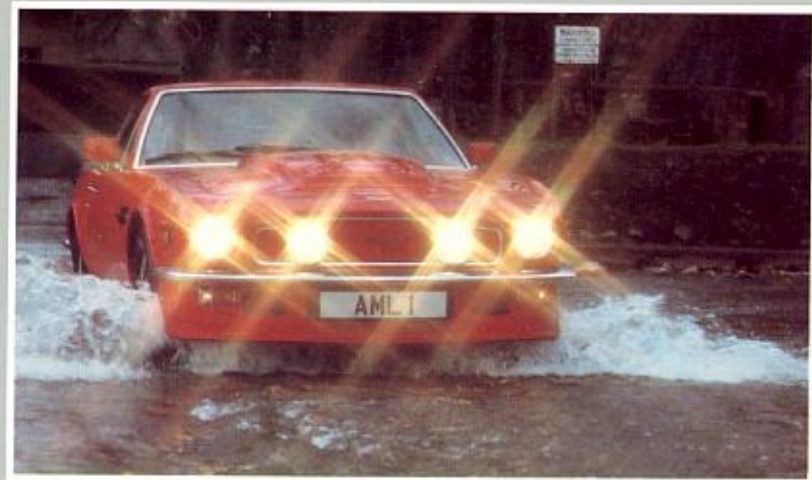


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THE
V8 SALOON

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We live in an era of high-volume mass-production. Throughout the world companies are turning out their products by the thousands or even millions, and the quality of craftsmanship and exclusivity is a dying art.

But not in the Buckinghamshire market town of Newport Pagnell. For there, in the green country belt between London and the Midlands, is found the Aston Martin factory. A factory where only the best is good enough, and where skill, dedication and loyalty are by-words of a world famous product.

At Aston Martin the energy used to build a motor car is created by pairs of hands and not giant presses. Body panels are formed by hand. Engines are put together by hand and even bear the name of their creator. Quality hide is hand-stitched. Components are of the highest standard imaginable. Quality comes first. The Aston Martin V8 range comprises three models: The V8 Saloon, the V8 Vantage and the V8 Volante.

Each is individually made. For you.

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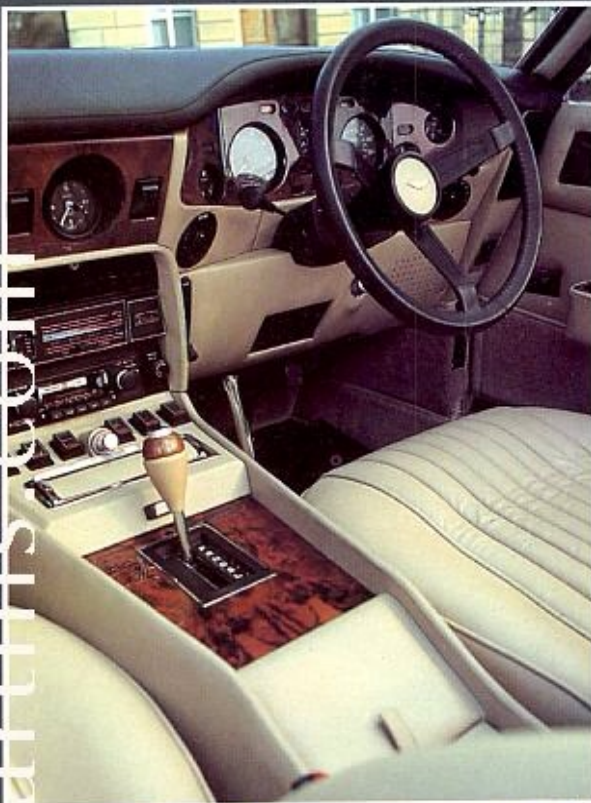


THE
V8 VANTAGE



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THE
V8 VOLANTE

TECHNICAL SPECIFICATIONS

V8 SALOON

ENGINE

V8 Bore 100mm (3.94 in). Stroke 85mm (3.35 in). Capacity 5340cc (326 cu in).

CYLINDER BLOCK

Cast in aluminium alloy with centrifugally cast chrome vanadium cylinder liners top seated and in direct contact with the water jacket.

CRANKSHAFT

Forged in chrome molybdenum steel, statically and dynamically balanced. Five 69.85mm (2.75 in) nitrided journals. Steel backed lead bronze main and big end bearings and fitted with a Torsional Vibration Damper.

CYLINDER HEADS & VALVE OPERATION

Heads cast in aluminium alloy, incorporating fully machined hemispherical combustion chambers. Large diameter valves inclined at 64° included angle, exhaust valve guides in direct contact with water. Four overhead camshafts operate on hardened nickel molybdenum steel tappets with shim adjustment. Camshafts driven by two-stage Duplex roller chains with manual and automatic tensioners.

PISTONS & CONNECTING RODS

Die cast aluminium alloy. Two compression rings. One spring oil control ring, large diameter gudgeon pin located by circlips. Forged connecting rods in nickel chrome molybdenum steel, weight graded and balanced.

LUBRICATION SYSTEM

Front mounted chain driven oil pump, full flow cartridge filter and twin oil coolers.

FUEL SYSTEMS

Tank capacity 104.3 litres (23 Imperial galls) (27.5 US galls) with reserve warning light at 12 litres (2.5 Imperial galls) (3 US galls). High pressure SU dual fuel pumps and 4 Twin Choke Weber 42 DCNF 9/150 Carburettors. Air distribution box and twin micron air filters. Electrically operated filler flaps concealing quick release caps.

COOLING SYSTEM

By water pump and engine driven cowl fan, viscous coupling disengages fan drive at high engine rpm. Cross flow radiator with separate header and expansion tanks.

AIR CONDITIONING

Purpose designed Coolaire air conditioning is included in the standard specification. This equipment allows dehumidified air to be either refrigerated or heated as required to give maximum passenger comfort and through-flow or recirculated air. Two 4-speed heavy duty blowers. Rear extractor vent.

TRANSMISSION

CLUTCH

26.67cm (10.5 in) single plate diaphragm spring hydraulically operated self-adjusting.

GEARBOX (Manual)

ZF five speeds. Synchromesh on all forward gears.

Ratios	5th 0.845:1	2nd 1.78:1
	4th 1.00:1	1st 2.90:1
	3rd 1.22:1	Reverse 2.63:1

GEARBOX (Automatic)

Torqueflite three speed epicyclic and torque converter with part throttle kick down and lock up in top.

Ratios Low	2.45:1
Intermediate	1.45:1
Top	1.00:1
Reverse	2.20:1
Maximum torque converter ratio	2.00:1

Floor mounted selector level, illuminated

PROPELLER SHAFT

Resilient shaft incorporating rubber torsion bushes (manual only). Needle roller bearings sealed for life lubrication. Shaft dynamically balanced.

FINAL DRIVE

Hypoid drive limited slip differential unit chassis mounted in rubber supported cradle. Ratios 3.54:1. With automatic transmission 3.07:1.

SUSPENSION AND STEERING

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 Watts linkage. Coil springs and telescopic shock absorbers. Roller spine drive shafts, each with double universal joints.

STEERING

Power assisted rack and pinion 38.10cm diameter (15 in) leather rimmed fully dished steering wheel incorporating telescopic adjustment. Safety steering column. Collapsible on impact. Steering lock 2.9 turns lock to lock.

WHEELS AND TYRES

Light alloy ventilated wheels with 17.78cm (7 in) wide rims. Five stud fixing. GR 70 VR 15 radial tyres.

BRAKES

Girling ventilated disc front and rear with independent front/rear hydraulic front/rear hydraulic circuits. Tandem master cylinder power assisted by separate calipers on rear discs. Hydraulic fluid level and handbrake warning light.

ELECTRICS

IGNITION

Transistorised ignition. Distributor incorporates automatic amplifier and advance vacuum.

ELECTRICAL EQUIPMENT

Lucas 12 volt negative earth system 68 amp-hour battery with master switch. C.A.V. heavy duty ventilated 75 amp alternator. Central locking of door and boot. Bulb failure indicator. Steering column levers operate two-speed windscreen wipers, flick wipe and wash, turn signals, headlamp flash, main beams and horns, third lever will operate cruise control option on automatics. Push-push illuminated switches, windscreen wash-wipe delays switch. Glovebox and interior courtesy lights, push switches in glove box open the fuel flaps and unlock the boot. Map light fitted in rear of centre console box. Doors fitted with red safety lights in the opening edges. Cigar lighters front

and rear. Fuse box for easy access under glove box lid. Under bonnet and luggage compartment lamps. Large high penetration, Lucas halogen headlamps. Rear fog lamps. Twin reversing lamps. Electric window lifts. Heated rear window with timer cut out. High and low intensity horns with changeover switch.

FITTINGS

Gas struts to assist bonnet operation.

INTERIOR

Fitted out in hide with all wool carpet and polished burr walnut trim.

RADIO

Stereo radio and cassette tape. Automatic car aerial.

DIMENSIONS

Length	466.7 cm (15 ft. 3 3/4 ins)
	182.9 cm (6 ft. 0 ins)
Height	132.7 cm (4 ft. 4 1/4 ins)
Wheelbase	261 cm (8 ft. 6 3/4 ins)
Turning circle	1,158.2 cm (38 ft. 0 ins)

V8 VANTAGE

Specification as for standard car except:

ENGINE

Camshafts with increased overlap.

FUEL SYSTEM

4 Twin Choke Weber 48 IDF 3/150.

GEARBOX

ZF Manual five speed gearbox.

WHEELS AND TYRES

Tyres 255/60 VR 15.

ELECTRICAL EQUIPMENT

High intensity headlamps and long range driving lamps.

FITTINGS

Front aerodynamic spoiler.
(Passenger mirror and side marker lights are non-standard extras.)

V8 VOLANTE

Specification as for standard car except:

HOOD

Power operated fully lined hood retracts into a well behind the rear seats, manually locked in the 'up' position. Fitted with handbrake operated safety device preventing inadvertent operation while the car is in motion.



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Locations.

The V8 Saloon
Raby Castle, Staindrop, Co. Durham.

The V8 Vantage
Craggside, Rothbury, Northumberland.

The V8 Volante
Bowes Museum, Barnard Castle, Co. Durham.

Photography by John Quinn,
Tony Gilbert Studios Limited.

Designed and produced by
Stamp Taylor Associates Limited.



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