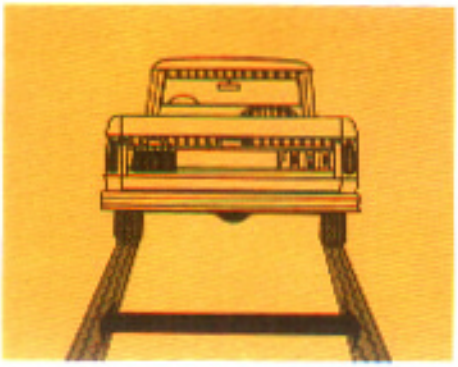
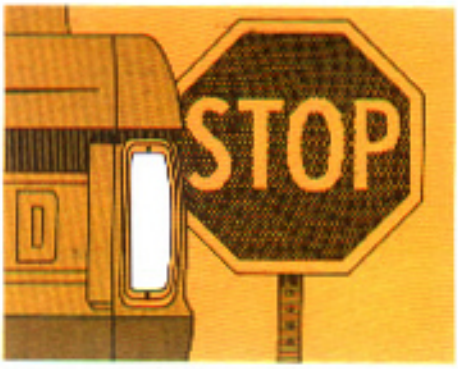
and outhandles them all

TURNING . . . The Bronco turns in a 33.6-ft. turning diameter . . . less than any other comparable utility vehicle. This ability to turn in a small area comes in mighty handy going 'round obstacles.



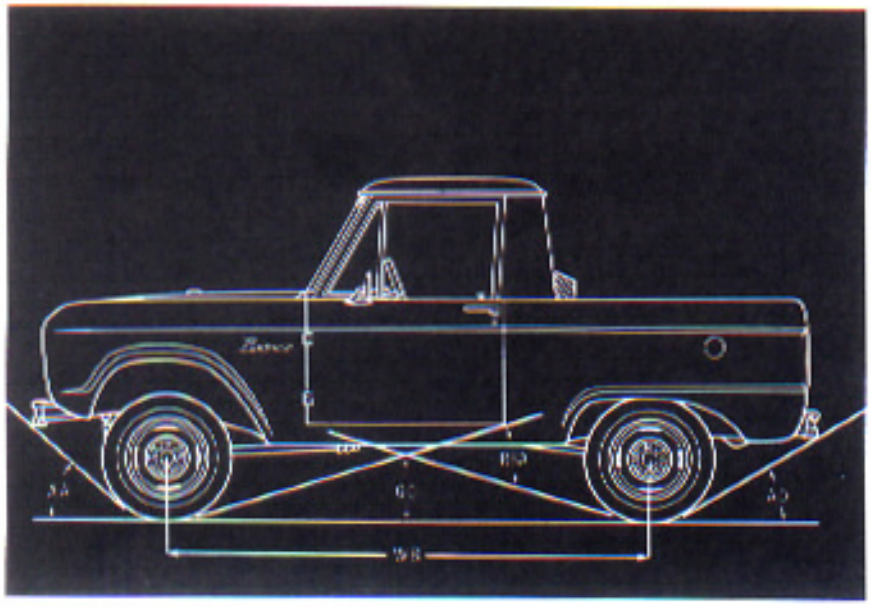
STABILITY . . . A wide 57-in. track for Bronco's front and rear axles reduces side sway on the highway and provides "trail-hugging" stability when traversing steep hills.



BRAKES . . . Bronco has big brakes for its class, 11 x 2 inches in front and 10 x 2½ inches in the rear for reliability and durability. Foot-pedal parking brake is standard.

SUPERIOR OFF-ROAD ABILITY

Bronco has the ability to maneuver steep grades and uneven terrain without getting hung up or damaging the chassis, body or drive train components. Of prime importance are the angle of approach, angle of departure, ramp breakover angle, ground clearance and the particular point of contact involved in each case. Bronco has distinct advantages in these areas as shown in the comparison table below.

	BRONCO		SCOUT*		CJ-5 JEEP*
Tires	7.35x15	6.00x16	6.00x15	8.00x15	5.90x16
Wheelbase (WB)	92"	92"	100"	100"	80"
Angle of Approach (AA)	60°	44°	45° (45.5°)	(35°)	46°
Angle of Departure (AD)	[illegible]	32.2°	35° (30.6°)	(29.75°)	36°
Ramp Breakover Angle (RBA)	20.4	31.0°	23.5° (21.2°)	(27.5°)	20° (21.5°)
Ground Clearance (GC): Front Axle	[illegible]	5.45"	9.25" (8.2")	(9.0")	8.62"
Rear Axle	8.5"	8.4"	11.25" (8.2")	(9.4")	8.0"
Spring	11.6"	11.2"	10.2" (10.6")	(11.5")	9.2"
Turning Diameter (Bumper Clearance)	33.6'	33.6'	42'	43'	36.6'

*Comparative figures shown are based on 1966 vehicles and taken from published data book information. Figures shown in parentheses were measured by Ford Engineering on the same vehicles used in comparing Bronco's specifications.