

1985 FORD BRONCO II

America's Truck — Built Ford Tough



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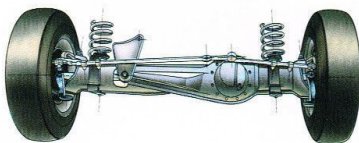
A word about this catalog:

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

RIDE AND 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.

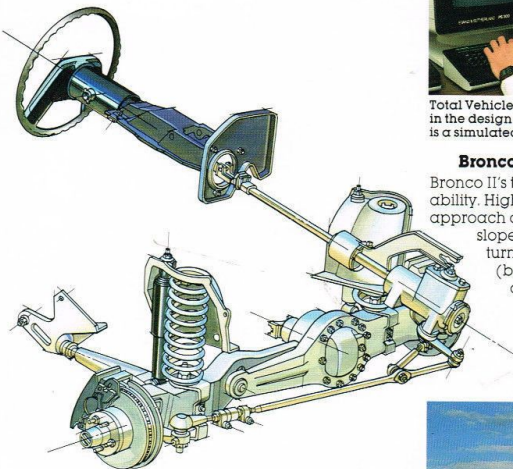
The benefits of computer simulation are great. This state-of-the-art technology allows the engineers, in a real sense, to "quantify" quality. With the ability to analyze a wide variety of design configurations, they can determine the best vehicle performance based on concrete data. Virtually eliminated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



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

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.



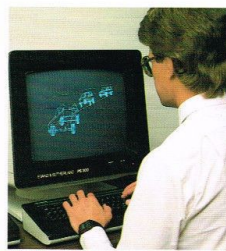
Components of Bronco II's Twin-Traction Beam front suspension were computer-tested through simulation.

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

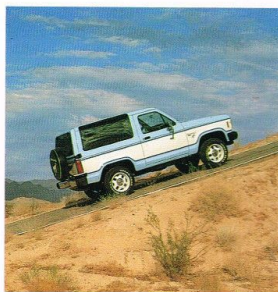
In the rear, single-stage leaf springs are mounted over the axle, providing additional ground clearance. They're also designed to eliminate rear end harshness sometimes associated with two-stage springs. Front and rear stabilizer bars are also standard equipment. They help eliminate side-to-side sway under a variety of driving conditions.



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

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 curb-to-curb turning diameter — only 32.35 ft. (better than the nimble Ford Escort) — 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.

FORD EDDIE BAUER BRONCO II

Two names known for toughness and quality get together in the special Eddie Bauer Bronco II. Rugged Bronco II is field-tested and built-Ford-tough. 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 unique Two-Tone paint treatment with accent stripes (3 combinations), and includes premium-level trim inside and out.

Performance equipment includes cast aluminum wheels and large P205 steel-belted radial,



all-terrain tires with raised white letters. Also standard is the protection of the "Ford Care" Extended Service Plan (see your dealer for details).

Inside, dual Captain's Chairs in "Eddie Bauer" tan are trimmed with special cloth and vinyl seat fabric. Entertainment is provided by the standard AM/FM stereo radio. A tilt steering wheel and speed control are added, along with interval windshield wipers, passenger visor mirror, Privacy® glass quarter windows and XLT trim and courtesy lighting.

A special Eddie Bauer large gear bag, travel blanket with case, and visor organizer (all in dark green) are included and shipped directly from Eddie Bauer.

Below: Eddie Bauer Bronco II with optional tilt-up open-air roof.



BRONCO II OPTIONS

Rapid-Spec Packages — the best way to buy Bronco II options.

When you select your new Bronco II, be sure to ask your Ford Dealer about Rapid-Spec Packages. They benefit you in these two important ways: (1) they simplify the ordering procedure, and (2) they can save you money. Many packages include Value Option Discounts. These can represent savings over the manufacturer's suggested retail price totals of the same options if purchased separately. Your dealer has complete details.

Appearance

- ☐ Two-Tone paints (see illustration)

Audio Systems

- ☐ AM/FM stereo radio* (Std. with XLT and Eddie Bauer)
- ☐ AM/FM stereo radio with cassette tape*
- ☐ Electronic AM/FM stereo radio with cassette tape*
- ☐ Radio credit option. Deletes standard AM radio.
- ☐ Premium sound system; 4-channel amplifier.

*Includes four speakers

Comfort/Convenience

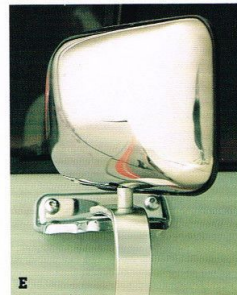
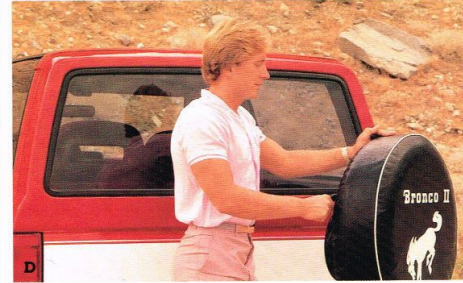
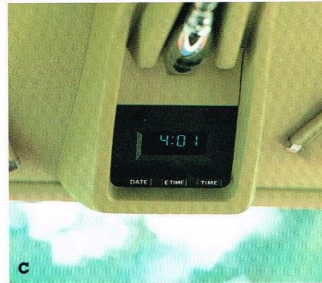
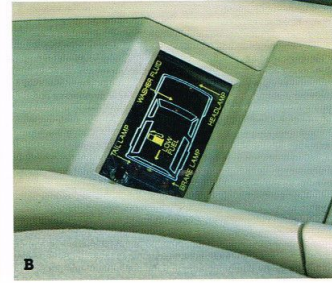
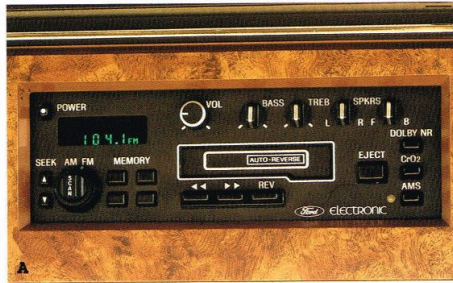
- ☐ Dual or Quad Captain's Chairs. Include power lumbar support, zippered map pocket on front seat backs and inboard armrests.
- ☐ Air conditioning
- ☐ Fingertip speed control/tilt steering wheel
- ☐ Rear window wiper/detroster
- ☐ Tilt-up, open-air roof. Glass can be opened or completely removed.
- ☐ Privacy* glass
- ☐ Floor console. Includes trash bin, cassette tape tray, coin tray, two cup depressions, and electronic graphic warning display module (not available with Captain's Chairs)
- ☐ Overhead console. Includes digital clock and pivoting map light.
- ☐ Bright, low-mount western swingaway mirrors (standard with XLT, not available with XLS)
- ☐ Outside swingaway spare tire carrier. Includes full-size tire that matches road tires, vinyl cover, lock and standard wheel.
- ☐ Flip-open liftgate window
- ☐ Ski rack
- ☐ Power convenience group. Includes power windows, power door locks and liftgate lock.
- ☐ Carpet delete (includes color-keyed mat)

Performance

- ☐ Automatic Overdrive transmission. See page 6.
- ☐ Automatic locking hubs
- ☐ Super engine cooling
- ☐ HD maintenance-free battery (standard trim)
- ☐ HD shock absorbers, front and rear (std. XLS)
- ☐ 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.
- ☐ "Limited slip" front axle
- ☐ Traction-Lok axle.

Wheels

- ☐ Cast aluminum wheels (4, steel spare)
- ☐ White sport styled steel wheels (4, steel spare)



Illustrated Options

(A) Electronic AM/FM stereo radio with cassette tape (B) Floor console (C) Overhead console (D) Outside swingaway spare tire carrier (E) Bright low-mount western swingaway mirrors (F) Cast aluminum wheel (G) White sport styled steel wheel

A word about Ford options

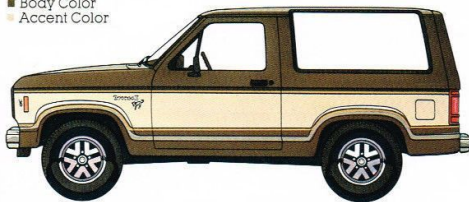
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FORD BRONCO II SPECIFICATIONS

EQUIPMENT	STANDARD	OPTIONAL
Frame	Ladder type (five crossmembers)	—
Axle, front	Twin-Traction Beam (2,750 lb.) w/adjustable camber	Limited slip
Axle, rear	2,640 lbs.	Traction-Lok
Brakes	Power front disc/rear drum	—
Clutch	9-in. dia., hydraulic actuation, self-adjusting	—
Engine fan	Viscous type	—
Air cleaner	Extra-capacity	—
Battery, maintenance-free	45 amp-hr.	63 amp-hr. (standard with XLT, XLS and Eddie Bauer)
Engine (displ.)	2.8L V-6, carbureted	—
Fuel tank	23 gal. (87L) (includes skid plates)	—
Front hubs	Manual locking, free running	Auto-Locking
Shock absorbers	Double acting, telescopic front and rear	Heavy-duty (standard with XLS)
Springs, front	Coil (1,970 lb.)	Computer selected
Springs, rear	Leaf (2,165 lb.)	Computer selected
Stabilizer bars	Front and rear	—
Steering	Power with "no-lube-linkage"	—
Transfer case (part-time)	2-speed (includes skid plates)	—
Transmission	5-speed manual overdrive	Automatic Overdrive
Tires	Steel-belted (4) P195/75R-15SL highway (limited service spare)	Optional size and tread design 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.

TWO-TONE PAINT WITH TAPE STRIPE

■ Body Color
■ Accent Color



Deluxe Two-Tone. Accent color applied to mid-bodyside/liftgate below the chamfer and above the rocker area. Includes two-color tape stripe at the Two-Tone breaks.

■ Body Color
■ Accent Color



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

INTERIOR TRIM COLORS

Tan
Canyon Red
Regatta Blue

EXTERIOR PAINT 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.



Raven Black



Silver Metallic



Light Canyon Red



Midnight Blue Metallic



Light Regatta Blue



Dark Canyon Red



Bright Regatta Blue



Wimbledon White



Light Desert Tan



Dark Charcoal Metallic



Walnut Metallic



Dark Spruce Metallic
(Eddie Bauer only)



Bronco II XLT



Bronco II XLS



Eddie Bauer Bronco II



Standard Bronco II