

2007 Roush 427R Mustang

The Roush 427R Mustang is loud, fast and obnoxious—and oh so cool!

By: BOB GRITZINGER on 9/25/2006

Over the years the folks at Roush Performance Products have created a string of special ponies based on the Ford Mustang. The most recent result of the company's tinkering and tuning is the top-of-the-line Roush 427R Mustang.

Why 427? Not only does the number recall the cubic-inch displacement of one of the highest-output V8s ever offered in a production Mustang (390 hp in 1968), it also calls out the actual output of the supercharged three-valve 4.6-liter V8 under the hood of the present-day 427R.

That kind of output places the 427R in rarified company, well above a standard 300-hp Mustang GT and even above the recently announced Shelby GT ("Rip Up the Rental Agreement," Aug. 21) with its normally aspirated 4.6-liter, 325-hp, 330-lb-ft V8. Along with the 427 hp, the Roush also boasts 391 lb-ft of torque.

Joe Thompson, general manager of the Livonia, Michigan-based company, says the 427R is a natural extension of Roush's Stage 1, Stage 2 and Stage 3 versions of the Mustang. The 427R runs a supercharged powerplant similar to the Stage 3, but picks up an extra 12 hp and 6 lb-ft of torque through engine control module calibration and a higher-performance exhaust system. That makes it the most powerful car in Roush Performance's history.

The 427R is not quite in league with Ford's factory GT500, with its supercharged 5.4-liter, 500-hp V8 from the Ford GT, but neither is the car priced in the *AutoWeek* classifieds for \$75,000 like the GT500. Our well-equipped test 427R listed for \$48,691—\$20,000 above the Mustang GT upon which it is based (427R base price is \$43,375).

The \$15,000 427R kit includes the supercharged engine; the aforementioned special exhaust and ECM; aero kit with front fascia, chin spoiler, rear spoiler and hood scoop; Roush 18-inch chrome wheels; sport-tuned suspension with new front struts, rear shocks, front and rear springs and anti-roll bars; and 427R exterior striping and Roush badging.

Options on our test car included 14-inch front brakes, short-throw shifter for the five-speed manual transmission, leather sport seats, white-faced gauges, Roush sill plates, quarter-window louvers, locking lug nuts and carbon fiber-design dash trim.

Some might find the 427R Mustang—with its bold badging and racing stripes—a tad too gaudy, thinking a more subtle approach might be in order. Those critics might be right, considering the car's rumbling exhaust note alone is more than enough to turn heads. Like the teenagers (and grown-up teenagers) to which it will likely appeal, the 427R is loud, fast and obnoxious. The car pulls like a train in all gears, and the exhaust is loud enough for folks to hear your shifts into the next county.

At the same time, while 427 hp sounds like a lot, the car is very manageable—at least with traction control engaged. A limited-slip differential would help lay down all that power, but otherwise the car is far more driveable than one might expect from a maker of NASCAR racers. The suspension also isn't as hard on the kidneys as expected, turning in a reasonable ride for a car with such a low ride height and taut tuning.

Unlike some aftermarket tuner cars, including some past Roush models, the 427R seems well-built and solidly screwed together. We particularly enjoyed the highly precise short-shift kit, which combines with the smooth clutch action to provide excellent tranny control.

Like the Shelby GT, the 427R Mustang also sports a nonfunctional hood scoop. It would make sense if the scoop at least piped some cooling air into the engine bay, but the purpose of this hood ornament emblazoned with the "Roushcharged" logo apparently is to provide drag. Dump it and some of the more garish paintwork, and this car becomes a super sleeper capable of taking on all comers.

The 427R Mustang is available in coupe or convertible. Learn more at www.roushperformance.com

This car is 1 of only 8 Roush 427R's produced in 2007 in this particular color combination (Grabber Orange with White).

2007 Roush 427R Mustang Production #'s (1025 Total)

D3 – Torch Red (145 Total)

125 – Coupe, Manual Trans, Grey Interior, GT
 2 – Coupe, Manual Trans, Tan Interior, GT
 1 – Coupe, Manual Trans, Red Interior, GT
 17 – Convertible, Manual Trans, Grey Interior, GT

G2 – Redfire Metallic (78 Total)

68 – Coupe, Manual Trans, Grey Interior, GT
 2 – Coupe, Manual Trans, Tan Interior, GT
 5 – Convertible, Manual Trans, Grey Interior, GT
 3 – Convertible, Manual Trans, Tan Interior, GT

G5 –Alloy (88 Total)

83 – Coupe, Manual Trans, Grey Interior, GT
 5 – Convertible, Manual Trans, Grey Interior, GT

G9 –Vista Blue (232 Total)

211 – Coupe, Manual Trans, Grey Interior, GT
 21 – Convertible, Manual Trans, Grey Interior, GT

HP – Performance White (120 Total)

105 – Coupe, Manual Trans, Grey Interior, GT
 3 – Coupe, Manual Trans, Tan Interior, GT
 8 – Convertible, Manual Trans, Grey Interior, GT
 3 – Convertible, Manual Trans, Tan Interior, GT
 1 – Convertible, Auto Trans, Tan Interior, GT

P3 – Windveil Blue (3 Total)

2 – Coupe, Manual Trans, Grey Interior, GT
 1 – Coupe, Manual Trans, Tan Interior, GT
 T8 – Tungsten Grey (57 Total)
 47 – Coupe, Manual Trans, Grey Interior, GT
 10 – Convertible, Manual Trans, Grey Interior, GT

TL – Satin Silver (30 Total)

26 – Coupe, Manual Trans, Grey Interior, GT
 3 – Convertible, Manual Trans, Grey Interior, GT
 1 – Convertible, Auto Trans, Grey Interior, GT

U3 – Grabber Orange (72 Total)

58 – Coupe, Manual Trans, Grey Interior, GT
 12 – Convertible, Manual Trans, Grey Interior, GT
 2 – Convertible, Auto Trans, Grey Interior, GT

UA – Black (200 Total)

182 – Coupe, Manual Trans, Grey Interior, GT
 18 – Convertible, Manual Trans, Grey Interior, GT

Grabber Orange Breakdown

U3 – Grabber Orange (72 Total)

Body Type	Trans Type	Stage	Paint	Stripe Color	# Produced
Coupe	Man	427-R	U3 G.ORANGE	Blue	1
Coupe	Man	427-R	U3 G.ORANGE	Matte	47
Coupe	Man	427-R	U3 G.ORANGE	Silver	2
Coupe	Man	427-R	U3 G.ORANGE	White	8
Conv	Man	427-R	U3 G.ORANGE	Matte	12
Conv	Auto	427-R	U3 G.ORANGE	Matte	1
Conv	Auto	427-R	U3 G.ORANGE	Unknown	1