

1997 Plymouth Prowler

2dr Convertible · 6-cyl. 215cid/214hp SFI

#1 Concours condition

\$43,600

↗ +3.1%

#2 Excellent condition

\$32,900

↘ -1.2%

#3 Good condition

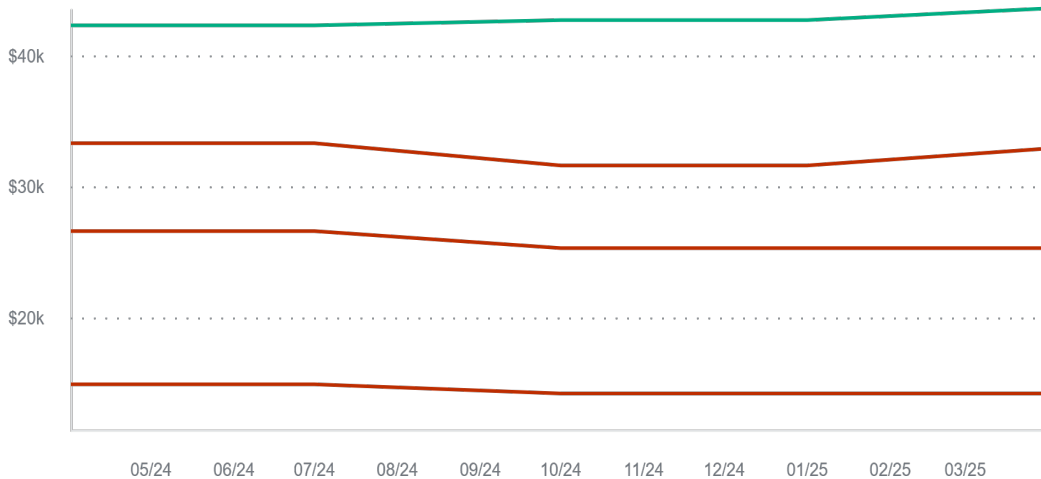
\$25,300*

↘ -4.9%

#4 Fair condition

\$14,200

↘ -4.7%



NOTE: The chart displays price changes for the last year.

Value adjustments

-15% for 6-cyl.	-10% for auto trans.	-15% for Super Snakes with lower output.
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Model description

The 1997 Plymouth Prowler was the division's first stand-alone model since the 1969 Barracuda, and it tested a theory: would Americans buy factory hot rods? The concept debuted in 1993 along with the Dodge Viper, as Chrysler was introducing its cab-forward L-H sedans models.

By 1997, Chrysler was back in the black and it was time to play. The Prowler had been tweaked to meet crash and safety requirements, but it was still remarkably true to its original 1930-something roadster concept, mostly built of aluminum and molded compounds and weighing 2883 pounds. It was powered by Chrysler's 3.5-liter SOHC V-6 engine that was rated at 218 hp and shared with the 300M. A 0-60 sprint came up in 7.2 seconds, but was later improved in 1999 to 5.9 seconds as the engine's power was bumped to 253 hp. The Plymouth Prowler was only available with an automatic transmission, and the V-6 engine note was disappointingly smooth to hot rod fans. The interior, however, was well-finished, if a bit cramped, and bright colors rounded off the package. The dash featured standard Chrysler gauges.

*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.

Initially priced at \$39,000 (and rising to \$44,225 by 2002), the car wasn't cheap and other factors combined to limit its use. The trunk was so small that dealers offered a \$5,000 matching trailer if buyers wanted to take luggage along. In addition, the combination of high doors, low windshield and chopped convertible top meant vision was largely obstructed with the top raised. Cycle fenders turned with the front wheels, but were so low as to be invisible. Buyers also criticized the lack of a V-8 option.

When the Plymouth brand was discontinued in 2001, the remaining cars were sold as Chryslers. There were 8,532 Plymouth and 3,170 Chrysler Prowlers sold. After early buyers paid premium prices, demand stabilized. These days most Prowlers have few miles on them, indicative of their fair weather use and "instant collectible" hype. Options and colors play almost as big a role in determining the price of a Prowler as miles do, all of which mean that buyers can afford to be choosy when shopping for one of the hot rod revivals.

Body styles

2dr Convertible

Engine types

6-cyl. 215cid/214hp SFI

1997-2002 Plymouth / Chrysler Prowler stats

Highest sale	Lowest sale	Most recent sale	Sales
\$132,000	\$5,500	\$29,925	827

Equipment

Standard Equipment

- 4 Speed Automatic
- AM/FM CD
- Air Conditioning
- Dual Front Air Bag/Active Belts
- Other
- Power Steering
- Power Windows
- Tilt Steering Wheel

Additional Info

- Drive Type: RWD
- Front Tire Size Code: 45
- Front Tire Size: 17R225
- Manufacturer Code: C127
- Manufacturer MSRP: 38300
- Market Segmentation: Compact Sport
- Wheel Base Longest - Inches: 113.3
- Wheel Base Shortest - Inches: 113.3

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.

#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.

#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.

#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.