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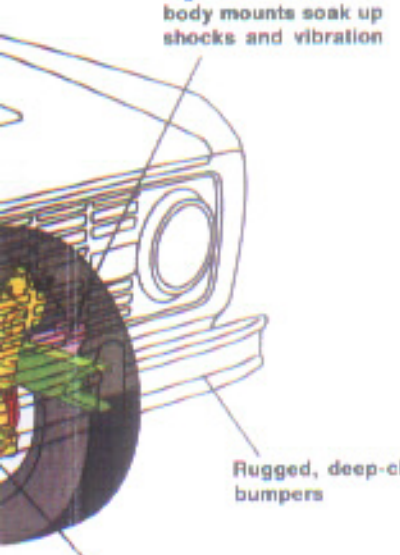
Exclusive Mono-Beam front suspension with resilient coil springs

Choice of big 302-cu. in. V-8 or thrifty 170-cu. in. Six

Eight rubber-cushion body mounts soak up shocks and vibration



Rugged, deep-channel bumpers

Sturdy, forged-steel track bar provides lateral stability

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Conquering off-road obstacles is a natural for Bronco...that's the way it was designed!

Excellent ground clearance. Bronco combines optimum ground clearance amidships with a big ramp breakover angle to allow crossing over high projections. Bronco's excellent angles of approach and departure provide greater freedom from hangups when approaching or leaving steep inclines and ditches.

Superior maneuverability. Maneuvering around boulders and other off-road obstacles is a cinch with a nimble Bronco. Wide-track front axle with 37° turn angle provides best maneuverability of any 4-wheeler. Bronco can turn in a small 33.6-foot circle—tree to tree—sharper than anything in its class.

Heavy-duty front axle. Bronco's exceptional ability to get up and over high obstructions is matched by its ability to take it when crashing down. Punishing shock loads are just routine off-road work for Bronco's heavy-duty front axle. And rugged Mono-Beam front suspension provides stronger support for the big axle.

Slope-hugging stability. Bronco has the optimum track width. Wheels are set wide apart for excellent off-road stability, yet narrow enough to negotiate twisting paths and trails. And Bronco's "identical track" front and rear axles allow the rear wheels to follow in the same path made by the front wheels for easier trailblazing.

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reinforces durability. This is accomplished through the use of strong, easy-riding coil springs and sturdy forged-steel radius rods that attach the heavy-duty axle to the all-welded box section frame. Heavy rubber insulator mounts absorb shocks. Forged-steel track bar extends across the front providing lateral stability.

Bronco's proven front-end design also features high-density polyurethane-filled kingpin bearing caps that automatically compensate for wear and help prolong bearing life. A special steering-linkage shock absorber is standard for added protection against violent jolts in off-road operations.

Lively power to storm hills, pull trailers, and plow deep drifts. The big, performance-proven 302-cu. in. V-8 is a popular option. Spirited 170-cu. in. Six is standard. Both engines are equipped for steep grades with special carburetor and fuel pump. Broncos feature optimum power-to-weight ratios for stay-ahead performance on trails or turnpikes.

Engine specifications	170 Six* (standard)	302 V-8 (optional)
Displacement	170 cubic inches	302 cubic inches
Bore and Stroke (in.)	3.5 x 2.94	4.0 x 3.0

*Not available in California