

The **Aston Martin DB6** Saloon—for the first time a regular full 4-seater—the fastest G.T. car in the world...



Superb standards
of luxury and comfort
for four adults

Perfection and
flexibility in performance

Abundance of power

**Always ahead in inspired design, the
Aston Martin DB6 has a sleek, fast-back
line with spacious 4-seater capacity.**

Full scale wind-tunnel tests have proved that
this aerodynamic form with rear end spoiler
gives tremendous road-holding performance
at high speeds.

Contoured, body-hugging front seats in bold-
ly stitched genuine hide provide the ultimate
in luxurious comfort and support, with ample
leg room.

Maximum passenger space consistent with
overall dimensions has been attained giving
restful seating for four in luxurious upholstery.

Split front and rear bumper design to accom-
modate the number plate and reversing light
is clean, modern and stylishly attractive.

The Aston Martin DB6
the hand-built car
that is world-renowned for
its elegance and speed



Top Speed exceeds 150 m.p.h.

Stopping Time – 6 seconds from 100 m.p.h. Disc brakes to all four wheels. Independent power assistance for front and rear systems.

Bodywork panelled in aluminium alloy mounted on light tubular superstructure built on steel platform safety chassis.

Powered by the Aston Martin 4 litre engine developing 282 b.h.p. Twin o.h.c. and 3 S.U. carburettors. Large micronic air filter. Oil

cooler as basic equipment. Or with alternative VANTAGE engine developing 325 b.h.p. – 3 Weber carburettors.

5-speed All-Synchromesh Gearbox controlled by central gear lever. Fifth speed overdrive for quiet top speed performance.

A new stick shift operated Borg Warner No. 8 automatic transmission with manual over-ride control of 1st and 2nd gears is available as an alternative to the 5-speed gearbox.

4 Silencer System reducing interior sound to a minimum.

Electrical System includes plug-in harness. Alternator ensures that the battery is fully charged even at low engine speeds. Electrically-controlled windows. Doors fitted with trailing edge warning lights.

High Performance Tyres tested and matched to the car's exceptional speed potential.

Turn screw controlled front quarter lights. Opening rear quarter lights for increased passenger comfort.

Superbly finished interior with new curved bold stitched seats giving body-hugging support. Infinitely adjustable reclining front seats with safety locks to folding backs.

Large capacity heater. Glare and heat reducing Sundym Triplex Safety Glass.



Optional air conditioning for comfort cooling in high temperature conditions.

Further outstanding features and refinements of the DB6 include:

Large air intake to oil cooler for steady oil temperature at high speed.

Low angle windscreen rake and fast

back with spoiler tail give unparalleled low wind resistance and high speed stability.

Electrically-heated rear screen for added safety.

Day-Night Turn Indicators for extra safety reducing intensity of rear turn indicators at night.

Turn to release lock – opens spring-balanced boot lid.

Magnetically retained flaps conceal quick-release sealed petrol filler caps.

Large dial, clear reading v-bezzled instruments.

Plug-in electrical harness for easy service access.

Roadholding – the fast-back spoiler, first used by Aston Martin on Le Mans circuit, has increased road holding characteristics considerably. Tests at the Motor Institute Research Association have proved that the DB6 combination of aerodynamic styling and improved suspension gives greater safety at top speed and through all hazards than its predecessor.



The incomparable Aston Martin

Of nearly two million British cars produced annually, Aston Martin account for just four a day. Painstakingly hand-built by master craftsmen, the incomparable Aston Martin incorporates every refinement to eliminate the stress and fatigue normally associated with high performance motoring.

The DB6 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 efficient air distribution box. Compression ratio 8.9:1, develops 282 b.h.p. at 5,500 r.p.m. Alternative Vantage engine with 3 twin choke Weber carburettors develops 325 b.h.p. at 5,750 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 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. Distributor incorporating automatic advance and vernier adjustment.

Clutch – Hydraulically operated diaphragm spring clutch.

Gearbox – Five-speed all-synchromesh on which fifth 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

Alternative transmission Borg Warner No. 8 three-speed epicyclic automatic transmission incorporating a

dual-drive range. Stick shift operation and 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 – 17.8:1

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

Final Drive – Hypoid rear axle. Alternative rear axle with limited slip differential available. Ratio: 3.73:1 With automatic transmission a 3.54:1 ratio is available.

Suspension – Front: Independent, incorporating transverse wishbones 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 position.

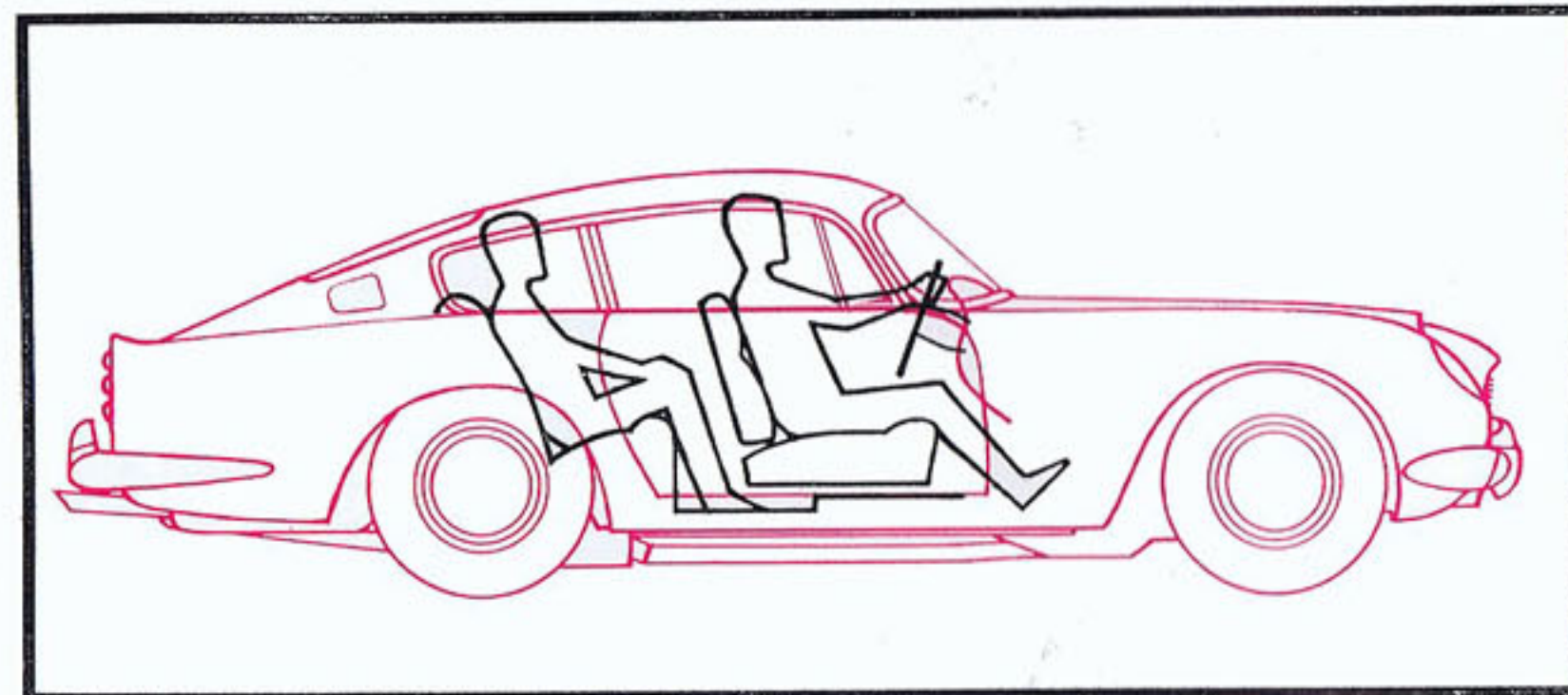
Brakes – Girling disc, tandem master cylinder, power assisted by separate suspended vacuum servos for front and rear brake systems. Floor mounted handbrake lever operating on rear discs. Fluid level and handbrake warning light.

Fuel System – Tank capacities: 19 Imperial galls. (86.5 litres, 22.8 U.S. galls.). Electrically operated reserve: 3 Imperial gallons (13.6 litres, 3.6 U.S. galls.). With air conditioning, twin tanks total capacity: 16 Imperial gallons (72.7 litres, 19.2 U.S. galls.). Twin S.U. high pressure electric fuel pump. Magnetically sealed filler flaps conceal quick-release caps.

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 rheostats 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, separate front parking lamps with separate flashing direction indicators. Rear stop lamps and flashing direction indicators incorporating Day-Night intensity relay. Reversing lamp.

Instruments – Speedometer, impulse tachometer, oil pressure gauge, oil temperature gauge, water temperature gauge, fuel gauge with reserve warning light, ammeter and electric clock, plug-in harness for servicing convenience.

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 panelled in aluminium alloy over rigid steel superstructure integral with safety platform chassis. Body chassis unit completely rust proofed, sound insulated and undersealed. All seats upholstered in finest quality English hide. Bucket type reclining front seats, fully adjustable, with safety locks to folding backs. Pile carpets throughout. Lockable glovebox. Sun visor. Passenger's grab handle. Wrap-round laminated

safety glass windscreen. Framed door windows and opening quarter lights on saloons. Sundym glass throughout. Ample luggage accommodation is provided in the rear boot with counterbalanced lockable lid. Separate new 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.

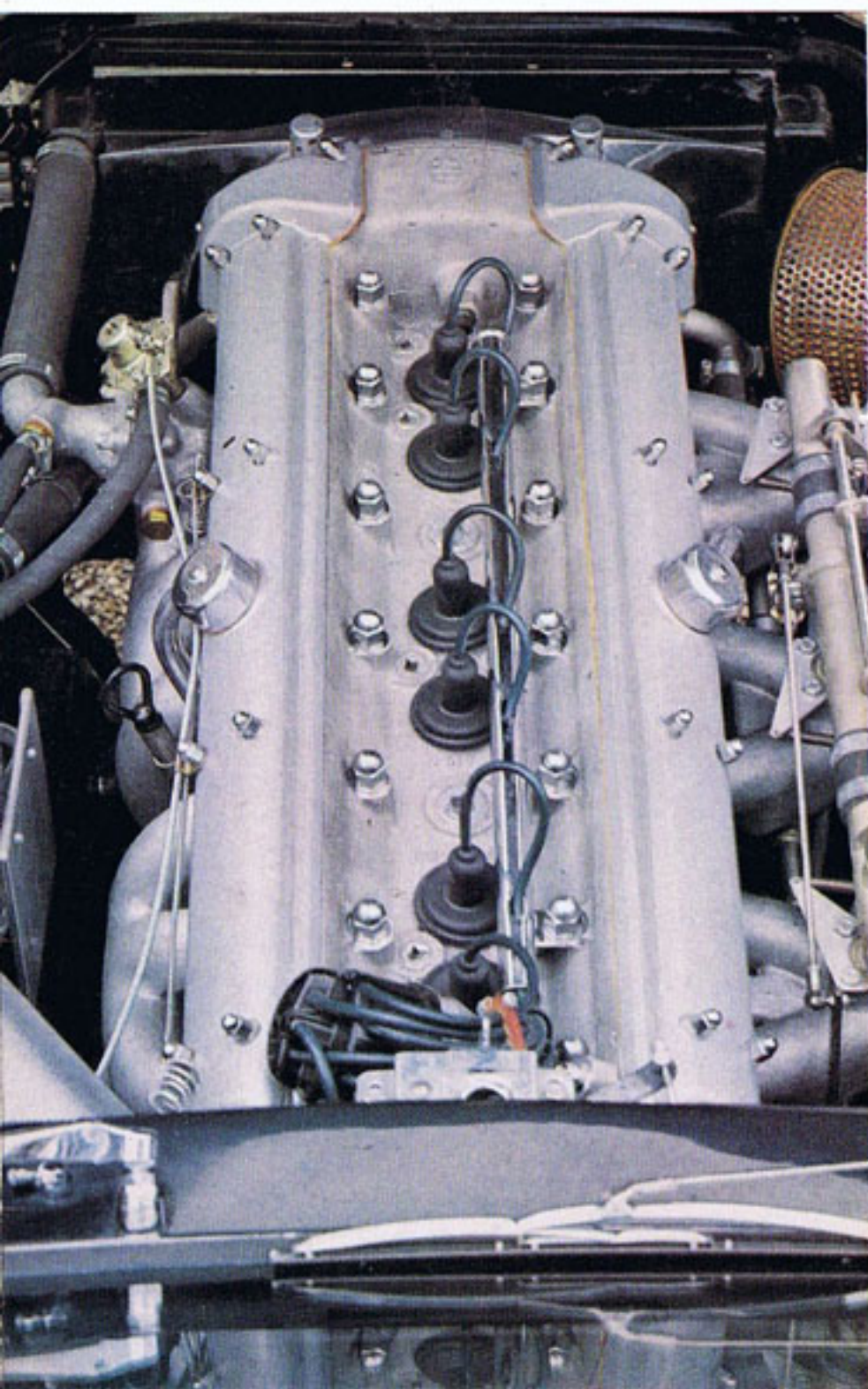
Jacking – By hydraulic jack engaging sockets adjacent to each wheel.

Fire Extinguisher – This precautionary device is mounted below the instrument panel on the passenger's side.

General Dimensions

	Saloon
Wheelbase.....	8' 5½"
Track: front.....	4' 6"
Track: rear.....	4' 5½"
Overall length.....	15' 2"
Overall width.....	5' 6"
Overall height.....	4' 5½"
Ground clearance.....	6¼"
Turning circle.....	34' 0"
Kerb weight.....	3,250 lbs.

The tone of the new DB6 combines highly individual design with the traditional Aston Martin accent on luxury without ostentation. The spacious interior with increased leg and head room provides the highest standards of comfort for both driver and passengers. The Aston Martin is unrivalled in performance and power, and sheer elegance; built by craftsmen who are lifelong devotees of the marque.



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