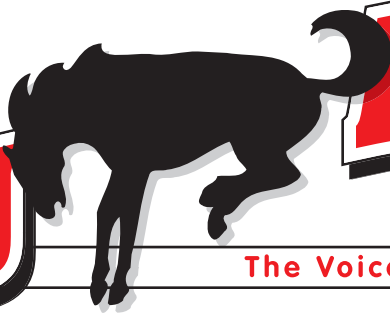


Horsing



Around

The Voice of the Early Bronco Registry

**EDITOR'S "BS"
(Bronco Stuff)**
Steve Sampson, Editor

Most of our time preparing for this issue has been spend documenting our annual Fabulous Fords Forever event (FFF is a feature issue in this Bronco Driver) and the final installation of a great new product; a stainless steel windshield. Since both these are fully disclosed for your enjoyment elsewhere, let me spend a few minutes here to cover several other important Early Bronco issues.

2006 will mark the 40th anniversary of the Early Bronco, and we hope to make this the largest Early Bronco celebration ever. Since the 1980s, every five years the Early Bronco Registry has held a huge anniversary celebration that always sets a new world record for Early Bronco turnout. The 35th had 277 EB's all in one place. The 40th will not be different in that regard, but it will be very different in scope. Working with Bronco Driver Magazine, the Early Broncos Ltd, the Mid-Atlantic Early Broncos, and hopefully many of you reading this Horsing Around, the 40th will become a national or international event. We will start the 40th on April 16th 2006 at Fabulous Fords Forever in California, then move slowly across the US and Canada until it concludes in June 2006 at the MEB Roundup in Pennsylvania. You will be able to monitor the current planning information anytime at www.earlybronco.com, but what we need right now is for all Early Bronco clubs and businesses that are interesting in participating in the 40th to send me your point of contact. Please email to editor@earlybronco.com, leave a voice message at 858-530-2471, or write to 40th Anniversary, P.O. Box 1525, Poway CA 92074-1525. We are deep into this, so we really need to know who to talk to soonest. (Why are you still sitting there? Contact me!)

The response to our 2-way radio article has been very pleasing here. A number of Bronco folks that are hams or just became hams wrote to say how they have enjoyed their new hobby. Here is one of the best summaries that came in: *"I've found a couple of local [amateur radio] clubs to join. Oh and may I mention how fast this virus spreads. It all started innocently enough a Yaesu FT2800 2m. Nice, simple, cheap and relatively indestructible. Then a VX2r HT. Wow! Monitors EVERYTHING, relatively inexpensive and a cool dual band TX. Then I really need a dual band in the car and cross banding would be cool, so enter the 8900r quad band, because if dual band is good, then quad band MUST be better, right? I haven't had this much fun since I bought my Bronco and the odyssey began. :) I can see it now, if my neighbors will let me run the guy wires in this direction I could go up another 40 feet.....lol"*

We are working on a future photo story for Bronco Driver/Horsing Around of interesting Early Bronco license plates. We already have a large collection of custom plates from the EB's we have seen here in the southwest, but we would like to show license plates from everywhere. If you have a photograph of a neat custom license plate on an Early Bronco, please send us a copy using the same contact information as the 40th above. Electronic or chemical photos are fine, but if you want your print returned, be sure to include a stamped and addressed envelope.

Tech Talk

UPDATE: Stainless Steel Windshield Frame Installation

You have seen some previews of Gary Yorston's new design for an Early Bronco windshield frame in prior editions of Horsing Around. In this issue we are going to describe the full installation and result – and let me say right up front – it is great! Let me quickly recap the top ten key points of this frame. (1) It is high grade stainless steel and won't rust. (2) It is an exactly dimensional replacement for the original frame. (3) It uses the existing windshield glass and all the same rubber molding. (4) It raises the glass in the frame by 1.5 inches, greatly improving visibility for tall EB owners. (5) It moves the windshield wipers to the bottom of the windshield from the top, improving the ability to remove heavy rain and snow. (6) It includes a

new stainless steel hinge. (7) It can include a wiper motor or you can go scrounge your own – your choice. (8) It looks great. (9) It makes you the envy of your EB world. (10) You can learn all about it and how to install it here.

When you unwrap and inspect one of these frames for the first time, you quickly understand that it is complex to construct. It's far from a "just stamp it out" challenge. Each one is welded from many sub-pieces that need to be dimensionally controlled and cosmetically finished. The engineering challenge, cost of quality materials and the assembly time involved are all clearly evident. Gary has been refining the frame design and cost effective manufacturing approaches for well over a year now. Our article

EBR Member Businesses:

BC Broncos
Bronco Parts
James Duff Enterprises
Jeff's Bronco Graveyard
Kentrol
Tom's Bronco Parts
Wild Child
Wild Horses, Inc

EBR Member Clubs:

Arizona Classic Broncos
Deep South Early Bronco Club
Early Broncos Ltd
Mid-Atlantic Early Broncos
Midwest Vintage Broncos



Early Bronco Registry
Dedicated to the
preservation and
enjoyment of the 1966-77
"Early" Ford Bronco

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used one of his final prototypes and it fit perfectly. He is now in production for limited quantities. Summarized bluntly - Constructing this great frame ain't easy to do, and don't try it at home! Pricing starts at \$675 for the windshield frame and all custom linkage. Optional parts are the wiper motor, wiper arms and blades, these parts are available at your local auto parts store and are not in the basic kit to save cost. If you want to find your own motor to save cost, look for a 92 Suzuki Sidekick or Chevy Tracker. There are more years than just the 92, but at this time all

the models and years have not been researched. The wiper blades and arms are available at the local auto parts store. Trico makes arms that are adjustable and will fit right on. Other options are the linkage cover and electro polishing the whole frame, which gives it a near chrome look. For more information or to purchase a frame, contact Gary at 604-941-5911. It is best to call between 7 PM and 9 PM Pacific time, or email Gary at broncoxs@telus.net. 🚗



1. Just unwrapping the frame from shipment is real work. It looks like a cardboard factory blew up.



2. The first task is to remove your old frame. This can be easy to hard depending on your top, how many Bronco accessories you have added, and how many years of rust are holding things together. One thing everyone will need to do is carefully expose the existing wiper wiring running to the top mounted wiper motor and move it safely out of the way for later rewiring.



3. My windshield frame hadn't been lowered in some 20 years of off-road use and there was so much grime under the hinge that an hour or so was needed just to brush and wash the area clear in preparation to cut out the old hinge.



4. Some Early Bronco windshields seem to remove easily, but on this Bronco that chore was the hardest by far, and took hours. The first task is to carefully mark every spot weld exactly. On a bright sunny day I marked 90 welds. It was obvious that no robot welder made this Bronco. They were scattered everywhere in a random manner, and about 2/3 of all the welds were on the passenger side. Then you need to buy a special spot weld drill bit and carefully drill - circular saw really - every weld. These bits don't only cut through the first layer of hinge metal (and a little more), so if you center properly and get every weld, the old hinge a frame will pry right off. Mine wouldn't. A very careful inspection found five welds I missed, so they were drilled. Still couldn't break things loose. Using a socket under the hinge and repeatedly lifting and lowering the frame, it finally broke loose about five more welds that were so superficial they couldn't be seen and simply had to be broken free one at a time.





5. After all the cutting and drilling, we spent some extra time to clean, de-rust, fill in and seal the entire body area below the hinge. You won't be able to get back in here for a long time, so it's worth the extra preventative maintenance.



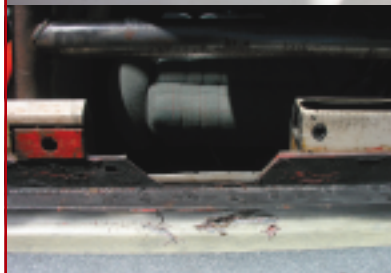
6. Now we begin with the new installation. We put all the linkage and wiper motor in place and positioned the entire windshield assembly on the Bronco so we could see exactly where the defroster metalwork needs to be cut to clear the motor.



7. Gary has neatly packaged all the linkage recessed in the frame completely out of the way. The motor, however, needs to fit in an area just above the glove box. Dimensions come with the instructions, but we measured carefully so we would not cut out any more than needed. Once you have marked everything, the actual cutting was easy with a combination of a saber saw and a sawzall. As always, measure twice and cut once.



9. As you fold the windshield up for the first time, you need to make a final left-right alignment (where the finger is pointing) so the lip of the cowl will clear the frame. This is difficult to explain but easy to see in practice. Our fit was exactly perfect, but you can bend the sheet metal in or out if you need 1/16" or so more room. The hinge should be positioned so it sticks out a little. The directions are clear about this.



8. These photos show the cut away area from both sides, and where the motor fits. Note that I cut as little as possible into the plastic defroster vent contained inside the sheet metal. Only an inch or two was removed, and that left the air flow essentially unchanged from stock. While I'm happy with this approach, it isn't quite as the instructions describe the job and does require you do some different spacing of the motor on its bracket to sandwich everything in. I've discussed this with Gary and he will decide in production how best to recommend you do your installation. Note also that if you have a dash pad, it isn't hard to hollow it out on the back side so it fits over the motor and nearly hides it. All in all, the new motor actually tucks in and is less intrusive than Ford's designers cooked up back in the 1960.





10. When you fold the frame up the first time you can see exactly where the motor bolts go. On this prototype I took a different path and cut a smaller opening and just drilled a hole for the one bolt closest to the driver. This approach as photographed is no longer required because in the production frames, the new wiper mount does not require the trimming of the heater duct unless you have a 66. The mount is shorter but it will still need clearance in the dash almost exactly as shown here.



11. I added an extra piece of thin stainless steel from under the windshield hinge and down behind the hood hinge. This is NOT part of the kit, but I liked the idea of continuing the stainless steel look down behind the hood. I just went to a local Fab shop and had them cut and bend to the right size, then did a little custom trimming for the hood hinges. Did I mention to measure twice and cut once?



12. When you have everything exactly in place, it is time to use the provided stainless steel rivets to attach the lower hinge to the body. This was probably the second hardest part of the job for me. I only had a cheap rivet gun for aluminum rivets, so I went out and bought a beefy unit for stainless steel. It worked fine, but you have to WORK to get that rivet to finally pop off. Getting those last rivets installed made me whimper. If you are not into weight lifting, you might want to borrow a power rivet gun for an hour.



13. Now you are in the home stretch. Just do the obvious things like installing the hinge gasket and bolting anything you took off - like the hood - back in place.



14. The finished job instantly looks right, just like it was a factory design. Wire up the motor to the original wires (connection instructions are provided) and put the blades on. Happy driving! You will see things you have never seen before.

