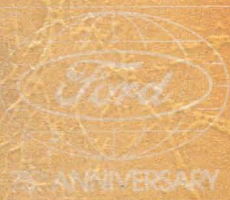


1978

FORD
BRONCO



We Begin Our 75th Year



Dear Customer:

On June 16, 1977, Ford Motor Company began its 75th year. This will be followed by Ford of Canada's anniversary of incorporation on August 17, 1979. These are milestones that should not pass unnoticed if we are to learn from the past to improve the future.

When my grandfather founded Ford Motor Company on June 16, 1903, he had a primary purpose in mind. As a farm boy he knew from first-hand experience that farming could be back-breaking work and he knew that machinery could ease the burden. He saw the automobile as a piece of machinery. He envisioned the car, not as a luxury vehicle for the rich, but as a means for the average man to make his life — and his family's — easier and happier.

It soon became apparent that the car not only would ease man's burden, but that it also would enable him to enjoy a fuller life. Almost from the beginning it did just that. With new leisure time people began to take motor trips. North America unfolded beyond the windshield — the Rockies,

Yellowstone, the Atlantic coast, the shores of the Pacific, the Prairies, the palms of Florida, all became accessible in a way that was not possible before.

I am especially proud of the fact that Ford Motor Company, the oldest automobile company in the United States, and Ford of Canada, the oldest manufacturer of automobiles in Canada, helped lead the way. And although we have grown from a very small company to a multinational enterprise that serves millions of customers throughout the United States and Canada and in 185 overseas markets, we at Ford will be rededicating ourselves this 75th year to the principles upon which our company was founded.

In our 1978 models, we are creating and building the best products in our history right now — and they are backed by a worldwide dealer organization dedicated to good service and customer satisfaction. In fact, some of our dealerships have been in business as long as we have, and we are proud to share this milestone with them — and with you, our customers and friends.

Henry Ford II

INTRODUCTION

Welcome

Ford welcomes you to the growing group of people who own and drive Ford-built vehicles. We take great pride in the long tradition of quality products and great values that the Ford name represents.

How To Use This Guide

Each year Ford introduces new features designed to increase your driving pleasure. This Owner's Guide will familiarize you with these improvements and acquaint you with the safest operation of your vehicle. While no guide can anticipate every possible use, it should be read from cover to cover carefully and kept handy for ready reference.

Read the Guide carefully and become familiar with all instruments and controls. Learn the techniques for operating and maintaining the vehicle. Always drive defensively; safe driving is your responsibility.

As you would do with all quality equipment, keep your vehicle in good working order. This Guide provides essential information for proper service and periodic maintenance, including charts with vehicle specifications and capacities. Carefully adhere to these.

In the back of the Guide there are some convenient forms for do-it-yourself mechanics to order truck shop manuals.

By following the various recommendations throughout the Guide and always handling your vehicle in a safe and prudent manner, you can help to assure yourself of enjoyable, trouble-free, and economical driving pleasures.

This Guide is intended to be a permanent part of your vehicle. Keep it in the vehicle as a ready reference for anyone who may drive it. Your Ford dealer is pleased to answer any questions about the operation and maintenance of your vehicle and will provide you with additional information should you require it. He is glad to help you.

INTRODUCTION

Because Ford Motor Company offers a great variety of options, components and features on its numerous models, the equipment described in this Guide and the various illustrations may not all be applicable to your particular vehicle. If you have questions, always check with your dealer.

Equipment Requirement Regulations

Regulations such as those issued by the Federal Highway Administration or issued pursuant to the Occupational Safety and Health Act (OSHA), and/or state and local laws and regulations may require additional equipment for the way you intend to use the vehicle. It is the responsibility of the registered owner to determine the applicability of such laws and regulations to his/her intended use for the vehicle, and to arrange for the installation of required equipment. Your Ford dealer has information about the availability of many items of equipment which may be ordered for your vehicle.

NOTE — The descriptions and specifications contained in this Guide were in effect at the time it was approved for printing. Ford Motor Company reserves the right to discontinue models at any time, or to change specifications or design without notice and without incurring obligation.

Service Assistance

Your dealer is vitally interested in your complete satisfaction with the vehicle you purchased from him. He is anxious to see that all of your maintenance and service needs are quickly and courteously completed.

To assist dealers in this effort, Ford has established district and regional offices throughout the U.S. and Canada. Should you feel that you require service assistance beyond that which your dealer is providing, the Ford Motor Company District or Regional Office in your area will be pleased to work with you and your dealer. There is more about the function of the district or regional offices on page 126. These offices are listed by area on pages 126-128 with the address and telephone number of each.

Warranties

The general warranty and emission control system warranty covering this vehicle are stated in detail in the Warranty Facts Booklet. Read this booklet carefully; it states in precise terms everything that is covered in the warranty. Refer to page 99 for Maintenance Services and Record Retention information.

INTRODUCTION

Design Features

Every 1978 Bronco includes the following Ford Motor Company Lifeguard Design Features:

- ☐ Dual hydraulic brake system with warning light
- ☐ Glare reduced instrument panel padding, steering hub, rearview mirror/mirror mounting and windshield pillars
- ☐ Safety designed door handles
- ☐ Combination lap-shoulder seat belts with emergency locking retractors for front outboard occupants; lap belts with automatic locking retractors for rear seat outboard positions when equipped with the rear flip seat option; and manually adjustable lap belts at all other seating positions
- ☐ Driver seat belt warning light and buzzer
- ☐ Turn indicators
- ☐ Inside yield-away rear-view mirror
- ☐ Padded sun visor
- ☐ Two-speed windshield wipers
- ☐ Windshield washers
- ☐ Impact absorbing laminated safety glass windshield
- ☐ Double-yoke safety door latches and safety hinges
- ☐ Hazard warning flasher
- ☐ Backup lights
- ☐ Side marker lights
- ☐ Outside rear view mirrors on both sides
- ☐ Corrosion-resistant brake lines
- ☐ Uniform transmission shift quadrant (on all vehicles equipped with automatic transmission)
- ☐ Parking lamps coupled with headlamps
- ☐ FMVSS accelerator controls
- ☐ Flame resistant interior materials
- ☐ Illumination of specific controls.

Vehicle Identification

National Highway Traffic Safety Administration Regulations require that a certification decal be affixed to each completed vehicle. The decal indicates the month and year of manufacture of the completed vehicle, among other things. On Bronco, this decal is located on the driver's door rear pillar. Further information about the certification decal and the information contained on it may be found on page 46-48 of this Guide.

Each Bronco vehicle contains a vehicle warranty number which is stamped on the rating plate attached to the rear face of the left front door lock panel.

The model year of the vehicle may be determined from the unit number which consists of the last six characters in the warranty number on the rating plate. 1978 Model year Bronco's have unit numbers of AE0000 through CK9999.

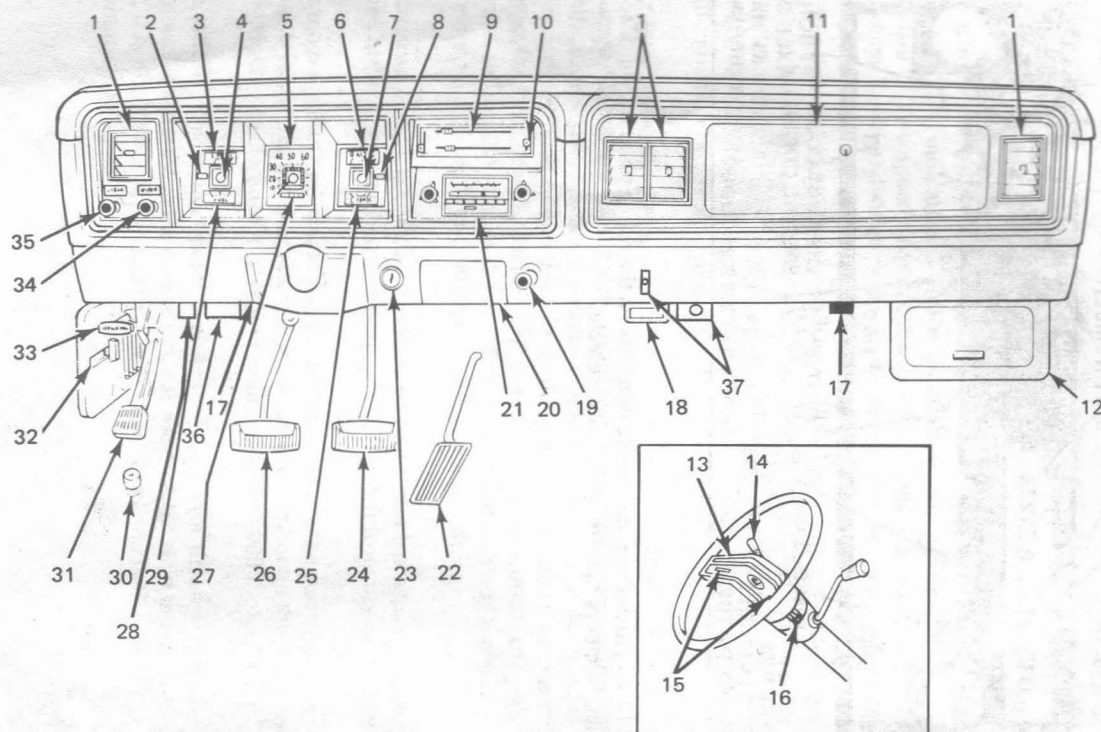
The official vehicle identification number (V.I.N.) for title and registration purposes is stamped in the engine compartment on the right hand frame side rail; it is also listed on the safety certification decal and is the same as the warranty number.

INTRODUCTION

RATING PLATE - SAMPLE

SERIES - LETTER AND FIRST TWO DIGITS OF SERIES DESIGNATION		ENGINE	ASSEMBLY PLANT	UNIT NUMBER	TRANSMISSION	REAR AXLE
WARRANTY NO. IF GAWR OR GVWR LOAD CAPACITY IS EXCEEDED						
U15 HL AE1234						
↑ WARRANTY NO. ADEQUATE TIRES REQ'D FOR AXLE LOADINGS						
WB	COLOR	TYPE/G.V.W.	BODY	TRANS	AXLE	
104	B	U151	K34	A	14J	
6400			1978	33	SO	
MAX G/VWR LBS.		WHEELBASE	TYPE/G.V.W.	MODEL YEAR	DISTRICT CODE SPECIAL ORDER NUMBER	
MAXIMUM GROSS VEHICLE WEIGHT RATING		COLOR CODE	CAB OR BODY TYPE/TRIM CODE	FRONT AXLE OR POWER STEERING		

NOTE — Do not use the sample numbers on the rating plate shown. Use the actual numbers appearing on your vehicle.



INSTRUMENT PANEL AND CONTROLS

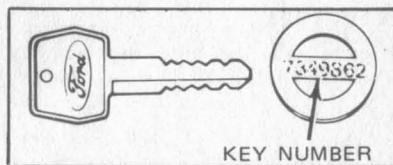
1. Panel vents and air conditioner registers
2. Fasten seat belt warning light
3. Oil pressure indicator light or gauge
4. Left turn signal indicator light
5. High beam indicator light
6. Alternator indicator light or gauge
7. Right turn signal indicator light
8. Brake system warning light
9. Heater-air conditioner controls
10. Power rear window switch
11. Glove box
12. Right fresh air vent control*
13. Horn switch pad
14. Turn signal lever/tilt column release (optional)
15. Automatic speed controls — optional
16. Hazard warning flasher
17. Courtesy light — optional (underneath instrument panel)
18. Transfer case lock warning light (full time 4-wheel drive)
19. Cigar lighter — optional
20. Ash tray
21. Radio — optional
22. Accelerator pedal
23. Ignition lock cylinder
24. Brake pedal
25. Temperature gauge
26. Clutch pedal (with manual transmission)
27. Speedometer (mph-km/h) and odometer (miles: U.S.A.—kilometers: Canada)
28. Locking hood release (optional)
29. Fuel gauge
30. Headlight dimmer switch
31. Parking brake pedal
32. Left fresh air vent control*
33. Parking brake release
34. Windshield wiper/washer control
35. Lights switch (includes clearance lights)
36. Fog lamp switch (optional)
37. CB microphone plug and holder

*Not available with air conditioning.

INSTRUMENTS AND CONTROLS

Keys

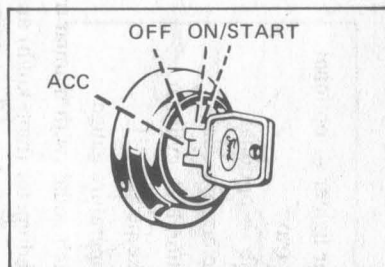
Record the key number stamped on the round plate that accompanies your Bronco's keys. This number enables your Ford dealer or a locksmith to replace lost keys.



COMBAT VEHICLE THEFT — ALWAYS REMOVE THE IGNITION KEY AND LOCK ALL DOORS WHEN LEAVING YOUR VEHICLE UNATTENDED.

Ignition Lock Cylinder

This four position switch is located to the right of the steering column. In the ACC (accessory) position, electrical accessories, such as the radio, will operate when the engine is not running. In the ON position, the electrical system is activated. Engage the starter by turning the key to the START position. Release the key when the engine starts and it will return to the ON position. See pages 43-44 for additional engine starting instructions.



Warning Lights and Gauges

Alternator Indicator Light

The alternator indicator light will glow red with the ignition switch in the ON or ACC positions until the engine is started and the alternator begins charging. If the light glows red with the engine running at speeds above idle, your battery is being discharged. Have the electrical system checked by your dealer.

Ammeter Gauge (Optional)

If your vehicle is equipped with an ammeter gauge (ALT), it shows whether the battery is being charged when the electrical accessories are turned off and the engine is running. When electrical equipment

is being operated with the engine stopped or at slow idle, the gauge needle will move toward D to indicate discharge. At fast idle or driving speed, the needle should move toward C to indicate charge. If the needle remains on the D (discharge) side of center or indicates a continuous high charge rate when driving with electrical accessory equipment turned off, have your vehicle's electrical system checked.



INSTRUMENTS AND CONTROLS

Fuel Gauge

The fuel gauge indicates the approximate amount of gasoline left in the tank. It operates when the ignition lock cylinder is in the ACC or ON positions. It is a good practice to keep the fuel tank at least half full at all times to help prevent excessive condensation in the tank. Your vehicle is equipped with either a 25 gallon (standard) or a 32 gallon (optional) fuel tank.

Oil Pressure Indicator Light

The oil pressure indicator light will glow red with the ignition lock cylinder in the ON position, engine not running. This indicates that the light and electrical wiring are O.K. The light should go out after starting the engine.

It is normal for the light to flicker with the engine at idle speed or during sudden stops. However, if the light glows steadily at any time the engine is running, turn off the engine as soon as possible and check the oil level. Add oil if necessary. Do not run the engine if the warning light continues to glow. Operating an engine with the indicator light continuously glowing can destroy engine bearings and other engine parts.

Oil Pressure Gauge (Optional)

The oil pressure gauge (OIL) pointer will move to the normal range of the gauge after starting the engine.

Higher or lower readings may be indicated operating under different conditions. If the pointer drops below the normal operating band when the engine is running, there is a loss of pressure. Stop your vehicle as soon as possible, turn off the engine and check the oil level. Add oil if necessary. Do not operate the engine with the gauge pointer below the normal operating band. Operating an engine without oil pressure can quickly destroy the engine bearings and other engine parts.

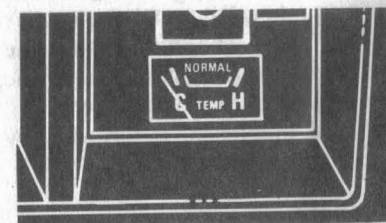


Engine Temperature Gauge

This gauge (TEMP) indicates the temperature of the engine coolant.

The pointer will move to the normal range of the gauge when the engine is warm. Readings may vary depending on weather and traffic conditions.

There is no danger to the engine unless the indicator hand moves all the way to the H (hot) position. If it does, pull off the road and then stop engine immediately to prevent severe engine damage. Refer to coolant servicing instructions before restarting engine. If the engine continues to overheat, do not drive the vehicle. Have the cooling system checked and repaired.



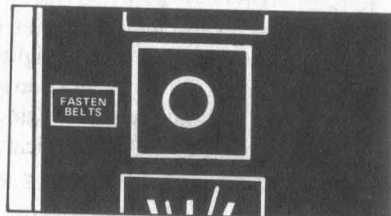
INSTRUMENTS AND CONTROLS

NOTE — The temperature indicating system design is based on the company standard requirements for engine cooling systems. It is possible under certain driving conditions such as heavy traffic or stop-and-go driving for the gauge pointer to read at the very top of the normal band with the coolant temperature within specification.



Seat Belt Warning Light and Buzzer

This warning light glows for approximately eight seconds after the ignition lock cylinder is turned to the ON position, regardless of seat belt usage. The seat belt buzzer will sound for the same period if the driver's belt is not in use.



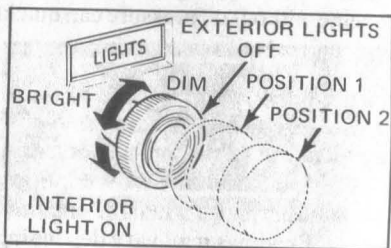
Speedometer/Odometer

The speedometer indicates the vehicle's forward speed. The odometer records the total distance the vehicle has been driven and is useful in reminding you when the vehicle is due for periodic lubrication and routine maintenance by indicating total distance traveled. In Canada, the odometer is calibrated to register kilometers.

Light Controls

Headlight Switch

Pull the knob outward to the first position to turn on the parking lights, taillights and side marker lights. At the second position, headlights, taillights, parking lights and side marker lights are on. At either position, the instrument panel lights and automatic transmission selector lights can be dimmed, brightened, or turned off by rotating the knob.



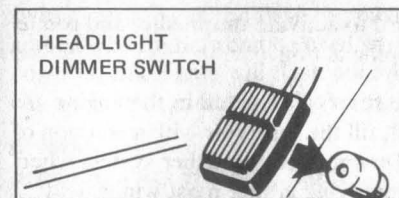
Interior Light

The dome light is automatically turned on when the front doors are opened. Turning the headlight switch fully counterclockwise will operate the interior light when the doors are closed.

INSTRUMENTS AND CONTROLS

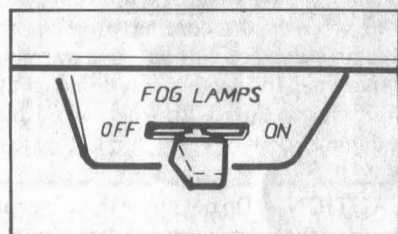
Headlight Dimmer Switch and Indicator Light

With the headlights on, press the dimmer switch located on the floor to the left of the parking brake pedal, to change the headlights from high to low or low to high beam. When the high beams are on, the indicator on the instrument panel will light.



Fog Lamps (Optional)

The fog lamps switch is located left of the steering column. Activation of the fog lamps can ONLY be accomplished with the headlamp switch in the ON position (i.e., headlamps and/or parking lamps) and the fog lamp switch in the ON position.

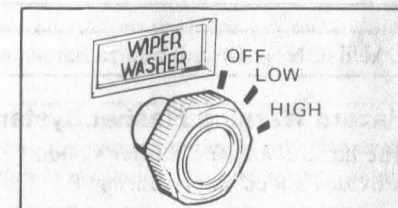


CAUTION — High beam use with fog lamps may be illegal in certain states as well as not being a recommended operational mode.

Windshield Wipers and Washers

Windshield Wipers (Two Speed)

To turn on the two-speed wipers, rotate the WIPER/WASHER control knob clockwise. The first position is for low speed and the second position is for high speed operation.



Interval Wiper (Optional)

To use the wipers for interval operation, turn the knob counterclockwise. In the interval range, the wipers complete a cycle and pause before the next cycle. As you rotate the knob counterclockwise the length of the pause is increased. For constant speed wiping, turn the wiper-washer control knob clockwise to the low or high speed setting.



INSTRUMENTS AND CONTROLS

CAUTION — When operating any vehicle equipped with a snow plow, plowing long runs at normal speed can result in snow splashing over the top of the plow onto the windshield causing restricted visibility.

Windshield Washers

Push the WIPER/WASHER knob inward to activate the washer and rotate the knob to the desired position for wiping action.

Periodically check the fluid level in the reservoir located in the engine compartment. When it is below half full, fill the reservoir with a solution of water and windshield washer solvent. Do not operate washer system when the reservoir is empty. In addition to removing grime, most windshield washer solvents contain antifreeze to reduce the freezing point of the solution, when used according to directions. However, do not use the washers in freezing weather without first warming the windshield with the defrosters. Otherwise, the washer solution might freeze on the windshield and obscure your vision. Ford Ultra-Clear windshield washer solution or an equivalent is recommended for year round use. Do not use radiator coolant or antifreeze.

CAUTION — Do not move the wiper arms across the windshield or you may damage the wiper arms and/or pivots.

CAUTION — Do not operate washer system when the washer reservoir is empty.

CAUTION — Do not add radiator antifreeze to the washer reservoir.

Hazard Warning Flasher System

The hazard warning flasher system provides added safety during emergency parking or when unusual circumstances force you to drive so slowly that your vehicle might be a hazard to other traffic. When you turn on the flasher, it serves as a warning to other drivers to exercise extreme caution in approaching, overtaking, or passing your vehicle.



NOTE — Flasher will not operate with brake pedal depressed.

INSTRUMENTS AND CONTROLS

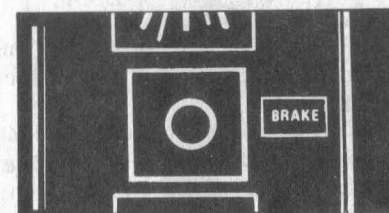
CAUTION — Caution must be taken when using the hazard warning flasher system while moving on the highway. Such operation may be prohibited in certain areas.

The hazard warning flasher switch is located on the steering column. Pull the switch out to start the flashers; push in on the switch to stop the flashing action. The flashers can be used with the ignition switch in the ON or OFF position. The lights will flash continuously for two hours (battery fully charged and in good condition) without discharging the battery excessively.

Brakes

Brake System Warning Light

Regardless of weather your Bronco has standard or power-assisted brakes, it is equipped with a dual master cylinder hydraulic system. If there is a loss of hydraulic pressure in the brake system this warning light on the instrument panel glows with the word BRAKE when the brakes are applied.



Illumination of the brake warning light indicates a loss of hydraulic pressure in either the front or rear brake system. When properly adjusted, the other brake system is still capable of stopping the vehicle; however, the stopping distance would be increased. Have the brake system checked immediately if the light comes on when you apply the brakes.

CAUTION — If the brake system warning light does not glow red momentarily with the key at START, have electrical system checked for a burned out bulb or open circuit.

WARNING — If the BRAKE light goes on, this is an indication of a malfunction in the brake system. Immediate attention is necessary. Do not operate your vehicle.

CAUTION — It is important to check the BRAKE WARNING LIGHT each time you start the engine. This light will glow with the word BRAKE when the engine is running and your parking brake is applied. Failure to release the parking brake will result in poor fuel economy and rapid brake wear.

CAUTION — Do not leave your vehicle unattended with the engine running. Apply the parking brakes; shift in P (PARK) if you have an automatic transmission or R (REVERSE) if you have a manual transmission; shut off the engine.

INSTRUMENTS AND CONTROLS

Service Brakes

Your Bronco's front disc brakes are self-adjusting. They are designed to require no service other than periodic inspection for wear. Rear drum brakes are designed to be self-adjusting. Automatic adjustment, when required, occurs whenever the brakes are applied while "backing-up". If normal operation does not include much of this type driving, adjust the brakes any time they seem "low" by making several sharp brake applications while moving in reverse.

To operate the self-adjusting mechanism:

- ☐ On level, dry pavement, drive the vehicle in reverse at 5 mph (8 km/h).
- ☐ Stop the vehicle by firmly applying the brakes. Release the brakes and move the vehicle forward a short distance. Stop the vehicle by firmly applying the brakes.
- ☐ Repeat this procedure four or five times.

Always check braking efficiency immediately after operating your vehicle under any condition which may expose the brake linings to water. Braking efficiency can be restored by several gentle applications of the brake pedal while the vehicle is moving at a slow speed.

Know the minimum stopping distance for all driving conditions that may be encountered. For longer brake lining life, take full advantage of engine braking power when coming to a stop.

CAUTION — "Riding" the brake pedal can result in abnormally high brake temperatures, excessive lining wear, possible damage to the brakes, and failure. Do not drive with your foot resting on the brake pedal.

Power Brakes

Power for the vacuum booster brakes is obtained from engine vacuum. This acts to multiply the effort applied to the brake pedal, so that very little effort is required to operate the brakes while the engine is running. Brakes will operate with the engine off, but more effort is required.

Disc Brakes

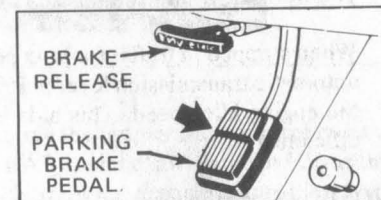
The disc brakes are self-adjusting. They require no service other than periodic inspection for wear. Because of their quick-acting design, the brake "shoes" have minimum clearance to the disc.

INSTRUMENTS AND CONTROLS

Parking Brake

The parking brake controls are mounted under the instrument panel to the left of the steering column. Broncos have a pedal-type apply mechanism with a hand-operated release lever. Even if you have an automatic transmission and put it in Park, set the parking brake every time you leave the vehicle.

Depress the service brake pedal with your right foot while firmly pressing the parking brake pedal with your left foot. To release, apply the service brakes with your right foot and depress the parking brake pedal with your left foot while pulling the release lever; lift your foot from the parking brake pedal after it is released.



release lever; lift your foot from the parking brake pedal after it is released.

NOTE — On vehicles with an automatic transmission, apply the parking brake before moving the transmission selector lever to P (PARK). It is also a good practice to move the selector lever out of the P (PARK) position before releasing the parking brake when preparing to move your vehicle.

CAUTION — Failure to release the parking brake will result in poor fuel economy and rapid brake wear.

CAUTION — Do not leave your vehicle unattended with the engine running. Apply the parking brakes; shift in P (PARK) if you have an automatic transmission or R (REVERSE) if you have a manual transmission; shut off the engine.

Climate Control

For operation and control functions, refer to the following pages for the appropriate climate control system which is installed in your vehicle.

These tips will help improve the efficiency of your vehicle's heating and air conditioning system:

- ☐ **HEATING AND DEFROSTING** — You can improve heater and defroster efficiency and reduce the possibility of fog forming on the inside of your windshield by removing any snow, ice or leaves from the air intake below the windshield on the outside of the vehicle. Also, operate the heater in the HEAT position for a few seconds prior to placing the lever in DEFROST position.

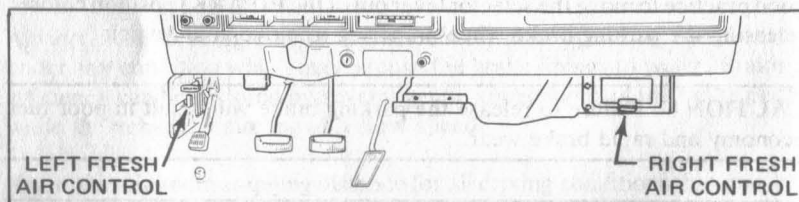
INSTRUMENTS AND CONTROLS

- **AIR CONDITIONING** — If your vehicle has been parked with the windows closed during hot weather (especially under a direct sun), the air conditioner will do a much faster job of cooling if you drive for two or three minutes with the windows open. This will force most of the hot air out of the vehicle. Then, close the windows and operate the air conditioner as you normally would.

When stopped in traffic for long periods of time in hot weather, place the automatic transmission lever in P (PARK), or N (NEUTRAL), to increase the engine idle speed. This aids in engine cooling and air conditioner efficiency.

NOTE — Since the air conditioner removes considerable moisture from the air during operation, it is normal if water drips on the ground under the air conditioner drain after you have stopped your vehicle.

Ventilation Controls — Fresh Air Vents



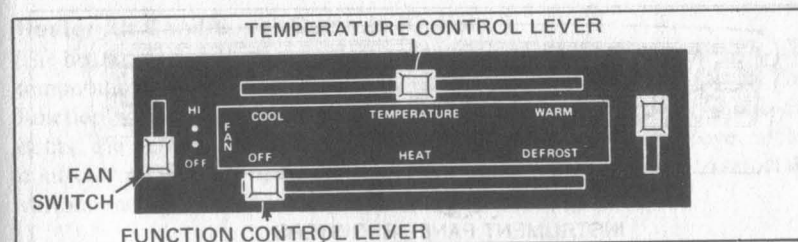
LEFT AIR VENT (NOT AVAILABLE WITH AIR CONDITIONING) — Pull the vent control knob rearward to control the amount of ventilation desired. Moving the control knob forward closes the vent. The left air vent should be closed when heating is desired.

RIGHT AIR VENT (HEATER ONLY) — Move the vent door upward to obtain ventilation. This door **MUST** be closed for heater operation.

Heater Controls

The heater control has two slide levers and a fan switch. The temperature control lever regulates the temperature of the discharge air. The function control lever selects where the air is directed: through the floor ducts, defroster ducts, or both. The fan switch is used to select fan speed.

INSTRUMENTS AND CONTROLS

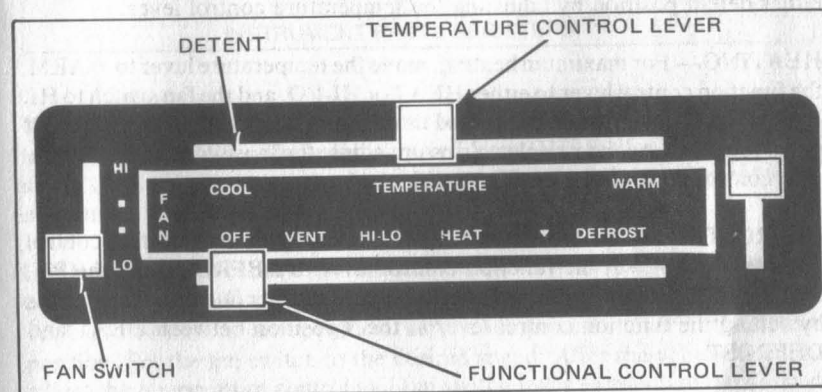


HEATING — For maximum heating, move the temperature control lever to WARM, the function control lever to HEAT, and the fan switch to HI. As the vehicle warms up, adjust the fan switch and temperature control lever to maintain the desired temperature.

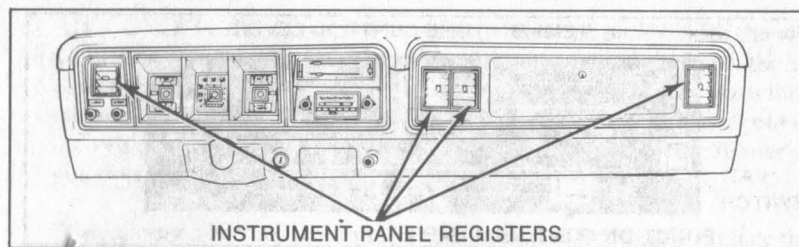
DEFROSTING — To defrost the windshield, move the temperature control lever to WARM and the function control lever to DEFROST and the fan switch to HI.

You can regulate the distribution of air flow between the defroster and floor ducts by positioning the function control lever between the HEAT and DEFROST positions.

Deluxe Hi-Lo Heater Controls (Optional)



INSTRUMENTS AND CONTROLS



The Deluxe Hi-Lo Heater Control has two slide levers and a fan switch. The temperature control lever regulates the amount of heat added to the entering air. The function control lever selects where the air is directed: through the instrument panel registers, the floor ducts (or both), or the defroster ducts. This lever also controls the OFF-ON operation of the fan. The fan switch is used to select the various fan speeds.

VENTILATION — To ventilate your vehicle, move the function control lever to VENT. When the lever is moved from OFF the fan automatically starts. Set the fan switch to the desired speed. There are two detent positions for VENT. At the first detent air is directed to the instrument panel registers and the floor. At the second detent air is directed to the instrument panel registers only but the air is not vented until the temperature control lever is moved off the COOL position. The air temperature can be modulated in either detent position by adjusting the temperature control lever.

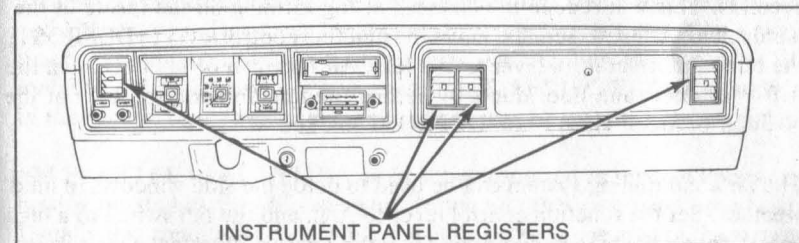
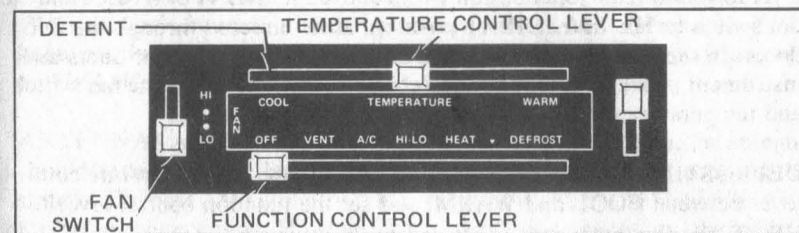
HEATING — For maximum heating, move the temperature lever to WARM, the function control lever to either HEAT or HI-LO, and the fan switch to HI. In the HI-LO position, air is directed through the floor ducts and instrument panel registers. As the vehicle warms up, adjust the fan switch and temperature control lever to the desired position.

DEFROSTING — To defrost the windshield, move the temperature control lever to WARM, set the function control lever to DEFROST and the fan switch to HI. Air flow can be split between the defroster ducts and floor ducts by setting the function control lever at the ▼ position between HEAT and DEFROST.

INSTRUMENTS AND CONTROLS

Heater-Air Conditioner Controls (Optional)

The heater-air conditioner control has two slide levers and a fan switch. The temperature control lever regulates the temperature of the discharge air. The function control lever selects where the air is directed: through the floor ducts, the defroster ducts, or instrument panel registers. This lever also controls the OFF-ON operation of the fan. The fan switch is used to select the various fan speeds.



VENTILATION — To ventilate your vehicle, move the function control lever to VENT. When the lever is moved from OFF the fan automatically starts. Set the fan switch to the desired speed. The vented air is directed to the instrument panel registers and the floor.

COOLING — Move the temperature control lever to COOL and the function control lever to A/C. This will recirculate air in the vehicle for maximum cooling. For outside air operation, set the temperature lever in the detent position. Set the fan switch to the desired speed. After the vehicle is cool, adjust the temperature control and fan switch lever to maintain the desired temperature. Outside air A/C operation is recommended whenever climate or traffic conditions permit and maximum cooling is not required.

INSTRUMENTS AND CONTROLS

The cooled air is directed through the instrument panel registers. The registers can be adjusted to direct the air as desired. These registers may also be closed to block most of the air flow.

NOTE — During operation of the air conditioner, it is normal for some water to drain on the pavement under the air conditioner.

HEATING — For maximum heating with outside air, move the temperature lever to WARM, the function control lever to either HEAT or HI-LO, and the fan switch to HI. In the HEAT position, air is directed through the floor ducts. In the HI-LO position, air is directed through the floor ducts and instrument panel registers. As the vehicle warms up, adjust the fan switch and temperature control lever to the desired positions.

DEFROSTING — To defrost the windshield, move the temperature control lever between COOL and WARM, and set the function control lever to HEAT. Set the fan switch to HI and run the system for approximately 30 seconds. This will reduce the chances of fog forming on the inside of the windshield. After 30 seconds, move the function control lever to DEFROST, the temperature control lever to WARM. Air flow can be split between the defroster ducts and floor ducts by setting the function control lever at the position between HEAT and DEFROST marked ▼

The air conditioning system can be used to defog the side windows in mild weather. Set the function control lever to A/C, and the fan switch to a high speed, then adjust the temperature lever for comfort. Rotate the instrument panel registers to direct air onto the windows.

Radios (Optional)

Your new radio is covered under the basic vehicle warranty. Before returning the radio to your dealer for repair . . .

KNOW THE LIMITATIONS — FM is not static free. If particular stations are always noisy in the same general area of driving, then the noise must be expected, and no defect or malfunction is present in your radio. All FM radios respond about the same way in these “bad” areas. Tune to a stronger station. Experience will dictate which stations are best for your usual listening area. On trips, tuning to stronger stations will have to be more frequent on FM than on AM. Refer to Radio Reception (pages 21-23) for details on the limitations of FM reception, and how to obtain maximum listening enjoyment from your radio.

INSTRUMENTS AND CONTROLS

KNOW THE CONTROLS — Always “fine tune” your radio after using a push button. Even slight de-tuning causes unnecessary noise. Turn the tone control full counterclockwise to cut out noise. Push buttons that were set in a strong signal area may require re-setting after driving to a weaker signal area. Refer to pages 24-25 for the proper use of your radio controls.

Radio Reception

Although your new radio will give you outstanding mobile reception, it cannot provide the continuous reception of that enjoyed in the home radio. FM is not static free (as is sometimes advertised for FM home receivers). The home receiver is not limited by operating characteristics and certain geographical effects as is the mobile unit. For example . . .

ANTENNAS AND MOBILITY — For the best FM reception, the antenna should be designed similar to a TV antenna and pointed in the direction of the station. The best AM antenna is a long piece of wire . . . the higher the wire the better the reception. However, because of design necessity, the vehicle antenna is restricted in size, height and direction and must receive both AM and FM stations. This means that comparatively less of the station’s signal reaches the radio. In addition, the vehicle and its radio are portable. This mobility and reduced signal pickup results in FM FLUTTER (as it would also in the “static free” home unit if it should ever be installed in a vehicle).

FM FLUTTER — FLUTTER can best be described as repeated pops and hissing bursts heard in the speaker, during an otherwise good broadcast. Usually this condition exists while traveling in the fringe area of the station. FLUTTER will become more severe approximately 25 miles (40 km) from the station. The signal loss will become greater as you drive farther from the station, until finally noise takes over and you can no longer receive the station. FLUTTER may also be noticed near the station because of the “line-of-sight” characteristic of FM radio waves. This condition can happen when a building or large structure is between you and the station you are trying to receive. Some of the FM signal “bends” around the building, but certain spots have almost no signal. Some of these losses are only a few inches wide and if your vehicle is parked in one of these “dead spots” you will only hear noise from the speaker. As you move out of the shadow of the structure, the station will return to normal. FLUTTER will not occur on AM, because the radio waves are much longer than FM waves.

INSTRUMENTS AND CONTROLS

FM MULTI-PATH CANCELLATION — Another effect caused by the “line-of-sight” characteristic is called CANCELLATION. This condition exists when the radio waves are reflected from objects or structures. The noises produced by CANCELLATION are similar to FLUTTER, with the addition of distortion in the program. A more familiar description of CANCELLATION is its similarity to the multiple ghosts and picture jumping that occur on television when a low flying plane passes. The same condition exists in your vehicle, except that your vehicle is moving and the reflecting structure is stationary. The reflected signal cancels the normal signal, causing your antenna to pick up noise and distortion. CANCELLATION effects are most prominent in metropolitan areas, but can also become quite severe in hilly terrain and depressed roadways.

FM STRONG SIGNAL CAPTURE AND OVERLOAD — FM CAPTURE is an unusual condition that occurs when traveling in the vicinity of a broadcast tower. If you are listening to a weak FM station, when passing the broadcast tower, a stronger station up or down the radio dial may CAPTURE the weak station. This switch to the stronger station occurs without changing the radio dial. As you pass the tower, the station may switch back and forth a few times before returning to the station that you were listening to originally. When several broadcast towers are present (common in metropolitan areas) several stations may OVERLOAD the receiver resulting in considerable station changing, mixing and distortion. Fortunately this condition is localized and it will not harm your receiver. Some OVERLOADING may also be noticed on AM, but usually to a lesser degree.

RECEIVING AN FM STEREO STATION — Because more information is carried in FM stereo waves than in monaural FM broadcasts, FLUTTER, CANCELLATION and CAPTURE are even more noticeable. The FM stereo noise-free broadcast range is approximately five miles (8 km) less than that appreciated with the monaural FM radio. Your AM/FM stereo may never encounter any of these troublesome problems, as they are more prominent in metropolitan areas, hilly terrain and depressed roadways. However, for the finest listening pleasure, it is recommended that you accurately tune to the strongest FM stereo station.

INSTRUMENTS AND CONTROLS

OTHER INTERFERING NOISES — Located within a few feet of your highly sensitive radio is your vehicle’s powerful electrical ignition system. The high voltage of this system produces noisy side effects that can interfere with both the AM and FM stations. Although precautions have been taken to minimize ignition noise, a certain amount can be heard on FM when the station is not quite tuned. Ignition noise from passing vehicles can occasionally be heard if they do not have proper suppression equipment installed. These same vehicles produce interference in television sets. Very little can be done with the radio receiver to protect against this type of external interference.

Some of the many electrical accessories being added on today’s vehicles contribute to additional radio interference. These devices are constantly scrutinized to establish their electrical compatibility with the radio. Add-on or faulty accessories can cause radio noise problems.

AM and FM Comparison

In general, AM has greater range than FM — up to several hundred miles (kilometres) on clear channel stations at night. The range of AM depends on the power of the station and the time of day. Volume drops off as the station gets weaker.

FM range is limited to 20-25 miles (32-40 km), except for some high power stations. Monaural FM stations have greater range than stereo FM. Range does not depend on the time of day. As the station gets weaker, volume stays about the same, but noise increases.

The ability of AM signals to bend and be reflected by the upper atmosphere (ionosphere) causes jamming of the AM band by distant stations at night, which might interfere with your favorite station.

FM signals follow “line-of-sight” path and are not reflected by the ionosphere, therefore preventing night time interference by distant stations.

Static on AM is caused by power lines and electric fences, particularly noticeable in rural areas where only weak stations are available. Traffic lights and electric signs can cause static. Static from thunderstorms can make AM unlistenable.

There is very little static on FM from power lines, electric signs and fences, traffic lights, or lightning.

AM fades under freeway viaducts and when on distant stations at night and in downtown areas with many tall buildings.

INSTRUMENTS AND CONTROLS

No fading occurs on FM under viaducts. Fading and noise occur on distant stations. Fading is caused by reflections from buildings and hills.

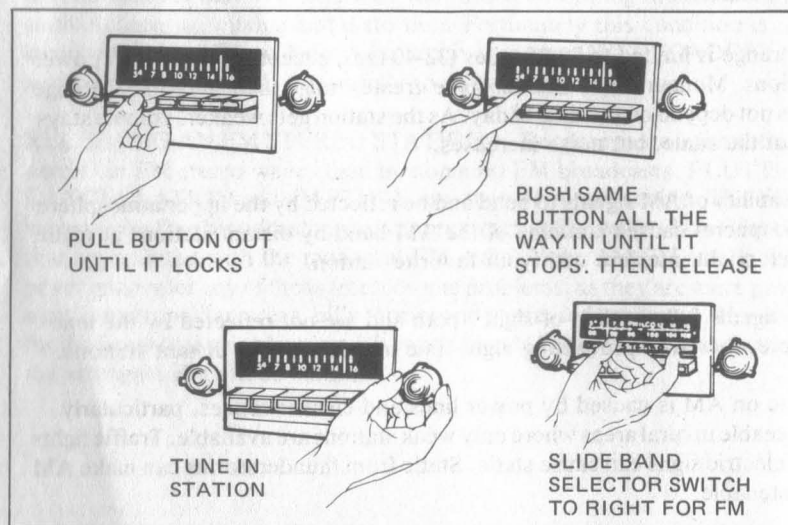
Basic Operation

Basically, all radios are tuned and operated in a like manner. Refer to the following instructions for detailed information regarding the specific radio you have in your Bronco.

Push Button Tuning

To set the push buttons on your radio, follow these simple steps:

- ☐ Turn your radio on.
- ☐ Allow the radio about five minutes to warm up.
- ☐ Pull out the radio button to be set until it stops.
- ☐ Tune in the desired station with the manual tuning knob.
- ☐ Push the same button all the way in and release it.
- ☐ Repeat for the remaining buttons.
- ☐ For FM only, place the band selector in the FM position and repeat the above steps.



INSTRUMENTS AND CONTROLS

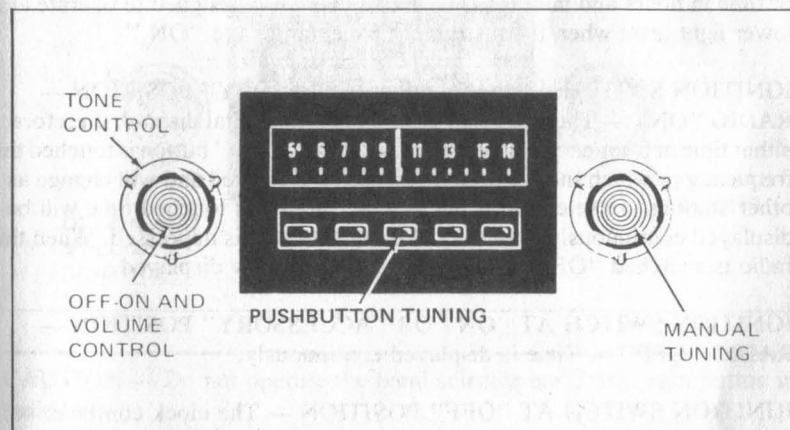
OFF-ON, VOLUME CONTROL — Refer to your radio illustration for knob locations. You can play your radio when the ignition switch is in either ON or ACC position. To turn it on, turn the OFF-ON knob clockwise. By continuing to turn the knob in the same direction, you will increase the volume.

TONE CONTROL — The tone control is the ring knob located behind the OFF-ON knob. Turning the tone control clockwise will increase the treble range while turning it counterclockwise will increase the bass range.

STATION SELECTION — You can select the radio station you want by turning the manual tuning knob, located on the right side of the radio dial; or you can use the push buttons which can be pre-set to the stations of your choice. For AM radios, the push buttons can be pre-set to five stations, one station for each button. On AM/FM monaural radios, the push buttons can be pre-set to five AM or five FM stations, or any combination of them for a total of five stations only. On AM/FM Stereo radios, the push buttons can be pre-set to five AM stations and five FM or FM/Stereo stations, or for any combination of them, for a total of ten stations for five buttons.

AM Radio

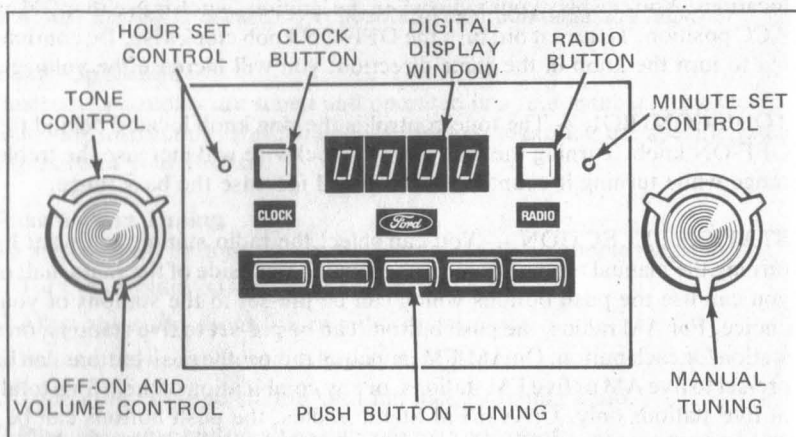
To operate the AM radio, follow the instructions below:



TUNING — You can select the radio station you want by turning the manual tuning knob, or you can pre-set the push buttons to five stations of your choice.

INSTRUMENTS AND CONTROLS

Special Instructions — AM/Clock Radio



The AM radio functions normally with a manual ON-OFF and volume control knob, tone control, five station selection push buttons and a manual tuning knob. Instead of the normal dial, it has a digital display window which indicates the frequency in kilohertz of the station to which the radio is tuned or time in hours and minutes. The digital display is designed to operate at a lower light level when the instrument panel lamps are "ON."

IGNITION SWITCH AT "ON" OR "ACCESSORY" POSITION — RADIO "ON" — The radio and clock share the digital display; therefore, either time or frequency can be indicated. If the "radio" button is touched the frequency to which the radio is tuned will be displayed and will change as other stations are selected. If the "clock" button is touched time will be displayed continuously until the radio touch button is depressed. When the radio is switched "OFF", time will be continuously displayed.

IGNITION SWITCH AT "ON" OR "ACCESSORY" POSITION — RADIO "OFF" — Time is displayed continuously.

IGNITION SWITCH AT "OFF" POSITION — The clock continues to function from battery power when the ignition is off. For a time display, the "clock" touch button must be depressed and held. The radio will not function with the ignition off.

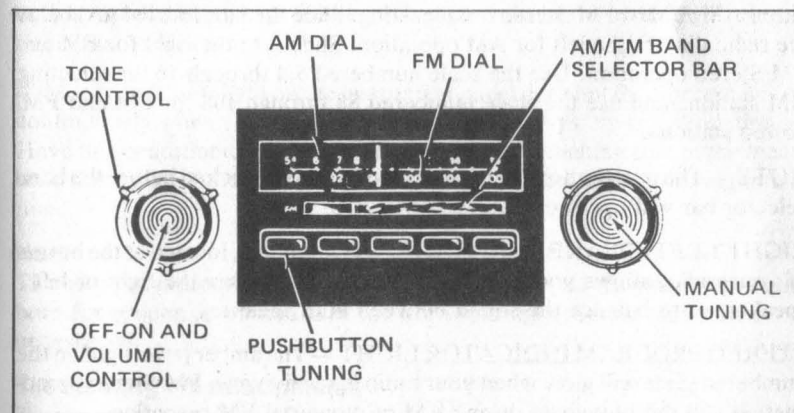
INSTRUMENTS AND CONTROLS

CLOCK TIME SET — Your new clock will require setting to the correct time. You will find the "hour set" control immediately to the left of the "clock" button and the "minute set" control immediately to the right of the "radio" button. These time set buttons are recessed to avoid accidental use. A pencil, paper clip or similar device may be used to reach and depress the button.

Lightly depress the "hour set" control and hold down until the correct hour is shown by the display. Lightly depress the "minute set" control and hold down until the correct minute is displayed.

Special Instructions — AM/FM Monaural Radio

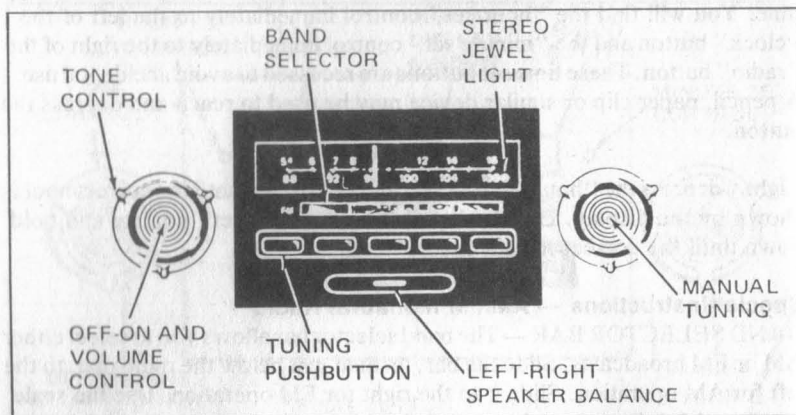
BAND SELECTOR BAR — The band selector bar allows you to select either AM or FM broadcasts. Slide the bar, located just below the radio dial, to the left for AM operation. Slide it to the right for FM operation. Use the scale numbered 5.4 through 16 for selecting AM stations and use the scale numbered 88 through 108 for FM stations.



CAUTION — Do not operate the band selector bar if any push button is pulled out.

INSTRUMENTS AND CONTROLS

Special Instructions — AM/FM Stereo Radio



BAND SELECTOR BAR — This band selector bar allows you to select either AM, FM or FM/Stereo broadcasting. Slide the bar, located just below the radio dial, to the left for AM operation. Slide it to the right for FM and FM/Stereo operation. Use the scale numbered 5.4 through 16 for selecting AM stations and use the scale numbered 88 through 108 for FM and FM/Stereo stations.

NOTE — The push buttons must all be depressed and locked before the band selector bar will operate.

RIGHT/LEFT SPEAKER BALANCE — This control, located at the bottom of your radio, allows you to confine the sound to either the right or left speaker, or to balance the sound between both speakers.

STEREO PROGRAM INDICATOR LIGHT — The amber jewel light on the numbered scale will glow when your radio is receiving an FM/Stereo broadcast. It will not illuminate during AM or monaural FM reception.

Remote Control CB Unit (Optional)

If you order the optional CB radio, you must obtain the proper license before operating. License application, temporary permit, rules and operating manual will be provided with the Citizens Band Radio Package.

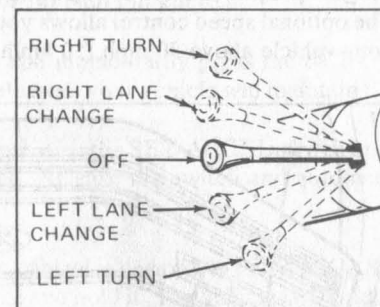
The controls for the optional 40-channel CB unit are on the "hand-held" microphone attached to the instrument panel. The microphone can be detached for easy storage. The transceiver itself is hidden inside the vehicle as an anti-theft feature. The CB unit includes an optional disappearing power antenna or a disguised fixed-type antenna. The remote CB can be played directly through the vehicle's radio speakers.

INSTRUMENTS AND CONTROLS

Steering Wheel Controls

Turn Signals

The turn signal lever is on the left side of the steering column. To signal for a left turn, push the lever down until it is held in position. To signal for a right turn, pull the lever up. When you signal for a turn, the front parking light, the taillight, and the indicator light in the instrument panel will flash on and off on the left or right side of your vehicle.



The lever will return to the center position (turn signals off) automatically once you complete your turn, unless the turn is very shallow. If the indicator continues to flash after making a turn, manually return the lever to center position. When you want to change lanes, you can flash your turn indicators without putting the lever in the "hold" position by moving the lever either up or down until the indicator flashes. When you release the lever it will return to the center position.

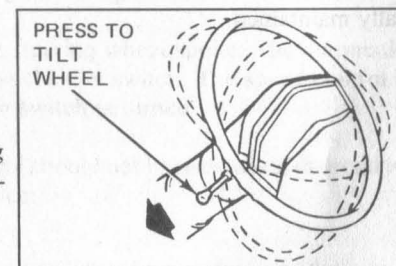
If the turn indicator light on the instrument panel does not flash or remains on continuously when you signal a turn, the signaling system is malfunctioning. Have this condition corrected as soon as possible, making sure in the meantime that you use the accepted hand signals to indicate your driving intentions.

Horn

The horn pad is mounted on the steering wheel crossbar. Regularly check the horn for proper operation. Use the horn sparingly. Sound only when necessary.

Tilt Steering Wheel (Optional)

To change the position of your optional tilt steering wheel, press the turn signal lever toward the instrument panel. Then move the steering wheel up or down to the desired position. Release the lever to lock the wheel in place.

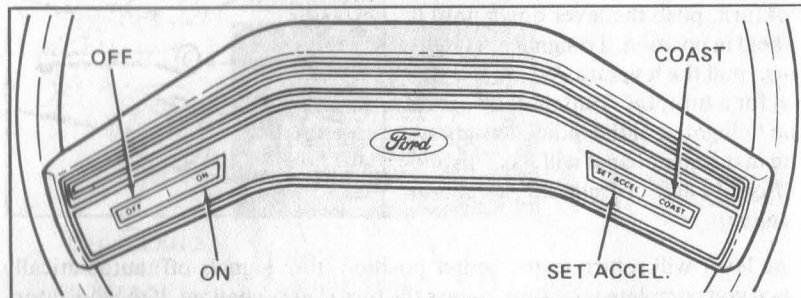


WARNING — Never change tilt positions while the vehicle is in motion, as this may affect driveability of the vehicle.

INSTRUMENTS AND CONTROLS

Fingertip Speed Control (Optional)

The optional speed control allows you to automatically control the speed of your vehicle above 30 mph (50 km/h).



WARNING — Never use the speed control system when driving conditions do not permit maintaining a constant speed, such as in heavy traffic or on roads that are winding, icy, snow-covered or slippery, or with a loose driving surface.

AUTOMATIC OPERATION — The controls used to set the speed control for automatic operation are in the steering wheel spokes.

1. Press the ON switch on the left steering wheel spoke.
2. Accelerate to the speed desired (must be above 30 mph/50 km/h) and momentarily press the SET-ACCEL switch on the right spoke. Do not hold the switch in the depressed position or your vehicle will continue to increase its speed.
3. Release the accelerator pedal and your vehicle's speed will be automatically maintained.

INSTRUMENTS AND CONTROLS

The automatic control can be reset for an increase in speed by using either of the following methods at speeds above 30 mph (50 km/h).

1. Accelerate to the increased speed and momentarily press the SET-ACCEL switch. When the switch is released, your vehicle will maintain the new speed.
2. You can also increase the speed by pressing the SET-ACCEL switch until your vehicle reaches the desired speed. Release the switch and automatic control will resume.

To lower the speed at which automatic control is desired, press the COAST switch on the right steering wheel spoke and hold it. The vehicle will gradually slow down. When the desired speed is reached, release the switch for automatic control at that speed.

While driving with the automatic speed control in use, you may increase your speed for passing as you normally would, by depressing the accelerator. When you release your foot from the pedal, the speed control will return your vehicle to the set speed.

CAUTION — Do not operate mobile radio transmitters, such as citizen band radios, while the speed control is being used. This may cause momentary fluctuations from the desired speed.

CANCELLING AUTOMATIC OPERATION — Use any of the following methods to cancel automatic control:

1. Slightly depress the brake pedal. This cancels the automatic control until you press the SET-ACCEL switch.
2. Press the OFF switch on the left steering wheel spoke. The automatic control will remain off until you press the ON switch. The speed control is also cancelled each time the ignition switch is turned off.

NOTE — The automatic speed control should not be used when the road is slippery or has a loose driving surface.

INSTRUMENTS AND CONTROLS

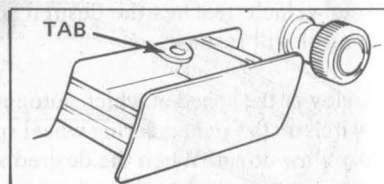
Cigar Lighter (Optional)

The cigar lighter is located to the right of the ash tray. To operate, push the lighter forward. It will remain in this position until heated, then move to original position ready for use.

NOTE — Do not hold lighter in manually.

Ash Tray

To open, grasp the ash tray below the instrument panel surface and slide rearward. To remove, press down on the tab and pull the tray out.



PREVENT FIRES — EXTINGUISH BURNING MATERIALS AND DEPOSIT IN YOUR ASH TRAY.

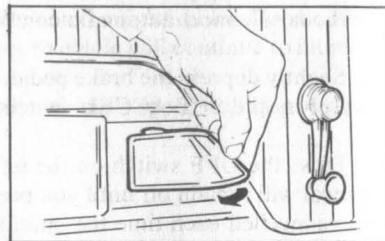
CAUTION — Never use the ash tray as a waste receptacle.

GETTING TO KNOW YOUR BRONCO

Door Handles/Locks

Door Inside Handles

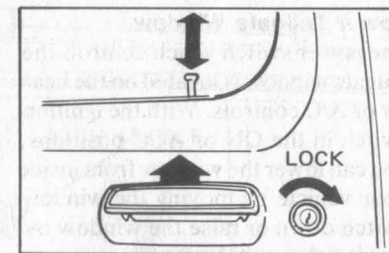
The door release handle is recessed into the inside door panel. Open the door by moving the release handle toward the rear of the vehicle. This operation may be completed with the door lock plunger in the raised or lowered position.



GETTING TO KNOW YOUR BRONCO

Door Outside Handles

To open the door from outside the vehicle, pull the door handle up and swing the door open.



Door Locks

Lock all doors before driving your vehicle for greater security and to help keep doors closed in the event of an accident. The doors may be locked from the inside at any time by depressing the lock plunger. Lock the doors from the outside by depressing the lock plunger and moving the door to the closed position or by using the key.

CAUTION — Remove ignition key and lock all doors when leaving your vehicle unattended. Be sure the parking brake has been set and the transmission is in P (PARK) if automatic, or R (REVERSE) if manual. Never leave the vehicle unattended with the engine running.

Tailgate

To open the tailgate, first lower the tailgate window, then lift the latch handle recessed into the rear tailgate panel on the inside of the vehicle and lower the tailgate. To close, push the tailgate up and close with enough force to latch the assembly securely into position.

CAUTION — The tailgate load should not exceed 500 pounds. When heavy cargo is to be loaded into your vehicle, it is recommended that you release the tailgate and load the items directly onto the pick-up box floor to avoid possible damage to the tailgate or tailgate supports.

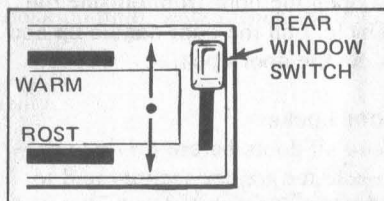
Tailgate Latch Lockout System

The tailgate is equipped with a latch lock-out system which prevents opening it from the inside unless the glass is completely down. This system can be used to lock the tailgate when driving, with the rear window open by raising the glass at least one inch from the full open position, and will prevent it from being opened accidentally while the vehicle is moving.

GETTING TO KNOW YOUR BRONCO

Power Tailgate Window

The power switch which controls the tailgate window is located on the heater or A/C controls. With the ignition switch in the ON or ACC positions, you can lower the window from inside your vehicle by moving the window switch down or raise the window by moving the switch up.



If you are outside of your vehicle, you can lower or raise the tailgate glass with your key in the tailgate switch. Lower the window by turning the key clockwise; to raise the window, turn the key counterclockwise.

Tailgate Window

To prevent the possibility of dangerous gases being drawn into the vehicle, the tailgate window should be closed while the vehicle is in motion. If it is necessary for the tailgate window to be open, adjust your air control system to force outside air into the vehicle. If your vehicle has outside air control vents, open them fully.

Tailgate Glass Care

CAUTION — When operating the vehicle in extremely dusty areas, the tailgate glass should be cleaned periodically to prevent build-up of surface dust. This will ensure the best possible performance and the greatest number of years of trouble-free service.

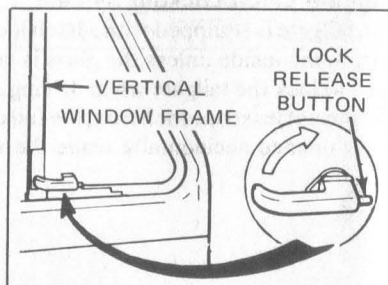
Window Controls

The door windows can be lowered to any desired opening by turning the handle clockwise toward the front of the vehicle. To raise the window, reverse the procedure.

Vent Window

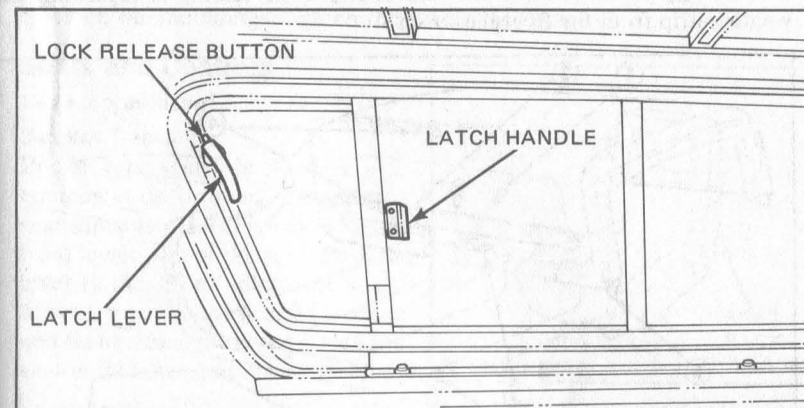
To open a vent window, depress the lock release button and move the window latch lever away from the vertical window frame. Position the window as desired.

To close, pull the window inward and turn the window latch lever until it locks against the vertical window frame.



GETTING TO KNOW YOUR BRONCO

Sliding Rear Quarter Window and Vent (Optional)



To open the vent window, depress the lock release button, turn the latch lever upward and pull inward. Position the window as desired. To close, push the window outward and rotate the latch lever downward to lock the vent.

To open the sliding window, grasp the latch handle, squeeze it together and slide the window toward the rear of the vehicle. To close, slide the window forward until the latch snaps closed.

Fiberglass Roof

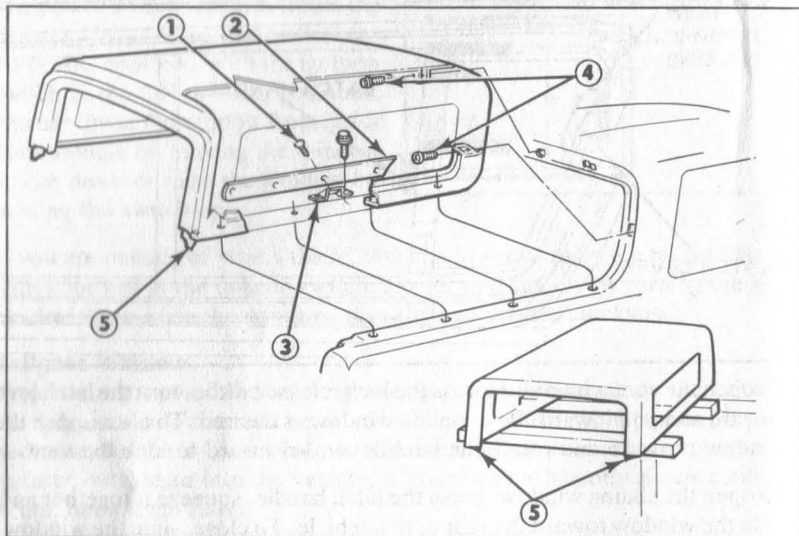
CAUTION — Prior to removing or installing the top, the tailgate window must be in the full down position. The window must also remain in the full down position when the top is off of the vehicle, to prevent possible window breakage.

TO REMOVE FIBERGLASS ROOF:

1. Lower the tailgate window to the full down position.
2. On High Series Bronco only, remove the lower trim moulding attaching screws (1), and the plastic trim mouldings (2).
3. Scribe the location of the moulding attaching brackets (3) on the fiberglass roof's surface and number each bracket as it is removed to provide a means of identification for reinstallation.
4. Remove all the roof attaching bolts (4) and moulding attaching brackets.

GETTING TO KNOW YOUR BRONCO

5. Carefully lift the roof off the vehicle to prevent tearing or separating the weatherstrip from the fiberglass roof.



Storage of Fiberglass Roof

To prevent permanent deformation to the portion of the belt weatherstrip extending below the lower edge at the rear of the fiberglass roof (5), store the removed roof right side up on a level surface at least six inches above the ground as shown in the illustration.

Storage of Trim Moulding (High Series Bronco Only)

In order to protect the plastic trim mouldings from damage during storage, it is recommended they be placed inside the removed fiberglass roof.

TO INSTALL FIBERGLASS ROOF

1. Check to assure that the tailgate window is in the full down position.
2. Carefully place the roof on the vehicle.
3. Loosely install all the moulding attaching brackets and roof attaching bolts, making sure the brackets are located in the position from which they were previously removed.
4. Tighten the upper five attaching bolts (4). Then, tighten the remaining bolts. The bolts should be tightened enough to compress the weatherstrip without distorting the roof's attaching screws.

GETTING TO KNOW YOUR BRONCO

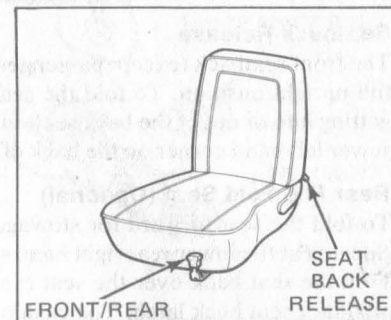
5. Install the plastic trim mouldings and attaching screws. Using caution not to crack the mouldings, tighten the screws securely.

Seats and Controls

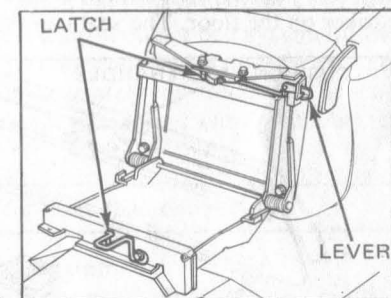
Seat Adjustment

Bucket Seats

Bucket type seats are standard equipment on Bronco. The driver seat adjustment lever is located at the front lower part of the seat. Push the lever to the left to unlock the seat. Move the seat to the desired position and then release the lever to lock the seat in its new position.



The front passenger bucket seat is stationary, but can be flipped forward to allow entry and exit. The functional lever is located near the floor on the right side of the seat. Move the lever toward the rear of the vehicle to disengage the latch. The seat will then lift forward automatically.

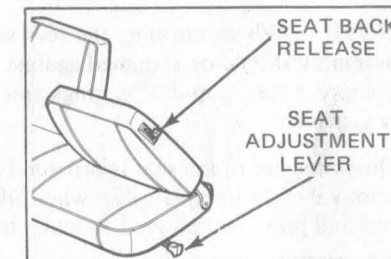


To put the seat back in position, firmly push the seat back down until it is latched, otherwise it will automatically lift forward.

WARNING — Keep latch area free of foreign objects that would prevent seat from latching properly. Insure that seat is latched before using.

Front Bench Seats (Optional)

The adjustment lever for the optional front bench seat is located at the left side of the seat. To move the seat forward or back, move the lever rearward and hold it there while you slide the seat to the position that suits you best. Release the lever to lock the seat in place.



GETTING TO KNOW YOUR BRONCO

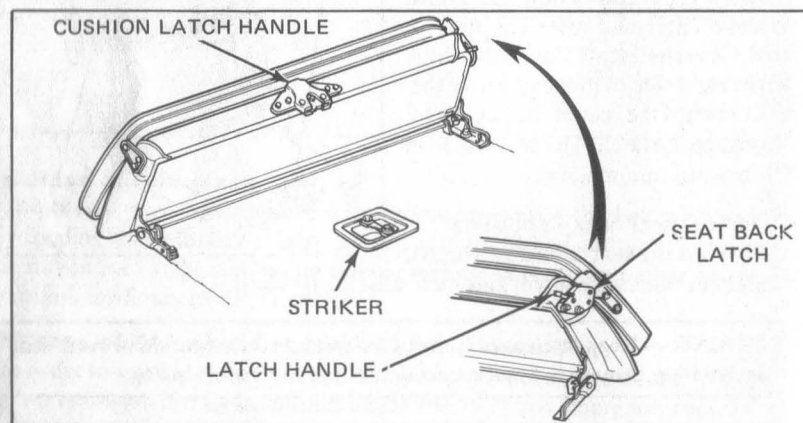
WARNING — Never adjust the seat while the vehicle is in motion. This could result in loss of control of the vehicle.

Seatback Release

The front seatback (except passenger bucket seat) locks automatically in the full upright position. To fold the seatback forward while passengers are getting into or out of the back seat, lift up on the release lever located in the lower left hand corner on the back of the seatback.

Rear Flip Fold Seat (Optional)

To fold the seat forward for stowage, lift the seat back latch handle up (located at the lower rear right hand side of the seat) to unlock the seat back. Fold the seat back over the seat cushion until it is locked in place by the auxiliary seat back latch. The cushion latch handle (located at the center of the rear edge of the cushion) is then lifted up to unlock the seat from the striker on the floor. The seat can then be folded forward.

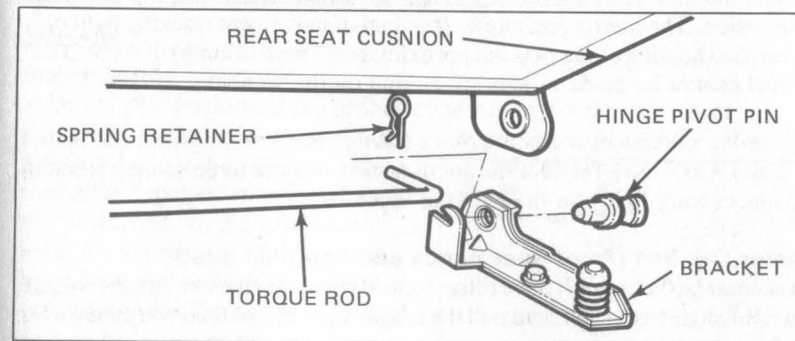


NOTE — When returning the rear seat to the seating position the seat assembly should be slammed against the floor latch striker sufficiently to compress the “pop-out” springs and provide proper latch and striker engagement.

Quick release of the seat is provided at the floor attachment to permit easy removal of the complete seat when additional space is required. The torque rod and pins are removed to make this conversion.

WARNING — Keep latch area free of foreign objects that would prevent seat latching properly. Insure that seat is latched before using.

GETTING TO KNOW YOUR BRONCO



Seat Belts

For personal safety and protection, all vehicle occupants front and rear should fasten the lap and lap-shoulder belts. Your vehicle features a seat belt warning system for the driver's seat and a lap-shoulder belt system for the front seat outboard positions. If the driver does not buckle up before turning the ignition, the buzzer will sound for approximately eight seconds. The seat belt warning light will remain on for the same time period with or without the belts buckled.

CAUTION — Never use a single belt for more than one person.

Continuous Loop Lap-Shoulder Belt System

After entering your vehicle, adjust the front seat to obtain the best position for your driving comfort and visibility. Then use the following procedure for fastening belts.

- ☐ Pull the lap-shoulder belt from the retractor so the shoulder portion of the belt crosses your shoulder and chest and insert the belt slip tongue into the proper buckle until you hear a snap and feel the latch engage.



GETTING TO KNOW YOUR BRONCO

- The shoulder restraint portion of the belt adjusts automatically to a snug position. The inertia reel allows freedom of movement, locking tight only on hard braking or impacts of approximately 5 mph (8 km/h) or more. The reel cannot be made to lock by jerking on the webbing.
- The lap portion of the belt adjusts automatically but be sure the belt is fitted **AROUND THE HIPS**, not the waist. Failure to do so may result in unnecessary injury in the event of a collision.

Center Lap Belt (Front Seat Bench and Rear Flip Seat)

The center lap belts don't have retractors. To lengthen the belt, tip the tongue at a right angle to the belt, and pull the tongue until the ends can be joined over the lap.

To fasten the belt, insert the tongue into the open end of the buckle until you hear a snap and feel the latch engage. Shorten the belt, if necessary, by pulling on the loose end of the webbing. The belt should be snug across the hips, **NEVER ACROSS THE WAIST**.

Rear Outboard Belts (Rear Flip Seat)

To fasten the rear outboard belt, pull the belt out of the retractor with a steady motion and insert it into the buckle until you hear a snap, and feel the latch engage. Adjust the lap belt snugly around the hips, never around the waist, by allowing the slack to return to the retractor.

Unfastening Seat Belts

Push the release button in the buckle and allow the front and rear outboard belts to retract to the fully stowed position.

Seat Belt Maintenance

Seat belt assemblies are maintenance-free; however, they should be periodically inspected to assure that they have not become damaged and that they remain in proper operating condition, particularly if they have been subjected to severe stress.

Rallye Bar (Optional)

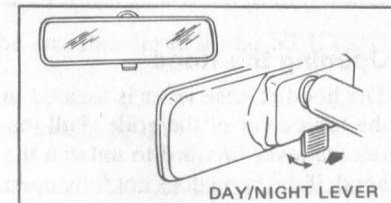
The optional roll bar is strictly an ornamentation option and is not to be construed as roll-over protection.

GETTING TO KNOW YOUR BRONCO

Mirrors

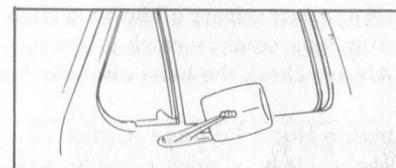
Inside Mirror

With the seat positioned for proper comfort, adjust the mirror for maximum rearward viewing. To adjust, move the mirror to the required position against the resistance from the ball and socket fitting at the rear of the mirror. Move the adjustment lever on the bottom of the mirror away from you for the day position or toward you for the night position to reduce headlight glare.



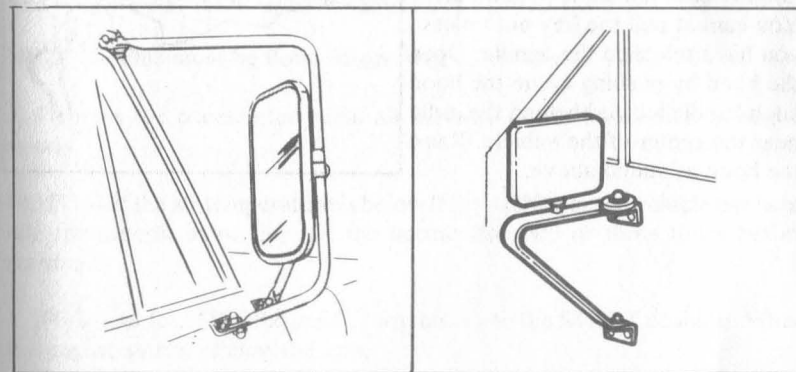
Outside Mirrors

With the door closed and the seat adjusted for proper comfort, move the mirrors for maximum side viewing capacity by tilting up or down, left or right.



Swing Lock/Low Mount Mirrors (Optional)

The optional Western mirrors are mounted on the exterior of the door panels in place of the standard outside mirror. Both mirrors should be adjusted by the driver for maximum viewing capacity.



CAUTION — On vehicles equipped with swing-lock outside mirrors, the mirrors should be folded rearward into the body position prior to entering automatic car wash systems. On vehicles equipped with "non"-swing lock mirrors, automatic car wash systems are not recommended as damage to the mirror may result.

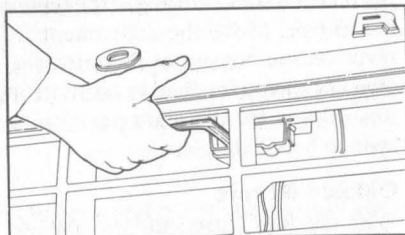
GETTING TO KNOW YOUR BRONCO

CAUTION — DO NOT RELEASE THE HOOD LATCH UNLESS THE TRANSMISSION IS OUT OF GEAR AND THE PARKING BRAKE HAS BEEN SET.

Opening the Hood

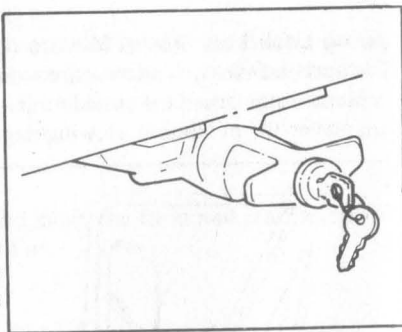
The hood release lever is located in the top center of the grille. Pull the release lever forward to unlatch the hood; if the hood does not fully open, press the hood downward slightly to allow easier release of the hood latch from its secondary catch position.

Always check the hood after closing, to be sure it is securely latched.



Inside Hood Release (Optional)

The inside hood release handle is on the lower left of the instrument panel. Unlock the handle using the square-headed key and pull handle. Never turn the key to lock position when the hood release handle is pulled out. You cannot pull the key out unless you have relocked the handle. Open the hood by pushing up on the hood latch handle located behind the grille near the center of the vehicle. Raise the hood as stated above.



DRIVING YOUR BRONCO

Starting the Engine

With An Automatic Transmission (Optional)

The transmission selector lever must be in P (PARK) or N (NEUTRAL) before the starter can be engaged.

With A Manual Transmission

Depress the clutch pedal and place the gearshift lever in the NEUTRAL position before engaging the starter.

NOTE — For easier starting headlights should be OFF.

CAUTION — The starter should not be operated for periods longer than 30 seconds at a time. An interval of at least two minutes should be observed between such cranking periods to protect the starter from overheating.

CAUTION — If the engine stalls or falters in starting, wait 3 or 4 seconds before re-engaging the starter. This will prevent possible damage to the starter or engine.

Engine Cold

1. Turn the key to the ON position.

NOTE — This must be done before step 2, not after.

2. Depress the accelerator pedal all the way to the floor, then release it slowly.

NOTE — If the air temperature is below 0°F (−18°C), or the vehicle has been idle for several days, depress the accelerator two or three times before starting.

3. With your foot OFF the pedal, turn the key to the START position. When the engine starts, release the key.

4. If engine fails to start, wait 3 or 4 seconds, then repeat the procedure once.

5. After starting, let the engine idle for a few seconds, then place the transmission in gear.

DRIVING YOUR BRONCO

CAUTION — During periods of cold weather, at or below freezing, or if the pavement or driveway is slippery, the engine should be permitted to warm up for a longer period (about one minute) before engaging the transmission and attempting to drive. During such warm-up, the engine idle speed should be reduced after about 30 seconds by depressing the accelerator pedal slightly and releasing it. If engine speed is reduced before proper warm-up, the engine may stall upon transmission engagement and require restarting.

Engine Warm

If the engine is warm, turn ignition key to ON, depress the accelerator pedal about one-fourth to one-half of its travel and hold it there. (Do not pump the pedal.) Then turn the ignition key to the START position, releasing it when the engine starts.

Engine Flooded

To start a "flooded" engine, depress the accelerator pedal to the floor and hold in this position. Do not pump the pedal. Turn the ignition key to the START position, and when the engine starts, release the key. Release the accelerator pedal gradually as engine speed increases.

CAUTION — The starter should not be operated for periods longer than 30 seconds at a time. An interval of at least two minutes should be observed between such cranking periods to protect the starter from overheating. Avoid attempting to start an intermittently firing or flooded engine for more than one minute of starter cranking time.

NOTE — For other conditions, see the Emergency Starting section on pages 69-72.

Tappet Noise

It is normal for the oil to leak down from the hydraulic tappets in your engine during extended shut-down periods (overnight). As a result, these tappets may clatter for a few seconds after the engine starts until oil pressure builds up. This momentary start-up noise is normal and is not detrimental to engine operation.

DRIVING YOUR BRONCO

New Vehicle Break-In

Your new Bronco will not require an extensive "break-in", although we recommend that you avoid extended high speed driving for the first 1000 miles (1600 km) of operation. Also, try not to drive continuously at the same speed as parts tend to better adjust themselves to other parts if various speeds are used during the first 1000 miles (1600 km). Try not to make severe brake applications until after 100 miles (160 km) of in-city or 1000 miles (1600 km) of highway operation, to allow the brake linings to seat against the brake rotors and drums. These few simple suggestions are designed to help you secure the long life capabilities already built into your vehicle.

NOTE — Do not tow a trailer during the first 500 miles (800 km) of operation.

A break-in oil is not used. The oil in the engine crankcase is the same specified type as you will use in regular changes. Change the oil and replace the filter at the regular time or mileage interval given in the Maintenance Schedules. Higher than normal oil consumption may be encountered prior to the first recommended scheduled oil change. See pages 82-84 for oil change information. Addition of anti-friction components or special "break-in" oils is not recommended during the first few thousand miles of operation, since these additives may prevent piston ring seating.

Torque wheel lug nuts after 500 miles (800 km) of operation following the instructions on pages 75-76.

Economy Tips

1. Start gradually. Accelerate gently. Drive at steady speeds: Wherever possible, vary your vehicle's speed as little as possible. Fast starts and sudden bursts of speed are the main causes of excessive fuel consumption in ordinary driving. By accelerating more slowly, you will use less power and gasoline to move the vehicle the same distance.

2. Drive at moderate speeds: Your vehicle's best economy is at steady speeds between 35 and 55 mph (55 and 90 km/h). The faster you drive your vehicle, the greater your fuel costs. Do not expect top fuel economy until the engine is broken in. This usually takes 2000 miles (3200 km) or more.

3. Avoid hard braking: Each brake application means a loss of energy created to get your vehicle up to speed. You will save gas if, instead of rushing up to a red traffic light or stop sign, you simply let up on the accelerator pedal so the vehicle does most of the slowing down itself.

DRIVING YOUR BRONCO

4. Shut off ignition when parked:

An idling engine uses a richer mixture to prevent stalling. Thus, whenever the vehicle is parked, turn off the engine to conserve fuel.

5. Tire pressures:

Keep tires up to recommended pressures as shown on the safety certification decal (page 47), and on the tire specification charts shown on page 125. Correct pressure will improve economy, especially when carrying heavy loads, and provide adequate load carrying capacity.

6. Keep your vehicle in condition:

Have your authorized dealer regularly perform the Ford maintenance operations called for on the maintenance schedules in this guide.

7. If your vehicle is equipped with a manual transmission, fuel economy can be improved by shifting at the lowest possible speed without encountering engine "lugging" or clutch slippage. See pages 51-53 for the proper shift ranges.

Vehicle Loading Information

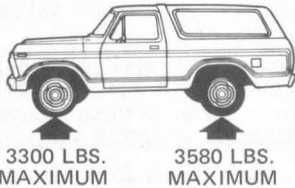
Your Bronco has been designed to give you its best performance when it is properly loaded. Cargo should be evenly distributed over the floor of the cargo area. If a very dense or concentrated load is carried, care must be taken to center the load in the cargo area. Cargo should always be secured to prevent it from shifting and causing damage in the event of a sudden maneuver.

Once you have reached the weight capacity of the vehicle, do not add more, even if there is space available.

Your vehicle's load capacity is designated by weight, not volume, thus with large or heavy loads, you cannot necessarily load the vehicle until all available space is full. Maximum safe vehicle weights (front, rear, and total) as well as tire and rim sizes and inflation pressures are specified for your vehicle on the certification decal on the door rear pillar. A sample certification decal with typical example numbers and an explanation of how this information should be used is given on the following page.

DRIVING YOUR BRONCO

Safety Certification Decal Sample

Safety Certification Decal		SAMPLE	
			
MFD. BY FORD MOTOR CO. IN U.S.A.			
9/77		GVWR: 6100 LB./2766 KG.	
FRONT GAWR: 3300 LBS./1496 KG.		REAR GAWR: 3580 LBS./1623 KG.	
L78-15B		L78-15B	
15x5.5K		15x5.5K	
AT 30 PSI COLD		AT 32 PSI COLD	
THIS VEHICLE CONFORMS TO ALL APPLICABLE FEDERAL MOTOR VEHICLE SAFETY STANDARDS IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE.			
VEH. IDENT. NO. U15H1AE1234			
TYPE			
EXTERIOR PAINT COLORS			
BODY VR MLOG. INT. TRIM A/C R S AX TR SCH. DATE			

NOTE — Do not use the sample numbers on the safety certification decal shown. Use the actual numbers that appear on your vehicle.

G.V.W.R. (Gross Vehicle Weight Rating) — The maximum loaded weight at which the vehicle is to be operated.

G.A.W.R. (Gross Axle Weight Rating) — The maximum loaded weight of each axle measured at the ground. These ratings are attainable only with the tires inflated to the specified pressures. However, if one axle is loaded to its maximum gross axle weight, the total weight on both axles at the ground cannot exceed the vehicle's rated gross vehicle weight.

The total weight for the example vehicle (not yours) must not exceed 6100 pounds with the front tires inflated to 30 psi cold, and the rear tires to 32 psi cold, and including full fuel tank(s), vehicle equipment, and occupants, as well as the cargo load.

Note that the driver and passengers are part of the vehicle load.

Due to the variety of engines, axles and accessories available, each vehicle is subject to different maximum load weights. If you suspect that your payload is excessive, have your vehicle weighed by axle at a highway weigh station or appropriate commercial facility.

Weigh the total vehicle, then weigh the vehicle at the front and rear wheels. The GVWR and GAWR's should not be exceeded. To assure proper vehicle handling, the load should also be balanced from side to side.

DRIVING YOUR BRONCO

A loaded vehicle handles differently than an empty one. Be prepared for:

- ☐ Longer stopping distances
- ☐ Slower acceleration
- ☐ More leaning on turns
- ☐ Different steering response

The decal on your vehicle lists the sizes of your vehicle's original equipment tires and rims and the cold inflation pressure. Refer to these figures when servicing your vehicle. If you wish to change sizes, consult your Ford dealer.

CAUTION — Never load your vehicle in excess of either the GVWR or the GAWR's specified on the vehicle certification decal. Overloading can void the new vehicle warranty, shorten vehicle life, and create serious potential safety hazards. The use of selected heavier suspension components does not increase the rated vehicle capacity.

Operating Precautions

There are many additional improvements which are "built in" your new Ford Bronco — they won't be visible nor do they need operating instructions. Don't forget, though, that the most important safety factor in highway transportation today is you, the driver. Learn to use your safety equipment, and keep the following points in mind:

- ☐ Make sure all doors are closed and locked before you drive off. Fasten your seat belt.
- ☐ Every time you leave your vehicle, set your parking brake. Put manual transmission in reverse gear or into P (PARK) with automatic transmission. Lock all doors.
- ☐ Be sure all occupants buckle their seat belts before you drive off.
- ☐ If your vehicle is equipped with power steering, do not position the steering wheel so the front wheels are turned and held against the stops (extreme right or left turn) for more than 2 seconds. This could damage your vehicle's power steering pump and cause overheating of the power steering fluid.
- ☐ Use both rear view mirrors and your turn signal before changing lanes.
- ☐ Keep tires inflated to recommended pressures and replace tires when the tread wear indicators appear (see page 96).

DRIVING YOUR BRONCO

- ☐ In the event your vehicle is disabled or you have stopped for an emergency on the highway, use your hazard warning flasher system.
- ☐ Be sure to check all instruments or gauges for proper operation after starting the engine.
- ☐ Drive defensively — the driver of that other vehicle can make a mistake.

Check The Exhaust System

Periodically check the complete exhaust system including heat brush shields, all exhaust system fasteners and nearby body areas periodically for broken, damaged, loose, or missing parts. Check the exhaust system for open seams, cracks, holes, loose connections, or other deterioration which could permit exhaust fumes to seep into the vehicle or result in violations of local noise laws. Any needed repairs should be made without delay. Check grass shields for debris at regular service intervals (see maintenance recommendations).

Warning — Exhaust Fumes

EXHAUST GASES, PARTICULARLY CARBON MONOXIDE, CAN BE HARMFUL AND ARE POTENTIALLY LETHAL. NEVER OPERATE THE ENGINE IN CLOSED AREAS. NEVER SIT IN A PARKED OR STOPPED VEHICLE FOR ANY EXTENDED AMOUNT OF TIME WITH THE ENGINE RUNNING.

Carbon monoxide is colorless and odorless, but can be present with all other exhaust fumes. Therefore, if you ever smell exhaust fumes of any kind inside your vehicle, immediately report such condition to your dealer and have him correct the condition. Do not drive with exhaust fumes present.

In order to guard against the possible entry of carbon monoxide into your vehicle, the exhaust system and body ventilation system should be properly inspected by a competent mechanic:

- ☐ Each time the vehicle is raised for servicing;
- ☐ Whenever you detect a change in sounds from the exhaust system;
- ☐ Whenever any part of the vehicle has been damaged.

In order to afford proper ventilation, all air inlet vents should be kept clean of snow, leaves and other debris.

DRIVING YOUR BRONCO

If you find it necessary to run the engine in an unconfined area for more than a short length of time, adjust the heating or cooling system to draw outside air into the vehicle as follows:

1. If you have a conventional heating system, set the fan speed to medium or high, with the function control lever set at any position except OFF.
2. If your Bronco is equipped with air conditioning or deluxe Hi-Lo heater, set the fan speed to medium or high speed and the function control lever to any position except OFF. Also, set the temperature control lever to the right of the mid-position.

To prevent the possibility of dangerous gases being drawn into the vehicle, tailgates and rear windows should be kept closed while the vehicle is in motion. If it is necessary for such windows to remain open, the following precautions should be observed:

- ☐ Adjust your air control system to force outside air into the vehicle.
- ☐ If your vehicle has outside air control vents, open them fully.

CAUTION — EXHAUST SYSTEM TEMPERATURES MAY BE HIGHER DUE TO EMISSION CONTROL DEVICES NEEDED TO COMPLY WITH GOVERNMENT MANDATED EMISSION STANDARDS.

To help avoid possible injury or damage to the vehicle or the environment, the following precautions should be observed:

- ☐ Avoid extended (in excess of 10 minutes) and unnecessary idling, particularly extended idling on the high step of the fast idle cam or at other "high" engine speeds or after sustained high engine speed operation (in excess of 75 mph (120 km/h) — where permitted by law). If extended idling occurs or is anticipated beyond 10 minutes, you should shut down the engine. Restart when conditions are appropriate: Within about 30 seconds after starting a cold engine, you should depress and release the accelerator pedal to produce a lower idle speed. In addition, you should avoid idling in dry grass or other dry ground cover (see maintenance recommendations with regard to keeping grass shields free of debris).

DRIVING YOUR BRONCO

- ☐ Avoid operation under conditions of malfunction or neglect (disregard for recommended maintenance of the ignition system, fuel system, and emission control system). It is important that you have your vehicle examined at the first indication of any significant depreciation in its normal performance. Such indications include, but are not limited to, extended dieseling (more than five seconds of engine run-on with key off), persistent misfiring, heavy surging, repetitive stalls or backfires, fluid leakage, odor, smoke, loss of oil pressure or charge indicator or over-temperature warning.

- ☐ If passengers are to be carried in a manner that permits prolonged skin contact with the metal floor, adequate insulation should be provided.

Driving With A Manual Transmission

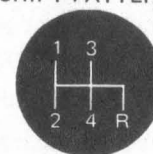
4-Speed Transmission

This transmission is synchronized in SECOND, THIRD and FOURTH gears which means that shifting can be achieved while on the move in these gears. The shift pattern is etched on the gear lever knob.

To Operate This Transmission

First make sure the gear shift lever is in neutral position. Then press the clutch pedal fully to the floor. Now start the engine. Move the gear shift lever to the first (low) gear position. Depress the accelerator slowly, while letting out the clutch gradually but firmly at the same time, so that the vehicle moves slowly away. During accelerations, upshift the transmission at the speeds shown in the chart.

4-SPEED TRANSMISSION
SHIFT PATTERN



To Stop The Vehicle

Release the accelerator and apply the brakes. Press down on the clutch pedal only after the vehicle slows down to 10 to 15 mph (15 to 25 km/h). Then continue to use the brake to completely stop the vehicle.

Operating Tips for 4-Speed Transmissions

- ☐ When stopped on an upgrade, do not hold the vehicle with the engine. Use the service brakes and/or the parking brake.
- ☐ Use the gear which will maintain the desired road speed while keeping the engine above two-thirds of the recommended maximum (or governed) speed.
- ☐ For extremely hard pulls at low road speed, shift to a lower gear.
- ☐ Never shift into an unsynchronized gear until the vehicle is completely stopped.

DRIVING YOUR BRONCO

- ☐ Do not "ride" the clutch pedal. This produces a partly disengaged condition that will result in clutch damage and premature clutch wear.
- ☐ When parking or leaving your vehicle unattended, even for a few minutes, remove the ignition key, place the selector lever in FIRST gear or REVERSE, and fully apply the parking brake.
- ☐ All loaded vehicles with 4-speed manual transmissions should be driven from a standing position in FIRST gear to minimize premature clutch wear. Starting a loaded vehicle in SECOND gear may result in excessive clutch slippage causing excessive clutch wear. See next page for recommended shift speeds.
- ☐ It is recommended that all unloaded vehicles with 4-speed manual transmissions start in SECOND gear. For unloaded vehicles with 4-speed manual transmissions the recommended shift points are given on the following page.

CLUTCH — When shifting, fully depress the clutch pedal, then release the pedal slowly and simultaneously modulate the accelerator pedal to keep the engine from overspeeding or lugging down. To avoid premature clutch wear and failure, **do not "ride" the pedal**; that is, do not drive with your foot resting on the pedal.

NOTE — The clutch pedal free travel must be $\frac{3}{4}$ to $1\frac{1}{2}$ inch (19-38mm) to prevent clutch slippage and excessive clutch disc wear. Free travel is the short distance the clutch pedal travels before there is a noticeable increase in pressure.

Do not overspeed the engine when shifting gears. On the other hand, the engine must not be allowed to "lug" or labor before shifting to a lower gear ratio; the emission control systems installed on the engine will not operate correctly under these conditions. Downshifting to a lower gear when descending steep grades helps to maintain a safe speed and prolong brake life. In all cases, be sure to follow the recommended shift speeds given on the following page.

The 4-speed manual transmission should be shifted at the speeds specified in the following chart. Recommended shift points will vary within the prescribed ranges, depending upon vehicle loading conditions.

CAUTION — To avoid premature clutch wear and/or damage, do not drive with your foot resting on the clutch pedal, or use it to hold the vehicle at a standstill on an upgrade, as when waiting for a traffic light. Failure to observe these instructions could result in unnecessary clutch wear or possible damage to the engine or transmission.

DRIVING YOUR BRONCO

Recommended Shift Speeds — Four Speed Manual Transmissions

UPSHIFTS WHEN ACCELERATING		
NPG		
SHIFT SCHEDULES*	M	
CONDITION	2H or 4H	4L
FIRST TO SECOND **	10 MPH (16.1 km/h)	5 MPH (8.0 km/h)
SECOND to THIRD	15 MPH (24.1 km/h)	7 MPH (11.2 km/h)
THIRD to FOURTH	25 MPH (40.2 km/h)	12 MPH (19.3 km/h)

MAXIMUM DOWNSHIFT SPEEDS		
NPG		
SHIFT SCHEDULES*	M	
CONDITION	2H or 4H	4L
FOURTH to THIRD	55 MPH (88.5 km/h)	27 MPH (43.5 km/h)
THIRD to SECOND	30 MPH (48.3 km/h)	15 MPH (24.1 km/h)
SECOND to FIRST	0 MPH (0 km/h)	0 MPH (0 km/h)

* Refer to the glove box decal for recommended shift schedule or the vehicle emission control information decal located on the engine.

** Driving from a standing position in SECOND gear is recommended in moving a vehicle with a manual 4-speed transmission unless the vehicle has a significant load or is on a significant grade, in which case FIRST gear should be used.

DRIVING YOUR BRONCO

Driving With An Automatic Transmission

Engine Starting — Use the P (PARK) position for engine starting and engine idling (except normal driving). Shift into R (REVERSE) or D (DRIVE) to move the vehicle.



P (PARK) — This position locks the rear wheels and the transmission whether or not the engine is running. Always come to a complete stop before shifting into P (PARK). You cannot shift into or out of the P (PARK) position without lifting the lever towards you.

WARNING — Do not use the P (PARK) position in place of the parking brake. Always set the parking brake, shift in P (PARK), and turn off the ignition when you leave the vehicle, even momentarily. Never leave the vehicle unattended while the engine is running.

CAUTION — In shifting into P (PARK) position, make sure that the shift lever has been pushed as far as it will go in a counterclockwise direction, and cannot be moved without lifting.

R (REVERSE) — Vehicle must be fully stopped before shifting into or out of reverse, except when “rocking” the vehicle.

N (NEUTRAL) — In the N (NEUTRAL) position, there is neither forward nor reverse gear engagement. N (NEUTRAL) may be used for engine starting with the brakes applied.

CAUTION — In this position the wheels are not locked. If you start the engine in this position, make sure the parking brake has been set.

D (NORMAL DRIVE POSITION) — Vehicle starts in low and shifts automatically to second and high.

2 (SECOND GEAR MANUAL) — For slippery surfaces, traffic braking, or steep descents. The vehicle starts and remains in second. Do not shift into 2 (SECOND) at speeds above 55 mph (90 km/h).

1 (LOW GEAR MANUAL) — Vehicle starts and remains in low gear for sustained pulling power, or braking on hilly roads. When downshifting, move selector lever from D (DRIVE) to 2 (SECOND) to 1 (LOW), the vehicle remains in second gear until approximately 19-38 mph (31-61 km/h) (depending on the tire size and axle ratio) before shifting to 1 (LOW) gear. To avoid skidding, do not shift into LOW above 20 mph (30 km/h) on slippery surfaces. Under normal road conditions the transmission can be shifted to LOW at speeds up to 55 mph (90 km/h).

DRIVING YOUR BRONCO

NOTE — The lighted shift dial brightness is controlled by the light switch.

ACCELERATOR DOWNSHIFTS — In D (NORMAL DRIVE POSITION) — At speeds between 35 and 55 mph (55 and 90 km/h), depending upon tire size and axle ratio, you can get the quick power and acceleration needed to pass moving vehicles or to climb steep grades by flooring the accelerator pedal to downshift from high to second gear. A forced downshift from second to first gear is possible in D (NORMAL DRIVE) at speeds under 35 mph (56 km/h).

Four Wheel Drive

Full Time and Part Time Transfer Case

The main difference between full time and part time four wheel drive is a transfer case which includes an interaxle differential. On vehicles with full time four wheel drive, this differential in the transfer case allows driving forces to be continually transferred to both the front and rear axles; it compensates for the difference in front and rear axle speeds that may occur during cornering or by varied road conditions; and it works the same way as the axle differential between the wheels of either the front or rear axle.

The part time four wheel drive transfer case (when engaged in four wheel drive) delivers equal and constant power to the front and rear axles without differential action.

Normal highway driving on dry, hard surfaces in part time four wheel drive is not recommended. This could result in axle windup and increased tire wear and possible adverse vehicle handling.

Full time four wheel drive allows the driver to remain in four wheel drive without shifting the transfer case. The front axle is always engaged, eliminating the need for free-running front hubs. Since full time four wheel drive provides differential traction at all four wheels, it provides added stability and driving control on all road conditions including wet pavement, ice, or snow. Cornering is also improved. With all four wheels working, the vehicle can pull itself through corners.

OPERATING PRECAUTIONS — Any vehicle equipped with four wheel drive is a special use vehicle for driving on sand, snow, mud or rough terrain and has operating characteristics that are somewhat different from conventional vehicles, both off and on the road. As with any vehicle, prudent and cautious driving is essential, as the four wheel drive capability is not a substitute for driver competence. Coupled with appropriate driver education and training, the driving tips below will help you learn to use four wheel drive.

DRIVING YOUR BRONCO

- ☐ Do not use four-wheel drive with a part time transfer case on dry, hard-surfaced roads.
- ☐ Avoid driving crosswise on steep slopes. A direct ascent, descent or an alternate route is preferred.
- ☐ Special maintenance procedures are necessary after operating with drive components in water.
- ☐ Do not take unnecessary risks or attempt impossible driving feats.
- ☐ Drive cautiously in off-highway operation to avoid vehicle damage from concealed objects such as rocks, stumps, glass, metal, etc.
- ☐ When driving over rough terrain, grip the steering wheel rim securely. Do not grip the steering wheel spokes.
- ☐ Free running hubs (available with the part time transfer case only) must be positioned in LOCK before shifting into four-wheel drive.

Four-Wheel Drive "Driving Tips"

Driving on Sand, Mud, Water, and Rough Terrain

- ☐ Encountering sudden changes in terrain can result in abrupt steering wheel motion; therefore, full steering wheel control is required at all times. When driving over rough terrain, grip the steering wheel securely. Keep your hands, including your thumbs outside the steering wheel spoke area and do not grip the steering wheel spokes. Drive at a slow (walking) speed.
- ☐ When the terrain is known to be extremely rough, determine beforehand the driving route to be used.
- ☐ Drive cautiously in off-highway operation to avoid vehicle damage from concealed objects such as rocks, stumps, glass, metal, etc. Also, look the terrain over before driving on it and determine the depth of any mud or water before entry.
- ☐ When driving over sand, mud and other soft terrain, shift to low gear, and drive steadily through the soft terrain. Apply accelerator (gas) slowly and avoid spinning tires.
- ☐ When driving through water, determine the depth; avoid water higher than the hubs (if possible) and proceed slowly. Once the ignition system gets wet, the vehicle will stall.

DRIVING YOUR BRONCO

- ☐ Special maintenance procedures are necessary after operating with drive components in water (refer to maintenance section of guide).
- ☐ Once through water, always try the brakes. Wet brakes do not stop the vehicle as effectively as dry brakes. Drying can be aided by moving the vehicle slowly with light pressure on the brake pedal.
- ☐ After driving through mud, clean off residue stuck to front/rear driveshafts and tires. Excess mud stuck on tires and front/rear driveshafts can cause an imbalance which could damage the vehicle components.
- ☐ Always use caution and good judgment in operating the vehicle off the road. Know the terrain or examine maps of the area in question before driving.

Driving on Hill and Slope Terrain

- ☐ Your four-wheel drive vehicle will seldom encounter a hill which, with proper driving, it can't negotiate directly; however, occasionally natural obstacles may make it necessary to travel diagonally up or down the hill. A danger lies in losing traction and slipping sideways with the possibility of tipping. Avoid driving crosswise or turning on steep slopes. A direct ascent, descent or some other alternate route is preferred. Do not drive over the crest of a hill without seeing what the conditions are on the other side. Do not drive in reverse over a hill without an observer.
- ☐ When climbing a hill, it is not recommended to begin in a higher gear and downshift after the ascent is started. Even if a steep hill can be climbed in high, it is usually better to shift to a lower gear while the vehicle still has good momentum, thereby saving time as well as strain on the engine and minimizing the inconvenience of stalling. Apply just enough power to the wheels to climb the hill. Too much power will cause the tires to lose traction resulting in loss of vehicle control.
- ☐ Go down a steep or long grade in the same gear used going up the hill, thus avoiding excessive brake action and brake overheating. Do not descend in neutral.
- ☐ When descending a steep hill, avoid sudden braking. This could result in loss of control of steering. Remember the front wheels have to be turning in order to steer the vehicle. Rapid pumping of the brake pedal will help to slow the vehicle and still maintain steering control. Also, maintain as low a gear as possible.

DRIVING YOUR BRONCO

Driving on Snow and Ice

□ A four-wheel drive vehicle will plow through snow but can skid on ice like any other vehicle. If icy or slippery conditions exist, leave the vehicle in four-wheel drive.

□ If stopping on ice, vehicle should be put in neutral below 10 mph (15 km/h) and brakes should be gently "pumped" to bring vehicle to a stop.

□ Although oversize tires are helpful in sand and mud and sometimes in snow, no improvement in traction can be expected on ice.

□ Avoid sudden applications of power and quick changes of direction on snow or ice. Apply accelerator (gas) slowly and steadily when starting from a stop. Remember, if you're on ice, a four-wheel drive vehicle can lose traction just like any other vehicle.

Driving on the Road (Normal Driving)

□ Do not use four-wheel drive mode (part-time four-wheel drive) or operate in lock (full-time four-wheel drive) on dry, hard-surfaced roads as this may cause damage to your vehicle.

□ Four-wheel drive may be used for snow-covered roads for extra traction and pulling power. If icy or slippery conditions exist, vehicle should be left in four-wheel drive.

Getting Unstuck

□ If stuck in mud or ruts, ignore the first impulse to try and back up and rock the vehicle back and forth by alternately engaging forward and reverse gears. Also, you may be able to get out by backing over the path used to go into the obstacle. Get out of the vehicle and look the situation over.

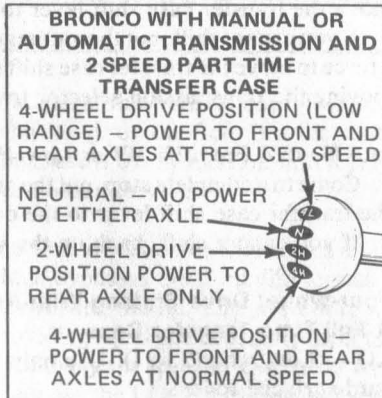
□ Carry the proper equipment: a strong tow chain, jack pads, sand mats (planks, chain link fencing, chicken wire, etc.), shovels, tire chains, etc.

NOTE—In any driving situation, remember that you can maintain control of the vehicle only as long as the vehicle can maintain traction. Poor surfaces or poor driving techniques can cause loss of traction and loss of control.

DRIVING YOUR BRONCO

Bronco With Manual or Automatic Transmission and Optional 2-Speed Part Time Transfer Case

Free running hubs must be locked before shifting into 4L or 4H. For normal highway driving, the transfer case shift lever should be in the 2H position. The 4H position should be used for driving conditions that require more traction than normal two-wheel drive operation can provide. Use the 4L position when the vehicle cannot be kept moving with the lever at 4H. Do not drive in 4H or 4L on dry, hard-surfaced roads. If you do, you may have difficulty shifting out of four-wheel drive. It may be necessary to back up the vehicle a few feet to permit shifting into N or 2H.



Four-Wheel Drive Shifting With A Manual Transmission and a Part Time Transfer Case

To shift the transfer case from N (NEUTRAL) to any of the driving gears, depress the clutch pedal while the engine is idling, and move the transfer case shift lever to 2H, 4H, or 4L, whichever is needed to start the vehicle moving.

Shifts to 2H or 4H can be made while the vehicle is moving. To shift from 2H to 4H, or from 4H to 2H, let up the accelerator pedal and move the lever. When shifting from 4L to 2H or 4H, bring the vehicle to a full stop. Depress the clutch pedal and move the transfer case lever to the desired position.

Do not shift to 4L while the vehicle is moving. If it is necessary to shift from 2H or 4H to 4L, bring the vehicle to a full stop before moving the transfer case shift lever. Then push the lever all the way forward to 4L.

Refer to the Scheduled Maintenance Services if operating with the wheels or axles submerged in water.

Four-Wheel Drive Shifting With An Automatic Transmission and a Part Time Transfer Case

Hi-2W ♦♦ Hi-4W

1. This shift can be made in either direction while the vehicle is moving.
2. Apply power by depressing the accelerator slightly and move the transfer case shift lever to the desired position.

DRIVING YOUR BRONCO

Into Hi-2W or Low-4W From Neutral

1. Come to a complete stop, put the automatic transmission in neutral and move the transfer case shift lever to the desired position.
2. If you cannot shift, put the automatic transmission in P (PARK) and apply a force to move the transfer case shift lever toward the desired position while moving the transmission selector toward D (DRIVE).

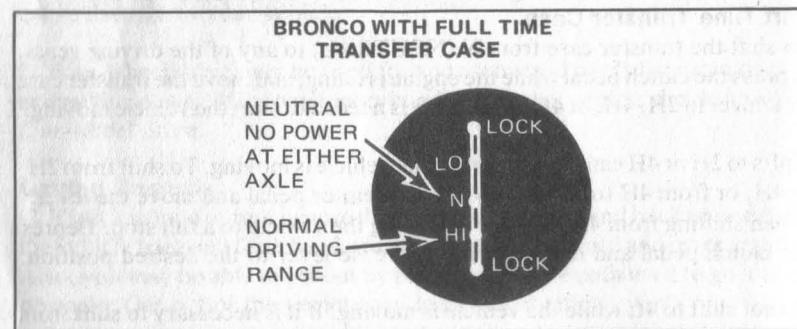
Into Neutral From Hi-2W or Low-4W

1. Come to a complete stop, put the automatic transmission in neutral. Move the transfer case shift lever to the desired position.
2. If you cannot shift, back up the vehicle a few feet and then shift.

Four-Wheel Drive Shifting With An Automatic Transmission and A Full Time Transfer Case

LO — Low ratio (2 to 1). Use only when extra power is needed on dry, hard-surfaced roads.

HI — High ratio (1 to 1). Use this gear position for all normal driving on good roads and solid level ground.



LOCK (LO Position) — Use when both extra traction and extra power are required, such as in climbing or descending steep grades, carrying heavy weights off the road, or when entering deep sand, snow or mud.

LOCK (HI Position) — Use when extra traction only is needed. For example, when the wheels would slip in HI.

NOTE — When shifting from LOCK to the HI or LO range, the "LOCK" indicator light under the instrument panel will go out, but the actual shift in the transfer case does not normally occur until you drive a short distance or after stopping the vehicle and driving in reverse a few feet.

DRIVING YOUR BRONCO

CAUTION — Do not use the LOCK positions on dry, hard-surfaced roads. If you do, it may be necessary to back up the vehicle several feet when shifting from HI to LO or LO to HI.

TRANSFER CASE SHIFTING — First, select the transfer case position best suited to ground conditions. The shift lever on the floor has the shift positions displayed on the shift knob. Then, use the transmission shift lever on the steering column as you would for normal driving.

LOCKOUT FEATURE — The full time four wheel drive transfer case utilizes a mechanical lockout feature which bypasses the third differential. This lockout feature has the effect of converting the full time system to a conventional four wheel drive system, providing equal and constant power to the front and rear axles. It is engaged by moving the transfer case lever to either the HI or LO LOCK position. Do not use the LOCK position on hard surfaces.

LOCKOUT WARNING LIGHT — A special dash mounted blue warning light is provided to indicate when the transfer case is in the "lock" position.

TWO-SPEED TRANSFER CASE — The transfer case also has a two-speed gear box with a high ratio of 1:1 for normal driving and a low ratio of 2:1 for rough terrain. The vehicle may be driven in either the high or low range with the transfer case in full time or in the locked position.

☐ **HI to HI LOCK** — With the transfer case in the HI position, move the shift lever from the HI to HI LOCK position. This shift can be made while the vehicle is in motion.

☐ **HI LOCK to HI** — Move the shift lever from the HI LOCK to the HI position. This shift can be made while the vehicle is in motion.

☐ **HI to LO** — Vehicle must be stopped or moving slower than 3 mph (5 km/h). Move the automatic transmission shift lever to N (NEUTRAL). Shift the transfer case from HI to LO following the shift pattern on the knob. If resistance or blockage is noticed before this shift is completed, return the lever to the HI position, place the automatic transmission shift lever in R (REVERSE) and back up the vehicle. Then, shift the automatic transmission back to N (NEUTRAL) and repeat the instructions above.

DRIVING YOUR BRONCO

□ LO to LO LOCK — Move the shift lever forward from the LO to the LO LOCK position. This can be made while the vehicle is in motion.

□ LO LOCK to LO — This shift can be made while the vehicle is in motion. With the vehicle in LO LOCK, move the shift lever back to the LO position.

□ LO to HI — Stop your vehicle, place the automatic transmission shift lever in N (NEUTRAL). Move the transfer case lever from LO to HI following the shift pattern on the knob. When the HI position is reached and before the shift is completed, a slight resistance will be noticed. The shift lever should be moved through this resistance to complete the shift.

If during this shift, resistance or blockage is noticed other than the slight resistance before completing the HI shift, return the transfer case shift lever to the LO position. Put the automatic transmission lever in R (REVERSE) and back up the vehicle. Then shift the automatic transmission shift lever back to N (NEUTRAL) and repeat the above instructions.

Free-Running Hubs (With Part Time Transfer Case)

TWO-WHEEL DRIVE — Shift the transfer case to the two-wheel drive position before unlocking the hub locks. Turn the selector knob on the front hubs to the "FREE" position. This will disengage the hub teeth and unlock the wheel from the axle shaft. The wheel will now turn freely on the axle. If the knob does not turn freely, rock the vehicle back and forth.

FREE RUNNING HUBS (WITH PART TIME TRANSFER CASE ONLY)



FREE RUNNING
POSITION



LOCK
POSITION

DRIVING YOUR BRONCO

FOUR-WHEEL DRIVE — Turn selector knob on the front hubs to the "LOCK" position. If the hub teeth do not engage with the knob in this position, the teeth are butted and a slight movement of the wheel in either direction will complete the lock. Start slowly and the front axle should now drive the wheel.

It is recommended that the vehicle be driven in 2H with the hubs engaged for the first 200 miles (320 km) and, thereafter, monthly for a minimum of 10 miles (15 km) to insure proper lubrication.

Limited-Slip or Traction-Lok Differential (Optional)

Unlike the conventional rear axle the Limited-Slip or Traction-Lok differential delivers power to both rear wheels when one wheel loses traction for a better grip on the road. The vehicle should pull out of any bad spot as long as one wheel can maintain traction.

When starting with one wheel on an excessively slippery surface, a slight application of the parking brake may be necessary to help energize the axle. Release the brake when traction is established. Use light throttle on starting to provide maximum traction. When both wheels slip, the limited-slip has done all it can.

CAUTION — On vehicles equipped with a Traction-Lok axle, never run the engine with one wheel off the ground, such as when changing a tire. The wheel still on the ground could cause the vehicle to move.

SPECIAL SITUATIONS

Driving on Sand, Snow or Ice

Should it be necessary to drive your vehicle through loose sand or heavy snow the important thing is to **KEEP MOVING** steadily and not too fast.

Shift to a lower gear 2 (SECOND) or 1 (LOW) with automatic transmissions, if required, to keep the engine from laboring. If the wheels start to spin, let up on the accelerator; continued spinning will cause them to dig in deeper. Sometimes "rocking" the vehicle will get you moving. To do this, hold a light pressure on the accelerator and shift back and forth between LOW and REVERSE gear, 1 (LOW) and R (REVERSE) with automatic transmissions, timing the shift to build up a rocking motion of the vehicle. If you are still stuck after a minute or two of rocking, have the vehicle pulled out to avoid overheating and possible damage to the transmission.

SPECIAL SITUATIONS

When driving on slippery or icy surfaces, avoid any sharp stops, starts, or turns. Think ahead to avoid situations where you will have to make any sudden turns. When you need to stop, a gentle pumping of the brake pedal will sometimes help to avoid skids. If you do skid, turn the wheels gently in the same direction you are skidding. When starting off, use an intermediate gear 2 (SECOND) with automatic transmissions and accelerate gently.

If you have room, a LIGHT pressure on the accelerator may help straighten the vehicle.

CAUTION — Avoid overspeeding the engine and/or spinning the rear wheels at an indicated speedometer speed in excess of 50 mph (80.4 km/h). Spinning rear wheels excessively may result in rear axle bearing and gear damage or tire disintegration. A bag or box of sand in the vehicle (with a scoop to spread it with) will frequently help you out of an annoying situation where the traction is bad.

Avoid driving through flooded areas unless you are sure the water is no higher than the bottom of the hub caps. Shift into LOW gear and go through slowly. Try your brakes as soon as you get across.

NOTE — Engine idling for long time periods can result in heat build-up in the cargo area which may be detrimental to some types of cargo located directly over the exhaust system.

Cold Weather Operation

Your Bronco's Motorcraft battery is your best friend in extremely cold weather. Have the cells checked with a hydrometer at regular intervals. If the reading is below 1.230 specific gravity (corrected to 80°F), have it charged. It is also a good idea to turn off your headlights when the engine is shut off or is idling. This prevents drain on the battery. Remember that the battery works overtime during the long hours of winter darkness. A little care will be more than repaid in satisfaction and reliability.

When parking your vehicle overnight, leaving it inside a garage, even if not heated, will prevent wind-chill and make morning starting much easier. Changing to a lighter grade engine oil also makes the starting easier under these conditions. For continuous operation in extremely cold weather, alternate transmission lubricants are also available, as shown in the Lubricant Specifications, pages 120-121. Transfer cases also require different lubricants in cold weather operation.

SPECIAL SITUATIONS

Whenever possible, it is good practice to let the engine run for a few minutes to warm up before driving. Even light oils are more sluggish when cold, and this gives the oil time to circulate to the vital moving parts of the engine. When you drive away, take it easy at first because the lubricants in the transmission and axle are cold, too, and need time to circulate.

Your new Bronco has antifreeze protection to -20°F/-29°C (-35°F/-37°C for delivery in Alaska, Canada and some U.S. regions), unless there has been a loss of coolant through leakage, overheating, or a similar mishap. If the radiator level is low, add Ford Cooling System Fluid or fluid meeting Ford specifications and water as recommended on pages 85-86.

Check your anti-freeze protection regularly and watch the engine temperature indicator. Any sudden rise in the reading may indicate a freeze-up somewhere in the cooling system. Do not put cardboard or cloth in front of the radiator to get higher temperatures. If the temperature does not come up after a few miles/kilometres of driving, have your dealer check the thermostat.

Frost on outside glass surfaces is best scraped off with a plastic scraper. Use of an aerosol de-icer makes the removal of frost and ice much easier. If the windshield wiper blades are frozen to the glass, free them gently to avoid damage to the rubber blades. In very cold weather, even the best windshield washer solvents will not prevent freezing, so it is a good idea to carry paper towels in your vehicle to wipe dirt and road splash from the glass, especially where salt is used on roads for snow and ice clearance.

Problem Diagnosis

Most operating troubles that might be encountered with a new or well-maintained vehicle will be of a minor nature. Therefore, if you have trouble starting or operating your Bronco, look for some simple cause rather than malfunction of a major component. For instance:

Loose or corroded battery connections are more likely than a battery malfunction.

A loose ignition wire is much more likely than a distributor, a coil, or an ignition system malfunction.

In many cases, operating troubles are coupled with outside factors, such as climate conditions, road conditions, a change of servicing or fueling source, or change of drivers.

SPECIAL SITUATIONS

Vehicle troubles that occur as a result of normal use and wear usually give plenty of advance warning. These troubles usually result from overlooking the specified Required Maintenance Services (pages 102-108).

Whenever vehicle performance seems less than normal in any category, it is best to consult your dealer at the first symptom, rather than wait until a serious problem develops. One of the aims of regular maintenance is to help you in just these circumstances.

If Engine Won't Crank

1. Check the automatic transmission selector lever operation. The starter will operate only when the lever is at N (NEUTRAL) or P (PARK). Apply the brakes and, with ignition key in START position, try moving the lever slightly right or left of the N (NEUTRAL) position. If engine will then crank, have your dealer adjust the neutral start switch on the transmission.

2. Switch on the headlights. If lights are dim or do not go on, or if when the ignition key is turned to START the lights become dim or go out, the battery cable connections may be loose or corroded or the battery may be discharged.

3. Another indication of loose battery connections or low battery condition is a stuttering noise from the engine compartment when the ignition lock cylinder is turned to START. Check connections at battery posts, cable connections to engine ground point, and at starter relay terminals. Make sure relay bracket is fastened securely to mounting surface. If starter relay clicks (no stuttering), but starter does not crank, check connections at starter terminal. If a discharged battery is suspected, have it checked and corrected.

4. Try operating the starter switch several times. Should the switch be corroded, this operation may clean the contacts or make the switch temporarily operable until you can reach your dealer.

5. If all electrical connections are tight and you need assistance to start, read the instructions on pages 71-72 under Pushing and Towing.

If Engine Cranks But Won't Start

1. Check the fuel gauge. You may be out of fuel. If the gauge shows that there is fuel in the tank, the trouble may be in the ignition system or the fuel system.

2. Check the ignition system. Remove the wire from one of the spark plugs by grasping the moulded boot of the wire only; insert a short piece of bare wire or other metal object in the terminal of the wire.

SPECIAL SITUATIONS

Hold the boot with insulated pliers or a dry cloth so that the inserted bare wire is about 3/16 inch from the engine block and crank the engine for at least three seconds. If there is no spark between the wire and the metal, the trouble may be in the distributor or coil. If you see a spark, then check the fuel system for trouble.

CAUTION — Spark plug wires carry high tension electrical current, capable of giving a shock. Be sure to grasp the moulded boot well back from the open end.

Engine Runs Hot

The following items could cause an engine to overheat:

☐ Retarded ignition timing ☐ Loose fan belt or lack of coolant ☐ Dirty cooling system ☐ Prolonged idling, low idle speed, or automatic transmission in drive while stopped with engine and air conditioning operating ☐ Driving with frozen coolant ☐ Sticking thermostat ☐ Overloading or pulling heavy trailers during hot weather.

If Brakes Do Not Grip Well

1. If you have been driving through deep water, gently apply the brakes several times while the vehicle is slowly moving.

2. Let the brakes cool if you have been using them abnormally, as in mountain driving or after several fast, high speed stops.

3. Check the Brake System Warning Light for an indication of a malfunction in the brake system.

4. Check brake adjustment (see page 14).

If Brakes Pull

1. Check tire pressure.

2. Your drum brakes adjust automatically when the brakes are applied while the vehicle is moving in reverse. To engage the brake self-adjusting mechanism, drive the vehicle on dry, level pavement at 5 mph (8 km/h) in reverse, then firmly apply the brakes. Release the brakes and drive the vehicle forward a short distance. Repeat this procedure 4 or 5 times.

SPECIAL SITUATIONS

3. If pull occurs during the first 500 miles (800 km), make 10 moderately fast stops from 40 mph (65 km/h), then perform the adjustment procedure mentioned above. Repeat if required. This procedure may be necessary to properly seat new brake linings against the brake drums and rotors.

NOTE — Occasional or intermittent brake squeal may result from environmental conditions such as cold, hot, wet, snow, salt, mud, etc. This condition is not a functional one and will not affect braking effectiveness. Only if squeal occurs continuously with every application should the brake be checked.

If The Vehicle Steers Hard

This can be caused by low pressure in the tires, a low power steering fluid level, or improper lubrication of the steering linkage and suspension components.

NOTE — Do not operate the vehicle with a low power steering pump fluid level to preclude damage to the power steering pump.

If Steering Wanders or Pulls at High Speeds

This condition can be caused by:

- ☐ Soft tire(s) on any wheel(s)
- ☐ Steering gear preload needs adjusting
- ☐ Vehicle overloaded or unevenly loaded
- ☐ High crown in center of road
- ☐ High cross-winds

If Fuses Burn Out

Burned-out or "blown-out" fuses usually indicate an electrical short-circuit, although a fuse may occasionally burn out from vibration. Insert a second fuse (see pages 117-119). If this fuse immediately burns out and you cannot locate the cause, return your vehicle to your dealer for a circuit check.

If Lamp Bulbs Burn Out

Repeated lamp burn-out usually indicates a loose connection, either at the lamp socket or the system ground or a malfunctioning voltage regulator. If examination does not indicate the cause of the trouble return your vehicle to your dealer for inspection.

If Headlights Flash Off and On

If headlights (and/or taillights and instrument panel lights) flash off and on at regular intervals, the system circuit breaker is operating, indicating a short circuit or overload. Take your vehicle to your dealer for a circuit check.

SPECIAL SITUATIONS

Limited-Slip or Traction-Lok Differential (Optional)

The Limited-Slip or Traction-Lok design permits differential action when required for turning corners and transmits equal torque to both wheels when driving straight ahead. However, when one wheel tries to spin due to leaving the ground, a patch of ice, etc., the Limited-Slip or Traction-Lok design automatically provides more torque to the wheel which is not trying to spin.

It is important to recognize two things:

1. If, with unequal traction, both wheels slip, the Limited-Slip or Traction-Lok axle has done all it can possibly do.
2. In extreme cases of traction differences, the wheel with the least traction may spin after the Limited-Slip or Traction-Lok has transferred as much torque as possible to the non-slipping wheel.

The best way to demonstrate proper performance of these axles is to:

1. Place one wheel on good, dry pavement, and the other on ice, mud, grease, etc.
 2. Gradually accelerate to obtain maximum traction prior to "break-away"
- The ability to move the vehicle indicates correct operation of the axle.

Emergency Procedures

In any emergency, except in the case of a dead battery, where it is necessary to park the vehicle until the difficulty can be corrected, pull out the hazard warning flasher switch located on the right side of the steering column (see page 12). This will cause all directional lights to flash continuously, warning approaching traffic that the vehicle is temporarily disabled. It is also advisable to move the vehicle off the road or out of the main stream of traffic if possible.

Emergency Starting

Use of Jumper Cables

The following instructions for starting your vehicle with jumper cables contain precautions that you should observe to avoid possible injury to yourself, or damage to your vehicle. If you are unsure about this procedure, seek the help of a competent garage or towing service.

CAUTION — Use only a 12-volt jumper system. You can damage a 12-volt starting motor and ignition system beyond repair by connecting it to a 24-volt power supply (two 12-volt batteries in series, or a 24-volt motor generator set).

SPECIAL SITUATIONS

WARNING — Keep batteries out of reach of children. They contain **SULFURIC ACID**. Avoid contact with skin, eyes or clothing. Also, shield your eyes when working near the battery to protect against possible splashing of the acid solution. In case of acid contact with skin, eyes, or clothing, **FLUSH IMMEDIATELY WITH WATER FOR A MINIMUM OF 15 MINUTES**. If acid is swallowed, drink large quantities of milk or water, followed by milk of magnesia, a beaten egg or vegetable oil. **CALL A PHYSICIAN IMMEDIATELY**.

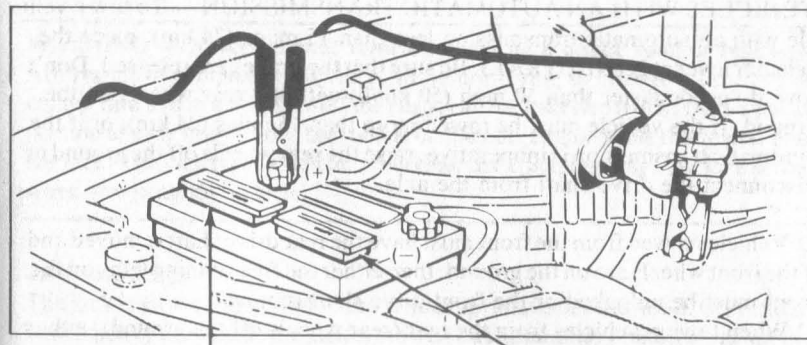
Hydrogen and oxygen gases are produced during normal battery operation. This gas mixture can explode if flames, sparks or lighted tobacco are brought near the battery. When charging or using a battery in an enclosed space, always provide ventilation and shield your eyes.

Use particular care when connecting a booster battery to prevent sparks. Before jump starting, turn the heater A/C blower "ON" and leave it on after the engine starts until after the jumper cables are removed. Turn all the lights "OFF" before jump starting and leave them off after the engine starts until after the jumper cables are removed. To jump start: (1) connect ends of one cable to positive (+) terminals of each battery, (2) connect one end of other cable to negative (—) terminal of "good" battery (see illustration at top of page 71), (3) connect other end of cable to engine block on vehicle being started (**NOT TO NEGATIVE (—) TERMINAL OF BATTERY**). Use the starting instructions in the "Driving Your Bronco" section of this guide. To prevent damage to other electrical components on vehicle being started, make certain that engine is at idle speed before disconnecting jumper cables. When disconnecting cables, remove cable from engine block before disconnecting cable from battery positive terminal.

When lifting a plastic-cased battery, excessive pressure on the end walls could cause acid to spew through the vent caps. Lift with a battery carrier or with your hands on opposite corners.

NOTE — The following warnings are shown on the vent caps of the non-maintenance free battery, and on the cover or top label of the Maintenance Free battery.

SPECIAL SITUATIONS



POISON-CAUSES SEVERE BURNS

CONTAINS SULFURIC ACID - AVOID CONTACT WITH SKIN, EYES OR CLOTHING - ANTIDOTE: EXTERNAL - FLUSH WITH WATER - INTERNAL - DRINK LARGE QUANTITIES WATER OR MILK - FOLLOW WITH MILK OF MAGNESIA, BEATEN EGG OR VEG. OIL - CALL PHYSICIAN IMMEDIATELY - EYES FLUSH WITH WATER FOR 15 MINUTES AND GET PROMPT MEDICAL ATTENTION

KEEP OUT OF THE REACH OF CHILDREN

DANGER

BATTERIES PRODUCE EXPLOSIVE GASES - KEEP SPARKS, FLAME, CIGARETTES AWAY - VENTILATE WHEN CHARGING OR USING IN ENCLOSED SPACE - ALWAYS SHIELD EYES WHEN WORKING NEAR BATTERIES

Pushing

VEHICLES WITH AN AUTOMATIC TRANSMISSION — If your vehicle is equipped with an automatic transmission, it cannot be started by pushing. Use a booster battery or jumper cables from the battery of another vehicle.

VEHICLES WITH A MANUAL TRANSMISSION — If your engine cannot be started normally, a push from another vehicle will usually get you going, providing the battery isn't "dead". Since a sudden, forward surge often occurs when the engine starts, having your vehicle towed to start the engine is not advisable.

Place the shift-lever in high gear before being pushed, and keep the clutch pedal fully depressed; then, with the ignition switch ON, slowly release the clutch pedal when the vehicle's speed reaches 10 mph (15 km/h) and press the accelerator pedal halfway down until the engine starts.

Towing

WARNING — Improper towing of the vehicle **COULD RESULT IN TRANSMISSION DAMAGE**. Always follow the outlined towing procedures. It is recommended that only an unloaded vehicle be towed when either the front or rear wheels are raised off the ground.

SPECIAL SITUATIONS

VEHICLES WITH AN AUTOMATIC TRANSMISSION — To tow a vehicle with an automatic transmission less than 15 miles (24 km), place the selector lever at N (NEUTRAL). Be sure that the brakes are released. Don't tow at speeds faster than 30 mph (50 km/h) with the rear wheels on the ground. If the vehicle must be towed more than 15 miles (24 km), or if the automatic transmission is inoperative, raise the rear wheels off the ground or disconnect the drive shaft from the axle.

- ☐ Vehicles towed from the front must have the rear drive shaft removed and if the front wheels are on the ground, then either the free running hubs on the front must be unlocked or the front drive shaft removed.
- ☐ When towing vehicles from the rear (rear wheels off the ground), either unlock free running hubs (if so equipped), or remove the front drive shaft.

VEHICLES WITH A MANUAL TRANSMISSION

- ☐ Vehicles towed from the front must have the rear drive shaft removed and if the front wheels are on the ground, then either the free running hubs on the front must be unlocked or the front drive shaft removed.
- ☐ When towing vehicles from the rear (rear wheels off the ground), either unlock free running hubs (if so equipped), or remove the front drive shaft.

It is important that towing chains be fastened only to the arm or brackets that attach the bumper to the frame. The chains must be routed under the bottom edge of the bumper. Make sure the parking brake is released and the transmission is in neutral. It is important to know that the transmission and rear axle are in proper working order before towing. To move a vehicle with an inoperative rear axle, it is necessary to raise the rear wheels. If the transmission is inoperative, the drive shaft must be removed or the rear wheels raised.

If the vehicle is to be towed with the rear wheels raised, a locking device should be installed to hold the front wheels in a straight-ahead position.

Changing A Tire

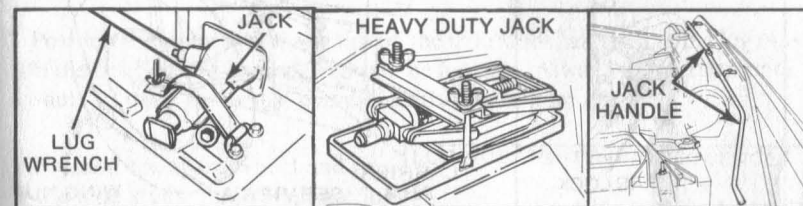
In the event of sudden tire failure, avoid heavy brake application, maintain a straight line while decreasing speed and slowly move to a safe, off-road position. Park the vehicle on a level spot, put the selector lever in P (PARK) on automatic transmission or R (REVERSE) on manual transmission and set the parking brake. Turn on the hazard flasher system. As an extra precaution, block the wheels opposite the wheel being changed.

SPECIAL SITUATIONS

WARNING — Never attempt vehicle repairs on a public road or highway. Always move completely off the road before trying to change a tire. If you cannot find a firm level place off the road, call for a service truck. Do not put any portion of your body under the vehicle or start the engine while the vehicle is on the jack. The jack is provided for wheel and tire changing only. Use jack stands when servicing the vehicle.

Jack Stowage

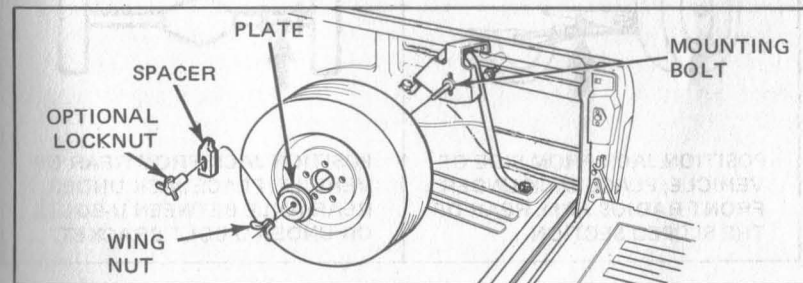
The jack is stowed on the left front fender apron, under the hood. On vehicles with a heavy duty jack, the jack is stowed on the auxiliary battery tray on the left front fender apron. The jack handle is stored on the radiator support, and the lug wrench is stored on the left fender apron near the jack.



WARNING — The jack is provided for wheel and tire maintenance only. Never put any portion of your body under the vehicle, or start the engine while the vehicle is supported by a jack. Use jack stands when servicing the vehicle.

Spare Tire Stowage

The spare tire and wheel is mounted to a support which is located at the inside right rear quarter panel area. To remove the spare tire and wheel, remove the wing nut and plate, or the locknut and spacer if so equipped. To install, mount the tire and wheel on the bolt, then install and tighten the plate and wing nut, or the spacer and locknut if so equipped.



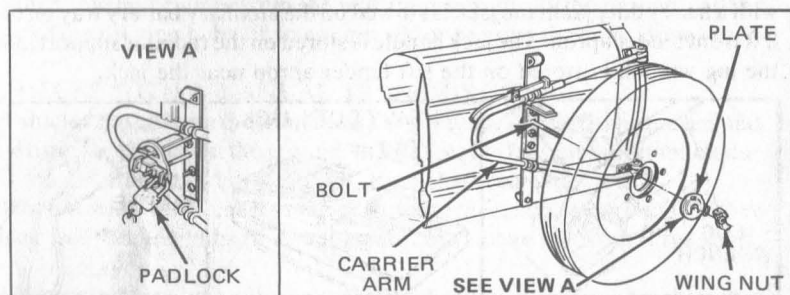
SPECIAL SITUATIONS

Swing-Away Spare Tire Carrier (Optional)

The swing-away spare tire carrier hinges from the right quarter panel and latches to a support that is bolted to the tailgate.

The tire and wheel is supported by the carrier arm, and is retained by a plate and wing nut. The system is locked with a padlock.

To remove the tire and wheel, remove the padlock, wing nut, and mounting plate. Then swing the carrier and arm away from the quarter panel with the tire and wheel installed. To install, reverse the removal procedure.



Positioning The Jack

Do not lift the vehicle by the bumper. To lift the vehicle by other than the front or rear axle be sure to use only hoist adapters with a wide contact surface.

BRONCO JACKING POINTS —

FRONT AXLE	REAR AXLE
<p>POSITION JACK FROM SIDE OF VEHICLE; PLACE JACK UNDER FRONT RADIUS ARM, REAR OF THE SLOPED SECTION.</p>	<p>POSITION JACK FROM REAR OF VEHICLE; PLACE JACK UNDER REAR AXLE BETWEEN U-BOLTS OR UNDER U-BOLT BRACKET.</p>

SPECIAL SITUATIONS

Wheel and Tire Replacement

☐ Block wheels on side opposite, and apply the parking brake.

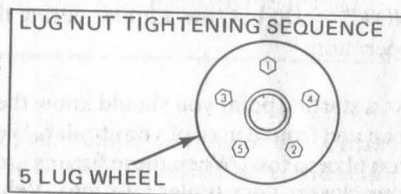
☐ Remove the spare wheel (pages 73-74) and jack (page 73) from the vehicle. Unfold the jack handle and slide the handle lock into place. By locking the handle into the jack, you can now use the jack handle to slide the jack under the vehicle to the proper position (see "Positioning The Jack," page 74).

☐ Turn the jack handle clockwise to raise the vehicle slightly. Loosen the wheel lug nuts one half turn. Raise the vehicle until the wheel is clear of the ground. Finish removing the wheel lug nuts and wheel.

NOTE — Remove plastic hub from styled steel wheel before removing wheel lug nuts.

☐ Position the spare wheel and tire on the axle studs, and install the lug nuts with the beveled end inward. Tighten the lug nuts. Always tighten alternate lug nuts to draw the wheel evenly against the hub and drum.

☐ Position the spare wheel and tire on the axle studs, and install the lug nuts with the beveled end inward. Tighten the lug nuts. Always tighten alternate lug nuts to draw the wheel evenly against the hub and drum.



☐ Lower the vehicle until the wheel touches the ground then securely tighten lug nuts, in the same sequence.

WARNING — Lug nuts must be retightened to 90 ft.-lbs. torque specification at 500 miles (800 km) of new vehicle operation, after any change of a wheel, and anytime the lug nuts have been loosened for any reason.

SPECIAL SITUATIONS

WHEEL LUG NUT TORQUE SPECIFICATIONS		
Wheel Type	Bolt Size	Wheel Lug Nut Torque (Foot-Pounds)*
Disc	1/2-20	90

*Torque specifications are for clean, dry bolt threads.

- Finish lowering the vehicle and install hub cap or wheel cover.
- Stow the jack, handle, wheel wrench and spare tire and properly secure.

Trailer Towing

It is important to your safety and to the care of your vehicle to properly match the trailer towing equipment with that of the trailer to be used and to carefully follow all vehicle and trailer loading recommendations. Make certain that all towing equipment is properly and safely attached to your vehicle.

NOTE — Do not tow a trailer during the first 500 miles (800 km) of vehicle operation.

As a starting point you should know the total loaded weight, tongue or hitch load and frontal area of your trailer. Weight should be fully loaded, just like you plan to tow. When these figures are determined, you will know which of four classes your trailer falls into. Vehicle requirements and trailer weights for trailers (Class I through III) are shown in the table on page 79.

It is very important for safety and vehicle life to have the proper equipment and follow the loading recommendations if you are pulling a trailer.

Hitches

Choose a proper hitch and ball and make sure its location is compatible with that of the trailer. Use a good non-equalizing hitch which uniformly distributes the trailer tongue loads throughout the bumper and frame (single point bumper hitches are **not** recommended, nor should safety chains be attached to the bumper or ball hitch platform) for towing trailers up to 2000 lbs. gross loaded weight, with maximum tongue loads of 200 lbs. For trailers over this weight, use a frame-mounted load equalizing hitch.

CAUTION — Whenever a trailer hitch is removed, be certain to have all mounting holes in the underbody properly sealed to prevent possible entry of exhaust fumes, dirt or water. See Exhaust Fume Warning on pages 49-50.

SPECIAL SITUATIONS

Tire Pressure

Because of the added loads of trailering, the towing vehicle's tires require more special attention than any other item on the vehicle. Over- or under-inflated tires get very hot and can lead to tire failures and possible loss of vehicle control. They should be checked often for conformance to air pressures recommended on the safety certification decal for original equipment tires (page 47), and on the tire specification chart shown on page 125.

Trailer Brakes

Separate trailer brakes are recommended and required on most trailers weighing over 1500 lbs. Check your state or provincial requirements. Consult the manufacturer for the recommended installation, adjustments, and operation of the various brake systems. Allow considerably more room for stopping when the trailer is attached.

CAUTION — Do not couple a trailer hydraulic brake system directly to the vehicle brake system. Any trailer brake control system utilizing a connection to the towing vehicle's hydraulic fluid system may increase the towing vehicle's stopping distance.

Safety Chains

Safety chains should be used between your vehicle and the trailer. Cross chains and allow enough slack for turning corners. Crossed chains will help support the trailer tongue in case of vehicle-trailer connection failure. Safety chains should be attached to the vehicle's chassis. Do not attach chains to bumper. For rental trailers, follow rental agency instructions for proper hook-up.

Equip your trailer with lights that conform to Federal and local regulations.

CAUTION — The cargo load should be restrained properly to avoid vehicle damage due to the cargo shifting during acceleration or braking.

CAUTION — Do not connect a trailer lighting system directly to the lighting system of the vehicle. See your vehicle dealer or a reputable recreation vehicle trailer rental dealer for the correct type of wiring and relays.

SPECIAL SITUATIONS

Take Time To Practice

To gain the feel of your new vehicle and trailer combination, take time to practice in a lightly traveled area. Here are a few simple tips to start you on your way.

STARTING — Check the mirrors, lights and brakes.

TURNING — Because trailer wheels will be closer than the towing vehicle's wheels to the inside of the turn, drive slightly beyond the normal turning point.

PASSING — Allow extra distance for passing other vehicles. If speed is low, shift to second gear for better acceleration.

FOLLOWING — Allow at least the equivalent of one vehicle and trailer length combined for each ten mph (15 km/h) of speed.

STOPPING — Allow more time and distance with your trailer than you would ordinarily do when driving your vehicle alone.

BACKING UP OR PARKING — Keep your hand at the bottom of the steering wheel. To back left, move your hand to the left. To back right, move your hand to the right. Don't turn the wheel too much or hold it too long. Make corrections as you need them.

HILL CLIMBING — If your vehicle begins to lose speed as you climb a hill with the transmission in drive or high gear, downshift to a lower gear for more power at the rear wheels.

DOWNGRADES — To descend a steep grade, slow to 20 mph (30 km/h) and shift to a lower gear at the top of the hill, before starting down. The trailer adds weight to the downhill inertia and the engine. Driving with the transmission in a lower gear will assist in reducing vehicle downhill speed.

Trailer Towing Packages

LD Trailer Towing Package (for trailers up to 2000 lbs.) — Includes: Extra cooling, wiring harness, heavy duty flasher, "Trailer Special" emblem.

H.D. Trailer Towing Package (for trailers over 2000 lbs.) — Includes: Extra cooling (super cooling), heavy duty in-tank oil cooler with Cruise-O-Matic, wiring harness, heavy duty suspension, heavy duty flasher, 68 amp-hour battery, 60 amp alternator, ammeter and oil pressure gauge, bright swing-out recreation mirror, "Trailer Special" emblem.

SPECIAL SITUATIONS

CAUTION — Maximum tongue load must not exceed the values shown on the following chart. The front and rear G.A.W.R.'s of the towing vehicle (specified on the decal located on the driver's door lock pillar) must not be exceeded with the trailer hitched and all cargo and passengers loaded.

NOTE — Side-to-side loadings should be as symmetrical as possible along the trailer longitudinal centerline to prevent lean.

WARNING — An overloaded tire, axle, or vehicle could experience a sudden failure and become unsafe.

Minimum Optional Equipment Recommended or Required — Bronco Trailer Towing

Model	Bronco		
Towing Method		Conventional	
Trailer Weight (lbs.)	Up to 2000 lbs.	2000 to 3500	3500 to 6000
GCWR (Max.) ①	8350	9700	11,950
Tires (Min.)	L78x15B	L78x15C	L78x15C
Tongue Load	10 to 15% of Trailer Weight 200 lbs. Max.	10 to 15% of Trailer Weight 525 lbs. Max.	10 to 15% of Trailer Weight 750 lbs. Max.
Trailer Class	I	II	III
Engine ③	Std. 5.8L (351) V-8 (V)	Std. 5.8L (351) V-8 (V)	Std. 5.8L (351) V-8 (V)
Transmission ③	C.O.M. (AD)	C.O.M. (AD)	C.O.M. (AD)
Axle Ratio ③	Std. 3.50	Std. 3.50	Std. 3.50
High Ambient Temp. ④	—	Super Cooling (BNC)	Super Cooling (BNC)
Towing Package ④	L.D. (F7B)	H.D. (F7C)	H.D. (F7C)
Trailer Hitch ④	Weight Carrying	Weight Distributing ②	Weight Distributing ②

① — GCWR Equals Combined Weight of Towing Vehicle Including Passengers and Cargo Plus the Weight of the Trailer. GCWR and Both the Front and Rear GAWR's Must Not be Exceeded.

② — Hitch Sway Control Recommended for Trailer Over 2,000 lbs.

③ — Required Min. Eqt.

④ — Recommended Eqt.

SPECIAL SITUATIONS

Trailer Hitches

Bumper hitches are not recommended. However, rental hitches that clamp in more than one place on the bumper may be used for light trailer towing, if installed properly by a reputable agency. Single-clamp hitches are not acceptable. For heavier trailers (up to 2,000 pounds) refer to the chart on page 79.

CAUTION — Whenever a trailer hitch is removed, be sure to have all mounting holes in the underbody properly sealed to prevent possible entry of exhaust fumes, dirt or water.

ROUTINE SERVICE

Make sure your vehicle is ready to go whenever you need it. There are some things that you can do, or have done, to be sure your vehicle is well cared for.

- ☐ Keep the fuel tank(s) at least half filled. This reduces the possibility of condensation forming in the tank and moisture entering the fuel lines.
- ☐ Under the hood, make frequent checks of the motor oil and coolant levels. The name "Ford" on the label of the motor oil and cooling system fluid will assure you of the highest quality for long-lasting, performance-keeping operation.

- ☐ Check the battery fluid level often, especially if your vehicle is being driven in a warm, dry climate.

NOTE — Not required with "Maintenance Free" battery.

- ☐ Check the windshield washer reservoir fluid level. If the fluid level is low, add water with the recommended proportion of Ford Ultra-Clear Windshield Washer Solution.
- ☐ Visually inspect the tires daily and have the air pressure checked regularly. Tire pressure lower than recommended will reduce tire life, and pressure higher than recommended will tend to magnify, rather than absorb, road shocks. Remember that tire pressure will usually increase after long driving periods at high speeds or operation with heavy loads. Do not bleed air out of an extremely warm tire to adjust the pressure. Maintaining the correct tire pressure for the load and speed at which you drive is one of the most effective steps you can take for the safety of yourself and your passengers. See pages 94-95 for tire care tips.

ROUTINE SERVICE

Whenever your vehicle requires maintenance of any kind, your authorized dealer has skilled technicians who will do an expert job of keeping your vehicle in its prime condition.

Avoid Mixing Lubricants

In some cases, different brands of lubricants are not compatible with each other and deteriorate when mixed. It is best to stick with one brand at successive maintenance intervals. You can be sure that Ford lubricants are compatible with those used at the factory.

Gasoline Octane Rating

The engine in your new Bronco may be operated on "regular" (leaded) and unleaded gasoline depending on the engine applications. "Regular" (leaded) gasoline may be used unless designated on the instrument panel and gasoline filler door that the vehicle is to be operated on **UNLEADED GASOLINE ONLY**. Vehicles equipped with catalytic converters are designed to operate on **UNLEADED GASOLINE ONLY** — "regular" (leaded) gasoline can damage the catalytic converter and affect other emission control components. When the engine is adjusted to factory recommended specifications, you may use a fuel with a minimum octane rating as designated by any of the following:

Research Octane
Number (RON) 91

Average of Research
Octane Number and
Motor Octane Number
(Antiknock Index) 87

Octane rating and unleaded fuel availability may vary between gasoline stations. If you plan to drive your vehicle outside the United States, check the quality of gasoline available in the area you expect to visit.

Vehicles sold in Canada may be operated on "regular" (leaded) and unleaded gasoline depending on the engine application. "Regular" (leaded) gasoline may be used unless designated on the instrument panel and gasoline filler door that the vehicle is to be operated on **UNLEADED GASOLINE ONLY**.

ROUTINE SERVICE

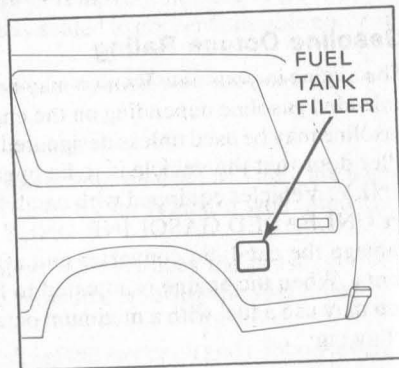
Fuel Tank Filler Location

The filler tube location is shown in the illustration below.

CAUTION — Use of an after-market fuel filler cap other than an authorized Ford/Motorcraft service part or the equivalent could result in damage to the fuel system or cause improper system operation if not properly designed/manufactured for pressure and vacuum relief. Customer warranty is void for fuel tank and/or fuel system damage resulting from use of such caps.

Fuel Tank Filling

The filler tube openings for the fuel tank on vehicles to be operated on **UNLEADED FUEL** and sold in the United States have been made smaller to prevent accidental filling with other than unleaded fuel. Gasoline pumps in the United States dispensing unleaded fuel are equipped with nozzles to accommodate the smaller filler opening on the fuel tank.

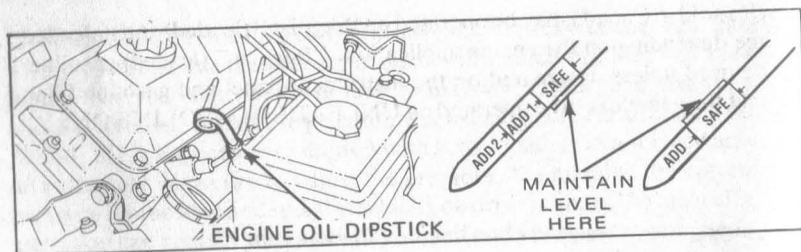


If the fuel tank in your vehicle has been overfilled, expansion of fuel due to temperature increases may cause fuel overflow at the filler cap when the vehicle is standing or if the cap is removed. To minimize this condition, it is recommended that the amount of fuel put in the tank when filling be limited to the automatic pump shutoff.

Engine Oil

Checking Oil Level

The oil level should be checked at each gasoline stop and must be maintained within the **SAFE** range on the oil dipstick. Allow a few minutes after turning the engine off, for the oil to drain down before checking.



ROUTINE SERVICE

Adding Oil

It is normal to add some oil between oil changes. The amount will vary with the severity of operations. When adding or replacing engine oil, be sure oil meets specification listed.

Changing Oil and Filter

For most drivers, the engine oil and filter must be changed at the intervals specified on the Required Maintenance Service Charts. Under normal driving conditions, you do not need to change more often if you use oil and filters of the recommended quality.

The oil and filter should be changed more often if your vehicle operation includes: extended periods of idling or low-speed operation; towing trailers; operating in cold temperatures for short distances; or in severe dust conditions. No break-in oil change is required.

Oil Quality

To help achieve proper engine performance and durability, it is important that you use only engine lubricating oils of the proper quality in your vehicle's engine. Proper quality oils also provide maximum efficiency for the crankcase ventilating system which reduces air pollution.

Use only those oils that meet Ford Specification ESE-M2C144-A or API Classification SE or SE/CC.

NOTE — Oils of the above classifications which also meet API Classification CD are not recommended unless the oil supplier indicates they contain a minimum of 0.10 weight percent phosphorus as zinc dialkyldithiophosphate (alkyl zinc) or a high quality fully formulated zinc dialkyldithiophosphate oil conditioner such as Ford Part Number D2AZ-19579-A is added at each oil change in a quantity sufficient to provide a minimum of 0.10 weight percent phosphorus as zinc dialkyldithiophosphate (16 ounces (.4732 litre) of conditioner to 5 quarts (4.7 litre) of oil).

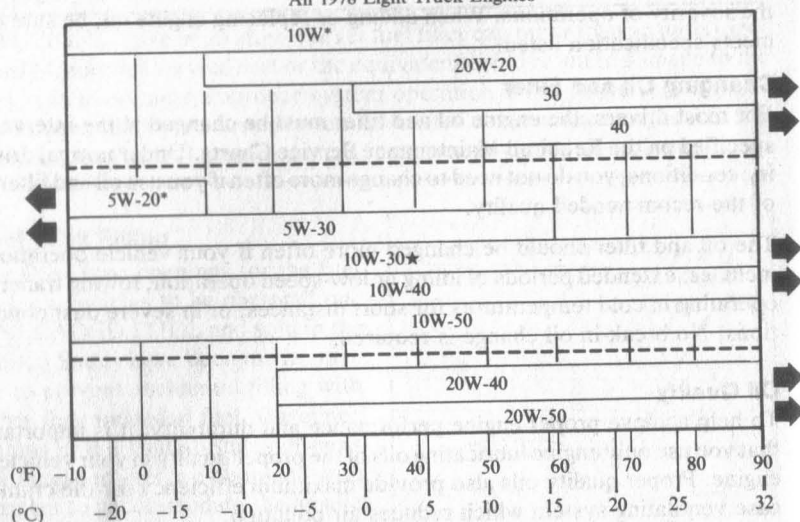
It is best not to mix different brands of lubricants and oils, because sometimes they are not compatible and deteriorate when mixed. Stay with one brand to assure compatibility.

Oil Viscosity

When you change or add oil, you should select oil with the proper specifications and with the viscosity, selected from the following table, which most closely matches the temperature range you expect to encounter until the next scheduled oil change.

ROUTINE SERVICE

Oil Viscosity Recommendations All 1978 Light Truck Engines



* Not recommended for sustained high speed driving.

★ Recommended for improved low temperature starting where temperatures are consistently below -10°F (-23°C).

Oil Filter

Proper oil filtration is just as essential as the use of a good motor oil. Use only a Motorcraft oil filter or one of equal quality which meets Ford specifications.

To replace, unscrew the filter from the adapter fitting using an oil filter wrench, turn it horizontally and let the excess oil drain off. Slide the filter toward the side of the vehicle and remove.

Coat the gasket surface of the new filter with engine oil and hand tighten until the gasket contacts the base; then tighten another one half turn. Fill the crankcase and run the engine to check for leaks. Refer to the maintenance schedules for the proper time and mileage intervals for changing the oil filter.



CAUTION — Do not handle a hot oil filter with bare hands.

ROUTINE SERVICE

Coolant

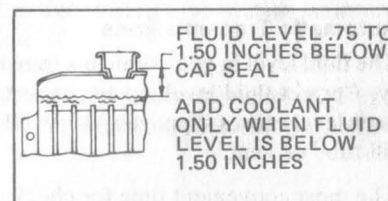
The factory installed solution of Ford Cooling System Fluid and water will protect your vehicle to -20° F (-29° C) or -35° F (-37° C) in some northern districts of the U.S., Alaska and Canada. Since the coolant contains rust and corrosion inhibitors, you should leave it in the vehicle year around. Refer to the maintenance schedule for recommended coolant change intervals.

WARNING — Do not attempt to remove the radiator cap under any circumstances while the engine is operating. To do so might lead to damage to the cooling system and the engine and could result in serious personal injury from hot coolant or steam blowout. Switch off the engine and wait until it has cooled. Even then, use extreme care when removing the cap from a hot radiator. Wrap a thick cloth around the cap and turn it slowly to the first stop. Step back while the pressure is released from the cooling system. When you are sure all the pressure has been released, press down on the cap — still with a cloth — turn and remove it.

Check the protection rating of the coolant at least once a year, just before winter. Maintain a protection rating of at least -20° F (-29° C) to maintain anti-rust protection and to assure proper engine operating temperature.

Check the coolant level in the radiator at least once a month, preferably when the engine is cool.

Maintain the coolant level to within 1½ inches (38mm) below the filler neck seat on the radiator when the coolant is cold.



Whenever you do add coolant to the radiator, use equal parts of water and Ford Cooling System Fluid or equivalent. If you have to add coolant more than once a month, or if you have to add more than one quart at a time, have your dealer check the cooling system for leaks.

Replacing Coolant

Use the following refill procedure to remove air from the system and provide proper coolant level.

- ☐ Place heater temperature control at maximum (WARM) position.
- ☐ Fill radiator when cold to a level ¾ to 1½ inches (19-38mm) below the cap seal of the filler neck.
- ☐ Operate the engine until the thermostat opens and the radiator upper hose becomes hot.

ROUTINE SERVICE

□ Stop engine and add coolant to ¼ inch (6mm) below the bottom of the filler neck. Install radiator cap.

Coolant Specification

Use only a permanent-type coolant that meets Ford Specification ESE-M97B18-C, such as Ford Cooling System Fluid. Refer to the coolant mixture chart on the container for additional antifreeze protection information. Do not use alcohol or methanol antifreeze, or mix them with the specified coolant.

Plain water may be used in an emergency, but replace it with the specified coolant as quickly as possible to avoid damage to the system. With only water in the system, do not let the engine run hot.

Checking Hoses

Inspect all engine and heater system hoses for deterioration, leaks, and loose hose clamps as specified in the maintenance schedule. Repair or replace as necessary.

Transmission Fluid

The automatic and manual transmissions are filled with fluid at the factory. The fluid level, however, should be checked at the intervals specified in the maintenance schedule.

Automatic Transmissions

The fluid level in your vehicle's transmission should be checked occasionally. Correct fluid level is very important for proper transmission function. Low level causes slippage and overfill can cause foaming or loss of fluid from fill tube or vent.

The most convenient time for checking is when other engine compartment maintenance is being performed.

Checking Fluid Level

The dipstick is designed to check fluid level at normal operating temperature (approximately 20 miles vehicle operation), but can be used to check fluid level at room temperature for convenience.

To check the fluid level in your automatic transmission, apply foot brake, start engine and move the transmission shift lever through all of the gear positions allowing sufficient time in each range to engage the transmission, stopping at the P (PARK) position. Apply the parking brake. With the engine still running and the vehicle on a level surface, wipe off the dipstick cap. Pull the dipstick out of the transmission filler tube, wipe it clean, and push it all the way back into the tube. Pull the dipstick out and check the level.

ROUTINE SERVICE

Normal Operating Temperature

At normal operating temperature (150° — 170° F/fluid feels too hot to hold comfortably) the fluid level on the dipstick should be between the ADD and DON'T ADD (Full) marks. Add or remove fluid as required. Caution — if vehicle has been operated for extended period at high speed, or in city traffic in hot weather, or car is being used to pull a trailer, to obtain an accurate reading the fluid has to cool, usually about 30 minutes after engine has been turned off.

NOTE — The transmission fluid expands as temperature rises from room temperature to operating temperature and above as shown below.

Room Temperature

At room temperature (70° — 95°F/cool to touch) fluid level on dipstick should be between middle and top hole on stick. Add or remove fluid as required. Be careful not to overfill as fluid expands rapidly due to temperature rise. (See illustration on page 88.) If vehicle has not been operated for some time and outside temperature is below 70° F the fluid must be raised to room temperature by running engine until dipstick feels cool.

When the dipstick is installed, always make sure it is fully seated.

Overfill can cause the fluid to foam and spill out through the transmission vent with resultant transmission malfunction.

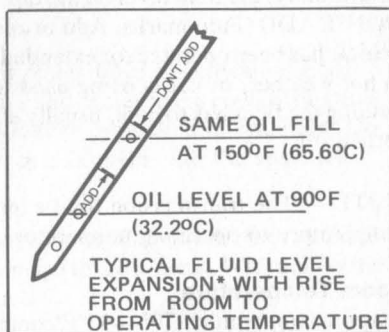
Underfill can result in transmission loss of engagement or slipping. This condition is most evident in cold weather or when the vehicle is parked or being driven on a hill.

If the transmission fluid level is checked when the fluid is cold, the dipstick could indicate that fluid should be added. If fluid is added at this time, an overfill condition could result when the fluid reaches operating temperatures of 150° to 170°F (66° to 77°C) (dipstick hot to touch).

ROUTINE SERVICE

The following illustration shows how the fluid will expand with temperature increase, causing a rise in fluid level.

NOTE — If the vehicle has been operated under such conditions as hot weather operation in downtown traffic, extended periods of high speed driving or trailer towing, the fluid may have become hotter than 150°-170°F (66°-77°C). When this has happened, the fluid should be allowed to cool before attempting to check the fluid level.



FLUID SPECIFICATION (C6 Automatic Transmission)—If it is necessary to add or replace the C6 automatic transmission fluid, use only fluid meeting Ford Motor Company Specification ESP-M2C138-CJ or equivalent.

CAUTION — Use of a fluid other than specified above could result in transmission damage and/or failure.

Manual Transmissions

1. Clean all the dirt from the filler plug on the side of the transmission case.
2. Remove the filler plug. The fluid level should be up to the bottom of the filler plug hole.
3. If additional fluid is required, add enough fluid through the filler plug hole to bring the level up to the bottom of the hole.
4. Install the filler plug, making sure it is fully seated.

FLUID SPECIFICATION (Manual Transmission) — When it is necessary to add or replace the manual transmission fluid, use only fluids which have been certified by the supplier as meeting Ford Motor Company Specifications as shown on page 121.

ROUTINE SERVICE

Power Steering Fluid

Checking Fluid Level

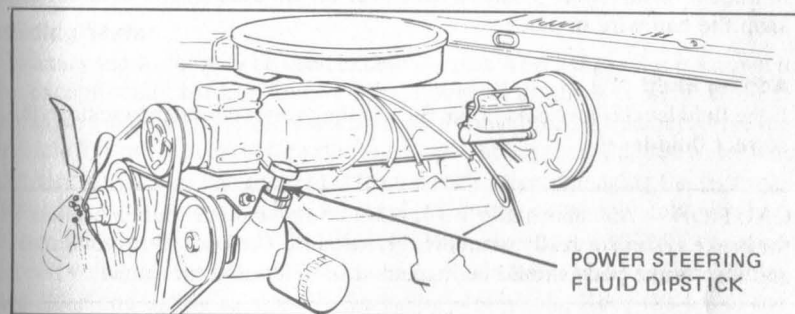
With the engine at normal operating temperature, turn the steering wheel back and forth several times to stabilize the fluid level. Stop the engine and check fluid level. Fluid must show between the bottom of the dipstick and the **FULL** mark, on the **FULL HOT** side of the dipstick. When the fluid is cold the oil level should show on the **FULL COLD** side between the mark and the bottom of the dipstick.

NOTE — The dipstick has a **FULL-COLD** and a **FULL-HOT** line to show the fluid level. Be sure you use the proper level line when checking the fluid level.

CAUTION — Low fluid level may indicate a leak in the power steering system. Inspect the system for leak and correct.

NOTE — Do not hold the steering wheel in a “full turn” position for more than 2 seconds.

NOTE — To avoid loss of pump dipstick and/or loss or contamination of fluid, be sure that the dipstick is properly installed. Position the dipstick with lock tabs in groove, then rotate clockwise until lock tabs contact the stop in pump filler.



Adding Fluid

If additional fluid is required, add enough fluid through the filler tube to bring the level to the appropriate **FULL** mark. **DO NOT OVERFILL.**

ROUTINE SERVICE

Fluid Specification

When it is necessary to add fluid to the power steering pump reservoir, use automatic transmission fluid meeting Ford Specification ESW-M2C33-F.

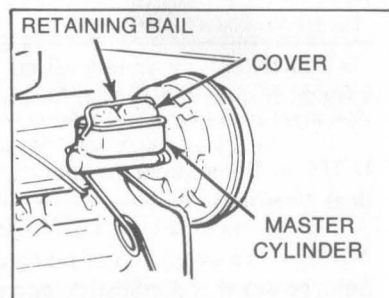
Brakes

Be alert for changes in braking action, such as repeated pulling to one side, unusual sounds when the brakes are applied or increased brake pedal travel. Check the brake system warning light when starting your vehicle and while driving. Any of these items could indicate the need for brake system inspection and/or service.

Brake Fluid

Checking Fluid Level

Remove any dirt accumulation from around the cover. Wipe any water and/or snow from the body sheet metal above the cover to prevent dripping into the master cylinder after the cover is removed. Snap the retaining bail sidewise and remove the dual-master cylinder cover. Do not permit any contamination to fall into the master cylinder. The fluid level must be maintained $\frac{1}{4}$ inch (6mm) from the top of the master cylinder when the linings are new. Do not allow the fluid to fall below this level. Position the cover on the dual-master cylinder and snap the bail wire in place.



Adding Fluid

If the fluid level is low, add brake fluid to the master cylinder to restore the correct fluid level.

CAUTION — An abnormally low level of brake fluid may indicate a leak in the brake system or badly worn disc brake pads. The brake lines, cylinders, and disc brake pads should be inspected to determine the cause.

Brake Fluid Specification

To assure proper brake action, when it is necessary to add fluid to the brake master cylinder, use Ford Heavy Duty Brake Fluid, Ford Specification ▼ESA-M6C25-A or equivalent.

ROUTINE SERVICE

Parking Brake and Park Mechanism

Periodically check the holding ability of the parking brake by parking on a steep hill and restraining the vehicle by using only the parking brake. Check the holding ability of the park mechanism (automatic transmissions) by releasing all brakes after moving the transmission selector lever to the P (PARK) position.

Rear Axle Fluid

The rear axle lubricant level and quality should not deteriorate under normal driving conditions. However, it is suggested that you have the fluid level checked occasionally. The most convenient time for such a check would be when your vehicle is raised on a hoist for some other reason, such as oil changes, lubrication or other repairs. If lubricant is required, add only lubricant meeting Ford specifications ESW-M2C105-A for conventional axles or ESW-M2C119-A for Traction-Lok axles.

Battery

Checking Fluid Level

Because the Motorcraft battery is the heart of your new vehicle's electrical system, periodic checks are necessary to keep it functioning properly. Keep the battery fluid level up to the ring under the filler cap.

NOTE — On some vehicles, a maintenance-free battery is used. These batteries do not require the addition of any water. Refer to Maintenance Free Battery on next page.

NOTE — Be sure to read important battery warning on page 70.

Adding Water

Ordinary tap water may be used except in areas where the water is known to be exceptionally hard or to have a high mineral or alkali content. In such areas, use distilled water. If water is added during freezing weather, drive the vehicle five or six miles before shutting it off. This mixes the added water with the electrolyte and will prevent it from freezing and damaging the battery. Have the battery charge checked regularly during extremely cold weather. When the specific gravity falls below 1.230 (corrected to 80°F/25°C) or open circuit voltage drops below 12.48, recharge the battery. Make sure the cables are clean and tightly clamped to the battery terminals. Keep the top of the battery clean and dry.

WARNING — Keep lighted tobacco or any other flame or spark away from battery. Hydrogen, which is a highly combustible gas, is always present in the cells. See warning on page 70.

ROUTINE SERVICE

If there is any corrosion on the battery cables or terminals, remove the cables and clean the cables and terminals with a wire brush. Neutralize the acid with a solution of baking soda and water. Before installing cables, apply a small quantity of grease to the bottom of each battery post to help prevent corrosion.

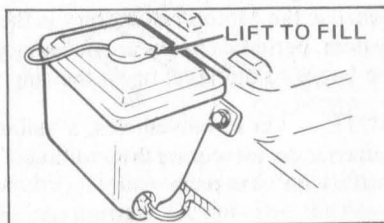
Maintenance Free Battery

The new Motorcraft maintenance-free battery does not require the addition of water during its normal service life. The vents, which are for venting only, are part of the cover and cannot be removed. Keeping the top of the battery clean and dry will give you longer, trouble-free operation. Also, make certain the battery cables are tightly fastened to the battery terminals.

Windshield Wipers and Washers

Check the aim and amount of solution sprayed by the windshield washers. Inspect the solution level in the washer reservoir when insufficient solution is sprayed.

The windshield washer reservoir is located under the hood on the driver's side, just below the left of the jack stowage area. Be sure the washer reservoir is full and the washers are in good working condition. Ford Ultra-Clear Windshield Washer Solution (C9AZ-19550-A) or equivalent is recommended for year round use.



Windshield Wiper Blades

For maximum wiper effectiveness, the windshield and wiper blades must be kept clean. Foreign matter on the windshield or wiper blades may cause streaking or smearing. If blades do not clean properly, wash the windshield and wiper blades with undiluted Ford Ultra-Clear Windshield Washer Solution (an equivalent cleaner or mild detergent may be used). Rinse with water while rubbing with a clean cloth. For access to the blades, turn the ignition to accessory with the wipers on and when the wiper blades are approximately vertical, turn the ignition off. If you find cracks or breaks in the rubber, replace wiper blades with new Ford elements.

CAUTION — Do not allow wiper blades to come in contact with gasoline, kerosene, paint thinner, or similar solvents.

ROUTINE SERVICE

NOTE — Do not manually move the wiper blades across the windshield. This may cause damage to the linkage.

Check Horn and Accessories

Check the horn, heater, defroster and other accessories for proper operation.

Check The Lights

Have someone observe the operation of all exterior lights while you operate the controls. Check the hazard flasher system, turn signals and high beam indicator lights on the instrument panel. If the turn signal light on the instrument panel lights but does not flash, one of the turn indicator bulbs may be burned out. Check the engine warning lights (if so equipped) by turning the key to the ON position with the engine stopped. Check the braking system warning light as you start the engine.

Check the headlight alignment if oncoming motorists frequently signal when you are already using your low beams; if the high beams are pointed substantially away from the straight ahead position; or if the headlight illumination seems inadequate after the headlights are cleaned.

Check Door Latches, Lock Cylinders, Hood Latches and Hinges

Check the doors for positive closing, latching and locking as well as smooth operation of the locks with the key. Make sure the hood closes firmly and completely after each opening. Check the auxiliary catch by lifting the hood after disengaging the main latch. When opening the hood, check for ease of operation and noise in the hood hinges due to loss of lubrication.

Check For Fluid Leaks

Check for fuel, coolant, oil or other fluid leaks by observing the ground beneath the vehicle after it has been parked awhile. If gasoline fumes or fluid are noticed at any time, the cause should be determined and corrected without delay.

Steering

Be alert for any changes in steering action. Hard steering, excessive free play or unusual sounds when turning or parking indicate a need for inspection or servicing.

NOTE — A hissing sound at the end of the steering wheel travel is normal to the power steering pump.

ROUTINE SERVICE

Check The Throttle

With the engine off, slowly push the accelerator all the way to the floor, then slowly release. If any binding or sticking is noticed, have the throttle linkage checked.

Check The Exhaust System

Check the complete exhaust system, including heat and brush shields, exhaust system fasteners and hangers, and surrounding body areas periodically for broken, damaged, or missing parts. Check for open seams, cracks, holes, loose connections and other deterioration which may permit exhaust fumes to seep into the passenger compartment. Repair or replace as necessary.

Tires and Tire Care

Tire Inspection and Maintenance

Inspect the tire treads, and remove stones, nails, glass or other objects that may be wedged in the tread grooves. Check for holes or cuts that may permit air leakage from the tire, and make the necessary repairs.

Inspect the tire side walls for cuts, bruises, and other damage. If internal damage to the tire is suspected, have the tire demounted and inspected for need to repair or replace.

Wheel Inspection and Maintenance

Check for damage that would affect the runout of the wheels. Wobble or shimmy caused by a damaged wheel will eventually damage the wheel bearings. Inspect the wheel rims for damage that could permit air to leak from tubeless tires.

The front (and some rear) wheel bearings require periodic repacking and adjustments as specified in the Required Maintenance Services (pages 103-108). Loose or worn front wheel bearings tend to let the vehicle wander or shimmy, and can eventually cause excessive tire wear.

Tire Performance and Loading

The tires for your new Bronco were selected to provide the best combination of reliability, traction, weight-carrying ability, stability at high speeds, tread life, and riding comfort. To obtain this balance of performance and for your safety, it is essential that you always maintain recommended inflation pressures and stay within the load limits and weight distribution recommended for your vehicle. Each tire sidewall is marked with a maximum load rating and maximum inflation pressure. Use of this maximum inflation pressure,

ROUTINE SERVICE

however, may result in an overly stiff or harsh ride. Therefore, your safety certification decal (see page 47), and tire specification charts (page 125) should be consulted for recommended inflation pressures for original equipment tires. Never exceed the maximum tire capacity rating for a particular tire, a G.A.W.R. (for a single axle), or the total G.V.W.R.

Before driving each day, glance at all your tires. If one looks softer than the others, have all pressures checked. Otherwise check pressures every few weeks.

Tire Inflation Pressures

The tire safety certification decal (page 47) attached to your vehicle and the tire specification chart shown on page 125 show the recommended "cold inflation" pressure for your vehicle's tires. The tire pressure should be checked after the vehicle has been parked for one hour. Do not let air out of warm tires to adjust pressure. It is normal for a warm tire to exceed the specified "cold inflation" pressure.

For the best handling and riding comfort, always maintain the recommended difference between front and rear tires.

The recommended cold inflation pressures for the tires with which your vehicle was equipped when manufactured are shown on your vehicle's safety certification decal (see sample on page 47). Replacement tires should be the same size and ply rating as those shown on your vehicle's safety certification decal. Other tire sizes are available. See your authorized Ford dealer for assistance in determining what other sizes are adequate for your vehicle.

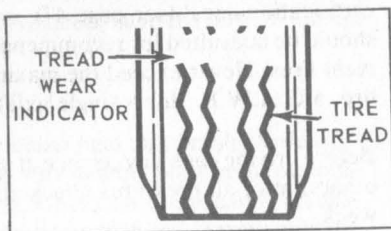
High Speed Driving Under Emergency Conditions

While Ford Motor Company does not suggest driving above posted speed limits, should circumstances require sustained high speed operation, increase passenger type tire inflation 4 psi over the recommended tire pressures, but not over the maximum inflation pressure shown on the tire. For sustained high speed operations for truck-type tires, tire inflation must be increased 10 psi over the recommended tire pressures, but not over the maximum inflation pressure shown on the sidewall of the tire and loads should not be increased over G.A.W.R. ratings.

ROUTINE SERVICE

Tire Replacement

When a tread wear indicator appears as a solid band across the tire tread, it means that the tire should be replaced. If the tread wear indicator appears unevenly across the tire tread, this indicates that the tire is not wearing properly and the problem should be corrected. Replacement tires should be the same size and ply rating as those shown on your safety certification decal (page 47) or tire specification charts (page 125).



WHEN REPLACING TIRES, use the same size, load range and construction type (bias, bias belted or radial) as originally installed on your vehicle. Four-wheel drive vehicles require the same type of tread on all four wheel positions.

WHEN REPLACING WHEELS, use only wheels with the equivalent load capacity, rim width, rim offset and mounting configuration as those originally installed on your vehicle. Consult with your authorized Ford dealer for correct wheel size and parts. Use of any other size or type wheel or tire may adversely affect load carrying capacity, handling, bearing life, ride, speedometer/odometer calibration, vehicle ground clearance and tire/wheel clearance to the body and chassis components.

CAUTION — When replacing tires and wheels other than what were on your vehicle, consult your authorized Ford dealer.

CAUTION — After-market wheel assemblies are not recommended for use on Ford Broncos. If they are installed, extreme caution must be used in the installation and maintenance of the wheels and the surrounding components. Refer to page 76 for the wheel nut torque requirements. The use of after-market wheels voids your warranty.

Installing tires different than original equipment tires may affect the accuracy of the speedometer. Consult your authorized dealer about the need to change speedometer drive gears.

ROUTINE SERVICE

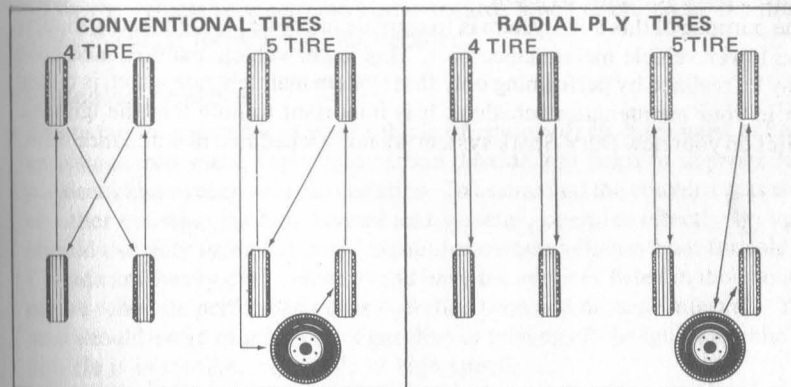
Several general precautions should be observed when replacing a tire on a wheel or rim.

- ☐ Be certain tires are completely deflated before removal from wheels.
- ☐ Tire beads should be coated with rubber lubricant for installation.
- ☐ Do not attempt to replace tires on wheels with two-piece or multi-piece rims without first carefully reading the procedures and cautions in the Ford Truck Shop Manual.
- ☐ Always use a cage or safety chains when inflating tires on two-piece or multi-piece rims.

When mounting tires, clean all rust and scale from the mating areas of the wheel. To insure that the tire bead is completely sealed, add lubricant onto the wheel rim and inflate radial and bias belted passenger type tires to 45 psi (320 kPa) and bias belted truck type tires to 50 psi (344.7 kPa). Inflate tube type truck tires to 75 psi (520 kPa). **DO NOT STAND IN FRONT OF TIRE WHEN INFLATING.** When the tire is properly seated, the bead tire positioning rings will be evenly visible just above the rim flange. In addition, all 15 inch wheels have "safety-ledges" (humps); the tire when properly inflated on these wheels will snap over these "safety-ledges" to indicate proper seating. When demounting, the tire must be completely deflated before removal; remove the valve core if possible. Make sure that the tire bead is not damaged by the removal equipment. After mounting the tire on the wheel, inflate to the recommended pressure shown on the certification decal and/or on the tire specification charts on page 125 for original equipment tires.

Tire Rotation

Check your tires occasionally for wear. Your tires will last longer if you have them rotated when uneven wear is noticed. Only tires of the same size, ply rating and load range, should be cross-changed or rotated.



ROUTINE SERVICE

Rotate conventional and belted tires as shown. If your vehicle is equipped with radial ply tires, rotate them from front to rear as shown in the illustration. Do not use any other method of rotation.

CAUTION — Improper rotation of radial tires could result in adverse ride, handling and other problems.

GENERAL MAINTENANCE

For your convenience, your vehicle has been designed to give long, reliable service with the simplest and least costly maintenance requirements possible.

The Required Service Maintenance items are those specified to be done at regular intervals and are considered essential to the life and performance of your vehicle.

Use only recommended fuels, lubricants, fluids and filters conforming to Ford specifications. Motorcraft parts are designed and built for best performance and reliability in your vehicle. Using these parts for replacement is your assurance that Ford-built quality stays in your vehicle.

The Routine Service recommendations are those matters of day-to-day care that are important to the proper operation of your vehicle. In addition to the conditions described in the General Maintenance Check List, be alert for any unusual noise, vibration or other indication that your vehicle may need service attention and attend to it promptly. This is your responsibility. You play an important part in maintenance. Only you can make sure that your vehicle regularly receives the care it needs.

Dura-Spark Ignition System

The purpose of this new system is to provide improved system performance and lower vehicle maintenance cost. This lower vehicle maintenance cost may be realized by performing only that system maintenance which is called for in your maintenance schedule. It is important to note that the ignition wires on your new Dura-Spark system are not a scheduled maintenance item.

GENERAL MAINTENANCE

Maintenance Services and Record Retention

Claims for repairs or adjustments found to be caused by defects in materials or workmanship will not be denied solely because the vehicle was not properly maintained or used. In order to aid in the determination of whether such a defect exists, however, owners may be required to provide proof that required maintenance has been performed at the recommended time or mileage/km. Failure to perform required maintenance or to properly use a vehicle may result in the necessity for repairs or adjustments and any such repairs or adjustments are not covered by this warranty.

The maintenance record form on page 130 is for your convenience. In addition to recording the services performed, you should retain copies of your receipts for the services. You also should keep records of any non-scheduled emission control systems maintenance service performed on your vehicle.

Your authorized Ford dealer has the proper equipment and trained technicians needed to perform the maintenance services on your vehicle.

Altitude Compensation

The emission control system of your vehicle has been designed to meet emission requirements as one of the following:

A. HIGH ALTITUDE SYSTEM

When the principal use of the vehicle is at an altitude higher than 4,000 feet, as defined by EPA regulations.

B. LOW ALTITUDE SYSTEM

When the principal use of the vehicle is below 4,000 feet.

The vehicle's emission control system was not designed for conversion to allow the vehicle to meet emission standards when operated at an altitude other than that for which it was certified.

Emission System

The catalytic converter in your vehicle (if equipped) changes most exhaust emissions into water vapor and carbon dioxide and helps to improve fuel economy and overall vehicle operation. To assure that the converter, as well as other emission control devices and systems, operates effectively, you should use only unleaded fuel, (except for certain vehicles built for sale in Canada and heavy duty vehicles) and have the services listed in the maintenance schedule performed at the specified time and mileage intervals. You also should avoid running out of gasoline or turning off the ignition while the vehicle is in motion, especially at high speeds.

GENERAL MAINTENANCE

Scheduled Maintenance

A special decal has been placed on or near your engine to provide engine identification by displacement as well as certain engine tune-up specifications and adjustments. Other specifications for maintenance service adjustments are published in the 1978 Truck Specifications Manuals. For a copy of these manuals, see the order form at the back of this guide.

NOTE — 1978 vehicles built after January 1, 1978 will be equipped with engines which have been certified as complying with 1978 Emission Standards. Certain 1978 vehicles built prior to that date may be equipped with engines which have been certified as complying with 1977 Emission Standards. In either case, the maintenance schedules contained herein must be used to maintain your engine.

The following charts (pages 103-108) detail the maintenance services which must be performed at the indicated intervals, following the procedures in the 1978 Ford Truck Shop Manual. Maintenance service adjustments MUST CONFORM TO SPECIFICATIONS contained in this shop manual, those published in the 1978 Ford Truck Specifications Manuals, and those shown on the decal with the heading "Vehicle Emission Control Information" which is located in the engine compartment. These vehicle maintenance services are not covered by the warranty, and the customer will be charged for labor, parts, and lubricants used.

NOTE — Two maintenance schedules are specified for the 1978 Bronco. The "AB" schedule is for California only vehicles, and the "L" schedule is for all states except California. To determine whether you should use the "A", "B" or "L" schedule for your vehicle, refer to the decal on the inside of the glove box door. This information also appears on the Emission Control Decal, located on or near the engine.

GENERAL MAINTENANCE

Required Maintenance Services

A and B Maintenance — California Only

MAINTENANCE SCHEDULES A and B (Schedules A and B have been combined into one chart. Follow the schedule which corresponds to your vehicle's code letter.)		SERVICE INTERVAL Time in months or miles (or kilometres) in thousands, whichever occurs first, unless otherwise specified.							
MAINTENANCE OPERATION									
MONTHS		7.5	15	22.5	30	37.5	45	52.5	
MILES		7.5	15	22.5	30	37.5	45	52.5	
KILOMETRES		12	24	36	48	60	72	84	
Emission Control Devices and Systems									
Change engine oil (1)(2)		AB	AB	AB	AB	AB	AB	AB	
Replace engine oil filter (1)(2)		AB		AB		AB		AB	
Replace spark plugs* (2)				A	B		A		
Check coolant condition and protection (3)		ANNUALLY							
Replace coolant (4)									AB
Check cooling system hoses and clamps		ANNUALLY							
Check drive belt condition and tension		B		A	B		A		
Replace PCV valve if specified on engine decal (all others not required) (5)				A	B				
Check idle fuel mixture* after PCV valve replacement if artificial enrichment specifications are given on engine decal; all others not required				A	B				
Check idle speeds* (adjust as required)		AB							
Check choke system				A	B		A		
Replace carburetor air cleaner element (6)(7)					AB				
Replace crankcase emission filter in air cleaner (6)									AB
Check Thermactor delay valve (if so equipped)				A	B		A		
Other Systems									
Lubricate steering linkage (8)(9)		AB	AB	AB	AB	AB	AB	AB	
Lubricate slip yoke grease fittings (8)(9)		AB	AB	AB	AB	AB	AB	AB	
Repack and adjust front wheel bearings (8)(9)(10)					AB				

GENERAL MAINTENANCE

Required Maintenance Services

A and B Maintenance — California Only (Cont'd.)

MAINTENANCE SCHEDULES A and B (Continued)	SERVICE INTERVAL Time in months or miles (or kilometres) in thousands, whichever occurs first, unless otherwise specified.						
MAINTENANCE OPERATION							
MONTHS	7.5	15	22.5	30	37.5	45	52.5
MILES	7.5	15	22.5	30	37.5	45	52.5
KILOMETRES	12	24	36	48	60	72	84
Inspect disc brake linings, rotors, piston boots and caliper retainers (9) (11) (12) (13)				AB			
Inspect drum brake linings, brake lines and hoses (10) (11) (12)				AB			
Inspect and lubricate clutch linkage (11)	AB	AB	AB	AB	AB	AB	AB
Inspect the exhaust system including the heat and brush shields and all exhaust system fasteners (11) (13)				AB			
Adjust automatic transmission bands (14)	AB		AB			AB	
Check brake master cylinder fluid level				AB			
Clean and repack free running hubs (8) (9)				AB			

NOTES:

* Refer to the Vehicle Emission Control Decal for specification.

- ① **ENGINE OIL AND FILTER:** Change oil at 7,500 miles (12,000 kilometres) or 12 months, whichever occurs first. Replace oil filter at first oil change, followed by replacement at alternate oil changes. If vehicle mileage is less than 15,000 miles (24,000 kilometres) each 12 months, replace oil filter at every oil change.
- ② **SEVERE SERVICE OPERATION:** When operating your vehicle under any of the following conditions, change engine oil every 3 months or 3,000 miles (4,800 kilometres), whichever occurs first, and replace oil filter at alternate oil changes. Check, clean and regap spark plugs every 6,000 miles (9,600 kilometres).
 - Extended periods of idling or low speed operation such as door-to-door delivery.
 - Towing trailers over 2,000 lbs. gross loaded weight for long distances.
 - Operation when outside temperature remains below +10°F (-12°C) for 60 days or more and most trips are less than 10 miles (16 kilometres).
 - Operation in severe dust conditions.
 - Extended periods of high speed operation with fully loaded vehicle (max. GVW).
- ③ If coolant is dirty or rusty in appearance, the system should be drained, cleaned and refilled with the prescribed solution of cooling system fluid and water. Use only a permanent type coolant that meets Ford Specification ESE-M97B18-C.
- ④ Replace every 3 years or at specified mileage, whichever occurs first.
- ⑤ Refer to the Vehicle Emission Control Information decal for correct PCV Valve usage.
- ⑥ More often if operated in severe dust conditions.

GENERAL MAINTENANCE

Required Maintenance Services

A and B Maintenance — California Only (Cont'd.)

NOTES (Cont'd.)

- ⑦ Optional Oil Bath Carburetor Air Cleaner — Clean and change oil every 7,500 miles (12,000 kilometres) (more often if operated in severe dust conditions). When servicing the Oil Bath Air Cleaner, be sure to clean the sediment tray and refill the tray with #30 oil to the "oil level mark". In severe service, wash the air filter section of the assembly in cleaning solvent.
- ⑧ Perform each 1,000 miles (1,600 kilometres) in off-highway operation.
- ⑨ **Perform daily when operating in mud and/or water.**
- ⑩ Replace wheel seal whenever a hub assembly is removed.
- ⑪ Adjust, repair or replace as required.
- ⑫ **More frequent intervals may be required under adverse operating conditions.**
- ⑬ Remove accumulated debris and inspect shields and attachments. **Perform each 3,000 miles (4,800 kilometres) for severe service usage over unpaved roads or off-road applications.**
- ⑭ Drain and refill automatic transmission fluid at 22,500 and 45,000 miles (36,000 and 72,000 kilometres) for severe and/or continuous and fleet usage only.
NOTE: After 45,000 miles (72,000 kilometres) continue to adjust bands at each 22,500 mile (36,000 kilometre) interval.

INSPECT means a visual observation of a system.

CHECK means a functional measurement of a system's operation (performance) — correct as required.

GENERAL MAINTENANCE

Required Maintenance Services

Bronco — Except California

MAINTENANCE SCHEDULE L Use Schedule L if your vehicle can use leaded fuel. MAINTENANCE OPERATION	SERVICE INTERVAL Time in months or miles (or kilometres) in thousands, whichever occurs first.									
	6	12	15	18	24	30	36	42	45	48
MONTHS	6	12	15	18	24	30	36	42	45	48
MILES	6	12	15	18	24	30	36	42	45	48
KILOMETRES	9.6	19.2	24	28.8	38.4	48	57.6	67.2	72	76.8
Emission Control Devices and Systems										
Change engine oil (1)(2)	L	L		L	L	L	L	L		L
Replace engine oil filter (1)(2)	L			L		L		L		
Replace spark plugs* (2)			L			L			L	
Lubricate and check exhaust control valve (if so equipped)			L			L			L	
Check coolant condition and protection (3)	ANNUALLY									
Check cooling system, hoses and clamps	ANNUALLY									
Replace coolant (4)								L		
Check drive belt tension			L			L			L	
Replace PCV valve						L				
Check fast idle speed (adjust as required)	L					L				
Check curb idle speed* (adjust as required)	L		L			L			L	
Check TSP off-speed (adjust as required)	L									
Check choke system throttle and choke linkage and air valve			L			L			L	
Replace carburetor air cleaner element (5)(6)						L				
Replace crankcase filter in air cleaner (5)						L				
Check air cleaner temperature control			L			L			L	
Check Thermactor system			L			L			L	
Inspect fuel vapor system						L				
Check ignition initial timing* (adjust as required)	L									
Check/adjust decel throttle control system	L		L			L			L	

GENERAL MAINTENANCE

Required Maintenance Services

Bronco — Except California

MAINTENANCE SCHEDULE L (Continued) MAINTENANCE OPERATION	SERVICE INTERVAL Time in months or miles (or kilometres) in thousands, whichever occurs first.									
	6	12	15	18	24	30	36	42	45	48
MONTHS	6	12	15	18	24	30	36	42	45	48
MILES	6	12	15	18	24	30	36	42	45	48
KILOMETRES	9.6	19.2	24	28.8	38.4	48	57.6	67.2	72	76.8
Clean crankcase breather cap (5)			L			L			L	
Check and clean EGR system			L			L			L	
Check PCV system, hoses and tubes			L						L	
Clean PCV system, hoses and tubes						L				
Other Systems										
Lubricate slip yoke grease fittings (7)(8)	L	L		L	L	L	L	L		L
Lubricate front axle spindle pins (7)(8)	L	L		L	L	L	L	L		L
Lubricate steering linkage (7)(8)	L	L		L	L	L	L	L		L
Inspect and lubricate clutch linkage (10)	L	L		L	L	L	L	L		L
Inspect exhaust system including heat and brush shields and all exhaust system fasteners (10)(12)						L				
Check brake master cylinder fluid level						L				
Inspect disc brake linings, rotors, piston boots and caliper retainers (8)(10)(11)(12)						L				
Inspect drum brake linings, lines and hoses (9)(10)(11)						L				
Repack and adjust front wheel bearings (7)(8)(9)						L				
Adjust automatic transmission bands (13)	L			L			L			
Clean and repack free running hubs (part time case only) (7)(8)						L				

GENERAL MAINTENANCE

Required Maintenance Services

Bronco — Except California

NOTES:

* Refer to the Vehicle Emission Control Information Decal for specification.

- 1 Change engine oil every 6,000 miles (9,600 kilometres) or six months, whichever occurs first. Replace the oil filter at the first oil change and then at alternate oil changes thereafter.
- 2 **SEVERE SERVICE OPERATION:** When operating your vehicle under any of the following conditions, change engine oil every 3 months or 3,000 miles (4,800 kilometres), whichever occurs first, and replace oil filter at alternate oil changes. Check, clean and regap spark plugs every 6,000 miles (9,600 kilometres).
 - Extended periods of idling or low speed operation such as door-to-door delivery.
 - Towing trailers over 2,000 lbs. (900 kg) gross loaded weight for long distances.
 - Operation when outside temperature remains below +10°F (-12°C) for 60 days or more and most trips are less than 10 miles (16 kilometres).
 - Operation in severe dust conditions.
 - Extended periods of high speed operation with fully loaded vehicle (max. GVW).
- 3 If coolant is dirty or rusty in appearance, the system should be drained, cleaned and refilled with the prescribed solution of cooling system fluid and water. Use only a permanent type coolant that meets Ford Specification ESE-M97B18-C.
- 4 Replace every 3 years or at the specified mileage, whichever occurs first.
- 5 **More often if operated in severe dust conditions.**
- 6 Optional Oil Bath Carburetor Air Cleaner — Clean and change oil every 6,000 miles (9,600 kilometres).
- 7 Perform each 1,000 miles (1,600 kilometres) in off-highway operation.
- 8 Perform daily when operating in mud and/or water.
- 9 Replace wheel seal whenever a hub assembly is removed.
- 10 Adjust, repair or replace as required.
- 11 **More frequent intervals may be required under adverse operating conditions.**
- 12 Remove accumulated debris and inspect shields and attachments. **Perform each 3,000 miles (4,800 kilometres) for severe usage over unpaved roads or off-road applications.**
- 13 Drain and refill automatic transmission fluid at 18,000 and 36,000 miles (28,800 and 57,600 kilometres) for severe and/or continuous and fleet usage only.
NOTE: After 36,000 miles (57,600 kilometres), continue to adjust bands at each 18,000 mile (28,800 kilometre) interval.

INSPECT means a visual observation of a system.

CHECK means a functional measurement of a system's operation (performance) — correct as required.

GENERAL MAINTENANCE

General Maintenance Check List

Listed below are vehicle checks that should be made periodically either by the owner or a qualified technician. It is recommended that deficiencies be brought to the attention of your qualified dealer or service outlet, as soon as possible, so advice regarding the need for repairs or replacement can be obtained.

These services are not covered by warranty. You will be charged for the labor, parts and lubricants used.

Maintenance Operation	Frequency-Observation
Clean body door drain holes.	At least twice annually.
Lubricate door and tailgate hinges and checks.	Doors or tailgate bind during opening or closing, or noisy operation.
Lubricate door locks, door latches, and hood latch.	Difficult to operate or noisy.
Check the battery and recharge if necessary (specific gravity falls below 1.230) (Terminal voltage is below 12.48). Check connections for tightness. Clean corrosion from terminal and top of battery.	Starter turns engine slower than usual. Headlights are brighter when engine is speeded up from idle.
Check engine oil level.	As required — at each fuel stop.
Check A/C liquid line sight glass for bubbles. If bubbles persist, add enough charge to clear the sight glass plus ½ pound.	Seasonal or as required.
Check headlamp alignment.	Light beam appears too high or too low while driving with a normal load.
Check alternator and regulator output.	Slow engine cranking, hard starting, headlights dim at engine idle speed, early or repeat electrical component malfunction.
Check operation of lights, horn, turn signals, windshield wipers and washers, instruments, vent system, heater and accessories.	As required.

GENERAL MAINTENANCE

General Maintenance Check List (Cont'd)

Maintenance Operation	Frequency-Observation
Check seat and shoulder belt buckles, release mechanisms and belt webbing.	As required.
Inspect the seat back latches for proper operation.	As required.
Check windshield wiper blade elements and replace as required.	Wiper blade does not clean windshield after wiper blades and glass have been properly cleaned.
Check aim of windshield washer jets and reservoir.	When insufficient solution is sprayed on windshield. Also check reservoir when fueling or after extended use of washer system.
Check for fuel, coolant, oil or other fluid leaks.	At frequent intervals.
Check fluid levels in front axle, manual transmission, transfer case and rear axle. Back the plug out slowly and if seepage occurs around the threads, the specified amount of lubricant is present. Turn the plug back in immediately to avoid further seepage. Replace fluid daily if the vehicle is operated in water or if fluid level check indicates entrance of water.	When malfunction is suspected or fluid leakage or contamination is observed.
Check manual steering gear fluid level.	Periodically and if fluid leakage is observed.
Check power steering reservoir and automatic transmission fluid levels. Add fluid if required.	Periodically and if fluid leakage is observed.
Lubricate accelerator linkage lightly with the specified lubricant.	Accelerator linkage is sluggish.
Lubricate clutch and transmission linkage. To avoid attracting dust and grit to the lube points, do not overlubricate.	Linkage action is rough and scrubby.

GENERAL MAINTENANCE

General Maintenance Check List (Cont'd)

Maintenance Operation	Frequency-Observation
Check and adjust clutch pedal free play ($\frac{3}{4}$ "/19mm minimum).	Adjust as required to maintain $1\frac{1}{2}$ " to $\frac{3}{4}$ " (38-19mm) free play.
Check and adjust transmission controls and shift operation.	When hard shifting is encountered.
Lubricate automatic transmission kickdown linkage.	Abnormal accelerator pressure needed for forced downshift.
Check and lubricate parking brake linkage.	If excessive foot pedal travel is required or operation is sluggish.
Adjust the parking brake.	Parking brake does not hold the vehicle on a reasonable grade.
Adjust automatic transmission neutral switch.	Starter will not engage with shift selector in N (NEUTRAL) or P (PARK); or back-up light does not operate.
Check brake warning light operation.	At engine start-up.
Adjust the service brakes.	Unusual sounds when braking, increased brake pedal travel or repeated pulling to one side.
Adjust steering gear preload or front wheel bearings. Check suspension, steering linkage, and frame for loose attachments.	Excessive steering wheel play, loose steering system or front wheel shimmy.
Inspect the exhaust system including the heat and brush shields and exhaust system hangers and fasteners for broken, damaged, or missing parts or debris.	Excessive noise or smell of fumes is experienced.
Check the spring leaves for being evenly stacked and the spring clips or U-bolts, rear spring front eye bolt and shackle bolts for being tight.	While the vehicle is hoisted for lubrication.
Tighten frame mounted fuel tank strap bolts.	Driving conditions or inspection indicates looseness.
Check the driveshaft.	At frequent intervals when operating off-highway.

GENERAL MAINTENANCE

General Maintenance Check List (Cont'd)

Maintenance Operation	Frequency-Observation
Remove excessive mud build-up from wheels, undercarriage and steering linkage. Inspect for and correct any bent or damaged components.	At frequent intervals when operating off-highway or if front wheel shimmy is experienced.
Flush complete underside of the vehicle. Inspect all underbody components for damage or deterioration.	At least once annually.
Check wheel nut torque.	At 500 miles (800 km) after new vehicle delivery and anytime lug nuts have been loosened.
Inspect and rotate tires and check tire pressures.	Poor handling characteristics and/or abnormal tire wear are experienced.
Check tires, wheel balance and front wheel toe.	Poor handling characteristics and/or abnormal tire wear are experienced.

GENERAL MAINTENANCE

Appearance Protection

Proper maintenance will help you keep your Bronco looking "factory-new" for years to come. The following cleaning and care recommendations will provide your vehicle with necessary appearance protection.

Proper exterior appearance protection includes proper and frequent washings (including underside areas), polishing to shield paint and bright metal surfaces, touching up nicks and scratches with proper paint and keeping body drain holes unplugged.

NOTE — It is very important to remember when using any chemical cleaner or polish to always follow label directions. Read all warning and caution statements which appear on label.

Washing

Use Ford Wash and Wax Concentrate, or equivalent, diluted to the proper concentration, followed by a rinse with clear cold water. Do not wash vehicle with hot water, in the direct rays of the sun, or while sheet metal is hot.

Polishing

Use a Ford brand polish, or equivalent, to remove harmful deposits, and provide added protection on body surfaces.

Underbody

In geographic areas using a heavy concentration of road salt or other corrosive materials for snow removal or road dust control, flush and inspect the complete underside of the vehicle at least once each year. Particular attention should be given to cleaning out underbody members and drain holes where dirt and other foreign materials may have collected.

Chrome and Bright Metal Care

Frequent washing and the use of Ford Bright Metal Cleaner, or equivalent, are recommended for bumpers, body hardware, chrome-plated materials and aluminum components. A coating of wax (such as Ford Custom Auto Wax or equivalent) should be applied, for additional protection, to aluminum wheels.

CAUTION — Do not use steel wool, abrasive type cleaners, or strong detergents containing highly alkaline or caustic agents on chrome plated or anodized aluminum parts because you may damage the protective coating and cause discoloration or paint deterioration.

GENERAL MAINTENANCE

Cleaning White Sidewall Tires

Clean tires with Ford Multi-Purpose Cleaner Concentrate (diluted to the proper concentration), Ford Triple Clean, or equivalents. Follow directions on container and rinse tires and wheels with plenty of clean water.

Cleaning Upholstery and Interior Trim (Vinyl)

Remove dust and loose dirt with a whisk broom or vacuum cleaner. Clean the vinyl surfaces with Ford Leather and Vinyl Cleaner, or equivalent.

Cleaning Upholstery and Interior Trim (Fabric)

NOTE — It is advisable to clean all fabric material immediately upon detection of soilage.

CLEANING PROCEDURE:

1. Remove excess staining material from fabric by scraping or wiping with a clean cloth.
2. Identify the staining material if possible.
3. Clean the fabric as outlined in the following Methods "A", "B", or "C".

METHOD "A" (SPOT CLEANING)

Stains such as grease, oil, tar, water spots, crayon and lipstick.

NOTE — Using other than recommended cleaners or procedures may affect flammability or fabric appearance.

1. Spray stain with Spot Lifter (C9AZ-19526-A) from a distance of 8-10" as directed on the instructions furnished with the can.
2. Allow the Spot Lifter to dry completely, forming a white powder on the surface of the fabric.
3. Brush and vacuum the white powder from the surface of the fabric.
4. If the soiled spot is not removed from the fabric, repeat Steps No. 1, 2 and 3 as necessary.

CAUTION — Care should be used in application of the Spot Lifter to prevent it from contacting vinyl trim.

GENERAL MAINTENANCE

METHOD "B" (GENERAL CLEANING)

Stains such as grease, oil, tar, adhesive, crayon and lipstick.

1. If the stain is still visible after the spot cleaning procedure (Method "A"), blot the soiled area with a clean cotton cloth saturated with the Spot Remover (Part No. B7A-19521-A).
2. Rub in a circular motion while continuously exposing clean portion of cloth.
3. Gradually widen area of application onto edges of design, pleat, or biscuit.
4. Repeat Steps No. 1, 2 and 3 as necessary.
5. Wipe cleaned area with clean damp cloth to remove any residual cleaner.

METHOD "C" (GENERAL CLEANING)

Stains such as dirt, dry soil, food, pop and coffee.

1. Apply the "Rosenthal" or "Bissell" upholstery cleaner with a clean brush or sponge as directed on the instructions furnished with the container.
2. Rub in a circular motion until stain is removed.
3. Gradually widen area of application to edges of design, pleat, or biscuit.
4. Repeat Steps No. 1, 2 and 3 as necessary.
5. Rub cleaned area with a damp cloth to absorb residual cleaner.
6. Allow to dry at room temperature.

NOTE — Spot cleaning as described in Method "A" above will be sufficient on fabrics which are not excessively soiled. However, to maintain a uniform appearance of the seat material in the event of severe soil and stain, the entire seat or insert will have to be cleaned to prevent a "ring" condition.

GENERAL MAINTENANCE

Cleaning Simulated Woodgrain Interior Trim

Clean soiled or stained surfaces with any mild household detergent or Ford's Multi-Purpose Cleaner, diluted per label instructions (3 oz./gal.) and a soft cloth. Remove mild abrasions (key marks, etc.) with Ford Custom Silicone Gloss or Ford Custom Auto Wax or equivalent.

Cleaning Lap-Shoulder Belt Webbing

Clean the belt webbing with any mild soap solution recommended for cleaning upholstery or carpets; follow the instructions provided with the soap. Do not bleach or redye the webbing because this may weaken it.

SPECIFICATIONS AND CAPACITIES

Fuses and Circuit Breakers

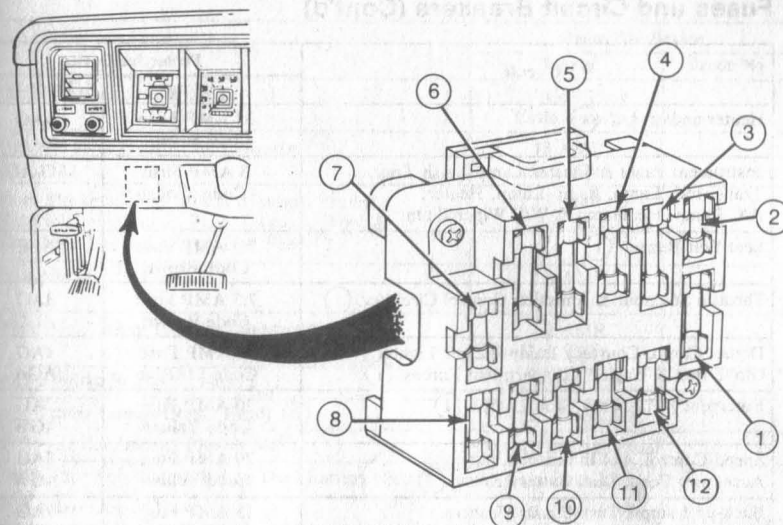
Fuse Replacement

For your convenience, most of the replaceable fuses for the electrical system are located on the fuse panel which is located under the instrument panel to the left of the steering column.

The locations of all fuses are indicated on the next page. If a fuse needs to be replaced, use only a new fuse rated according to the specifications.

Selected circuits, such as headlights, are protected with circuit breakers. A circuit breaker is designed to stop current flow in case of a short-circuit or overload. It will automatically restore current flow after a few seconds, but will again interrupt current if the overload or short-circuit continues. This on-off cycle will continue as long as the overload or short-circuit exists.

SPECIFICATIONS AND CAPACITIES



① BLANK	⑦ Dome, Cargo, Courtesy Lamps, Cigar Lighter, Glove Box Lamp, Underhood Lamp (15 AMP) Fuse
② Instrument Panel & Cluster Lamps, Ash Tray, Trans. Ind. Lamp, Radio Lamp, Heater, A/C Lamp, Headlamp & W/S Wiper Illum. (3.0 AMP) Fuse	⑧ Emergency Flashers, Stop Lamps (20 AMP) Fuse
③ Heater/Defroster and/or Air Conditioner (35 AMP) Fuse	⑨ Turn Signal Flasher (15 AMP) Fuse
④ Seat Belt Buzzer (7.5 AMP) Fuse	⑩ Accessory Feed, Heated Backlite Relay, Speed Control, 4x4 Ind. Light, Dual Battery Relay (20 AMP) Fuse
⑤ Throttle Solenoid, Emission Control Circuitry (7.5 AMP) Fuse	⑪ Back-up Lamps, W/S Washer (15 AMP) Fuse
⑥ BLANK	⑫ Radio, CB Radio (7.5 AMP) Fuse

SPECIFICATIONS AND CAPACITIES

Fuses and Circuit Breakers (Cont'd)

Circuit	Protective Device	
	Rating	Trade No.
Heater and/or A/C ①	35 AMP Fuse Code Silver	3AG AGC
Instrument Panel & Cluster Lamps, Ash Tray, Trans. Ind. Lamp, Radio Lamp, Heater, A/C Lamp, Headlamp & W/S Wiper Illum.	3 AMP Fuse Code Violet	1AG-AGA
Seat Belt Buzzer ①	7.5 AMP Fuse Code Brown	SFE
Throttle Solenoid & Emission Control Circuitry ①	7.5 AMP Fuse Code Brown	3AG AGC
Dome, Cargo, Courtesy Lamps, Cigar Lighter, Glove Box & Engine Compartment Lamps ①	15 AMP Fuse Code Lt. Blue	1AG AGA
Emergency Flasher & Stop Lamps ①	20 AMP Fuse Code Yellow	7AG AGW
Speed Control, 4x4 Indicator Light, Accessory Feed, Dual Battery Relay ①	20 AMP Fuse Code Yellow	7AG AGW
Back-up Lamps, Turn Signal Flashers, Windshield Washers ①	15 AMP Fuse Code Lt. Blue	7AG AGW
Radio, CB Radio ①	7.5 AMP Fuse Code Brown	SFE

① Fuse Panel — on left hand dash panel behind instrument panel.

SPECIFICATIONS AND CAPACITIES

Fuses and Circuit Breakers (Cont'd)

Circuit	Protective Device	
	Rating	Trade No.
Cargo Shell Switch & Lamp ②	7.5 AMP Fuse Code Brown	
Headlamps & High Beam Indicator ③	18 AMP Circ. Brkr.	
Roof Marker & Rear Marker Lamps, Trailer Exterior Lamps Rear, Park, License, Front & Rear Side Markers, Relay Coil Feed ③	15 AMP Circ. Brkr.	
Windshield Wiper (STD) ④	7.0 AMP Circ. Brkr.	
Windshield Wiper (2-Speed Intermittent) ④	7.0 AMP Circ. Brkr.	
#22 Electric Brakes (Trailer) ⑤	16 ga. Fuse Link	
#37 Trailer Lamps (Relay Feed) ⑥	16 ga. Fuse Link	
#883 Air Conditioner Blower Motor ⑤	35 AMP in Fuse Panel	
#198 Accessory Safety Relay, Dual Battery (Feed) ⑪	14 ga. Fuse Link	
#38 Alternator ⑤	16 ga. Fuse Link	
#666 Dome Lamp (Camper) w/o Dual Battery ⑥	16 ga. Fuse Link	
#526 Marker Lamps Relay (Feed) ⑥	20 ga. Fuse Link	
#4 Electric Carburetor Choke (Feed) ⑦	20 ga. Fuse Link	
#478 Fog Lamps (Feed) ⑥	20 ga. Fuse Link	

- ② In-line fuse holder in harness to starter motor relay (dealer repair).
- ③ Integral with headlamp switch.
- ④ Integral with windshield wiper switch.
- ⑤ At starter motor relay.
- ⑥ At junction block left hand side of dash panel — (engine compartment).
- ⑦ In alternator harness near starter motor relay.
- ⑧ At starter motor relay.
- ⑨ At junction block left hand side of dash panel (engine compartment).
- ⑩ In alternator harness near starter motor relay.
- ⑪ At accessory safety relay.

Flashers

Turn Signal Flasher	Attached to rear of left hand inner cowl side panel near headlamp switch.
Hazard Warning Flasher	Taped to windshield wiper-washer wiring behind switch.

SPECIFICATIONS AND CAPACITIES

Lubricant Specifications

Item	Ford Part Name	Ford Part Number	Ford Specification
Windshield Washer Reservoir	Ford Ultra-Clear Windshield Washer Solution	C9AZ-19550-A or B	ESR-M17P5-A
Body Hinges, Latches, Door Striker Plates and Rotors, Seat Tracks, Door Checks and Tracks	Polyethylene Grease	D7AZ-19584-A	ESB-M1C106-B
Lock Cylinders	Lock Lubricant	D8AZ-19587-A	ESB-M2C20-A
Steering Column U-Joints, Clutch Linkage Fittings, Parking Brake Linkage Pivots and Clevises, Transmission Control and Transfer Case Control Linkage Pivots	Multi-Purpose Lubricant	C1AZ-19590-B	ESA-M1C75-B
Steering Gear (Manual)	SAE-90 E P Oil	C6AZ-19580-B	ESW-M2C105-A
Brake Master Cylinder	Heavy Duty Brake Fluid	C6AZ-19542-A or B	▼ESA-M6C25-A
Brake Clutch Pedal Pivots and Clevises	Engine Oil SAE-10W	D3AZ-19579-K	ESE-M2C101-C or SAE "SE" 10W Oil
Engine Oil — All Engines	Ford Premium or Super Premium Motor Oil	D3AZ-19579-G or K	ESE-M2C144-A or SE or SE/CC
Front Wheel Bearings, Brake and Clutch Pedal Shaft, Spindle Needle Bearing	Multi-Purpose Lubricant	C1AZ-19590-B	ESA-M1C75-B
C-6 Automatic Transmission	Automatic Transmission Fluid	D7AZ-19582-A	ESP-M2C138-CJ
Power Steering Reservoir	Automatic Transmission Fluid	C1AZ-19582-A, C, D Type "F"	ESW-M2C33-F
Speedometer, Parking Brake Cable	Speedometer Cable Lubricant	D2AZ-19581-A	ESF-M1C160-A
Engine Oil Filter	Motorcraft Long Life Oil Filter	C1AZ-6731-A FL-1	ES-D5ZF-6714-AA or BA

SPECIFICATIONS AND CAPACITIES

Lubricant Specifications (Cont'd)

Item	Ford Part Name	Ford Part Number	Ford Specification
Accelerator Linkage	Multi-Purpose Lubricant	C1AZ-19590-B	ESA-M1C75-B
Ford Axles (Conventional) (Rear)	Hypoid Gear Lubricant	C6AZ-19580-B or E	ESW-M2C105-A
Dana Axles (Front) ①	Hypoid Gear Lubricant	C6AZ-19580-B or E	ESW-M2C105-A
Ford Traction-Lok Axles (Rear)	Hypoid Gear Lubricant	D3AZ-19580-A	ESW-M2C119-A
Transfer Case — Four-Wheel Drive	Standard Transmission Lube	D8DZ-19C547-A	ESP-M2C83-C
Exhaust Control Valve	Rust Penetrant and Inhibitor	C0AZ-19A501-A (Canadian — D7AZ-19A501-A)	ESR-M99C56-A
NPG 4-Speed Manual Transmission, Transfer Case	Standard Transmission Lube	D8DZ-19C547-A	ESP-M2C83-C
Drive Shaft, Slip Spline, Double Carden Joint Center Ball	Multi-Purpose Lubricant	C1AZ-19590-B	ESA-M1C75-B
Door Weatherstrips	Silicone Lube	C0AZ-19553-A	ESR-M13P4-A
Engine Coolant	Ford Cooling System Fluid	8A-19549-A	ESE-M97B18-C
Front Wheel Free Running Hubs	Steering Gear Lubricant	C3AZ-19578-A	ESW-M1C87-A
Steering Linkage	Steering Linkage Lube	D4AZ-19590-A	ESA-M1C92-A Type II

① Add 2 ounces of EST-M2C118A (Friction Modifier C8AZ-19B546A) for complete refill of Dana front limited-slip axle.

SPECIFICATIONS AND CAPACITIES

Transmission Refill Capacities

Transmission	Approximate Capacity		
	U.S. (Pints)	Imperial (Pints)	Litres
Manual — 4-Speed, NPG	6.5	5.4	3.0
Automatic — C-6	27.0	22.5	13.0

Axle Lubricant Capacities

Axle	Approximate Capacity		
	U.S. (Pints)	Imperial (Pints)	Litres
Front Axle	5.8	4.8	2.7
Rear Axle	6.5	5.4	3.0
Transfer Case — Full Time	9.0	7.5	4.2
Transfer Case — Part Time	4.0	3.2	1.9

Battery (12 Volts)

Capacity (Ampere-hours at 20-Hr. Rate)	41	53	68*
Number of Plates	54	66	78
Ground Terminal Polarity	Negative	Negative	Negative

*Maintenance-free battery.

SPECIFICATIONS AND CAPACITIES

Tire Sizes and Inflation Pressures

Bronco

W/B	G.V.W.R.*	Minimum Tire Sizes Recommended For Indicated G.V.W.R. (Front and Rear)	Type	Recommended Inflation Pressures			
				(PSI)		Kilopascals	
				Front	Rear	Front	Rear
104"	6010	H78-15B (1)	TL	32	32	220.6	220.6
	6100	L78-15B (2)	TL	30	32	206.8	220.6
		L78-15C •	TL	30	32	206.8	220.6
		7.00-15D •	T	50	50	344.7	344.7
		10-15C (AT) • (2)	TL	35	35	241.3	241.3
		LR78-15C •	TL	30	32	206.8	220.6
		L78-15C (AT) •	TL	30	32	206.8	220.6
	6400	L78-15B (2)	TL	30	32	206.8	220.6
		L78-15C •	TL	30	32	206.8	220.6
		7.00-15D •	T	50	50	344.7	344.7
		10-15C (AT) • (2)	TL	35	35	241.3	241.3
		LR78-15C •	TL	30	32	206.8	220.6
		L78-15C (AT) •	TL	30	36	206.8	248.2
	6550	L78-15C	TL	30	36	206.8	248.2
		LR78-15C •	TL	30	36	206.8	248.2
		7.00-15D •	T	50	55	344.7	379.2
		L78-15C (AT) •	TL	30	36	206.8	248.2

* Gross Vehicle Weight Rating

• Optional tire

T — Tube type truck tire TL — Tubeless truck tire

B — Load range — 4 ply rating

C — Load range — 6 ply rating

D — Load range — 8 ply rating

L78-15C/LR78-15C must use 15x6 inch rims.

10-15C requires 15x8 inch rims.

(1) Only tire available.

(2) L78-15B or 10-15C (AT) tires not available with heavy duty suspension, heavy trailer towing, 5 and 6 passenger vehicle with dual batteries.

(AT) All Terrain

DEALER ASSISTANCE

Your dealer is vitally interested in your complete satisfaction with the vehicle you purchased from him. He is ready to help you with all of your maintenance and service needs — and he has the support and assistance of the Ford Motor Company with District and Regional Offices in 40 locations in the United States and Canada.

If for any reason you are not satisfied with the service received, the following actions are suggested:

1. First, discuss the matter with your dealership Service Manager — make sure he is aware of any problem you may have and that he has had the opportunity to assist you.

2. If you are still not satisfied, seek out the Owner or General Manager of the dealership, explain the problem, and request assistance.

DISTRICT OFFICE ASSISTANCE

For further assistance beyond that provided by your dealer, or if you are driving in an unfamiliar area and are in need of service, you may contact the nearest Ford District (U.S.) or Regional (Canada) office. The addresses and telephone numbers of these offices are listed below and on the following pages.

Ford Parts and Service Division

ATLANTA DISTRICT OFFICE
Northern Georgia,
Eastern Alabama
P.O. Box 105003
Atlanta, Georgia 30348
(404) 763-6440

BOSTON DISTRICT OFFICE
Maine, New Hampshire, Vermont,
Massachusetts, Rhode Island,
Northeastern Connecticut
P.O. Box 587
Waltham, Massachusetts 02154
(617) 895-1000

BUFFALO DISTRICT OFFICE
Upper and Western New York,
Northern Pennsylvania
P.O. Box 244
Buffalo, New York 14225
(716) 631-4430

CHARLOTTE DISTRICT OFFICE
Western North Carolina,
South Carolina
P.O. Box 17307
Charlotte, North Carolina 28211
(704) 364-0335

CHICAGO DISTRICT OFFICE
Northeastern Illinois,
Northwestern Indiana
2225 W. North Avenue
Melrose Park, Illinois 60160
(312) 681-6500

CINCINNATI DISTRICT OFFICE
Southern Ohio, Southern W.
Virginia, Eastern Kentucky,
Southeastern Indiana
P.O. Box 15280
Cincinnati, Ohio 45215
(513) 782-7264

CLEVELAND DISTRICT OFFICE
Eastern Ohio,
Northwestern Pennsylvania
P.O. Box 41035
Brecksville, Ohio 44141
(216) 526-6900

DALLAS DISTRICT OFFICE
Northern Texas, Oklahoma
P.O. Box 37
Carrollton, Texas 75006
(214) 242-6611

DAVENPORT DISTRICT OFFICE
Northwestern Illinois,
Eastern Iowa
Northwest Towers, Suite 305
100 E. Kimberly Road
Davenport, Iowa 52806
(319) 386-3914

DISTRICT OFFICE ASSISTANCE

DENVER DISTRICT OFFICE
Colorado, Eastern Wyoming,
Western Nebraska,
Southwestern South Dakota
P.O. Box 5588, Terminal Annex
Denver, Colorado 80217
(303) 292-6220

DETROIT DISTRICT OFFICE
Southeastern Michigan,
Northwestern Ohio
P.O. Box 775
Wixom, Michigan 48096
(313) 538-8000

HOUSTON DISTRICT OFFICE
Southern Texas
P.O. Box 827
Houston, Texas 77001
(713) 688-4251

INDIANAPOLIS DISTRICT OFFICE
Central and Western Indiana,
Southeastern Illinois
P.O. Box 19448
Indianapolis, Indiana 46219
(317) 353-8251

JACKSONVILLE DISTRICT OFFICE
Florida, Southern Georgia
P.O. Box Y
Jacksonville, Florida 32203
(904) 781-5420

KANSAS CITY DISTRICT OFFICE
Western Missouri, Kansas
P.O. Box 11000, Antioch Station
Kansas City, Missouri 64119
(816) 452-1150

LANSING DISTRICT OFFICE
Western and Northern Michigan
(exc. Upper Peninsula)
6810 S. Cedar St.
Suite 11
Lansing, Michigan 48910
(517) 694-3301

LOS ANGELES DISTRICT OFFICE
Southern California,
Southeastern Nevada
P.O. Box 1118
Pico-Rivera, California 90660
(213) 723-8633

LOUISVILLE DISTRICT OFFICE
Western Kentucky, Central
Tennessee, South Central Indiana
P.O. Box 32080
Louisville, Kentucky 40232
(502) 459-1620

MEMPHIS DISTRICT OFFICE
Arkansas, Western Tennessee,
Northern Mississippi,
Northwestern Alabama
P.O. Box 8347, Hollywood Station
Memphis, Tennessee 38108
(901) 454-7270

MILWAUKEE DISTRICT OFFICE
Wisconsin (exc. Northwestern
Corner Upper Peninsula Michigan)
615 E. Michigan Street,
Suite No. 400
Milwaukee, Wisconsin 53202
(414) 273-5383

NEWARK DISTRICT OFFICE
Northern New Jersey,
Eastern New York
Northeastern Pennsylvania
U.S. Highway 46
Teterboro, New Jersey 07608
(201) 288-9400

NEW ORLEANS DISTRICT OFFICE
Southern Mississippi, Louisiana,
Southwestern Alabama
P.O. Box 8630
Metairie, Louisiana 70011
(504) 888-8960

NEW YORK DISTRICT OFFICE
Southeastern New York, Southern
and Western Connecticut,
Long Island
252 Westchester Avenue
White Plains, New York 10604
(914) 682-9450

OMAHA DISTRICT OFFICE
Western Iowa,
Central and Eastern Nebraska,
Southeastern South Dakota
P.O. Box 37433
Millard Station
Omaha, Nebraska 68137
(402) 334-4750

PHILADELPHIA DISTRICT OFFICE
Southeastern Pennsylvania,
Southern New Jersey, Delaware
P.O. Box 816
Pennsauken, New Jersey 08110
(609) 662-8021

PITTSBURGH DISTRICT OFFICE
Southwestern Pennsylvania,
Northern West Virginia,
Southeastern Ohio
P.O. Box 13289
Pittsburgh, Pennsylvania 15243
(412) 928-2939

PHOENIX DISTRICT OFFICE
Arizona, New Mexico
Western Texas
P.O. Box 844
Phoenix, Arizona 85001
(602) 266-8500

RICHMOND DISTRICT OFFICE
Southern Virginia,
Eastern North Carolina
P.O. Box 26984
Richmond, Virginia 23261
(804) 353-7871

SALT LAKE CITY DISTRICT OFFICE
Utah, Southern Idaho,
Northeastern Nevada,
Southeastern Oregon,
Montana
P.O. Box 2428
Salt Lake City, Utah 84110
(801) 487-1301

SAN JOSE DISTRICT OFFICE
Northern California, Southern
Oregon, Western Nevada, Hawaii
P.O. Box 1740
San Jose, California 95108
(408) 262-9110

SEATTLE DISTRICT OFFICE
Alaska, Washington, Northern
Oregon
Ford Motor Co.
Ford Parts and Service Division
10604 N.E. 38th Place, Suite 123
Kirkland, Washington 98033
(206) 244-5800

DISTRICT OFFICE ASSISTANCE

ST. LOUIS DISTRICT OFFICE
Southern Illinois, Eastern Missouri
P.O. Box 24575
St. Louis, Missouri 63141
(314) 569-4455

TWIN CITIES DISTRICT OFFICE
Northwestern Wisconsin,
Minnesota, North Dakota
Northern South Dakota
P.O. Box 9303
Minneapolis, Minnesota 55440
(612) 887-4290

WASHINGTON DISTRICT
OFFICE
Mainland Maryland, Northern
Virginia, Eastern W. Virginia,
Peninsular Maryland
8051 Gatehouse Road
Falls Church, Virginia 22042
(703) 573-9005

Questions in the U.S. that cannot be answered by one of the above offices may be directed to:

Ford Parts and Service Division
P.O. Box 1805
Dearborn, Michigan 48126

Ford of Canada Regional Offices

Ford Motor Company of Canada, Limited

ATLANTIC REGIONAL OFFICE
New Brunswick, Nova Scotia,
Prince Edward Island,
Newfoundland
P.O. Box 2166
Halifax, Nova Scotia B3J 3C4
(902) 422-7466

CENTRAL REGIONAL OFFICE
Southern Ontario, Northern
Ontario — East of Geraldton
Northwest Quebec
8000 Dixie Road
Bramalea, Ontario L6T 2J7
(416) 459-2210

EASTERN REGIONAL OFFICE
Quebec, Labrador, Southern
Ontario — East of Gananoque
7800 South Service Road
Trans Canada Highway
Pointe Claire, Quebec H9R 1C6
(514) 697-8220

GREAT LAKES REGIONAL OFFICE
Niagara Penn., Southwest and Central
Ontario, Southern Ontario—West of
Lake Simcoe
3350 South Service Road
Burlington, Ontario L7N 3L8
(416) 632-2570

MIDWESTERN REGIONAL OFFICE
Saskatchewan, Manitoba
Northern Ontario — West of
Geraldton
1725 Ellice Avenue
Winnipeg, Manitoba R3H 0B2
(204) 775-8101

PACIFIC REGIONAL OFFICE
British Columbia, Yukon
P.O. Box 7100
Vancouver, B.C. V6B 4E3
(604) 936-2111

WESTERN REGIONAL OFFICE
North West Territories, Alberta,
P.O. Box 2357
Edmonton, Alberta T5M 2P5
(403) 454-9621

In the event that you have a question that cannot be answered by the Regional Offices, you may contact:

Vice President and General Manager — Sales
Ford Motor Company of Canada, Limited
The Canadian Road
Oakville, Ontario L6J 5E4

Outside U.S. and Canada

All locations outside the United States and Canada should use the following address should it become necessary to correspond with Ford Motor Company.

Ford Export Corporation
P.O. Box 600
Wixom, Michigan 48096, U.S.A.

ACCESSORY EQUIPMENT AVAILABLE

The following accessories are available through your local authorized dealer.

NOTE — When adding accessories, equipment, passengers, and luggage to your vehicle, the total weight capacity of the vehicle or of the front or rear axle (GVWR, GAWR as shown on your vehicle's safety certification decal) MUST NOT BE EXCEEDED. Consult your dealer for specific weight information and assistance in installing Ford accessories.

Protection, Comfort and Convenience Equipment

- ☐ Air Conditioning
- ☐ Air Lift Kit
- ☐ Cigar Lighter
- ☐ Door Edge Guards
- ☐ Dual Air Horns
- ☐ Emergency Reflector Kit
- ☐ Engine Heater
- ☐ Fire Extinguisher
- ☐ Floor Mats — Carpet Insert — Plain Rubber, Solid Vinyl
- ☐ Free Running Automatic Locking Hubs
- ☐ Glide-out Step
- ☐ License Plate Frames
- ☐ Locking Fuel Cap
- ☐ Mirrors — Remote Adjustable, Low Mount Camper, Jr. Western Camper, Low Mount Swing Lock-Panoramic
- ☐ Radios — AM, AM/FM, MPX
- ☐ Transmission Oil Cooler — Auxiliary
- ☐ Wheel Splash Guards (Front Only)
- ☐ Hood Lock
- ☐ Rallye Bar (Roll)
- ☐ Super Seal TM Anti-Corrosion Treatment

Important: This document should remain with the vehicle at all times.

[illegible]

1978 SERVICE LITERATURE **U.S. RESIDENTS USE THIS SIDE**
(CANADIAN RESIDENTS USE OTHER SIDE)

CIRCLE ITEM DESIRED		
DESCRIPTION		PRICE EA.*
1978	Truck Shop Manual	\$19.75
1978	Truck Service Specifications	2.50
1978	Bronco Wiring Diagrams	2.75
TOTAL ORDER		\$
SALES TAX		\$
GRAND TOTAL		\$

*Michigan Purchasers
Add 4% Sales Tax*

*Prices are subject to change without notice and without incurring obligation.

- Please allow ample time for postal service.
- **Make check payable to: HELM, INCORPORATED.**
- Cut out and mail this completed page.

MAIL ORDER TO: HELM, INCORPORATED
P.O. Box 07150, Detroit, Michigan 48207

NAME _____

STREET ADDRESS

CITY, STATE, ZIP CODE

THIS IS YOUR SHIPPING LABEL. PLEASE PRINT PLAINLY.

FROM

Helm, Incorporated
Service Publications
P. O. Box 07150
Detroit, Michigan 48207

RETURN REQUESTED

FOR

NAME _____

STREET ADDRESS APT NO

CITY, STATE, ZIP CODE

RETURN POSTAGE GUARANTEED

1978 SERVICE LITERATURE CANADIAN RESIDENTS USE THIS SIDE
(U.S. RESIDENTS USE OTHER SIDE)

CIRCLE ITEM DESIRED		
DESCRIPTION		PRICE EA.*
1978 Truck Shop Manual		\$19.75
1978 Truck Service Specifications		2.50
1978 Bronco Wiring Diagrams		2.75
TOTAL ORDER		\$

*Prices are subject to change without notice and without incurring obligation.

- Please allow ample time for postal service.
- Make check payable to: **FORD MOTOR COMPANY OF CANADA, LTD.**
- Cut out and mail this completed page.

MAIL ORDER TO: Ford Motor Company of Canada, Ltd.
Service Publications, P.O. Box 4000, Station A
Mississauga, Ontario, Canada L5A 3W3

NAME _____
STREET ADDRESS _____
CITY, PROVINCE, POSTAL CODE _____

THIS IS YOUR SHIPPING LABEL. PLEASE PRINT PLAINLY.

FROM **Ford Motor Company of Canada, Ltd.**
Service Publications, P. O. Box 4000,
Station A, Mississauga, Ontario,
Canada L5A 3W3

RETURN REQUESTED

FOR _____
NAME _____
STREET ADDRESS _____ APT. NO. _____
CITY, PROVINCE, POSTAL CODE _____

RETURN POSTAGE GUARANTEED

INDEX

A

Accessory Equipment129
Air Conditioning Controls15-20
Alternator Indicator Light8
Ammeter Gauge8
Antifreeze85-86
Appearance Protection113-116
Ash Tray32
Automatic Transmission54-55

B

Battery69-71, 91-92
Brake Fluid89-90
Brakes
Brake Fluid90
Disc Brakes14
Foot Brake Operation14
If Brakes Do Not
Grip Well67
If Brakes Pull67-68
Parking Brake15, 91
Power Brakes14
Service Brakes14
Brake System Warning Light13
Break-In, New Vehicle45

C

CB Radio28
Certification Decal47
Changing a Tire72-73
Chrome Care113
Cigar Lighter32
Circuit Breakers117-119
Climate Control15-20
Clutch52
Cold Weather Operation64-65
Coolant85-86

D

Dealer Assistance3, 101, 126
Defroster15-20
Design Features4
Diagnosis65-69
Disc Brake14
District Office
Assistance126-128

D (Cont'd.)

Driving on Sand,
Snow or Ice56-58, 63-64
Driving Your Bronco43-63
Door Handles and Locks32-33

E

Economy Driving Tips45-46
Emergency Procedures69-72
Emergency Starting69-71
Emission System99-100
Emission Systems Warranty3
Engine Oil82-84
Engine Problems63-69
Engine Temperature Gauge9-10
Equipment Requirement
Regulations3
Exhaust Fume Warning49-51

F

Fasten Seat Belt
Warning Light10
Fiberglass Roof35-37
Fingertip Speed Control30-31
Flashers119
Fog Lamps11
Four-Wheel Drive55-63
Free-Running Hubs62-63
Fuel Gauge9
Fuel Tank Filler
Locations82
Fuses114-115

G

Gasoline81
General Maintenance98-116
General Maintenance
Check List109-112
Getting to Know Your
Bronco32-42

H

Hazard Warning Flasher
System12-13
Headlight Dimmer Switch
and Indicator11

INDEX (Cont'd)

H (Cont'd.)

Headlight Switch	10
Heater Controls	15-20
Hood Release	42
Horn	29
How to Use this Guide	2-3

I

Identification Plate	4-5
Ignition Lock Cylinder	8
Inflation Pressures	125
Instrument Panel	6-7
Instruments and Controls	6-32
Interior Light	10

J

Jacking Points	74
Jack Stowage	73
Jumper Cables	69-71

K

Keys and Key Record	8
---------------------------	---

L

Light Bulb Specifications	122
Light Controls	10-11
Lights Switch	10
Loading Information	46-48
Lubricant Specifications	117-118

M

Maintenance	
Appearance	113-116
Maintenance Record	99, 130
Maintenance Services	
Required — Scheduled	99
Manual Transmission	51-53
Mirrors	41

N

New Vehicle Break-In	45
----------------------------	----

O

.....	39-40
Odometer	10
Oil, Engine	82-84
Oil Filter	83, 84

O (Cont'd.)

Oil Pressure Gauge	9
Oil Pressure	
Warning Light	9
Oil Quality	83
Oil Viscosity	83-84
Opening the Hood	42
Operating Precautions	48-49
Operating Precautions	
(Four-Wheel Drive)	55-56
Operating Tips (3 and 4-Speed	
Transmission) (Overdrive)	51-53
Ownercard	101

P

Parking Brake	15, 90
Parking Lights	10
Polishing	113
Power Brakes	14
Power Steering Fluid	89-90
Power Tailgate Window	34
Problem Diagnosis	65-69
Pushing	71

R

Radio	20-28
Rallye Bar	40
Rating Plate	4-5
Rear Axle Fluid	91
Rear Seats	37-39
Refill Capacities	123-124
Required Maintenance	
Services	103-108
Roof, Fiberglass	35-37
Routine Service	80-98

S

Safety Certification Decal	46-48
Safety Chains	77
Scheduled Maintenance	102
Seat Adjustment	37-39
Seat Belts	39-40
Selt Belt Warning Light	
and Buzzer	10
Seatback Release	37-39
Seats and Controls	37-39

INDEX (Cont'd)

S (Cont'd.)

Service Assistance	3
Service Brakes	14
Service Literature	131-132
Shift Speeds	51-53
Spare Tire Locking	73-74
Spare Tire Stowage	73-74
Special Situations	63-80
Specifications and	
Capacities	116-125
Speed Control	30-32
Speedometer	10
Starting the Engine	43-44
Steering Wheel Controls	29-31

T

Tailgate	33-34
Tailgate Window	34
Tappet Noise	44
Temperature Gauge	9-10
Tilt Steering Wheel	29
Tire Care	94-95
Tire Changing	72-73, 75-76
Tire Performance and	
Loading	94-95
Tire Replacement	96-98
Tire Rotation	97-98
Tire Sizes and Inflation	
Pressures	77, 95, 125

T (Cont'd.)

Towing	71-72
Traction-Lok Differential	63, 69
Trailer Brakes	77
Trailer Hitches	76, 80
Trailer Towing	76-80
Transmission Fluid	86-88
Turn Signals	29

V

Vehicle Appearance	113-116
Vehicle Identification	4-5
Vehicle Loading	
Information	46-48
Ventilation and	
Heater Control	15-20

W

Warning Lights and Gauges	8-10
Warranties	3
Warranty Number	4-5
Washing	113
Wheel and Tire Replacement	75-76
Wheel Inspection	
and Maintenance	94
Wheel Lug Nut Torque	76
Window Controls	34-35
Windshield Washers	12, 92-93
Windshield Wipers	11, 92-93

134

135



9/11/82 35, 495.2
35, 643.1

WE SUPPORT VOLUNTARY MECHANIC CERTIFICATION

12.7 GAL = 11.64 MPG

WOULD YOU LIKE TO OBTAIN SERVICE LITERATURE FOR YOUR NEW TRUCK?



PUBLICATIONS ARE AVAILABLE FOR TRUCK OWNERS WHO WISH TO DO SOME OF THEIR OWN MAINTENANCE. REFER TO THE ORDER FORMS IN THIS OWNER'S GUIDE.



Ford Parts and Service Division
Training and Publications Department

FPS 365-32578-B
Part No. D8TA-19A321-C9

Litho in U.S.A.

NOVEMBER, 1977
SECOND PRINTING
1978 OWNERS GUIDE