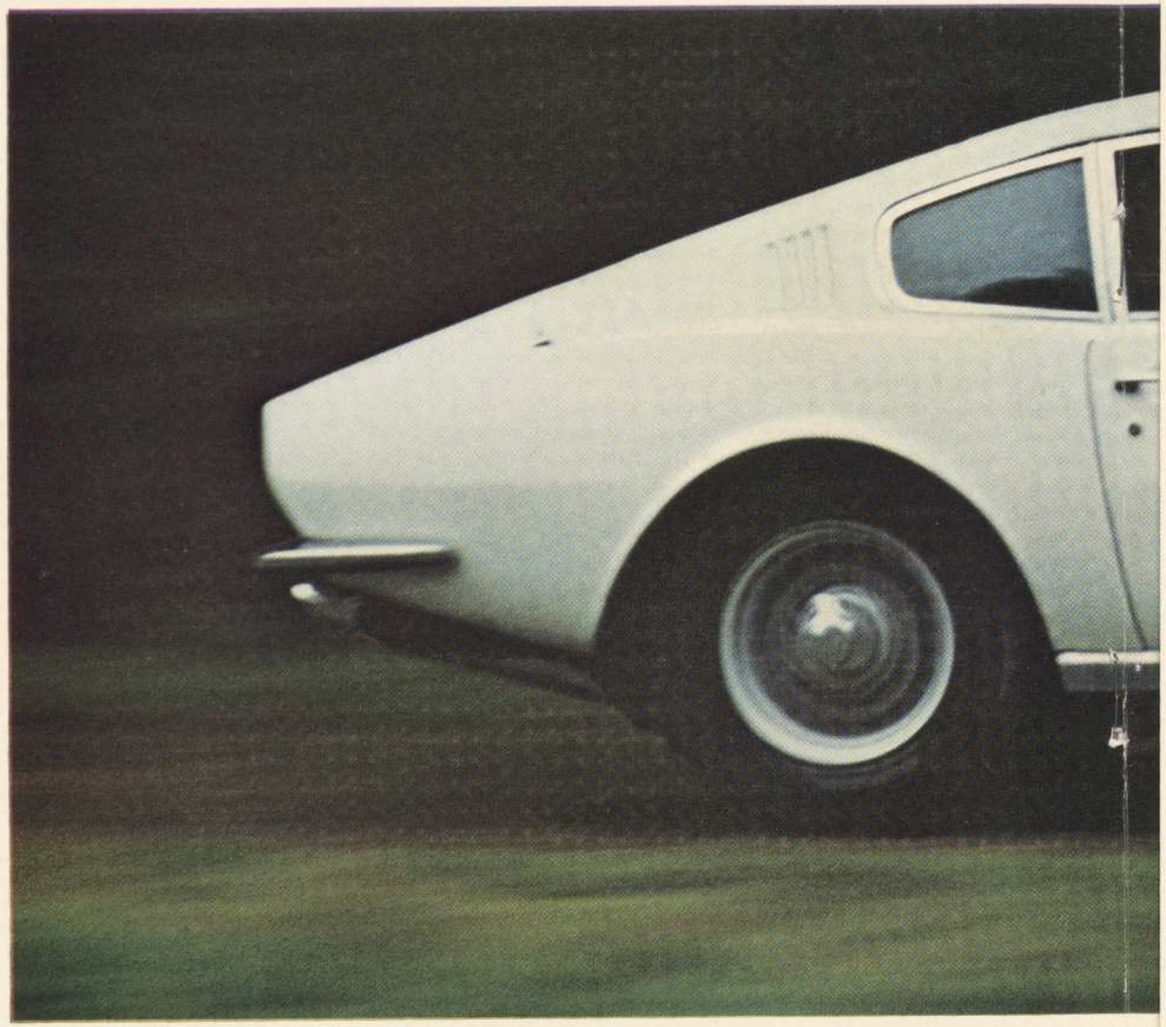


DBS

DBS

The DBS is the materialisation of a dream. The dream of Aston Martin-Lagonda's Chairman, David Brown, brought to reality by the Company's own designers and engineers. The aim:to match the flair and performance of the renowned DB series of thoroughbred sports cars with the grace and docility of the finest town car. The DBS is the result. British in design, British in execution, no fraction of it is compromise—only a blend of the finest in elegance, speed, comfort and safety. A worthy addition to a line of historic cars that have borne the proud symbol of Aston Martin.







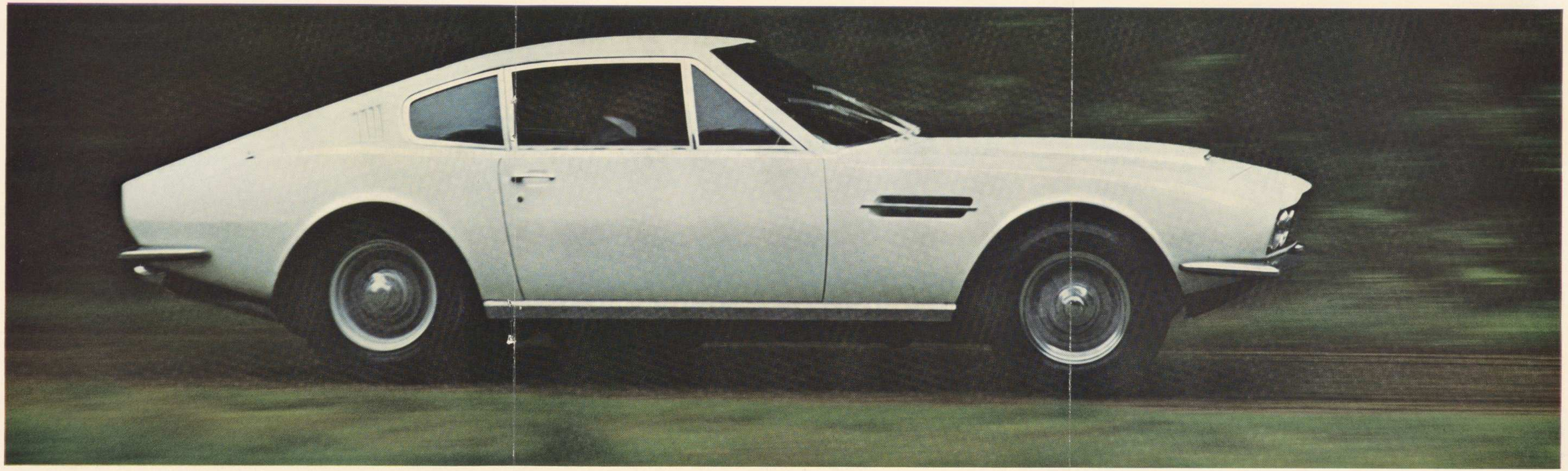


A new Aston Martin model bristling with technical innovations and clad in a beautifully sculptured body is not the result of slavish trend following. For fashion plays a very muted role in the design and styling of Aston Martin motor cars compared with the ceaseless quest to amalgamate all that is best – *and proven* – in advanced automobile engineering.

So it is with the DBS.

The principle of De-Dion suspension is almost as old as motoring, yet it has only been incorporated for the first time in a *production* Aston Martin after many years of experimentation to produce a system with clear advantages over previous installations – and this in a marque revered for its road holding capabilities.

The same criteria has been applied to all other refinements in this, the most assured Aston Martin ever.



DBS SPECIFICATION

Engine. Six-cylinder twin overhead camshaft. Bore 96 mm (3·78 in.). Stroke 92 mm (3·62 in.). Capacity 3995 cc (244 cu. in.). Three S.U. carburettors fed through large micronic air filter and distribution box. Compression ratio 8·9 : 1. 282 bhp at 5,500 rpm. 280 lb. ft. torque at 4,500 rpm. Alternative Vantage engine with three twin-choke Weber carburettors. Compression ratio 9·4 : 1. 325 bhp at 5,750 rpm. 290 lb. ft. torque at 4,500 rpm.

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. Shaft supported in seven 2¾ in. diameter (69·85 mm) steel backed, lead bronze bearings.

Cylinder head and Valve Operation. Head cast in aluminium alloy, incorporating fully machined hemi-spherical combustion chambers. Large diameter valves inclined at 80° included angle, exhaust valve guides in direct contact with water. Twin over-head camshafts operate on hardened nickel molybdenum steel tappets. Camshafts driven by two-stage Duplex roller chains with manual adjustment tensioners.

Piston and Connecting Rods. Die-cast aluminium alloy. Three compression rings. One spring steel 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 cartridge filter. Oil cooler standard.

Cooling system – cooling by pump and engine driven visco coupled fan. Cross-flow radiator with separate header tank.

Ignition – high efficiency oil-filled coil with ballast resistor. Distributor incorporating automatic advance and vernier adjustment.

Clutch. Hydraulically operated 9½ in. (24·13 cm) diameter single plate diaphragm spring clutch. Self adjusting.

Gearbox. Five speed, synchromesh on all forward gears. Fifth speed overdrive. Ratios: 5th 0·834 : 1, 4th 1·00 : 1, 3rd 1·23 : 1, 2nd 1·76 : 1, 1st 2·73 : 1, Reverse 3·31 : 1. Alternative transmission Borg Warner Model 8 three-speed epicyclic gear and torque converter incorporating dual drive range. Floor mounted stick shift operation. Manual over-riding control of 1st and 2nd gears. Ratios: Top 3·73–7·42 : 1, Intermediate 5·47–10·38 : 1, Low 8·95–18·8 : 1.

Propeller Shaft. Resilient shaft incorporating rubber torsion bushes. Needle roller bearings sealed for life lubrication. Shaft dynamically balanced.

Final Drive. Hypoid drive unit chassis mounted in rubber supported cradle. Limited slip differential standard. Ratios: 3·73 : 1, with automatic transmission 3·54 : 1.

Front Suspension. Independent, incorporating transverse unequal length wishbones and ball-jointed king pins. Co-axial coil springs and large diameter telescopic shock absorbers. Anti-roll bar.

Rear Suspension. De-Dion axle located by parallel trailing arms and Watt linkage Coil springs and double acting piston type shock absorbers incorporating adjustable ride control from instrument panel. Roller spline drive shafts.

Steering. Rack and pinion. 16 in. diameter (40·64 cm) wood-rimmed fully dished steering wheel incorporating telescopic adjustment. Collapsible steering column. 3¼ turns lock to lock.

Brakes. Girling disc brakes with tandem master cylinder, power assisted by separate suspended vacuum servos. Separate systems to front and inboard rear discs. Floor mounted fly off handbrake operates separate calipers on rear discs. Hydraulic fluid level and hand-brake warning light.

Pedals. Clutch, brake and accelerator pedals provided with two-position adjustment.

Fuel System. Tank capacity 21 Imperial galls. (25·2 U.S. galls., 95·4 litres). Electrically operated reserve, 3 Imperial galls. (3·6 U.S. galls., 13·6 litres). Dual S.U. high pressure electric fuel pump. Magnetically sealed filler covers conceal quick-release caps.

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

Wheels & Tyres. Centre lock wire wheels with 6 in. (15·2 cm) wide rims and 2·05 in. (52 mm) diameter forged hubs. 8·10 in. × 15 in. low profile high speed tyres.

Electrical Equipment. Lucas 12-volt system. 60 amp-hour battery with master switch. Heavy duty ventilated A.C. alternator. Two speed windscreen wipers and electric windscreen washer operated by single control knob. Steering column finger-tip levers for operating self-cancelling turn signals, headlamp high and low beams, flashing headlamps and horns. Instrument panel illumination controlled by rheostat switch. Map reading and interior courtesy lights. Doors fitted with red safety lights in the trailing edges. Two cigar lighters. Under bonnet lamp and luggage compartment lamp. Four headlamps with Quartz iodine main beams. Rear stop lamps and turn indicators incorporate day-night intensity relay. Twin reversing lamps. Electric window lifts. Heated rear window.

Instruments. Speedometer, impulse tachometer, oil pressure gauge. Water and oil temperature gauges. Fuel gauge with reverse warning light. Ammeter and electric clock.

Heating & Ventilation. Through flow fresh air ventilating system with extractors in rear quarters providing de-misting of the back window. Fresh air available at face level ventilators; a single control knob regulating the supply of fresh or heated air to the feet. For maximum heater performance air inside the car can be re-circulated, cutting off the cold air supply from outside. Single control knob can be set so that the whole heater output can be used for windscreen defrosting. Air conditioning optional.

Body. Four-seater panelled in aluminium alloy over rigid steel superstructure integral with safety platform chassis. Body chassis unit completely rust proofed, sound insulated and under body sealed. Interior designed to meet the latest occupant protection standards. All seats upholstered in finest quality English hide. Bucket type front seats. Driver's seat has vernier and passenger's seat quick release reclining adjustments. Passenger footrest. Safety locks to folding seat backs. Contoured rear seats with folding arm rest. Pile carpets throughout. Lockable glove box, map pocket in doors. Collapsible sun vizors and break-away interior driving mirror. Anti-burst door locks. Passenger's grab rail. Laminated safety glass windscreen, curved side windows, electrically heated back window. Sundym glass throughout. Counterbalanced lockable boot lid. Heavy duty wrap around bumpers.

Spare Wheel & Tools. The spare wheel is carried vertically behind the fuel tank. Tools are contained in a roll accommodated in the boot.

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

Fire Extinguisher. Mounted below the instrument panel in a readily accessible position.

GENERAL DIMENSIONS

Wheelbase	8 ft. 6¾ in.	(260·99 cm)
Front Track	4 ft. 11 in.	(149·84 cm)
Rear Track	4 ft. 11 in.	(149·84 cm)
Overall length	15 ft. 0½ in.	(458·45 cm)
Overall Width	6 ft. 0 in.	(182·9 cm)
Overall Height	4 ft. 4¼ in.	(132·71 cm)
Ground Clearance	5½ in.	(13·97 cm)
Turning Circle	36 ft. 0 in. (Right and left lock)	(1097·3 cm)
Kerb Weight	3500 lbs.	(1587·6 kgs)

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By Appointment to
His Royal Highness the Duke of Edinburgh
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Aston Martin Lagonda Limited

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