

OPTIONS AND PRICING

This is a partial list of options for the ERA GT. We are in constant development of new items, so many other things may be available. Custom pieces are also available. We can make almost anything!

BASE KIT: \$54,900

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| Assembly: Total labor to assemble roller, excluding engine and transaxle | \$14,900 |
| Supplies and materials for assembly: | \$950 |
| Install engine and transaxle, plus final assembly process and testing | \$9,900 |
| Powder coated chassis | \$1500 |
| Suspension, assembled on car: Both pin drive and bolt on wheel suspension is available. Prices will depend on specific applications. | |
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| Body, Undercoating, Paint, Trim | |
| Headlights, Cibie – Original-style large rectangular lights as used on the original car. A Must! | \$800 |
| Rear flares and modified front body as per LeMans winner Gulf/Wyer 1075 | \$2000 |
| Right hand drive – Includes correct dashboard, RH shifter, windshield wiper mount and e-brake | \$3000 |
| Undercoating - We spray a heavy asphalt-based material on the bottom surfaces, mostly for sound deadening. | \$1000 |
| Sound deadening, internal: Heavy foil-backed asphalt panels are glued in strategic areas to damp out resonance. They add about 50 lbs. to the car | \$900 |
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| Suspension, brakes, wheels | |
| Anti-sway bar, front or, with all mounting hardware and rod end links. Each: | \$450 |
| Brake caliper kit – Includes front and rear calipers, with integral parking brake, mounting brackets, pads, handbrake lever and all installation hardware | \$2100 |
| Ceramic coating for control arms, trailing arms, tie-rods and anti-sway bars. Sharp and very durable. | \$1200 |
| Coil-over dampers, front or rear: Spax externally adjustable units with proper springs and spacers. Per pair | \$ 800 |
| Pin drive wheel system – Includes steel hubs and stub axles, brake rotors, Halibrand aluminum spinners, 8.5” and 10” wide wheels, and drive axles. With all hardware, too. | \$8500 |
| Pin drive system as above, less wheels | \$5000 |
| Pin drive wheels only | \$3500 |
| Steering gear (rebuilt MGB), with necessary modifications for direct installation | \$650 |
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| Engine, Transaxle Parts | |
| Engines: We do not build engines. However, we can refer you to Ford engine specialists who have done good work for us. | |
| Engine oil cooler system, complete with lines, adapters, cooler, etc | \$1300 |
| Engine mounts – Duplicate original design | \$300 |
| Exhaust system: “Bundle of snakes” 180 degree system with tri-flow mufflers or megaphone for Ford Windsor 289/302 engines | \$2900 |
| Ford Valve covers | \$260 |
| Cold air box for Weber manifold, with backfire plate | \$1200 |

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| Transaxle: Your Pantera transaxle disassembled, oil passages drilled, filler, drain, and vent installed, and ring gear transposed for running "upside down." We inspect the gears as best we can when the case is apart, but we cannot guarantee the function of the gearbox without total disassembly. | \$900 up. |
| ZF transaxle, new | \$12, |
| Bell housing: Fits the later Pantera ZF (5DS-25/2) 7-bolt transaxles. and allows the unit to be run in an inverted position. It also allows the use of a smaller Ford ring gear and standard American clutch parts for extra ground clearance. With intermediate plate and T.O.B. adapter sleeve | \$1100 |
| Reinforcing supports for use with original top cover. Set | \$300 |
| Throw-out bearing (domed face) and adapter only | \$150 |
| Throw-out bearing (flat face) and adapter only | \$160 |
| Half-shafts, custom for Pantera transaxle to ERA hub carrier, pair | \$1200 |
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| Cooling | |
| Expansion tank, aluminum, mounts as per original GT | \$700 |
| Intermediate tubes(aluminum) from the radiator to the longitudinal tubes in the chassis(pr.), replace rubber hoses | \$300 |
| Snow White water pump | \$250 |
| Ford Shorty pump and pulley set | Ask |
| Hose package - all rubber hoses, cut to length, ready to install. Price varies with application. | |
| Water manifold, engine intake manifold, 90deg.adapter | \$85 |
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| Electrical | |
| Battery cables, set | \$90 |
| Battery | \$90 |
| Battery kill switch | \$50 |
| Windshield wiper motor, gearbox and arm | \$350 |
| Windshield washers, bag-type, with electric pump | \$200 |
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| Interior: | \$500 |
| Air Conditioning/Heater: This complete system, while not automatic, offers foot, knee, and face level vents that are easily controllable. Fresh and/or recirculated air is heated or cooled in a system that mounts completely within a box very similar to the one in the original GT40 MK III that originally housed only the heater. A small amount of knee room is used for the under-dash vents. Current price: | \$4000 |
| Ash tray | \$90 |
| Cigarette lighter, installed on dash | \$50 |
| Combination switch (signal and headlight dip) | \$600 |
| Door blister, (Gurney bubble) head clearance for tall people | \$90 |
| Grommets on (2) seats, per original race cars (standard with leather seats) | \$400 |
| Leather seats, door panels and pockets | \$1500 |
| Leather covered rear bulkhead cover and console | \$800 |
| Door release handles, chrome interior | \$400 |
| Door storage bins with pull-cable door release (both doors) | \$400 |
| Door locks, as original on MK III | \$200 |
| Road car doors, with sill mounted chrome release lever | \$800 |

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| Road car flush mounted interior release handle, chrome buckle type, with storage bin. Works well with plastic door pull below | \$350 |
| Door pulls, black plastic fold-down handle | \$60 |
| Road car dashboard, with multi-function stalk switch and road car layout | \$800 |
| Harness, 4 point seat and shoulder. Made by Pyrotech, but without labels | \$250 |
| Seat adjusting tracks, driver's side only | \$80 |
| Seat belt and shoulder harnesses, two sets for both seats, 4 point | \$250 |
| Smiths instruments instead of Stewart Warner | Ask |
| Speedometer cable – Includes 90 degree adapter and ratio adapter, Stewart-Warner | \$325 |
| As above, for Smiths gage | \$425 |
| Miscellaneous | |
| Car cover, water repellant, for outdoor use | \$200 |
| Car cover, flannel-lined, for indoor use | \$200 |
| Heat shield – Custom aluminum panel with insulation to protect the rear body from the exhaust system heat. | \$1300 |
| Jack kit – Scissors jack, mounting bracket, with dead-blow hammer for pin-drive wheels | \$250 |
| Stone guard, radiator | \$150 |

Prices are subject to change without notice.

PAYMENT SCHEDULE AND POLICY

To reserve a spot in the production schedule, we require a \$10,000 deposit. This deposit will reserve your quoted price at the agreed upon delivery date. The deposit is fully refundable at any time, up until we actually start production on your kit or turnkey car. A second payment of 30% of your total cost is required when we actually begin your kit or car.

For turn-key cars, some intermediate payments for engine, transaxle and paint may also be required. We prefer for you to deal directly with the people who are doing the work. We make no money on these sublets.

The final payment (about 50% of the total) is required on delivery of your vehicle.

