



The David Brown Aston Martin DB-5

LONDON

HILTON





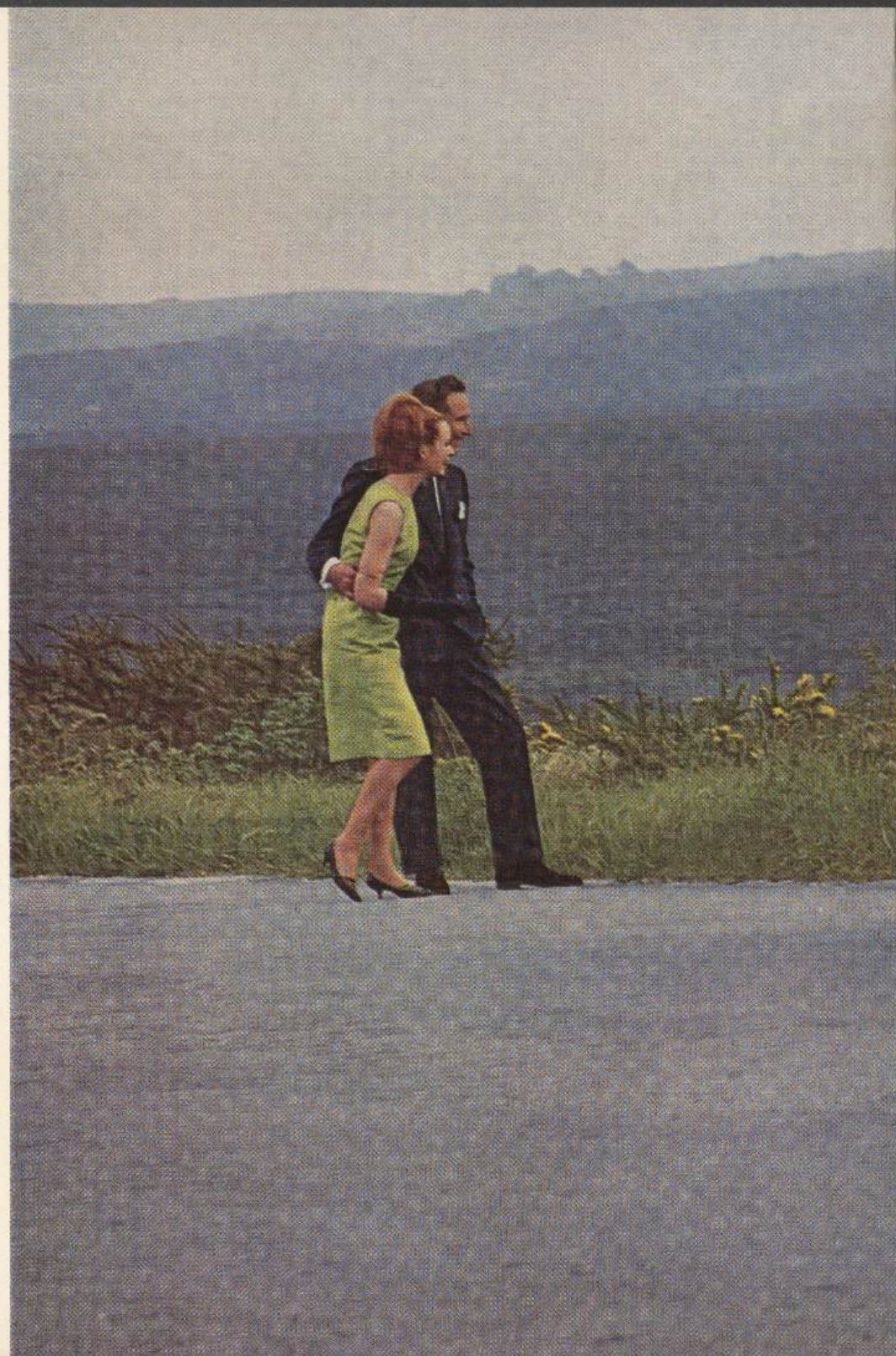
'One of the rewarding aspects of producing the new Aston Martin DB5 lies in its ability to meet the demands of the most critical motorist: the true individualist. On the open road, the DB5 responds with



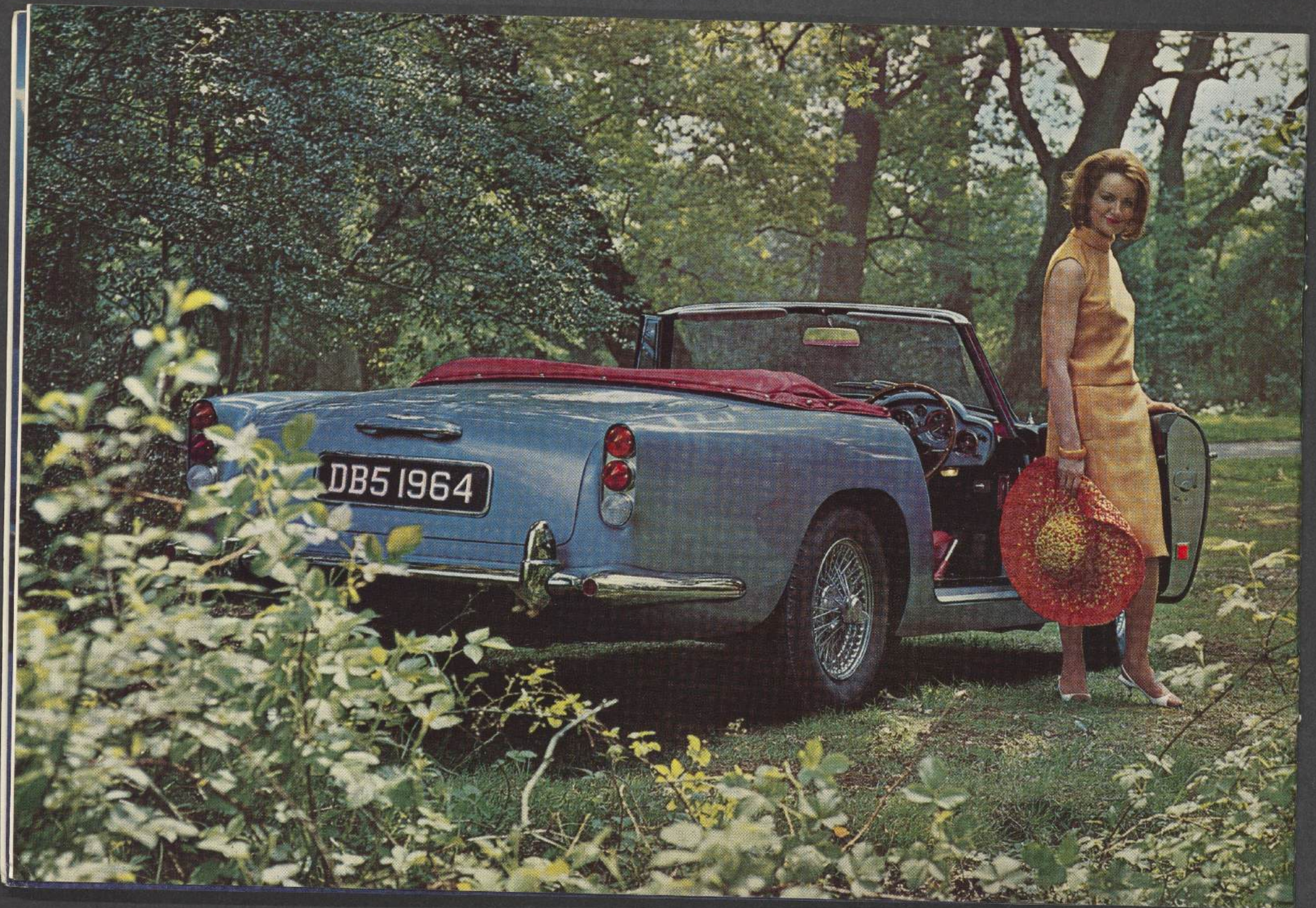
a surge of power and an effortless performance. In the busiest town its flexibility and ease of control ensures that the driver reaches his destination without the fatigue and stress normally associated with motoring in traffic. With a thoroughbred such as the DB5 one expects an air of

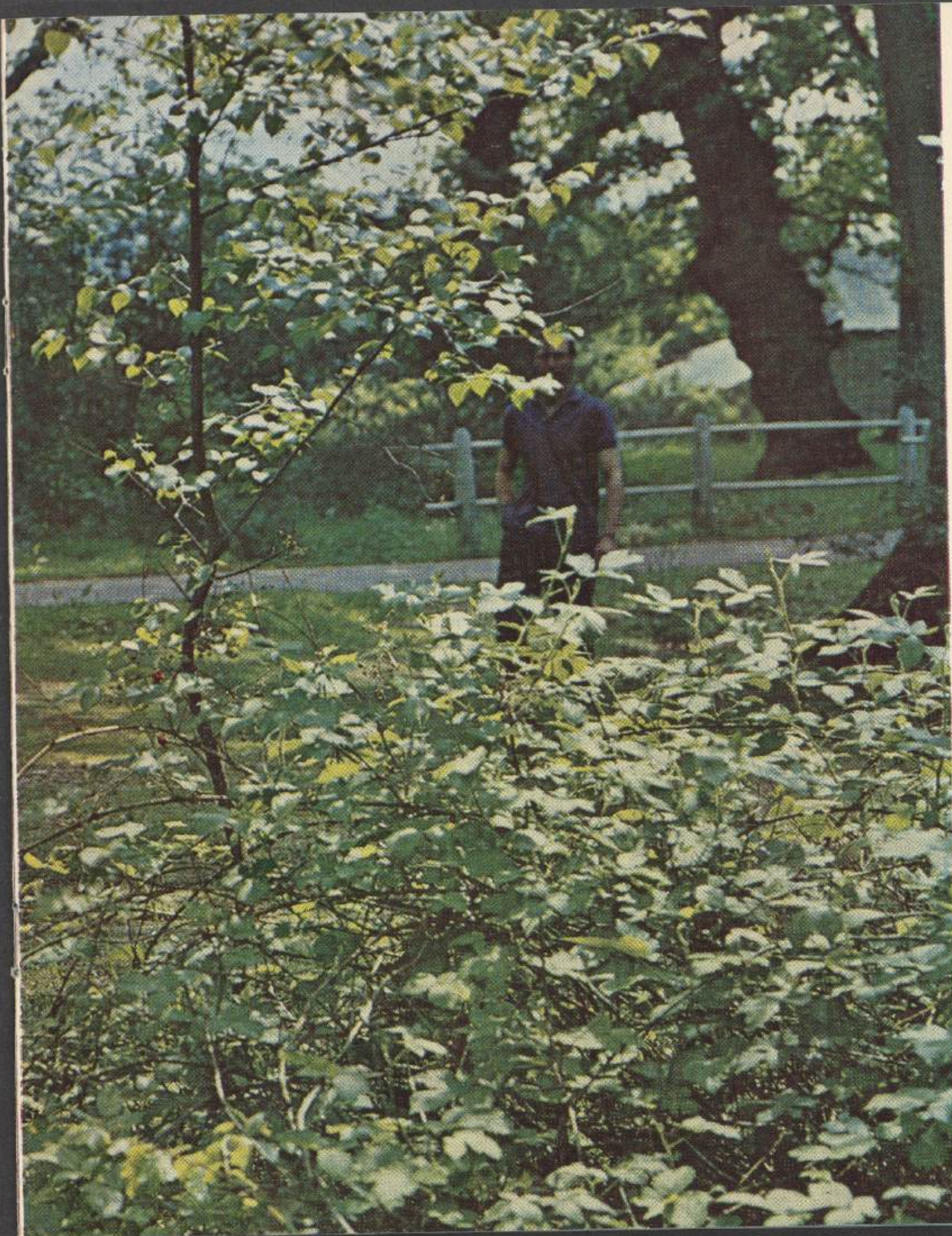
luxury, the highest standards of comfort and distinction of line: in my opinion these are there in full measure. But I feel it is the essential character of the DB5, and its ability to perform perfectly in all conditions from congested traffic to an open Autostrada that makes this car so intensely satisfying to own. As Peter Ustinov once remarked: "An Aston Martin is the car that forgives you".'

Aston Martin has always been the car for the discriminating motorist; the new Aston Martin DB5 offers a standard of styling, comfort and power that will be hard to equal. Among a number of refinements, the introduction of shielded headlights adds to the low, sleek line of the coachwork. For greater safety, the car is fitted with day-night turn indicators. The intensity of the rear turn signals is reduced at night. It is the first British car to adopt this feature. The trailing edges of the doors carry red warning lights. Sundym Triplex safety glass all round cuts out glare whilst reducing heat inside the car. New exhaust system reduces all sound inside the car to an absolute minimum. Windows are electrically controlled from switches on facia. The performance of Aston Martin cars is legendary. The new DB5 has a 4-litre engine with 3 S.U. carburettors, developing 282 b.h.p. at 5,500 r.p.m. The all-synchromesh gearbox is fitted with a short central gear lever. Other Aston Martin 'firsts' are the new special diaphragm clutch, which combines high torque capacity with light pedal action, and the new electrical generating system which ensures that the battery is kept fully charged even at low engine speeds. Also, for the first time, as an alternative to an all-synchromesh gearbox, the Aston Martin DB5 is available with fully automatic transmission.









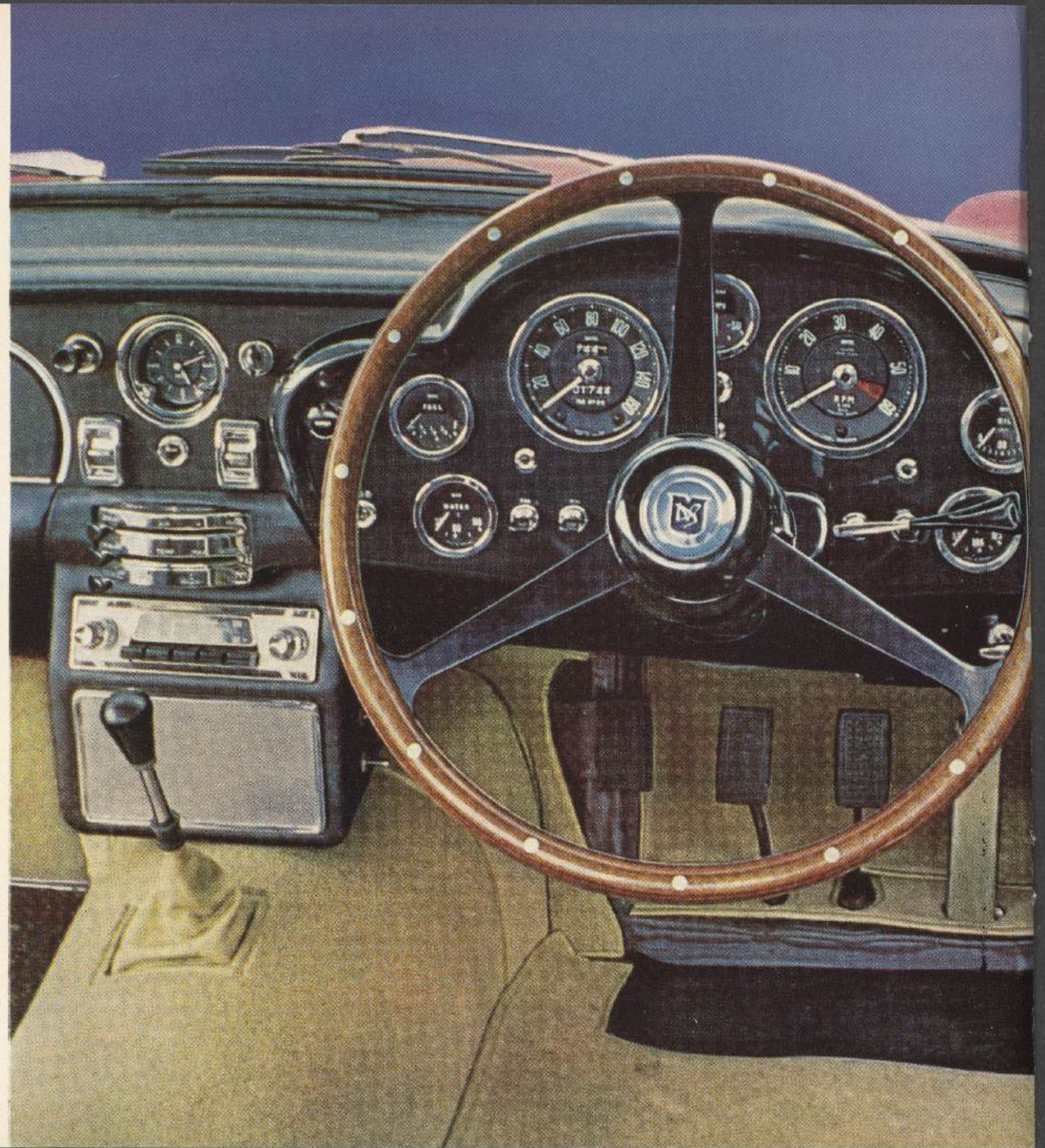
A rare combination has been achieved with this new convertible: it is extremely elegant and completely practical. The rigid construction ensures torsional rigidity and beam stiffness: the hood is simple to stow and erect, and remains taut, wind and weatherproof and noise-free at high speed. All the DB5 innovations are embodied in the Convertible – down to the twin fillers to the fuel tank, fitted on either side of the car, and an under bonnet light. The capacity of the door pockets has been increased to take papers, documents, maps, etc., without crushing them. One of the delights of the Aston Martin DB5 is that it is as easy and pleasing to drive in a busy city as it is on the open road.

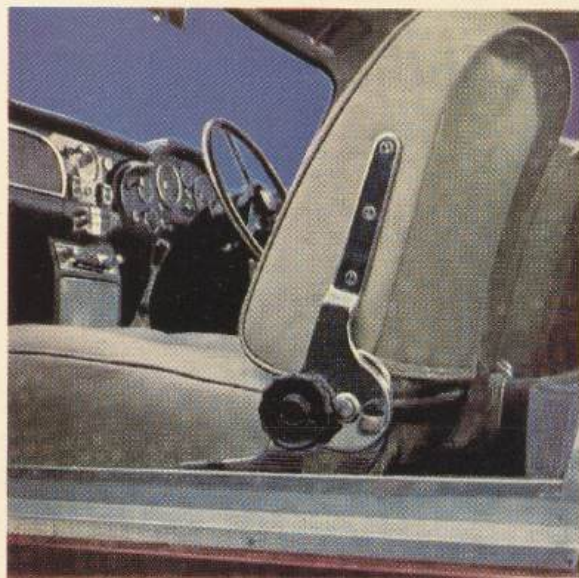


Alternatively, an easily-fitted, detachable hardtop constructed in steel to ensure rigidity is available for this model. One of the unique features of the Aston Martin DB5 Convertible is the unusually large rear window when the hardtop is in place. This gives a clear, unrestricted view for driving and an agreeable sense of spaciousness.



Trailing edges of the doors carry red warning lights.



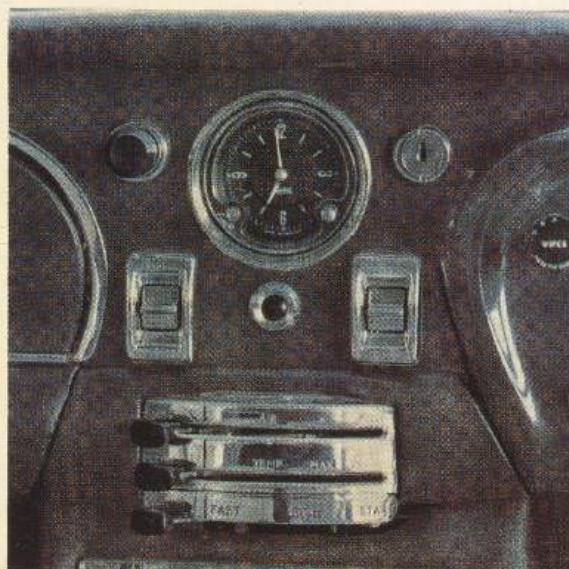


Front seats are completely adjustable.

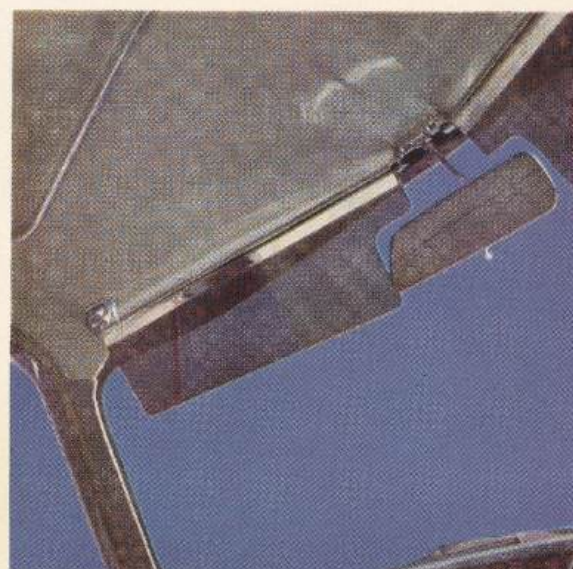
Finest quality English coach hide upholstery and thick pile carpet throughout sets the tone of the interior of the DB5. The aim is to provide the most complete comfort, luxury and elegance without ostentation. Careful design and grouping of the instruments ensures that all readings are registered at a glance.



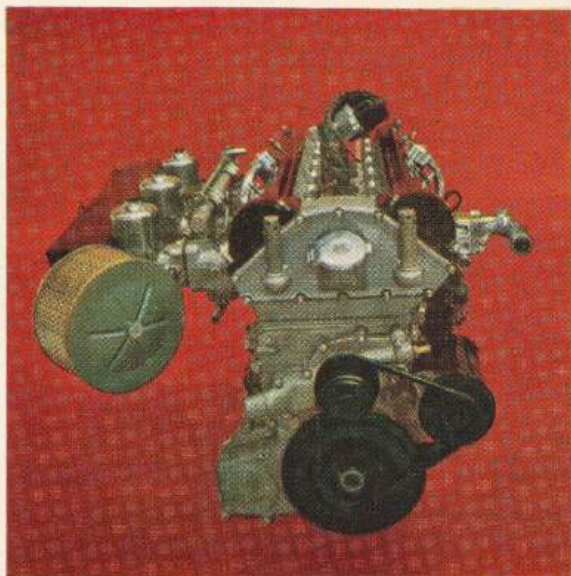
Special interior lights do not interfere with the driver's vision.



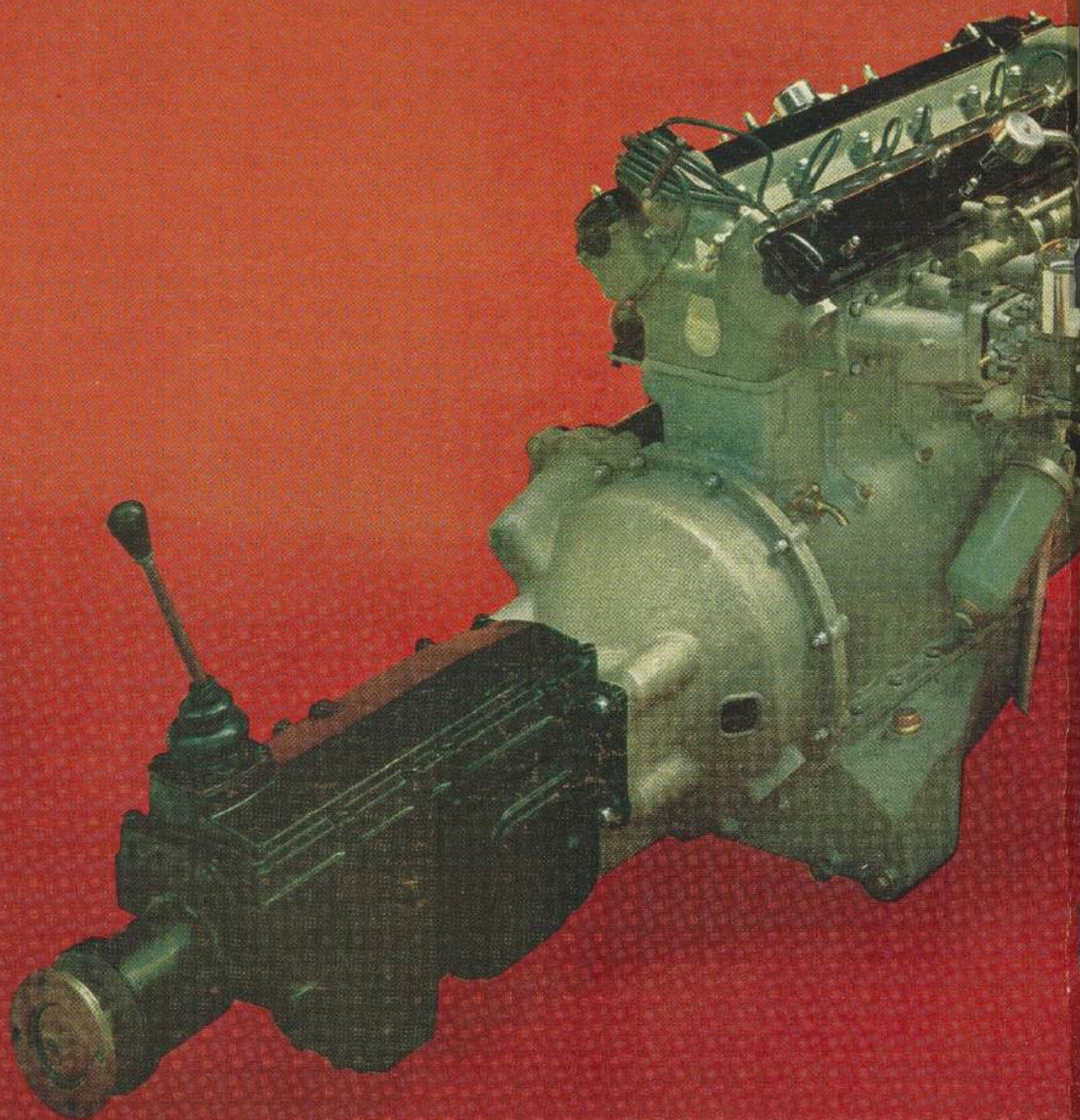
Quadrant type mixture and fast-idle control with red warning light. The electric window lift design is exclusive to Aston Martin.

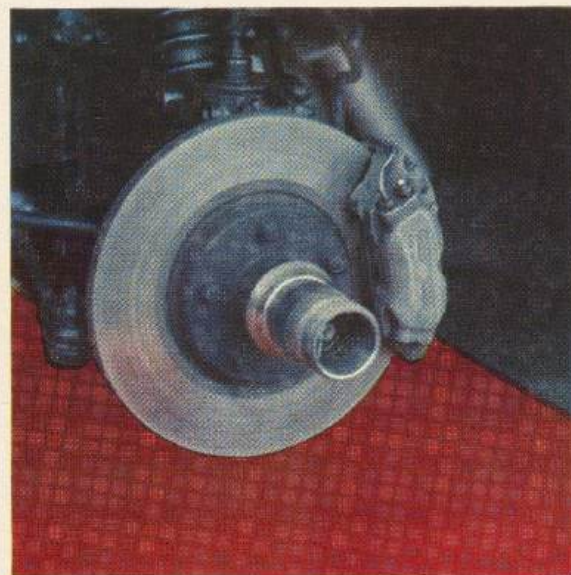
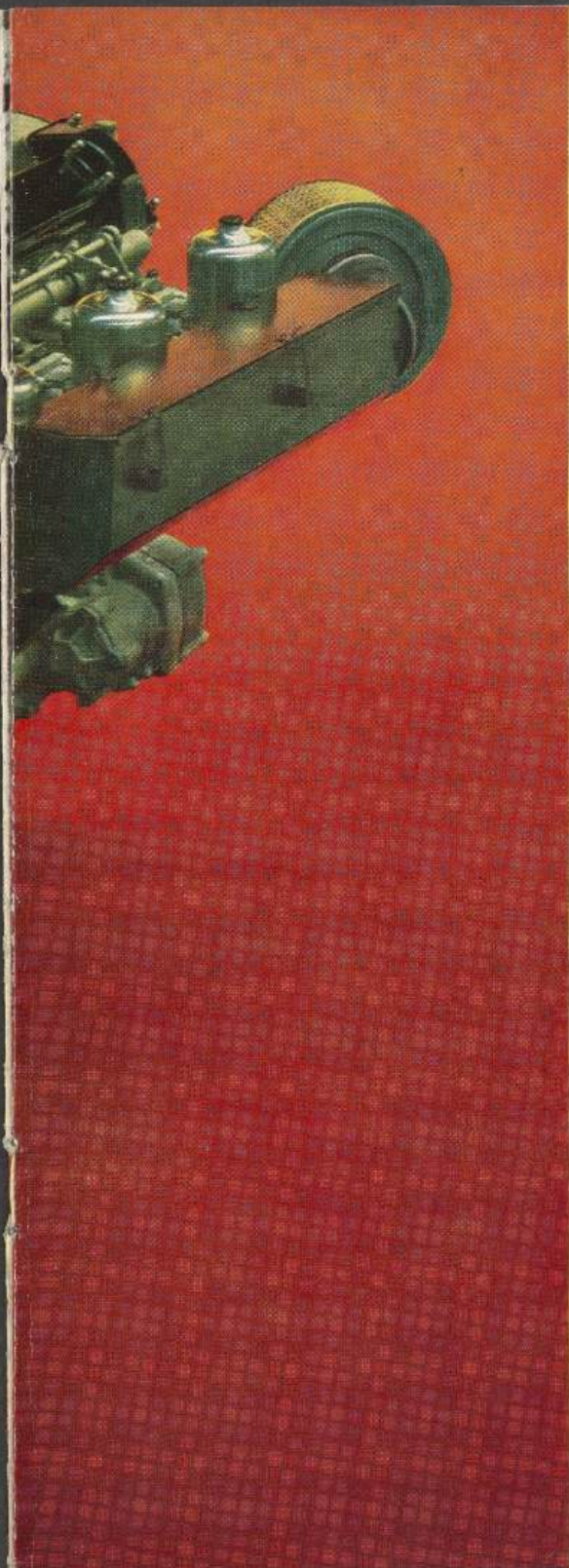


Anti-glare visors. Instantly adjustable day/night rear mirror.

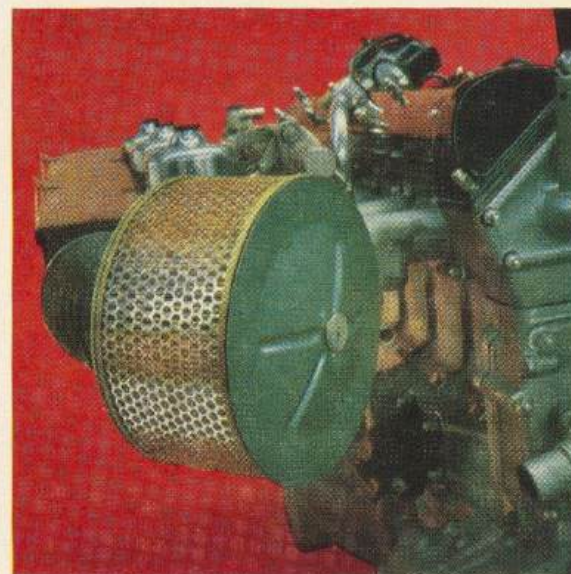


The Aston Martin 4-litre, 6-cylinder engine develops 282 b.h.p. at 5,500 r.p.m. Power is transmitted through a new diaphragm spring clutch.

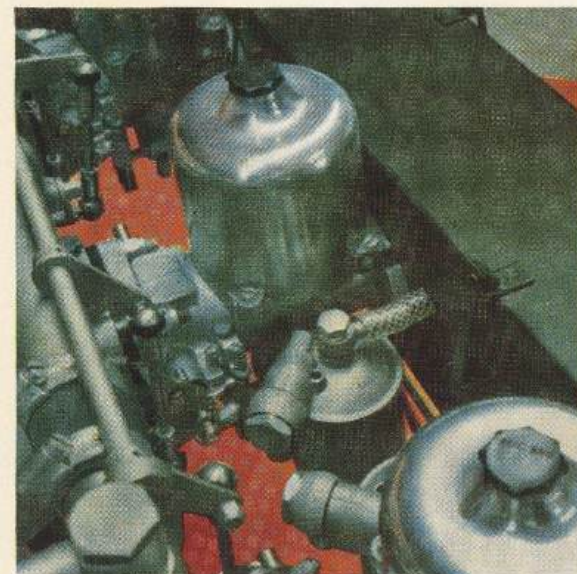




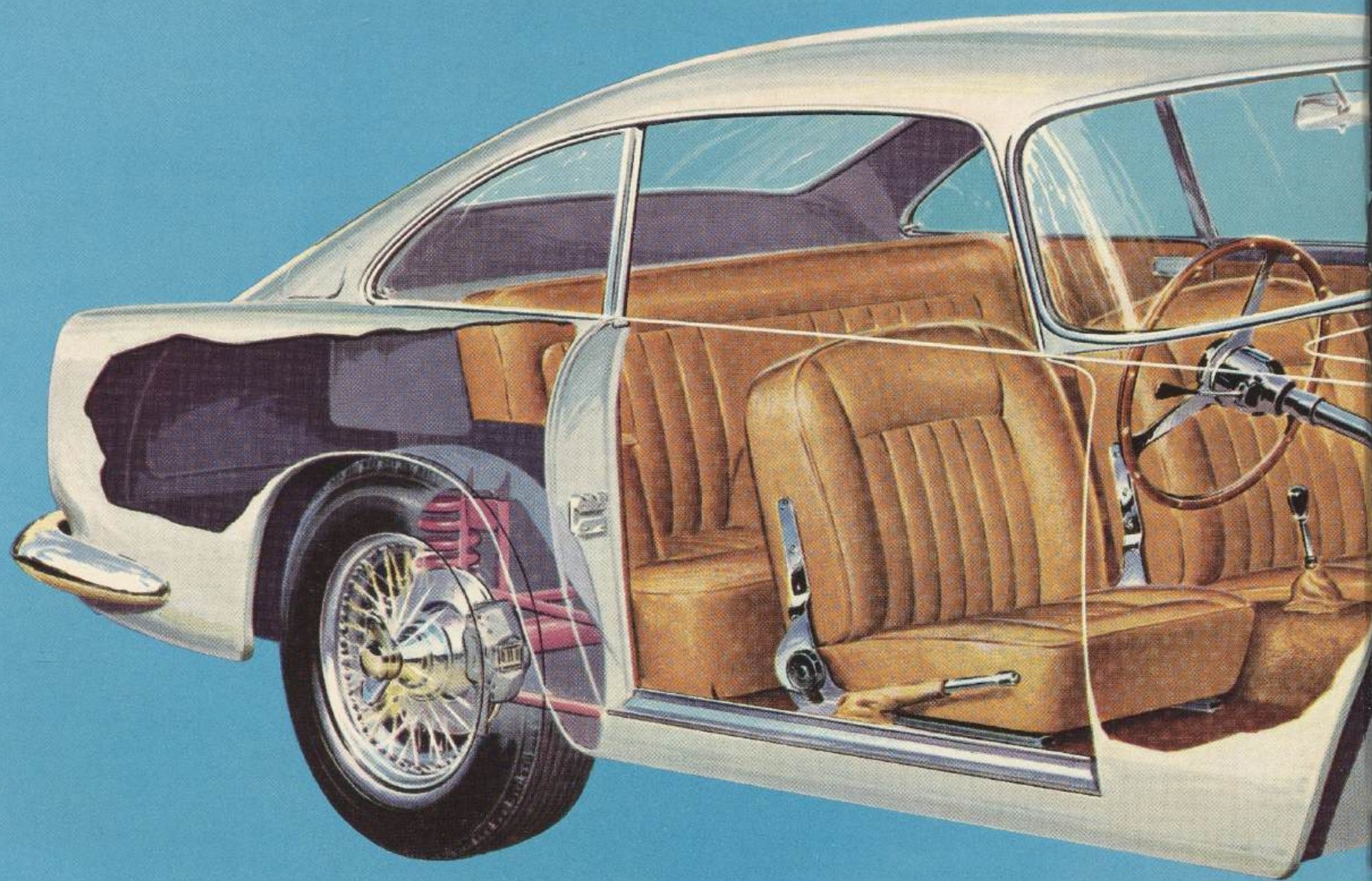
Girling disc brakes are fitted on all four wheels. Front and rear are operated independently from a tandem master cylinder and have independent servos.

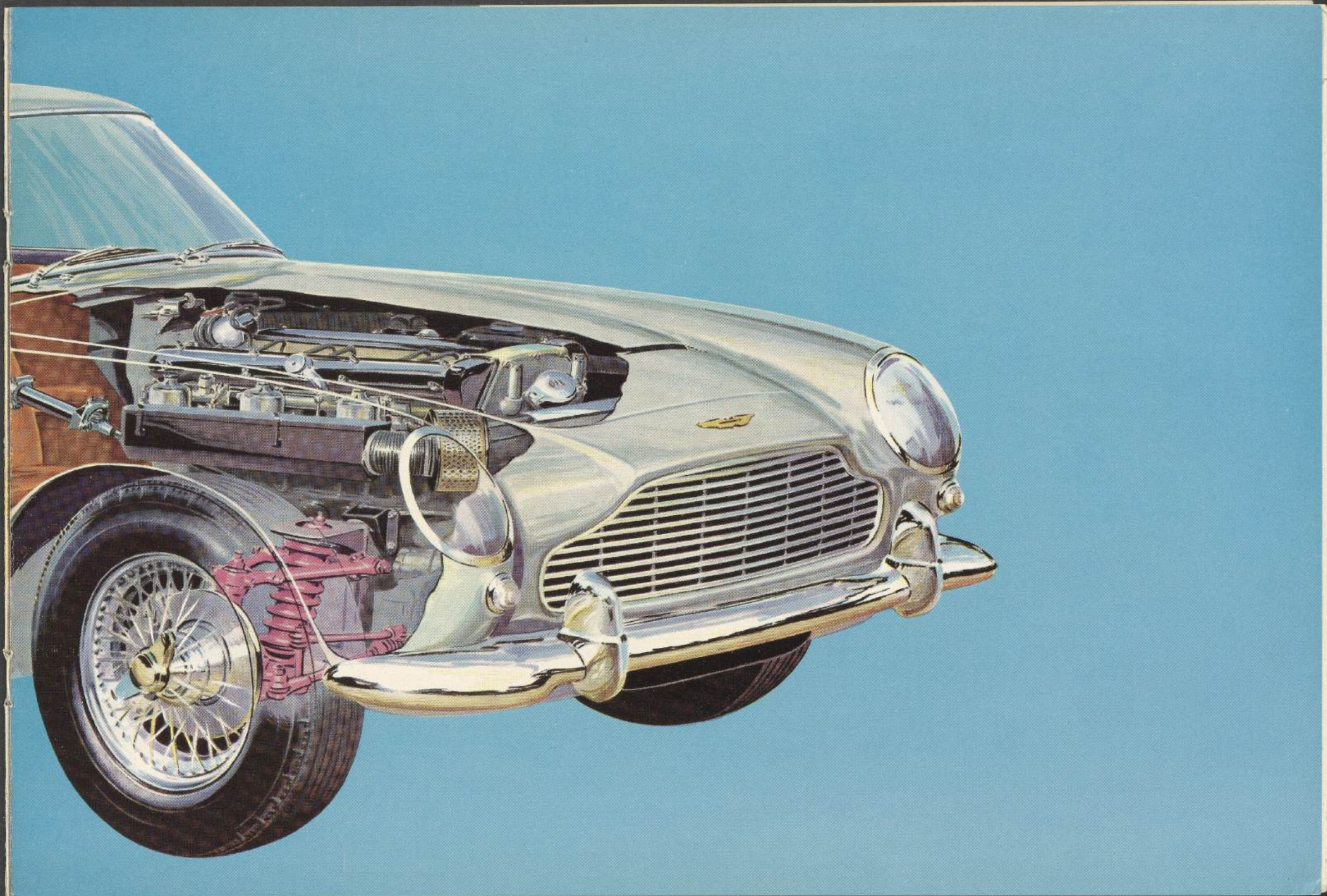


Micronic air filter, designed especially for the Aston Martin engine.



Triple S.U. carburetors fitted to the 4-litre Aston Martin.





ASTON MARTIN DB5 GENERAL SPECIFICATION

The Aston Martin 4-litre engine, fitted with three S.U. carburettors, develops 282 b.h.p. net at 5,500 r.p.m. A micronic air filter is fitted and a full flow oil filter with by-pass oil cooler is included in the standard specification.

Power is transmitted through a new special diaphragm clutch to the all-synchromesh gearbox which is fitted with a short central gear lever. As an alternative a fully automatic transmission fitted with an intermediate gear hold control operated from the steering column is offered.

Front suspension: Independent coil springs with unequal length wishbones and hydraulic telescopic shock absorbers. Rack and pinion steering.

Rear suspension: Coil springs, the axle being located by trailing arms and Watt linkage.

Disc brakes front and rear are operated by a tandem master cylinder and separate suspended vacuum servo units are provided for front and rear brakes. The hand-brake lever is mounted on the floor and operates on the rear discs.

The electrical equipment is 12 volts and a heavy duty A/C alternator is fitted which maintains a charge rate even at engine idling speed. Aston Martin electric window lifts are included in the standard specification and red safety lights which operate when the doors are opened are fitted in the rear of the doors.

The electrical specification is comprehensive and includes such details as map reading lamp, cigar lighter, under bonnet lamp, a steering column finger-tip lever

for operating self-cancelling flashing indicators, head-lamp high and low beams and for flashing headlamps. Twin reversing lamps. Day/night relay to rear indicators.

The Aston Martin four-seater body is constructed from magnesium aluminium alloy panels. The steel platform chassis is integral with the tubular steel superstructure.

The body-chassis unit is completely rust proof, sound insulated and undersealed. All seats are upholstered in finest quality English hide, the bucket type reclining front seats are fully adjustable. Deep pile Wilton carpets with felt underlay are fitted throughout. Laminated safety glass is fitted to the wrap-round windscreen and Sundym safety glass is used all round. Dual petrol fillers are fitted.

The spare wheel is carried in a separate waterproof compartment beneath the luggage boot floor. A full kit of tools and a hydraulic jack is provided.

Principal dimensions:

Wheelbase	8' 2"
Overall length	15' 0"
Overall width	5' 6"
Overall height	4' 5"
Turning circle	34' 0"



1964 Aston Martin DB5 Salo Specification

Aston Marti
Telephone: Newpor
London Showrooms

ASTON MARTIN LAGONDA LIMITED · NEWPORT PAGNELL · BUCKS · TELEPHONE:
NEWPORT PAGNELL · LONDON SHOWROOMS: 96/97 PICCADILLY ·



Aston Martin Lagonda Limited • Newport Pagnell • Berks
Telephone: Newport Pagnell 29 • Telegrams: Astomartia, Newport Pagnell
London Showrooms: 96/97 Piccadilly • W.1. • Telephone: Grosvenor 7747



1964 Aston Martin DB5 Saloon and Convertible Specifications

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NEWPORT PAGNELL · LONDON SHOWROOMS: 96/97 PICCADILLY · W1 · TELEPHONE: GROSVENOR 7747

Engine: Six-cylinder twin overhead camshaft. Bore 96 mm (3.78 in.) Stroke 92 mm (3.62 in.) Capacity 3995 cc (244 cu. in.) Triple S.U. carburetors with air box and micronic filter. Compression ratio 8.9 : 1. 282 b.h.p. net at 5,500 r.p.m.

Cylinder Block: Cast in aluminium alloy. Centrifugally-cast chrome vanadium iron top seating wet liners.

Crankshaft: Forged in chrome molybdenum steel, statically and dynamically balanced. The shaft is carried in seven 2½ in. diameter (69.85 mm) steel backed, lead bronze bearings.

Cylinder Head and Valve Operation: Cast in aluminium alloy and incorporating fully machined hemispherical combustion chambers. Large diameter valves inclined to 80° included angle, with exhaust valve guides in direct contact with water. Twin overhead camshafts operate the valves direct through the medium of cyanide hardened nickel molybdenum steel tappets. Camshaft driven by two-stage Duplex roller chains with manually adjusted tensioners.

Pistons and Connecting Rods: Die-cast aluminium alloy. Three compression rings. One twin segment oil control ring, large diameter gudgeon pin located by circlips. Forged connecting rods in nickel chrome molybdenum steel, weight graded and balanced.

Lubrication System: By front mounted chain-driven oil pump and full flow filter. Oil cooler standard equipment

Cooling System: Cooling by pump and thermostatically controlled electric fan. Cross-flow radiator with separate header tank.

Ignition: High efficiency coil with ballast resistor. Distributor incorporating automatic advance and vernier adjustment.

Clutch: Hydraulically operated diaphragm clutch.

Gearbox: David Brown Aston Martin four-speed with spring-loaded reverse stop. Baulk ring synchromesh on 1st, 2nd, 3rd and top gears. Ratios: top, 1 : 1; 3rd, 1.25 : 1; 2nd, 1.85 : 1; 1st, 2.92 : 1; reverse, 2.52 : 1. Alternative five-speed all synchromesh gearbox. Ratios: top, 0.834 : 1; 4th, 1 : 1; 3rd, 1.23 : 1; 2nd, 1.76 : 1; 1st, 2.73 : 1; reverse 3.31 : 1.

Overdrive: Ratio 0.82 : 1. Optional extra, with four-speed gearbox.

Propeller Shaft: Needle roller bearing, dynamically balanced.

Final Drive: Hypoid rear axle. Ratio with four-speed gearbox 3.31 : 1. Alternative 3.54 : 1 ratio. With five-speed gearbox and four-speed with overdrive 3.77 : 1.

OVERALL RATIOS				Five-Speed Gearbox	
Four-Speed Gearbox				Top	3-14
Overdrive	-	-	3-09	4th	3-77
Top	3-31	3-54	3-77	3rd	4-64
3rd	4-14	4-42	4-71	2nd	6-64
2nd	6-14	6-56	6-99	1st	10-29
1st	9-67	10-34	11-01		

Suspension: Front: Independent, incorporating transverse wishbones and ball jointed king pin. Co-axial coil springs and large diameter telescopic shock absorbers.

Rear: Live axle mounted on parallel trailing links and located transversely by Watt linkage. Helical coil springs mounted behind axle. Large double acting piston type shock absorbers.

Steering: Rack and pinion steering, 16 in. diameter (40.64 cm) wood rimmed steering wheel. Column angle adjustable.

Brakes: Girling disc front and rear, tandem master cylinder, separate suspended vacuum servos for front and rear brakes. Floor mounted handbrake lever operating on rear discs. Fluid level and handbrake warning light.

Fuel System: Tank capacity: Standard, 19 Imperial galls. (86.4 litres, 22.8 U.S. galls.); Convertible, 16 Imperial galls. (72.7 litres, 19.2 U.S. galls.). Electrically operated reserve, 3 Imperial galls. (13.6 litres, 3.6 U.S. galls.). Twin S.U. high pressure electric fuel pump.

Exhaust System: Twin pipe system with four high efficiency silencers.

Wheels and Tyres: Dunlop centre-lock wire wheels with 5½ in. (13.9 cm) wide rims. 6-70 in. × 15 in. tyres.

Electrical Equipment: Lucas 12-volt system, 60-amp-hour battery with master switch. Heavy-duty ventilated A.C. alternator. Starter motor, distributor and oil-filled coil. Aston Martin electric window lifts, two-speed windscreen wipers and electric windscreen washer, operated by single control knob. Twin wind tone horns. Steering column finger-tip lever for operating self-cancelling flashing direction indicators, headlamp high and low beams and for flashing headlamps. Instrument panel illumination controlled by rheostat switch. Map reading and interior courtesy lights. Doors fitted with red safety lights in the rear edges. Cigar lighter. Under bonnet lamp. Large built-in headlamps with separate front parking lamps incorporating flashing direction indicators. Side flasher repeaters. Rear: Stop lamps and flashing direction indicators incorporating Day/Night intensity relay. Twin reversing lamps.

Instruments: Speedometer, Impulse Tachometer, oil pressure gauge, oil temperature gauge, water temperature gauge, fuel gauge with reserve warning light, ammeter and electric clock.

Heating and Ventilation: Comprehensive heating and ventilating system providing fresh air to driver or passenger's side at choice. Controls arranged for the whole heater output to be used for windscreen defrosting if required.

Body: 'Superleggera' magnesium aluminium alloy panelled tubular steel framed four-seated in unit with steel platform chassis. Body chassis unit completely rust proofed, sound insulated and undersealed. All seats upholstered in finest quality English hide.

Bucket type reclining front seats fully adjustable. Pile carpets throughout. Lockable glovebox. Sun visors. Passenger's grab handle. Wrap-round laminated safety glass windscreen. Framed door windows and opening quarter lights on saloons. Sundym glass throughout. Two petrol filler caps operated from interior. Ample luggage accommodation is provided in the rear boot with lockable lid and separate key. Heavy duty wrap-round bumpers. Attachment points for safety belts.

Spare Wheel and Tools: The Spare wheel is carried in a separate waterproof compartment underneath the boot floor. The tools are contained in a roll accommodated in the boot.

Jacking: By hydraulic jack engaging sockets adjacent to each wheel.

GENERAL DIMENSIONS:

	Convertible	Saloons
Wheelbase	8' 2"	8' 2"
Track: front	4' 6"	4' 6"
rear	4' 5½"	4' 5½"
Overall length	15' 0"	15' 0"
Overall width	5' 6"	5' 6"
Overall height	4' 5"	4' 4"
Ground clearance	6½"	6½"
Turning circle	34' 0"	34' 0"
Kerb weight	3,233 lb.	3,233 lb.

ASTON MARTIN DB5 CARACTÉRISTIQUES ABRÉGÉES

Moteur: 6 cylindres, arbre à cames en tête jumelés, carburateurs S.U. triples. Alésage 96 mm, course 92 mm, cylindrée 3995 cm³, compression 8,9, puissance 282cv à 5500 tr/mm, vitesse du piston 1012 m/mn.

Système D'Alimentation: Pompe d'alimentation électrique S.U. double, Capacités: Conduite intérieure 86,4 litres, Décapotable: 72,7 litres. Réserve pour les deux modèles: 13,6 litres. Essence: Supercarburant à 100 d'octane.

Embrayage: Borg and Beck à double disque de 228 mm, à commande hydraulique.

Boîte de Vitesses: Aston Martin 4 vitesses, 1re, 2e, 3e, 4e, synchronisées. Rapports: 4e: directe, 3e: 1,25, 2e: 1,85, 1re: 2,92, marche arrière: 2,52. Overdrive (sur option) 0,82.

Alternative: 5 vitesses 1re 2e 3e 4e 5e synchronisées 5e 0.834:1 4e 1:1 3e 1.23:1 2e 1.76 1re 2.7 marche arrière 3.31:1.

Transmission: Pont arrière hypoide, rapport: 3,31 ou sur option: 3,54, 3,77, avec overdrive: 3,77

Suspension: Avant: Indépendante, incorporant des bras transversaux, ressorts hélicoïdaux, amortisseurs à piston. Arrière: Bras parallèles à articulation transversale, ressorts hélicoïdaux, amortisseurs à piston.

Direction: Crémaillère et pignon, volant de direction à jante en bois, colonne de direction à angle réglable.

Freins: Girling à disque, avant et arrière, servo-freins suspendus séparés pour les freins avant et arrière, frein à main sur les roues arrière.

Roues et Pneus: Roues à rayons Dunlop, pneus de 6,70 × 15.

Équipement Électrique: Tension 12v, glaces à commande électrique, essuie glace à deux vitesses, lave-glace électrique, phares clignotants, lampe de lecture de carte, éclairage sous capot, lampes de recul doubles, et nombreux autres articles.

Carrosserie: Panneaux en aluminium au magnésium 'Superleggera' sur cadre en tube d'acier, quatre places avec châssis plateforme en acier. Entièrement protégée contre la rouille, insonorisée et dessous de caisse traité avec un produit d'étanchéité. Garniture tout cuir, sièges avant type baquet, pare-brise panoramique, toutes vitres en verre 'Sundym', volume intérieur 2,7 m³, coffre à bagages 0,4 m³ hauteur libre entre sièges et pavillon 910 mm, chauffage et ventilation efficaces avec nombre d'autres accessoires.

	Décapotable	Conduite intérieure
Empattement	2490 mm	2490 mm
Voie: avant, arrière	1370 × 1360 mm	1370 × 1360 mm
Longueur hors tout	4570 mm	4570 mm
Largeur hors tout	1680 mm	1680 mm
Hauteur totale	1340 mm	1320 mm
Garde au sol	159 mm	159 mm
Diamètre de braquage	10.4 metres	10.4 metres
Poids en ordre de marche	1470 kg	1470 kg

ASTON MARTIN DB5 KURZANGABEN

Motor: 6 Zylinder, 2 obenliegende Nockenwellen, drei S.U.-Vergaser. Bohrung 96 mm, Hub 92 mm, Hubraum 3995 ccm, Verdichtung 8,9 : 1, 282 B.H.P. bei 5.500 U/min., Kolbengeschwindigkeit 1012 m/min., max.

Kraftstoffsystem: Zwei elektrische S.U. Pumpen, Tank: Tourenwagen 86,4 Liter, Cabrio 72,7 Liter. Reserve für beide Modelle 13,6 Liter. Kraftstoffgrad: Super, mindestens 100 Oktan.

Kupplung: Borg and Beck 228 mm Doppelscheibenkupplung mit Öldruckbetätigung.

Getriebe: Aston-Martin Vierganggetriebe, alle Gänge vollsynchronisiert.

	Übersetzung	AUF WUNSCH Übersetzung
1. Gang	2,92 : 1	1 Gang 2,7 : 1
2. Gang	1,85 : 1	2 Gang 1,76 : 1
3. Gang	1,25 : 1	3 Gang 1,23 : 1
4. Gang	1 : 1	4 Gang 1 : 1
Overdrive (a.W.)	0,82 : 1	5 Gang 0,834 : 1
Rückwärtsgang	2,52 : 1	

Hinterachse: Hypoidverzahnt, Übersetzung 3,31 : 1. Wahlweise auch 3,54 : 1, 3,77 : 1, mit Overdrive 3,77 : 1.

Federung: vorn: Einzelradaufhängung, Querlenker, Schraubenfedern, Teleskopstoßdämpfer. hinten: Parallel-Zugstreben, Schraubenfedern, Kolbenstoßdämpfer.

Lenkung: Zahnstange und Ritzel, 406 mm Lenkrad mit Holzfelge, Lenksäulenneigung verstellbar.

Bremsen: Girling-Scheibenbremsen vorn und hinten, getrennte Bremsgeräte für Vorder- und Hinterradbremsen, mechanische Handbremse für Hinterräder.

Räder und Bereifung: Dunlop-Speichenräder, 6-70-15 Reifen.

Elektrische Ausstattung: 12 V-Anlage, elektrische Fensterkurbeln, Zweigang-Scheibenwischer, elektr. Scheibenwaschanlage, Lichthupe, Kartenleselampe, Motorraumbeleuchtung, zwei Rückfahrscheinern, sowie zahlreiche andere Ausrüstungsgegenstände.

Karosserie und Inneres: 'Superleggera'-Leichtmetallkarosserie, Stahlrohrrahmen auf Stahl-Bodenlage. Völlig rostgeschützt, schallisoliert und mit Unterschutz überzogen. Lederpolsterung, Sport-Vordersitze, Panoramawindschutzscheibe. Alle Scheiben aus getöntem Glas. Innenraum 2,7 m³, Kofferraum 0,4 m³, Kopffreiheit 910 mm. Wirksame Heizungs- und Belüftungsanlage, viele weitere Ausstattungen.

	Cabrio	Tourenwagen
Radstand	2490 mm	2490 mm
Spurweite: vorn	1370 mm	1370 mm
hinten	1360 mm	1360 mm
Wendekreis	10.4 metres	10.4 metres
Zul. Gesamtgw.	1761 kg	1761 kg
Länge	4570 mm	4570 mm
Breite	1680 mm	1680 mm
Höhe	1340 mm	1320 mm
Bodenfrei.	159 mm	159 mm
Leergewicht	1410 kg	1410 kg

ASTON MARTIN DB5 COMPENDIO DEI DATI TECNICI

Motore: 6 cilindri, due alberi a camme in testa, tre carburatori S.U. Alesaggio 96 mm, Corsa 92 mm, cilindrata 3995 cc, rapporto di compressione 8,9 : 1, Potenza al freno 282 B.H.P. a 5.500 giri min, velocità del pistone 1012 m/min, coppia max.

Alimentazione: Doppia pompa carburante elettrica S.U. Capacità serbatoio del carburante: Coupé 86,4 litri, Spider: 72,7 litri, Riserva per entrambi i modelli: 13,6 litri. Carburante: Super da 100 Ottani.

Frizione: Borg and Beck bidisco da 228 mm, con comando idraulico.

Scatola Cambio: Aston-Martin a 4 velocità tutte sincronizzate. Rapporti di trasmissione: 1 : 1 IV), 1,25 : 1 III), 1,85 : 1 II), 2,92 : 1 I), 2,52 : 1 Retromarcia, 0,82 : 1 Overdrive (A richiesta).

A Richiesta: 5 velocità tutte sincronizzate. Rapporti di trasmissione: 0.834 : 1 V), 1 : 1 IV), 1.23 : 1 III), 1.76 : 1 II), 2.7 : 1 I).

Ponte Posteriore: Coppia conica ipoidale, Rapporti: 3,31 : 1 oppure a richiesta 3,54 : 1, 3,77 : 1, con Overdrive 3,77 : 1.

Sospensioni: Anteriore: A ruote indipendenti, trapezi, molle elicoidali, ammortizzatori telescopici. Posteriore: Biellaggio parallelo articolato, molle elicoidali, ammortizzatori a leva.

Sterzo: Pignone e cremagliera, volante di 406 mm di diametro e di legno, Inclinazione della colonna del volante regolabile.

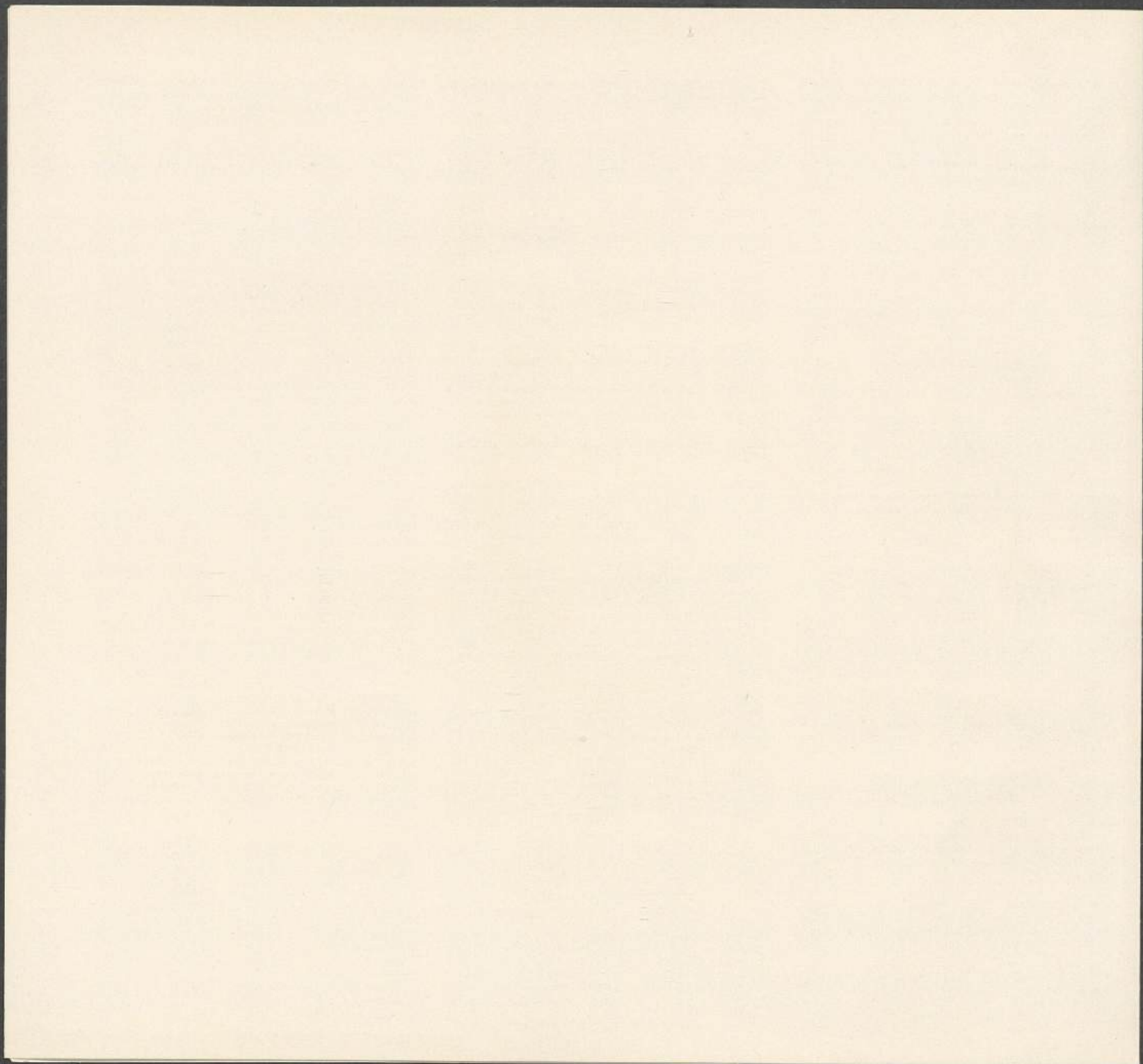
Freni: Girling a disco sia anteriormente che posteriormente, servofreno sospeso separato per i freni anteriori e posteriori, freno a mano sui posteriori.

Ruote e Pneumatici: Ruote a raggi Dunlop, pneumatici 6,70 × 15.

Impianto Elettrico: a 12 volt, vetri a funzionamento elettrico, tergicristallo a due velocità, lavavetro elettrico, fari a lampeggiamento, luce lettura mappe, luce sotto il cofano, luci doppie retromarcia, e parecchie altre voci.

Carrozzeria: 'Superleggera' di pannelli di lega di alluminio e tralicci di acciaio tubolare, a quattro posti, a struttura di acciaio portante. Perfettamente a prova di ruggine e ben isolata per quanto riguarda i rumori e l'acqua. Selleria in pelle, sedili anteriori individuali 'avvolgenti', parabrezza panoramico, Vetri Sundym, volume interno vettura 2,7 m³, capacità portabagli 0,4 m³, altezza per la testa 91 cm, efficace impianto di riscaldamento e ventilazione, e numerose altre voci.

	Spider	Coupe
Passo	2490 mm	2490 mm
Carreggiata: ant.	1370 mm	1370 mm
post	1360 mm	1360 mm
Lunghezza	4570 mm	4570 mm
Larghezza	1680 mm	1680 mm
Altezza	1340 mm	1320 mm
Distanza dal suolo	159 mm	159 mm
Diametro di sterzata	10.4 m	10.4 m
Peso in ordine di marcia	1470 kg	1470 kg





THE DAVID BROWN ASTON MARTIN DB5

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