

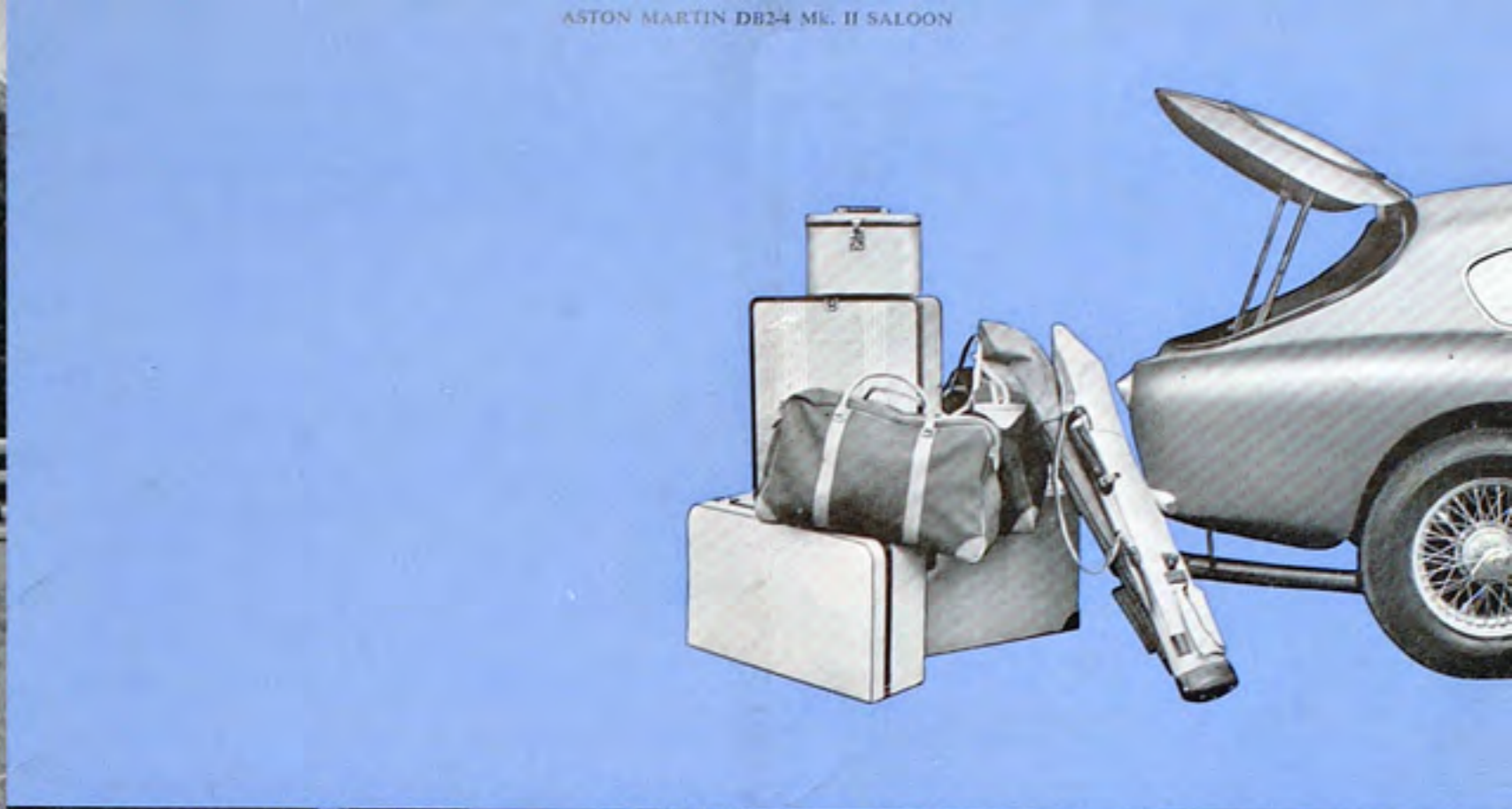


The DB2-4 is now available in two distinguished hard top styles; or in the supremely elegant Drop-Head Coupe form. Common to all three versions is the breathtaking performance characteristic of the marque. The power unit is the 3-litre David Brown 6-cylinder twin overhead camshaft engine used in the DB3-S competition car.





ASTON MARTIN DB2-4 Mk. II DROPHEAD COUPE

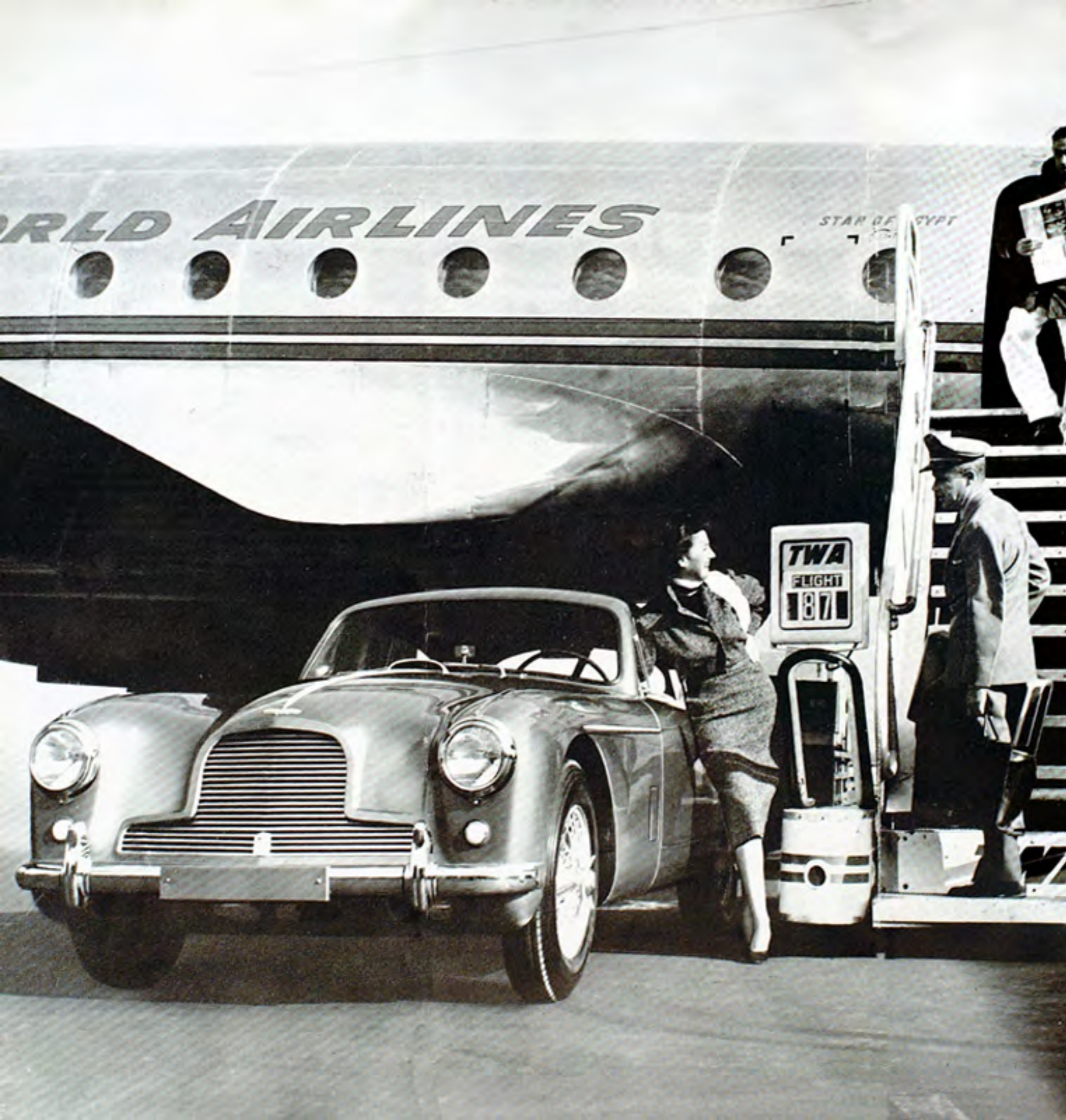


ASTON MARTIN DB2-4 Mk. II SALOON



ASTON MARTIN DB2-4 Mk. II HARDTOP

**RECENT
ASTON MARTIN
SUCCESSSES**



In the development of the Aston Martin, the path towards perfection has been indicated by lessons learned in competition. The measure of progress is the consistent record of international racing successes, season after season. The Aston Martin's reputation is now virtually unchallenged. It is the world's premier race-bred luxury sports car.

The finest sports car in the world



Engine. Six-cylinder in line. Bore 83 mm. (3.267"). Stroke 90 mm. (3.54"). Capacity 2,922 cc. (178.313 cu. ins.). 110 brake horsepower at 5,000 r.p.m. Compression ratio 8.2:1. Cast iron cylinder block with highest grade centrifugally cast iron detachable wet liners, provides maximum cooling with substantial weight saving. "Through bore" for main bearings gives extreme crankshaft rigidity.

Crankshaft. Carried on four massive main bearings, with steel-backed liners. Short, stiff and light, the shaft has an appreciable overlap of the pins and journals on the webs, and is statically and dynamically balanced. The four crankshaft bearings supported in special aluminium alloy housings to dissipate heat.

Cylinder Head. Quickly detachable, with fully-machined hemispherical combustion dome. Valves inclined at 20° in cylinder head, of generous size and efficiently cooled, guides being in direct contact with the coolant. Sparking plugs 10 mm, centrally situated.

Valve Operation. Twin overhead camshafts with direct-attack valve actuation, eliminating tappet adjustment. Cams contact large-area thimble tappets directly over end of valve stems ensuring minimum wear. Camshafts driven by Duplex chain with hydraulic tensioners to prolong chain life.

specification

DB2-4 Mark II

Lubrication System. Full pressure system to all crankshaft, connecting rod and camshaft bearings. Large capacity, positive filtration system incorporated.

Connecting Rods. Steel beam section, with integral bolts, ensuring maximum stiffness with minimum reciprocating weight.

Pistons. Die-cast aluminium alloy; Two compression rings (chrome top ring), two scraper rings. Large diameter gudgeon pins, located by circlips.

Cooling Systems. Thermostatic control. Closed circuit layout incorporates centrifugal water pump and large capacity radiator with ample integral header tank.

Ignition. High efficiency coil and distributor, with in-built automatic advance and retard. Distributor has "octane" selector.

Carburation. Large twin variable jet S.U. carburettors. Twin air cleaners.

Fuel System. Tank capacity 17 Imperial gallons (77.23 litres—20.4 U.S. gallons). Twin electric fuel pumps. In-built reserve, electrically operated. (3 galls. 13.63 litres—3.6 U.S. gallons).

Clutch. Large friction area single plate design, fully balanced.

Gearbox. Of David Brown manufacture, unit construction with engine. Light alloy casing. Four forward speeds and reverse. Bulk ring synchromesh on 2nd, 3rd and top.

Gear Ratio. Standard ratios: 3.77:1, 1.5-01:1, 1.7-46:1, 11-0:1, Reverse 11-0:1.

Transmission. Specially balanced open propeller shaft with hypoid bevel final drive.

Steering. Telescopic column spring-spoked steering wheel. Three-piece linkage gives accurate control in all conditions of bump rebound and lock. Worm and roller type steering box. Left-hand drive optional.

Brakes. Girling Hydraulic—large area—12" diameter drums. Cooling by carefully styled vents adjacent to radiator grille. Fly-off handbrake at side of gearbox cover.

Frame. Steel tubular construction with cruciform bracing, ensuring maximum torsional and beam stiffness.

Suspension. Front: Independent lower trailing link arms actuating anti-roll torsion bar are carried on large-needle roller bearings in oil baths. Vertical coil springs with large double-acting piston type hydraulic shock absorbers ensure an "armchair" ride. Rear: Vertical coil springs and large double-acting piston type shock absorbers. Parallel radius arm linkage and Panhard type anti-sway bar accurately locate rear axle.

Wheels and Tyres. Dunlop Centre-lock quick-change wire wheels ensure maximum rigidity with light weight. Tyres 6-00" x 16".

Electrical Equipment. 12-volt positive earth system. 51 amp/hour battery, with automatic voltage control. Heavy duty high output dynamo, with "through" air cooling. Wiring plastic-covered for long life. Large in-built headlamps, and separate parking lamps. All lamps flush fitting. Twin stop/tail and flasher lights. Map reading and interior lights and reflectors. Two-speed windscreen wipers.

General Dimensions.

Wheelbase	8' 3"	(252.46 cms.)
Track (front and rear)	4' 6"	(137.16 cms.)
Overall length	14' 3½"	(435.61 cms.)
Overall width	5' 5"	(165.1 cms.)
Overall height	4' 6½"	(139.98 cms.)
Turning circle	35' 0"	(1066.8 cms.)

These goods are sold subject to and with the benefit of the Conditions of Sale printed in the Catalogues and/or Price Lists of the Company.

ASTON MARTIN LIMITED

(A subsidiary of The David Brown Corporation Limited)

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