

2003 Mercury Marauder

4dr Sedan • 8-cyl. 4.6L 281cid/302hp DOHC SFI

#1 Concours condition

\$34,300

↗ +2.4%

#2 Excellent condition

\$23,900

↗ +2.1%

#3 Good condition

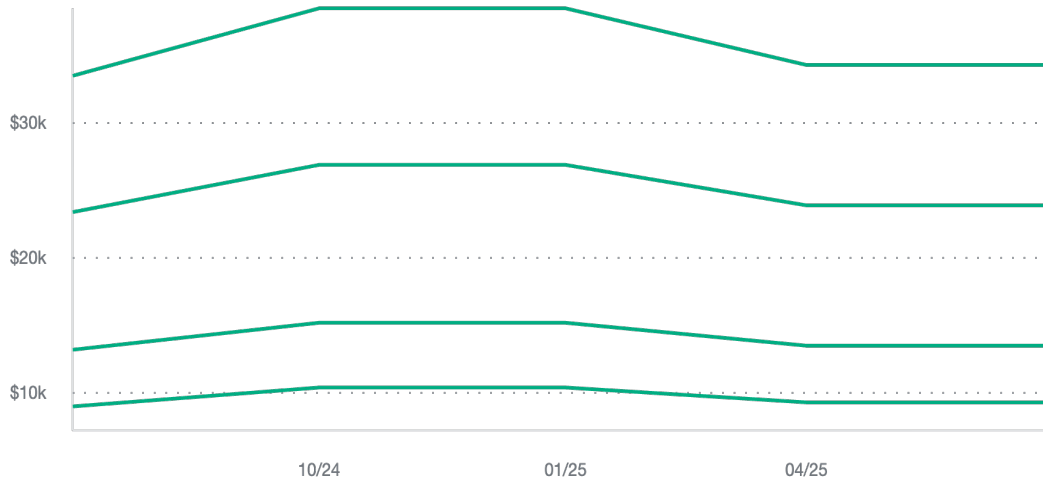
\$13,500*

↗ +2.3%

#4 Fair condition

\$9,300

↗ +3.3%



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

Model description

Despite being undeniably cool-sounding, the Marauder label has been used sparingly by Mercury over the years. The first was a 1963 ½ to 1965 package on the Monterey, Montclair and Park Lane models. It then resurfaced for 1969-70 on the Marquis and replaced the S-55 package. It didn't return until 2003, when it became its own model. The full-size four-door sedan was similar in concept to the Impala SS of almost 10 years before in that it was a full-size muscle sedan based on a more pedestrian luxury counterpart.

Built on Ford's venerable Panther platform that lasted from 1978 all the way to 2011, the Mercury Marauder was based largely on the Crown Victoria and, like the earlier Impala SS, received high-performance equipment from police models, in this case the Crown Victoria Police Interceptor. Steering was by variable assist rack-and-pinion, a 3.55 limited-slip differential was standard, and the driveshaft was aluminum. Under the hood was the 4.6-liter DOHC Modular V-8 built to the same specs as the Mach 1 Mustang, which meant 302 hp and 318 lb-ft of torque.

The Marauder could be visually distinguished from the normal Grand Marquis by its twin Cibie fog lamps, 1960s-style Mercury logo on the wheels, aluminum interior trim, 140 mph speedometer, and oil pressure and voltmeter gauges. Black, Dark Blue Pearl and Silver Birch were the only available colors. Ford had originally thought that they could build 18,000 Marauders a year, but demand was weaker than anticipated and only a little more than 11,000 examples were built.

Especially in the 1990s, Mercury was not associated with performance, and *Car and Driver* quipped that "hot-rodding a Grand Marquis is a little like making bourbon out of Geritol." The magazine also concluded that the Marauder was "firm, flat, stable, composed" and that "roll control is terrific for a sedan so large".

0-60 mph came in 7.5 seconds, the quarter mile came in 15.5 seconds, and the top speed was a limited 117 mph. The numbers weren't bad, but the older rear-drive Impala SS to which the Mercury Marauder was inevitably compared did 0-60 about a second faster and was the better car in most measures. But even though the Marauder was not quite as wild as its menacing name suggested, it's still a neat sleeper sedan that's more than fast enough to have fun with and, finished in black, makes whoever is sitting behind the wheel look like an FBI agent.

*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.

Body styles

4dr Sedan

Engine types

8-cyl. 4.6L 281cid/302hp
DOHC SFI

2003-2004 Mercury Marauder stats

Highest sale	Lowest sale	Most recent sale	Sales
\$49,500	\$4,400	\$40,950	99

Equipment

Standard Equipment

- 4 Speed Automatic
- AM/FM CASS
- Air Conditioning
- Dual Front & Side Air Bags/Active Seat Belts w/Auto Passenger Sensor
- Live
- Pass Key
- Power Brakes
- Power Steering
- Power Windows
- Tilt Steering Wheel

Optional Equipment

- AM/FM CD
- Power Sun/Moon Roof

Additional Info

- Drive Type: RWD
- Front Tire Size Code: 55
- Front Tire Size: 18R235
- Manufacturer Code: C134
- Manufacturer MSRP: 33790
- Market Segmentation: Full Size Car
- Shipping Weight: 4165
- Vehicle Height: 58.9
- Wheel Base Longest - Inches: 114.7
- Wheel Base Shortest - Inches: 114.7

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.