







The Aston Martin V8 is for the driver who demands from his motoring a rewarding, exhilarating and enjoyable experience, and gives the best in return.

The best, for example, in unrivalled quality and workmanship. Each Aston Martin is hand-built with the loving care and devotion of a selected workforce whose reputation is founded on every single component which goes into this thoroughbred machine.

From the hand-assembled engine to the meticulously hand formed aluminium body panels, from the snugly-fitting hide trim to the highest standards of paintwork, the V8 exudes award-winning perfection.

We don't manufacture cars. We create an art form, a highly-sophisticated piece of modern automobile technology which gives us as much pride to produce as it does the customer to own.

The best, too, in terms of roadholding, handling and performance. The manual model can reach 60 mph from rest in about six seconds, and carry on to more than 150 mph. Yet it can idle in fifth gear at a leisurely 25 mph without so much as a hint of protest from the carefully-honed engine. An Aston Martin is flexible in all traffic conditions.

With an automatic gear box you lose little of the performance, and gain the Torqueflite transmission whose smooth changes are indicated more by rev. counter than feel.

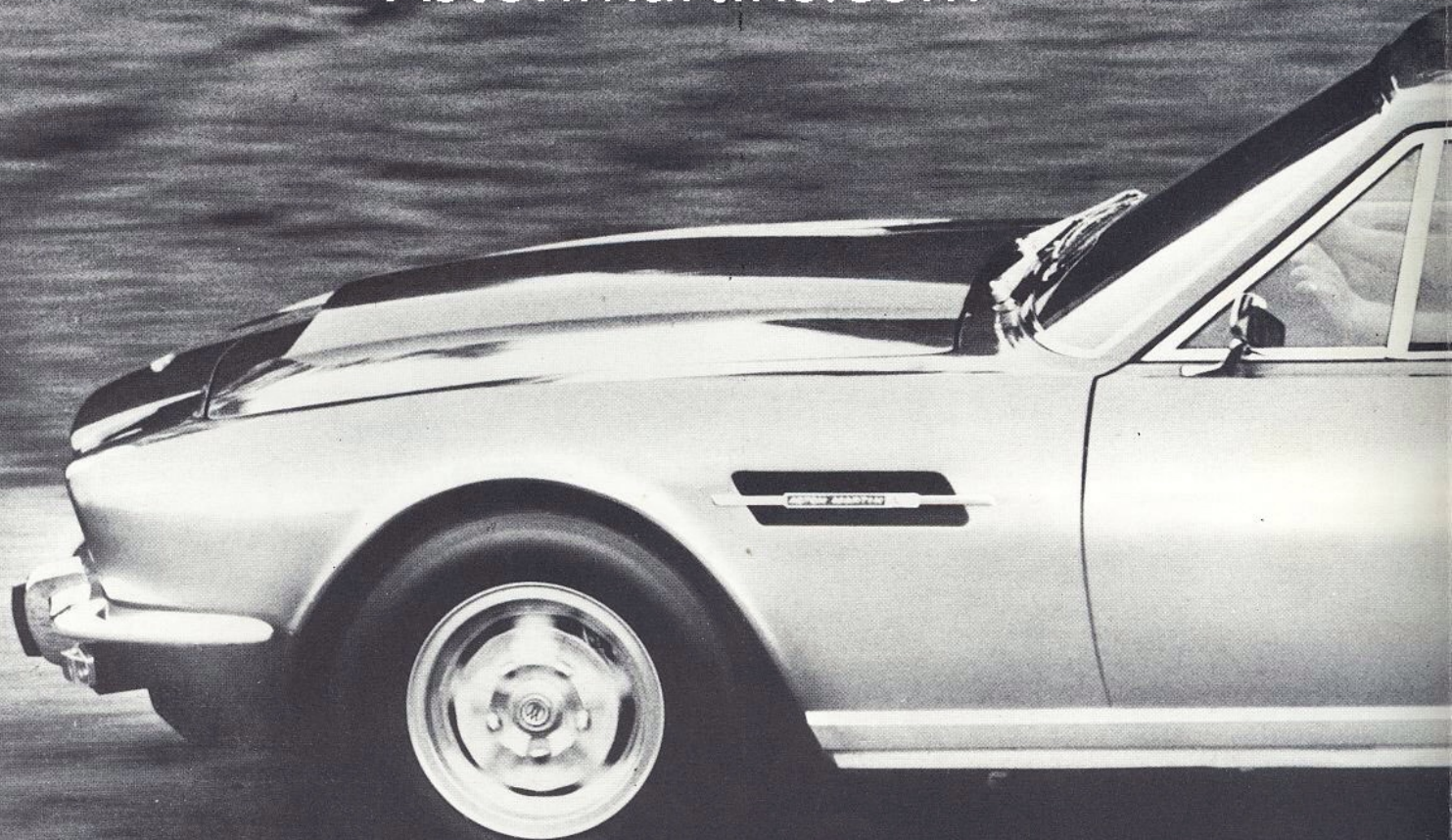
Aston Martin are still today the only British car firm to have won the World Sports Car Championship, and this pedigree shows itself in the uncanny stability, taut roadholding and precise handling which reach a peak during high-speed driving.

We also aim for the best from the comfort and convenience point of view. The Aston Martin is a four-seater, and each seat is shaped to fit the body. We don't expect the body to fit the seat.

There is extensive sound insulation and expensive carpeting. Air conditioning to keep occupants cool when the going is hot outside, or to keep them warm and snug when the winter elements are hostile. Electrically-operated windows, and driver-operated electric door locks. The widely-acclaimed steering has power assistance which relieves the driver's burden yet still allows him the feel to know the contact with the road.

You will also notice the tinted glass, the heated rear window, the reclining front seats, and the inertia-reel seat belts whose mechanism is stowed away in the trim out of harms reach. The driver will be

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told everything by the complete and instructive instrumentation, the finger-tip controls will fall readily to hand, and everyone will appreciate the stereo radio also having a cassette player with built-in loudspeakers.

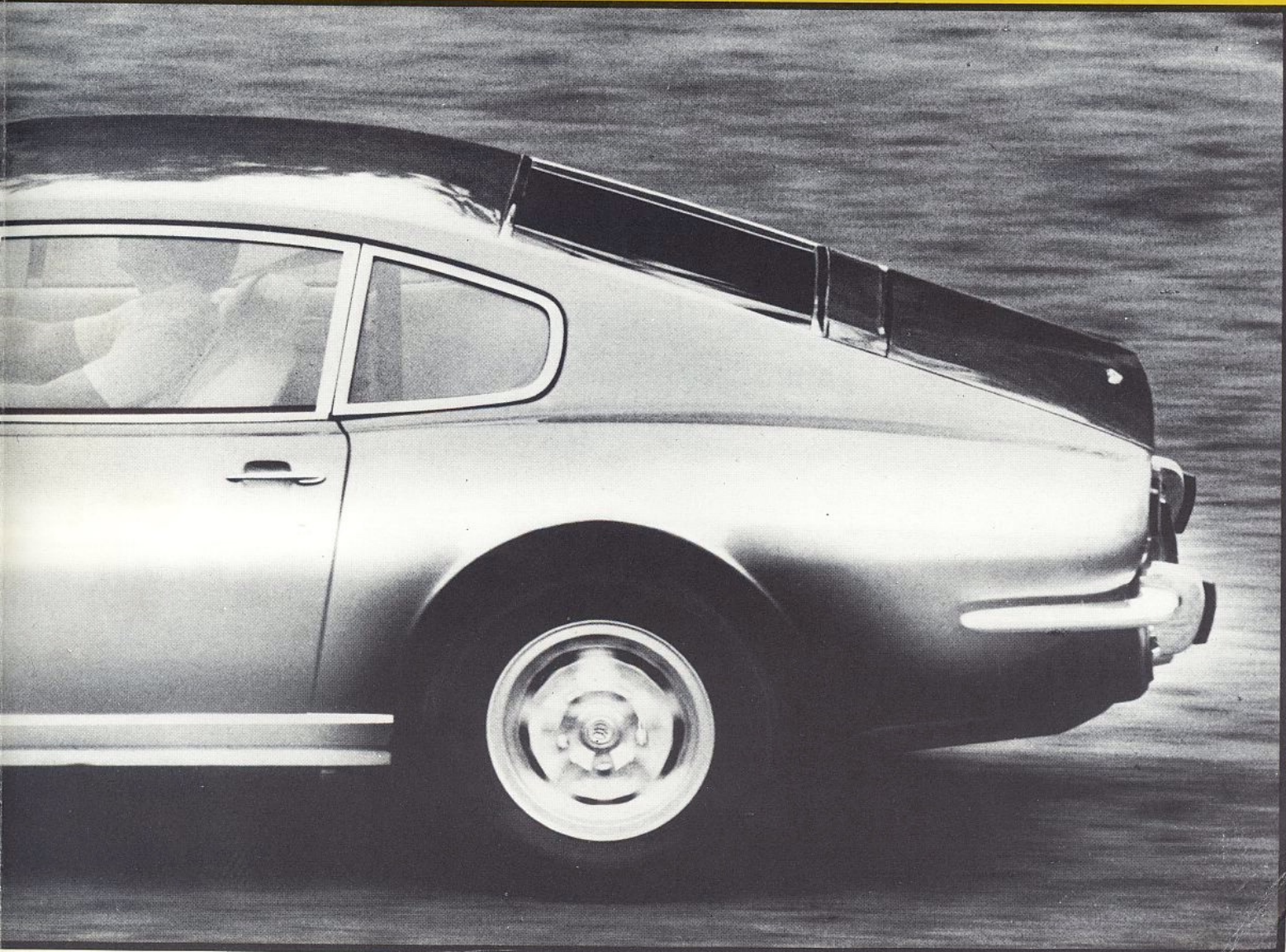
Safety is synonymous with Aston Martin motoring, and here once again we acknowledge that our customers are after the best.

The immensely strong steel super-structure and safety platform give enormous occupant protection well beyond any legislation devised, and are coupled with prodigious acceleration and vast braking power.

We don't stop there, of course—high specification safety laminated windscreen glass, collapsible steering column, twin circuit braking systems and a host of other features complement the safety reputation

zealously protected by us at Aston Martin.

The Aston Martin V8 is a grand tourer in the best tradition, accommodating four occupants and their luggage in total safety at all speeds and conditions, and in complete comfort.





ASTON MARTIN

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#### ENGINE

V8 Four overhead camshafts. Bore 100 mm (3.94 in). Stroke 85 mm (3.35 in). Capacity 5340 cc (326 cu in). Four Weber twin choke down draught carburetors. Air distribution box and twin micronic air filters.

#### 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. Torsional vibration damper. Five 69.85 mm (2.75 in) nitrided journals. Steel backed lead bronze bearings.

#### 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 and full flow cartridge filter. Twin oil coolers.

#### COOLING SYSTEM

By pump and engine driven cowled fan. Viscous coupling disengages fan drive at high engine rpm. Cross flow radiator with separate header and expansion tanks.

#### IGNITION

Transistorised ignition. Distributor incorporates automatic advance and vernier adjustment.

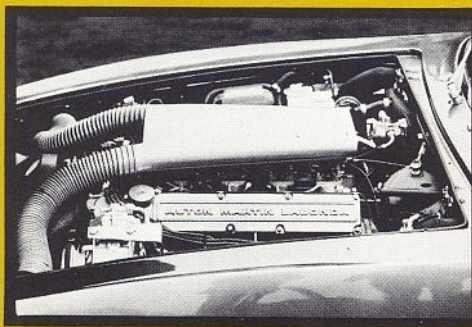
#### CLUTCH

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

#### GEARBOX (MANUAL)

Five speeds. Synchromesh on all forward gears. Fifth speed overdrive.

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.

Ratios:	Low	2.45:1
	Intermediate	1.45:1
	Top	1.00:1
	Reverse	2.20:1

Maximum torque converter ratio 2.10:1  
Floor mounted selector lever, illuminated.

#### 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 3.31:1 (3.54 optional). With automatic transmission 3.07:1.

#### 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. Roller spline drive shafts.

#### STEERING

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

#### PEDALS

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

#### BRAKES

Girling ventilated disc front and rear with independent front/rear hydraulic circuits. Tandem master cylinder power assisted by separate vacuum servos. Floor mounted fly-off handbrake operates separate calipers on rear discs. Hydraulic fluid level and handbrake warning light.

#### RECIRCULATING FUEL SYSTEMS

Tank capacity 21 Imperial gallons (25.2 US gallons 95.4 litres). S.U. high pressure dual fuel pump. Reserve warning light indicates 3 Imperial gallons (3.6 US gallons 13.6 litres). Filler cover conceals quick release caps.

#### ELECTRICAL EQUIPMENT

Lucas 12 volt negative earth system. 68 amp-hour battery with master switch. C.A.V. heavy duty ventilated 75 amp. alternator. Steering column levers operate two-speed windscreen wipers, flick wipe and wash, turn signals, head lamp flash, main beams and horns. Push-push illuminated switches. Instrument panel illumination controlled by rheostat switch. Map reading and interior courtesy lights. Doors fitted with red safety lights in the opening edges. Cigar lighter. Fuse box for easy access under glove box lid. Under bonnet and luggage compartment lamps. Large high penetration Lucas halogen headlamps. Rear stop lamps and turn signals incorporate day/night intensity relay. Twin reversing lamps. Electric window lifts. Heated rear window. High and low intensity horns with changeover switch.

#### WHEELS AND TYRES

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

#### AIR CONDITIONING

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

#### RADIO

Stereo radio-8 track cassette tape. Automatic electric aerial.

#### SPARE WHEEL

The spare wheel is carried horizontally in the impact resisting boot floor.

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