



BRONCO DRIVER

Beach, BBQ
& Broncos
MEB Myrtle
Beach

*Agaso Outdoor
Creates The Perfect*
TIME WARP

ISSUE 83

\$4.95US \$4.95CAN 57



Display until April 30, 2020
ISSUE #83 • www.BroncoDriver.com

Agaso
OUTDOOR



BRONCO
DRIVER

Agaso Outdoor Creates the Perfect TIME WARP!

BY LISA CADY & AUGUST PARO • CALIFORNIA



Standing on a bluff in Malibu watching a drone fly over our heads, it's hard to comprehend how much ground we have covered in such a small amount of time. The drone was gathering footage for a build video we were shooting on a 1969 Bronco Sport model we had just completed for a client in Santa Monica.

I had met Lisa two years before when a friend told me he knew a woman who was restoring early Broncos. I had spent the better part of my life restoring cars and Broncos go all the way back to my teenage years. After a meeting with Lisa to talk about the craft and overall build philosophy, we decided to take a shot at working together. We found a small space and opened Agaso Outdoor focusing on only first series Broncos. One thing led to another and word of mouth spread quickly. Soon enough we had both quit everything else we were doing and went into the Bronco building business full time. We turned out to be great partners as we share the same values and both bring a specific skill set to



Bronco Driver Magazine • "for enthusiasts by enthusiasts" xx



the table. It didn't take long to outgrow the tiny shop where the operation took root. Soon after we moved to a larger space where we had room to fabricate and grow the business by moving important operations in house.

Which brings us back to the top of the ridge in Malibu. This build represents the core values we live by as we do the work of restoration and upgrades. The client came to us with a 1969 Bronco Sport he had picked up out of Colorado. It had no accident damage but plenty of rust. Rust isn't a problem for us at all but this truck had small bits of rot strategically located in all the hard to fix places. We quickly broke the truck down to its frame, made a plan for metal work and worked with the owner on the direction of the build.

We tried to save everything we could, but for some areas it just didn't make sense to patch things like belt line rust, so we wound up building a new driver's bed side from new metal and installing it in one piece. We also had to perform what I consider to be the most supreme task of all for a Bronco; replacing the windshield mount and cowl top. The sheet metal alone took nearly a month to complete. After checking and straightening the frame, all metal parts to be reused were properly stripped and protected by Pacific Coast Powder Coating and brought back to the shop.

That's when metal work round-two happens, lining up panel gaps and making sure everything is straight. The owner chose Boxwood Green and upgraded to an ADD which meant upgrading both axle carriers to 4.11 ratios. For power we used a



xx Bronco Driver Magazine • "for enthusiasts by enthusiasts"



Blueprint 306 with aluminum heads that feeds through a Holley Sniper EFI unit and stainless fuel and brake lines throughout. The suspension is lifted 2.5" and rolls on stock wheels with 31" BFG's.

There isn't a part of this build that hasn't been rebuilt or replaced so when you climb under the dash the pedal box and steering column are in assembly line condition. Everything needs to work as it should which means chasing down rattles wherever they pop up and relentlessly working on the action from door handles, tailgate latches and anything else you might push, pull or rotate.

The majority of our effort in our builds goes into longevity and protection. Making a build look good for photos is a small part of the big picture. We know that making sure the truck as dependable and easily serviceable for years is the most important thing we can deliver. To that end we are now making our own mil spec rear wiring harness, because that is the sub harness most vulnerable to corrosion.

For the interior we wanted to keep everything looking as stock as possible while upgrading for dependability. We kept the stock looking gauge cluster and upgraded it to electronic stepper motors with digital senders. We continued the theme by upgrading the upholstery fabrics but chose patterns that look like they could have come from Ford. We chose a stock steering wheel and black dash pad to go with the original style black floor mat. To work with the stock style theme we coated the stainless JBA headers in cast flat grey and fed the exhaust into a single 3" system that has a high flow catalytic converter. That way nothing will smell like unburned exhaust at the end of the day. It still sounds plenty healthy and makes you smile when you step on the pedal.

We love the way this build turned out and are excited for the builds coming through the pipeline behind it. We are also putting effort into offering parts to the public we have developed for our builds. Contrary to what most people think, we do 6 speed transmissions, Coyotes and fender flares but we always design the build so everything works together. We get asked all the time if we just do stock restorations or if we build modified Broncos too. To that we answer, they're all modified, we just try to modify in a way that we don't lose the magic of the original truck.

For more info on the great Bronco builds of Agaso Outdoor visit: www.agasoooutdoor.com

Agaso - A driver especially one who drives and takes care of horses.

