



The DB5 Aston Martin Saloon and Convertible

For you, a possession that reflects immaculate taste and rare discrimination. Of nearly two million British cars produced annually, Aston Martin account for just three a day. Each painstakingly hand-built by master-craftsmen; true devotees of the marque. The DB5 is the fastest regular 4-seater G.T. car in the world. Top speed exceeds 150 m.p.h. Stops from 100 m.p.h. in 6 seconds. Murmurs through traffic and arouses interest everywhere. The convertible is built to the same exacting specification as the saloon except that twin petrol tanks are employed. Experience the ultimate in high performance motoring—the DB5 ASTON MARTIN.

Aston Martin built 4 litre light alloy engine, 282 b.h.p.; twin overhead camshafts; 3 carburettors; micronic air-filter; oil cooler; 5 speed gearbox; automatic transmission optional; power assisted discs; alloy body shell mounted on light tubular structure and carried on steel platform safety chassis; luxuriously appointed; air conditioning optional. Also available with the Vantage engine as an alternative; 3 Weber Carburettors developing 325 b.h.p.



The DB5 Aston Martin

SPECIFICATIONS DB5 ASTON MARTIN

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 efficient air distribution box. Compression ratio 8.9:1, develops 282 b.h.p. 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 case hardened nickel molybdenum steel tappets. Camshaft driven by two-stage Duplex roller chains with manual adjustment tensioners.

Pistons 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 equipment.

Cooling System Cooling by pump and mechanical fan. Cross-flow radiator with separate header tank. (Fan expels hot air from engine compartment through improved ventilating apertures.)

Ignition High efficiency coil with ballast resistor. New distributor incorporating improved automatic advance and vernier adjustment.

Clutch Hydraulically operated diaphragm spring clutch.

Gearbox Five-speed all synchromesh on which top speed is overdrive. Ratios: top 0.834:1; 4th 1.00:1; 3rd 1.23:1; 2nd 1.76:1; 1st 2.73:1; reverse 3.31:1.

Propeller Shaft Needle roller bearings dynamically balanced. 'Sealed for life' lubrication.

Final Drive Hypoid. Ratios with 5-speed gearbox 3.77:1.

Overall Ratios

Top	3.14
4th	3.77
3rd	4.64
2nd	6.64
1st	10.29

Suspension Front: Independent, incorporating transverse wish-bones 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. Adjustable ride control (extra).

Steering Rack and pinion. 16 in. diameter (40.64 cm) wood rimmed steering wheel. Wheel position and column angle adjustable to fixed positions.

Brakes Girling disc, tandem master cylinder, power assisted by separate suspended vacuum servos for front and rear brake systems. Floor mounted handbrake lever operating on rear discs. Fluid level and handbrake warning light.

Fuel System Tank capacities: Saloon 19 Imperial galls (84.4 litres, 22.8 U.S. galls). Electrically operated reserve 3 Imperial galls (13.6 litres, 3.6 U.S. galls). Convertible, and Saloon with air conditioning, twin tanks total capacity 16 Imperial galls (72.7 litres, 19.2 U.S. galls). One tank (8 galls) functions as reserve, controlled by change over switch. Twin S.U. high pressure electric fuel pump.

Exhaust System Twin pipe system with four high efficiency silencers.

Wheels and Tyres Centre lock wire wheels with 5½ in. (13.9 cm) wide rims 6.70 in. x 15 in. high speed 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 with manual emergency control; two-speed windscreen wipers and electric windscreen washer, with water bottle heat insulated, 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. 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 Four-seated 'Superleggera' panelled in aluminium alloy over tubular steel frame carried on a steel safety platform chassis. Body chassis unit completely rust proofed, sound insulated and under-sealed. 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.

Fire Extinguisher This precautionary device is mounted below the instrument panel on the passenger's side.

General Dimensions

	Convertible	Saloon
Wheelbase.....	8' 2"	8' 2"
Track: front.....	4' 6"	4' 6"
Track: 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 LAGONDA LIMITED



Newport Pagnall, Bucks. Telephone: Newport Pagnall 720.
London Showrooms: 96/97 Piccadilly, W.1. Telephone: GRO 7747.