

# 1985 Ford Bronco II

Sales Brochure



[BroncoIICorral.com](http://BroncoIICorral.com)

# What's new for 1985

## Technical

- Optional 2.3L turbocharged four-cylinder diesel engine (late availability)
- Standard 5-speed manual transmission with overdrive
- 4-speed automatic overdrive transmission
- 4.10:1 axle ratio standard with Traction-Lok rear axles; 3.73:1 standard with 5-speed manual overdrive transmission
- Standard engine equipment includes extra-capacity air cleaner
- Standard P195/75R-15SL P-metric tires upgraded to steel-belted design

- Corrosion protection upgraded with urethane spray added to lower bodyside
- Transfer case skid plate made standard
- Gauge Package now standard on all trim levels
- Cigarette lighter and passenger door courtesy light switch made standard equipment

## Design

- XLT and XLS trim levels upgraded with new features
- Color-keyed vinyl "A-frame" steering wheel with center horn function is standard, XLT and XLS trim includes leather-wrapped rim
- Tinted glass made standard all around

## Options

- Power Convenience Group
- Electronic AM/FM stereo with cassette tape player added
- Premium Sound Package
- Rear compartment cargo area cover
- Engine compartment light added to XLT trim
- Speed control and tilt steering wheel combined into one option
- Optional AM/FM monaural radio, Convenience Group, engine block heater, Exterior Protection Group, sport tape stripe, tow hooks and rear seat not included option all deleted



# Model availability

## Interior trim availability

SEAT TRIM MATERIAL <sup>(1)</sup>	AVAILABILITY		
	Std	XLT	XLS
Knitted-Vinyl Bucket Seats	\$	—	\$
Cloth-and-Vinyl Bucket Seats	○	\$	○
Cloth-and-Vinyl Dual Captain's Chairs	○	○	○
Cloth-and-Vinyl Quad Captain's Chairs	○	○	○

\$ = Standard trim material for indicated trim level. ○ = Extra-cost option for indicated trim level.  
 (1) Includes deluxe color-keyed seat belts with tension eliminator.



Standard Bronco II



Bronco II XLT



## Model availability

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Bronco II XLS



Eddie Bauer Bronco II

### Eddie Bauer Bronco II includes:

- XLT trim
- Unique two-tone paint treatment
- Dual bodyside accent tape stripes
- Dual cloth-and-vinyl Captain's Chairs
- Special cloth seat trim with Eddie Bauer logo accent strap trim set
- Tan interior
- Cast aluminum wheels
- P205/75R15SL steel-belted radially all-terrain tires
- Speed control/tilt steering wheel
- Privacy glass™ —rear quarter windows
- AM/FM stereo radio
- Unique spare tire cover when optional outside swing-away spare tire/wheel carrier is ordered
- Eddie Bauer gear bag and glove-box-size Eddie Bauer map folder
- Eddie Bauer nomenclature
- "Ford Care" Extended Service Plan

# Major trim features



Standard Bronco II



Bronco II Standard Interior with optional automatic transmission.

## Bronco II standard trim features

The following features are standard equipment on Bronco II utility vehicles.

### Exterior

- Bright front and rear contour-type bumpers
- Black lift-type door handles
- "Bronco II" and bucking horse emblems on both front fenders and bright "Bronco II" in lower RH corner of tailgate
- Driver's-side fuel filler door
- Tinted windshield, laminated glass with dark band at top of windshield
- Tinted windows all around
- Wrapover quarter windows
- Black grille with bright surround
- One-piece liftgate
- Rectangular halogen headlights
- Dual combination turn signal/parking lights
- Front bodyside combination reflectors/marker lights
- Wraparound taillights integral with turn signals, stop lights, back-up lights and reflectors/side markers
- Black fold-away 5½" x 4¼" door-mounted mirrors with convex

- glass in RH mirror
- Black windshield and quarter window moldings
- Black front spoiler
- Limited-service spare tire
- Four standard steel wheels with sport-type wheel covers
- Single dual-port cowl-mounted windshield washer nozzle

### Interior

- Ashtray with cigarette lighter
- Three color-keyed coat hooks
- Driver/passenger-door courtesy light switches
- Color-keyed cowl side trim panels
- Dome light
- Color-keyed vinyl door trim panels with armrests
- Full-length 16-oz. color-keyed carpeting with insulation
- Rear passenger floor footwell
- Quick-release fuse panel cover with fuse identification, location and five spare fuses
- Four color-keyed grab handles
- Cloth full-length headliner

- Inside hood release
- One-piece instrument panel with full-width color-keyed pad
- Pewter-finish instrument cluster panel
- Gauge Package
- Storage bin in upper right side of instrument panel with glove box below
- Key-in-ignition warning buzzer
- Right quarter trim panel jack storage
- 9¾" day/night rearview mirror
- Door scuff plates
- Color-keyed trim panels throughout
- AM radio (may be deleted for credit)
- Front bucket seats with vinyl seat trim
- Two-passenger split-back rear bench seat
- Color-keyed vinyl spare tire cover
- Dual color-keyed vinyl sun visors with elastic clip band on driver's visor
- "A-frame" steering wheel
- Floor-mounted transmission and transfer case shift levers

### Functional

- 2.8L V-6 engine with 5-speed manual transmission with overdrive
- Two-speed part-time transfer case
- Manual-locking free-wheeling front axle hubs
- P-metric steel-belted radial-ply tires
- Fuel tank and transfer case skid plates
- Computer-selected front coil and rear leaf springs
- Limited-service spare tire
- Twin-Traction Beam independent front suspension with lubed-for-life ball joints and steering linkage
- Power steering and power brakes
- Extra-capacity air cleaner
- Two-speed electric windshield wipers
- Self-adjusting hydraulic clutch
- Maintenance-free battery



# Major trim features



Bronco II XLT with optional swing-away spare tire carrier, OWL tires, cast aluminum wheels and deluxe two-tone paint.



Bronco II XLT interior with optional Captain's Chairs.

## Bronco II XLT trim features

The optional Bronco II XLT trim includes the following items

in addition to, or in place of, Standard trim items.

### Exterior

- Black end caps on standard bright front and rear bumpers
- "XLT" emblem below "Bronco II" emblem on both front fenders
- Bright grille assembly insert
- Low-mount western swing-away 5" x 8" door-mounted mirrors
- Two-color dual bodyside tape stripes
- Deluxe wheel trim

### Interior

- Front doors and liftgate-actuated cargo area dome light
- Map pocket and carpet insert on lower door trim panel
- Color-keyed cloth door trim panels
- Ashtray courtesy light
- Rear quarter trim panels with three storage bins
- Passenger-side sun visor vanity mirror
- Woodgrain finish instrument cluster panel
- "XLT" instrument panel plaque
- AM/FM stereo radio
- Color-keyed cloth seat trim
- Tinted front door vent windows
- Leather-wrapped "A-frame" steering wheel

### Functional

- Dual electric horns
- Intermittent windshield wipers
- Headlights-on warning buzzer
- Color-keyed seat belt with automatic seat belt tension eliminator



Bronco II XLS interior with optional Captain's Chairs.

## Bronco II XLS trim features

The optional Bronco II XLS trim includes the following items

in addition to, or in place of, Standard trim items.

### Exterior

- Black front and rear contour bumpers with black end caps
- Front fascia color-keyed to rocker panel
- Rocker panel moldings
- "XLS" tape stripes on front doors
- Deluxe wheel trim

### Interior

- Passenger-side sun visor vanity mirror
- "XLS" instrument panel plaque
- Tinted front door vent windows
- Speed control/tilt steering wheel

### Functional

- Dual electric horns
- Heavy-duty shock absorbers
- Heavy-duty battery
- Interval windshield wipers

# Standard features

## Body features Styling

The Bronco II features tough-truck styling with such traditional Ford Bronco styling cues as:

- Rectangular headlights
- Bodyside chamfer, front to rear
- Bright front and rear bumpers
- Flush-mounted front marker lights
- Dual door-mounted mirrors
- Wraparound-design taillights incorporating rear side marker lamps

## Bronco II "built-Ford-Tough" body design

### Double-wall construction:

The use of inner and outer panels in the Bronco II hood and doors contributes to the structural rigidity of body sheet metal.

**Corrosion protection:** Bronco II incorporates corrosion protection measures that have helped the standard-size Bronco combat corrosion and retain its appearance longer. These measures include:

- Cathodic electrocoat paint primer application
  - Galvanized and zinc-coated steel panels
  - Aluminized wax application
  - Urethane spray applied to lower bodyside
  - Acrylic enamel finish
  - One-piece liftgate of noncorroding synthetic material
- Body panels and components in areas most vulnerable to corrosion

are made of galvanized and zinc-coated steel which has an effective corrosion barrier of zinc or zinc-rich primer bonded to its surfaces.

Galvanized steel is used for selected components such as rocker panels and many structural braces and reinforcements. Zinc-coated steel is used on many exterior panels such as the front fenders, doors, hood, bodyside quarters and bodysides.

Aluminized wax is hot-sprayed along the bottom of the interior of doors, body pillars, and rear quarter panels to shield the metal from the effects of accumulated moisture which might condense in those areas.

Plastic front fender aprons help divert road splash to keep it away from vulnerable areas. The aerodynamically designed wraparound front spoiler is also of extra-strength plastic to resist the effects of stone chipping. In addition, the Bronco II liftgate is made from a lightweight, high-strength polymer material, so it will never rust or corrode.

All Bronco II bodies are primed for painting by the cathodic electrocoat process. In this process, the entire body is immersed in a tank which electrically deposits primer paint on all surfaces of the body. Tough acrylic enamel color coats underneath, for the final finish, provide high resistance to

stone chipping and weather-tested color retention with urethane spray applied to lower bodyside.

### Front end

- Grille with bright headlight surround provides a uniform frontal surface with flush alignment to adjoining sheet metal
- Bright front contour bumper of one-piece high-strength steel complements sporty front end appearance and provides excellent impact resistance
- All-welded construction of passenger compartment and front end sheet metal (versus conventional bolted-together joints) provides rigidity and improves door, fender and hood alignment
- Standard rectangular halogen headlights provide a desirable premium-level feature on every Bronco II at no extra cost

### At the rear

- Wraparound taillights with lenses of impact-resistant polycarbonate plastic to withstand the effects of hard use
- Flush-fitting fuel filler door in the left quarter panel for a smooth, finished appearance
- Standard fuel cap tethered to the filler pipe to prevent loss after refueling



Bronco II XLT with optional automatic-locking front hubs, cast aluminum wheels, OWL tires, Deluxe two-tone paint and outside swing-away spare tire carrier.



# Standard features

## Body features (cont'd)



Bronco II Standard Interior

### Interior

Bronco II's standard front bucket seats have deeply contoured seat cushions and back pads, with seatbacks that recline for extra comfort. The driver's seat is adjustable through 5½ inches of travel, and the front passenger's seat can be tilted forward on its unique four-link pedestal to provide exceptionally good access to the rear compartment.

The standard two-passenger rear bench-type seat has a split-fold feature so either side can be folded separately to provide additional load space. A foot well depressed into the floor behind the front seats provides additional leg room for the comfort of rear seat passengers. Each rear seatback is carpeted to provide a tailored appearance and a finished look when the seat is folded forward.

A standard minispare tire is stowed in the cargo area behind the left rear seat. Full-length carpeting extends back to cover the cargo floor and there are full trim panels at both rear quarter panels for every trim level. A full-length cloth headliner is also standard, contributing to the car-like trim level of every Bronco II.

### Bronco II instrument panel features:

- Rugged one-piece steel panel with welded-in reinforcements
- Large storage bin and glove box on right side

- Four evenly spaced hi-mount adjustable air ventilation registers
- Low-noise-level 4-speed heater blower and high-level forced air ventilation
- Three defroster nozzles provide full coverage of windshield
- Locking steering column with stalk control levers for wipers, washers, turn signals and headlight high-beam selection. Includes clutch/ignition interlock system

### Doors:

Bronco II's color-keyed vinyl door trim panels cover the inner doors from approximately 3 inches below the window to the bottom. Interior door handles are the recessed flip-type design, black with a bright surround bezel. A vertical push button controls the theft-resistant interior door lock. Foam-cushioned armrests are covered with color-keyed vinyl.

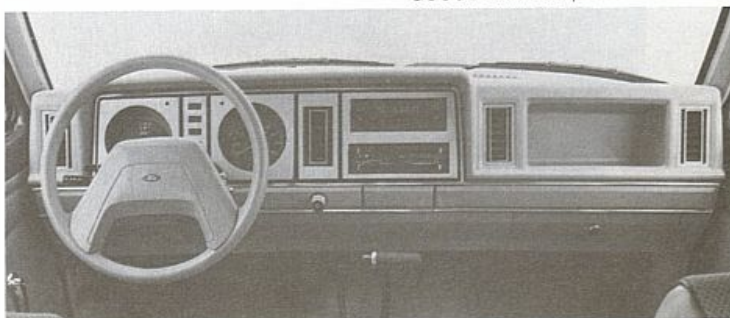
### Liftgate:

Bronco II's liftgate is of one-piece design and includes a push-pull inside bullet lock located to the left centerline on top trim panel.



### Other extra-value features include:

- Full-length 16-ounce color-keyed carpet extends under rear seat (all trims) with integral front and rear floor insulation to help muffle sounds
- Standard 2-speed electric windshield wipers with large 18-inch blades
- Dome lamp (standard) operates when driver's/passenger's door is opened or when headlight switch knob is rotated fully counterclockwise
- Inside hood release convenience
- Black 5½-inch by 4¼-inch outside mirrors on both doors
- Color-keyed padded vinyl sun visors, left-hand and right-hand, are standard
- Color-keyed instrument panel components; "A-frame" soft vinyl steering wheel with center horn function and shroud
- Passenger-door courtesy light switch
- Full engine instrumentation gauges standard
- Transfer case skid plate for added off-road protection



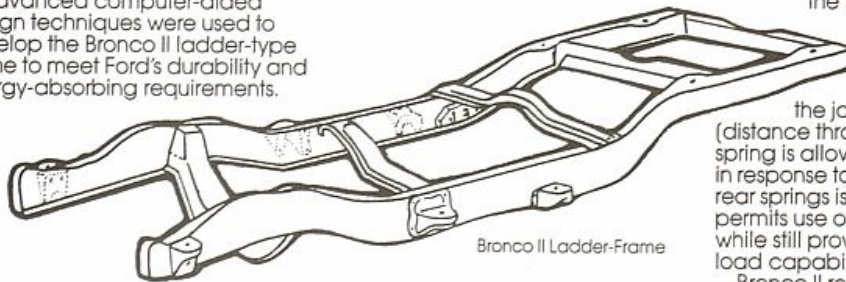
Bronco II Standard Instrument Panel.



# Standard features

## Chassis features Frame

Advanced computer-aided design techniques were used to develop the Bronco II ladder-type frame to meet Ford's durability and energy-absorbing requirements.



Bronco II Ladder-Frame

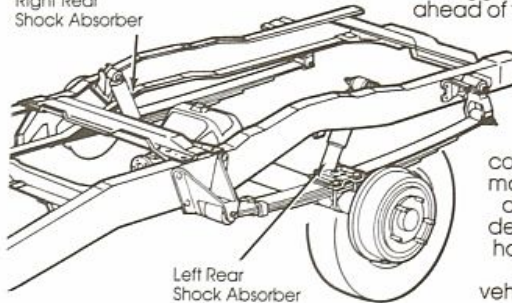
Five crossmembers are used, with the large transmission support crossmember being made of high-strength low-alloy (HSLA) steel. After manufacture, each frame is treated with a paraffin-base rust-preventive coating.

## Twin-Traction Beam front suspension

Ford's Twin-Traction Beam independent front suspension is an American industry "first" for 4x4 pickups. It allows each front wheel to "step over" bumps and navigate rough terrain without affecting the other front wheel. This suspension offers:

- Smoother ride than straight-axle design on and off the road, due to independent action of axles
- Less roll motion than straight-axle design when running on rough roads or climbing obstacles
- Coil-spring suspension designed to handle the severe duty of off-road operation and still provide a comfortable ride

Right Rear Shock Absorber



Left Rear Shock Absorber

Bronco II Leaf Springs with Staggered Shock Absorbers

- Provision for camber adjustment allows the front wheel camber to be set for special loading applications
- Lubed-for-life ball joints eliminate a scheduled maintenance requirement to reduce the cost of operation
- Rubber isolators at mounting points provide reduced transmission of road vibration to driver and passengers

## Rear suspension

Bronco II rear leaf springs are of the single-stage, constant-rate type. For smoother riding qualities,

the jounce travel (distance through which the spring is allowed to move upward in response to a road shock) of rear springs is relatively long. This permits use of softer-riding springs while still providing the required load capabilities.

Bronco II rear shock absorbers are stagger-mounted—one ahead of the rear axle, the other behind the axle.

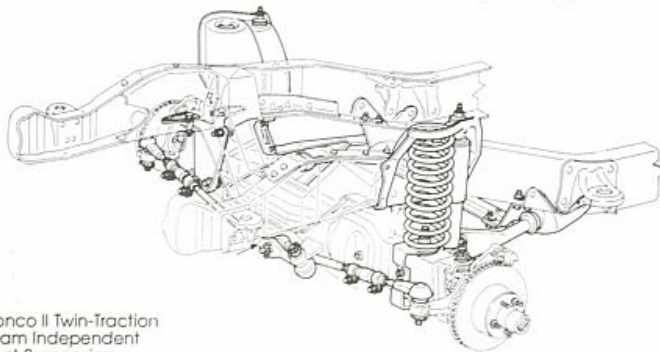
## Computer-selected springs

All Bronco II front and rear springs are computer-selected to match load-carrying ability with the most desirable ride and handling characteristics for the individual vehicle, taking into consideration the

vehicle's payload rating and the weight of all options ordered. The computer selects springs that satisfy these needs and also provide the best ride height, resulting in a pleasing vehicle attitude when empty or loaded.

## Front and rear stabilizer bars

Front and rear stabilizer bars are standard on Bronco II to provide resistance to body roll when cornering or operating on rugged off-road terrain. The front stabilizer bar has a one-inch diameter and the rear stabilizer bar has a three-quarter-inch diameter.



Bronco II Twin-Traction Beam Independent Front Suspension

# Standard features

## Chassis features (cont'd)

### Brakes

**Disc brakes:** Bronco II's standard front disc brakes are the pin rail type in which the brake caliper is attached to the spindle through rubber-filled stainless steel pins inserted in grooves at each end of the caliper. The pins provide low-friction sliding surfaces while maintaining proper caliper position for good pedal feel, smooth braking and reduced brake drag, contributing to fuel economy.

**Power-assisted braking:** Power brakes are standard in Bronco II. The power brake booster, a single-diaphragm unit with an effective diameter of 7.87 inches, utilizes engine vacuum to increase the hydraulic pressure to the brake cylinders in proportion to the foot pressure on the brake pedal. This reduces the pedal effort required to apply brakes.

**Parking brakes:** Bronco II offers convenient foot-operated parking brake application with a hand-operated release handle, similar to the system used in the standard-sized Bronco. The brake warning light on the instrument panel will indicate if the parking brake is applied when the ignition is turned on.

### Steering

Bronco II's standard power steering linkage incorporates ball joints with rubber-filled sockets that never need lubrication, eliminating a maintenance requirement and contributing to down-the-road steering "groove" feel and returnability.

The front-end alignment of every Bronco II is set by computer to very precise specification limits before the vehicle leaves the factory. This feature promotes longer tire tread life.

### Tires/wheels

**Low rolling resistance tires:** Bronco II's P-metric radial tires offer low rolling resistance which contributes to fuel efficiency.

**Standard wheels:** Bronco II features standard steel wheels and full sport wheel covers. Standard wheel size is 15" x 6.0", with a limited-service 16" x 4.0" spare wheel. (The standard 15" x 6.0" wheel is used for the spare when the optional swing-away spare tire carrier is ordered.)

**Spare tire:** The standard lightweight limited-service T125/80D16 bias-ply spare tire is for temporary use at speeds below 50 MPH in an emergency. A full-service spare tire is included with the optional swing-away spare tire carrier.

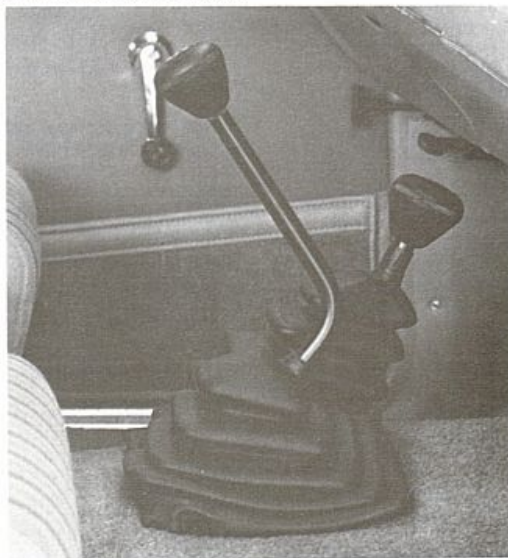
**Match-mounted tires and wheels:** Bronco II wheel and tire assemblies are match-mounted at the factory to achieve lower vibration frequency, contributing to improved ride and less road shake.

### Transfer case

Bronco II is equipped with a two-speed part-time four-wheel drive transfer case with a single selector lever which allows the driver to shift to 2H for normal rear-wheel drive, to

4H for four-wheel drive, or to 4L for geared-down four-wheel drive (when very slow speeds and/or extra pulling power are needed). Neutral (N) disengages all four wheels for towing. The transfer case shift pattern has a lateral crossover when shifting to Neutral or four-wheel drive Low range (4L). This feature plus a positive stop in all drive positions prevents accidental overshifting into Neutral. All shift levers are floor-mounted to keep the transmission and transfer case controls within inches of each other for driver convenience.

- **Neutral Tow Capability**—The vehicle can be towed by placing the range selector in NEUTRAL (N) and setting the manual hubs in the FREE position or disengaging the automatic-locking hubs. The drive shafts do not have to be disconnected. An internal positive-displacement oil pump provides ample lubrication at the maximum towing speed of 55 mph for any distance



Bronco II transfer case shift lever.



# Standard features

## Front wheel hubs



**Standard manual-locking front hubs:** Standard on Bronco II, manual-locking front hubs allow owners the advantage of part-time four-wheel drive and the ability to unlock the front wheels so that front-drive components are not constantly turning while in two-wheel drive mode.

The manual-locking front hubs engage or disengage the front wheels from the drive axles by manually turning the selector bar on the hub to LOCK or FREE.

- In LOCK, the front wheels are locked to the driving axles, and will be driven when the transfer case is placed in the 4L or 4H position. In the 2H transfer case lever position, the front-wheel drive is disengaged, but the rotating front wheels will turn the front axles, the differential, the front drive shaft and associated gears in the transfer case.
- Shifting: If the vehicle is stopped, the driver places the transmission in the NEUTRAL position and selects the desired transfer case shift position. If the vehicle is moving, the transfer case may be shifted between 2H and 4H only, providing that the hub locks are in the LOCK position. Shifting to or from the 4L position requires that the vehicle be fully stopped with brakes applied and the transmission in NEUTRAL with the clutch engaged (pedal out—manual transmission).
- In FREE, the front wheels are completely disengaged from the front driving axles, and the vehicle is driven only by the rear wheels.



**Optional automatic-locking hubs:** With these hubs, the driver does not have to leave the cab to manually engage or disengage four-wheel drive at the front hubs. In fact, there is no dial on these hubs.

With the transfer case in two-wheel drive, the hubs free-wheel, permitting the front axle, drive shaft and transfer case components to remain motionless. The vehicle must be stopped in order to shift into four-wheel drive. With the transmission in NEUTRAL, the transfer case selector lever can be placed in either the 4H or 4L position. The hub locks will automatically engage when the vehicle is driven. Once engaged, the hubs will remain engaged, even in coasting downhill, and they will provide engine braking. To disengage the hubs, the driver merely has to shift back into two-wheel drive and reverse the vehicle direction for a minimum of 10 feet.

## Additional powertrain features

- A clutch/ignition interlock system requires the driver to fully depress the clutch pedal (with a manual transmission) before the engine will start.
- All universal joints, including those in the Twin-Traction Beam front axle shafts, are lubricated for life. The rear axle, double Cardan, universal joint centering ball must be lubricated every 7,500 miles.
- All universal joint slip yokes are protected against contamination by a flexible boot that encloses the yoke. This feature makes possible 30,000-mile maintenance intervals.
- Bronco II's standard and optional front wheel hubs are flange-mounted so they are much easier to remove for front wheel bearing service than the internally mounted types used on many other 4x4s.
- The drive-shaft-to-rear-axle attachment utilizes a circular companion flange which minimizes noise and vibration.

## Electrical system features Computerized electrical system checkout

Before it leaves the factory, every Bronco II undergoes a computerized electrical system checkout to help assure customer satisfaction.

## Fuse panel accessibility

For convenience, the fuse panel is within easy reach under the steering column. The cover, held in place by quick-release fasteners, is simple to remove and reinstall. Included in the panel is one 5-, 10-, 15-, 20- and 30-amp.-spare fuse.

## Maintenance-free batteries

Bronco II batteries, both the standard 40-ampere-hour battery and the optional 63-ampere-hour battery, are of maintenance-free design. With either battery, the owner never has to add water under normal use.

# Key product features

## Power teams

Responsive performance and fuel efficiency are characteristics of Bronco II's 1985 power team lineup. Bronco II offers standard six-cylinder power with a 2.8L V-6 engine or optional turbocharged power and diesel engine efficiency with a 2.3L turbo diesel (late availability). The standard transmission with the 2.8L engine and only transmission available with the turbo diesel is a tough and economical 5-speed manual with overdrive. Additionally, the 2.8L can be equipped with an optional 4-speed automatic overdrive that combines automatic transmission convenience with overdrive efficiency.

## Package and option availability

Bronco II can be tailored to the customer's personal requirements. The base model comes well-equipped with many convenience and appearance features or can be upgraded with two optional trim levels; the XLT trim which provides luxury and convenience or the XLS trim that gives Bronco II a sport vehicle appearance. Bronco II can

also be ordered with an optional trim and equipment package, the Eddie Bauer Bronco II which is outfitted with trim and equipment for the outdoors-minded enthusiast. Additionally, Bronco II has a wide selection of options available including Flip-Open/Removable Quarter Windows, Flip-Up/Open-Air Roof, and Dual or Quad Captain's Chairs, all exclusive to the Bronco II.



## Front suspension

Bronco II includes Ford's exclusive Twin-Traction Beam independent front suspension. This system combines off-road toughness with an independent suspension system and gives Bronco II excellent ride and handling characteristics. Key features of this system include lubed-for-life ball joints, 2750-lb. front axle, front and rear stabilizer bar, tough computer-selected coil springs and an integral differential skid plate.

## Four-wheel drive system

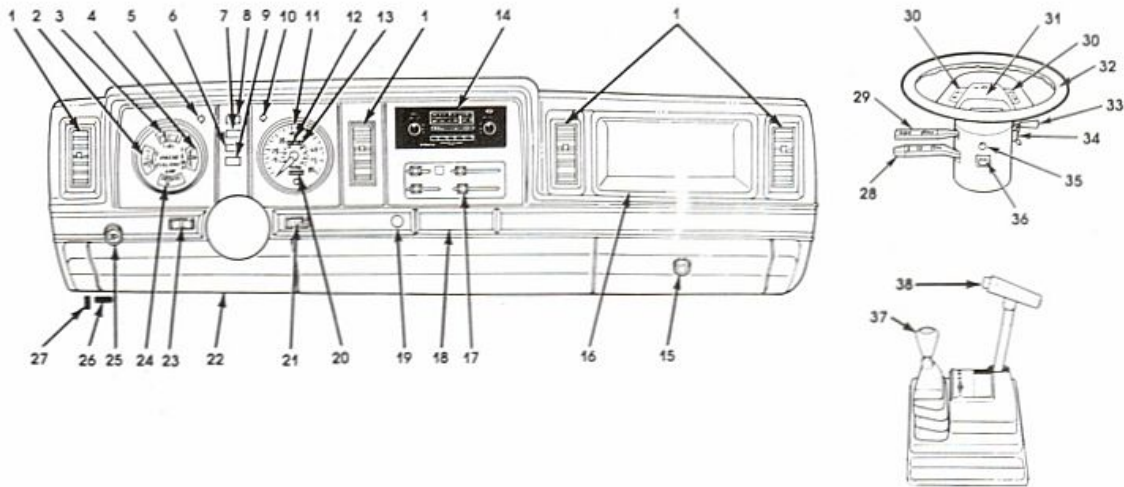
Bronco II's four-wheel drive system, designed for off-road ruggedness, over-the-road stability and economical operation, employs a two-speed part-time transfer case that allows the driver to choose between two- or four-wheel drive operation. With the front axle locked in, it can be shifted from 2H to 4H with the vehicle in motion, and if equipped with optional automatic locking front hubs, this system can be operated totally from inside the vehicle.

## Interior design

Bronco II's interior is designed for driver/passenger comfort and convenience. The instrument panel is ergonomically engineered for the driver's ease of operation. And features such as standard front reclining bucket seats, split/fold rear bench seat and rear seat footwell provide roominess and comfort for passengers.



# Instrument panel



## Instrument panel

1. Instrument Panel Register
2. Engine Oil Pressure Gauge
3. Fuel Gauge
4. Engine Coolant Temperature Gauge
5. Left Turn Signal Indicator
6. Brake and Parking Brake Warning Light
7. Seat Belt Warning Light
8. "Water In Fuel" With Optional 2.3L Turbo Diesel or Emission Maintenance Warning Light
9. 4x4 Indicator Light
10. Right Turn Signal Indicator
11. Speedometer
12. High-Beam Indicator Light
13. Odometer—Optional Cluster
14. Radio
15. Glove Box With Lock
16. Storage Bin
17. Heater/Optional Air Conditioner Controls
18. Ashtray
19. Cigarette Lighter
20. Trip Odometer—Odometer With Standard Cluster
21. Optional Rear Window Defroster Switch
22. Fuse Panel Access Cover
23. Optional Rear Window Wiper/Washer Switch
24. Battery Charge Indicator Light or Gauge
25. Light Switch
26. Hood Release
27. Parking Brake Release Handle

## Steering wheel

28. Windshield Wiper/Washer Control Lever
29. Turn Signal/High-Beam Control Lever
30. Optional Speed Control Switches
31. Horn Pad
32. Steering Wheel
33. Optional Tilt Steering Wheel Adjustment Lever
34. Ignition Lock Cylinder
35. Ignition Key Release Button
36. Hazard Warning Flasher

## Console

37. Transfer Case Shift Lever
38. Transmission Gear Selector Lever (optional automatic shown)

# Standard equipment summary

EXTERIOR	BRONCO II		
	Std	XLT	XLS
<b>BUMPERS</b> —Front and rear, contour-type, Bright	■		
Bright with black end caps		■	
Black with black end caps			■
* <b>GLASS</b> —Tinted windshield with dark band at top	■	■	■
Gray tinted quarter and liftgate windows	■	■	■
Blue tinted side door and vent windows	■	■	■
<b>GRILLE</b> —Two-piece, black with bright surround	■		■
Bright insert with bright surround		■	
<b>LIGHTS</b> —Rectangular halogen headlights (two)	■	■	■
Front turn signals/parking lights (amber)	■	■	■
Front side marker lights and reflectors	■	■	■
Wraparound taillights/turn signals/brake lights with back-up lights and integral rear side markers	■	■	■
Rear license plate lights	■	■	■
* <b>MIRRORS</b> —Door-mounted, fold-away LH and RH, Black, RH includes convex glass	■		■
Bright, low-mount western swing-away, 8"x5", RH mirror includes convex glass		■	
* <b>MOLDINGS</b> —Windshield and quarter windows, black	■	■	■
Front fascia spoiler, black	■	■	
Rocker panel "spats" blend into unique front fascia spoiler, contrasting color			■
<b>ORNAMENTATION</b> —Ford oval emblem, blue, lower LH portion of grille insert and liftgate	■	■	■
"Bronco II" and "buckin' horse" emblem, bright LH and RH fenders	■	■	■
"V-6" emblem, bright LH/RH fenders in front of side marker light	■	■	■
Trim designation plaques, XLT bright metal, LH and RH fenders		■	
Door handles and locks, black	■	■	■
Liftgate handle, black	■	■	■
* "Bronco II" emblem, bright, lower RH corner of liftgate	■	■	■
<b>PAINT/TAPE TREATMENT</b> —Two-color paint stripes		■	
Three-color "XLS" tape treatment, lower bodyside			■
<b>WHEELS</b> —Steel, with sport wheel covers	■		
Steel, argent with bright trim rings, black hub ornaments and bright lug nuts		■	■
<b>INTERIOR</b>			
<b>ARMRESTS, PADDED</b> —Color-keyed (door trim panels)	■	■	■
Color-keyed (rear quarter trim panels)	■		■
Color-keyed, integral with rear quarter trim panels with three storage compartments		■	
<b>ASHTRAYS</b> —Instrument panel and rear quarter trim panels	■	■	■
* With instrument panel courtesy light		■	■
* <b>CARGO AREA LIGHT</b> —Actuated by all doors		■	

\*New or revised for 1985.



# Standard equipment summary

INTERIOR (Cont'd)	BRONCO II		
	Std	XLT	XLS
<b>COAT HOOKS</b> —One at rear of quarter window moldings, and two integral with rear seat grab handles	■	■	■
★ <b>CIGARETTE LIGHTER</b>	■	■	■
<b>COWL SIDE TRIM PANELS</b> —Color-keyed	■	■	■
<b>DOME LIGHT, FRONT</b> —With LH door courtesy switch	■	■	■
★ With RH courtesy switch	■	■	■
<b>DOOR TRIM PANELS</b> —Vinyl, color-keyed	■		
Color-keyed wrapover cloth with color-keyed molding and bright insert, carpeted lower portion with map pocket		■	■
<b>FLOOR COVERING</b> —Carpet, color-keyed, 16-oz, cut-pile, full-length	■	■	■
<b>GLOVE BOX DOOR</b> —With lock	■	■	■
★ With courtesy light		■	■
<b>GRAB HANDLES</b> —For all seating positions, color-keyed	■	■	■
<b>HEADLINER</b> —Color-keyed, cloth, full-length	■	■	■
★ <b>HEATER/DEFROSTER CONTROLS</b> —On the cluster finish panel. Have white graphics and tri-color control band. Provides five airflow selections. Includes black control knobs with white stripe.	■	■	■
<b>INSTRUMENT PANEL</b> —With full color-keyed pad	■	■	■
Pewter-tone instrument cluster applique	■		■
With woodtone instrument cluster applique		■	
★ With Gauge Package	■	■	■
<b>MIRROR</b> —Windshield-mounted, (9½") day-night type	■	■	■
<b>MOLDINGS</b> —Trim, color-keyed windshield pillars	■	■	■
Windshield header	■	■	■
Headliner sides	■	■	■
Rear quarter windows	■	■	■
Shoulder belt D-ring covers	■	■	■
"B" pillars, full-length	■	■	■
"D" pillars, full-length	■	■	■
Rear quarter with armrests	■		■
Rear quarter with integral armrests, storage compartment (open LH and RH compartment; lockable RH bin)		■	
Liftgate	■	■	■
★ <b>RADIO, AM</b> —May be deleted for credit	■		■
★ AM/FM stereo, with two additional speakers in quarter trim panels		■	
<b>SEATS</b> —Color-keyed, front bucket/rear split—folding	■	■	■
Knitted-vinyl trim	■		■
Cloth-and-vinyl trim		■	

\*New or revised for 1985.

# Standard equipment summary

INTERIOR (Cont'd)	BRONCO II		
	Std	XLT	XLS
<b>SEAT BELTS</b> —With shoulder belts, Black	■		■
Color-keyed, with tension eliminator		■	
<b>SCUFF PLATES</b> —Black plastic (liftgate)	■	■	■
Bright aluminum (doors)	■	■	■
<b>SPARE TIRE COVER</b> —Standard inside, color-keyed vinyl	■	■	■
<b>STEERING COLUMN AND SHROUD</b> —Color-keyed	■	■	■
★ <b>STEERING WHEEL</b> —"A-frame," color-keyed, vinyl with center horn function	■	■	■
Includes color-keyed leather wrapping		■	
★ <b>SUN VISORS</b> —Color-keyed, padded, LH and RH, with clip band, driver's side	■	■	■
With vanity mirror, RH side		■	■
<b>VENT WINDOW</b> —Door, LH and RH, tinted glass, pivoting		■	■
★ <b>WINDSHIELD</b> —Tinted glass with dark band at top	■	■	■

★New or revised for1985.

# Power team and tire/wheel availability

## POWER TEAMS

ENGINE	TRANSMISSION★	
	5-Speed Manual Overdrive	4-Speed Automatic Overdrive
★ 2.3L Turbo Diesel I-4 <sup>(1)</sup>	○	—
2.8L 2V V-6	\$	○

○ = Optional \$ = Standard

NOTE: Refer to Powertrains section for axle ratios.

<sup>(1)</sup> Late availability.

★New or revised for1985.

## TIRES/WHEELS

TIRE SIZE	BELT TYPE (TUBELESS)	TIRE TYPE			STANDARD WHEEL SIZE <sup>(2)</sup> 5 HOLE 4.5 B.C.
		Highway Black Sidewall	All-Terrain Black Sidewall	All-Terrain Raised White Letter	
★ P195/75R15SL	Steel	\$	○	○	15 x 5.5/15 x 6.0
★ P205/75R15SL <sup>(1)</sup>	Steel	—	—	○	15 x 5.5/15 x 6.0

○ = Optional \$ = Standard

<sup>(1)</sup> Required tire with Snow Plow Special Package.

<sup>(2)</sup> 15" x 6.0" wheel is used with standard trim only. All other trim levels and Snow Plow Package use 15" x 5.5" wheels.

NOTE: Full-size spare is only available as part of the outside swing-away spare tire/wheel carrier option. Standard spare is limited-service T125/80D16.

★New or revised for1985.



# Optional equipment summary

For complete option descriptions plus illustrations of major options, refer to the Options Section.

REGULAR PRODUCTION OPTIONS		Bronco II Std	XLT	XLS
	<b>AIR CONDITIONING</b> —Includes 60-amp. alternator, high-capacity cooling radiator and auxiliary transmission oil cooler with optional automatic transmission	○	○	○
★	<b>AXLE, FRONT</b> —2750 lbs. Limited-Slip—3.73:1/4.10:1 ratio, available with rear Traction-Lok only. Requires swing-away spare tire carrier. Not available with automatic-locking hubs	○	○	○
★	<b>AXLE, REAR</b> —2640 lbs. Ford Traction-Lok	○	○	○
	<b>BATTERY</b> —63-amp.-hour, maintenance-free. Not available with 2.3L Turbo Diesel	○	○	○
★	<b>BUMPERS</b> —Bright front and rear contour with black end caps	○	\$	—
★	Trailer towing, 2000-lb. rating with hitch plate, bright and black (availability TBD)	○	○	○
	<b>CAPTAIN'S CHAIRS</b> —Dual front, not available with floor console	—	○	○
	Quad, not available with carpet delete, floor console. Requires outside spare	—	○	○
★	<b>CARGO COVER</b> —Window-shade-type. Requires outside swing-away spare tire carrier	○	○	○
	<b>CARPET DELETE</b> —Deletes standard carpet except on rear split-fold bench seatbacks. Not available with floor console, Eddie Bauer Package or quad Captain's Chairs	○	—	—
★	<b>CONSOLE</b> —Floor. Not available with carpet delete, dual quad Captain's Chairs or 2.3L Turbo Diesel	○	○	○
	Overhead. Not available with flip-up/open-air roof	—	○	○
★	<b>EDDIE BAUER BRONCO II</b> —Includes XLT trim. Not available with 2.3L EFI engine, carpet delete, white sport wheels, optional two-tone paint, sport tape stripe, deluxe wheel trim, Snow Plow Special Package or floor console	—	○	—
	<b>EMISSIONS SYSTEM</b> —California—Required and available only in California	○	○	○
	High Altitude—required in designated high altitude areas only	○	○	○
	<b>ENGINE COOLING, SUPER</b> —Included with Trailer Towing Package, recommended with Snow Plow Special Package	○	○	○
★	<b>ENGINES</b> —2.3L Turbo Diesel I-4 (late availability)	○	○	○
	<b>HUBS, AUTOMATIC-LOCKING</b> —Not available with Snow Plow Special Package or Limited-Slip front axle	○	○	—
★	<b>MIRRORS</b> —Bright outside western low-mount swing-away. 8"x5" both doors. RH mirror includes convex glass	○	\$	—
	<b>PAINT, TWO-TONE</b> —Regular. Not available with deluxe two-tone or Eddie Bauer Package	○	○	○
	Deluxe. Not available with regular two-tone or Eddie Bauer Package	○	○	—
★	<b>POWER CONVENIENCE GROUP</b> —Includes power door locks, windows and liftgate lock	○	○	○

○ = Optional    \$ = Standard

★ New or revised for 1985.

# Optional equipment summary

REGULAR PRODUCTION OPTIONS (Cont'd)		Bronco II Std	XLT	XLS
*	<b>RADIO</b> —Includes cowl-mounted flexible antenna and two instrument-panel-mounted speakers. Stereo radios include two additional speakers mounted in quarter trim panels. All radios have five push buttons and "T" traveler's advisory indicator.	○	○	○
	AM Radio Credit, deletes standard AM radio	○	—	○
	AM/FM stereo	○	<b>S</b>	○
	AM/FM stereo with cassette tape player	○	○	○
	Electronic AM/FM stereo with cassette tape player	—	○	○
	Premium Sound System, available only with stereo radios	○	○	○
	<b>ROOF, TILT-UP/OPEN-AIR</b> —Removable. Includes storage bag and tie-down straps. Not available with overhead console.	○	○	○
	<b>SEAT TRIM</b> —Cloth and vinyl	○	<b>S</b>	○
	<b>SHOCK ABSORBERS</b> —Heavy-duty front and rear. Included with Snow Plow Special Package	○	○	<b>S</b>
	<b>SKI RACK</b> —Removable. Not available with flip-open removable quarter windows	○	○	○
*	<b>SNOW PLOW SPECIAL PACKAGE</b> —Not available with automatic-locking hubs, manual transmission, Eddie Bauer Package or Limited-Slip front axle. Requires 2.8L V-6 engine and automatic transmission	○	○	—
	<b>SPARE TIRE CARRIER</b> —Outside swing-away. Required with flip-open quarter windows, quad Captain's Chairs, cargo cover and rear Traction-Lok axle	○	○	○
*	<b>SPEED CONTROL/TILT STEERING WHEEL</b> —Combines 15" 5-position tilt steering wheel with speed control	○	○	<b>S</b>
	<b>TRAILER TOWING PACKAGE</b> —Includes Super Cooling Package, trailer towing wiring harness, heavy-duty turn signal flasher and (with an automatic transmission) an auxiliary transmission oil cooler. 63-amp.-hour battery is recommended	○	○	○
*	<b>TRANSMISSION</b> —4-speed automatic overdrive	○	○	○
	<b>WHEELS</b> —Cast aluminum, set of 4 with standard steel spare wheel. Included with Eddie Bauer Package	○	○	○
	White sport styled steel, set of 4 with standard steel spare wheel. Not available with Eddie Bauer Package	○	○	—
	<b>WINDOWS</b> —Flip-open rear, not available with rear window wiper/defroster	○	○	○
	Flip-open/removable quarter, includes vinyl storage bag. Not available with ski rack. Requires outside swing-away spare tire carrier (delayed availability)	○	○	○
	Pivoting Vent Windows	○	<b>S</b>	<b>S</b>
	<b>WIPER/DEFROSTER</b> —Rear window, includes wiper, washer and defroster. Not available with flip-open rear window	○	○	○

○ = Optional    **S** = Standard

\*New or revised for 1985.



# General specifications

## Standard equipment specifications

MODEL AND SERIES	BRONCO II
WHEELBASE (In.):	94.0
POWERTRAIN: Engine—Application	50 States
—Displacement	2.8L (171 CID)
—Type	2V V-6
★ Transmission—Type	Manual Overdrive
★ —Speeds	5-Speed
★ —Low/High Gear Ratios	3.97:1/86:1
Clutch Diameter	9"
Transfer Case—Type	Part-Time, 2-Speed
—Low/High Gear Ratios	2.48:1/1.00:1
Fuel Tank Capacity	23.0 Gal. (87 L)
SUSPENSION, FRONT: Front Axle—Type	Twin-Traction Beam IFS
—Capacity	2750 lbs.
★ —Ratio	3.73:1
Front Springs—Type	Coil, Computer-Selected
—Rating	1970 lbs. @ Gd. Combined (Min.)
Stabilizer Bar	1" Diameter
Front Shock Absorbers	1"
Front Hubs	Free-Running, Manual Control
Steering—Type	Power, Ford XR-50
—Ratio	18.5:1
SUSPENSION, REAR: Rear Axle—Type	Semi-Floating, Ford
★ —Capacity	2640 lbs.
★ —Ratio	3.73:1
Rear Springs—Type	Leaf, Single-Stage Constant-Rate
—Rating	2165 lbs. @ Gd. Combined (Min.)
Stabilizer Bar	0.75" Diameter
Rear Shock Absorbers	1"
BRAKES: Front Disc Brakes—Size	276 mm Diameter
—Type	Single-Piston, Floating-Caliper
Rear Drum Brakes—Size	9.0" x 1.75"
—Type	Self-Adjusting
Power-Assist Unit—Type	Single Diaphragm
—Effective Diameter	7.87"
Parking Brake (Rear Brakes)	Foot-Operated, Handle Release
ELECTRICAL: Alternator Rating	40 Amperes, 600 Watt
Battery—Type	Maintenance-Free
—Ampere-Hours	45
—Cold Crank Amps.	380
FRAME: Type	Single-Channel, 5 Crossmembers, 36,000 psi Steel
Section Modulus	2.37 cu. in.
WHEEL AND TIRES: Road Wheels (4)—Type	5-Hole Disc
—Size	15" x 6.0" JJ
Spare Wheel—Type	Limited-Service
—Size	16" x 4.0"
Road Tires (4)—Type	Tubeless Steel-Belted Radial-Ply, BSW
—Size	P195/75R15SL
Spare Tire—Type	Limited-Service, BSW
—Size	T125/80D16
Spare Carrier Location	Inside, Left Rear Side Wall

\*New or revised for 1985.

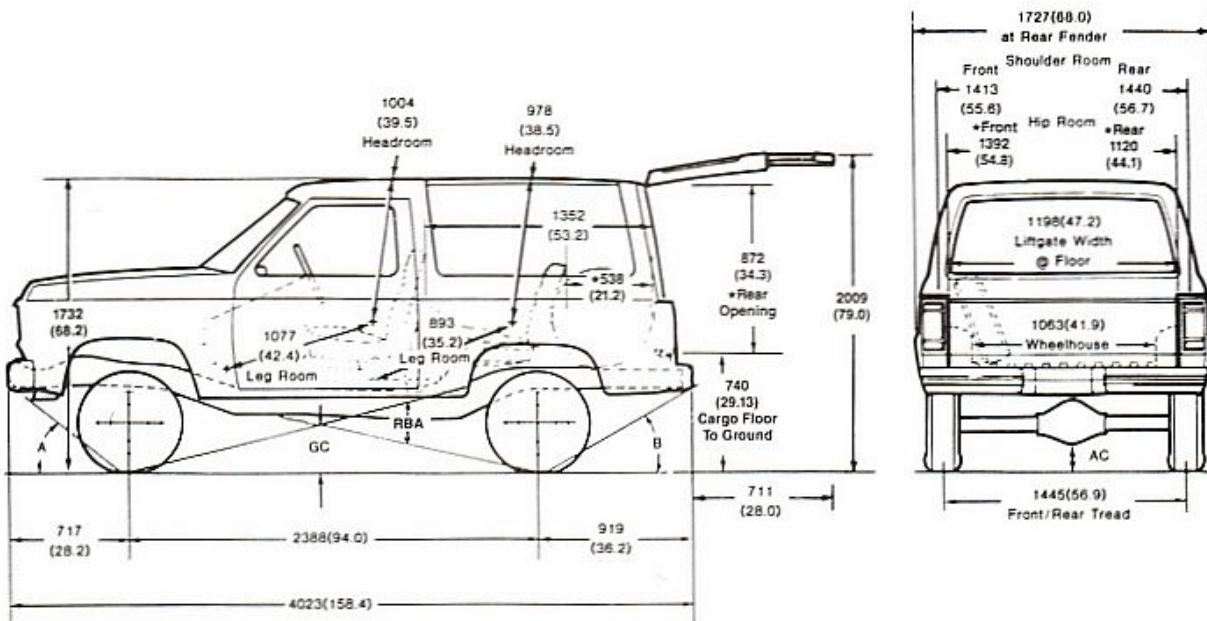
# General specifications

## Dimensions and weights

Dimensions are for the base model with standard equipment, unless stated otherwise. Angles and

ground clearance dimensions are at full load specified for the base (4-passenger seating) vehicle.

Weights include standard equipment, fuel, water and oil.



MODEL	APPROACH ANGLE (A)	RAMP BREAKOVER ANGLE (RBA)	DEPARTURE ANGLE (B)	GROUND CLEARANCE (GC)	AXLE CLEARANCE (AC)		BASE CURB WEIGHT* (LBS.)		
					Front	Rear	Front	Rear	Total
Series Occupants									
U-14 4	29.5°(1)	25.1°	24.8°	9.29"	6.51"	6.87"	1696	1531	3227

(1) 33.0" with XLS trim.  
\*New or revised for 1985.

## Occupant and cargo capacities

SEATING	PASSENGERS	MINIMUM WEIGHT CAPACITY <sup>(1)</sup> (lbs.)	MAXIMUM CARGO VOLUME (cu. ft.)	CARGO AREA LENGTH <sup>(2)</sup> (in.)
Front Bucket Seats Plus				
Rear Bench Seat				
— Rear Seat Upright	4	600	25.6	53.2
— Rear Seat Folded	2	600	64.9	21.0

(1) Minimum occupant, luggage and cargo combined weight capacity as provided by computer-selected GVWR for the specific vehicle.  
(2) Length from tailgate to nearest upright seatback.

## Bronco II turning diameters

WHEELBASE	CURB-TO-CURB	WALL-TO-WALL
94.0 inches	32.35 feet	34.42 feet

NOTE: Turning diameter is measured with standard P195/75R15SL tires.