

BRONCO DRIVER

**Rocky Roads Customs:
A Legend in
The Making**



\$4.95

3 7 >

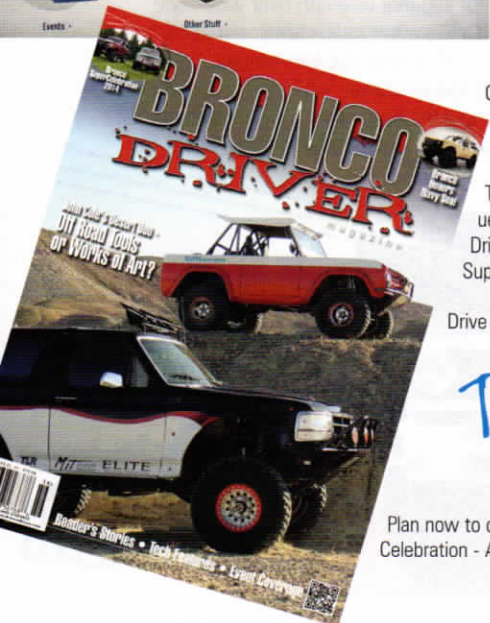
6 02648 56768 8

Display until August 10, 2015

ISSUE #65 • www.BroncoDriver.com

Readers' Stories | Tech Features | Event Coverage

To The 50th and Beyond!



As 2016 approaches we are all aware of the milestone that will present for the Ford Bronco - it's 50th birthday! (1966-2016) Here at Bronco Driver Magazine we have put down the mechanical tools (for just a bit) and began to work on new upgrades and structure for the magazine, website, and social media. Ford rebrands vehicles every 6 years and it was time we dusted off the cobwebs and powered the Bronco Driver media into a fresh new era.

Some of you have already commented on the changes you saw starting with the last Bronco Driver issue 64. A soft touch UV cover - the latest trend in modern magazines. A new design and magazine layout inside. New names and faces as we build an editorial team to glorify that old Bronco for the next 50 Years! Our team is already busy planning exciting content for upcoming Bronco Driver 'collectible' issues #66-#77.

Pardon our mess as we also have reconstructed a new BroncoDriver.com website and modern Facebook interface that should be functional soon. Be sure to check it out - Broncodriver.com .

Also, the Bronco Super Celebration keeps growing. This year with over 300 Broncos in attendance, it was quite a remarkable site to have the town of Townsend, Tennessee completely taken over by all generations of the Ford Bronco. A few April showers early in the event made for some mucky entertainment and brown Tennessee mud spots that had not played in the dirt for years.

Over the years we have learned a simple lesson - Bronco people and their 'steel horses' are the best - no matter what the situation!

Thanks to all of you crazy Bronco enthusiasts who continue to share our addiction and subscribe to the Bronco Driver magazine or venture out to the Bronco SuperCelebration!

Drive on...

Tom & Donna

Plan now to come out to the Bronco 50th Anniversary Super Celebration - April 12-16, 2016 with over 5 days filled with Bronco play.

PUBLISHER'S NOTE



PUBLISHER: Profiles Marketing Group

EDITORS: Thomas and Donna Broberg

ART PRODUCTION & EDITORIAL: Chris Stout
John Goethert

EDITORIAL CORRESPONDENTS: Todd Zuercher
Steve Sampson

TECHNICAL CORRESPONDENTS: Mike Dyster
Daniel Perkins
Ron Scharfing
Rich Scharfing

COPY SUPERVISOR: Amanda Stewart

SUBSCRIPTION SERVICES: Brittany Ginn

PRINTING: MagazinePublisher.com

DISTRIBUTION: Curtis Circulation

SUBSCRIPTION QUESTIONS - e-mail
Staff@BroncoDriver.com
Text or Call : 865.690.4941



Did you know your expiration date can be found on your mailing label? Look above your name and you can find when your subscription expires.



ADVERTISING INFO
Tom@BroncoDriver.com or call 865.690.0522

CONTENT QUESTIONS
Staff@BroncoDriver.com or call 865.690.4941

BRONCO DRIVER MAGAZINE
is published 6x a year at a rate of:
\$24 USA • \$30 Canada and Mexico • \$36 Rest of World

SUBSCRIBE AT:
www.BroncoDriver.com or Call: 865.690.4941
Mail: Bronco Driver Magazine P.O. Box 30806 Knoxville, TN 37930

Bronco Driver Magazine (USPS NO 021807-807) Periodical Postage paid at Knoxville TN and additional offices. POSTMASTER - Send address changes to: Bronco Driver Magazine P.O. Box 30806 Knoxville, TN 37930

2015 Profiles Marketing Group Reproduction in whole or in part without permission is prohibited. Because content is reader supplied please use caution and good judgement while working on your Bronco. Please consult a professional mechanic if you do not feel confident by any process described within these pages.

It is not our intent to breach any copyright or offend anyone with this magazine, only glorify the FORD name and their wonderful vehicles. The magazine is in no way affiliated with Ford - although that would be nice!

A "Legend" in the Making

BY AMANDA STEWART



Twenty years ago, this guy had an idea. He wanted to take the greatest off-roading machine ever built...and make it better. He envisioned a Bronco that would surpass all that came before it, an SUV equally at home on city streets as it was on desert trails, and so Shaun Bryant (owner, Rocky Roads) set out to do just that, and the "Legend" concept was born. The idea was hatched, the drawings rendered, and twenty years later his concept of a fully functioning off-roading, rock crawling, Baja racing, pre-running daily driver was still tucked away, patiently awaiting its day in the California sun.

Meanwhile, Shaun and his team at Rocky Roads created a name for themselves in the world of restorations as they set about breathing new life into roughly 1,000 early model Broncos. And then, one day in early 2012, a Rocky Roads client contacted Shaun about a build. Their needs were specific; they wanted a vintage Bronco that would be dependable enough and smooth enough to drive comfortably in the city, yet durable enough and

tough enough to handle any off-road environment they could throw under it—without compromising the integrity of this iconic vehicle. Shaun and his team of fabricators took to the drawing board, and the "Legend" reemerged from its place of quiet slumber. The handwritten drawings were pored over by the team before being converted into CAD drawings, and ultimately, prototypes for what we now recognize as the "Legend" product line. Nine months later, Rocky Roads unveiled the first "Legend". Their customer was thrilled with the results. They managed to preserve the spirit of the vintage Bronco and at the same time provide their client with an automobile that drives and handles like a modern SUV. These guys knew they were on to something big, and immediately began work on the next phase of "Legend", a retail parts product line designed especially for the Early Bronco enthusiast.

Shaun was soon back at the drawing board, fine tuning his designs from Legend 1, making minor modifications to the suspension and tweaking the steering system where necessary until he was satisfied that both were without compare. Within six months, he had acquired





what would become the second Legend build, a rust-free 1974 California Bronco.

Shaun recognized the need for certain features that stock, and in many cases custom, Broncos do not possess. For instance, within the framework of the Legend concept is the notion that it is possible to locate and purchase only top quality (90-100% rust free) vehicles. Donor trucks and factory replacement panels are relied upon when necessary, but the bones of the truck must be solid or Rocky Roads will not purchase it for restoration. Another novel idea behind the Legend is the belief that a vintage Bronco can be built for both performance and reliability, in Shaun's words, "A Legend 4x4 Bronco is a performance-built high end Vintage Bronco built by Rocky Roads Custom Vintage Broncos for customers who want an attractive Vintage vehicle that combines reliability & modern features with a performance based intricately tuned suspension system along with modern amenities on a Vintage Bronco body built on a stock Vintage Bronco chassis."

In order to accomplish such a feat, the team at Rocky Roads began Legend 2's makeover by stripping the truck and removing the body from the chassis altogether. Next, they removed the original suspension mounts and converted the traditional leaf springs and stock coil spring towers to their own four linked coil-over suspension

system. It was then necessary to ditch the dual-shock hoop up front and rear in-board shock system in favor of their own coil towers up front and four link arms and coil-over Sway Away shocks all around, a choice that earned them an additional 14" of flex over the Fox shocks used in Legend 1. This design, when coupled with the new front and rear sway bars, allows for maximum suspension travel and articulation while equally balancing the weight of the vehicle. The four link arms use heim joints front and rear which are braced by frame mounted brackets that have been welded in place. In order to find the correct spring rates, they use dual rate Eibach 2.5" coil springs in front and single rate Eibach springs in back, a setup most commonly seen on Trophy Trucks racing the Baja 500. This gives the truck the extreme wheel travel needed to perform off road while simultaneously maintaining stability for on road driving, one of many reasons the Legend Bronco stands out in a crowd.

Once they had the suspension system put together exactly how they wanted it, they took it all apart and sent the whole operation out for powder coating. It was soon back and ready for drive-line.

Under the hood stamps another favorite pony, a 5.0 Liter V8 donated by a '93 Mustang. Because durability and reliability were key to the

build they chose to incorporate a 100 amp single wire alternator, high torque starter, Optima 800CCA battery, and top of the line fuel injectors. For the sake of performance they went with high volume water and fuel pumps, as well as upgrading to an aftermarket power steering pump with a 3.2 turn Tom Lee Manufacturing Saginaw gear box whose custom lines abut the 23 gallon fuel tank (more than enough for a day in the woods, as this truck is rumored to get between 14-18 MPG), all of which are protected by a steel skid plate.

The throaty sound of the ceramic headers and Magna-Flow dual exhaust is enough to get any horse lover's heart racing. The '88-'93 AOD 4-speed transmission with 4R70W wide ration kit and Atlas II 3.8 transfer case are tucked neatly amongst the fully customized exhaust system. Two brand new Tom Woods drive shafts with Spicer U-joints keep the driveline in check. Wilwood supplied the 17" front and rear four piston caliper disc brakes, and Hydra-Tech provided the Hydro-Boost system. Rocky Roads custom fabricated the steel braided brake lines. This fancy rig rolls on black 17" Fuel Hostage wheels and 305/65R17 BFG All Terrains. Turning these big boys is a stock Dana 44 (4.09) with an ARB air locker up front and new Detroit soft locker with 4.11's and 31spline axles inside the heavily trussed Ford 9" rear.



Once the body had been undercoated with the 3M Body Schutz and was back in place, they installed a new Centek wiring harness and Painless fuel-injection harness. All wires and A/C lines were hidden behind the front fenders, providing a clean look that does not distract from the real star of the show.

Next comes the roll cage. Any Legend Bronco will have a powder coated four or six-point family roll cage manufactured specifically for Rocky Roads by one of the most highly regarded manufacturers in the country (Legend 2, pictured here, sports the six-point system). The Legend cage is laser cut and bent on a specialized laser tube cutting machine that is proprietary to the manufacturer. You won't find a cage like this anywhere else! The cage is then padded, wrapped, and zippered in so that nobody hurts their head when entering or exiting the vehicle. This roll cage was designed with maximum safety and style in mind, an ambitious goal which it handsomely achieves.

Another feature specific to the Legend is the fiberglass cowl induction hood, which can only be sourced from Rocky Roads. This one-of-a-kind hood has custom metal inner tracks glassed into the under side of the hood which gives it additional structural support and houses the hood struts that enable the hood to open and close with minimum effort. New stainless steel hood hinges and Autofab hood pins hold everything in place. This hood

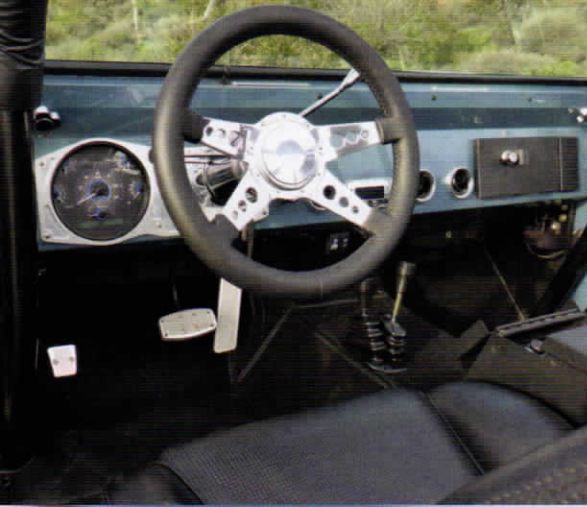
design has the added benefit of providing adequate clearance for almost any engine and air cleaner one might choose to run.

Also unique to the Legend is the front bumper. Until the advent of Legend 1 in 2012, no other Bronco restorations expert had thought to utilize a 1/4" plated steel and round tube bumper with an integrated push bar/winch mount. Christened the "Legend 4x4 Hybrid", this bumper supports the 12,000 lb. Warn 9500 TI without sacrificing either strength or charm, a comforting thought when driving off road at high speeds. Hidden beneath the winch is a billet Wild Horses fair lead.

Bringing up the rear is a Rock Solid plated steel bumper with a swing out tire carrier and matching spare. Rocky Roads is currently finalizing plans to begin production of their own custom rear bumper which will grace future Legend models.

As all off-roaders know, or will soon find out, night falls quickly on the unprepared, and so Rocky Roads has outfitted their Legend with top of the line exterior illumination as well, installing Coolbulbs HID headlights and rings, LED side lights, LED taillights and rings, and a 20" Baja Designs Stealth light bar tucked neatly beneath the front bumper. And, because the guys at Rocky Roads thought of everything for this build, the interior is lighted by a Baja Designs Rock Light conveniently mounted overhead at the center of roll cage.







Bringing all these custom features together on Legend 2 is the Arctic Blue paint, a 2 stage non-metallic silver/blue color (DuPont) that, along with all the bodywork, was done in-house by the team at Rocky Roads with materials provided by Century Auto supplies. The match painted bumpers and black chrome accents go a long way in unifying the look of this custom truck, which is sure to turn heads wherever it goes.

Dressing up the inside, one will immediately notice that Rocky Roads again went with their own custom design with the beautiful Legend dash (available in three configurations). This state-of-the-art design features built in headlamp and wiper switches and a two-piece billet speedometer bezel that completely encircles the Dakota Digital carbon fiber speedometer and Ididit tilt steering column/Le Carra steering wheel. They also modified the dash to accommodate three chrome air conditioning vents that blast both the driver and passengers with ice cold or toasty warm air, depending on the season (courtesy Vintage Air) at the touch of a button thanks to the Dakota Digital climate control system. And last but not least, they installed a match-keyed Tuffy locking glove box, that, along with the emergency brake on the driver's side, were retro-fit around the roll cage.

The driver of this extraordinary automobile will enjoy the luxurious black bucket seats, which are precisely as Ford would have made them if they had produced high backed seats in those days. These reclining Pro Car Elite beauties are wrapped by Rocky Roads own custom upholstery department in high quality German vinyl stitched to imitate the look of the stock Bronco seat pattern. Between the seats additional storage is provided by a locking Tuffy console. A matching fold and tumble bench seat with functioning armrests accommodates rear passengers, and, as safety is paramount, all seats are equipped with retractable shoulder belts.

Not even the doors of these tailored automobiles have been overlooked. The guys at Rocky Roads manufacture their own pleated vinyl door, side, and tailgate panels, which perfectly match the original Bronco pattern even as they provide an integrated location for the modern amenities such as cup holders and power window kits (courtesy BC Broncos). And, in an effort to reduce extraneous rattling, which is quite common with any vintage automobile, the Legend comes standard with a 14 piece anti-rattle kit from Dennis Carpenter. Up top is a Rampage soft top that can be swapped out for a custom bikini top if one so chooses, and underfoot Rocky Roads' own snap in floor mats cover the Polyurea interior liner, providing both style and durability.

As any given day can be made or broken by the soundtrack, the sound system too has been thoroughly considered. Legend 2 is equipped with an Alpine CD head unit boasting an integrated Bluetooth system, two Alpine PDX amplifiers, two 12" JL Audio sub-woofers mounted in the rear side panels (another Legend engineering marvel), and six JL Audio component speakers. The sound is unparalleled.

Needless to say, this truck hits the mark. Shaun and his crew at Rocky Roads have set the bar high when it comes to vintage resto-mods. The attention to detail and creative genius that abounds in the Legend is unparalleled, with never before seen features such as the integrated Hybrid bumper, the unique four link coil-over suspension system, and the proprietary design of the roll cages and speedometer bezels, the specialized features of this truck will surely be on the must-have list of every faithful Bronco enthusiast. Shaun's vision of an attractive vehicle combining reliability with modern features and performance may seem ambitious, but the results speak for themselves. This truck hits the mark.



Breaking It Down:

- Late model, low mileage serpentine drive 5.0
- Top of the line performance engine and fuel injection components
- Ceramic headers and custom Magna-Flow dual exhaust
- AOD 4-speed auto w/ 4R70W gears
- Atlas II Transfer case (3.8)
- Custom drive shafts
- Heavily trussed Ford 9" rear axle
- Detroit locker (4.11 w/31 spline axles)
- Dana 44 w/ARB air locker (4.09 w/ heavy duty axles)
- High torque starter
- 100 amp alternator
- High volume water pump
- High volume fuel pump
- 23 gallon fuel tank optimized for fuel injection
- Steel skid plate
- Polished tilt steering column w/ Le Carra steering wheel
- Stainless steering shaft w/ stainless U-joints
- Late model power steering pump and brackets
- Tom Lee 3.2 turn steering gearbox
- Hydra-Tech hydro-boost brake system
- Wilwood 17" 4 wheel disc brakes & master cylinder
- New stainless brake lines throughout
- Sway-Away 2.5" coil-over shocks w/ 12" wheel travel in front and 14" in back
- Eibach 250 lb. and 300 lb. coil springs

- Custom front and rear sway bars
- MHT Fuel 17x9" Hostage black aluminum wheels
- BFG 305/65R17 All Terrain tires
- Two-stage bodywork and Arctic Blue paint
- Custom Rocky Roads Legend 4x4 dash with two piece billet speedometer bezel
- All new dash hardware
- Vintage Air A/C system and vents
- Dakota Digital in-dash climate control system
- Dakota Digital VHX carbon fiber speedometer in blue
- Alpine CD/Bluetooth head unit with dual Alpine PDX amplifiers
- 12" Alpine subwoofer and 8 JL Audio and Alpine speakers
- Black Pro Car Elite front vinyl seats pattern-matched to a restored stock Early Bronco rear seat
- Black Tuffy locking center console and locking glove box, match keyed
- Polyurea interior bed liner (Linex) with snap in carpet mats front and rear
- Black chrome outer door handles and inner door handles
- Black chrome door mirrors
- 14 piece window anti-rattle kit and all new internal and external door parts
- New windshield glass, seals, and rubber
- Stainless hardware
- DMP & Windsor grade 8 hardware

