury dealers nationwide and in Canada.

Ford Paid Repair Programs after the Warranty Period

Sometimes Ford offers adjustment programs to pay all or part of the cost of certain repairs. These programs are intended to assist owners and are in addition to the warranty or to required recalls. Ask Ford or your dealer about such programs relating to your Ford or Lincoln-Mercury vehicle.

To get copies of any adjustment program for your vehicle or the vehicle of interest to you:

Call Ford toll-free at 1-800-241-3673. Alaska and Hawaii call 1-800-243-3711 and in Georgia call 1-800-282-0959.

Or write Ford at: Ford Customer Information System, Post Office Box 95427, Atlanta, Georgia 30347.

We'll need your name and address, year, make, and model vehicle, as well as engine size, and whether you have a manual or automatic transmission.

Technical Service Bulletins

All vehicles need repairs during their lifetime. Sometimes Ford issues Technical Service Bulletins (TSBs) and easy-to-read explanations describing unusual engine or transmission conditions which may lead to costly repairs, the recommended repairs, and new repair procedures. Often a repair now can prevent a more serious repair later. Ask Ford or your dealer for any such TSBs and explanations relating to your Ford or Lincoln-Mercury vehicle.

To get copies of these Technical Service Bulletins and explanations for your vehicle or the vehicle of interest to you:

Call Ford toll-free at 1-800-241-3673. Alaska and Hawaii call 1-800-243-3711 and in Georgia call 1-800-282-0959.

Or write Ford at: Ford Customer Information System, Post Office Box 95427, Atlanta, Georgia 30347.

We'll need your name and address, year, make, and model vehicle, as well as engine size, and

whether you have a manual or automatic transmission.

A COMMITMENT TO SAFETY

Trucks built with a concern for safety are designed and engineered by people who are committed to safety. Safety, like quality, begins as an attitude, a way of thinking that's instrumental in the shaping of a vehicle's structure and components from the drawing board to assembly.

Occupant safety

To help protect passengers in the event of an accident, Ford trucks are equipped with numerous safety-design features, including those listed under the category "Occupant protection."

Ford commits enormous resources every year to the development and testing of all truck lines and their occupant protection features.

Body structures—front and rear end assemblies, roof and doors—are carefully designed from the start with passenger safety as a primary concern. After they are validated for theoretical soundness, structures are assembled into prototype vehicles and subjected to exhaustive testing in the Crash Barrier Building at Ford's Dearborn, Michigan Proving Ground.

Thorough evaluations of instrument panel and steering column designs, seats, head restraints and seat belts are also involved in all phases of safety testing.

The Crash Barrier Building has highly sophisticated equipment designed to analyze the impact of crash testing on the prototypes, and to measure the effects of the force on mannequins representing the driver and passengers. As many as 350 crash tests involving cars and trucks are conducted annually.

Operating safety

This term applies to a vehicle's ability, with the aid of the driver, to avoid an accident.

Most important to operating safety are the major chassis systems—the front and rear suspensions, steering and brakes. The performance of these systems is vital to accident avoidance should the

Tu-Tone Paint



Deluxe Tu-Tone. Accent color applied to mid-body side/liftgate below the chamfer and above the rocker area. Includes two-color tape stripe at the Tu-Tone break.

INTERIOR TRIM COLORS

Dark Blue Canyon Red Tan

Ask Your Ford Dealer

Following publication of this catalog, certain changes in standard equipment, options, prices and the like may have occurred which would not be included in these pages. Your Ford Dealer is your best source for up-to-date information.

FORD BRONCO II SPECIFICATIONS

Equipment	Standard	Optional
Frame	Ladder type (five crossmembers)	—
Axle, front	Twin Traction Beam (2750 lb.) w/adjustable camber	Limited slip
Axle, rear	2500 lb.	Traction-Lok
Brakes	Power front disc/rear drum	—
Clutch	9 in. dia. hydraulic actuation, self-adjusting	—
Engine (an)	Viscous type	—
Battery, maintenance-free	45 amp-hr.	63 amp-hr.
Alternator	40 amp	—
Engine (displ.)	28 liter (2V) V-6	—
Fuel tank	23 gal. (87L)	—
Front hubs	Manual locking free running	Auto-Locking
Shock absorbers	Double acting, telescopic front and rear	Heavy-duty
Springs, front	Coil (1970 lb.)	Computer selected
Springs, rear	Leaf (2165 lb.)	Computer selected
Stabilizer bars	Front and rear	—
Steering	Power with "no-lube linkage"	—
Transfer case (part-time)	2-speed	—
Transmission	4-speed manual	3-speed automatic, 5-speed manual
Tires	Glass belted (4) P195/75R-15SL (limited service spare)	Steel belted radials are available. Use adequate tires for type of service. Consult your Ford Dealer. Conventional spare included with optional swingaway spare tire carrier.
Wheels	Steel wheels with sport wheel covers	Cast aluminum with black hub cover, styled steel painted white, argent styled steel wheels w/black hub covers

driver have to take evasive maneuvers in an emergency.

Ford trucks are engineered to do their part—provide suspension and steering systems designed for handling responsiveness and control, as well as a brake system that delivers fast stopping action along with fade resistance.

Of course, it's up to the driver to make the best use of the vehicle's accident-avoidance equipment. This involves driving defensively and reacting in time, and such seemingly small things as regulating the interior heating/cooling system for proper ventilation (to help the driver stay alert) and maintaining the radial tires at recommended inflation pressures (to keep them at safe temperatures).

Get it together — Buckle up.

Ford Motor Company strongly encourages all passengers to use their safety belts.

In all Ford trucks, front seat lap and shoulder belts are equipped with automatic retractors and tension relievers, so they're very convenient to put on and comfortable to wear. Rear seat positions also have lap belts.



Regular Tu-Tone. Accent color applied to the lower bodyside/liftgate below the chamfer. Includes two-color tape stripe at the Tu-Tone break.

Specifications, descriptions and illustrative material contained herein were as accurate as known at the time this publication was approved for printing. Ford Division reserves the right to discontinue models or options at any time or change specifications and materials, equipment or design without notice and without incurring obligation. All options and accessories illustrated or referred to as optional or available in this publication are at extra cost. Some options are required in combination with other options. For the price of the model with the

Ford also urges the use of child and infant restraints, even in states where they are not required by law. Ford's Tot-Guard (for children 20 to 50 pounds), and Infant Carrier (for children up to 20 pounds), are available at all Ford Dealers. These restraint systems are easy to install and meet all state and federal standards. If a child restraint requires a top-tether, Ford trucks provide a special anchorage.

FORD BRONCO II LIFEGUARD DESIGN SAFETY FEATURES

Vehicle operation

- ☐ Dual service hydraulic brake system with warning light
- ☐ Power front disc brakes
- ☐ Hazard warning flasher
- ☐ Two-speed windshield wipers
- ☐ Safety hood latch system

Occupant protection

- ☐ Safety door latches and hinges
- ☐ Integral lap and shoulder belts with automatic retractors for occupants of front seats
- ☐ Positive seat belt fastening reminder warning light and buzzer for the driver
- ☐ Lap belts with buckles for all rear seating positions
- ☐ Energy-absorbing steering column and steering wheel
- ☐ Energy-absorbing instrument panel with padding for the front passenger
- ☐ Impact-absorbing laminated safety glass windshield
- ☐ Flame-resistant interior materials
- ☐ Child restraint tether anchorage

Anti-theft

- ☐ Locking steering column with key warning buzzer reminder
- ☐ Visible vehicle identification number
- ☐ Separate keys for ignition and door entry

equipment you desire or verification of specifications contained herein, see your Ford Dealer.

Some of the items shown on vehicles in this publication are available through retail organizations and establishments not connected with Ford Motor Company. Availability, price, quality and durability of these items rest solely with the respective manufacturers and their sales organizations and Ford assumes no responsibility for their use.



Get it together — Buckle up.

FOT 843 Like in U.S.A. 3/83

FORD BRONCO II

FORD DIVISION

