

## 1997

Mustang's engine the same power liter, 150hp EFI basis coupe or 215 hp single



primarily on the GT models, and the double overhead cam, 4.6 liter V-8, rated at 305 hp, designed primarily for the Cobras.

lineup for 1997 reprised plants including the 3.8 V-6 which powered the convertible; the 4.6 liter, overhead cam V-8 found

All platforms benefited from refinements that further purged squeaks and rattles and smoothed out bumpy roads. The diameter of the anti-roll bar increased enhancing steering and the live rear axle continued to make the most of the quad-shock arrangement.

Externally, the most notable modification was removal of the honeycomb grille reintroduced the year before.

In keeping with tradition, the Mustang offered a wide range of options for buyers to personalize their transportation -- from the Preferred Equipment Package on GT coupes (air conditioning; AM/FM radio and stereo cassette player with premium sound system; sports seats; four-way powered driver's seat; ABS; cruise control; fog lights; rear spoiler; leather wrapped steering wheel; power windows and door locks; power decklid release and illuminated vanity mirrors on the visors) which added \$2,940 to the basic car's total price, to remote keyless entry that cost an additional \$145.

1997 production reached 100,250 units and prices moved slightly upward with the basic coupe costing \$15,880 and convertible retailing at \$21,280; the GT coupe priced at \$18,525 and convertible at \$24,510, and the Cobra carrying a base sticker price of \$25,335.