

There is one stipulation for a new Aston Martin; it must be worthy of its marque, adhering to its unalterable standards of supreme engineering and craftsmanship.

Born of a long line of magnificent cars, each new Aston Martin is a part of motoring history—the continuation of a proud heritage in which technical advance is the only criterion for change.

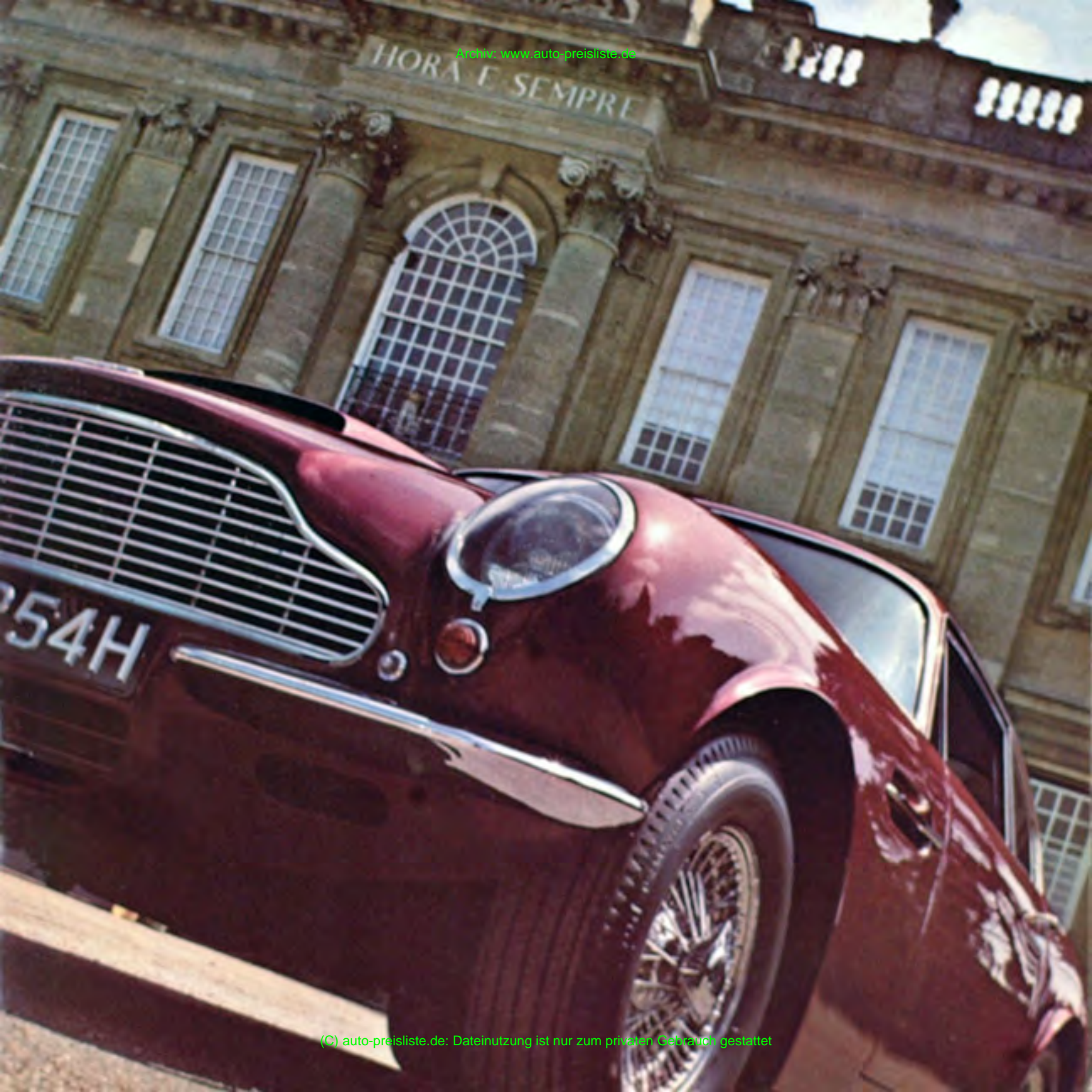
Progress is the keynote. Progress, without the mindless sacrifice of what is proven. Without stinting on the luxury for which the DB line is famous or the individual craftsmanship which makes each Aston Martin a masterpiece of automotive engineering.

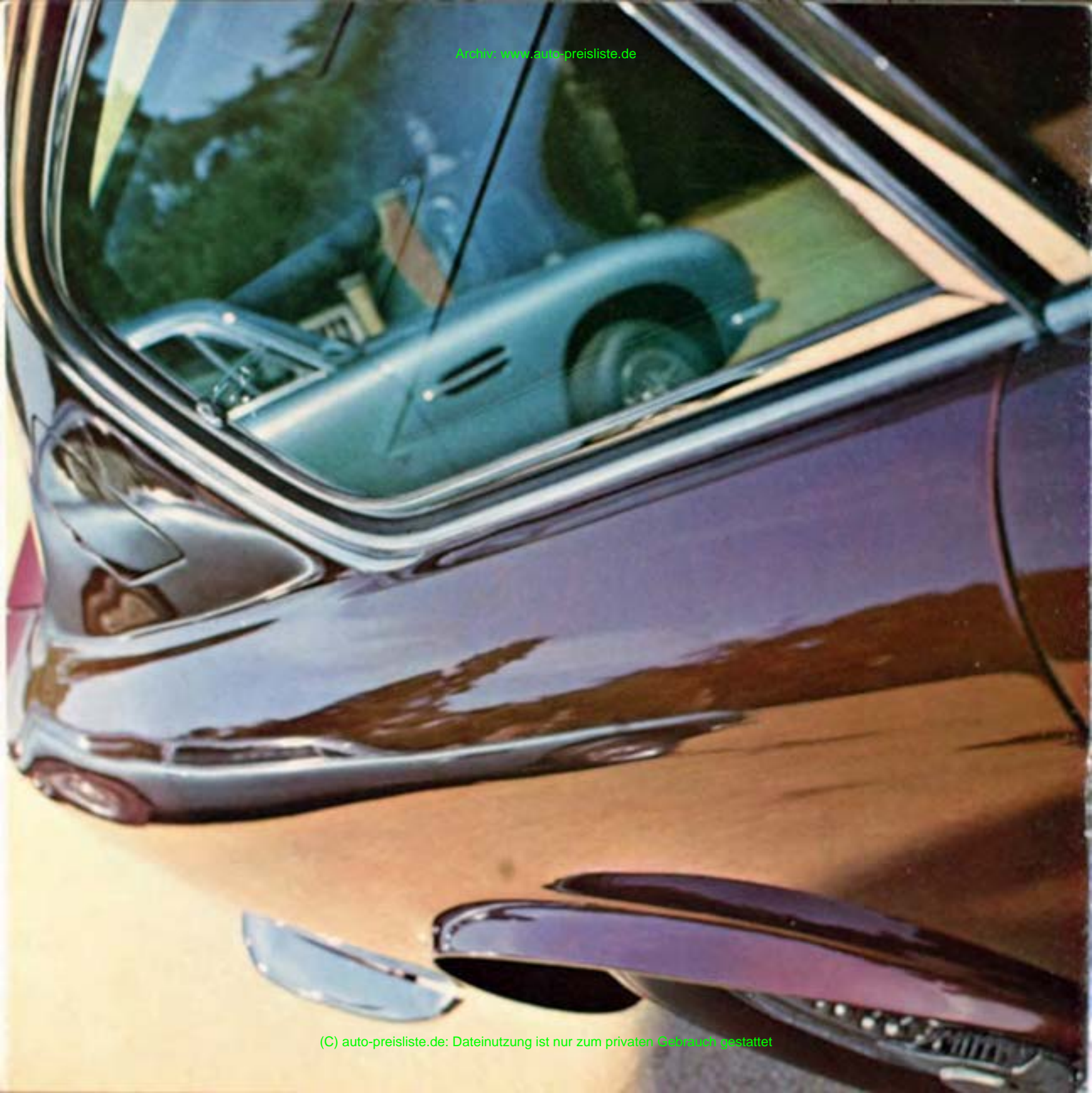
Now, the DB6 Mk2—a superb car for the discerning motorist, incorporating all the features which have given Aston Martin a safety record second to none. Sure-footed and superbly powerful, the DB6 Mk2 is a high-speed motor car with effortless, thrusting acceleration and magnificent road-holding.



*Location photographs by kind permission of Lady Hebe*

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It takes three months to build an Aston Martin. Examine the DB6 Mk2 and you'll see why. Each body is the work of an expert panel-beater and up to 22 coats of paint set the finishing touch to a design born of practical and aesthetic considerations. Colour is a matter for individual choice. There are eleven standard colours, but the range is limitless; a DB6 Mk2 will be supplied in any colour the new owner specifies.

The new DB6 Mk2 has a wider look. Wheel arches have been flared to make room for wide 6-inch wheels, designed to give extra grip, yet more stability to Aston Martin's already spectacular roadholding.

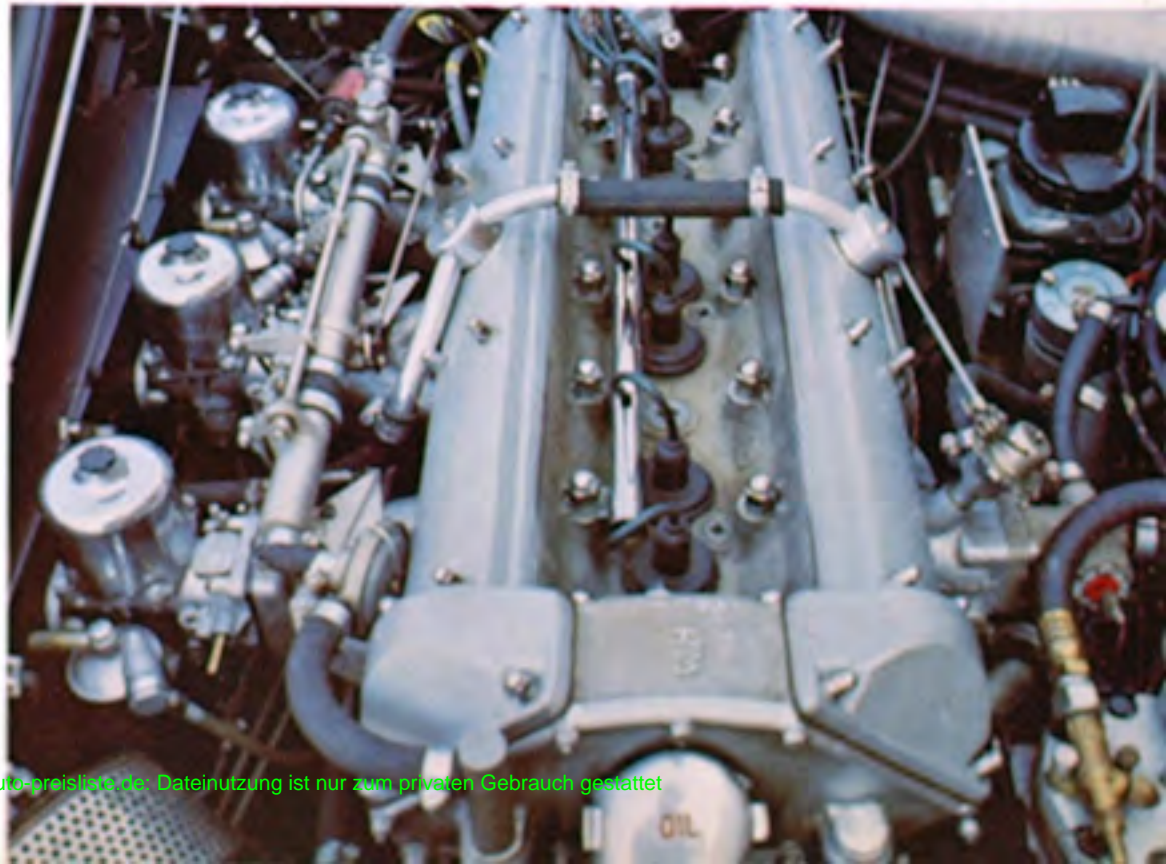
But if the DB6 Mk2 is beautiful from the outside, the interior does the first impression justice. Five complete matched hides are used for the upholstery and trim of each car and there are five standard interior colours. However, once again, personal requirements are always met. The seats themselves have been redesigned so that the body is held gently, but firmly in the selected position and the back seats are individually contoured so that all four passengers share the luxury of arm-chair comfort. The dashboard layout tells the driver all he needs to know at a glance and all controls fall conveniently to hand. The richness of Wilton carpeting sets off the interior, completing its absolute luxury.

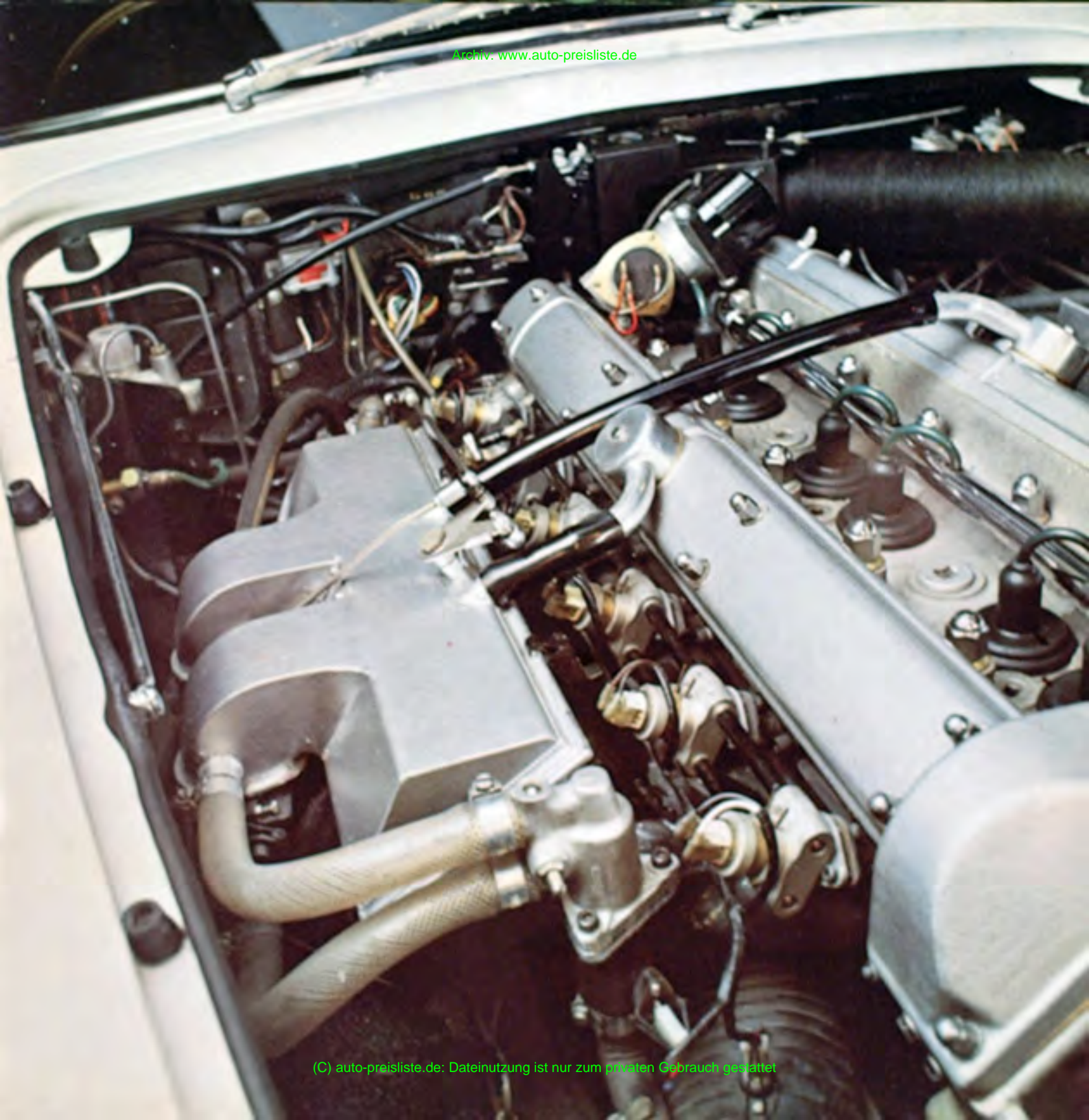


Computerised Fuel Injection is something quite new to British production cars. What it means, simply, is that information from the engine is fed into a 'magic box', which assimilates it and governs the fuel feed accordingly. The result is precise control over the mixture under any motoring conditions. This system is an optional extra on the new DB6 Mk2.

Each engine is the personal handiwork of one master engineer. Assembling it takes him about 44 hours. Each part is machined to the finest tolerances; major components are assembled and balanced with infinite skill and patience. The assembly grows in his hands and becomes a powerful 4-litre, twin overhead camshaft engine—ready for a DB6 Mk2. Each finished engine is bench run-in before being fitted into the car and test driven for 75—100 miles.

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From grill to rear bumper, the DB6 Mk2 looks exactly what it is—a high performance car, handsome and potent—hand built by devoted craftsmen whose criterion is absolute perfection.

Under its business-like bonnet, a precision, six-cylinder, twin overhead camshaft engine with latent power waiting to be set free. Its profile, a blend of low-lying parallels and gentle curves, illustrating the poetry of aerodynamics.

This is the DB6 Mk2—the embodiment of all Aston Martin stands for—realised by men whose lives revolve around the fine cars they build and for whom only perfection will suffice.

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# DB6 Mk 2 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. carburettors fed through large micronic air filter and distribution box. Compression ratio 8.9:1. Optional Vantage engine with three twin-choke Weber carburettors. Compression ratio 9.4:1.

Optional fuel injection engine with A-E Brico electronically controlled injection system. 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 variable timing

**Clutch** Hydraulically operated 10½ in. (26.67 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 2.97:1, 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.

**Power 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.



Aston Martin  
Lagonda Limited

**Fuel system** Tank capacity 19 Imperial Gallons (88.6 litres, 22.8 U.S. gallons). Reserve warning light indicates 3 Imperial Gallons (13.6 litres, 3.6 U.S. gallons). 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 6 in. (15.2 cm) wide rims and three eared hub caps 8-15 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

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, safety catches to folding backs, fully contoured rear seats. 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. Heated rear window.

**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.

*This brochure is for descriptive purposes only. The Company reserves the right to change the specifications without prior notice.*

## GENERAL DIMENSIONS

Wheelbase	8 ft. 5 $\frac{3}{4}$ in.	(258.4 cm)
Front track	4 ft. 6 $\frac{1}{2}$ in.	(138.4 cm)
Rear track	4 ft. 6 $\frac{1}{2}$ in.	(138.4 cm)
Overall length	15 ft. 2 in.	(462.2 cm)
Overall width	5 ft. 6 in.	(167.6 cm)
Overall height	4 ft. 5 $\frac{1}{2}$ in.	(136.0 cm)
Ground clearance	6 $\frac{1}{4}$ in.	(15.8 cm)
Turning circle	34 ft. 0 in.	(1036.3 cm)
Kerb weight (estimated)	3,300 lbs.	(1500.0 kg)

Designed and produced by Newton B. Goss Ltd  
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