

FREE SAMPLE

The opening pages of

1975 Ford Bronco Restoration Guide

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RESTORATION ESSENTIALS

1975 Ford Bronco

Factory-Correct Restoration Guide

RestorationEssentials single-year guide · Model year 1975 only · Early Bronco (first generation), 92-inch wheelbase

KEY FACTS AT A GLANCE

- **Model year covered:** 1975 only. This guide does not cover other years except where differences from 1975 are explicitly noted.
- **Body styles (1975):** U15 Wagon only.
- **Engines (1975):** 302 cu in V8 (G) — 125 hp (SAE net).
- **Transmission (1975):** C4 automatic is the volume transmission; the three-speed manual becomes a special-order item (Consumer Guide). J-shifter.
- **Front axle / brakes (1975):** Dana 44; Drums all around (final year of front drums).
- **Production (1975):** 11,273 (Consumer Guide); base price \$4,979. Hagerty cites 13,200 — see the corrections file..

1. Manufacturer history: Ford

Ford Motor Company was incorporated on June 16, 1903. By the mid-1960s Ford had deep four-wheel-drive experience — it had built more than 270,000 Jeeps during World War II and designed the M151 MUTT in 1951 — but no civilian off-roader of its own. Product manager Donald Frey and Lee Iacocca saw Jeep's CJ-5 and International Harvester's Scout selling strongly and wanted a share of that market.

The Bronco, introduced in August 1965 as a 1966 model, was Ford's answer: a purpose-built short-wheelbase (92-inch) 4x4 on its own box-section frame, shared with no other Ford line, with coil-sprung Mono-Beam front suspension, radius arms, and a track bar — a more civilized machine than the CJ, with roll-up windows, a padded dash, and a fully synchronized three-speed. It ran twelve model years essentially unchanged in outline, evolving by accumulation — safety equipment, a stronger front axle, an automatic, power steering, disc brakes — before the full-size F-Series-based Bronco replaced it for 1978.

2. Model history: the early Bronco, and where 1975 sits

The first-generation Bronco ran 1966–1977 on its own chassis: U13 Roadster, U14 half-cab Pickup, and U15 Wagon at launch; the Roadster ended after 1968, the Pickup after 1972, and the Wagon carried the line alone to 1977. The changes that matter, in order: safety equipment and the Sport package (1967), federal markers and the end of the 289 and the Roadster (1968), the 302 and a strengthened body (1969), Sport as a trim level (1970), the Dana 44 front axle and the Stroppe Baja Bronco (1971), net ratings, the J-pattern shifter, and the Ranger package (1972), the 200 six, the C4 automatic, and power steering (1973), detail-only changes (1974), the V8-only range (1975), front disc brakes and quicker steering (1976), and the final-year revisions (1977). This guide covers 1975 only; the year-change register in Section 3 states exactly what 1975 changed, what it kept, and what it ended.

3. What is unique about the 1975 Bronco

- V8-only year: 'any engine you want, as long as it is the 302' (Hagerty's summary of the 1975 order guide). A six-cylinder 1975 Bronco does not exist as a factory build.
- Emissions hardware defines the year: revised exhaust system, anti-smog equipment standard across the board, catalytic converter on California trucks, unleaded fuel.
- The chassis sits taller — ride height increases — and the rear axle is stronger than the 1974 specification.
- Sport and Ranger models receive an F-Series truck steering wheel; an engine-block heater joins the option list.
- The manual transmission fades to special-order status — most 1975s were built as automatics, and a factory manual 1975 is the scarcer specification.

Year-change register — 1975 vs. the year before:

- DELETED: 200 six (and with it, any six-cylinder Bronco).
- CHANGED: 302 to 125 hp net with converter-era exhaust; ride height raised; rear axle strengthened; manual transmission to special-order.
- NEW OPTION: engine-block heater. Sport/Ranger steering wheel changes to the F-Series wheel.
- LAST YEAR: front drum brakes.

4. Technical restoration data — 1975 Ford Bronco

4.1 Specification table (1975)

Item	1975 specification
Body styles	U15 Wagon only
Transmission / transfer case	C4 automatic is the volume transmission; the three-speed manual becomes a special-order item (Consumer Guide). J-shifter.
Front axle	Dana 44
Rear axle	Ford 9-inch
Brakes	Drums all around (final year of front drums)
Steering	Power steering optional
Production	11,273 (Consumer Guide); base price \$4,979. Hagerty cites 13,200 — see the corrections file.
Prices	\$4,979 base (Consumer Guide).
Colors	18 colors (Hagerty).

Engines (1975):

Engine	Rating	Notes
302 cu in V8 (G)	125 hp (SAE net)	THE ONLY ENGINE. The six is discontinued — emissions rules end it (Consumer Guide). Two-barrel carburetor; catalytic converter fitted (required on California trucks; Hagerty describes the 1975 302 as converter-equipped) and unleaded fuel required.

4.2 VIN and warranty-plate decoding

The VIN is carried on the warranty plate on the inner face of the glovebox door, and the same number is stamped on top of the right frame rail near the passenger footwell / body mount. The two must match; the frame stamp governs when they disagree. The warranty plate also carries paint, trim, axle, transmission, and DSO codes — decode the plate, then verify the axle ratio against the tag on the axle housing, because gears are the most commonly changed item on these trucks.

Code	Meaning
U13	Roadster (1966–1968 only)
U14	Half-cab Pickup (called Sports Utility in 1966)
U15	Wagon
F	170 cu in inline six
S	200 cu in inline six (1973–1974)
A	240 cu in inline six (1968, rare — Broncozone decode reference)
N	289 cu in V8 (1966–1968)
G	302 cu in V8 (1969–1977)