

1973 Ford Mustang

2dr Convertible • 8-cyl. 351cid/266hp 4bbl Cobra Jet

#1 Concours condition

\$65,700

▲ +79%

#2 Excellent condition

\$45,200

▲ +81.5%

#3 Good condition

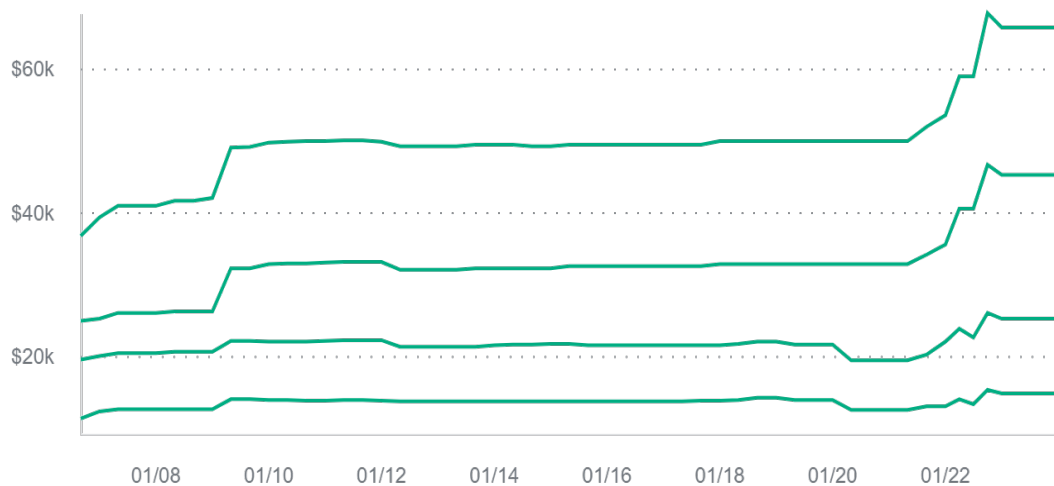
\$25,200*

▲ +29.2%

#4 Fair condition

\$14,800

▲ +31%



Value adjustments

-10%
for 6-cyl.

Model description

This was the last year for the first generation Mustang, though it had changed vastly since its launch in 1964 as an early 1965 model. The 1973 Ford Mustang suffered another weight and size increase thanks to safety regulations. A 5 mph bumper was now required in front and a 2.5 mile bumper at the rear. The bumpers added four inches to the length of the car and 50 lbs weight.

Production actually increased to 134,817 units, partly due to the news that there would be no convertible in the downsized model around the corner. In fact there wouldn't be another convertible Mustang until 1983. As a result Convertible sales doubled to 11,853. Hardtop Coupe sales led with 51,430, followed by Mach 1 at 45,440, the Grande at 25,274 and the Fastback at 10,820. Prices rose slightly, with the Hardtop costing from \$2,760; Fastback at \$2,820; Convertible at \$3,102, Grande at \$2,964, and Mach 1 at \$3,088.

Engines included 98 bhp 250 cid six; 140 bhp 2-barrel 302, 177 bhp, 2-barrel 351 and the optimistically named 248 bhp 4-barrel 351 Cobra Jet.

Once again, you could buy the Mustang Mach 1 decals for \$23, the interior trim package for \$115, the competition suspension for \$28, the rear deck spoiler for \$29, the instrument package for \$71, 248 bhp 351 V-8 package which included dual exhaust and a 4-speed for \$194 and a ram-air setup, including the hood for \$58.

*Please note: All prices shown here are based on various data sources, as detailed in [About Our Prices](#). For all Hagerty clients: The values shown do not imply coverage in this amount. In the event of a claim, the Guaranteed Value(s)® on your policy declarations page is the amount your vehicle(s) is covered for, even if the value displayed here is different. If you would like to discuss your policy, please call us at 877-922-3391.

By now the Cruise-O-Matic automatic transmission was fitted to 90.4 percent of Mustangs, the base 3-speed manual to 6.7 percent, and a 4-speed to only 2.9 percent. The Hurst shifter now had a round knob instead of the distinctive T-handle. Power steering was fitted to 92.9 percent of Mustangs, power brakes to 77.9 percent and air conditioning to 56.2 percent. A three-quarter vinyl top was optional on fastback models, including the Mach 1. This would be the last year for the Grande model, which featured luxury and comfort items, and all the brightwork.

Sixteen colors were offered and 19 interior combinations. Here are the codes to identify the colors (or what they should be). Wimbledon White (9A); Bright Red (2B); Medium Yellow Gold (6CO; Medium Blue Metallic (3D); Medium Brown Metallic (5H); Blue Glow (3K); Medium Copper Metallic (5M); Medium Aqua (4N); Dark Green Metallic (4Q); Saddle Bronze metallic (5T); Light Blue (3B); Medium Bright Yellow (6E); Ivy Glow (4C); Bright Green Gold Metallic (4B); Gold Glow (6F). As usual convertible tops were black or white vinyl.

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Body styles

2dr Convertible	2dr Coupe	2dr SportsRoof
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Engine types

8-cyl. 302cid/136hp 2bbl	8-cyl. 351cid/168hp 2bbl	8-cyl. 351cid/266hp 4bbl Cobra Jet
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1965-1973 Ford Mustang stats

Highest sale	Most recent sale	Sales
\$3,740,000	\$34,100	10,000

Equipment

Standard Equipment

3-Speed Manual Transmission

Bucket Seats

Heater/Defroster

Optional Equipment

Air Conditioning

Power Steering

Power Windows

Speed Control

Tachometer

White Sidewall Tires

Additional Info

Vehicle Length: 194 in

Wheelbase - Inches: 109 in

Vehicle's condition classification

#1. Concours

#1 vehicles are the best in the world. Imagine the best vehicle, in the right colors, driving onto the lawn at the finest concours. Perfectly clean, the vehicle has been groomed down to the tire treads. Painted and chromed surfaces are mirror-like. Dust and dirt are banned, and materials used are correct and superbly fitted.

#3. Good

#3 vehicles drive and run well but are not used for daily transportation. The casual passerby will not find any visual flaws, but these vehicles might have some incorrect parts. #3 vehicles could possess some, but not all, of the issues of a #4 vehicle, but they will be balanced by other factors such as fresh paint or a new, correct interior.

#2. Excellent

#2 vehicles could win a local or regional show. They might even be former #1 vehicles that have been driven or have aged. Seasoned observers will have to look closely for flaws but will be able to find some. The paint, chrome, glass and finishes will all appear as excellent. The vehicle drives as a new vehicle of its era would.

#4. Fair

#4 vehicles are daily drivers, with flaws visible to the naked eye. The chrome might have pitting, the windshield might be chipped and perhaps the body has a minor dent. Imperfect paintwork, split seams or a cracked dash might be present. No major parts are missing, but there might be non-stock additions. A #4 vehicle can also be a deteriorated restoration.