

'71 BRONCO BY FORD

ALL-PURPOSE
4-WHEEL-DRIVE VEHICLES





Bronco has all the right angles to tame any terrain!

Bronco is an adventuresome breed of four-wheeler that can get up, over, around or through all kinds of obstacles that would stop the others. The key angles of approach, break-over and departure (details on the back cover) have been maximized to give optimum off-road freedom and mobility. Large angles of approach and departure permit getting up and down steep inclines or into and out of deep ditches. Big breakover angle helps climbing over peaked projections without hanging up amidships. High ground clearance and tough, protected underside further aid in negotiating difficult obstructions.

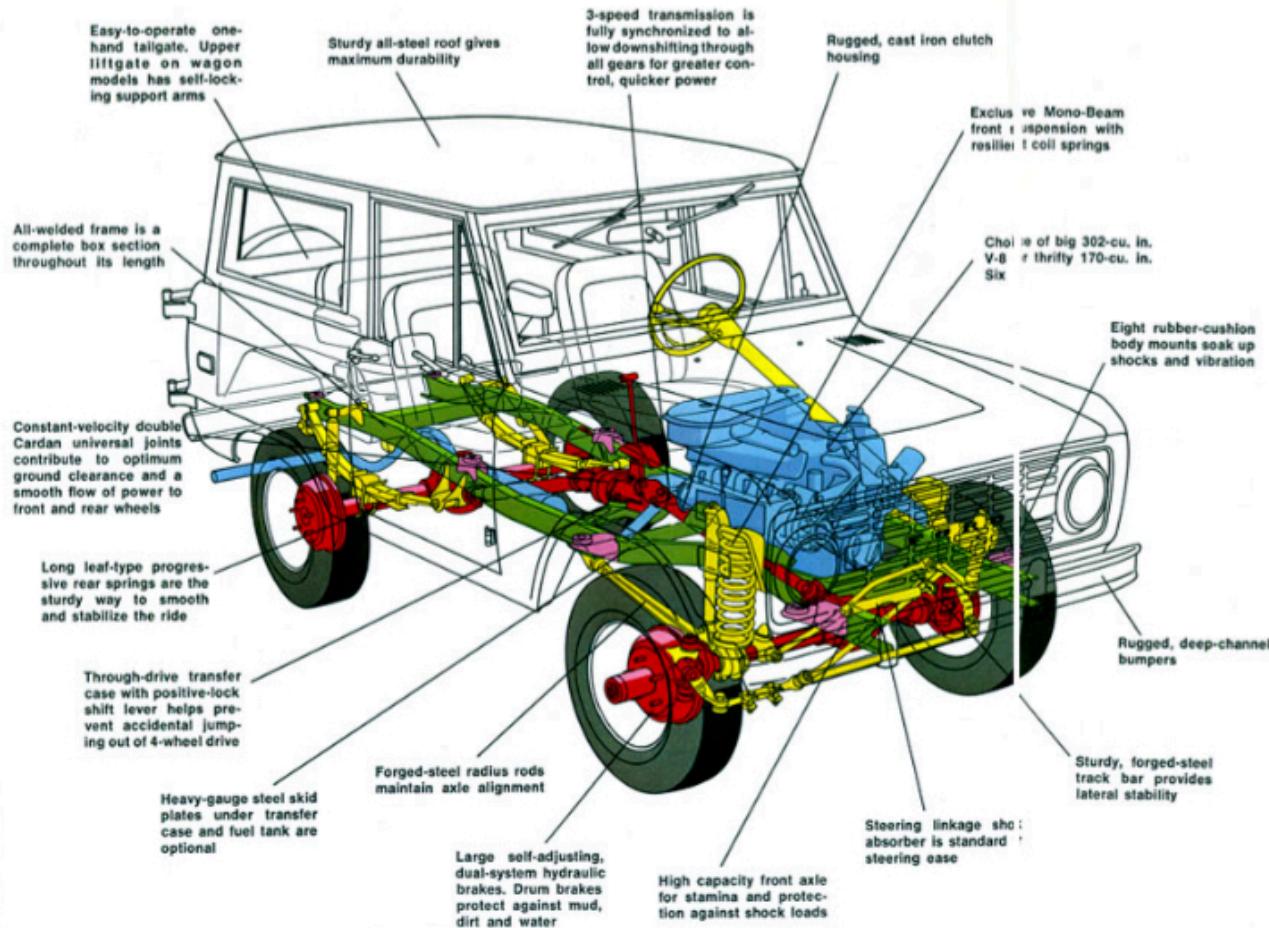
Bronco's heavy-duty front axle and exclusive Mono-Beam front suspension provide greater durability and reliability for breaking new trails. The identical track of both front and rear axles makes the going easier. Front wheels break the path through brush, snow or sand, and the rear wheels have

a matching track so they can follow right through with minimum resistance. You get a smoother ride and have more power in reserve for the really bad spots.

Mono-Beam front suspension is as smooth riding as it is sturdy. Bronco gives you a comfortable ride on the highway and is remarkably well-behaved on off-road jaunts. Wide-track axles provide stability on the slopes and sharp turning maneuverability. All in all, Bronco is the smooth, sure way to reach those difficult job sites or faraway recreation spots.

Spirited Six or V-8 engines put plenty of power at each wheel for terrain-conquering performance through mud, snow or sand. Sturdy Broncos come in your choice of short-roof pickups or full-roof wagons. Sport Bronco Pickups and Wagons offer higher levels of interior appointments and exterior trim.

Conquering off-road obstacles is a natural for Bronco...that's the way it was designed!



Excellent ground clearance. Bronco combines the best ground clearance amidships (w/optional 6.50 x 16 tires) with a big ramp breakover angle to allow crossing over high projections. Bronco's excellent angles of approach and departure provide greater freedom from hangups when approaching or leaving steep inclines and ditches.



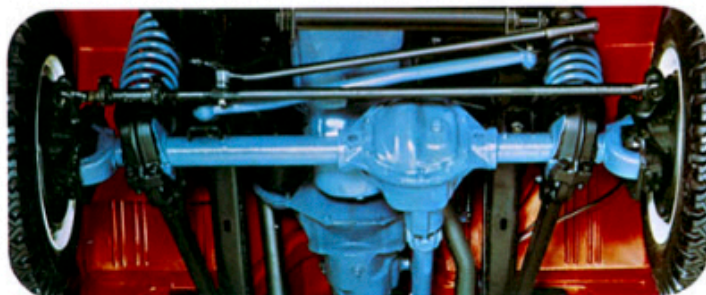
Superior maneuverability. Maneuvering around boulders and other off-road obstacles is a cinch with a nimble Bronco. Wide-track front axle with 37° turn angle provides best maneuverability of any 4-wheeler. Bronco can turn in a small 33.6-foot circle—tree to tree—sharper than anything in its class.



Heavy-duty front axle. Bronco's exceptional ability to get up and over high obstructions is matched by its ability to take it when crashing down. Punishing shock loads are just routine off-road work for Bronco's heavy-duty front axle. And rugged Mono-Beam front suspension provides stronger support for the big axle.



Slope-hugging stability. Bronco has the optimum track width. Wheels are set wide apart for excellent off-road stability, yet narrow enough to negotiate twisting paths and trails. And Bronco's "identical track" front and rear axles allow the rear wheels to follow in the same path made by the front wheels for easier trailblazing.



Rugged, easy-riding front suspension!

Bronco's heavy-duty front axle and exclusive Mono-Beam front suspension provide an unbeatable combination of strength and stamina. The big Dana standard heavy-duty front axle has the muscle and brawn to withstand severe off-road punishment.

Unique Mono-Beam front suspension smooths the ride while it

reinforces durability. This is accomplished through the use of strong, easy-riding coil springs and sturdy forged-steel radius rods that attach the heavy-duty axle to the all-welded box section frame. Heavy rubber insulator mounts absorb shocks. Forged-steel track bar extends across the front providing lateral stability.

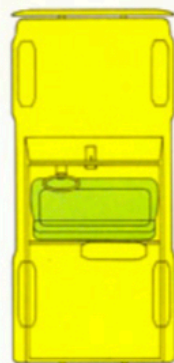
Bronco's proven front-end design also features high-density polyurethane-filled kingpin bearing caps that automatically compensate for wear and help prolong bearing life. A special steering-linkage shock absorber is standard for added protection against violent jolts in off-road operations.

Lively power to storm hills, pull trailers, and plow deep drifts. The big, optional 302-cu. in. V-8 puts 205 surging horses under the hood! Spirited 170-cu. in. Six is standard. Both engines are equipped for steep grades with special carburetor and fuel pump. Broncos feature optimum power-to-weight ratios for stay-ahead performance on trails or turnpikes.

Engine specifications	170-cu. in. Six (standard)	302-cu. in. V-8 (2V) (optional)
Max. Gross HP @ RPM	100 @ 4200	205 @ 4600
Max. Gross Torque (lbs-ft)	148 @ 2600	300 @ 2600
Bore and Stroke (in.)	3.5 x 2.94	4.0 x 3.0
Compression Ratio	8.7 to 1	8.6 to 1



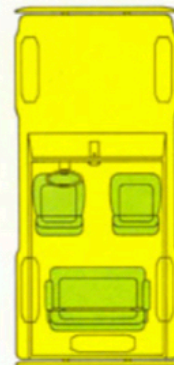
Sport Bronco Wagon interior
with optional bucket seats



Full-width front
seat standard



Sporty bucket
seats optional



Front bucket seats
and two-passenger
rear seat are
available in wagons

Bronco is an adventure in 4-wheel driving fun and comfort!

Bronco Bronco's clean, uncluttered interior is as handsome as it is roomy and practical. Comfortable front bucket seats, or the combination of front buckets and a two-passenger rear seat (wagons), are optional. The standard full-width seat is wide enough for three adults. All front seats are upholstered with long-wearing, easy-to-clean vinyl and have a fore and aft travel adjustment of five inches. Convenient transmission shift lever is in the familiar steering-column location. Simple, floor-mounted T-bar transfer case control allows shifting into 4-wheel drive without stopping or clutching.

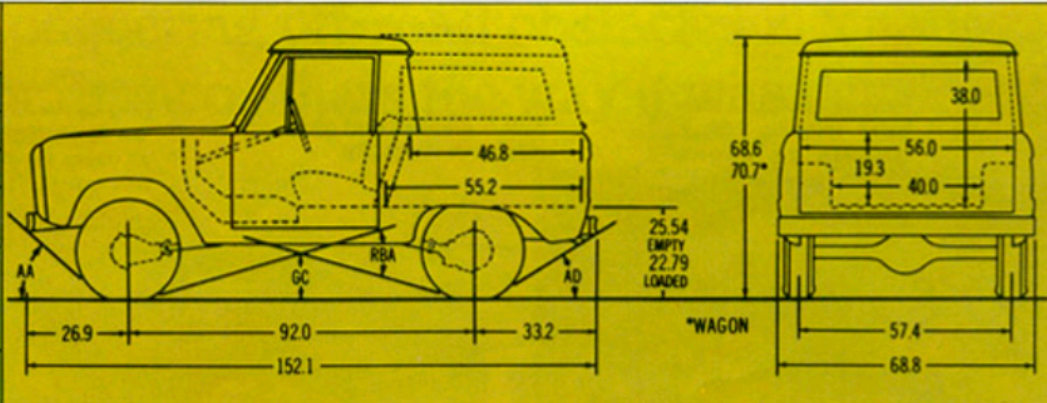
Bronco's tight body and suspended foot pedals help seal out noise, dust and road splash. Fresh air heater and defroster, lockable glove compartment, padded instrument panel, two-speed electric windshield wipers, sun visors and vinyl-coated rubber floor mat are all standard.



Bronco Sport Bronco Wagon and Pickup features, in addition to or in place of standard features, include: Pleated parchment vinyl front seat • Vinyl door trim panels with bright-metal moldings • Hardboard headlining with bright-metal retainer moldings (wagon models) • Parchment vinyl front floor mat with bright-metal retainers • Rear floor mat included with optional rear seat (wagons) • Cigarette lighter • Horn ring • Bright-metal drip rail moldings • Bright-metal windshield and window frames • Bright-metal grille frame molding and tailgate release handle • Bright headlight, side marker light, rear reflector and taillight bezels • Argent painted grille • Chrome bumpers, front and rear • Chrome front bumper guards • Bright-metal wheel covers (w/15-in. wheels only) • Bright-metal "Sport Bronco" emblem.

Ground clearance angles and dimensions

Tires	E78-15	6.50 x 16
Angle of Approach (AA)	40.2°	45.0°
Angle of Departure (AD)	26.88°	31.2°
Ramp Breakover Angle (RBA)	28.59°	34.0°
Ground Clearance (GC)		
Front Axle	7.45"	9.25"
Rear Axle	6.4"	8.22"
At RBA	11.3"	13.3"
Turning Diameter (Bumper Clearance)	33.6'	33.6'



Equipment	Standard	Optional
Alternator:	38 amp.	55 amp.
Axle, Front: Capacity (lb.)—Ratio (to 1)	2500—4.10	Limited-Slip*
Axle, Rear: Capacity (lb.)—Ratio (to 1)	2780—4.11	2780—3.50, 4.57; 3300*—3.50, 4.11
Ratios for 2780 and 3300 Traction-Lok	—	3.50, 4.11
Battery: (12 volts)	54 plates, 45 amp-hr.	66 plates, 70 amp-hr
Brakes, Service: Dual hydraulic system.	Self-adjusting	—
Size (in.) front	11 x 2	—
rear	10 x 2½	—
Brakes, Parking: Type	Cable actuation of rear brakes	—
Clutch: Dia. (in.)	9½ w/Six, 11 w/V-8	—
Engine:	170-cu. in. Six	302-cu. in. V-8
Frame: Section Modulus	2.04	—
Hubs, Front:	—	Free-running
Shock Absorbers: Front and rear	Double-acting	—
Springs, Front: Coil, Capacity @ pad (lb. ea.)	750 w/Six, 800 w/V-8	850
Springs, Rear: Capacity @ pad (lb. ea.)	Progressive 930	Progressive 1280
Steering:	Gemmer worm & roller w/linkage shock absorber	—
Tank, Fuel: (evaporative control system)	10.6 gal.	8.9 gal. auxiliary with skid plate
Transfer Case: Constant mesh, Dana 20	2-spd. thru-drive	—
Transmission: Fully synchronized, Ford	3-spd. direct	—
Tires: (load range)	Tubeless E78-15 4 PR PT	Tube-type 6.50 x 16 6PR TT**
Wheels: No.—type—rim size (in.)	5—5-hole disc—5½K	5—5-hole disc—5K**

Bronco color choices: Raven Black, Wimbledon White, Candyapple Red, Regis Red, Sky View Blue, Bahama Blue, Diamond Blue, Astra Blue Metallic, Swiss Aqua, Seafoam Green, Boxwood Green, Grabber Green Metallic, Mallard Green, Prairie Yellow, Mojave Tan, Calypso Coral, Chrome Yellow. Bronco roofs are painted Wimbledon White providing a two-tone paint combination.

*Includes 11" x 1½" rear brakes. **Provides maximum ground clearance and durability. Other tire sizes also available. For high flotation tire sizes see your Ford or Mercury Dealer. PT = Passenger type. TT = Truck type. † Requires free-running hubs and Traction-Lok rear axle.

Note: With standard equipment, Bronco has a GVW rating of 3900 lb. A special 4700-lb. GVW package may be purchased as a unit. This package includes a Ford 3300-lb. capacity rear axle with 11" x 1½" rear brakes, 1280-lb. rear springs and G78-15 D 8PR tubeless tires.

Custom-Tailoring Options: Convenience group (cigarette lighter*, map light, inside 10-in. day/night mirror, horn ring*) • One-pint oil-bath air cleaner (302 V-8 only) • Right-hand chrome rearview mirror • Left-hand chrome remote-control mirror • Bucket seats • Shoulder harness • Rear seat (wagon w/bucket seat option) • Hardboard headlining (std. wagon) • Chrome bumpers* • Skid plates for standard fuel tank and transfer case • Inside tailgate-mounted spare tire carrier (incl. with rear seat option) • Exterior rear-mounted swing-away tire carrier • Bright-metal wheel covers (15-in. wheels only)* • High-flotation tires • Auxiliary 8.9-gal. fuel tank with skid plate • Manual radio and antenna • Bright body side and tailgate moldings • Bright-metal rocker panel molding • Dana free-running front hubs (manual) • Hand-operated throttle • Extra cooling radiator (V-8).

*Standard on Sport models



Snowplow Blade may be adjusted easily to various heights and angles (with kit) from within the cab.



Front-Mounted Winch with 150 feet of 5/16-in. cable is power take-off driven.



Swing-Away Spare Tire Carrier puts spare out of the way for more cargo or luggage area, easier access.

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At Ford and Mercury Dealers across Canada

