



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



THE DAVID BROWN

ASTON MARTIN DB4 *VANTAGE*



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Engine: Six-cylinder twin overhead camshaft. Bore 92 mm. (3.622"). Stroke 92 mm. Capacity 3670 c.c. (224 cu. ins.). Compression ratio 9:1. Power output 266 b.h.p. at 5750 r.p.m.

Cylinder Block: Cast in aluminium alloy. Centrifugally-cast chrome vanadium iron top seating wet liners.

Crankshaft: Forged in chrome molybdenum steel, nitrided, statically and dynamically balanced. The shaft is carried in seven 2½" diameter (69.85 mm.) steel backed, copper lead bearings.

Cylinder Head: Cast in aluminium alloy and incorporating fully machined hemispherical combustion chambers. Flow tested ports. Large diameter valves inclined at 80° included angle, with exhaust valve guides in direct contact with water.

Valve Operation: Twin overhead camshafts operate the valves direct through the medium of cyanide hardened nickel molybdenum steel tappets, eliminating tappet adjustment. Camshafts driven by two-stage Duplex roller chains with manually adjusted tensioners.

Pistons: Die-cast aluminium alloy. Two compression rings, top - chromium plated, second - taper faced. One twin segment oil control ring, large diameter gudgeon pin located by circlips.

Connecting Rods: Forged in manganese molybdenum steel, weight graded and balanced.

Lubrication System: By front mounted chain-driven oil pump and full flow filter. Oil cooler.

Cooling System: Cooling by pump and fan with by-pass thermostat control. Cross-flow radiator with separate header tank.

Carburation: Triple S.U. diaphragm type 2" diameter (50.8 mm.) with air silencer.

Ignition: High efficiency coil and distributor incorporating automatic advance and micro adjustment.

Clutch: Borg and Beck 9" (22.86 cm.) twin plate hydraulically operated with self-adjusting free pedal travel.

Gearbox: David Brown Aston Martin four-speed with spring-loaded reverse stop. Bauk ring synchromesh on 1st, 2nd, 3rd

and top gears. Ratios: Top 1:1; third 1.25:1; second 1.85:1; first 2.92:1; reverse 2.52:1.

Propeller Shaft: Needle roller bearing, shaft dynamically balanced.

Final Drive: Hypoid rear axle. Ratio 3.31:1. Alternatives 3.54:1; 3.77:1. Ratio with o/drive 3.77.

Overall ratios:

1st	9.67	10.34	11.01
2nd	6.14	6.56	6.99
3rd	4.14	4.42	4.71
Top	3.31	3.54	3.77
O/drive	—	—	2.92

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.

Steering: Rack and pinion steering. 16" diameter (40.64 cm.) wood rimmed steering wheel. Column angle adjustable.

Brakes: Dunlop disc front and rear, hydraulically operated vacuum servo assisted. Floor mounted handbrake lever operating on rear discs.

Fuel System: Tank capacity 19 Imperial galls. (86.3 litres, 22.8 U.S. galls.). Electrically operated reserve 3 galls. (13.6 litres; 3.6 U.S. galls.). Twin S.U. high pressure electric fuel pump.

Exhaust System: Twin pipe system with high efficiency silencers standard equipment.

Wheels and Tyres: Dunlop centre-lock wire wheels with 5" (12.7 cm.) wide rims. 6.00" x 16" tyres.

Electrical Equipment: Lucas 12-volt system. 51 amp./hour battery incorporating master switch, located in compartment at side of luggage boot. Heavy duty ventilated dynamo with automatic voltage-control. Starter motor, distributor and oil filled coil. Two-speed windscreen wipers and electric windscreen washer, 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. Cigar lighter. Under bonnet socket for inspection lamp. Large built-in headlamps and separate flush fitting front parking lamps. Combined front parking lamps and flashing direction indicators. Separate stop-tail lamps with built-in flashing direction indicators and reflectors. Rear number plate lamp and reversing lamp.

Instruments: Speedometer, electric revolution counter, oil pressure gauge, oil temperature gauge, water temperature gauge, fuel gauge with reserve warning light, ammeter and electric clock.

Heating and Ventilating: Comprehensive heating and ventilating system providing fresh air or heat to driver or passenger's side at choice. Controls arranged for the whole heater output to be used for windscreen defrosting if required.

Body: "Superleggera" magnesium aluminium alloy panelled tubular steel framed four-seater in unit with steel platform chassis. Body-chassis unit completely rust proofed, sound insulated and undersealed. All seats upholstered in finest quality English leather. Bucket type reclining front seats fully adjustable. Pile carpets throughout. Lockable glove box. Sun Vizors. Passenger's grab handle. Wrap-round windscreen. Framed drop windows. Opening quarter lights. Petrol filler lid operated from interior. Ample luggage accommodation is provided in the rear boot with lockable lid and separate key. Heavy duty wrap round bumpers.

Spare Wheel and Tools: The spare wheel is carried in a separate waterproof and dirt-proof compartment underneath the boot floor. The tools are contained in a roll accommodated in the wing recess at the side of the luggage compartment.

Jacking: By mechanical screw type jack engaging sockets adjacent to each wheel.

Principal Dimensions:

Wheelbase	8' 2"	(248.9 cm.)
Front track	4' 6"	(137.2 cm.)
Rear track	4' 5½"	(135.9 cm.)
Overall length	14' 8½"	(448.0 cm.)
Overall width	5' 6"	(167.6 cm.)
Overall height	4' 4"	(132.1 cm.)
Ground clearance	6½"	(15.87 cm.)
Turning circle	34' 0"	(10.4 m.)
Kerb weight	2,983 lb.	(1354 kg.)

DB4 DONNEES TECHNIQUES SOMMAIRES

Moteur: Six cylindres. Alésage 92 mm. Course 92 mm. Cylindrée 3670 c.c. Culasse et bloc-cylindres en alliage léger. Vilebrequin travaillant sur 7 paliers. Deux arbres à cames en tête. Entraînement par chaînes Duplex deux étages. Chambres de combustion hémisphériques. Trois carburateurs S.U. avec épurateurs d'air.

Graissage: Pompe à huile Hobourn Eaton entraînée par chaîne, filtre Purolator en série. Reproducteur D'huile.

Refroidissement: Pompe à eau à turbine et ventilateur. Radiateur à circulation transversale.

Rapport volumétrique: 9:1.

Puissance effective: 266 H.P. à 5750 t. mn.

Embrayage: Borg et Beck double disque, diamètre 22,86 cm.

Boîte de vitesses: David Brown, 4 rapports, avec lère, 2ème, 3ème et 4ème synchromesh.

Pont arrière: Hypoid, Rapports 3,31, 3,54 et 3,77:1.

Suspension: *Avant:* indépendante; ressorts hélicoïdaux coaxiaux et amortisseurs télescopiques Armstrong. *Arrière:* pont rigide; bielles arrière parallèles et tringlerie Watt; ressorts hélicoïdaux. Amortisseurs Armstrong à piston.

Direction: par crémaillère.

Freins: freins à disques Dunlop sur roues avant et arrière. Servo à dépression.

Reservoir d'essence: contenance 86,3 litres.

Roues et pneus: Jantes Dunlop 12,7 cm., montage par chapeau à visser; pneus Avon Turbospeed. 6,00 x 16.

Cotes:		
Empattement	248,9 cm.	
Voie avant	137,2 cm.	
Voie arrière	135,9 cm.	
Longueur hors tout	448,0 cm.	
Hauteur hors tout	132,1 cm.	
Largeur hors tout	167,6 cm.	
Garde au sol	15,87 cm.	
Diamètre de traquage	10,4 m.	
Poids en ordre de marche	1354 kg.	

DB4 TECHNISCHE KURZBESCHREIBUNG

Motore: Sechszylinder. Bohrung 92 mm. Hub 92 mm. Hubvolumen 3670 ccm. Zylinderblock und -kopf aus Aluminiumlegierung.

Kurbelwelle mit 7 Hauptlagern. Obenliegende Doppelnockenwelle. Zwei-stufiger Duplex-Kettentrieb. Halbkugelförmige Verbrennungskammern.

Drei S.U.; Membranvergaser mit luftreiner.

Schmierung: Kettenbetriebene Ölpumpe Hobourn-Eaton mit 'Purolator'-Vollstromfilter. Ölkühlung.

Kühlung: Schleuderpumpe und -gebläse, Querstromkühler.

Verdichtungsverhältnis: 9:1.

Bremsleistung: 266 PS bei 5750 U/min.

Kuplung: Borg & Beck, 22,86 cm. Doppelscheibenkupplung.

Getriebe: Vierganggetriebe Type David Brown mit Gleichlauf im 1., 2., 3. und oberstem Gang.

Hinterachse: Hypoidgetriebe. Verhältnis 3,31, 3,54 u. 3,77:1.

Aufhängung: *Vorn:* Einzelaufhängung. Koaxiale Spiralfedern und Armstrong-Teleskopstossdämpfer.

Hinten: Treibachse. Parallele Hinterlenker und Watt-Lenker. Spiralfedern. Armstrong-Hülsenstossdämpfer.

Lenkung: Zahnstangenlenkung.

Bremsen: Dunlop-Scheibenbremsen vorn und hinten. Unterdruck-Servobremsen.

Kraftstoffbehälter: 86,3 l.

Räder und Reifen: Bauart Dunlop, 12,7 cm. Felgen 6,00 x 16. Avon-Turbospeed-Reifen.

Abmessungen:		
Achsstand	248,9 cm.	
Radspur vorn	137,2 cm.	
Radspur hinten	135,9 cm.	
Gesamtlänge	448,0 cm.	
Gesamthöhe	132,1 cm.	
Gesamtbreite	167,6 cm.	
Bodenabstand	15,87 cm.	
Wendekreis	10,4 m.	
Gewicht, unbeladen	1354 kg.	

VANTAGE

SPECIFICATION