

Agaso
OUTDOOR



BRONCO BODY

OVERVIEW.

After building body tubs in-house for directly commissioned builds for years, Agaso Outdoor is now manufacturing custom early Bronco bodies in Ventura County, California. With proprietary fixtures and resistance spot welders, the result is a better-than-factory end product. The program is the result of years of research and development intended to make life easier for the end user. By correcting and finishing aspects of the body tub during assembly instead of after, dozens of hours are saved on final metal/body work after the end user takes possession. **This is a product for builders, by builders.**



WHY?

The idea of purchasing a brand new body sheet metal package is to take delivery of a product that solves the issues of reconditioning an original body tub. With panel stampings in a constant state of evolution, every assembly program has to evolve with them.

Before making the commitment to new bodies, the team at Agaso would spend hundreds of hours reconstructing body tubs—fixing damage from rust, collisions, and poorly executed modifications.

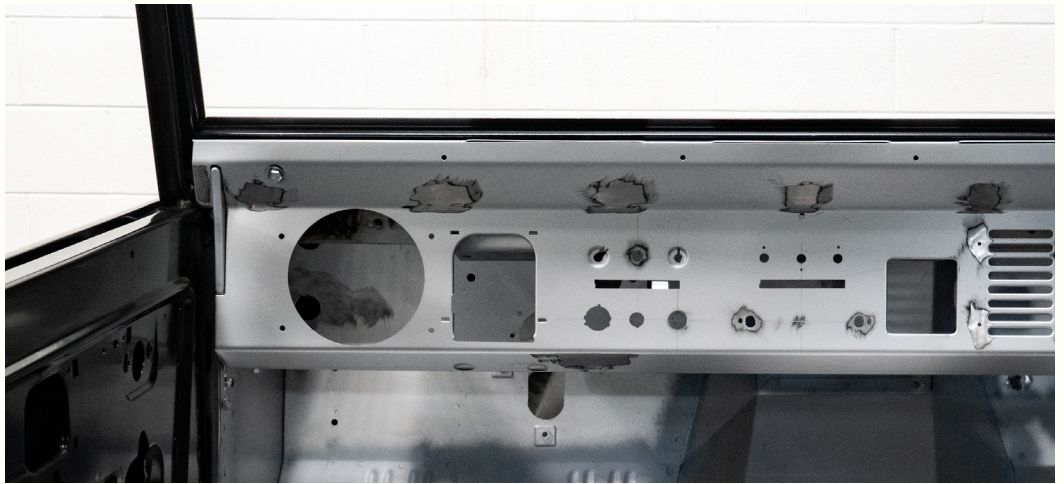
For cost, quality and lead time purposes, Agaso developed an in-house program that has the capacity to manufacture body tubs at scale. Body tubs that meet quality standards right off the line and eliminate the need for additional metal work. This required the dedication of resources to engineer fixtures and acquire modern, automated spot welding rigs that could execute multiple operation types as well as handle repetitive production cycles.



IMPROVEMENTS.

WINDSHIELD REINFORCEMENT.

From the factory, the Bronco was never intended to be driven with window frames unless it had a hard top to secure the windshield. When the top is removed, the windshield frame will flex rearward at highway speeds, contacting the door window frames and chipping the paint on both sides. To solve this issue Agaso has redesigned the windshield mount behind the dash. This new custom plate steel mount fully replaces the original, and strengthens the base of the windshield virtually eliminating flex and the need to run bars connecting the windshield to a roll bar. It also makes it possible to hold a bikini or soft top with the windshield firmly in place. This modification is undetectable with the Bronco assembled and dash in place, and comes standard with every base Agaso Bronco body tub.



SPOT WELD PREP.

Uncoated spot welds will rust in-transit if not protected immediately. All Agaso body welds are properly coated with urethane compatible primer so it is truly ready to surface. Cheaper lacquer-based primer coatings will react with modern auto body finishes and would result in paint defects after final coating.



TRANSPORT DOLLY.

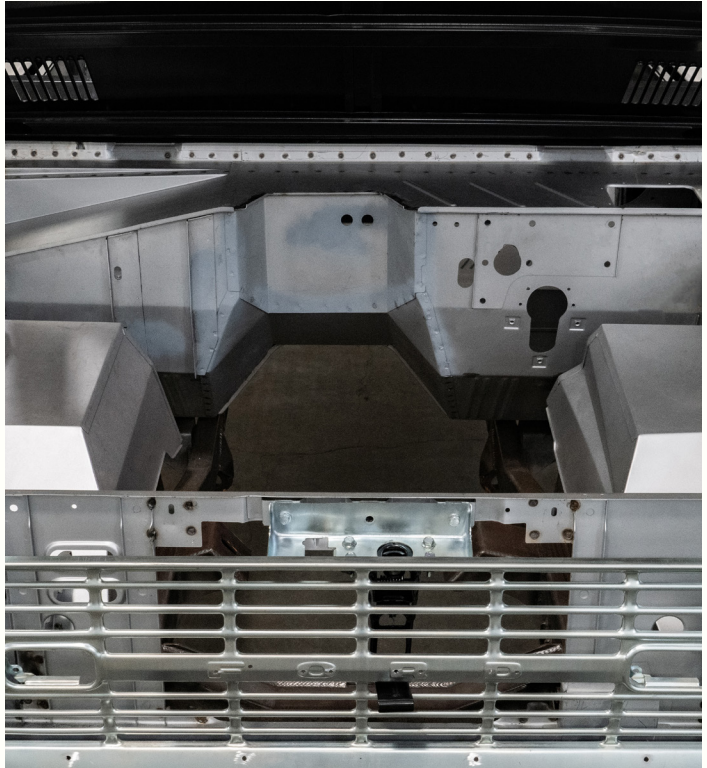
A custom dolly is included for ease of transport and proper support for the body tub.



AFTERMARKET SHEET METAL CORRECTIONS.

Some of today's sheet metal stampings require extensive hand work before installation, even with original tooling. Over time the tooling wears out, and quality can vary wildly compared to true OEM stampings.

Metal stamping is as much an art as it is a science. Each production run of panels has its own characteristics and needs specific corrections. The mission at Agaso is to correct the imperfections so that panels can install the way they are intended, and gaps are within specification. This is a balancing act that requires skill and patience.



EVERYTHING YOU WANT, NOTHING YOU DON'T.

Fewer holes, fewer opportunities for unwanted fumes and heat to enter the cabin. Drilling holes after the body is painted creates issues as well, exposing the steel which eventually results in lifting paint and rust. Many factory holes go unused with modern wiring harnesses and other components. If you plan to run a full top of any kind you will need the bedside drilled for a top.

Most Bronco builds require modifications to the factory body like filling all the holes in the firewall and re-punching the openings required for plumbing and modern wiring. This was a time consuming process when performed in the engine bay or on the underside of an assembled tub. The Agaso program allows incorporation of modifications into panel prep before assembly and welding, making these tasks more efficient and cost effective. Punching or filling holes on the bench before assembly is an easier and more efficient way to get a world-class result. This method is used on all commissioned Agaso builds, and now some of these options are available to the public. For example, Vintage Air AC kits do not use the factory heater core holes and they should be deleted, and the original wiring harness holes should be plugged as most aftermarket harnesses don't use them. These modifications, and dozens of others, can be made for you to save you time and expense to avoid accidental extraneous holes in your custom build after paint is completed.



CONSISTENT GAPPING.

The early Bronco is reliant on its frame for rigidity and therefore is a challenge to gap accurately. In addition, factory panel fitment was consistent with trucks of the day and never intended to meet modern standards.

Even panel gap and fitment is essential for any custom build, so Agaso created precision fixtures that rely on trusted accuracy points to ensure that not only are the door gaps even, but bolt-in parts like the pedal box will fit correctly. The end result is a product indistinguishable from an original body after it is assembled. Agaso body tubs are historically accurate and all upgrades are intended to enhance performance without sacrificing authenticity. The base Bronco body includes a standard level of gapping.



Any new Bronco body tub requires final finishing if it is intended to be more than a driver. An experienced restoration body shop must spend considerable hours massaging the metal before they can begin surfacing. Specializing in this work allows Agaso to help clients mitigate additional costs with their body shop by having the body well gapped upon delivery.

GALLERY.



COST & OPTIONS.

PRICES START AT \$19,950

Base Cost Includes:

1. All exterior sheet metal installed: fenders, hood, doors/frames, tailgate, and grille
2. Transport dolly and internal skeleton fixture
3. Inner taillight post reinforcement and rear body support offset corrections
4. Windshield mount reinforcements
5. All welds coated with urethane compliant DTM primer
6. Bumper and hardware hole corrections filled and re-drilled as-needed (modern stampings are over-drilled and under-drilled in most cases and bumpers fall out, or too small for correct hardware)
7. Hood latch, catch, pin and bumpers
8. Door hinges (stock only), door latches and strikers
9. Tailgate hinges and rubber bumpers, NO tailgate latches, strikers or handle
10. Door weatherstripping holes drilled
11. Braces and hardware throughout as-needed
12. Windshield wiper wiring upper/lower holes corrections on windshield and cowl
13. Door window frame corrections
14. B-pillar flange weatherstrip corrections
15. Door skin around hinges shaved (chip prevention)
16. Door handle mock up and hole corrections (handles not included)
17. Rocker/quarter panel alignment corrections
18. Parking brake cable bracket correction (1968-77 configuration)
19. Vent window fitment check and holes correction (no vent windows included)

OPTIONS (no additional cost):

20. Bench seat & seatbelt holes
21. Stock main & auxiliary fuel filler holes
22. Auxiliary tank brackets removed

Additional Upgrades:

1. Molded rear flares **+\$700**
2. Dash (1974-77 style) **+\$425** (fitted and installed, brackets included. No ash tray or glove box included)
3. Dash corrections **+\$275** (speaker holes corrected, cigarette lighter & flasher holes drilled, dash pad holes filled)
4. Firewall/engine bay hole filling:
 - a. Original wiring harness holes fill **+\$100** (most aftermarket harnesses don't use original holes)
 - b. Vintage Air holes **+\$450** (original heater core + center hole + extra 2 mounting holes fill, large air box circle fill, drill drain hole)
 - c. Inner fenders hole fill **+\$225** (factory holes are typically not used)
 - d. Speedometer cable hole fill **+\$50** (recommended for electronic gauge clusters)
 - e. Driver vent drain hole fill **+\$50** (recommended if eliminating driver air vent)
 - f. 1966 firewall rain gutter removal **+\$100** (all new firewall sheet metal is 1966 style, most end users don't want this rail as it interferes with insulation kits)
5. Rear interior panel brackets **+\$200** (factory style supports for rear upholstered interior panels)
6. Electronic parking brake hole fill **+\$125** (recommended if eliminating mechanical pedal)
7. Door mirror holes drilled **+\$50**
8. Grille hole filling:
 - a. Grille license plate holes fill **+\$150**
 - b. Grille molding holes **+\$250** (molding not included)
 - c. Grille letter holes **+\$100** (letters not included)
9. Front fender emblem/marker holes drilled **+\$375**
10. Rear quarter marker light holes drilled **+\$175**
11. Clutch hole fill **+\$50** (recommended for automatic transmission)
12. Coyote fender mod 1" **+\$250**
13. Bedside holes **+\$125** (U15 Wagon style only)

Hard Top:

+\$4,750

Roll Bar Upgrade:

- a. Underside brackets welded onto body
 - b. 3-point seat belt bungs
 - c. Top bungs for custom accessories
 - d. Fully welded and installed
15. Roll Bar Standard 4-point: **+\$1,200**
 16. Roll Bar Family 4-point: **+\$1,600**

Shipping:

Priced individually and the responsibility of the customer based on destination location.

CONTACT.

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