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2021 ford bronco manual price

For example, the Bronco has a rack built into the top of its dashboard that allows smartphones and GoPros to be mounted there. Instead, there's a standard 300-hp turbocharged 2.3-liter four-cylinder or an optional 330-hp twin-turbo 2.7-liter V-6. Rolling Start, 5-60 mph: 6.7 sec Top Gear, 30-50 mph: 3.2 sec Top Gear, 50-70 mph: 4.2 sec Top Speed (gov); 100 mph Braking, 70-0 mph: 189 ft Roadholding, 300-ft Skidpad: 0.71 g C/D FUEL ECONOMY Observed: 15 mpg 75-mph Highway Driving: 17 mpg Highway Range: 350 mi EPA FUEL ECONOMY Combined/City/Highway: 17/17/17 mpg C/D TESTING EXPLAINEDMore Features and Specs Ford's seven-speed manual transmission sourced from Getrag is entirely new and making its debut on the 2021 Ford Bronco.The new SUV becomes only the third Ford on today's market with a manual, and the other two are Mustangs.Any new manual transmission is cause for celebration these days.Any new manual transmission is a rarity these days, and that the new Bronco includes this celebration-worthy bit makes us even more enthused about this SUV's revival. The unit can also be upgraded with desirable options, such as built-in navigation and a more powerful B&O stereo.The Bronco is available with a suite of driver-assistance technology, including automatic high-beams and parking sensors. Those who want a fancier environment can opt for leather seating surfaces, but the interior's expansive swaths of plastic look cheap on upper trims. Of course, equipped with the largest tires and softest suspension, there's significant brake dive, and its body-on-frame construction isn't kept secret. When exposed to the elements, the cabin can be protected with the available rubberized flooring and marine-grade vinyl upholstery. Limited warranty covers three years or 36,000 miles Powertrain warranty covers five years or 60,000 miles No complimentary scheduled maintenanceArrow pointing downSpecifications 2021 Ford Bronco First Edition Vehicle Type: front-engine, rear/4-wheel-drive, 4-passenger, 2-door wagon PRICE Base/As Tested: \$58,410/\$59,410 Options: towing package, \$595; Rapid Red paint, \$295; entry keypad, \$110 ENGINE twin-turbocharged and intercooled V-6, iron-and-aluminum block and aluminum heads Displacement: 164 in3, 2694 cm3 Power: 330 hp @ 5250 rpm Torque: 415 lb-ft @ 3100 rpm TRANSMISSION 10-speed automatic CHASSIS Suspension, F/R: control arms/live axle Brakes, F/R: 12.2-in vented disc/12.1-in disc Tires: Goodyear Wrangler Territory MT LT315/70R-17 113/110S M+S DIMENSIONS Wheelbase: 100.4 in Length: 173.7 in Width: 79.3 in Height: 75.2 in Passenger Volume: 97 ft3 Cargo Volume: 22 ft3 Curb Weight: 4975 lb C/D TEST RESULTS 60 mph: 6.3 sec 1/4-Mile: 15.0 sec @ 91 mph 100 mph: 19.5 sec Results above omit 1-ft rollout of 0.3 sec. Dave got his very lucky start at C/D by happening to submit an unsolicited resume at just the right time to land a part-time road warrior job when he was a student at the University of Michigan, where he immediately became enthralled with the world of automotive journalism. The Bronco's turbocharged 2.3-liter inline four-cylinder, the only engine available with the manual, is comfortably under both those figures, with a peak of 310 lb-ft and 270 horsepower.View 2-Door PhotosMarc Urbano[Car and DriverFord calls this new seven-speed transmission MT88, and it's an entirely new architecture, not based on the Getrag MT82 six-speed that's in today's Mustang. With a highly capable chassis and drivetrain, the 2021 Bronco has a legit chance to challenge the Jeep for the trail-rated crown.What's New for 2021?Ford resurrects the Bronco nameplate for 2021, and it emulates the old-school vibe and off-road pedigree of its iconic mid-1960's predecessors. The Ford's interior has a few more innovations than the Jeep, too. A 10-speed automatic transmission bolts to both gas engines, but a seven-speed manual is only compatible with the smaller one. Still, the Bronco isn't a one-trick pony, and it's capable of conquering truly treacherous terrain. The infotainment system also supports a host of modern infotainment features that include Apple CarPlay, Android Auto, and a subscription-based Wi-Fi hotspot. That's a good thing, as shift-quality issues with the Mustang's manual have led to a class-action lawsuit. The four-door version alone has a third, middle seat in the rear and offers a hair more legroom, but most of its extra length applies to the cargo area, which is more than 50 percent larger than the two-door.View PhotosMarc Urbano[Car and DriverFord's latest in-dash Sync 4 software powers the 8.0- or 12.0-inch touchscreen that's embedded in the middle of the Bronco's dashboard. For more information about the Bronco's crash-test results, visit the National Highway Traffic Safety Administration (NHTSA) and Insurance Institute for Highway Safety (IIHS) websites. Other noteworthy options include 35-inch mud-terrain tires, beadlock-capable wheels, electronic locking front and rear differentials, and a sway-bar-disconnect feature. Pricing and Which One to BuyThe base two-door Bronco starts at just under \$30,000, but upgrading to upper trims gets expensive quickly. Getrag promises shift improvements on the new gearbox, partially because it has flipped the design of the MT88 from the typical approach, moving the driven gears to the input shaft rather than the output shaft on the MT82, which reduces the mass that has to be synchronized during shifts. Unfortunately, neither engine has an enthusiastic soundtrack. The setup allows over-the-air updates and can connect to the cloud and user's smartphone wirelessly. The Bronco Sasquatch Package Needs a Manual The Bronco's seven-speed manual is a Getrag unit, part of the company's new family of six- and seven-speed longitudinal manuals that it calls MT1550. That points us towards the Bronco Wildtrak, which comes standard with 17-inch beadlock-capable wheels and huge 35-inch mud-terrain tires. While purists will decry the absence of a V-8 option, they'll applaud the Bronco's optional manual transmission and many nostalgic details. Its convertible nature—along with two- and four-door body styles—pits Ford's most rugged SUV against the popular Jeep Wrangler. Both the two- and four-door models are also rated to tow 3500 pounds—same as the Wrangler.View PhotosMarc Urbano[Car and DriverThe four-cylinder Bronco with the automatic transmission is the thriftiest variant, with ratings of 20 mpg in the city and 22 on the highway. Even in the two-door Bronco, there's enough space in the back seat to comfortably fit two adults. Rolling Start, 5-60 mph: 7.4 sec Top Gear, 30-50 mph: 3.4 sec Top Gear, 50-70 mph: 4.4 sec Top Speed (gov It4): 106 mph Braking, 70-0 mph: 197 ft Roadholding, 300-ft Skidpad: 0.71 g C/D FUEL ECONOMY Observed: 15 mpg 75-mph Highway Driving: 16 mpg Highway Range: 300 mi EPA FUEL ECONOMY Combined/City/Highway: 17/17/17 mpg 2021 Ford Bronco Wildtrak Vehicle Type: front-engine, rear/4-wheel-drive, 5-passenger, 4-door wagon PRICE Base/As Tested: \$50,970/\$58,420 ENGINE twin-turbocharged and intercooled DOHC 24-valve V-6, iron-and-aluminum block and aluminum heads, direct fuel injection Displacement: 164 in3, 2694 cm3 Power: 330 hp @ 5250 rpm Torque: 415 lb-ft @ 3100 rpm TRANSMISSION 10-speed automatic CHASSIS Suspension, F/R: control arms/live axle Brakes, F/R: 12.2-in vented disc/12.1-in vented disc Tires: Goodyear Wrangler Territory MT LT315/70R-17 113/110S M+S DIMENSIONS Wheelbase: 116.1 in Length: 189.5 in Width: 79.3 in Height: 75.3 in Passenger Volume: 104 ft3 Cargo Volume: 36 ft3 Curb Weight: 4971 lb C/D TEST RESULTS 60 mph: 6.2 sec 1/4-Mile: 15.0 sec @ 92 mph 100 mph: 19.1 sec Results above omit 1-ft rollout of 0.3 sec. The Bronco's manual becomes only the third available across Ford's lineup in the U.S., the other two both being in Mustangs: the previously mentioned six-speed, and the Shelby GT350's Tremec six-speed.Ford insists on referring to the short first gear as a creeper gear, going so far as to label it with a C on the shift knob and putting it in a dogleg position down and to the left, below reverse. In high range, it will take you to 21 mph, versus 29 mph for the Wrangler, so it doesn't seem out of the question to use it in regular driving. The legendary Ford Bronco returns with cool retro styling, innovative features, and impressive off-road capabilities, all of which helped it secure a place on our Editors' Choice list for 2021. It also has equipment that makes low-speed rock crawling and trail driving easier. Engine, Transmission, and PerformanceSorry, folks. We've run automatic-equipped Broncos with both engines on our 75-mph fuel-economy route, with the four-cylinder earning 22 mpg and the V-6 earning 18 mpg. Upgrade to the V-6 version with the Sasquatch package that includes aggressive, oversized tires and its fuel economy plummets to 17 mpg both in the city and on the highway. It also has frameless doors that are easy to remove. JL Jeep Wrangler Rubicon a More Refined RoughneckThe Bronco's 6.588:1 first gear, paired with the shorter 3.06:1 low gear of the optional two-speed transfer case and the shortest 4.70:1 rear axle, means first gear is good for up to 7 mph in low range, same as the Wrangler. The Bronco doesn't come with eight cylinders. The 550 stands for its torque capacity in newton-meters, which equates to 406 lb-ft, although the company tells us that limit can go all the way up to 590 lb-ft, depending on application. Every Bronco sends power to all four wheels, and its independent front suspension is more sophisticated than Jeep's front stick axle. However, it lacks the complimentary maintenance that some competitors provide. The cabin also contains durable, waterproof surfaces that protect things when the doors and the soft or hardtop roofs are removed. In its 0.646:1 top gear, the Bronco will cruise along at 80 mph at roughly 2400 rpm, about 150 rpm lower than the Wrangler.While we await the chance to flick the Bronco's new transmission through its seven gears, let's just laud the fact that there's a new manual on the market.The triangle icon that indicates to playDave VanderWerp[Director, Vehicle TestingDave VanderWerp has spent more than 20 years in the automotive industry, in varied roles from engineering to product consulting, and now leading Car and Driver's vehicle-testing efforts. Our ideal configuration would be a four-door with the more powerful engine, and it needs to have the off-road hardware to live up to its roots. Key safety features include: Available forward-collision warning and automated emergency braking Available lane-departure warning and lane-keeping assist Available blind-spot monitoring and rear cross-traffic alertWarranty and Maintenance CoverageFord provides a competitive limited and powertrain warranty that aligns with most of its rivals. We'll see if it's more advantageous to use it to extract the best acceleration runs once we get one to test. However, the overall gearing in low range once the Bronco's larger tires and the Wrangler's shorter low-range ratio are factored are similar. Not only is its steering more precise than the Wrangler's wheel, but the Ford simply handles better overall. After our first driving impressions, the Bronco most impressed us with its on-road refinement.



For more information about the Bronco's fuel economy, visit the EPA's website.Interior, Comfort, and CargoAvailable with two or four doors, soft tops or hardtops, and removable body panels, the Bronco offers the same open-air possibilities that make the Wrangler an outdoor person's delight. However, their long side glass can snag the weatherstripping and they allow extra wind noise to enter the cabin. Still, the extended-wheelbase four-door models have space on board to store all four doors. Its interior layout is simple but loaded with technology, such as an available 12.0-inch touchscreen and an off-road performance app. Since the exterior mirrors are mounted on the base of the windshield, they're still useable when the doors are taken off.