

ERA REPLICAS AUTOMOBILES

Making extraordinary replicas since 1981!

The ERA 427 Comp and Street Roadster

A dead-nuts accurate body and interior, with an improved chassis and suspension.

See the page 3.



COMP



STREET

The ERA 289FIA Comp, FIA Street, and Slabside

The best FIA body on our rock-solid chassis.

See page 9.



COMP



FIA STREET



The ERA Slabside

And...

The ERA GT and GT MK II

Sophisticated custom suspension on a stainless-steel monocoque chassis.

See page 13.



MK I



MK II

See [more](http://erareplicas.com) details on our web site at erareplicas.com.

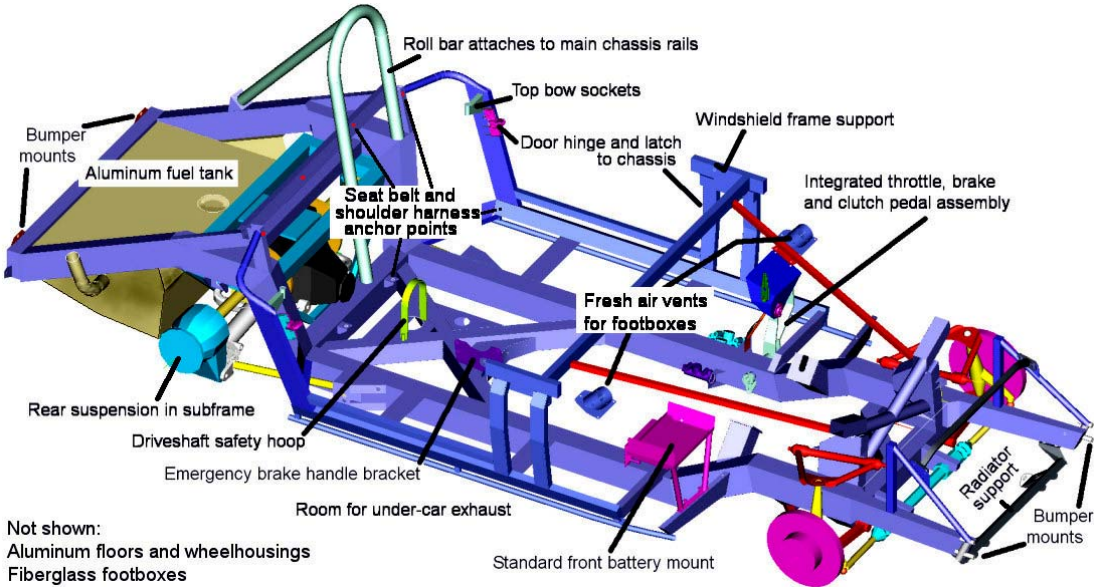
Era Replica Automobiles' 427



The Ultimate American Roadster

THE E.R.A. 427SC is available in two basic styles: The street version has subtle fender flares with round tail-lights and reflectors, street-style dashboard and chrome bumpers. The street/competition version has competition flares with rectangular tail-lights, competition instrument layout and jack pads. If desired, either model can be changed to suit your taste with various options, as many owners of the original cars have done.

THE E.R.A. 427SC is the best of both worlds: A visually faithful reproduction where you can see. Improved over the original design where you can't. The chassis is strengthened and stiffened to reduce body shake - an important factor in an open car. The special E.R.A.-designed suspension works with the stiffer chassis to produce a combination of excellent handling and quality ride not found in other reproduction



E.R.A. 427SC - STANDARD ASSEMBLY - (\$21,900)

Study this list carefully, and compare with the rest! There is **no fabrication** or fitting involved when you build an ERA, only straightforward installation. As delivered, the basic kit looks like a real car, but with the suspension and interior in boxes.

If you've built a kit car before, you know that the small details are the most time consuming (and frustrating) part of construction. Those details are where ERA shines. Please, compare our car with our competitors! We are confident that you will find that an E.R.A. replica is, at the bottom line, a bargain in ease of construction and quality of the final product.

Note that almost all fasteners are included in the standard kit. **This will save you lots of time.**

BODY- MOUNTED ON CHASSIS AND COMPLETE WITH:

- + All inner panels (pre-drilled) aluminum), splash shields and trunk, *fit to chassis*
- + Aluminum side vent louvers, *installed*
- + Aluminum engine compartment firewall, floors, rear bulkhead panels, with removable access panel, *fit to chassis*
- + Doors, hood and trunk lid, hinged, *fit, installed* and latched with reproductions of the original hardware
- + Hood and trunk stay with brackets, *installed*
- + Hood scoop, rivet-on standard; bonded on optional
- + All holes for lights, bumpers, mirrors, top and tonneau snaps, emblems, etc. are *drilled or cut out*.
- + Removable transmission tunnel, *in place*
- + Separate left and right fiberglass foot boxes, *in place*
- + Thermal insulation for above
- + Windshield, *installed*
- + Steel jackpads, powdercoated (quick-jacks) with aluminum spacers, *installed*
- + Steel front and rear cowl surrounds built into the chassis, fully supporting the body shell and doors.
- + Drive shaft safety strap

BRAKING SYSTEM (All installed), includes:

- + Floor mounted brake and clutch pedal assemblies mounted directly on the main chassis rail with needle-bearing pivots and pivoting aluminum pedal faces.
- + Dual Tilton master cylinders w/balance bar enclosed in box below floor
- + Steel brake lines, junctions, front and rear, with insulators
- + Flex lines to the front calipers, and rear suspension
- + Brake fluid reservoir bracket, with filler lines
- + Brake light switch

CLUTCH SYSTEM, includes:

- + Pedal and all linkage, Tilton master cylinder, mounted on chassis, with filler tube
- + Slave cylinder, bracket, flex line and all fittings

COOLING SYSTEM, includes:

- + Radiator, oversized 2 x 1.25" aluminum core, w/bleeder, mounted in the chassis with rubber insulators and full aluminum shrouding
- + Thermostatically controlled electric fan with dash manual override switch, mounted on radiator
- + Aluminum connector tube in lower radiator hose with fan thermo-switch

DASHBOARD: An accurate reproduction of the original SC style, complete with the following installed:

- + Stewart Warner instruments including Tachometer, Speedometer, Oil Pressure, Oil Temperature, Water Temperature, Ammeter and Fuel Level Gages with appropriate senders
- + High beam, turn signal and brake system warning indicator lights
- + All toggle and rotary switches
- + Fresh air vent pull cables and knobs

Optional: Street style gage layout, glove box with fully finished and latched door

ELECTRICAL SYSTEM includes:

- + Custom modular wiring harness, color coded, tagged, and soldered
- + Fuse blocks, horn and fan relays, flasher
- + All grommets, clips, securing hardware, etc.
- + Headlights, parking lights, tail and license lights, installed
- + Dual horns with relay
- + Windshield wiper motor bracket with adapter tubes

FRESH AIR SYSTEM, installed, including:

- + Fresh air inlet ducts, with grills
- + Left and right control valves, with grills
- + All hoses, clamps, etc.

FUEL SYSTEM, installed, includes:

- + Tank, aluminum, 19 gallon, fully baffled
- + Filler, Monza type aluminum, with all hose fittings to tank
- + Steel fuel line from tank to engine
- + Complete carburetor throttle linkage

INTERIOR, includes:

- + Seats, quality naugahyde on fiberglass buckets, leather optional
- + Carpets, nylon cut pile, bound, with heel pads and snaps. Wilton Wool optional
- + Door pockets, emergency brake handle boot, shift lever boot and chrome trim ring
- + Door hinge covers and aluminum step mouldings
- + Dash support tubes
- + Left foot "Dead Pedal"

Optional: Trunk carpets, nylon cut pile, cut and bound

STEERING AND SUSPENSION, includes:

- + Front upper and lower control arms with ball joints and bushings and hardware
- + Front steering knuckles with bracket for GM caliper
- + Steering tie ends
- + Rear trailing arms with rod ends, appropriate for Jag or ERA design
- + Lower steering column with "U" joints

TRIM AND ATTACHMENTS, includes:

- + Interior and exterior rear view mirrors
- + Top and tonneau snaps, with holes drilled in body
- + Ferrules for top bows and side curtains
- + Weather stripping for doors, hood and trunk
- + Defroster vents on dash
- + All grommets and clamps for instrument cables, wiring, etc.

Also included is a detailed assembly manual that gives illustrated step by step instructions, with numbers and sources for all necessary other parts.

OPTIONS (PARTIAL LIST)

If there is something you wish that is not on the list, please ask. We can supply just about anything that you need to complete your kit. We will also make every attempt to accommodate special requests. If you are not mechanically inclined, or are short of time, **E.R.A. can do anything to help make your assembly job easier**. Many people choose to have us create a "roller". We install the suspension and permanently bond the body on at the factory. Popular Assembly Options

POWDER-COATED CHASSIS OPTION: Includes bead-blasting and powder coating the entire chassis, door hinges, hood and trunk hinges, clutch, brake and gas pedals, drive shaft hoop, battery tray, fresh air control valves, dash supports, fuel filler tube, trunk striker and mount, and all bumper mounts. Additionally, the front upper and lower control arms, spindles, and lower steering column are epoxy-primed and urethane painted to match \$1000
Bond body, floors, etc. \$1300
Labor only to assemble rolling chassis..... \$1300
(Call to get a quote for your individual specifications)

PARTS (MOSTLY INSTALLED)

FRONT SUSPENSION

Brake calipers, with hardware
Standard GM \$ 190
Competition: Includes 4 piston alloy calipers, 12.2" directionally vented rotors, custom hats, caliper brackets, hoses & hardware. Requires spindle modifications..... \$1500
Spindle modifications, add..... \$100
Coil-over dampers and springs, externally adjustable for damping and height, with hardware. Pair \$700
Rack and pinion steering gear, new, installed \$400
Anti-sway bar, with all mounting hardware \$250

REAR SUSPENSION

Jaguar-based rear assembly, installed (Includes rebuilt differential, brake calipers, all new rotors, bearings, seals, double-adjustable dampers, springs)..... \$4500
Coil-over dampers, adjustable for damping and height. Set of four, assembled and ready for installation. (Included in both rear suspension assemblies)..... \$900
Cage only, bushings, & adapter (Includes shortening half-shaft and control arms) \$500
Anti-sway bar for above with all hardware..... \$250

ERA rear suspension with outboard brakes, installed..... 5200
Anti-sway bar (adjustable) with all hardware..... \$350
Subframe/Hubs/Control arm Kit to use with your differential and calipers..... Ask
Used rear, parts, etc. P.O.R.

WHEELS

5-pin Aluminum wheels (7.5", 9.5" x 15") with adapters and wing nuts..... \$ 2800
6-Pin **hub** system. Fits original, Trigo and Vintage wheels. Kit includes one-piece hubs, pins, center caps, front bearings with seals, trued 11" vented rotors, less wheels and wing nuts..... \$ 2600
4 Wing nuts, forged aluminum (polished and stainless steel also available) \$ 300
6-Pin-drive wheels as original, set of 4 (Front 7.5" wide x 15", rear 9.5" wide x 15").....
P.O.R.a
17" Bolt-on and pin-drive wheels available up to 12.5" wide P.O.R.

DRIVETRAIN

ENGINES, ACCESSORIES

Ford FE SERIES 427 OR 428 ENGINE – Contact us for further information

Expansion tank for above, brass. Assembled and painted to fit ERA	\$450	
Air cleaners:		
Large oval for single 4bbl	\$110	
Cold air box ("turkey pan").....	\$ 250	
S&H type 8-1/2" air cleaner	\$70	
Custom 14"unit	\$100	
Bell housing, Lakewood, with trimmed bottom flange, various engine/transmissions	\$725	
Clutch assembly – We stock high performance discs, pressure plates and bearings for most applications. We use dual friction material discs with diaphragm-style pressure plates for stock pedal pressure with greatly improved performance. Kits starting at.....		\$335
Exhaust System		
Side-pipe exhaust system — Complete system, bare steel	\$850	
Primary pipes with gaskets & hardware only.....	\$350	
Bare steel side pipes only, Pair	\$600	
Stainless steel side pipes only, Pair	\$2100	
Under-car exhaust	P.O.R.	
Heavy-duty fan, mounted on rear of radiator (replaces standard fan), add	\$250	
Dual front fans, mounted in front of radiator as original (supplements the rear-mounted fan)	\$290	
Oil cooler – Complete assembly, including cooler, hoses, fittings, shroud and block adapter.....	\$500	
For remote oil filter system, add	\$300	
6" HD cooler, add	\$200	
(Parts available separately, inquire for cost)		
Transmissions, etc.		
Top-Loader, rebuilt.....	P.O.R.	
Shift linkage kit, with rods, handle and knob	\$ 750	
Tremec TKO 600 transmission – A cost-effective choice. Durable, and has an internal shift linkage. (Use with 3.54 or 3.31 differential gear)		\$2150
Shift handle and knob for Tremec, original style	\$ 150	
Call for pricing on special applications, handles and parts		
Driveshaft. New units from.....	\$350	
Body and Interior		
Ash tray.....	\$50	
Dashboard		
SC dash as original – no glove box.....		
Standard		
SC dash with glove box, add	\$200	
Street dash with glove box	\$200	
Special fluted and marked knobs for wiper, dash light switch, each (replace plain ones).....	\$25	
Brake and clutch pedal pads with AC face, replace ERA face – Pair	\$60	
Bumpers, chromed steel (Replace standard jackpads), set of 4, installed	\$200	
Nudge bars, chromed, front or rear, each	\$185	
Leather interior (seats, door pockets and emergency brake boot).....	\$ 600	
Tail lights, dual round used on later street cars (Replace standard rectangular lights)	\$300	
Car cover, etc.		
Outdoor – Water resistant finish.....	\$180	
Indoor – Soft inner liner. Dust and sun protection only	\$180	
Cable & lock kit.....	\$15	
Storage bag	\$10	

TURN-KEY CARS FROM E.R.A.

We will build an **E.R.A. 427SC** to your specifications. Our "base" turn-key is listed below, options at the bottom. Many other variations are possible.

BASE VEHICLE SPECIFICATIONS

Base price: approximately \$57,000

Engine: Ford 428 CobraJet or 428 Super CobraJet engines is a reasonable compromise between power, streetability, and cost. Ford 427 Side Oiler engines are also available, but at added cost. We can also install any Ford small block or the 429/460 engine. All FE engines can have the correct equipment. i.e. Mid-riser cylinder heads, intake manifold and carburetor. Chevrolet engines are also available, but not recommended.

Paint: Single nonmetallic with no stripe, done in acrylic lacquer with clear finish coat. **Near Show Quality.** Stripes like the competition cars are available at extra cost.

Wheels: Halibrand look-alike bolt-on wheels (7.5"x15 front, 8.5" or 10"x15 rear). See below for optional pin-drive wheels.

Suspension and brakes: Included are custom front and rear anti-roll bars. Spax double adjustable dampers, two in the front, and four in the rear. Jaguar-based rear suspension, completely rebuilt in ERA subframe.

Exhaust system: Under car, dual pipes to the rear, OR side pipes, exiting in front of rear wheels, painted in black.

Interior: Quality vinyl upholstery, nylon pile rugs including trunk. Leather upholstery and wool carpeting available.

Transmission: Ford 4 speed toploader, wide ratio

Shifter: Hurst, with reversed lever, as original

Differential: (Jag-based suspension with rebuilt limited slip)
Ratios of 2.88:1, 3.07:1, 3.23:1, 3.54:1, 3.77:1 and others available

TURN-KEY OPTIONS

Special engines are made to your needs or specifications: Price varies

Pin Drive wheels (6 pin as original) with Trigo "Halibrand" reproduction castings, + \$3000
17" Wheels also available

Pin Drive wheels with 5 pin adapters on bolt-on hubs: +\$2000

Outboard-braked **Rear Suspension** - \$700
With anti-sway bar - \$850

Leather seats, emergency brake boot, etc.: + \$600

Soft top, in vinyl: + \$1500

Hard top - ask

Side curtains + \$850

Smiths or Autometer instruments replacing Stewart Warner + \$600

Tranmissions: Tremec TKO + \$350, TKO 600 +900, Richmond Gear 5 speed + \$1000

12" Front brakes with 4 piston calipers - \$1200

Supplemental **cooling fan(s)**, for extreme engines and/or weather conditions + \$150-\$350

Special reproduction fluted **interior knobs** + \$50

Exhaust **heat shielding** and extra venting + \$150

Oil cooler, 4" +\$400, 6" +\$550

Roll Bar, painted + \$400 Chrome + \$500

Chrome side pipes + \$600 Stainless + \$1000

Special colors and stripe patterns...prices quoted

Many other items available at special request.

ALL PRICES ARE SUBJECT TO CONFIRMATION

PLEASE CONTACT **PETER** AT:
860-224-0253 Fax 860-827-1055
9:00AM-5:00PM, Monday through Friday

SPECIFICATIONS

The **E.R.A. 427SC** is designed for high performance with safety. Generous wheel travel, both front and rear, and anti-dive/anti-squat geometry are built in. Combine good geometry with a rigid chassis and you get a combination of ride and handling seldom found in such a high performance automobile.

PERFORMANCE (typical 427):

0-60 mph 5 sec
0-100 mph 11.5 sec
Standing 1/4 mile 13 sec/110 mph

Fuel consumption: 8-12 mpg

Track testing with unshaved BF Goodrich Comp TA's has given nearly 1G lateral acceleration and .95G braking performance. In December, 1991, Car and Driver measured **1.05G (lateral)** using Hoosier street tires. Optional Spax dampers are externally adjustable for both height and damping, allowing the builder to modify the E.R.A. 427SC's ride and handling characteristics to fit personal preference.

DIMENSIONS:

Weight [with iron Ford 427]2600 lb.
Weight distribution, f/r(%).....48/52
Wheelbase.....90"
Track, front/rear.....55"/57"
Length, overall.....156"
Width, maximum.....70"
Height, to top of windscreen.....47"
Ground clearance.....5"
Fuel capacity.....19.5 gal.

DRIVETRAIN:

Recommended Engine: Ford FE series 427/428

Other possibilities: Ford small block,
Chevrolet small or big block

Transmissions: Ford 4 spd. toploader
Richmond Gear or Tremec 5 speed
Ford C-6 Automatic

Differential: Salisbury, ratios from 2.73:1 to 4.56:1 with limited slip available,

BRAKES

F-11.0" /12"/13" Vented Disc

R-10.0" inboard or 12" outboard Disc

Hydraulics: Dual Tilton master cylinders with adjustable balance bar.

CHASSIS:

HD 4"x3" (1/8" Wall) Steel rectangular main tubes with extensive transverse and diagonal reinforcement, accurately and neatly jig welded. The suspension and steering mounts have been designed in, not added as an afterthought. A tubular cage structure off the main rails support the floors, footboxes and the door hinges and latches.

Brackets for the emergency brake, exhaust system, roll bar, seatbelts, and many other small items are already installed. There is even a drive shaft safety strap built in. Bumpers are mounted directly to the main rails.

The fuel tank is protected by the main chassis rails.

FRONT SUSPENSION:

Independent w/non-parallel, unequal length control arms, coil-over dampers. Optional anti-sway bar

REAR SUSPENSION:

Jaguar based: Independent, mounted in subframe, w/lower lateral link, half-shaft upper link, trailing arm, 2 coil-over dampers each side, optional anti-sway bar.

Optional: Independent, in aluminum subframe, with adjustable lateral links and trailing arms, outboard brakes.

STEERING:

Rack and pinion, 2.9 or 3.2 turns lock to lock, bump-steer designed to near zero.

WHEELS:

Pin drive or	Bolt-On
Front:: 7.5" x 15"	7.0" x 15"
Rear: 9.5" x 15"	8.5" or 10"x15"

17" wheels now available in 9.5" and 11.5" widths.

BODY CONSTRUCTION:

The E.R.A. **body and interior** is visually **identical** to the original 427 AC Cobra. All inner panels are jig fitted and accurately bonded at the factory. They are only bonded to return edges of the outer body, not the outer skin, to minimize print-through and distortion.

The body unit is supported by the tubular steel chassis substructure. Subsequent bonding and riveting of the aluminum inner panels to the chassis create a completely rigid and rattle free structure. Stress cracks and "print through" are prevented.

The doors are steel w/fiberglass inner and outer shells. They hinge and latch on the steel chassis to prevent sagging and misalignment. ***This body not only looks good when you take delivery, it will look good years down the road.***

PRICE OF STANDARD ASSEMBLY

\$21,900

Price subject to change **Questions?** Call any time during business hours, Monday through Friday 8am-5pm 860-224-0253, or fax us at 860-827-1055

Visit our web site at

<http://www.erareplicas.com!>

We've got even more information there.

The E.R.A. 289FIA



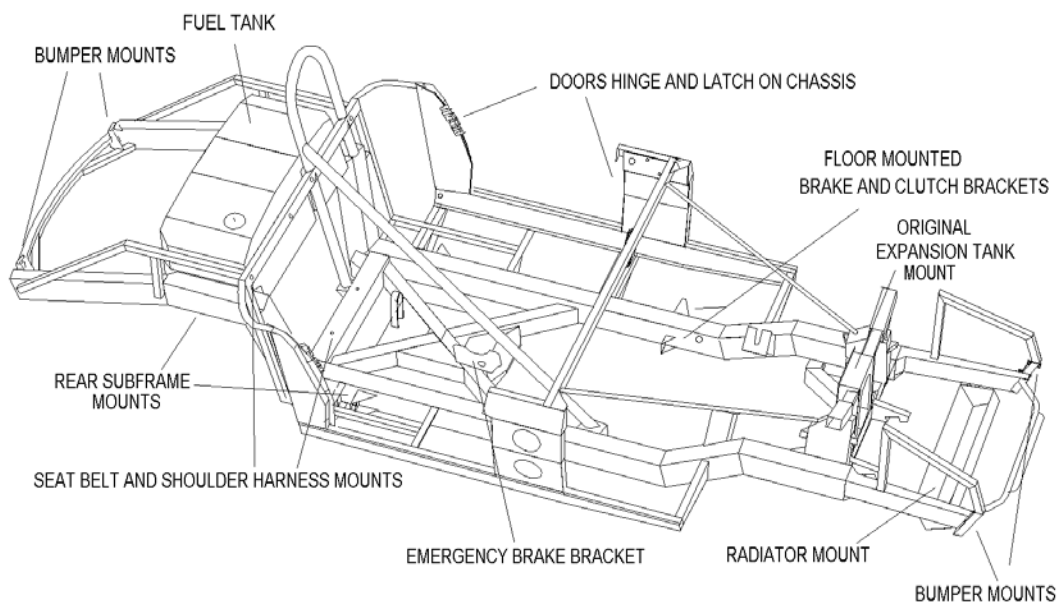
The Ultimate 289 Replica

In the early 1960's, we witnessed the ultimate marriage of british chassis and american engine, creating one of the most successful race cars of all time. this approach proved that an american company could challenge the giants of racing - ferrari, maserati and porsche. Over the years, the original race cars have become collectors' items and many are worth more than \$200,000!

The original **289FIA** was a street car converted to race, with compromises made only to meet the letter of the FIA rules. Now E.R.A. brings you an

affordable, drivable alternative: The **E.R.A. 289FIA** is available in two basic styles: The standard version is outfitted exactly as an original competition car, with bare interior and minimum street equipment. A street version is also available, with real bumpers and complete interior.

If desired, either model can be changed to suit your taste with various options, as many owners of original cars have done.



STANDARD PARTS: There is no fabrication or fitting involved when you build an ERA, only straightforward installation. As delivered, the basic kit looks like a real car, but with the suspension and interior in boxes.

If you've built a kit car before, you know that the small details are the most time consuming (and frustrating) part of construction. Those details are where ERA shines. Please, compare our car with our competitors! We are confident that you will find that an E.R.A. replica is, at the bottom line, a bargain in ease of construction and quality of the final product.

Note that almost all fasteners are included in the standard kit. **This will save you lots of time.**

BODY- FIT TO THE CHASSIS

COMPLETE WITH:

- Aluminum inner panels, splash shields and trunk, *installed*
- Aluminum side vent louvers, *installed*
- Aluminum firewall, wheel-houses, floors, rear bulkhead panels, with removable access panel, *installed*
- Doors, hood and trunk lid, hinged, *fit, installed* and latched with reproductions of the original hardware
- Hood and trunk stay with brackets, *installed*
- Built in hood scoop
- All holes for lights, bumpers, mirrors, top and tonneau snaps, emblems, etc. are *drilled or cut out*.
- Removable aluminum transmission tunnel, *installed*
- Separate left and right fiberglass foot boxes, with thermal insulation, *installed*
- Windshield, *installed*
- Integrated steel front and rear cowl surrounds acting to fully support the body shell and doors.
- Drive shaft safety strap

BRAKING SYSTEM (ALL INSTALLED),

INCLUDES:

- Floor mounted brake and clutch pedal assemblies mounted directly on the main chassis rail with needle bearing pivots and pivoting pedal faces.
- Dual Tilton master cylinders w/balance bar enclosed in box below floor
- Steel brake lines, junctions, front and rear, with insulators
- Flex lines to the front calipers, and rear suspension
- Brake fluid reservoirs and brackets, with filler lines
- Dual brake light switches, with warning light

CLUTCH SYSTEM, INCLUDES:

- Pedal and all linkage, Master cylinder, mounted on chassis, with filler tube
- Slave cylinder, bracket, flex line and all fittings

COOLING SYSTEM, INCLUDES:

- Radiator, oversized aluminum, with 2 x 1¹/₄" core, mounted in the chassis with rubber insulators as original
- Thermostatically controlled electric fan w/manual override switch
- Aluminum shrouding
- Aluminum connector tube

DASHBOARD:

An accurate reproduction of the original competition or street style, with the following gages:

- Stewart Warner instruments including Tachometer, Speedometer, Oil Pressure, Oil Temperature, Water Temperature, Ammeter and Fuel Level Gages with appropriate senders
- High beam, turn signal and brake system warning indicator lights
- All toggle and rotary switches
- Fresh air vent pull cables and knobs

ELECTRICAL SYSTEM INCLUDES:

- Special modular wiring harness, color coded, tagged, and soldered
- Fuse blocks, horn and fan relays, flasher
- All grommets, clips, securing hardware, etc.
- Headlights, parking lights, tail and license lights, installed
- Dual horns with relay
- Windshield wiper motor bracket with adapter tubes

FRESH AIR SYSTEM, INSTALLED, INCLUDING:

- Fresh air inlet ducts
- Left and right control valves
- All hoses, cables, and clamps

FUEL SYSTEM, INSTALLED, INCLUDES:

- Tank, aluminum, 19 gallon, fully baffled
- Filler, Monza type aluminum, with all fittings to tank
- Steel fuel line from tank to engine
- Complete carburetor throttle linkage

INTERIOR, INCLUDES:

- Seats, quality naugahyde on fiberglass buckets, leather optional
- Door hinge covers
- Dash support tubes
- Left foot "Dead Pedal"

STEERING AND SUSPENSION, INCLUDES:

- Front upper and lower control arms with ball joints, bushings and hardware
- Front steering knuckles, with quick steering modification
- Steering tie rods with ends
- Rear trailing arms with rod ends
- Lower steering column with "U" joints

TRIM AND ATTACHMENTS, INCLUDES:

- Interior and exterior rear view mirrors
- Top and tonneau snaps, w/holes in body drilled
- Ferrules for top bows and side curtains
- All grommets for instruments, cables, etc.

STREET TRIM OPTION INCLUDES:

- Defroster vents on dash
- Weather stripping for doors, hood and trunk
- Carpeting, door panels
- Street seats (427 style)
- Aluminum step mouldings

Also included is a detailed assembly manual that gives illustrated step by step instructions, with numbers and sources for all necessary other parts.

Specifications subject to change without notice

MAJOR COMPONENTS NOT IN THE STANDARD KIT:

Engine: Ford 289-351

Transmission: Mustang 5 speed, Ford toploader, Richmond Gear 5 speed or Tremec

Jaguar XKE or XJ sedan **rear suspension** unit

Subaru steering gear, Triumph upper steering column and steering wheel

GM front **rotors and calipers** (bolt-on wheels only)

Front **coil-over dampers**

Wheels and tires

Handbrake handle and cable

Exhaust system

WHAT IS REQUIRED OF YOU, LABOR-WISE.....

Assembly of the kit, with the drive-train ready for installation will take about 100-120 hours, with body preparation and paint additional. Except for some straight-forward riveting and bonding of the body, all work is of the "wrench turning" variety. Most people can beat this conservative estimate! **At a SAAC convention in California, we assembled a 427SC kit, without interior and paint, in 35 man-hours.**

Our comprehensive assembly manual makes your work straightforward and enjoyable.

OPTIONS (partial list)

If there is something you wish that is not on the list, please ask. We can supply just about anything that you need to complete your kit. We will also make every attempt to accommodate special requests. If you are not mechanically inclined, or are short of time, **E.R.A. can do any labor to help make your assembly job easier.** Many people choose to have us create a "roller" where we install the suspension and permanently bond the body on at the factory.

ASSEMBLY OPTIONS

- Powder coated chassis - \$1000
- Bond body, floors, etc. - \$1300
- Labor to assemble rolling chassis - \$1300

PIN-DRIVE ALUMINUM WHEELS WITH HUBS, ETC. - \$4000

CARPETING, NYLON With door sill moldings, pockets and e-brake boot (w/o trunk carpet) - \$400

427 STYLE SEATS AND TRIM, vinyl- add \$800
Leather as above - \$1400

STREET DASHBOARD, with glovebox - add \$350

REAR SUSPENSION, JAG BASED

- Complete rebuilt assembly, installed - \$4500
- Subframe for Jag components, with bushings and handbrake adapter, includes half-shaft and control arm shortening - \$500
- Anti-sway bar, with all hardware - \$250

Used assemblies and rebuilding parts are also available

REAR SUSPENSION, ERA DESIGN - \$5200

- Anti-sway bar (adjustable) for above, with all hardware - \$350

FORD ENGINE - Contact us for further information.

TRANSMISSION -

- Small spline wide ratio gearbox ~ \$900
- Tremec transmission (various) - P.O.R.
- Complete shifter linkage and handle - \$450

FRONT BRAKE CALIPERS WITH HARDWARE
\$140/pair

COIL-OVER SHOCKS & SPRINGS - FRONT, Pair with springs and hardware - \$600

COIL-OVER SHOCKS & SPRINGS - REAR, four complete units assembled and ready for installation, \$650
As above with height adjustable feature, \$760

AC PEDALS, replace ERA face - Pair - \$60

DRIVESHAFT - \$350 except special applications

EMERGENCY BRAKE HANDLE, reproduction of original - \$200

Cable - \$50

EXPANSION TANK, Harrison, w/mounting brackets and clamps - \$250

HEATER/DEFROSTER - \$390

EXTRA HEAVY DUTY FAN: Cools even radical engines - add \$150

FRONT AND REAR OVER-RIDERS, set - \$300

NUDGE BARS (F/R) - \$185 each

OIL COOLER - Complete assembly - \$500

For remote filter system, add \$250

STEERING GEAR, NEW - \$400

SEAT BELTS/HARNESSES - For 2 seats, lap and shoulder - \$250

SUN VISORS, pair - \$125

EXHAUST SYSTEM - Complete - \$750

- Primary pipes with gaskets & hardware only - \$450

- Bare steel side pipes only, \$300/pair.

- Undercar system, exits at rear bumper - \$1,200

SOFT TOP & BOWS (needs fitting) - \$780

STEERING COLUMN - Custom ERA unit - \$450

STEERING WHEEL, 15", repro - \$250

SUN-VISORS AND WIND WINGS, installed - \$270

15" REPRODUCTION STEERING WHEEL- \$200

TONNEAU COVER KIT - \$350

WIND WINGS, pair - \$125

WIPER MOTOR ASSEMBLY - \$350

All prices are subject to change without notice.

SPECIFICATIONS

The **E.R.A. 289FIA Replica** is designed for high performance with safety. Generous wheel travel, both front and rear, and anti-dive/anti-squat geometry are built in.

Combine good geometry with a rigid chassis and you get a combination of ride and handling seldom found in such a high performance automobile.

PERFORMANCE (typical 289)

0-60 mph **5.5 sec**

0-100 mph **14 sec**

Standing 1/4 mile: 14 sec/100 mph

Fuel consumption: 12-14 mpg

Handling: Our 427SC has generated **1.05G (lateral)** using Hoosier tires, 0.93G with standard radials. The 289FIA will match or better that.

Optional Spax dampers are externally adjustable for both height and damping, allowing the builder to modify the E.R.A. 289FIA's ride and handling characteristics to fit personal preference.

DIMENSIONS:

Weight [with Ford 302]2350 lb.

Weight distribution, f/r(%).....48/52

Wheelbase.....90"

Track, front/rear.....54"/56"

Length, overall....154.5"(Comp.)/156"(Street)

Width, maximum.....68"

Height, to top of (tilted) windscreen..44.8"-48"

Ground clearance.....5"

Fuel capacity..... 19.5 gal.

DRIVE-TRAIN:

Recommended Engine: Ford 289/351CID

Transmissions: Ford 4 spd. T10 or Toploader
Richmond Gear 5 speed
Ford T5 or Tremec 5 speed

Differential: Salisbury, ratios from 2.73:1 to 4.56:1
with optional limited slip

BRAKES

F-11.0" Vented disc, 12"/13" optional

R-10.0" Solid inboard disc, 11.5" vented

optional

Hydraulics: Dual Tilton master cylinders with adjustable balance bar.

Questions? Call any time during business hours,
Monday through Friday 8am-5pm
860-224-0253, or fax us at 860-827-1055, or visit

CHASSIS:

HD 4"x3" (1/8" Wall) Steel rectangular main tubes with extensive transverse and diagonal reinforcement, accurately and neatly jig welded. The suspension and steering mounts have been designed in, not added as an afterthought. A complex structure off the main rails supports the floors, footboxes and the door hinges and latches. Brackets for the emergency brake, exhaust system, roll bar, seatbelts, and many other small items are already installed. There is even a drive shaft safety strap built in. Bumpers are mounted directly to the main rails. The fuel tank is protected by the main chassis rails.

FRONT SUSPENSION:

Independent w/non-parallel, unequal length control arms, coil-over dampers. Optional anti-sway bar

REAR SUSPENSION:

The rear suspension and differential are *mounted in a subframe* to minimize noise, vibration and harshness without sacrificing precise handling.

Jag: Independent, w/lower lateral links, half-shaft upper links, trailing arms, 2 coil-over dampers each side, optional anti-sway bar.

ERA Design: Independent w/twin lateral links, half-shaft upper link, upper and lower trailing arms, coil-over dampers, anti-sway bar.

STEERING:

Rack and pinion, 2.9 or 3.2 turns lock to lock, bump-steer designed to near zero. 33 ft turning circle.

WHEELS: (16" and 17" also available)

Pin drive or **Bolt-On**

Front:: 7.5" x 15" 7.0" x 15"

Rear: 9.5" x 15" 8.5" or 10"x15"

BODY CONSTRUCTION:

All inner panels are jig fitted and accurately bonded at the factory. They are only bonded to return edges of the outer body, not the outer skin, to minimize print-through and distortion. The body is supported by the tubular steel chassis substructure. Subsequent bonding and riveting of the inner panels to the chassis creates a completely rigid and rattle free structure. Thus, stress cracks and "print through" are prevented, even over the long term..

*The doors have a steel frame, w/fiberglass inner and outer shells. They hinge and latch on the steel chassis to prevent sagging and misalignment. **This body not only looks good when you take delivery, it will look good years down the road.***

PRICE OF STANDARD ASSEMBLY

\$19,900

Price subject to change

our web site at

<http://www.erareplicas.com>

THE ERA GT MK I and Mk II



The **ORIGINAL FORD GT40* MK I** was built in both competition and road versions from 1966-1969. These remarkable cars won many races, including LeMans in 1968 and 1969. Original GT40s are now collector's items, worth well over **one million dollars!**

The **FORD GT40* MK II** came about when Ford stuffed the 427 NASCAR engine into the car, and made body modifications to compensate for the higher speeds and loads.

ERA REPLICA AUTOMOBILES has long been known for the highest quality in design, engineering and craftsmanship. In replica **COBRA** circles, the **E.R.A. 427SC has become THE STANDARD BY WHICH OTHERS ARE JUDGED.** In sixteen of the last seventeen years, E.R.A. 427SC'S have won "**BEST COBRA REPLICA**" at the annual Shelby American Meet!

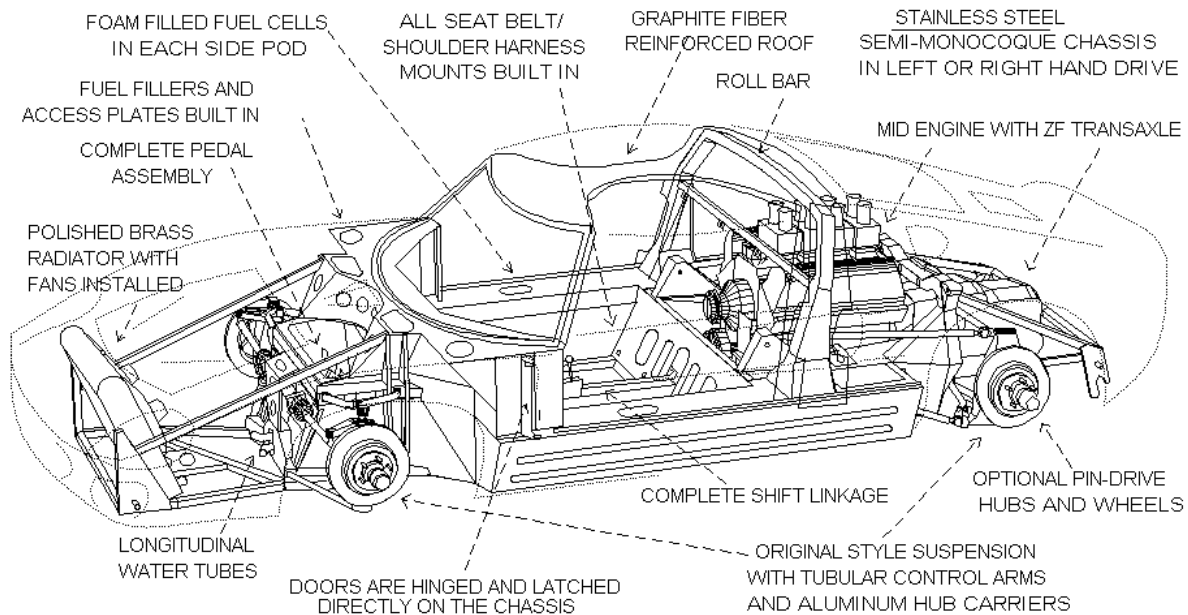
THE LEGEND IS REBORN

NOW, E.R.A. offers affordable alternatives to the original GT40 MKI and MK II: Classic race cars carefully adapted to the street.

THE ERA GT has been designed to standards far beyond what is expected for a composite automobile: The body, chassis, suspension and interior duplicate the original car closer than any other car selling for less than \$250,000!

But for us, racecar quality was **not enough!** Our body is much straighter than the original, with all-weather sealing. And our chassis is designed as much for the street as the track. Even air-conditioning is available.

The ERA GT KIT: AN UNASSEMBLED PRODUCTION CAR.



Like the **E.R.A. 427SC Cobra replica**, we created the **ERA GT kit** to be put together like a production car. No builder fabrication is necessary, so your garage simply becomes the **final assembly line**.

Carefully chosen components are thoroughly integrated into the overall design. All the holes, caged nuts, receptacles, brackets, adapters, etc. that are necessary to mount these components were designed into our kit from the beginning.

Except for the drive train, wheels, and some standard suspension components, everything necessary to complete a finished automobile is there. From a custom radiator to the minutia of wiring harness clips.

And, of course, the standard kit pieces are the highest quality. The headlights and parking/signal lights are OEM quality, made in the UK. Our wiring harness has soldered ends, not just crimped on, and is clearly marked at each connection. Further details are on the following pages.

E.R.A. **offers** almost any part you need to finish your car. If you have any difficulty finding any parts, E.R.A. can supply them at competitive prices.

All part numbers and likely sources are listed in our comprehensive **assembly and service manual**.

We invite comparison with our competitors. Our stainless steel semi- monocoque chassis is second to none, and our body is dead nuts accurate. We have taken the time to get the details right.

We think that you will agree that the **E.R.A. GT40** replica is on another plane, far above the rest:

The most visually faithful, with a quality of design, construction and ease of assembly available in no other kit.

STANDARD ASSEMBLY

COMPONENTS LIST

BODY - MOUNTED ON CHASSIS & COMPLETE WITH:

- Doors hinged and latched
- Front body section hinged and latched
- Front body limit strap
- Hood panel attached with Dzus fasteners
- Headlight access panels
- Rear body section, hinged and latched
- Rear body limit strap
- Front and rear inner body panels bonded in place
- Door limit straps
- Door handles, as original
- Acrylic headlight covers
- Acrylic driving light covers
- Weather seals for doors and moveable body parts
- Holes for lights drilled or cut out
- Brake and interior ventilation ducts built into body

CHASSIS, STAINLESS STEEL SEMI-MONOCOQUE

SUB-FRAMES VISUALLY CLOSE TO ORIGINAL WITH:

- Built in roll bar
- Aluminum rear bulkhead panels
- Brake and clutch pedal assembly adjustable fore and aft
- Sheet steel cowl structure similar to original
- Aluminum front compartment panels Installed
- Radiator and front body mounting tubular sub-frame
- Rear body mounting tubular sub-frame
- Fuel tank access panels
- Chassis ready with captive nuts or proper holes to accept as bolt-ins

BRAKING SYSTEM, INCLUDES:

- Adjustable pedal assembly
- Dual master cylinders w/balance bar .
- Steel brake lines run and fitted to chassis .
- Brake fluid reservoir bracket
- Brake light switch
- Master cylinder fill tube
- Brake fluid reservoirs

CLUTCH SYSTEM, INCLUDES:

- Master cylinder
- Slave cylinder
- Slave cylinder bracket
- Master cylinder filler tube
- Pedal assembly
- Steel and flex lines [master to slave]
- Fluid reservoir bracket
- Clutch fluid reservoir

COOLING SYSTEM, INCLUDES:

- Radiator-custom made
- Shrouding
- Dual electric fans
- Coolant pipes [radiator to engine] . .
- Fan thermostatic control switch
- Fan manual override switch
- Connector hoses/clamps
- Rubber grommets for pipes passing thru chassis

DASH BOARD AS ORIGINAL COMPLETE WITH:

- Stewart Warner speedometer .
- Stewart Warner tachometer
- Stewart Warner oil pressure gauge
- indicator light
- Turn, cooling fan, high beam and ignition indicator lights
- Ignition switch
- Light switches
- Fuel pump switch .
- Cooling fan override switch
- Heater/defroster switch
- Wiper switch
- Fresh air control knob
- Ventilation eyeball vents .
- Ventilation defroster vents
- Panel light switch
- Fuse block access panel
- Turn signal switch
- Wiring harness-complete w/fuse blocks and relays
- Rubber grommets and hold down clips for wire harness
- Headlights
- Tail-lights
- Signal lights
- Driving lights
- License plate lights
- Horns
- Switches [see Dashboard]

ELECTRICAL SYSTEM, WITH

- Modular wiring harnesses (12 sections), all terminated with soldered ends and multi-pin plugs.
- Relay and fuse bracket with relays and circuit breaker, all pre-wired.

FUEL SYSTEM - INCLUDES:

- (2) 9-gallon custom made safety fuel tanks, foam filled
- Fuel filler caps [2] aluminum
- Fuel filler pipes
- Fuel filler hoses
- Hose clamps
- Accelerator pedal assembly
- Accelerator cable and bracket

- Fuel level sending units

INTERIOR – INCLUDES:

- Seats visually identical to originals, in vinyl
- Carpets Cut and bound with heel pads
- Door panels
- Console/arm rest fully upholstered
- Rear bulkhead covering (foam and vinyl, precut w/finished edges)
- Tunnel cover, upholstered

SHIFTING SYSTEM - INCLUDES:

- Shifter box, lever, knob, boot and bezel
- Shifter rods

STEERING AND SUSPENSION - INCLUDES:

- Front upper and lower control arms-adjustable w/ball joints w/ urethane bushings
- Cast aluminum front upright with steel ball joint inserts
- Billet aircraft aluminum steering arms
- Rack and pinion clevis ends
- Tie rods w/ball joints
- Steering wheel, center cap & medallion
- Steering column, adjustable height, fore and aft
- Rear hub carrier
- Rear upper and lower control arms and trailing links-adjustable

TRIM AND ATTACHMENTS INCLUDES:

- Door aero-fairings
- Mirrors side view (2)
- Weather seals for doors, rear body
- Rubber grommets for water and oil temperature lines, wiring harness, shifting rods, brake lines water pipes etc
- Louvered (or with oval holes) vent panel for top of rear body
- Louvered (or with oval holes) vent panels for rear of body (2)
- Hand brake cables
- Fresh air duct hoses
- Fresh air control cables
- Ventilation/defroster grille (top of dash)
- Dashboard adjustable swivel vents (2)
- Rooftop exhaust vent w/water trap and drain hose
- Vent windows

WINDOWS INCLUDE:

- Windshield
- Acrylic door windows w/stainless steel screws
- Acrylic rear window w/stainless steel screws
- Safety glass intermediate rear window with gasket
- Windshield wiper arm & blade

VENTILATION SYSTEM:

- Fresh air duct hoses
- Fresh air control cables

- Ventilation/defroster grill, top of dash
- Dashboard adjustable swivel vents [2]
- Roof-top exhaust vent with water trap and drain hose
- Vent windows, hinged as original

Also included is an illustrated, fully detailed assembly manual, complete with a list of part numbers and sources for all the minor parts necessary to build a complete car, and which are to be supplied, either new or used, by the customer such as radiator hoses, fan belts, windshield wiper motor, arms, blades, etc. Every part necessary to build a complete car is accounted for either in the standard kit or the parts source list.

MAJOR COMPONENTS TO BE SUPPLIED BY THE CUSTOMER ARE:

*Engine small block Ford
Transaxle ZF-5DS-25 [Pantera] or BMW M1 5 speed
Rack and pinion MGB
Rotors and calipers
Front and rear coil-over dampers
Road wheels and tires
MGB or Triumph windshield wiper motor assembly
Hand brake lever
Exhaust system*

Much more information is available on our web site at <http://www.erareplicas.com>

Options:

- Engine
- Hand-brake handle
- Front and rear suspension
- Transaxle
- Bell housing
- Steering column
- Dashboard
- Steering gear
- Sway bars
- Pedal assembly
- Fuel tanks
- Seats/adjusting tracks
- Windshield wiper motor
- Fluid reservoirs
- Fuel caps
- Battery
- Fuel pumps
- Body latches
- Seat belts and shoulder harnesses
- Shifting mechanism

PRICE: MKI STANDARD ASSEMBLY-\$54,900

DIRECTIONS TO E.R.A.

Please visit our plant any time during business hours, or at other times by special appointment. This is where we manufacture our kits and turnkey cars. There is no showroom, but we almost always have cars and kits in

We are about 2 hours from both NYC and Boston, about 10 miles southwest of Hartford, CT.

If you fly into **Bradley International Airport**, take Route 20 east to Route I-91 south.

From **East of Hartford**, take I-84 West, through Hartford about 7 miles. Take Exit 39A onto Route 9 south. Go 4 miles to Exit 28A, "Downtown New Britain". Left onto East Main Street. Go about .4 mile (3 blocks past the traffic light) and take a left onto Dewey Street. (Opposite Eagle Tool) See Dewey⇒

From **West of Hartford**, take I-84 East toward Hartford. About 10 miles east of Waterbury, exit onto Route 72 East toward New Britain. Go about 3 miles to the "71 to Main Street" exit. Take a left at the end of the exit, go to the next light and take a right onto East Main Street. Go about 1/2 mile (3 blocks past the second light) and take a left onto Dewey Street. (Opposite Eagle Tool) See Dewey⇒

all stages of completion. **What you see here is what you get!**

*While our mailing address is 608 East Main St., our entrance is around the corner, on Dewey Street.

From **North of Hartford**, take Route I-91 south to Route I-84 in Hartford. Take I-84 West, about 7 miles. Take Exit 39A onto Route 9 south. Go 4 miles to Exit 28A, "Downtown New Britain". Left onto East Main Street. Go about .4 mile (3 blocks past the traffic light) and take a left onto Dewey Street. (Opposite Eagle Tool) See Dewey below.

From **South of Hartford**, take Route I-91 north to Exit 22N (Route 9 North.) Go about 5 miles into New Britain. (Route 9 may also be marked Route 72.) Take Exit 25 (Ellis Street.) At the end of the exit, go right. At the traffic light, take a left onto Stanley Street. Go to the second light (about .9 mile) and take a right onto East Main Street. Take the third left onto Dewey Street. (Opposite Eagle Tool)

Dewey: the Our fenced-in complex is about 50 yards from the corner, on the left. **24 Dewey St.** There is no ERA sign. The main office is in the steel building in front.

DROP RIGHT IN!

