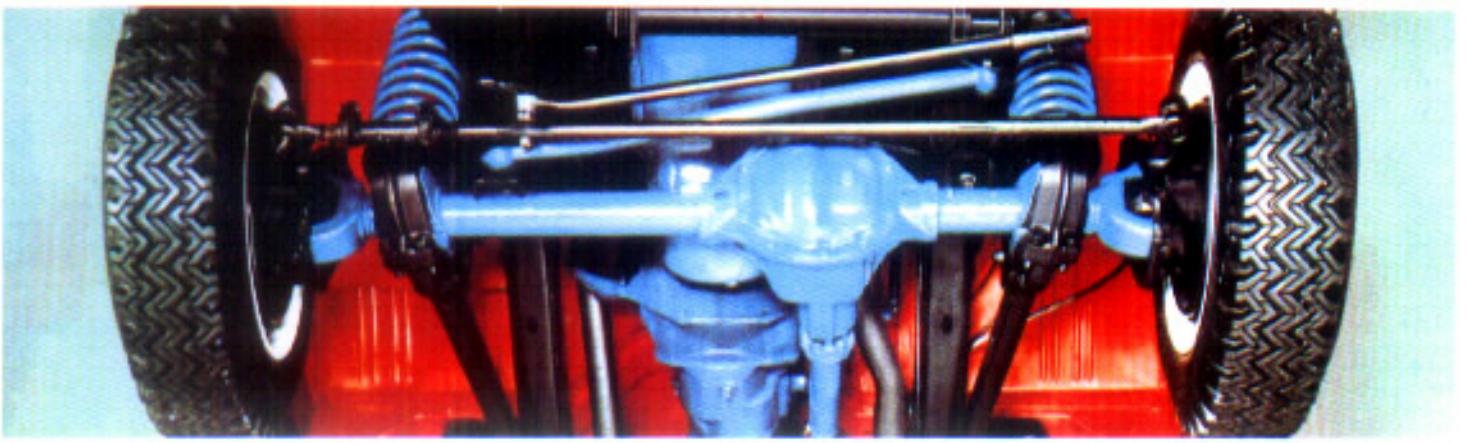
Exclusive Mono-Beam suspension flattens rough trails and lets you cruise smoothly on highways

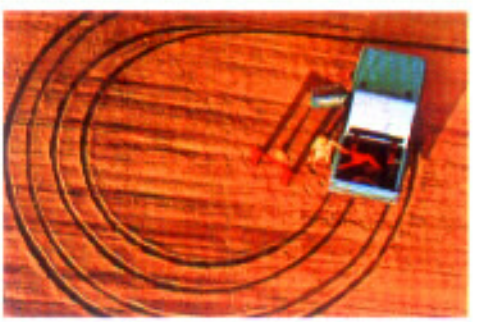
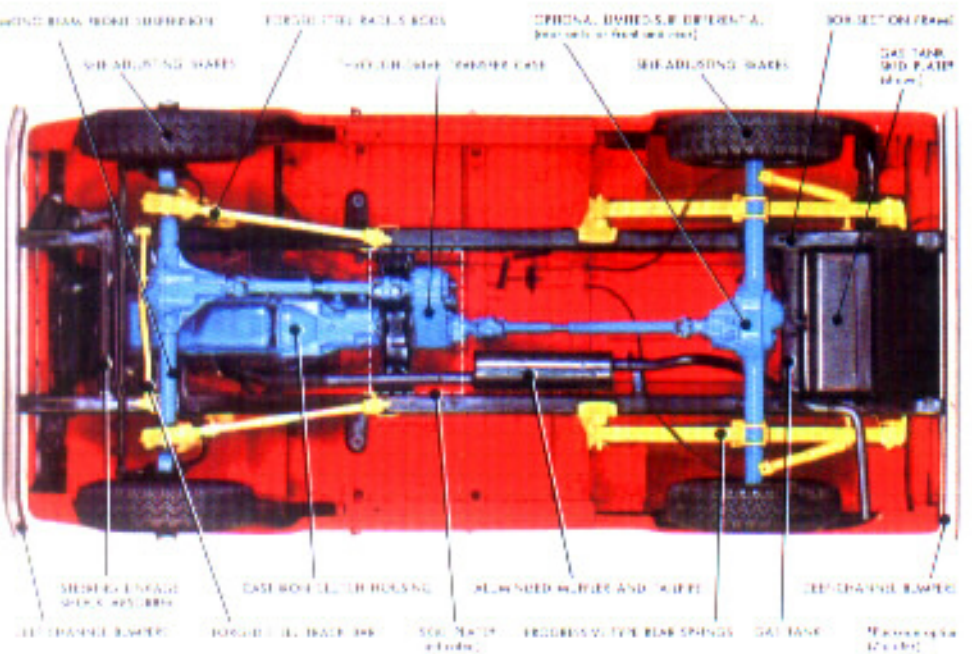
Bronco's Mono-Beam front suspension provides the finest ride of any vehicle of its type . . . combined with the greatest cross-country durability and maneuverability. Rugged, resilient coil springs and sturdy forged-steel radius rods, attached to the axle and frame through shock-absorbing rubber insulators, are built to take it . . . and take the bumps, too! A forged-steel track bar extending across the front provides lateral stability.

Bronco's strong, proven front axle design virtually eliminates wheel shimmy. Kingpins feature high-density polyurethane filled bearing caps that compensate for wear . . . prolong the life of kingpin bearings. A special steering-linkage shock absorber is standard for added protection against severe jolts in off-road operations.



Wide-track stability . . . Bronco has the widest track in its class (57.4-inch) for both front and rear axles. Bronco has less side sway on the highway . . . provides trail-hugging stability on hillsides.

Sharp-turning maneuverability . . . wide-track front axle with 37° turn angle lets Bronco turn in a small 33.6-foot circle . . . sharper than any other vehicle in its class.



Off-road brute strength! Bronco is rugged all-the-way through with an all-welded box-section frame, forged-steel radius rods, high-capacity axles, channel bumpers, and big brakes. And for '69, Bronco features additional strength in side rocker panels, door frames, floor pillar junctions, and stronger door hinges. New body sealing keeps out dust and road splash. Bronco's fully synchronized 3-speed transmission allows you to downshift into first gear without gear clash and maintain momentum through mud holes or snow banks.