

F O R D
BRONCO
XLT



Ford Bronco XLT. Smooth Performer.

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Always an outstanding towing vehicle, Bronco now boasts a new 5 litre V8 engine featuring a hightech fuel injection system. Its smooth power and strong torque make it excellent for handling vans, boats and floats.

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 swinglock exterior side mirrors provide for excellent all-round vision, in traffic or off-road.

With its rugged stand-up appearance, Bronco XLT presents a handsome exterior to the world. The styling is high, wide and

handsome, with a full-width grille containing squared headlights and indicator lamps. 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 driveability 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 and 10x15 radial tyres.



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Controls are ergonomically designed to be close at hand and easy to operate.

And Bronco's high driving position gives a feeling of control whether you're threading your way through traffic or bush.

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, with plenty of room for luggage.

Twin bucket seats provide the driver and front seat passenger with commanding views. And the wide flip-fold rear seat provides spacious comfort with generous shoulder-room for three rear seat

passengers. With the rear seat folded down there is a large cargo area with the potential to ferry plenty of gear to most places you can think of—on or off the road. The rear-mounted swing-away spare wheel carrier provides for ease of access and an uncluttered load area. It also adds a decidedly 'off-road' look to the rear view of Bronco.

Bronco's long list of appointments and convenience features includes plush carpeting from wall to wall. Push button AM/FM 4-speaker stereo cassette system. Digital clock. Cloth seat facings. Comprehensive instrumentation in two 'no-glare' clusters with wood-grain style appliqué surrounds. Instrumentation includes a tachometer and an array of dials and warning indicator lights to monitor important vehicle functions. Controls are grouped in front of the driver for ease of operation.

For your further comfort, factory fitted air-conditioning is standard.

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





Toughness goes hi-tech.

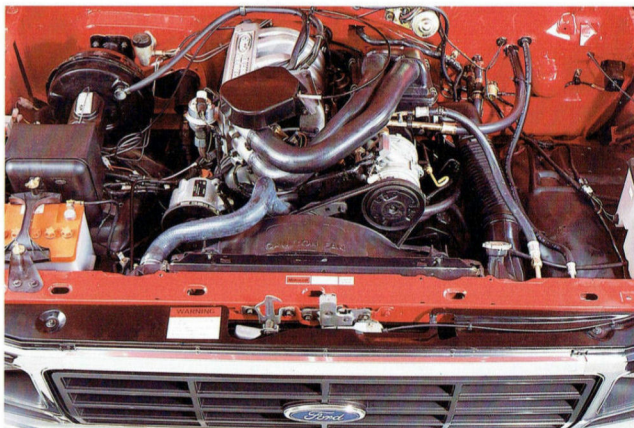
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It's intelligent.

The EFI system provides a precisely atomised and metered injection of air/fuel mixture to each inlet port. The mixture and the metering are controlled by a 'thinking' engine management control system called EEC-IV.

The electronic brain.

Using sensors in the engine, the EEC-IV System helps to



Power developed is 120kW at 4,000 rpm*
Torque developed is 358Nm at 2,500 rpm*

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optimise air/fuel ratios and ignition timing under varying driving conditions resulting in a more efficient use of fuel.

The combination works.

As a result of this hi-tech induction system, the Bronco with its 5 litre engine, starts easily, offers surprising fuel economy and performs with the smoothness and power that comes from a V8 engine.

Tomorrow's fuel.

Of course, this V8 is designed for tomorrow and that means running on unleaded petrol. Its smoothness, power and torque using unleaded petrol are further testimony to the brilliant design of the electronic fuel injection system.

So, whether it's crossing a creek on a 4-wheel-drive track, or cruising down the highway at the end of the day, Bronco is the right match for the job.



Wild explorer.

Compare the powerful new hi-tech 5 litre V8 engine of Bronco with the power ratings offered by other 4WDs. And then, consider Bronco's big transfer case reduction ratios plus its rear limited-slip differential. These are the ingredients which help to provide exceptional off-road performance.

But it doesn't stop there.

Bronco is highly manoeuvrable, having a short wheelbase of 2660mm. It also has the advantage of short body overhangs, front and rear. Bronco is able to negotiate steep slopes with the stability provided by its wide track.

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. Heavy duty shock absorbers combined with the front and rear stabiliser bars minimise pitch and roll while enhancing steering control and traction. Bronco is built tough to take the rough in its stride – with a truck-type chassis for strength and durability.

Whether you'll be panning for gold... hiking off the beaten track... or making plans for a shooting, fishing or photographic safari... look no further than Ford

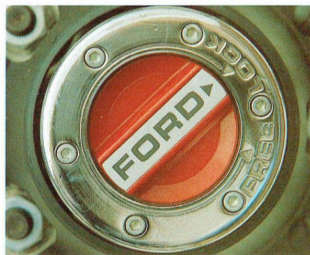
Bronco XLT. It has the ability to transport you and your family or friends far from the beaten track.



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 operation.



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. Move the lever to 4H for easy-going four-wheel-driving. But when the going gets tough, drop it down to 4L, select first or second gear and

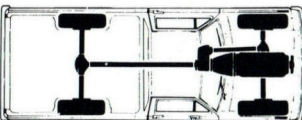
you've got the power to plough through slush or climb steep inclines.



Engine and transmission.

Bronco is now equipped with the powerful new 5.0 litre V8 EFI engine. This provides effortless cruising ability as well as real 4WD muscle.

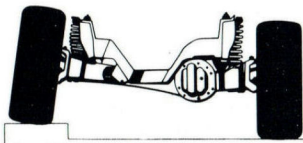
Linked to this engine is the tried and trusted Ford automatic transmission. Use it in Drive on the road, or put it in First or Second when you need engine braking on steep gradients.



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



Bronco is equipped with rear Limited Slip Differential (LSD)



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.

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

Seating capacity	5
Dimensions (mm)	4816
— length	1990
— width	1873
— height	2660
— wheelbase	11.2
Turning circle (m)	2123
Weight (kg)	2880
— kerb	
— GVM	
Engine	V8 5.0 litre
— type, capacity	126kW @ 4000rpm*
— power	358Nm @ 2500rpm*
— torque	
Transmission	3-speed automatic (STD)
Front/rear axle ratio	3.5:1 (LSD Rear)
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.	

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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 windshield	STD
Rear wheel mud flaps	STD
15 x 7 styled steel wheels and P235 x 15 tyres	STD
Factory-fitted air-conditioning	STD
Rear step bumper	STD
10 x 15 radial tyres	OPT
Two-tone paint combinations	OPT
STD means standard equipment. OPT means optional at extra cost.	

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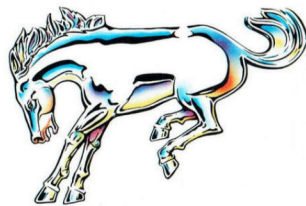
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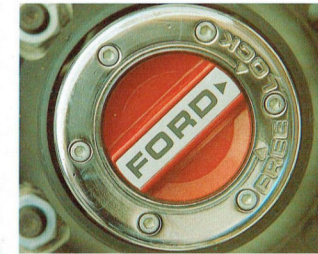
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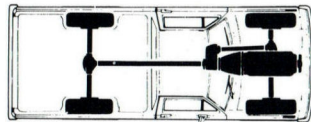
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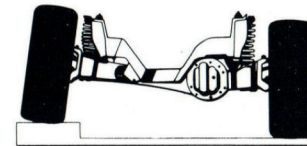
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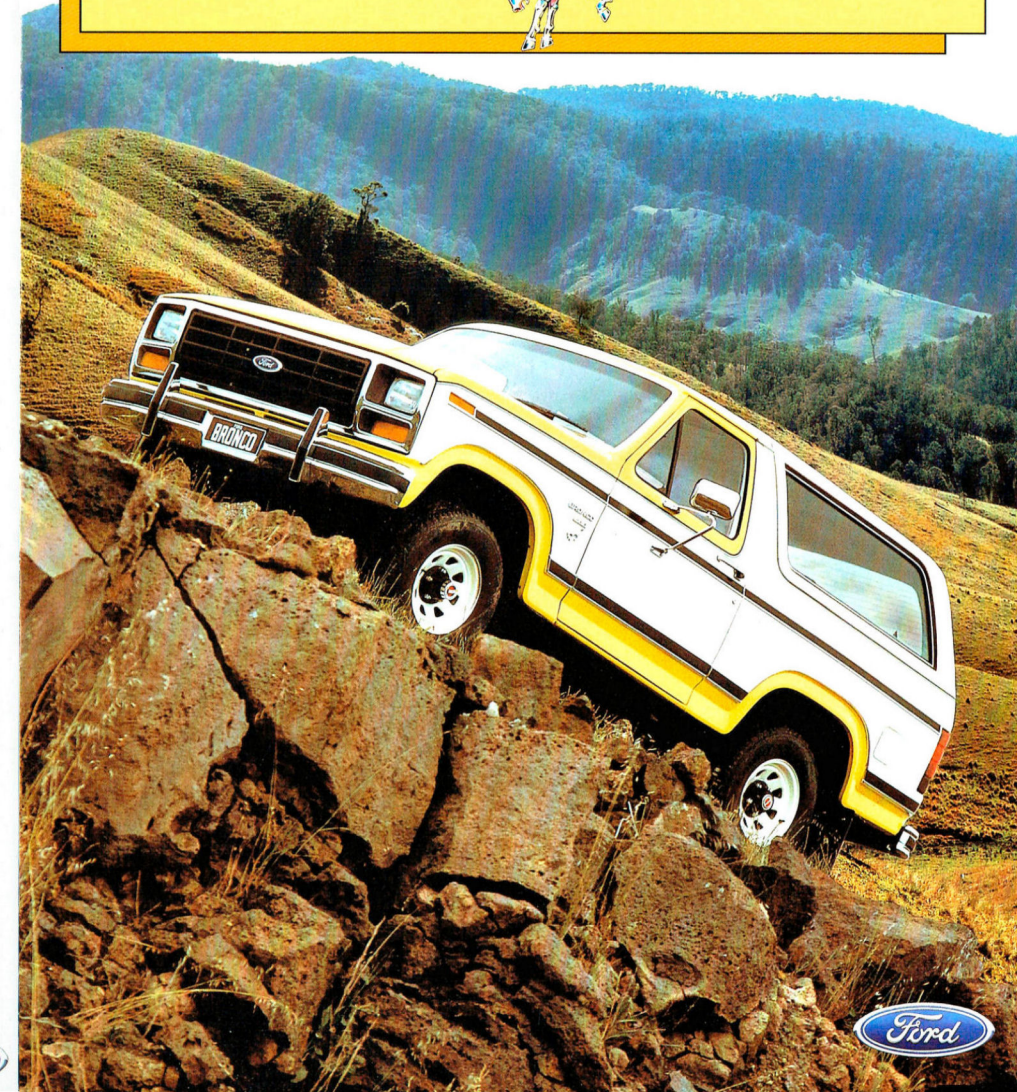
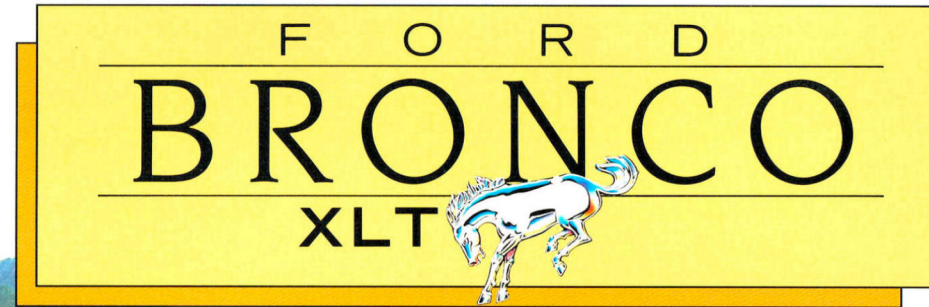
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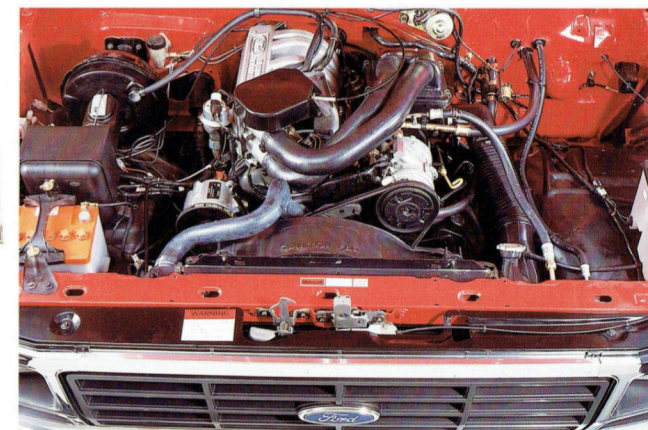
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