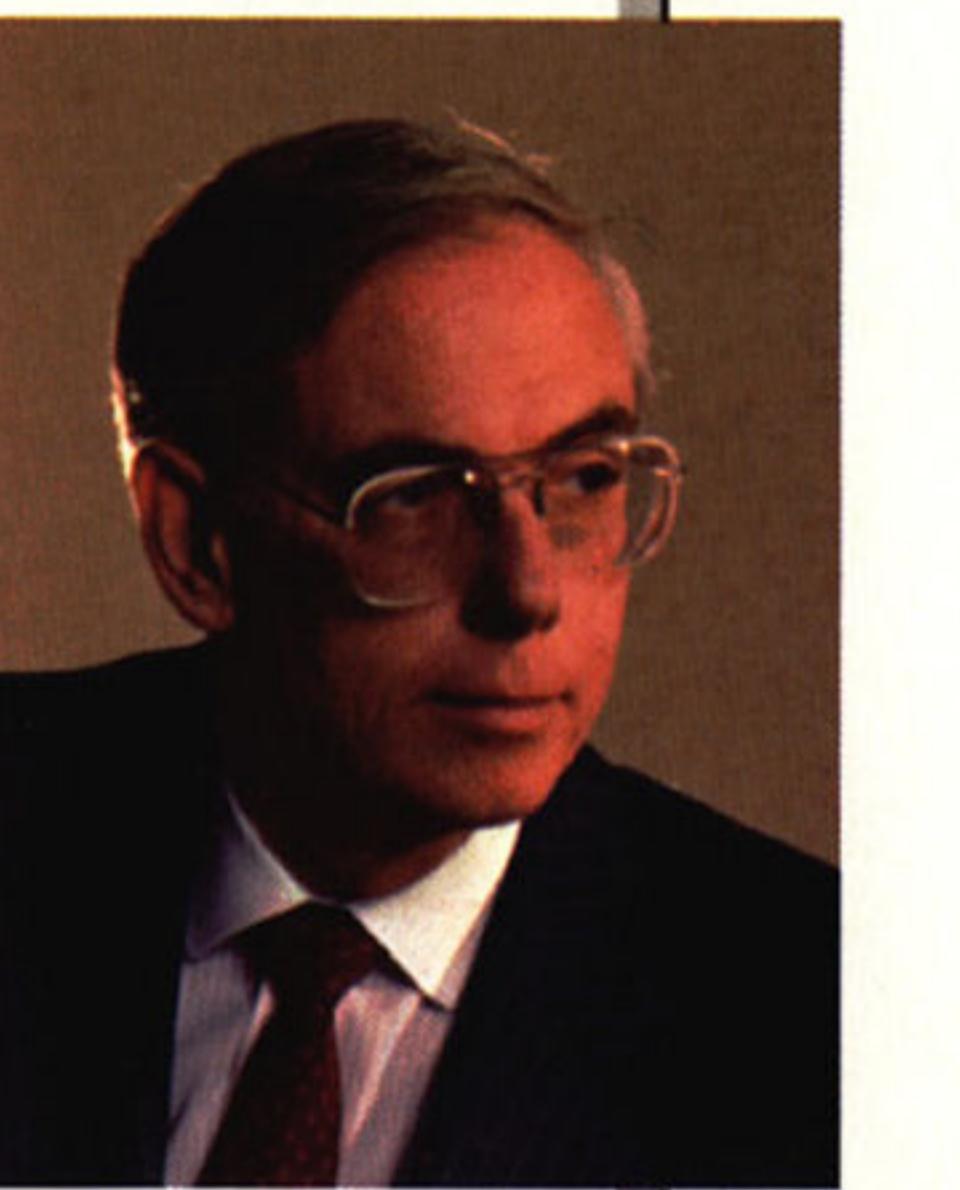


# 1985 FORD **BRONCO**

North America's Truck — Built Ford Tough



# FORD BRONCO FOR 1985



Ford Motor Company of Canada, Limited  
Ford du Canada Limitée

Kenneth W. Harrigan  
President and Chief Executive Officer

The Canadian Road  
Oakville, Ontario  
L6J 5E4

Dear New Truck Buyer:

Quality is Job 1 at Ford Motor Company. This isn't just a phrase. It's a commitment to total quality.

Total quality begins with the design and engineering of our trucks and continues through the life of the product. We plan them with a vision of the customer—of you—sitting behind the wheel of a new truck.

Total quality will be apparent to you through functional performance, overall vehicle integrity, the "look and feel" of materials, satisfying aesthetics, reliability, durability, safety, serviceability and cost of ownership.

Total quality requires continuous improvement in everything we do. Every employee at Ford Motor Company is involved in the process of meeting your needs and expectations.

I think the full-size Bronco is an excellent example of the quality I'm talking about. Bronco is equipped to handle the rigors of serious off-roading with its advanced engineering features and driver-oriented design. At the same time, Bronco's interior comfort, cargo space and many conveniences add up to a capable family vehicle.

I invite you to look over our new 1985 Ford trucks in your dealer's showroom. Test drive them on the road. When you do, I think you'll understand all that's involved in the total quality concept at Ford Motor Company.

K. W. Harrigan  
President and Chief Executive Officer  
Ford Motor Company of Canada, Limited



Eddie Bauer Bronco



Bronco XLT



Bronco

Ford Bronco is the full-size utility sales leader for the fifth straight year.\* And the biggest reason why is that Bronco gives you more of what you're looking for in a full-size utility vehicle. You get room for five (or six with the optional front bench seat). Plenty of storage room for the kind of cargo that adds to the pleasure of camping or fishing trips into the back country. All this, plus style that goes as well in town as Bronco's toughness is suited to the boondocks. For 1985, you can choose from three rugged models. The all-new **Eddie Bauer Bronco**, **Bronco XLT**, or the **standard Bronco**. For all the details on the 1985 Ford Broncos, turn the page.

\*R. L. Polk & Co. cumulative registrations from 1980 through May 1984.

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Front and Back Covers: Bronco XLT. Some equipment shown may be optional.

## A word about this catalogue:

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



## QUALITY AND WORKMANSHIP

Ford Motor Company is committed to building trucks that meet the high quality standards expected by those who drive them.

Every aspect of truck design has a purpose, whether it be load capacity, strength, aerodynamic efficiency or interior comfort.

Engineering systems—the engine and suspension, for example—are manufactured and assembled under strict quality controls.

The hood, doors, tailgate, mouldings—everything has stringent fit tolerances. The paint finish is smooth and lustrous.

Behind the quality of every Ford truck are the dedicated people who produce it.

### Design and engineering, where quality begins.

Quality demands that before a truck can be built right, it must be designed and engineered right.

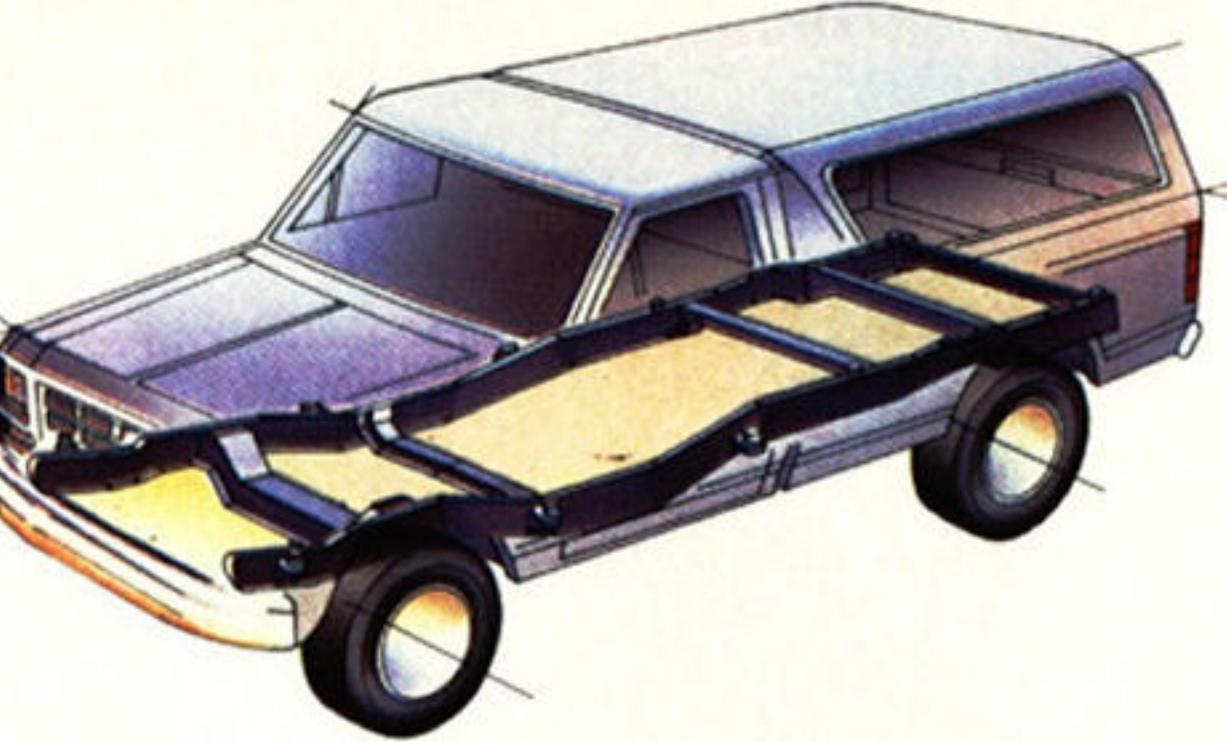
Today, engineers can measure with amazing accuracy how a truck responds to actual on or off-road conditions long before it is built. It's done with simulations of full-scale vehicles and individual components in action on computer screens.

Vehicles can be driven around pylons at various speeds, climb steep grades, run over potholes, just as they would be in real testing at a proving ground. The computer displays in close detail the intricate movements of the suspension and other systems. They're evaluated to high standards of performance, redesigned and retested if necessary.

Even with this advanced technology, however, the art of truck design and engineering remains in the hands of designers and engineers. The computer is there to assist them.



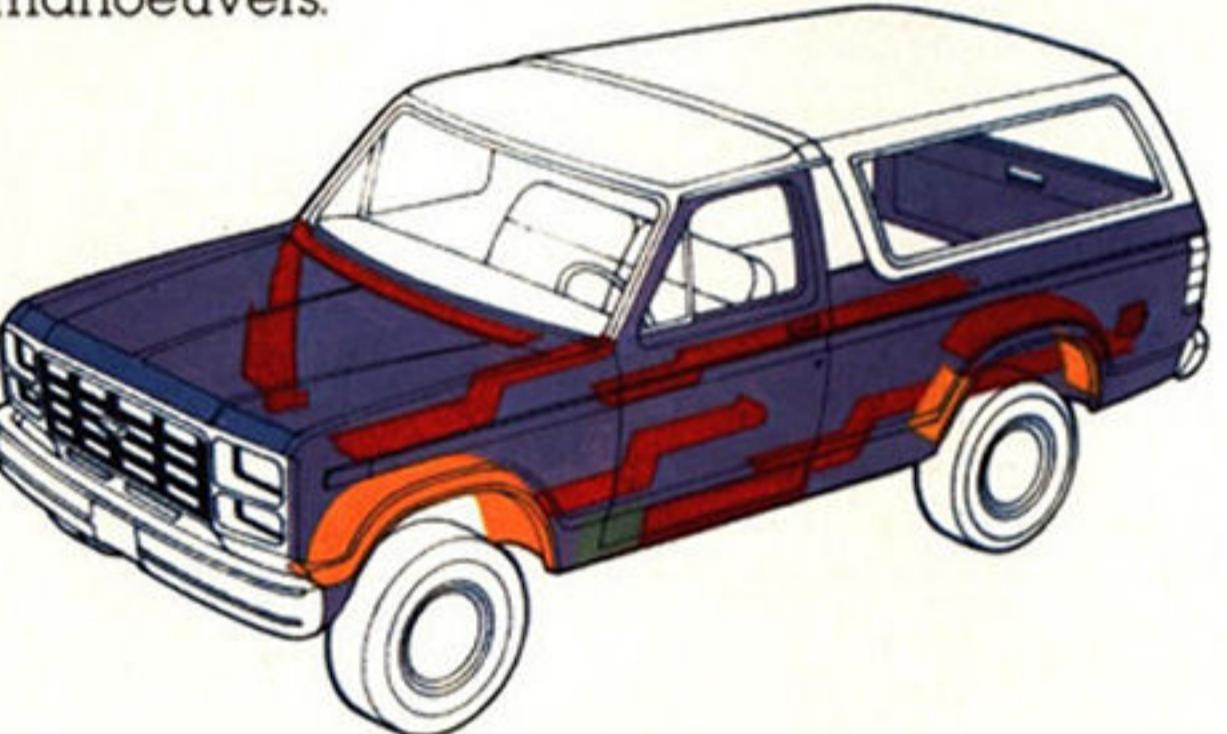
Double-wall construction in front metal roof, hood, doors, rear quarter panels and tailgate help make Bronco one tough truck.



Bronco's ladder-type frame features deep-section channel side members and five tough crossmembers.

### Withstanding stress. The ultimate test of a truck's quality.

Drivers expect their trucks to function properly in everyday use. So Ford trucks are road-tested over hundreds of thousands of miles, are subjected to extreme stress and load conditions over paved and unpaved surfaces, up and down steep grades, through corrosive salt baths. They run the full course of demanding acceleration, cornering and braking manoeuvres.



Special quality steps. Ford uses many anti-corrosion treatments to help protect Ford trucks. Illustrated here are some of these effective measures.

■ SPRAY-APPLIED SEALERS  
■ PLASTIC PARTS

■ GALVANIZED METAL  
■ ZINC-COATED METAL

But even before these road tests, Ford engineers put prototype trucks through numerous laboratory tests. The Electrodynamic Actuator, for example, drives a truck continuously under a variety of road and weather conditions. One objective is to eliminate squeaks and rattles caused by bumps and jolts and the effects of hot and cold temperatures.

### Computers, robots and lasers in manufacturing and assembly.

Monitoring engine performance, checking electrical systems for accuracy, helping ensure smooth paint applications for finish quality—these are some of the vital roles that computers play in the assembly of Ford trucks.

Ford places great importance also on robotics to achieve high quality in fit, finish and function. Robots are programmed to provide consistency and control to an extraordinary degree. They can do hundreds of welds on a truck body quickly, completely, with the precision the blueprints demand.

The laser, another advanced-technology tool, helps improve quality by providing accurate measurement of everything from engine castings and door margins to nuts and bolts and fasteners.



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

### Ingenuity and teamwork. The essential ingredients of high quality.

At Ford, striving for high quality is a team effort. This is nowhere more evident than in the hundreds of recommendations for quality improvements submitted every year by more than 1,100 Employee Involvement (EI) groups in 80 Ford facilities across North America.

In addition to the EI groups, there are "durability-reliability" teams specially trained to carry out extensive quality control programs before production begins, and "quality" teams whose primary responsibility is quality improvement after production gets under way.

With all the technology and resources at work producing quality products, the people at Ford realize that quality is a never-ending preoccupation. This attitude is essential to Ford's total commitment to quality.

# POWER AND EFFICIENCY

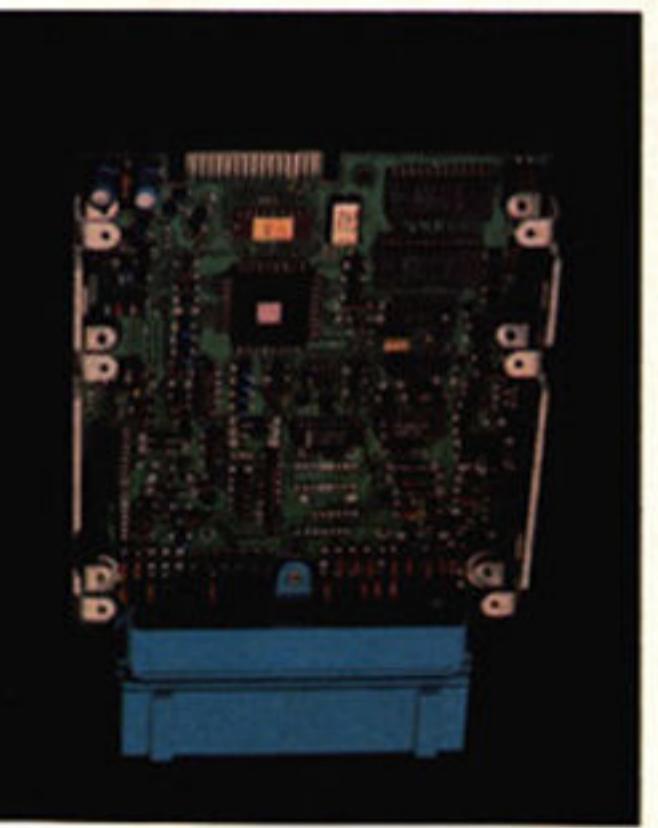
## Ford Bronco's 1985 powerteam selection gives you the right engine for your driving requirements.

Standard on Bronco is the high torque, high efficiency 4.9 L 6-cylinder engine and 4-speed manual transmission. The transmission features a "creeper" first gear with a low ratio that puts the torque from the powerful 4.9 litre to work.

New for 1985 is a 5.0 L electronically fuel-injected (EFI) V-8 engine which can be teamed with a manual 4-speed or Automatic Overdrive transmission.\* In AOD overdrive fourth gear, torque is transmitted by way of direct (100%) mechanical lockup, which eliminates power-wasting hydraulic slippage. Also, in overdrive fourth, engine rpm are cut by about one-third to help decrease fuel consumption.

At the same time, the advanced multiport fuel injection provides eight individual ports for precise fuel metering.

This contributes to both the responsiveness and overall fuel efficiency. This advanced 5.0 L EFI engine is standard on the new Eddie Bauer Bronco and optional on both the standard Bronco and Bronco XLT.



3629 kg (8,000 lb.) with the 5.0 L EFI engine with 4.11 rear axle ratio.

Order the optional Trailer Towing Package that includes: a heavier duty 60-amp. alternator, big 63 amp-hr maintenance-free battery, extra engine cooling, auxiliary transmission oil cooler (with automatic transmission), the Handling Package with rear stabilizer bar, quad front and heavy-duty rear shock absorbers. There's also a heavy-duty flasher and trailer wiring harness.

## POWERTEAMS AND REAR AXLE RATIO AVAILABILITY

Engine	Transmission	Base
4.9 L 6-cyl	4-speed manual	3.08
	4-speed manual w/OD	3.00
	Automatic	3.55
5.0 L EFI V-8*	4-speed manual	3.50
	Automatic Overdrive	3.55
5.8 HO V-8 (4V)	Automatic	3.50

\*5.0 L EFI V-8 available approximately Nov. 5, 1984.

## Need more power? How about the most powerful V-8 available in a full-size utility vehicle.

Bronco is great for off-road hunting and fishing excursions, vacationing with your trailer in tow, or plowing snow for personal or business reasons. And the optional 5.8 L (4V) HO V-8 engine (available in the standard Bronco and XLT) is perfect for those heavy-duty applications. When properly equipped, Bronco can haul trailers up to 3,130 kg (6,900 lb.) (including Class III tandem axle travel trailers), up to

## An efficient transfer case.

Bronco's chain-driven, 2-speed transfer case is the heart of its proven 4x4 drive system. The convenient floor-mounted lever allows shifting between 2-wheel high and 4-wheel high without stopping (hubs locked). And the simple transfer case shift pattern is easy to follow.

2H-For normal highway driving, power to rear wheels only.

4H-Normal-traction ratio, power to all four wheels. (Dash-mounted 4x4 drive light "On.")

H-Neutral, no power to any wheels.

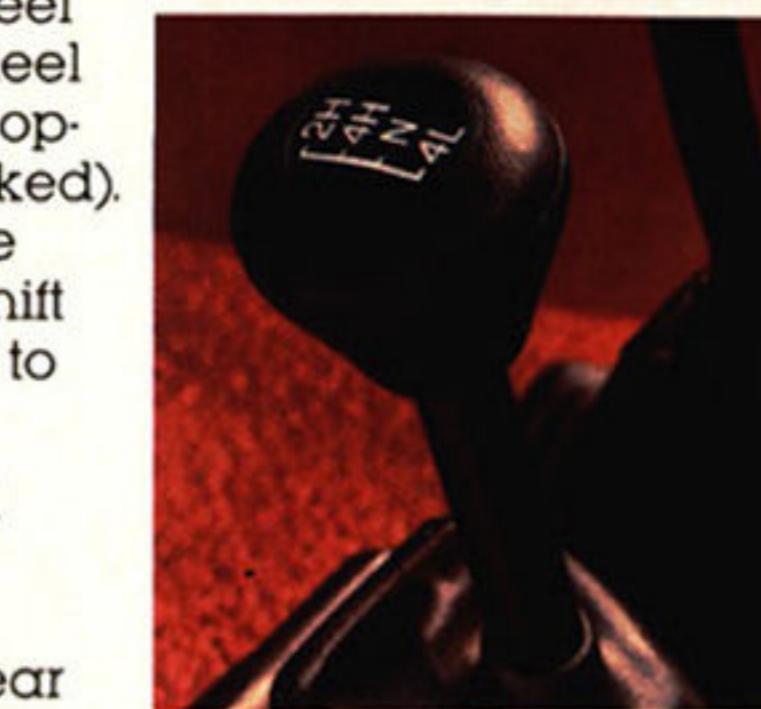
4L-Maximum-traction ratio, power to all wheels at reduced speed. (4x4 drive light "On.")



## Bronco for go in the snow.

If you plan to use Bronco for snow plowing, you should consider the optional Heavy-Duty Front Suspension/Snow Plow Package.† It includes everything you need to prepare Bronco for the added rigors of plowing: 1,724 kg (3,800-lb.) rated heavy-duty front axle and springs, front and rear stabilizer bars, heavy-duty rear shock absorbers, 3.50 or 3.55 axle ratio, 63-amp. battery, heavy-duty 70-amp. alternator and auxiliary transmission oil cooler.

†The total weight added for the snow plow and associated hardware may not exceed 308 kg (680 lb.). The weight of permanently attached plow equipment is not to exceed 122 kg (270 lb.).



# RISE AND HANDLING

Twin-Traction Beam independent front suspension, steering geometry, suspension components and tires—all working together for your riding comfort and handling ease.

## Computer-aided suspension design

Some of the most advanced automated vehicle design and analysis equipment in the world is at Ford's Engineering Computer Center. Computer-aided engineering techniques like Finite Structural and Modal Analysis, explained in Quality & Workmanship on page 5, allow engineers to solve complex design problems quickly and accurately.



Twin-Traction independent front suspension smooths out the bumps.

Bronco's suspension system consists of front coil springs and rear leaf springs, computer selected to match specific computer selected GVWRs. The front suspension set-up also includes heavy duty front shocks and stabilizer bar.

## P-metric tires

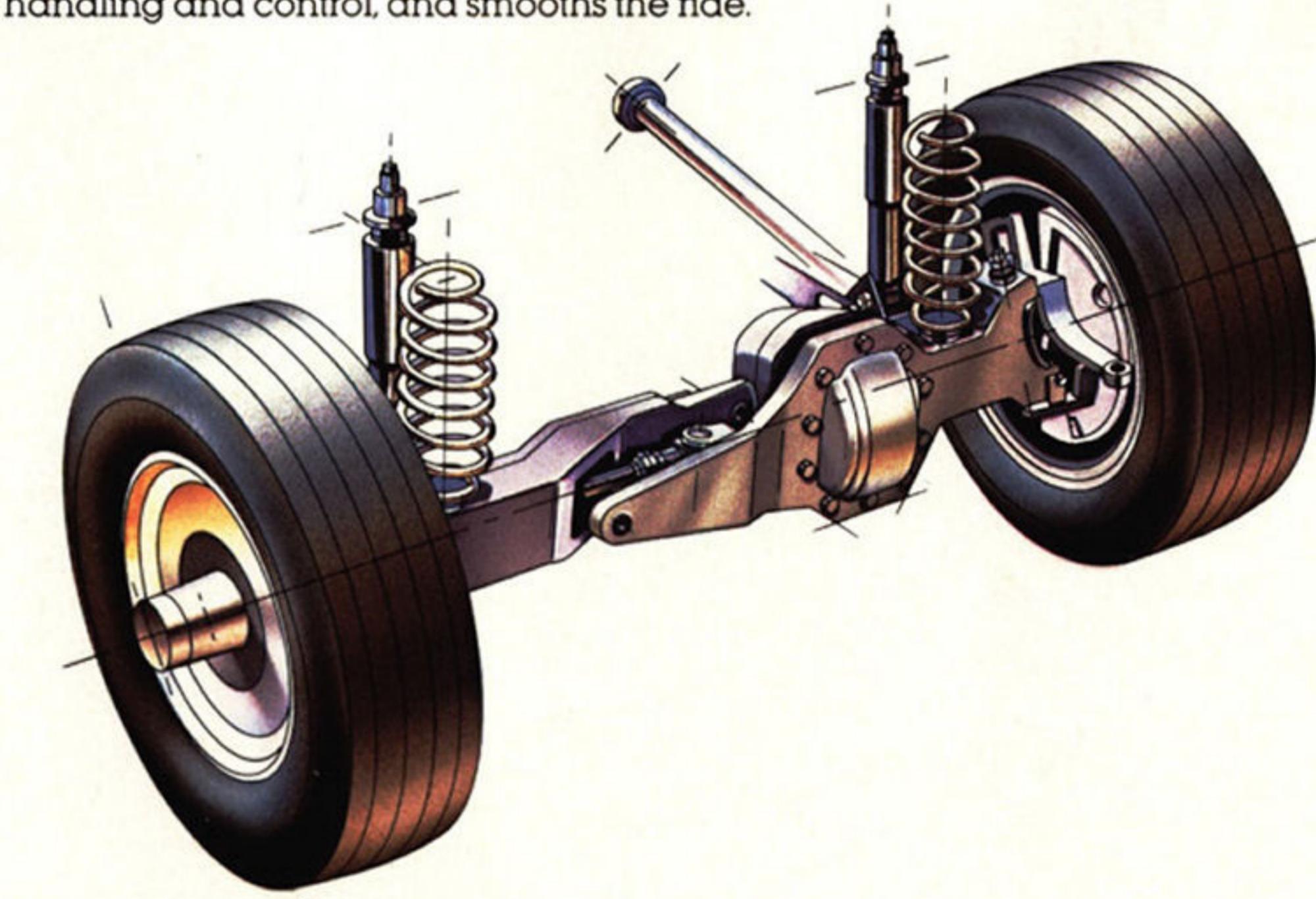
All-season P-metric radial tires (P235/75R 15XL BSW) are standard on all Bronco models. The P-metric design contributes to both ride quality and fuel efficiency with increased inflation pressure and reduced rolling resistance tread compounds. Bronco and XLT models use P235/75R 15XL BSW tires. Eddie Bauer Bronco uses P235/75R 15xL RWL All-Terrain tires.



The durability route at Ford's Arizona Proving Ground tests the truck's entire structural integrity.

## Choice of manual or automatic locking 4x4 hubs.

For serious 4x4 enthusiasts, the standard free-running front hubs are the manual locking type. In 2-wheel drive with hubs unlocked, the front axles and driveshaft remain motionless, reducing friction and wear. Popular, optional automatic locking hubs allow you to switch to the extra traction of 4-wheel drive without leaving the driver's seat.



In addition, you get the benefit of adjustable camber, lubed-for-life ball joints and an integral differential carrier skid plate.



## FORD BRONCO ENVIRONMENT

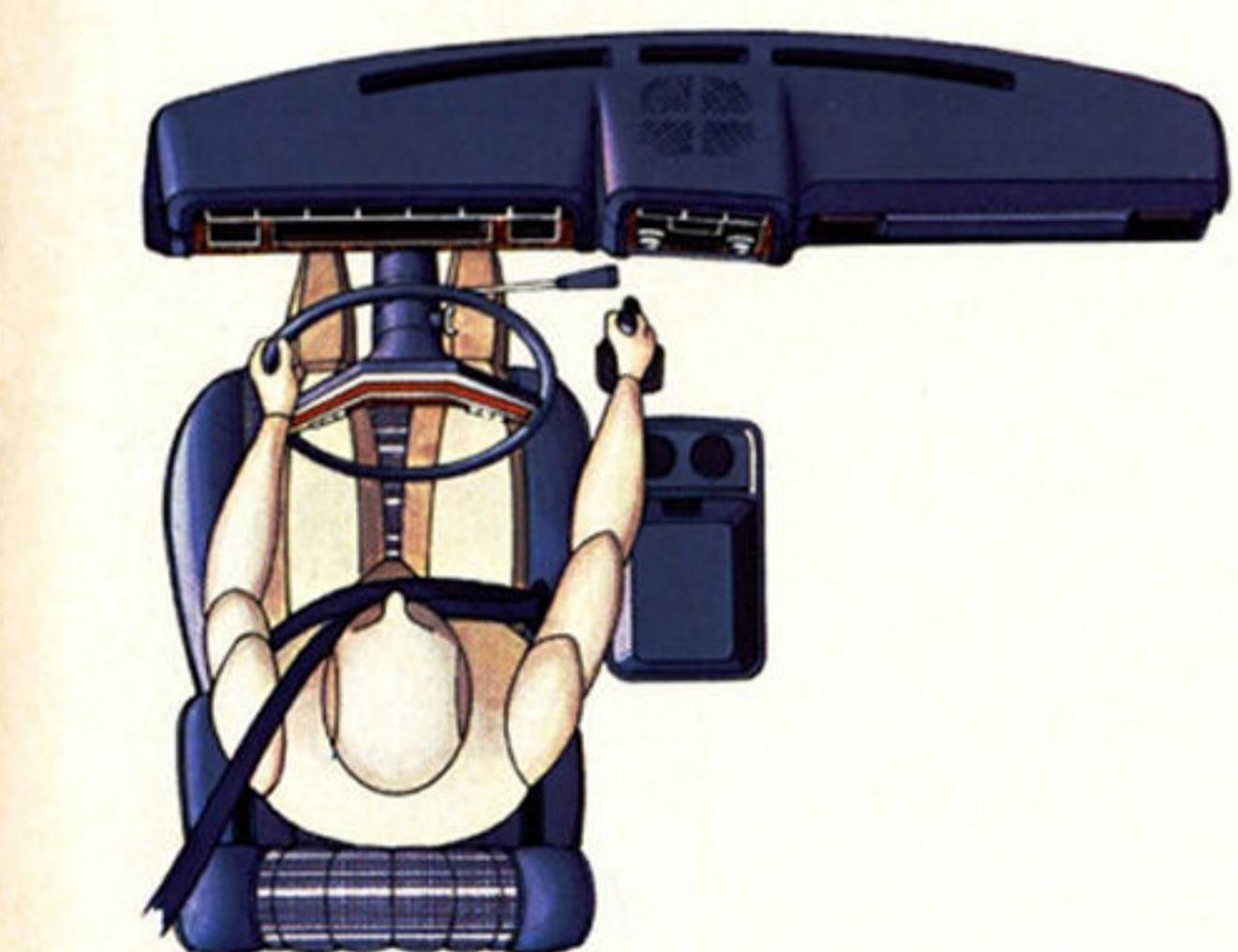


Full-size spaciousness in a command center engineered for your complete driving control.

### Ergonomically designed for comfort and convenience

The science of ergonomics involves the close relationship of the driver to the truck. In Bronco, applied ergonomics creates an environment with sensible, convenient placement of seats, controls, instruments and lights.

The well-engineered instrument panel has a configuration that visibly clusters instruments for fast readout and places controls for ready access. Brow-mounted warning lights, above the instruments, are easy to monitor. And the wide, firm bucket seat comfortably accommodates the driver.



Bronco XLT interior and instrument panel (above right) shown with optional Captain's Chairs, automatic transmission, power windows, power locks, AM/FM stereo radio (may be deleted for credit).

### Room for five (or six) to ride in comfort

Spacious full-size Ford Bronco provides plenty of room for a family of six with optional front bench seat.

The standard front bucket seats have a full-foam pad over springs for soft, resilient seating comfort. Generous 140 mm. (5.5 in.) of seat travel allows ample adjustment for short, medium or tall drivers.

For even greater individual seating comfort, order the optional Captain's Chairs with dual folding armrests and reclining seat backs. The driver's chair is adjustable for 140 mm. (5.5 in.) of travel. The passenger chair pivots forward for convenient access to the rear passenger or load area. Other features are new all-cloth trim, a zippered pouch and external pockets on the rear seat backs.

**Variable passenger/cargo area**  
The rear passenger area of Bronco is designed to carry up to three passengers in comfort while providing room for over 1444 litres (51 cu. ft.) of cargo.

However, when conditions require more room for cargo, Bronco is very accommodating with a rear flip/fold bench seat that folds forward forming a cargo hold that's over four feet long and over 1270 mm. (50 in.) wide at the wheelhouse. Enough room for 2311 litres (81.6 cu. ft.) of cargo. Remove the rear seat completely and you have over 2888 litres (102 cu. ft.) of cargo capacity.



## NEW FORD EDDIE BAUER BRONCO

Last year, two tough outfits, Ford and Eddie Bauer got together and gave you a new kick in 4-wheeling with the Eddie Bauer Bronco II. It was such a solid success we've done it again—in the new full-size Eddie Bauer Bronco (available about 11/84).

Eddie Bauer Bronco features unique interior and exterior appointments to enhance both the looks and comfort of North America's choice in full-size utility vehicles.



Inside the rugged Eddie Bauer Bronco, you'll find standard Captain's Chairs with reclining seat backs, folding armrests, unique all-tan cloth material, and a zippered pouch with external pockets on each Captain's Chair seat back.

The rear flip/fold bench is in matching cloth and deep colour-keyed carpeting runs the full length of the interior. For comfort and convenience, these extra value features are standard: air conditioning, speed control/tilt steering wheel, AM/FM stereo radio, floor console, Light Group.

Outside, the unique Eddie Bauer theme includes a special Tu-Tone paint treatment not available on other Broncos. Plus dual accent bodyside paint stripes and deluxe argent styled steel wheels. You also get Privacy® glass in the quarter windows.



## FORD BRONCO XLT

Bronco XLT takes the rugged good looks of the standard Bronco one step further. It adds bright mouldings all around the rear quarter windows. Wheellip mouldings and a bodyside moulding help protect Bronco against minor dings and dents. A brushed aluminum applique highlights the rear swing-down tailgate.

Inside, the seats are cloth and vinyl trimmed. Deep 454 g (16-oz) colour-keyed carpeting replaces the rubber floor mat. Door trim panels feature a padded cloth insert, a map pocket, and carpeted lower insert. There's a soft-wrapped steering wheel with woodtone applique. An AM/FM stereo is also standard.



## STANDARD FORD BRONCO

The standard Bronco is engineered to take on rugged terrain with ease. It's equipped with power steering, power front disc/rear drum brakes and tough Twin-Traction Beam independent front suspension. The rugged exterior is accentuated by chrome front and rear contour bumpers and bright, low-mount western swingaway mirrors.

A glance at the Trim Content chart on page 12 will reveal how completely equipped Bronco is, with features such as flip/fold rear bench seat, extensive instrumentation, power tailgate window, and more.

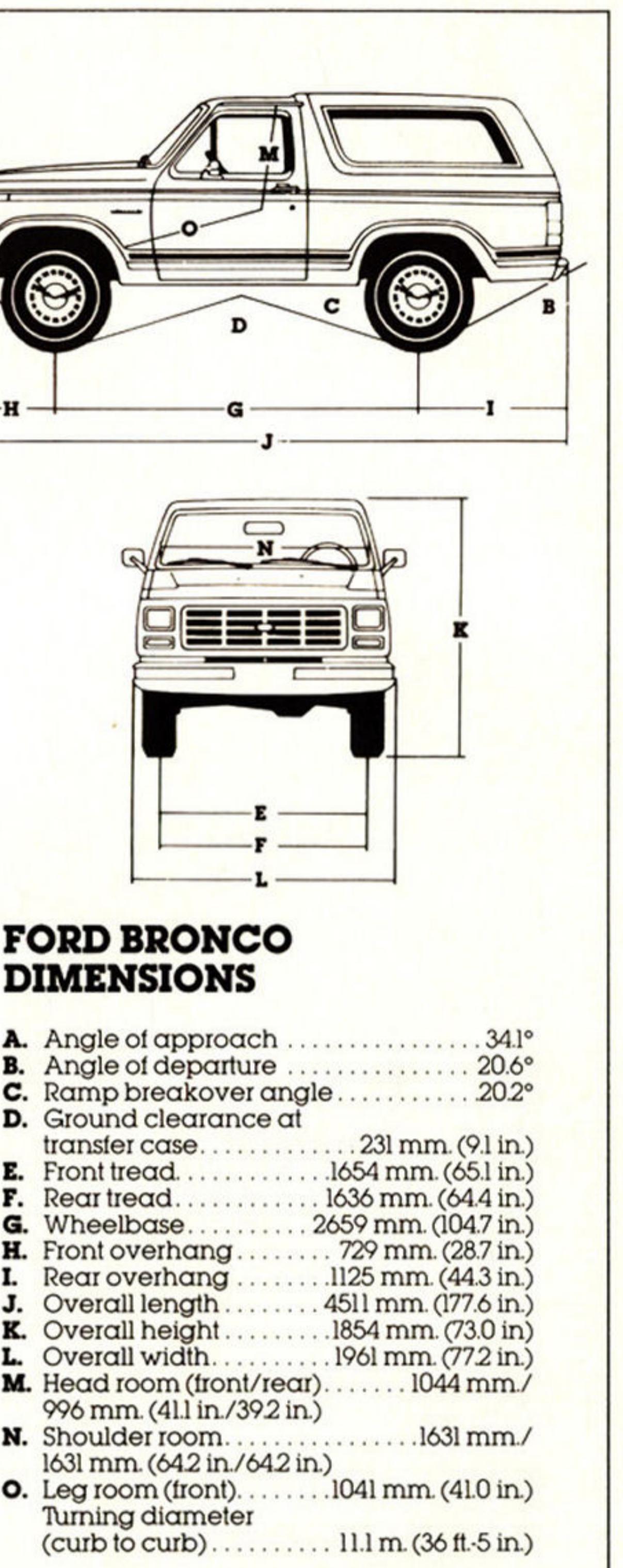


## FORD BRONCO TRIM CONTENT

	Standard Bronco	XLT	Eddie Bauer (1)
Functional			
Engine block heater	STD	STD	STD
Anemeter, oil pressure and temperature gauges	STD	STD	STD
Dual function brake warning light system (2)	STD	STD	STD
Interval wipers	STD	STD	STD
Power tailgate window	STD	STD	STD
Coolant recovery system	STD	STD	STD
Fuel tank skid plate	STD	STD	STD
Viscous fan clutch	STD	STD	STD
Tinted glass	STD	STD	STD
121 litre (26.6 imp. gal.) fuel tank	STD	STD	STD
Exterior			
Chrome front and rear bumpers	STD	STD	STD
Wheel covers/Wheels	Sport wheel covers	Sport wheel covers	Deluxe argent styled steel wheel
Rectangular halogen headlamps	STD	STD	STD
Wraparound taillamps	STD	STD	STD
Recreview mirrors, LH and RH bright, low-mount, swingaway	STD	STD	STD
Grille	Black	Chrome	Chrome
Bright windshield moulding	STD	STD	STD
Bright quarter window moulding	NA	STD	STD
Black bodyside protection moulding with bright insert wheellip mouldings (3)	NA	STD	NA
Removable rear fiberglass roof (4)	STD	STD	STD
Swing-down type tailgate	STD	STD	STD
Brushed aluminum tailgate applique	NA	STD	STD
Double wall construction (5)	STD	STD	STD
Interior			
Dome lights	STD	STD	STD
Courtesy light switches (door operated)	LH	LH/RH/Cargo area	LH/RH/Cargo area
Floor covering (colour-keyed)	Rubber mat	454 g (16-oz) carpeting (front and rear)	454 g (16-oz) carpeting (front and rear)
Door trim panels (colour-keyed)	STD	STD with bright surround moulding cloth insert, map pocket, carpeted lower panel	STD with bright surround moulding cloth insert, map pocket, carpeted lower panel
Vinyl headliner (colour-keyed)	NA	STD	STD
Sun visor LH/RH (colour-keyed)	STD	STD	STD
Pivoting front vent windows	STD	STD	STD
Dry/night reareview mirror	STD	STD	STD
Visor vanity mirror	NA	Passenger side	Passenger side
Instrument panel and pad (colour-keyed)	STD	STD	STD
Instrument panel appliques	Argent	Woodtone	Woodtone
Cluster brow warning lights	STD	STD	STD
Steering wheel	Black, 2-spoke	Black, soft-wrapped with woodtone applique	Black, soft-wrapped with woodtone applique
Cigarette lighter	STD	STD	STD
Locking glove box	STD	STD	STD
Radio	AM (6)	AM-FM Stereo radio	AM-FM Stereo radio
3-speed heater defroster	STD	STD	STD
Fresh air vents, slide control LH/RH	STD	STD	STD
Inside hood release	STD	STD	STD
Colour-keyed "A" pillar, windshield header mouldings and cowlside mouldings	STD	STD	STD
Rear quarter trim panels	Black, hardboard	Colour-keyed with armrests, storage bin and cargo light	Colour-keyed with armrests, storage bin and cargo light
Front bucket seats	STD	STD	NA
Captain's Chairs	OPT	OPT	STD
Rear flip/fold bench seat	STD	STD	STD
Flip forward front-passenger seat	STD	STD	STD
Seat trim	Vinyl	Cloth/vinyl	Unique tan all cloth
Seat belts	Black	Deluxe/colour-keyed	Deluxe/colour-keyed
Scuff plates	Black, (front doors), Bright (tailgate)	Bright	Bright
Spare tire cover, black	STD	STD	STD
Electronic digital clock	NA	STD	STD
Extra sound insulation	NA	STD	STD

(1) Available about November, 1984. (2) System indicates parking brake engagement and/or hydraulic system failure. (3) Included with Deluxe Tu-Tone paints.

(4) Available in four colours. (5) In hood, doors and front metal roof. (6) May be deleted for credit or upgraded at extra cost.



## FORD BRONCO DIMENSIONS

- A. Angle of approach ..... 34.1°
- B. Angle of departure ..... 20.6°
- C. Ramp breakover angle ..... 20.2°
- D. Ground clearance at transfer case ..... 231 mm. (9.1 in.)
- E. Front tread ..... 1654 mm. (65.1 in.)
- F. Rear tread ..... 1636 mm. (64.4 in.)
- G. Wheelbase ..... 2659 mm. (104.7 in.)
- H. Front overhang ..... 729 mm. (28.7 in.)
- I. Rear overhang ..... 1125 mm. (44.3 in.)
- J. Overall length ..... 4511 mm. (177.6 in.)
- K. Overall height ..... 1854 mm. (73.0 in.)
- L. Overall width ..... 1961 mm. (77.2 in.)
- M. Head room (front/rear) ..... 1044 mm./996 mm. (41.1 in./39.2 in.)
- N. Shoulder room ..... 1631 mm./1631 mm. (64.2 in./64.2 in.)
- O. Leg room (front) ..... 1041 mm. (41.0 in.)
- Turning diameter (curb to curb) ..... 11.1 m. (36 ft. 5 in.)

## FORD BRONCO SPECIFICATIONS

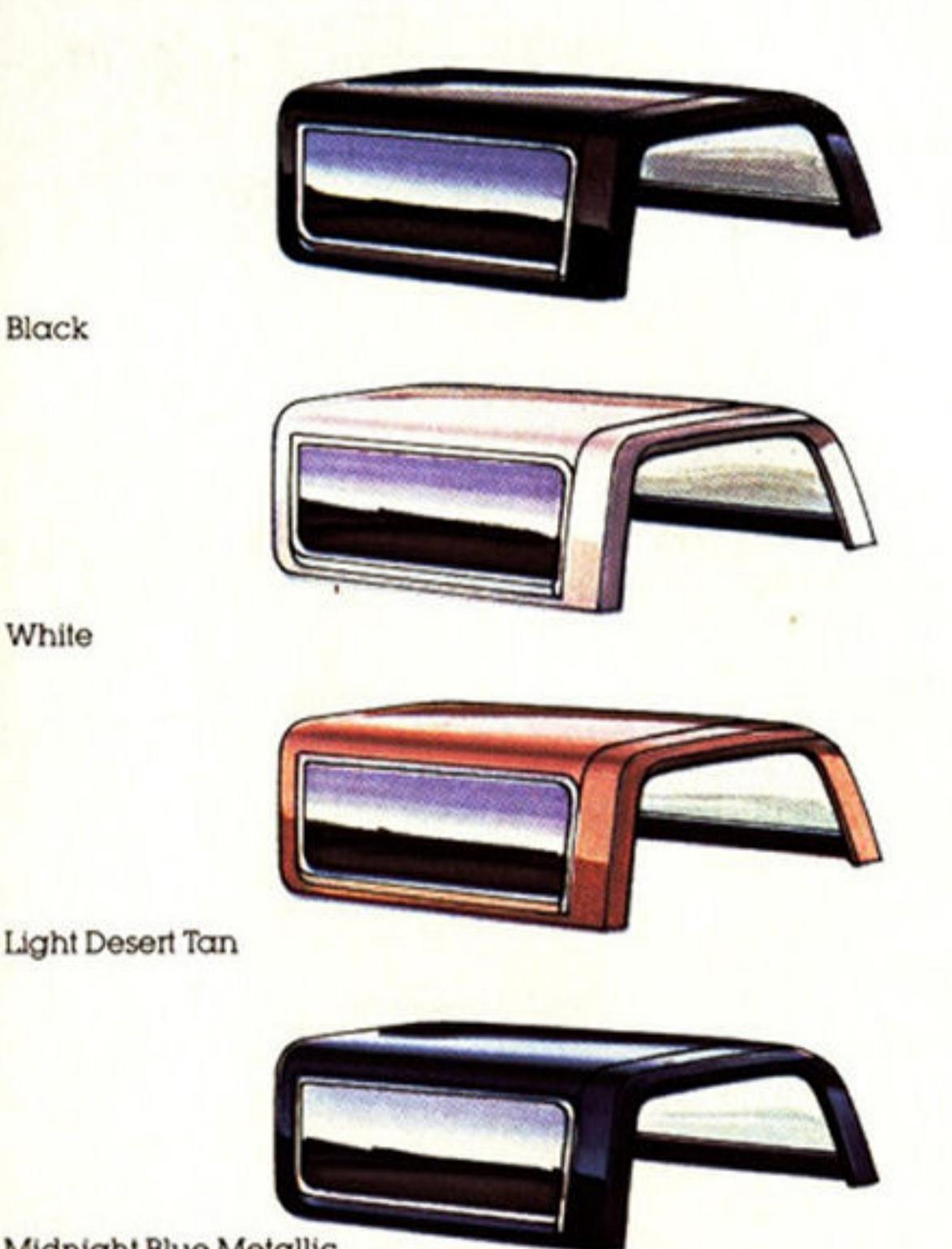
Equipment	Standard	Optional
Axle, front rating	1610 kg. (3,550 lb.)	Limited slip
Axle, rear rating	1701 kg. (3,750 lb.)	Traction-Lok
Brakes, front disc/rear drum	Power	—
Clutch	254 mm. (10 in.)	—
Electrical	36 amp-hr. 40 amp.	63 amp-hr
Battery, maintenance-free		
Alternator		
Engine	4.9 L 6-cylinder	See Powertrains page 6
Front hubs, free running	Manual locking	Automatic locking
Fuel tank	121 L (26.6 imp. gal.)	—
Shock absorbers	Front (HD), rear	—
Springs, front	Coil	—
Springs, rear	Leaf, single stage	—
Stabilizer bar	Front	—
Steering	Power	—
Transfer case (part-time)	2-speed	—
Transmission	4-speed manual	Automatic Overdrive, M4OD, automatic
Tires, P-metric, steel-belted radials	P-235/75R15 SL BSW All-Season	31 x 10.50R x 15C steel-belted radials with All-Terrain tread are available. Use adequate tires for type of service. Consult your Ford or Mercury Dealer

\*Handling package includes rear stabilizer bar, quad front and heavy-duty rear shocks.

## EXTERIOR PAINT COLOURS

	Raven Black
	Silver Metallic
	Bright Canyon Red
	Midnight Blue Metallic
	Light Regatta Blue
	Dark Canyon Red
	Bright Regatta Blue Metallic
	Light Desert Tan
	Wimbledon White
	Desert Tan Metallic
	Dark Charcoal Metallic

## FIBERGLASS ROOF COLOURS

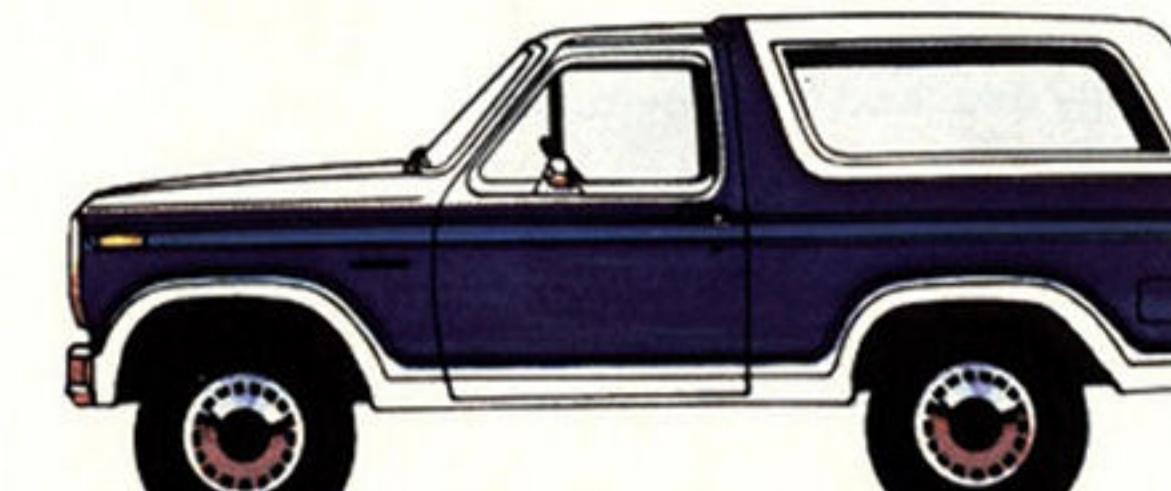


## TU-TONE PAINTS



**Tu-Tone effect**—Exterior colour accented by rear fiberglass roof available in four different colours.

**Deluxe Tu-Tone**—Includes accent colour on center bodyside area and on tailgate between upper moulding and lower bodyside tape stripe.



**Victoria Tu-Tone**—Includes accent colour on hood, upper fender, around door window and on lower bodyside.



## OPTIONS

### Audio

All stereo systems include four speakers.

- AM/FM stereo
- Electronic AM/FM stereo search radio with cassette tape player
- AM/FM stereo with cassette tape player

### Comfort/Convenience

- Air conditioning
- Rear window defroster
- Light Group includes movable underhood worklight with 6.1 m. (20-ft) retractable cord, plus lights in glove box, under instrument panel, dual beam dome/map light (standard dome lights only with optional front bench seat), RH door courtesy light switch (standard Bronco), and headlights-on warning buzzer
- Speed control/tilt steering wheel
- Power front door locks/windows
- Privacy® glass in fixed quarter windows
- Swingaway outside spare tire carrier with lock and black cover. Included with 31 x 10.50R.
- Center console (between bucket seats or Captain's Chairs)

### Seats

- Captain's Chairs (reclining driver and passenger). Includes deluxe seat belts and zippered pouch with two external map pockets.
- Front bench seat, split back

### Performance

- Automatic locking hubs
- 4-speed manual overdrive transmission
- Automatic Overdrive (available approximately Nov. 5, 1984)
- Limited-slip front axle
- Traction-Lok rear axle
- Handling Package includes rear stabilizer bar, quad front and dual HD rear shock absorbers.
- Heavy-duty front suspension/snow plow package includes 1724 kg. (3800-lb.) HD front axle, 1724 kg. (3800-lb.) HD front springs, HD rear shock absorbers and 3.50 or 3.54 axle ratio, HD alternator 70 amp-hr. and 63 amp-hr. battery

NOTE: Total weight of plow, and associated hardware not to exceed 308 kg. (680 lb.) Maximum weight of permanently attached equipment not to exceed 123 kg. (270 lb.)

- HD maintenance-free battery (63 amp-hr.)
- Sports Instrumentation includes tachometer and trip odometer
- Super Engine Cooling Package
- Auxiliary transmission oil cooler (with SelectShift automatic)
- Trailer Towing Package. Includes 7-wire trailer wiring harness, 60-amp. alternator, 63 amp-hr. maintenance-free battery, extra engine cooling package, auxiliary transmission oil cooler with automatic transmission, HD flasher and handling package.

### Protection

- Skid plate-transfer case
- Exterior Protection Group includes front bumper guards and rub strip.

### Bumpers

- Chrome rear step bumper

### Wheels

- Deluxe argent styled steel wheels
- White styled steel

### Illustrated Options

- A.** AM/FM stereo radio with cassette tape.
- B.** Air conditioning.
- C.** Speed control/tilt steering wheel.
- D.** Swingaway outside spare tire carrier.
- E.** Chrome rear step bumper.
- F.** Deluxe argent styled steel wheels.
- G.** White styled steel wheels.

## SAFETY

### A commitment 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

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 crash testing.

### Operating safety

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

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, reacting in time, and such seemingly small things as properly regulating the ventilation system (to help the driver stay alert).

### Get it together—buckle up.

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

In Ford trucks, outboard front seat lap and shoulder belts are equipped with automatic retractors. Outboard rear seat positions (F-Series, SuperCab and CrewCab) also have lap belts with retractors.

### Occupant protection

- Safety-designed front end structure
- Safety-designed roof structure
- Two-position safety door latches
- Integral lap and shoulder belts with automatic retractors for occupants of front seats
- Positive driver's seat seat belt fastening reminder warning light and buzzer for the driver's seat
- Lap belts for all rear seating positions with retractors for rear outboard occupants
- Energy-absorbing steering column and steering wheel system
- Energy-absorbing armrests and safety-designed door handles
- Energy-absorbing instrument panel with padding
- Energy-absorbing sun visors
- Safety glove box latch
- Energy-absorbing front seat back tops
- Self-locking front seat back latches
- Inside yieldaway rearview mirror
- Impact-absorbing laminated safety glass windshield
- Flame-resistant interior materials
- Safety-designed coat hooks
- Safety-designed radio control knobs and push buttons

### Anti-theft

- Locking steering column with key warning buzzer reminder (with push button for key release)
- Visible vehicle identification number

## Ford Bronco Safety Design Features

### Options availability

1985 Bronco options are not confined to these pages but are shown throughout this catalogue. 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 delay. Consult your Ford or Mercury Dealer for the latest information.

### 3-year corrosion perforation warranty

All Ford Trucks are covered by a no-extra-charge 36-month unlimited distance manufacturer's warranty against corrosion perforation. This warranty, transferable to succeeding owners during this warranty period, covers the cost of both labour and materials for repair of perforation of parts caused by corrosion. Exhaust system components are excluded. The basic 12-month 20,000 kilometre warranty covers corrosion, other than perforations, that are due to defective factory materials or workmanship. Ask your Dealer for details.

This brochure has been prepared only as a general guide to the customer and every effort has been made to ensure that all information is correct at the time of printing. However, some errors may have been included and some of the information or specifications may have been changed since the time of printing. Your dealer will have full details of any changes and/or corrections and you should ask him to bring you up to date at the time of your purchase. Ford Motor Company of Canada, Limited, reserves the right to change prices, colours, materials, specifications and models without notice and without incurring obligations of any kind. Some features described or shown may be optional at extra cost. Some options are required in combination with other options.

Your Ford or Mercury Dealer has information about the availability of many items of equipment which can be ordered for the vehicle. Many of the items shown on vehicles in this publication are available through retail organizations and establishments not connected with Ford of Canada. Availability, price, quality and durability of these items rests solely with the respective manufacturers and their sale organization, and Ford assumes no responsibility for their use.



FORD BRONCO

