

97 Mustang V6 Engine

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[1997 Mustang Engine | CJ Pony Parts](#)

3.8L V6 Coupe: 3,077 lbs: 3.8L V6 Convertible: 3,257 lbs: 4.6L V8 Coupe: 3,277 lbs: 4.6L V8 Convertible: 3,457 lbs: 1997 Cobra Coupe: 3,354 lbs: 1997 Cobra Convertible: 3,524 lbs

[Specs, Horsepower, & Features | 1997 Ford Mustang - LMR](#)

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The base Mustang featured a 3.8 L OHV V6 mated to a standard 5-speed manual transmission or an optional AODE 4-speed automatic transmission. The V6 produced 145 hp (108 kW; 147 PS) at 4000 rpm and 215 lb·ft (292 N·m) of torque at 2500 rpm. For 1996, the base V6 gained five horsepower with a new powertrain control module (PCM), the EEC-V.

[Ford Mustang \(fourth generation\) - Wikipedia](#)

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The engine options for 1998 Mustangs are the same as for the 1997 Mustang. The V6 Mustang continued to use a pushrod, or overhead valve style, engine while the GT and Cobra both used an overhead cam engine style. Though the engine displacement of the GT and the Cobra is identical, their actual layout is very different. The GT is a single overhead cam engine while the Cobra is a dual overhead cam configuration.

[1998 Ford Mustang | V6, Cobra, and GT Specs | CJ Pony Parts](#)

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A 3.7-liter V-6 engine (95.5mm bore and 86.7mm stroke) was used previously in some of Ford's transversely mounted front-drive crossover applications, but now it has been turned into a longitudinal rear-drive engine for the Mustang that is all new except for the forged steel crankshaft, connecting rods, and a few small parts.

[Ford Mustang 3.7L V6 Engine Explained - A Journey in ...](#)

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1997 Mustang Overview: No major modifications were undertaken between the 1996 and 1997 Mustang model years. Ford continued shipping their 4.6L SOHC V8 with the GT package and the 3.8L Essex V6 for the base model. The Cobra's 305 horsepower 4.6L DOHC V8 likewise returned completely unchanged.

[1997 Mustang Information & Specifications](#)

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[1997 Ford Mustang Values & Cars for Sale | Kelley Blue Book](#)

Additionally, the engine received larger fuel injectors and an increase in compression to 8.6:1. A 3.8 L (3,797 cc) V6 with split port cylinder heads was introduced in the 1996 Ford Windstar along with a variable length intake manifold and intake manifold runner control (IMRC) in the six shorter runners. This engine was rated at 200 hp (149 kW) at 5000 rpm and 230 lb·ft (312 N·m) of torque at 3000 rpm.

[Ford Essex V6 engine \(Canadian\) - Wikipedia](#)

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1) Mass of air that the engine breathes in + mass of fuel = mass of exhaust gases. Conservation of mass, right? 2) To calculate the volume of air the engine takes in, we multiply the displacement of the engine by the engine RPM and then divide by two (it takes two full revolutions for the engine to exhaust it's entire air volume).

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The chassis is virtually the same between 96 and 97, so physical fitment is not an issue. There are some differences between the 4V and 2V electronics. Off the top of my head, the 4V engine has a pair of knock sensors that the 2V doesn't, and has something akin to a variable intake (Intake Manifold Runner Control or IMRC).

[97 GT engine swap question | StangNet](#)

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