

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

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.	
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
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
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

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
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
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
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

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.

