



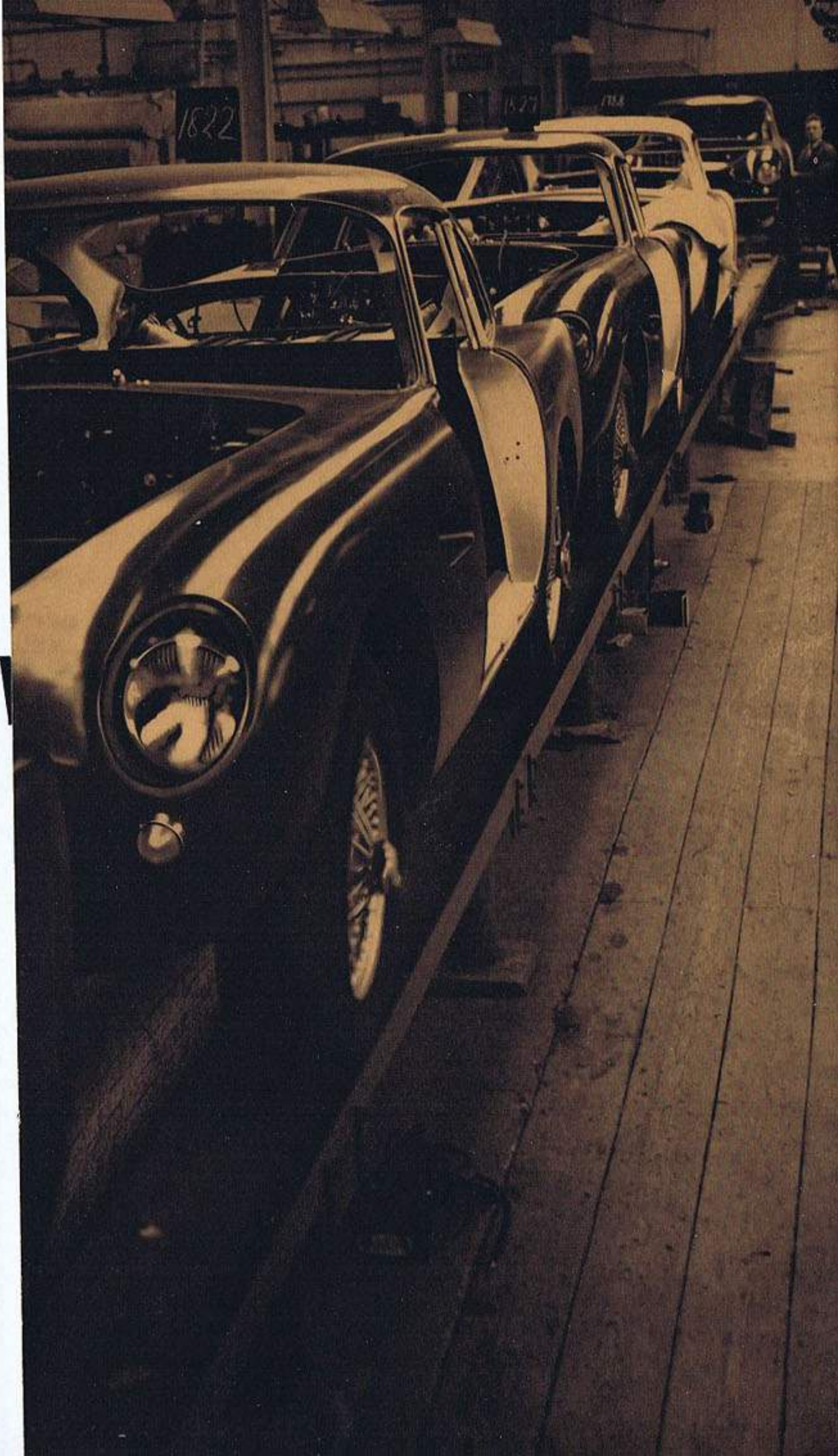
The Aston Martin DB5

David Brown says:

'In the new Aston Martin DB5, I have produced a car capable of meeting the demands of the most critical motorist: the true individualist. On the Autostrada or in heavy town traffic, the DB5 demonstrates unusual flexibility. One expects with a thoroughbred such as this an air of luxury, the highest standards of comfort, distinction of line and an abundance of power. In my opinion, these are there in full measure. Every refinement has been incorporated to ensure that the driver arrives at his destination free from the stress and fatigue normally associated with present-day motoring. But as well as its ability to perform perfectly in all conditions, the success of the DB5 springs from its essential character. And it is this quality, I feel, which makes the car so intensely satisfying to own.'



The Aston M



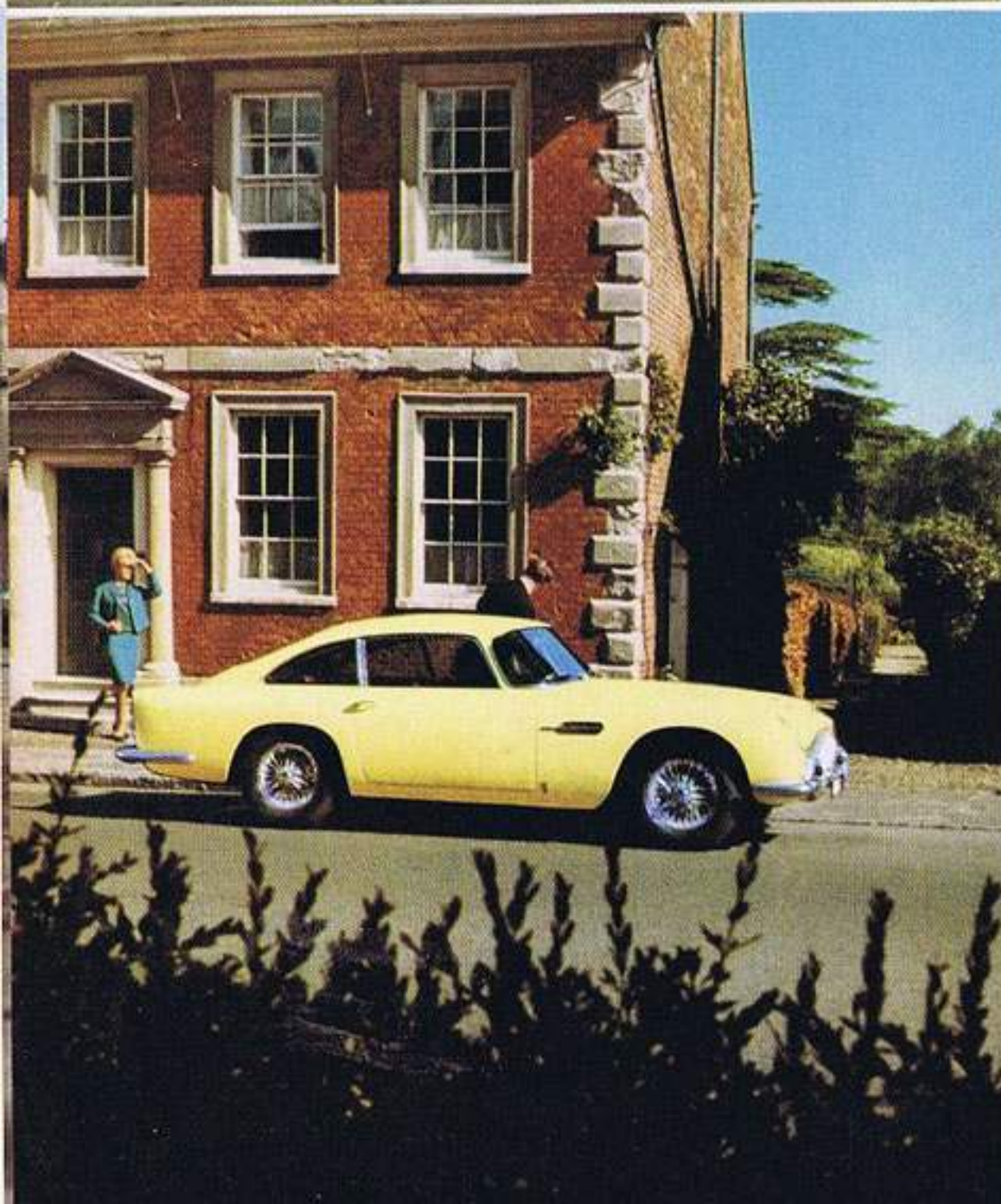
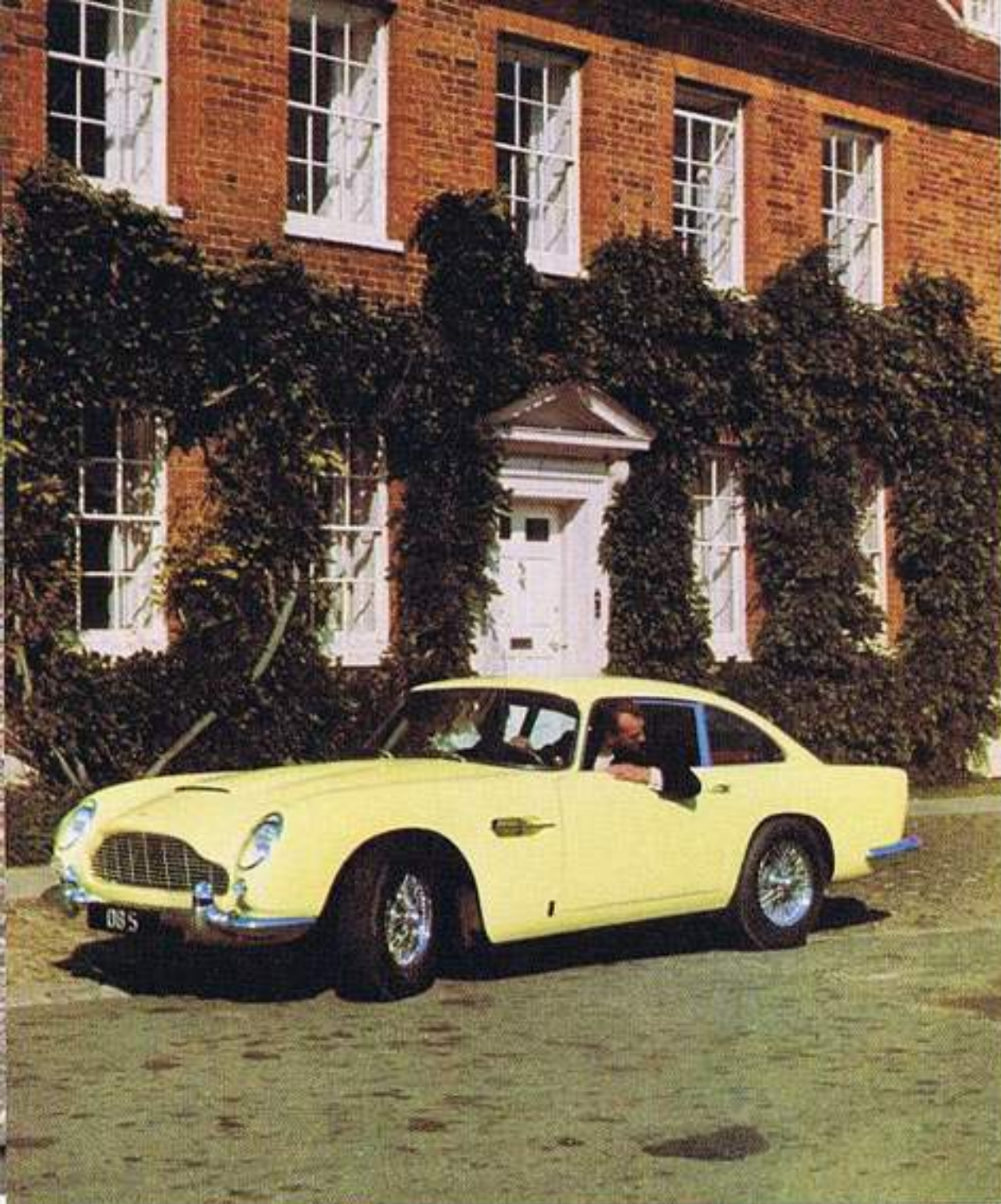
Technical progress means that this latest heir to a great sporting tradition embodies even greater attention to comfort as well as the same high standards of craftsmanship as its famous predecessors. Just three Aston Martin DB5s are completed a day . . . hand-built by craftsmen. The DB5 is the fastest regular 4-seater G.T. car in the world—yet has a very complete specification with an exceptional standard of luxury. Typical of David Brown precision engineers is Sidney Nursaw. Using ‘flippers’ and planishing hammers, Mr Nursaw hand-builds, hand-shapes the aluminium alloy panels . . . and three times a day a legend comes to life. He has worked on Aston Martins for many years and is a lifelong devotee of the marque.





Every superb DB5 Saloon innovation is embodied in the Convertible. The hood, simple to erect and stow, remains completely wind and weather-proof at the highest speeds. With an outstanding performance and meticulous attention to detail throughout, the DB5 Convertible captures the true spirit of G.T. motoring for the sporting motorist.

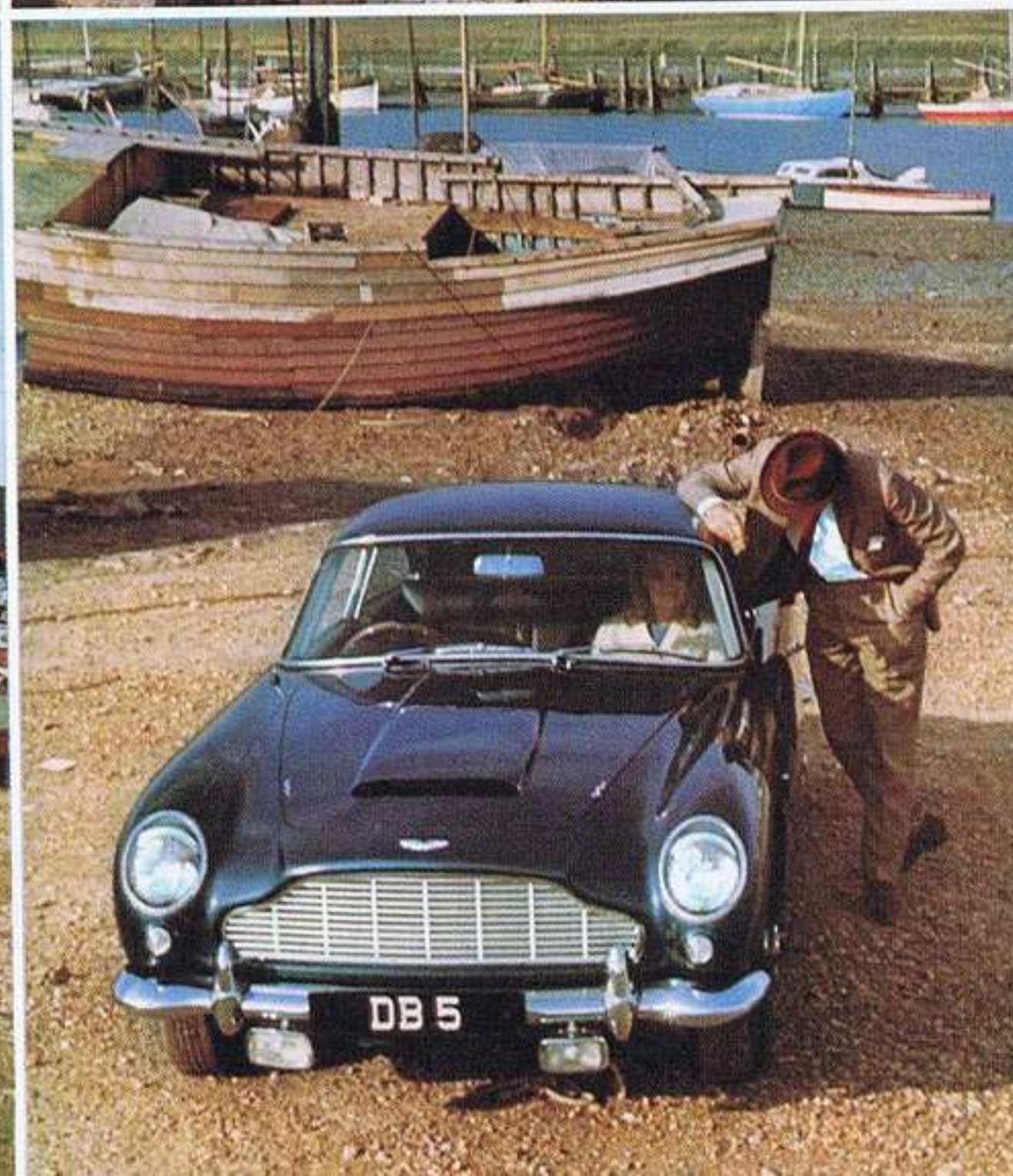




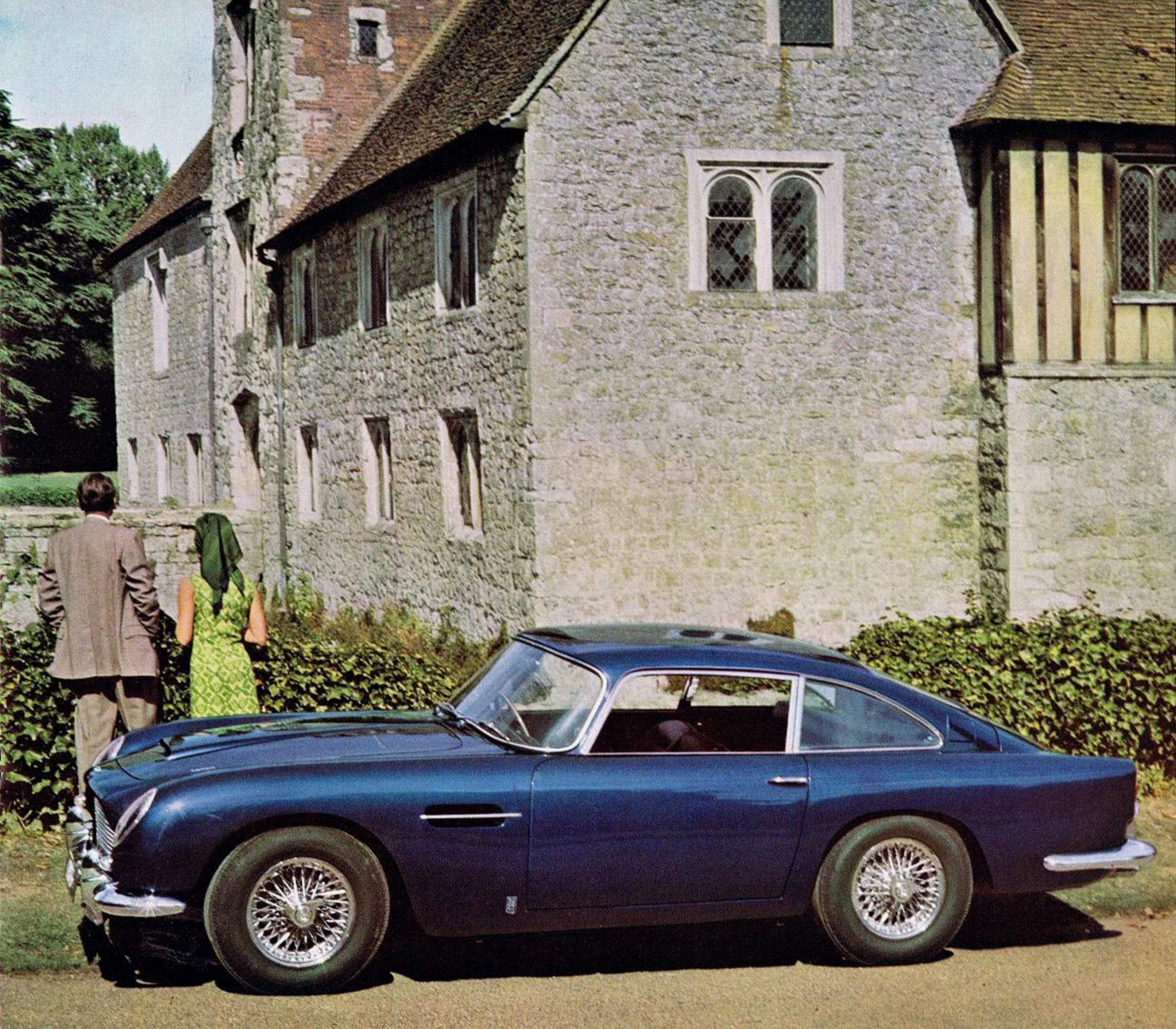
Left-hand drive models are available for countries where driving on the right is the rule of the road.

These incorporate the same outstanding refinements. The light alloy body panels are mounted on a super light tubular structure and carried on a strong steel platform safety chassis. A short, central gear lever controls the 5-speed all-synchromesh gearbox, in which fifth speed is overdrive. Every Aston Martin DB5 is equipped with high performance tyres, proved by prolonged testing to match the exceptional speed potential of the car.





Wherever it goes, the DB5 arouses interest. The Aston Martin-built 4 litre engine, twin o.h.c. and 5 carburettors contribute to a matchless performance. For extra safety, the car is fitted with day-night turn indicators, the intensity of the rear turn indicators being reduced at night. The DB5 was the first British car to adopt this feature. The DB5's top speed exceeds 150 m.p.h. and power-assisted disc brakes stop the car in 6 seconds from 100 m.p.h.



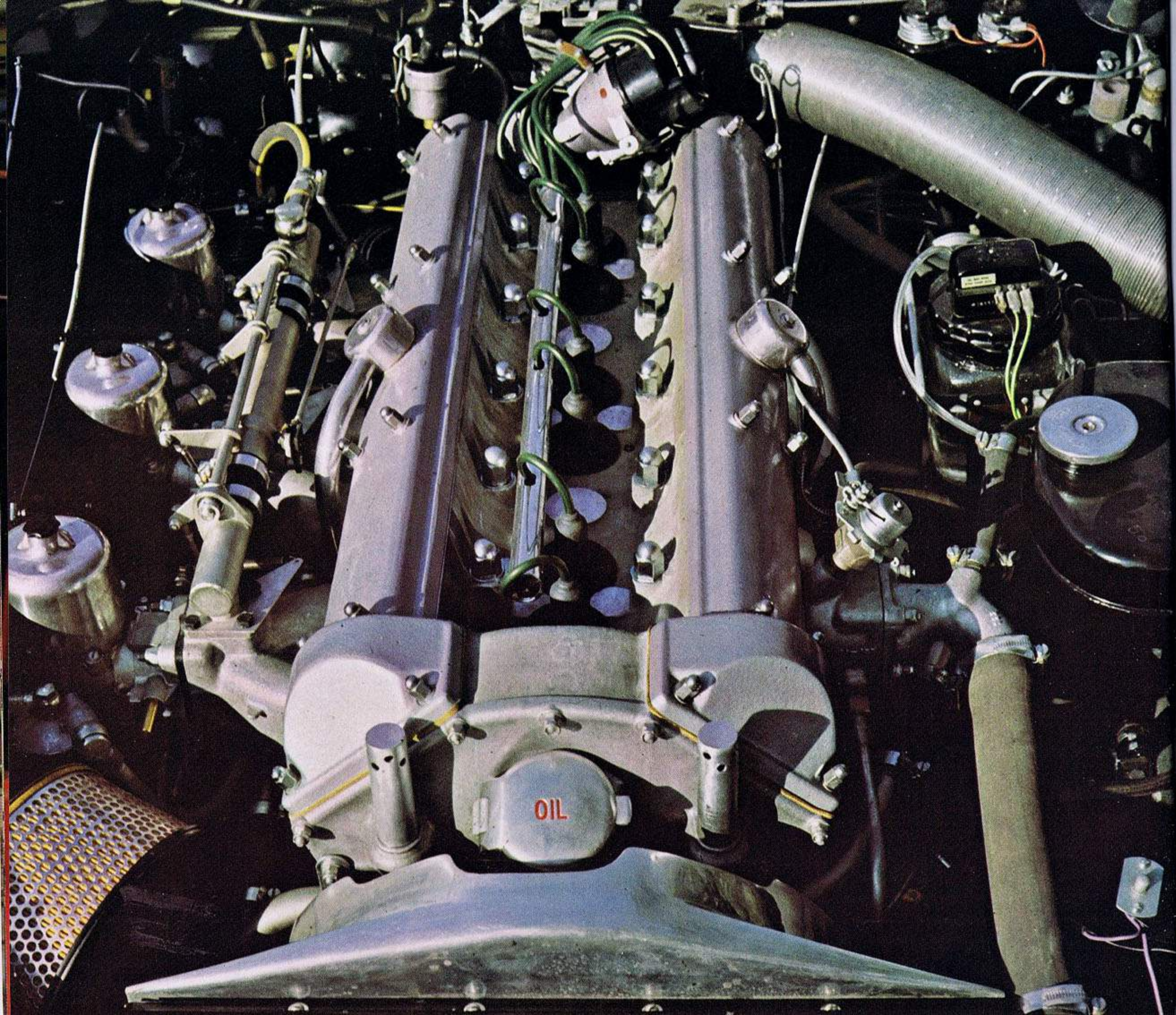


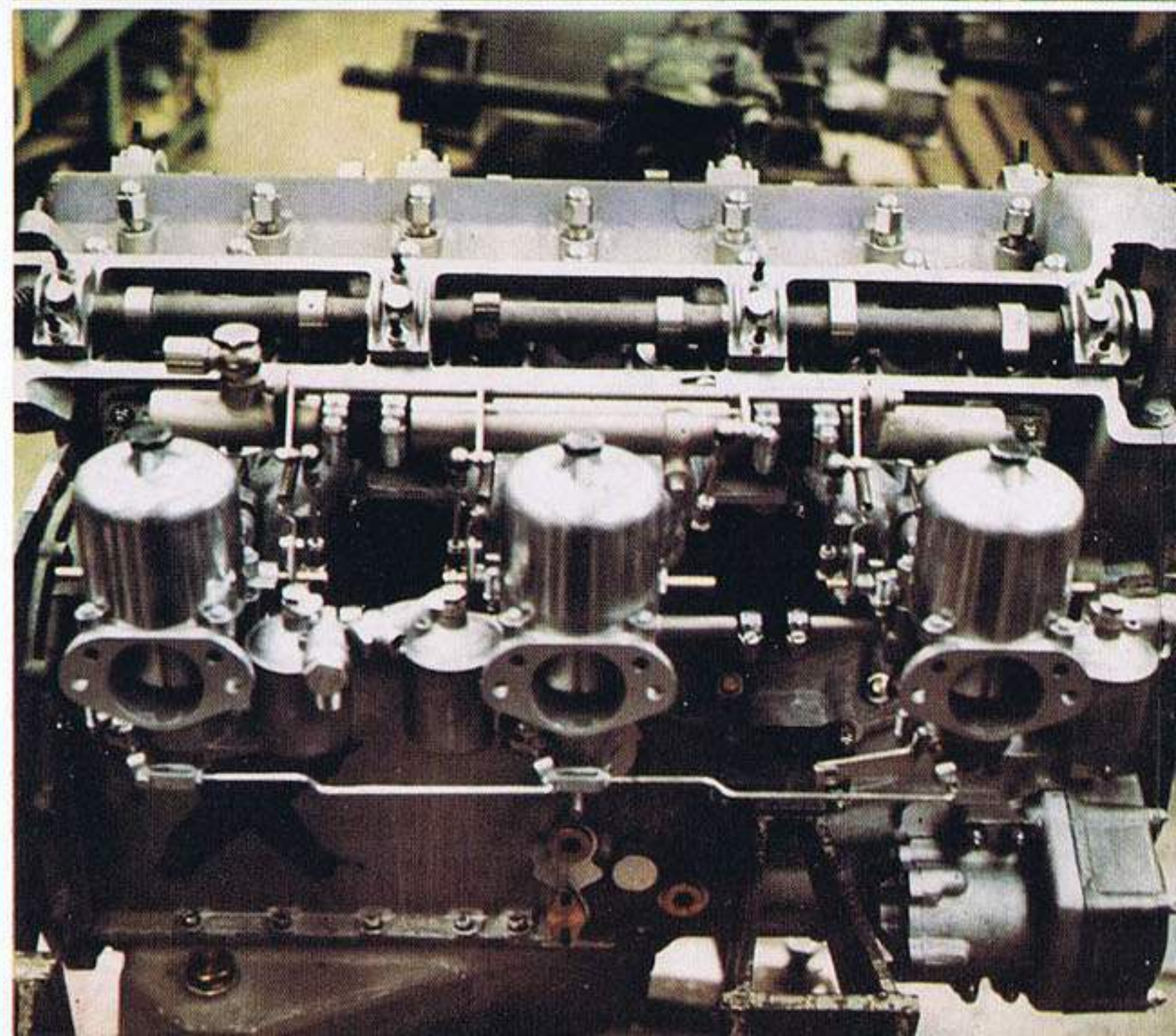
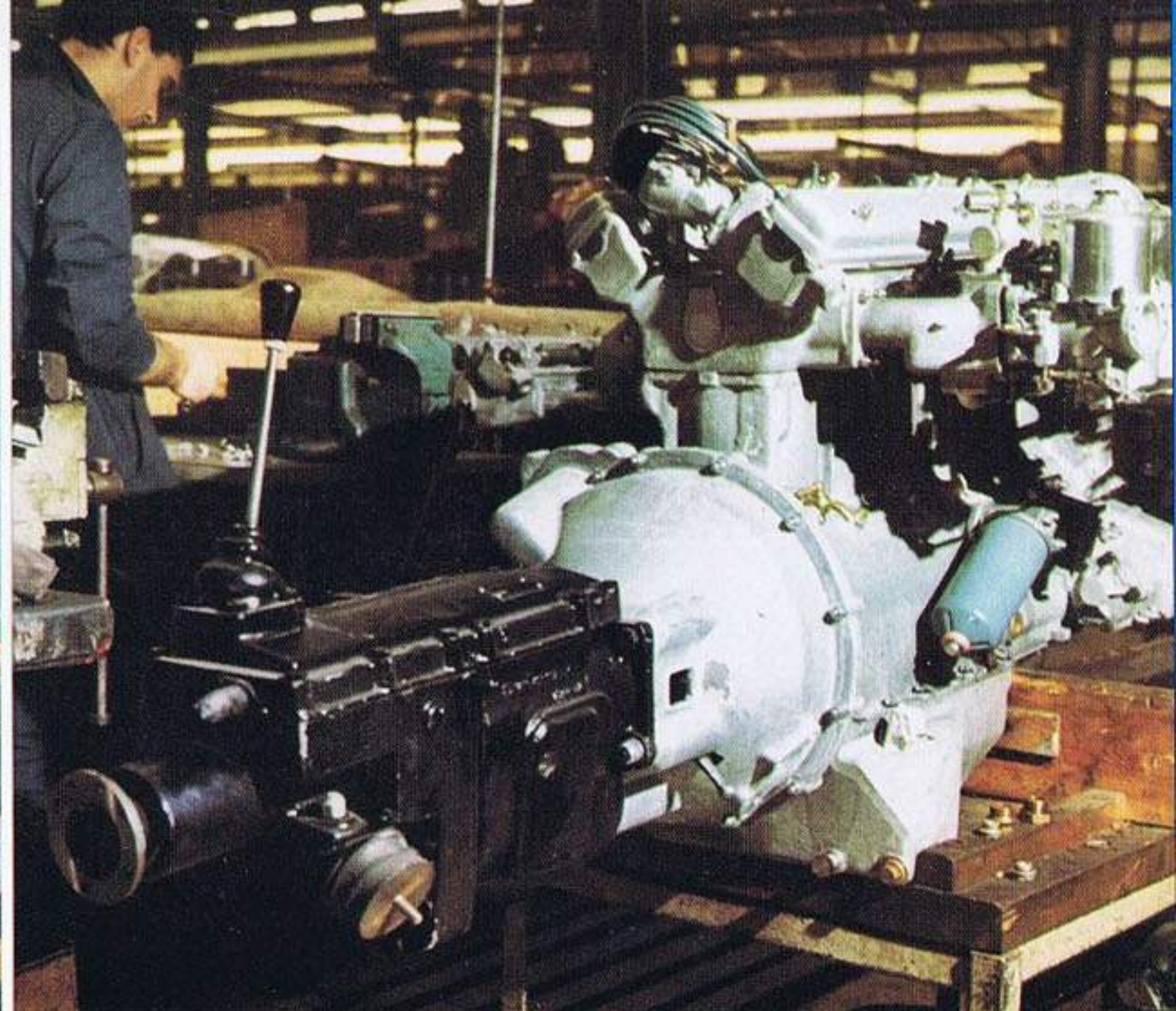


Inside, the tone reflects complete comfort, luxury and elegance without ostentation. The seats (infinitely adjustable) are upholstered in finest quality English coach hide, and the thick pile Wilton carpet is hand-fitted throughout. Sundym Triplex safety glass all round cuts out glare and reduces heat inside the car.

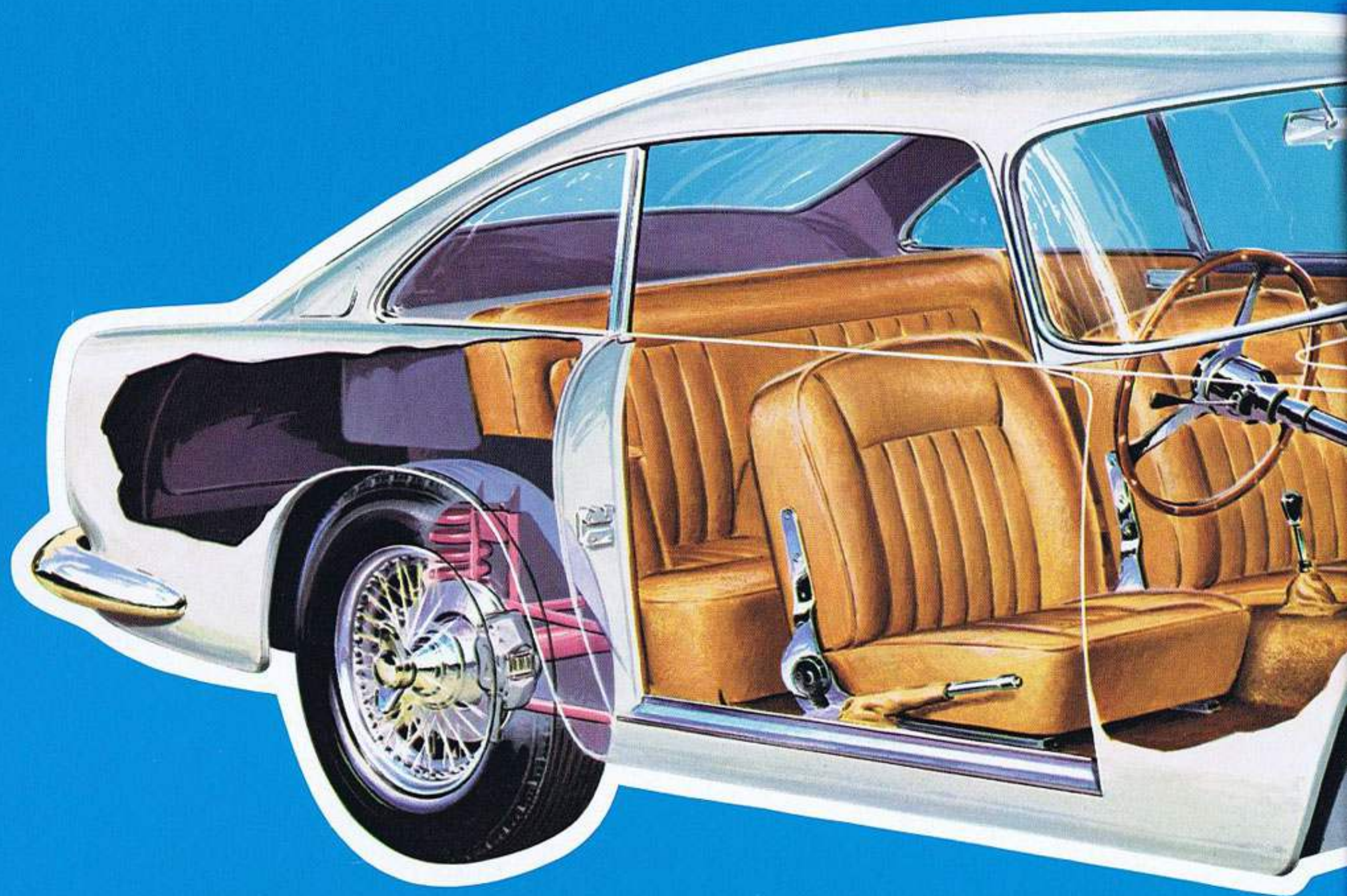
Windows are electrically controlled. Doors are fitted with trailing edge warning lights. A large capacity car heater is fitted supplying hot or cool air as required. For even greater comfort, optional air conditioning, developed for the DB5, maintains a cool temperature, thermostatically, under the hottest conditions. When humidity is high, this equipment rapidly clears dampness and mist.

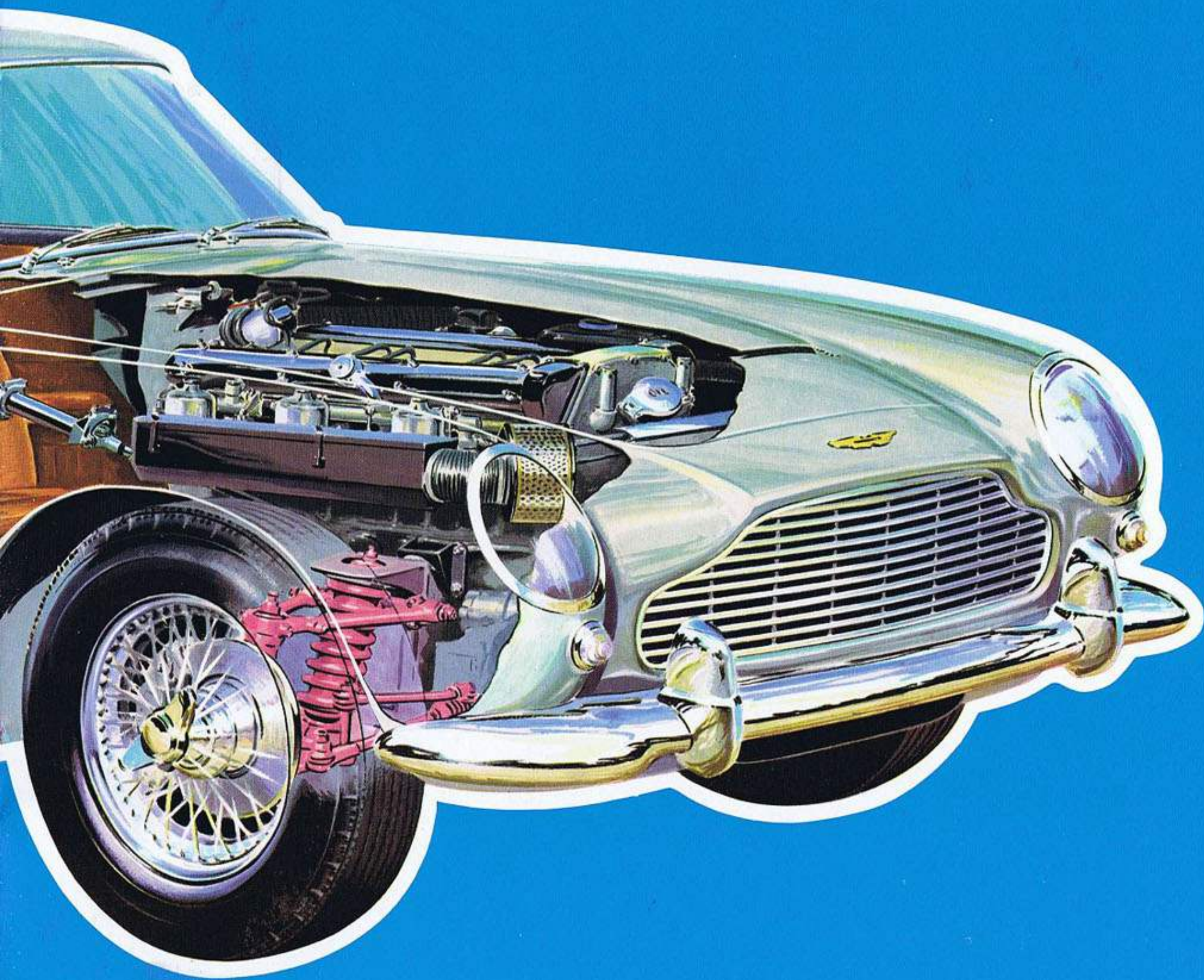






The DB5's 4-litre light alloy engine develops 282 b.h.p. at 5,500 r.p.m. or, alternatively, a Vantage engine is available as an extra: this develops 325 b.h.p. at 5,750 r.p.m. Air is fed to the three carburettors through a large capacity micronic air filter and an air distribution box. An oil cooler is basic equipment on both standard and Vantage engines. A special diaphragm clutch combines high torque capacity with light pedal action. A highly efficient twin pipe exhaust system, which incorporates four silencers, reduces sound within the car to an absolute minimum, whilst outside, the DB5 is distinguished by a pleasing murmur. Disc brakes are fitted to all four wheels. Front and rear are operated independently through a tandem master cylinder and independent servos. A new electrical generating system (alternator) ensures that the battery is kept fully charged even at low engine speeds.





SPECIFICATIONS ASTON MARTIN DB5

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 micron 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.

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 (86.5 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. Air conditioning optional.

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	6¼"	6¼"
Turning circle	34' 0"	34' 0"
Kerb weight	3,233 lb.	3,233 lb.



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

The Aston Martin DB5



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