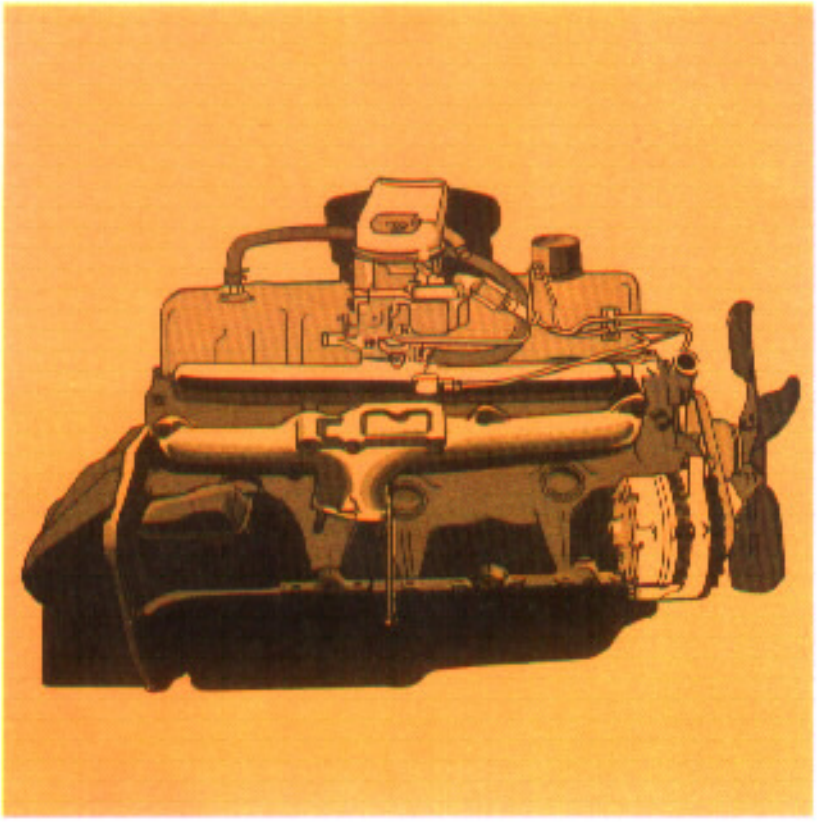
BRONCO has spirited Big Six power

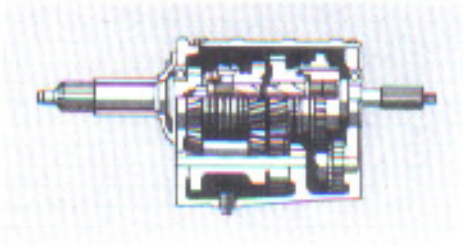


POWER . . . The big 170-cubic-inch six-cylinder engine in the Bronco is the most powerful standard engine in any utility vehicle and provides all the power and performance needed for both maximum hill climbing ability and satisfactory highway speeds. This proven engine incorporates the following features:

- Aluminum-alloy pistons with steel struts for controlled expansion, long life
- Chrome-plated cast iron top ring for longer ring life
- Chrome-plated oil rings with expander for improved oil economy
- Individual large intake valve ports for freer breathing and power
- Integral valve guides for cooler running valves
- Full-pressure lubrication for longer-lasting bearings
- Full-flow, two-stage oil filter for longer engine life
- Full-circle water jackets for more even expansion, less wear

ENGINE SPECIFICATIONS—170-CU. IN. SIX

MAX. GROSS HORSEPOWER @ RPM	105 @ 4400
MAX. NET HORSEPOWER @ RPM	89 @ 3800
MAX. GROSS TORQUE (lbs-ft)	158 @ 2400
MAX. NET TORQUE (lbs-ft)	146 @ 2400
BORE AND STROKE (in.)	3.5 x 2.94
COMPRESSION RATIO	9.1 to 1
NO. OF CYLINDERS	6



3-SPEED TRANSMISSION . . . Synchronized in all three forward speeds, Bronco's transmission can be downshifted into low without gear clash and without stopping and losing momentum when the going gets rough in mud or snow. The shift lever is on the steering column, leaving more clear space on the floor.

THROUGH-DRIVE TRANSFER CASE . . . When operating in 2-wheel drive, the transfer case gears are disengaged. This minimizes gear noise and increases gear life. Also, the Bronco transfer case incorporates an exclusive safety feature that prevents jumping out of 4-wheel drive on steep grades.

SINGLE SHIFT LEVER FOR TRANSFER CASE . . . Bronco's transfer case with single control lever can be shifted from 2-wheel drive to 4-wheel drive in high range without stopping or clutching. The lever has four shift positions: 4H—4-wheel drive direct (high); 2H—2-wheel drive direct (high); N—Neutral (for P.T.O. operation); and 4L—4-wheel drive low.