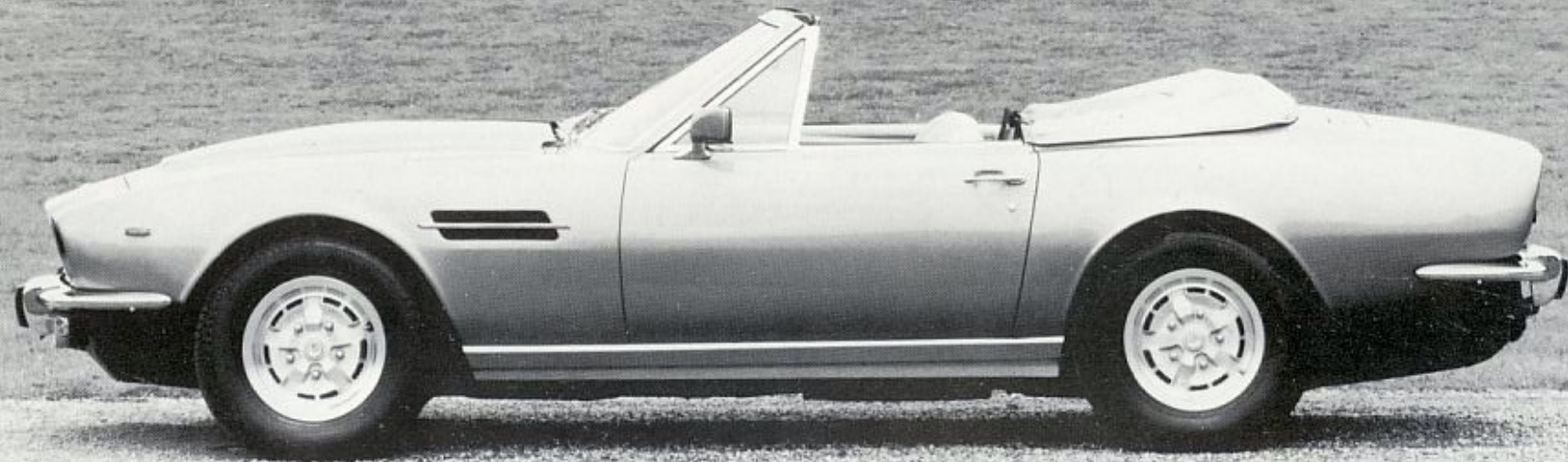


ASTON MARTIN VOLANTE



AstonMartins.com

Engine

V8 Four overhead camshafts. Bore 100mm (3.94in). Stroke 85mm (3.35in). Capacity 5340cc (326in³). Four Weber twin choke down draught carburettors. 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 69.85mm (2.75in) nitrided journals. Steel backed lead bronze bearings.

Cylinder heads and valve operation

Heads cast in aluminium alloy, incorporated 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 and 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

26.67cm (10.5in) 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 convertor with part throttle kick down.

Ratios:

Low	2.45:1
Intermediate	1.45:1
Top	1.00:1
Reverse	2.20:1
Maximum torque convertor 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 3.54:1. 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 38.10cm diameter (15in) leather rimmed fully dished steering wheel incorporating telescopic adjustment. Collapsible steering column. Steering lock 2.9 turns lock to lock.

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 25 Imperial gallons (30 US gallons 113.6 litres). SU 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. CAV 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, wind-screen wash-wipe delay switch. Instrument panel illumination controlled by thermostat switch. Glove box light. Doors fitted with red safety lights in the opening edges. Cigar lighters front & rear. 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. High and low intensity horns with changeover switch.

Wheels and tyres

Light alloy ventilated wheels with 17.78cm (7in) 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 Easislide selection to give maximum passenger comfort. Available as through-flow or recirculated air. Two 4 speed heavy duty blowers. Rear extractor vent.

Hood

Power operated fully lined hood retracts into a well behind the rear seats. Retained in the up position by 2 manual catches.

Interior

Custom fitted hide and polished burr walnut trim.

Radio

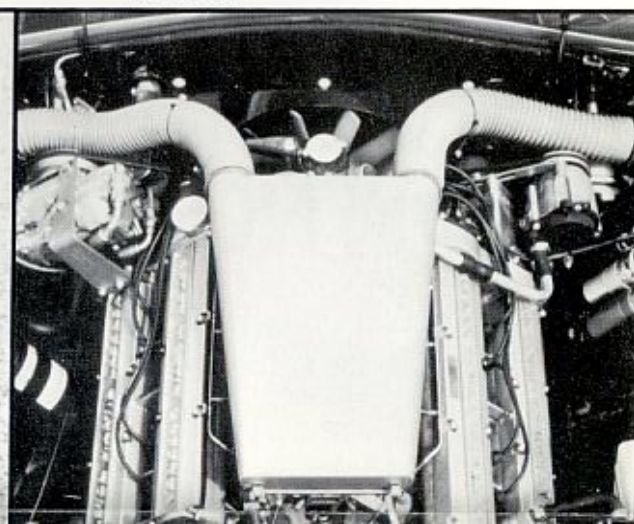
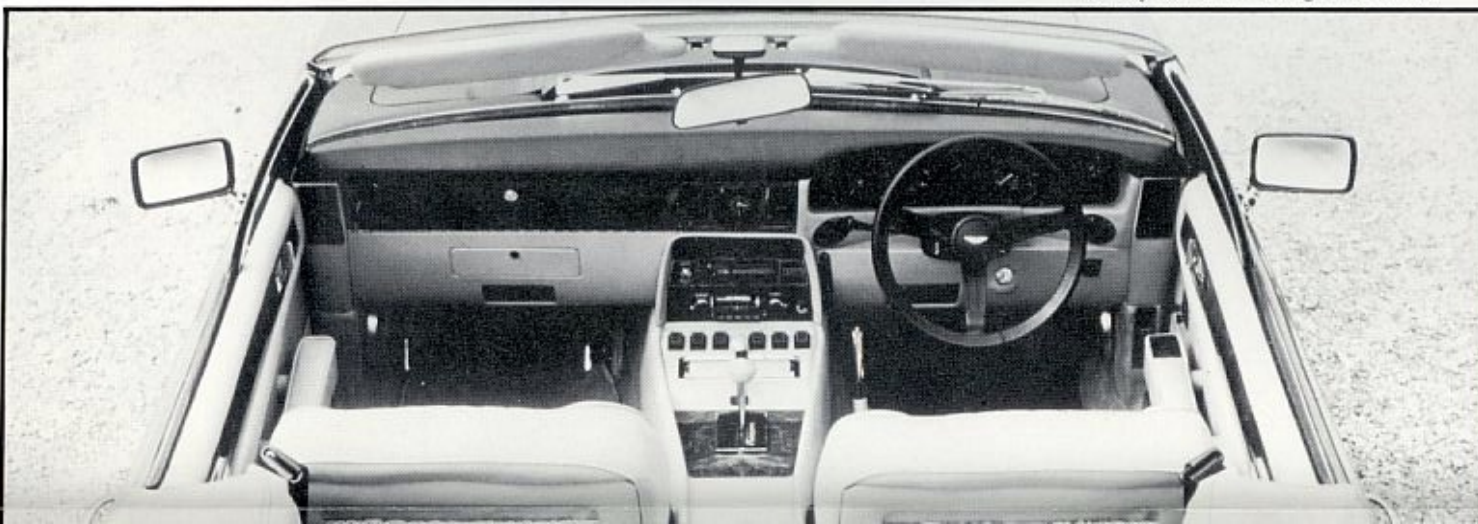
Stereo radio and cassette tape. Automatic electric aerial.

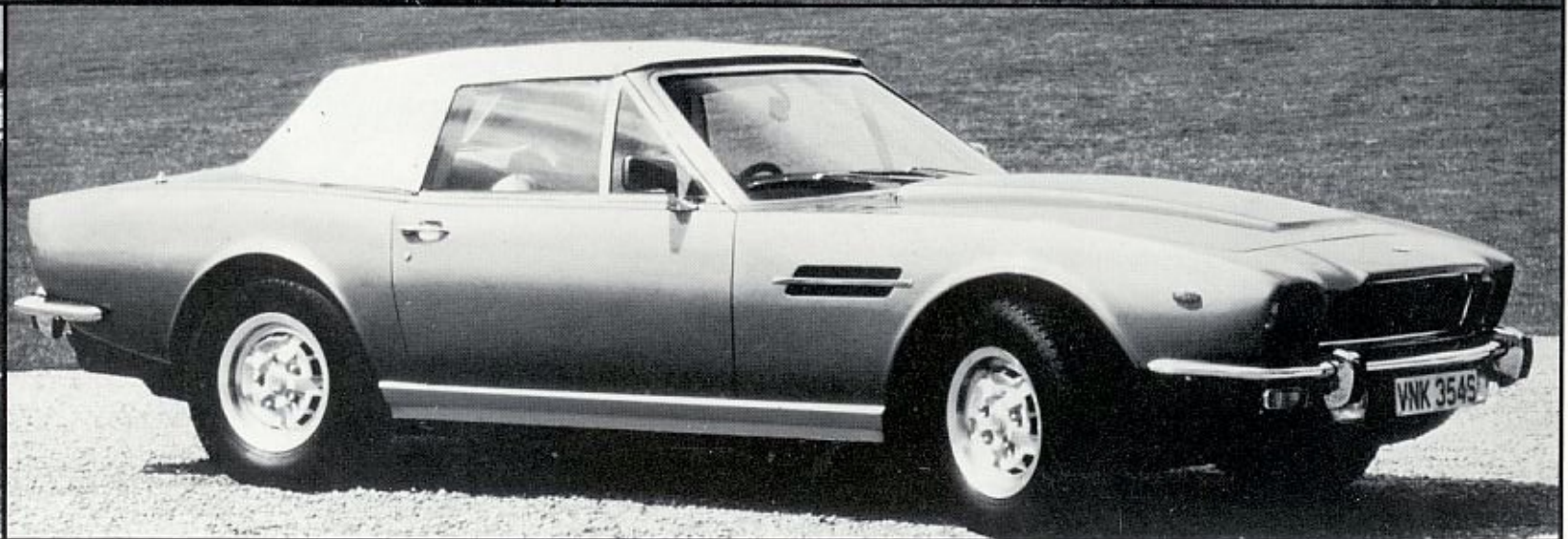
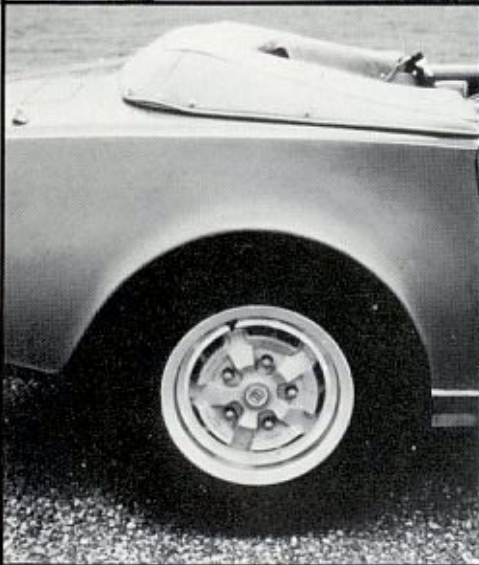
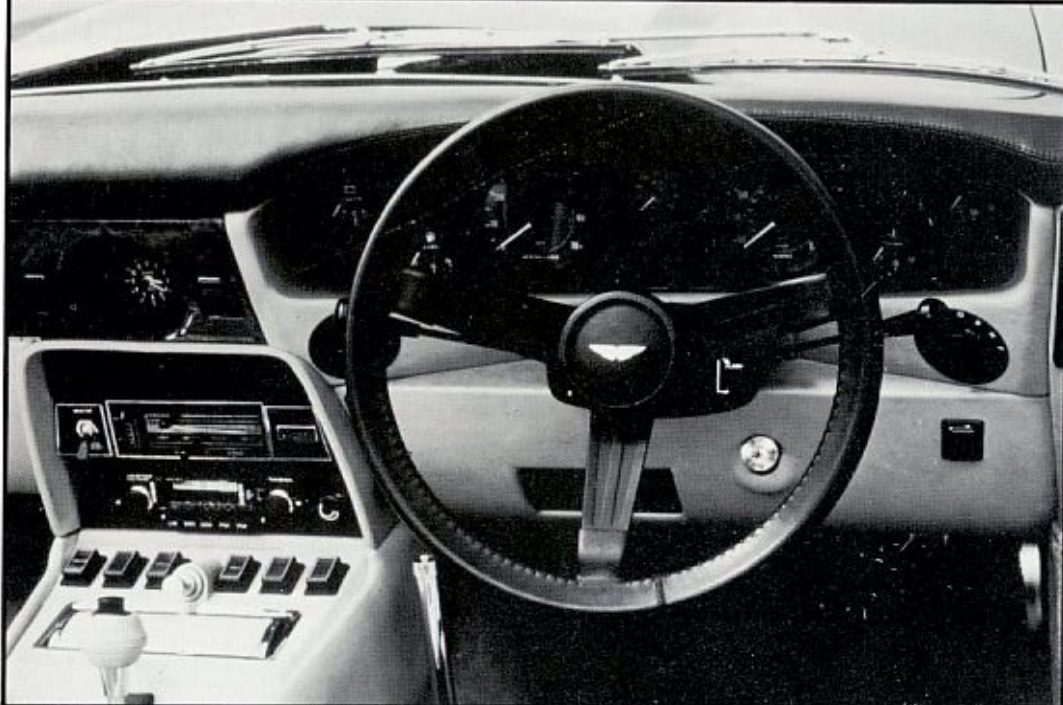
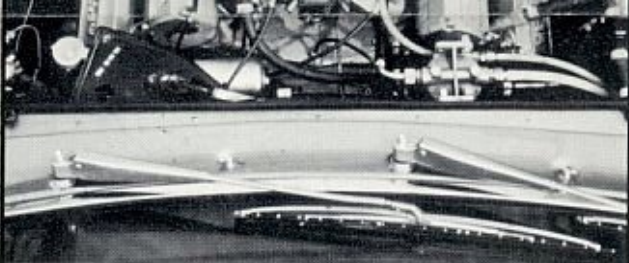
Dimensions

Length	15ft 3¾in	(466.7cm)
Width	6ft 0in	(182.9cm)
Height	4ft 4¼in	(132.7cm)
Wheelbase	8ft 6¾in	(261cm)
Kerb weight	3,800lbs	(1,727kgs)
Turning circle	38ft 0in	(1,158.2cm)

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Since the internal combustion engine was invented the world has had a love affair with the convertible. Now Aston Martin bring back that love which most drivers thought had disappeared forever.

The V8 Volante is a unique combination of sports car performance and handling, limousine luxury and the sort of open air motoring which has excited and thrilled drivers for decades.

The sports car performance is provided by a hand-assembled, all alloy V8 engine which gives a top speed of 130 mph and acceleration to 60 mph in about seven seconds. The handling is the result of a thoroughbred pedigree in which the World Sports Car Championship of 1959 is but one highlight.

The limousine luxury is illustrated by the all-leather upholstery, air conditioning, power steering, electric windows, passenger door lock and radio aerial, the radio/cassette unit, and the tasteful wood door cappings, fascia and central console.

In true grand touring tradition, the power hood is operated by a fascia-mounted switch – one press and the open air is at your beck and call.

Quality exudes from the V8 Volante. Dedicated craftsmen put three months painstaking labour into each car; perfectly formed hand-assembled aluminium body panels are mated to a super-strong steel chassis, so making the V8 Volante one of the safest – as well as one of the most exciting – cars available in the world. There's seating for four, adequate luggage accommodation and a choice of three-speed Torqueflite automatic or five-speed ZF manual gearbox.

The V8 Volante is as handsome and faultless as its pedigree. With the hood in position it has the attractive lines reminiscent of its fast-back grand tourer sister. With the hood down it is transformed into an eye-catching luxury car which brings back love and fun into motoring.

To many, the sensation of wind through the hair and blue skies above cannot be matched by any other means of transport. To them it is what motoring is all about – and now it is here for the asking.

The Aston Martin V8 Volante – open air excitement with closed car refinement.

