



DB6 and VOLANTE

DB6 AND VOLANTE

Engineering skill and supreme craftsmanship; these are the qualities that have always marked the Aston Martin as a thoroughbred motor car of rare distinction. Superbly blended in the DB6 and Volante, they produce standards of performance, safety and comfort that are unsurpassed.

Either car makes the ideal travelling companion. An effortless long stride to cover the ground fast; a compact sure-footedness through the corners; a tractable docility in traffic—the DB6 and Volante have all the qualities that the discriminating motorist looks for.

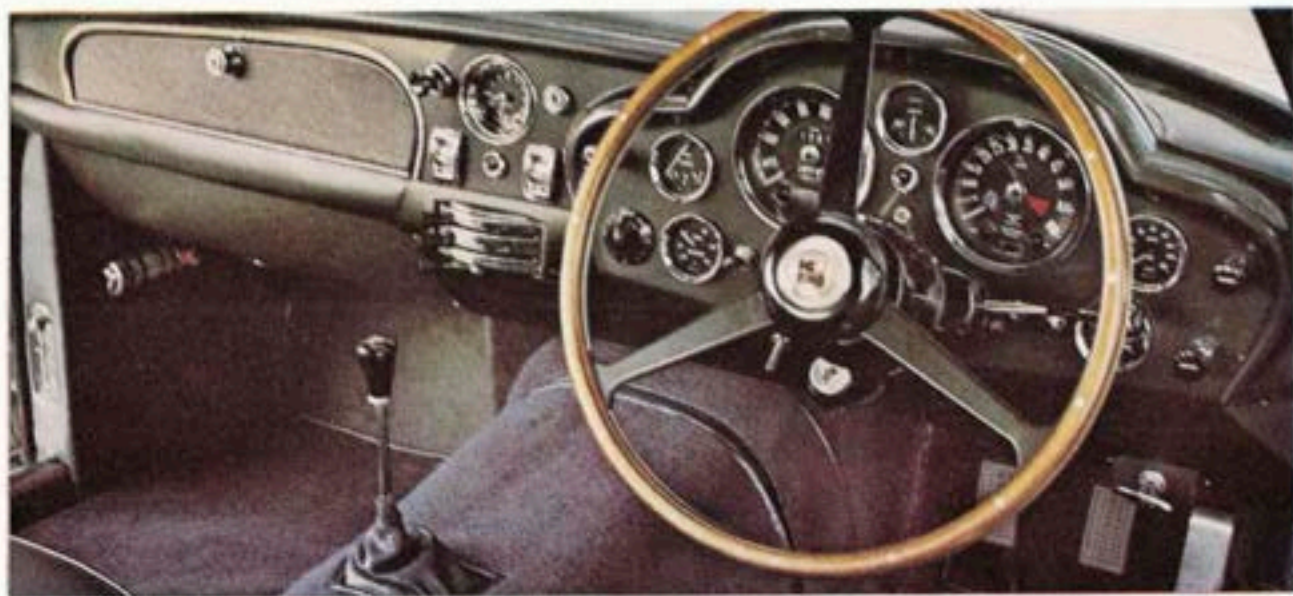


DB6





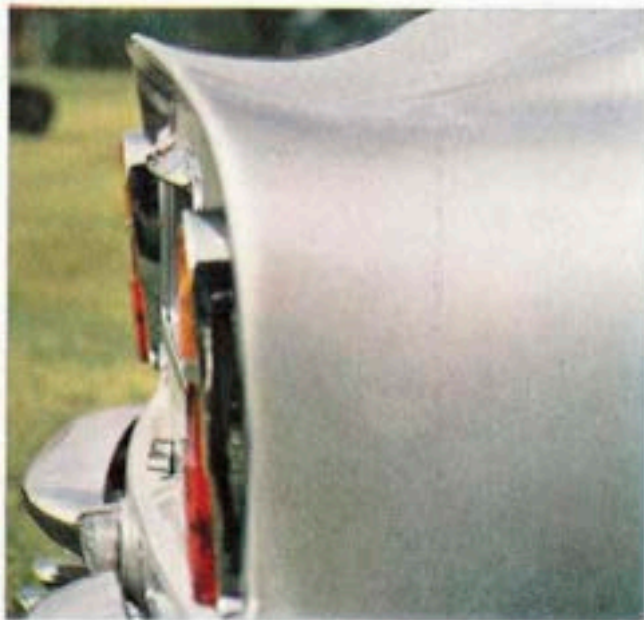
Just to sit behind the wheel of an Aston Martin is to sense the meticulous care that is lavished upon each car. Three months of painstaking perfectionism — that's how long it takes to build a DB6 or Volante — can be felt in the way the controls fall to hand; by the instrument layout that tells the driver as much or as little as he needs to know at any given time; by the feel of rich, resilient Wilton carpeting underfoot.



The seats enhance the first impression. Comfort goes without saying, but these seats also give body-hugging support as the DB6 surges through bends. They also provide an infinite range of adjustment, so driver or passenger can achieve exactly the right position for supreme comfort. In the rear the DB6 body line has been subtly changed from previous models to provide full four seat accommodation. For the rear seats, as for those at the front, no limit is set on the quest for the finest quality — five complete hides are used for the trim of each car.



Look at the whole DB6 or concentrate on a small section — you will find only poetic contours and expert craftsmanship. Up to 22 coats build up to that outstanding paint finish. But the pride of the craftsman's skill does not overshadow practical considerations—the turn indicators have day and night intensity levels, so they are not dazzling at night but are certain to be seen by day. Perhaps the finest points of Aston Martin design are to be seen where necessity is made a virtue. The spoiler shape at the rear of the body is there to give maximum road-holding and control at high speed. Under the sympathetic persuasion of the designers and craftsmen of Newport Pagnell, the spoiler becomes an adornment of functional beauty — a symbol of the flair and enthusiasm that is Aston Martin.



VOLANTE





Similarly, the front end is a happy blend of sleek styling and functional design. The smooth contours of the nose are calculated to admit ample air, cooling engine, oil flow and brakes while at the same time setting up the least possible wind resistance.

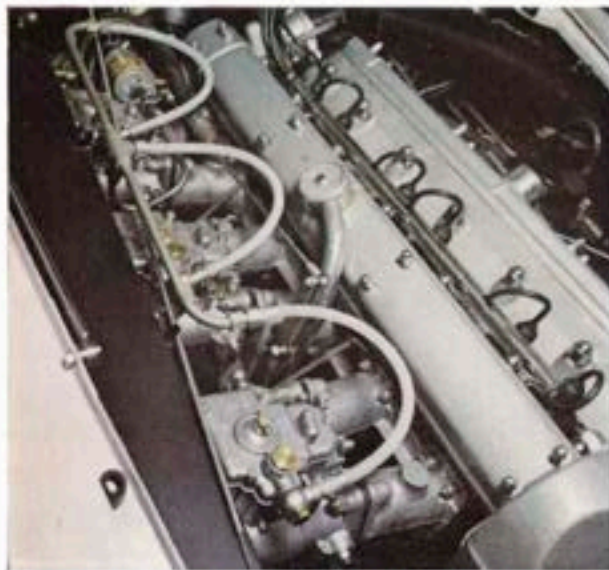
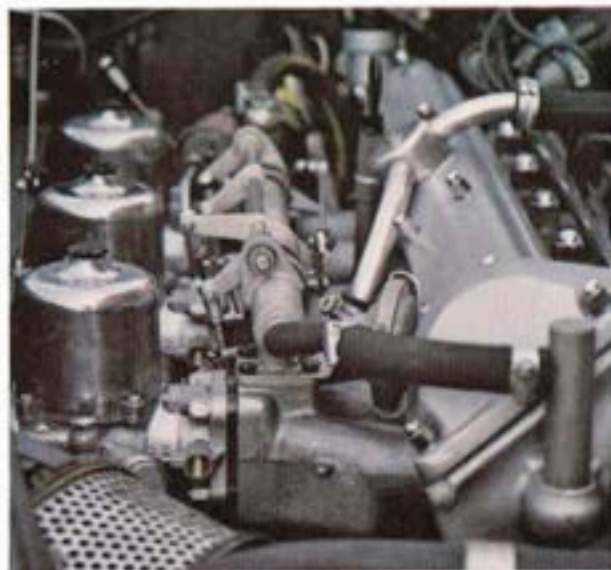
Safety is the main consideration when wheels and brakes are designed—the virile beauty of the wire wheels is incidental. Large Girling discs will stop the DB6 from 100 mph in six seconds, while high performance tyres give sure-footed cornering and braking. The smart knock-on hub caps can be two or three eared, according to the buyer's preference.



Precision and power — these are the keynotes of the Aston Martin 4-litre engine for the DB6 and Volante. Precision in machining every part to the finest tolerances; in balancing and matching major components like the crankshaft and pistons; in assembling each unit with infinite skill, and in testing and adjusting for maximum output with maximum efficiency.

Power comes from the twin overhead camshaft design; from the immaculate balance of the carburettors — three SUs in the standard engine and three high-performance Webers in the Vantage engine (below right).

And the sum of it all is an Aston Martin—Volante or DB6 saloon—the synthesis of all that's best in British craftsmanship, engineering skill and unabashed enthusiasm.



DB6 & VOLANTE SPECIFICATION

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. carburetors fed through large micronic air filter and distribution box. Compression ratio 8.9 : 1. Alternative Vantage engine with three twin-choke Weber carburetors. Compression ratio 9.4 : 1.

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. Shaft supported in seven 2½ in. diameter (69.85 mm) steel backed, lead bronze bearings.

Cylinder head and Valve Operation. Head cast in aluminium alloy, incorporating fully machined hemispherical combustion chambers. Large diameter valves inclined at 80° included angle, exhaust valve guides in direct contact with water. Twin overhead camshafts operate on hardened nickel molybdenum steel tappets. Camshafts driven by two-stage Duplex roller chains with manual adjustment tensioners.

Piston 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.

Cooling system – cooling by engine driven pump and fan. Cross-flow radiator with separate header tank.

Ignition – high efficiency oil-filled coil with ballast resistor. Distributor incorporating automatic advance and vernier adjustment.

Clutch Hydraulically operated 9½ in. (24.13 cm) diameter single plate diaphragm spring clutch. Self adjusting.

Gearbox Five speed, synchromesh on all forward gears. Fifth speed overdrive. Ratios: 5th 0.834 : 1, 4th 1.00 : 1, 3rd 1.23 : 1, 2nd 1.76 : 1, 1st 2.73 : 1, Reverse 3.31 : 1. Alternative transmission Borg Warner Model 8 three-speed epicyclic gear and torque converter incorporating dual drive range. Floor mounted stick shift operation. Manual over-riding control of 1st and 2nd gears. Ratios: Top 3.73–7.42 : 1, Intermediate 5.47–10.38 : 1, Low 8.95–18.8 : 1.

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

Final Drive Hypoid rear axle ratio 3.73 : 1, with automatic transmission 3.54 : 1. Limited slip differential optional.

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 Helical coil springs, trailing links and Watt linkage. Large double acting piston type shock absorbers. Adjustable ride control, controlled from instrument panel.

Steering Rack and pinion, 16 in. diameter (40.64 cm) wood rimmed steering wheel. Wheel position and column angle adjustable to fixed positions. 3½ turns lock to lock.

Brakes Girling disc, tandem master cylinder, power assisted by separate suspended vacuum servos for front and rear brake systems. Floor mounted fly off handbrake operates separate calipers on rear discs. Hydraulic fluid and handbrake warning light.

Fuel System (DB6) Tank capacity 19 Imperial Gallons (86.6 litres, 22.8 U.S. gallons). Electrically operated reserve 3 Imperial Gallons (13.6 litres, 3.6 U.S. gallons).

Fuel System (Volante) Twin fuel tanks holding 8 gallons each (36 litres, 9.6 U.S. gallons) with electrically operated change-over switch. Fuel gauge shows capacity of each tank when change-over switch operated.

Dual S.U. high pressure electric fuel pump. Magnetically sealed filler flaps open to reveal quick release caps on both sides of car.

Exhaust System Twin pipe system with four high efficiency silencers.

Wheels and Tyres Centre lock wire wheels with 5½ in. (13.8 cm) wide rims, 6.70 in. x 15 in. high speed tyres.

Electrical Equipment 12-volt system with plug in harness, 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 a single control knob. Twin wind tone horns. Steering column finger-tip lever for operating self-cancelling 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 and flashing direction indicators incorporating day/night intensity relay. Reversing lamp.

Instruments Large clear reading speedometer and 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 ventilation 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-seater panelled in aluminium alloy over a steel superstructure integral with steel safety platform chassis. Body chassis unit completely rust proofed, polystyrene foam insulated, under body sealed. Fully adjustable contoured front seats with vernier adjustment for rake and safety catches for fully reclining position. Pile carpets throughout. Lockable glovebox. Sun vizors. Passenger's grab handle. Wrap around laminated safety glass windscreen. Framed door windows, front and rear opening quarter lights. Sundym glass throughout. Ample luggage accommodation is provided in the rear boot with lockable lid and separate key. Heavy chrome wrap around bumpers. Attachment points for seat belts. Heated rear window.

Soft Top (Volante) Fully power operated hood operates only when the ignition is switched on in auxiliary position and hand brake applied.

Spare Wheel and Tools The spare wheel is carried in a separate waterproofed 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 Mounted below the instrument panel on the passenger's side.

GENERAL DIMENSIONS

Wheelbase	8 ft. 5½ in.	(258.5 cm)
Front Track	4 ft. 6 in.	(138 cm)
Rear Track	4 ft. 5½ in.	(134 cm)
Overall Length	15 ft. 2 in.	(462 cm)
Overall Width	5 ft. 6 in.	(168 cm)
Overall Height	4 ft. 5½ in.	(132 cm)
Ground Clearance	6½ in.	(15 cm)
Turning Circle	34 ft. 0 in.	(1036.3 cm)
Kerb Weight DB6 (estimated)	3,250 lbs.	(1474.2 kg)
Kerb Weight Volante (estimated)	3,223 lbs.	(1466.5 kg)

Designed and produced by Newton & Godin Limited
Printed in England by H. P. Dorey & Company Limited



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

ASTON MARTIN LAGONDA LIMITED

Newport Pagnell, Bucks. Tel: Newport Pagnell 720
London Showroom: 96/97 Piccadilly W1. Tel: 01-629 7373