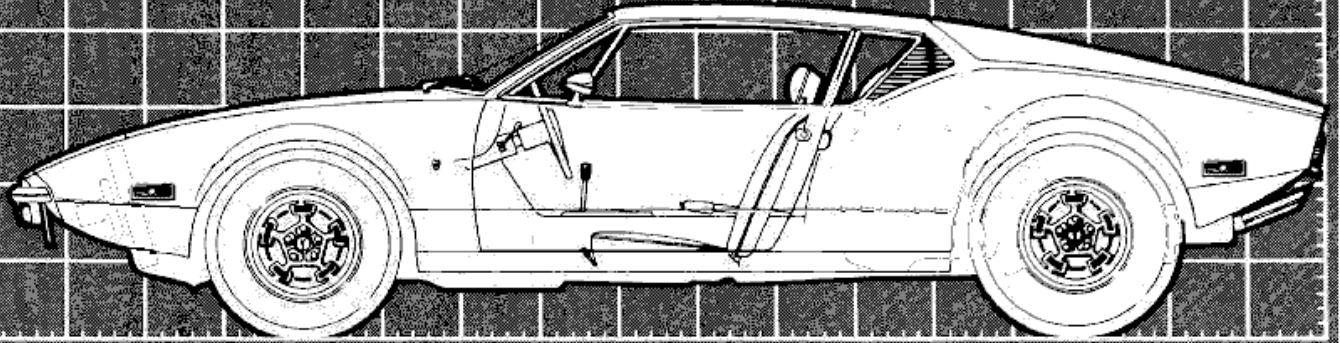


# DE TOMASO PANTERA



Pantera, Italian for Panther.

- The Pantera was built by De Tomaso Modena SpA, founded by Alejandro deTomaso.
- Designed by Carrozzeria Ghia's Tom Tjaarda with the chassis engineered by Gian Paolo Dallara.
- A monocoque mid-engine chassis (Tipo 874), 4-wheel independent suspension with unequal length A-arms and coil over shock absorbers. Anti-sway bars front and rear, 4-wheel disk brakes, manual rack and pinion steering, magnesium wheels. Weighing 3100 pounds.
- Powered by Ford's 351 Cleveland V-8 through a ZF five speed manual transmission. Delivering 264 BHP at 5400 RPM.
- Performance of ¼ mile in 15.6 sec at 94.5 MPH with a top speed of 143 MPH. Braking 80 to 0 MPH in 256 feet.
- Between 1971 and 1973, 6,128 Panteras were produced in Modena, Italy. Lee Iacocca, President of the Ford Division wanted to replace the Cobra and introduce a production GT40. Ford imported the Pantera and sold through Lincoln-Mercury dealers.
- Original price \$10,300. That was almost twice the price of a Corvette, but quarter of the Lamborghini Countach or Maserati Bora.

# 1973 PANTERA 5177

Owned by Joseph F Byrd Jr

5177 originally sold in Ft Lauderdale, FL and used as platform for turbo charging development. Purchased 5/81 as fourth owner. 100% Disassembled in preparation for full body repaint in 1984. However, it remained in storage till 2019. Concourse level restoration/reassembly performed by GunnerZ, Denver NC / Klassic Rides, Newton NC. Completed in 2023.

## LAYOUT:

Mid ship engine, transaxle, rear wheel drive, 2 seat sedan.

Wheel base	98.4
Track F/R	57.0 / 57.5
Length	167.4
Width w/o mirrors	71.3
Height	44.1
Ride height	5.0
Curb Weight	3205
Distribution F/R %	41 / 59
Coefficient of Drag	0.29
Frontal area	45

## ENGINE:

8-cylinder, 90-degree V. Push rod Over Head valves, cast iron, water cooled. The original 1973 Ford 351 Cleveland "Cobra Jet" has been rebuilt to emulate the 1971 "Boss" with D1AE 67cc iron heads and Bullet custom grind hydraulic cam (G. Pence's design). Holley Sniper throttle body fuel injection on Edelbrock "Torker" single plane intake. Wilkinson's GTS stainless headers and mufflers. Engine Works 3RTR-351C Billet Ready-To-Run Race Distributor. Enhanced coolant including custom aluminum radiator, Flow Cool water pump with overdrive, continuous venting to pressurized deaerator on suction.

Bore X Stroke	4.03 X 3.50
Displacement	357
Compress ratio	11:1
Cam Duration	275 / 287
Valve Lift	0.567 / 0.568
Overlap	53
Lobe Separation	114
Red Line (limited)	5500
BHP (expected)	330 @ 5400

## BODY:

Original white paint and undercoating removed to bare metal. Under side spot welded seams stitched. Lift points reenforced. Refinished utilizing PPG/DETRON products, begin with wash, epoxy polymer, K36 Urethane primers. 3 coats of base then 3 clear. Extensive sanding buffing with required cure times. "Shades of Grey" paint scheme. GTS paint livery with Phantom Grey lower, Forged Silver upper and marquee decals ghosted (black on black). US "L" bumpers replaced with European. Factory option 1<sup>st</sup> series front spoiler and rear deck roof spoiler.

## TRANSAXLE:

ZF synchroma 5DS-25/2 Differential and Gearbox in single unit. 5 forward, 1 reverse; Synchromesh, Hydraulic linkage operated Mcloed Ford Long Finger clutch with Dual double cardan drive shafts. Final drive: 4.22:1

Gear	Ratio	Rpm at 5500 up shift	Mph @ 5500rpm	Drag & Rolling HP
I	2.23	-----	47	15
II	1.47	3626	71	40
III	1.04	3891	101	104
IV	0.846	4473	124	184
V	0.705	4577	149	312

## WHEEL & TIRES:

Campagnolo Magnesium Wheels 5 lugs. Finished in anthracite grey. Front 15X7 with BFG 215/60R15 93S, 25.2" OD  
Rear 15X8 with BFG 255/60R15 102S, 27.1" OD  
(Tires limit sustained top speed to 100 mph).

## SUSPENSION:

Front and rear independent unequal length A Arms. Rack and pinion steering, 3 ¼ turns lock to lock. Girling Power Assisted 4-wheel Disc brakes; Front 11.0" disc and fixed 4 piston calipers. Rear 11.9" disc and floating single piston calipers, all with Potter R pads. OEM rubber bushing, GT5 springs over Koni shocks. Front and rear sway bars

## INSTRUMENTATION:

Veglia gauges; 200mph speedometer, 8000rpm tachometer Volts, Fuel level, Oil pressure, coolant temperature. Warning lights; alternator, low fuel level, low oil pressure\*, high coolant temperature\*, Hazard flashers, high beam, directional, radiator fans on, Heat/AC blower on, lights on.  
(\*added)

## INTERIOR:

Cockpit wrapped in Dynamat, thermal and acoustic insulation. Seats and panels upholstered with graphite and clear gray vinyl. Two pod dash maintains original black vinyl. Nardi Leather Steering Wheel and ebony shift knob. Power door windows. Rocker switches relocated for driver right hand access. Up dated Heater and 134R rotary compressor air conditioning.

**Legacy Italian Grand Tourer with American "Like a BOSS" performance!**

