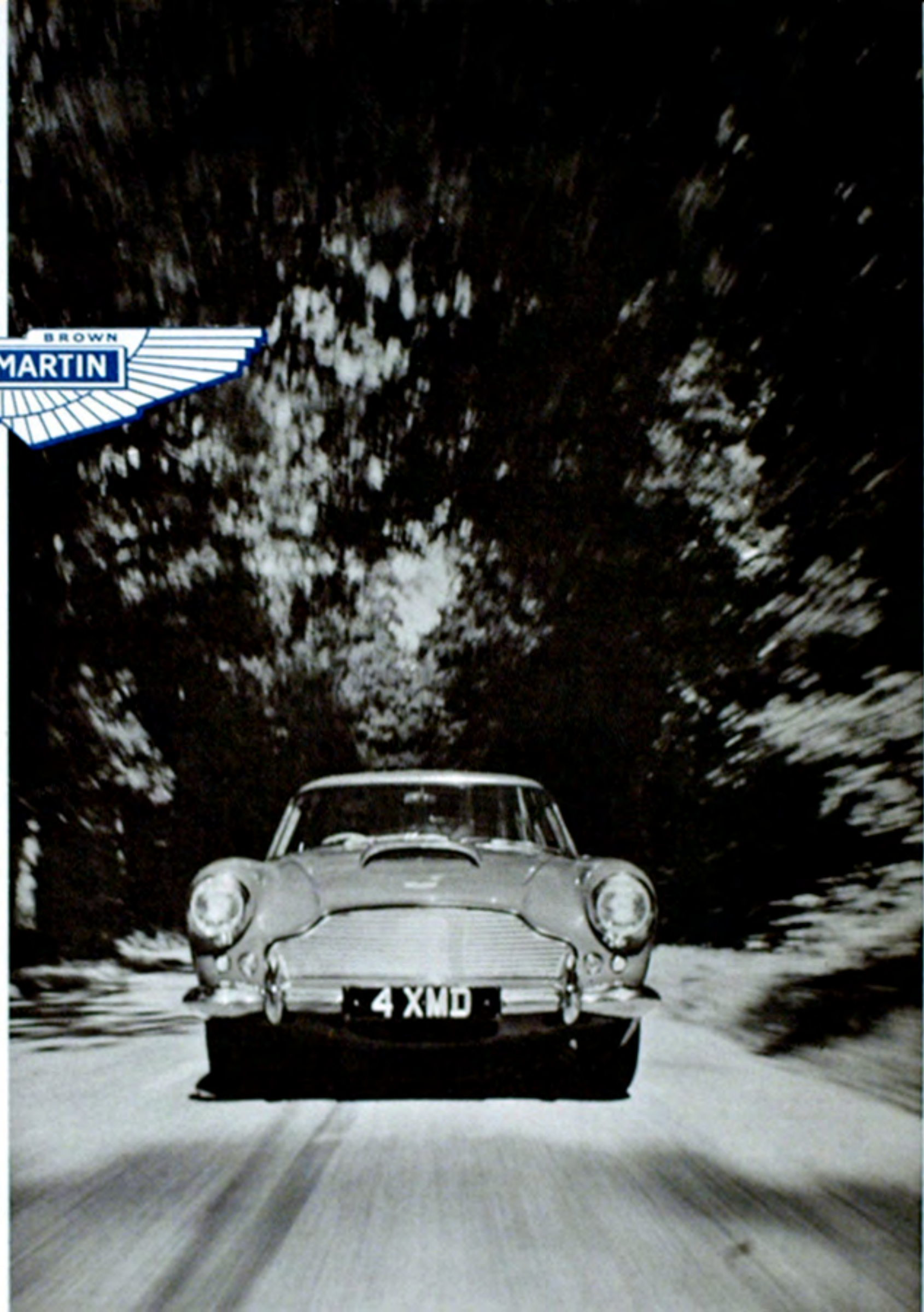


**THE DAVID BROWN ASTON MARTIN DB4**





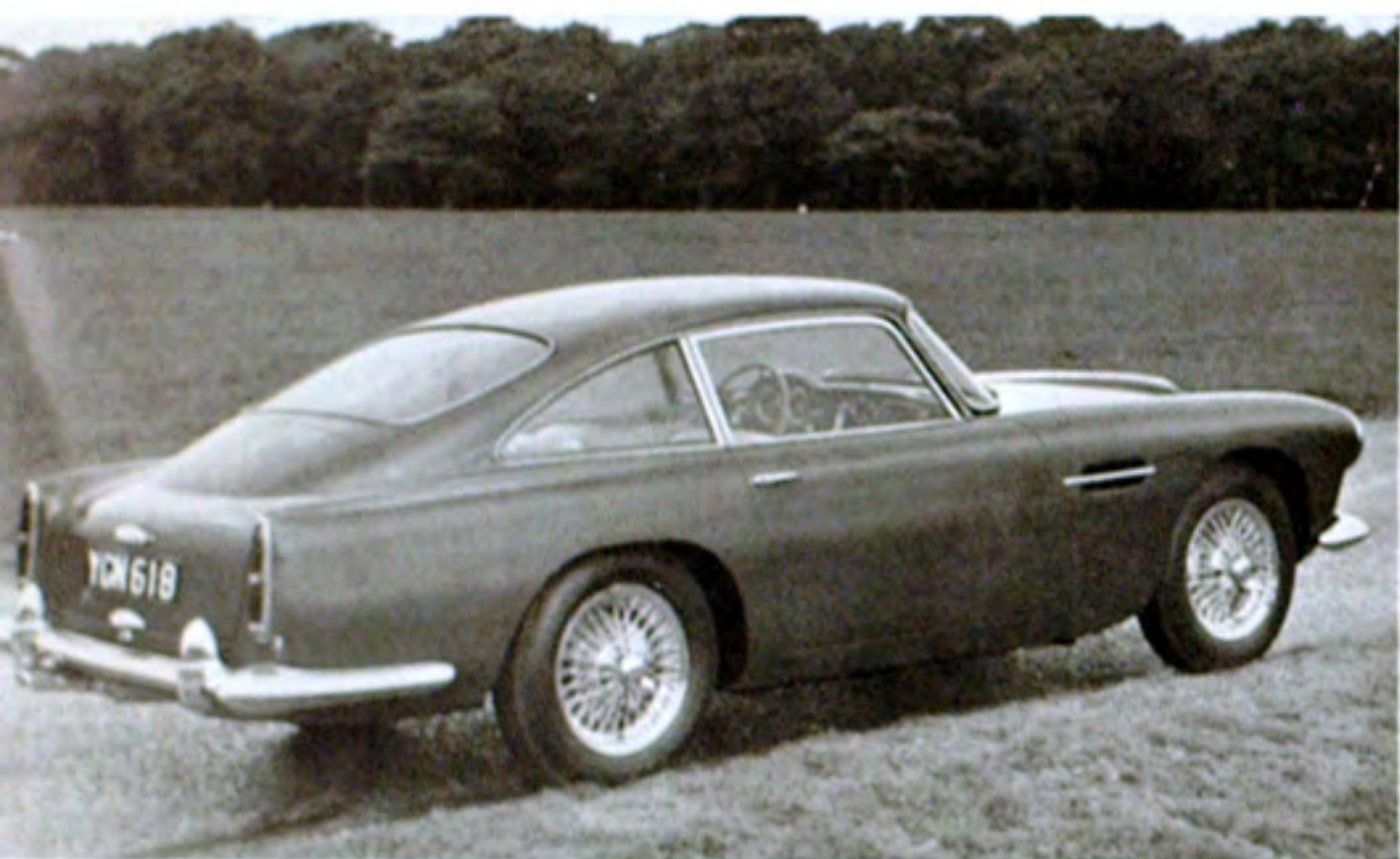


## ASTON MARTIN MOTORING AWAITS ONE MAN AMONGST THOUSANDS

What manner of car is this, which brings to Great Britain the Sports Car World Championship, attains maximum speeds of over 140, with over 100 m.p.h. in third, proves its fantastic acceleration and braking by recording 0-100-0 in 26.2 seconds\*, yet offers the luxury, luggage space and comfort of a craftsman-built saloon? To quote from Laurence Pomeroy writing in the 'Motor'. 'In London it is docile and will present no difficulties to the novice. On the other side of the speedometer it will show 125 m.p.h. at the peak of the power curve and then go on far faster than this . . . it is quite something to slow down to 120 m.p.h. to take a corner. Let me at once pronounce that the DB4 is the safest and easiest car that I have ever driven. In emergency the Dunlop disc brakes always effect a smooth, stable stop even from the highest speeds, but with normal driving they are rarely so called upon.' Aim of a million motorists, achievement of few. for this kind of craftsmanship cannot be mass-produced. This is the Aston Martin DB4

\* Officially observed by the Motor Industry Research Association



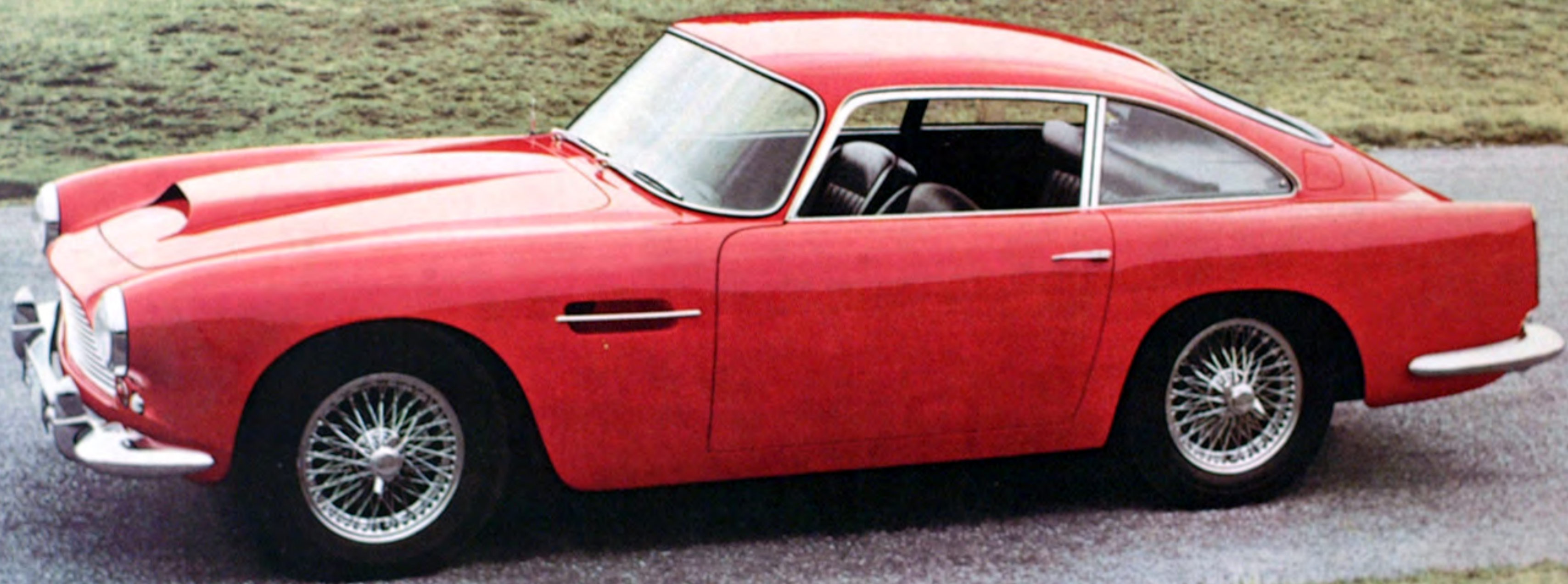


The Aston Martin DB4 combines the genius of David Brown engineering and the artistry of the finest Italian design. It is yet characteristically an Aston Martin, with the familiar aerodynamic styling which attains perfect balance between functional efficiency and beauty of line. In neither fittings nor finish does it surrender its individuality to the demands of ornamentation. It is simple without austerity, luxurious without flamboyance.

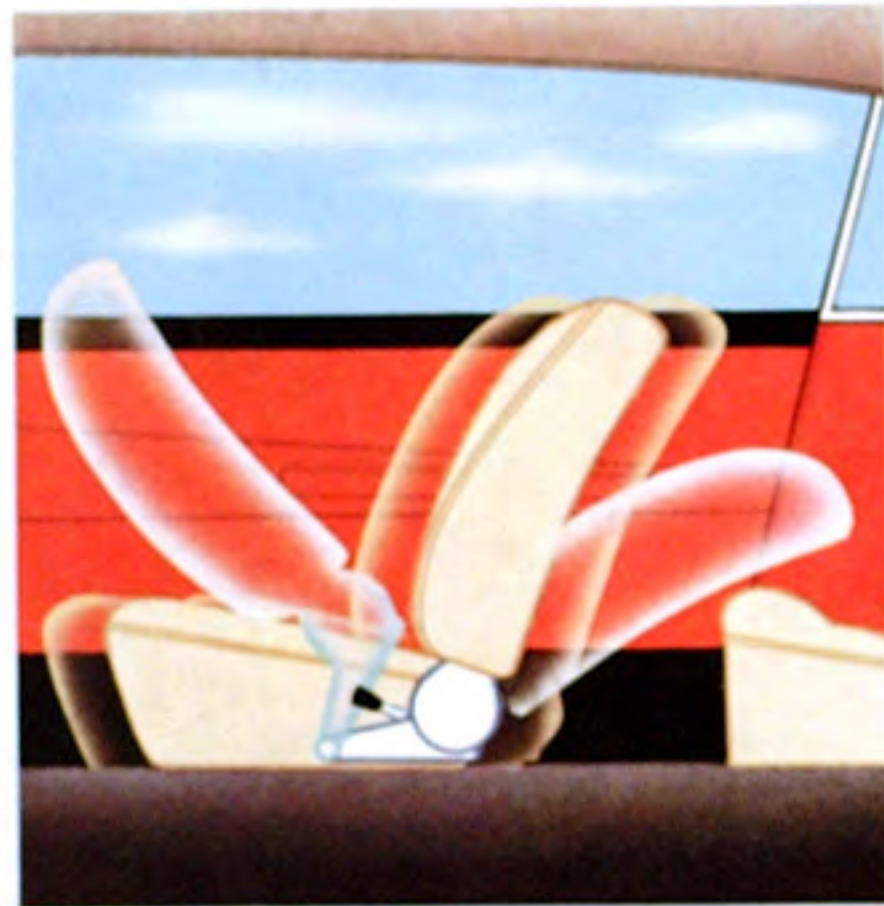
The Aston Martin DB4 is essentially a car for the man who enjoys his driving; for it demands to be driven. It encourages the skill of the driver, yet allows him the leisure of motoring between 17 and 140 miles per hour in top gear. In traffic its behaviour is impeccable; on the open road its performance provides a breath-taking experience; at all times it combines the highest standards of safety in steering, braking and road holding.

*'... unstinted care over details has produced a remarkable express carriage for those who can afford to travel first class'* THE MOTOR





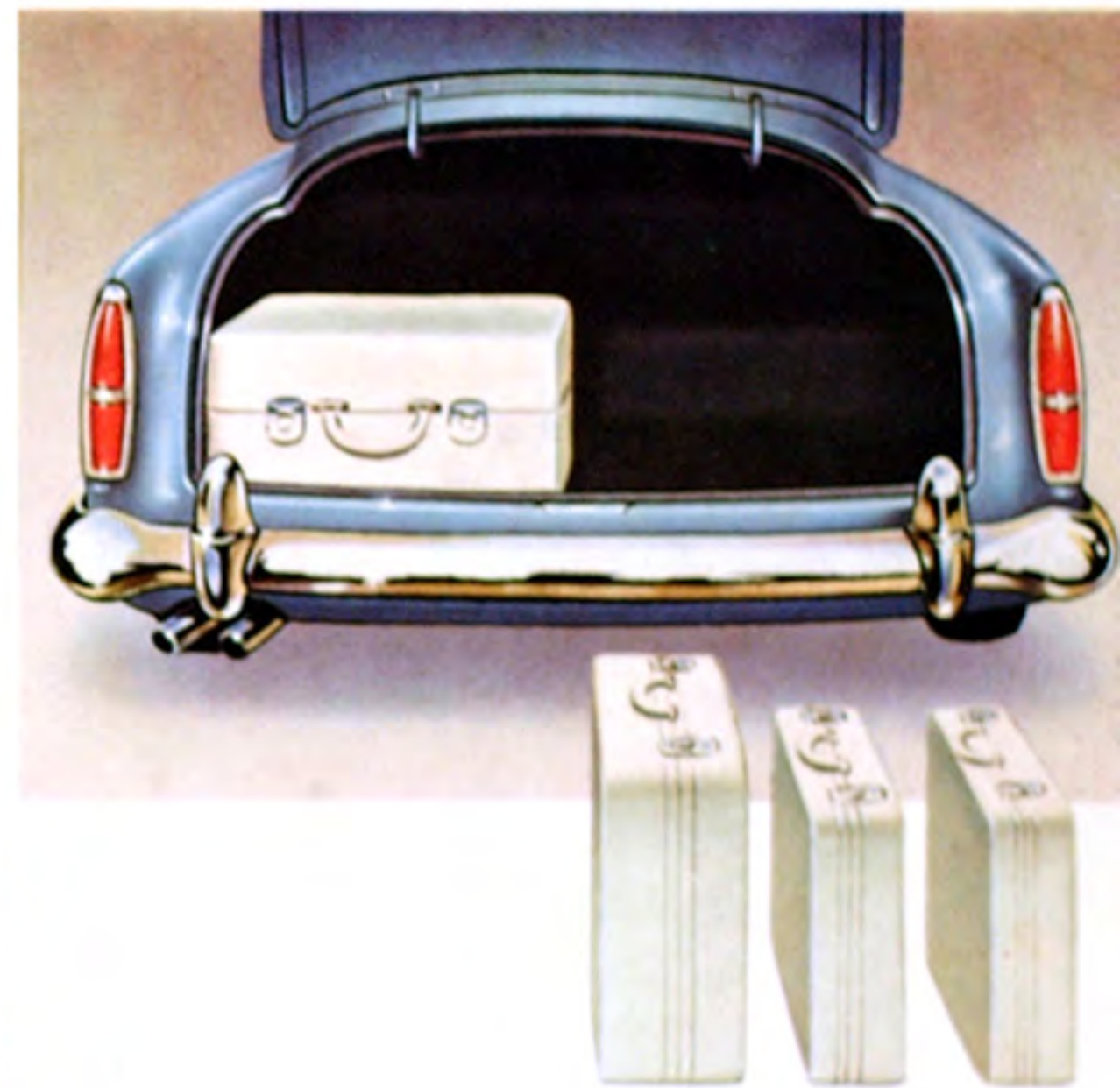
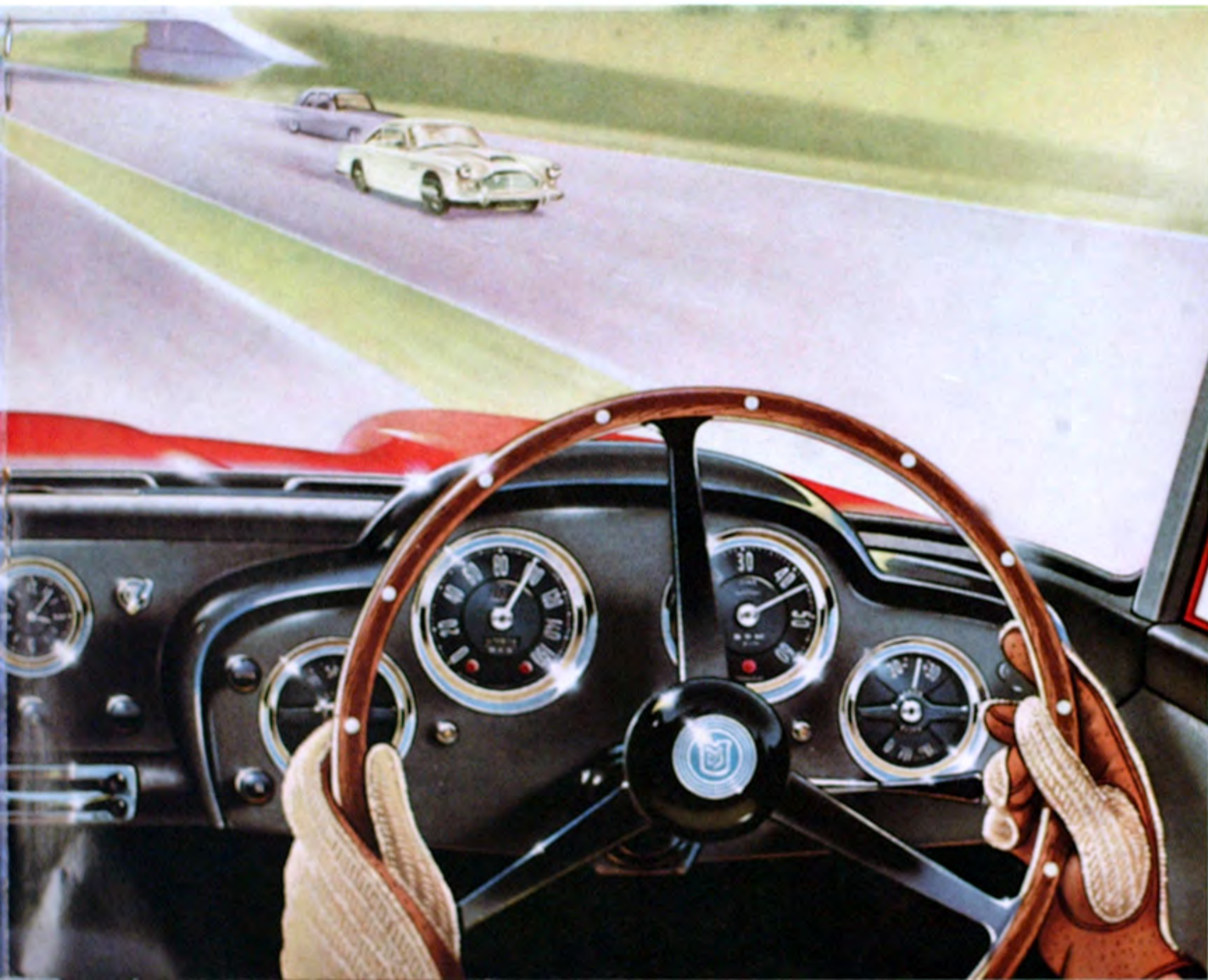




Comfort in the DB4 is not merely a matter of well sprung seats and generous upholstery; this is but the visible evidence of the almost legendary "Aston Martin comfort," encompassing a host of features, from the fully adjustable reclining seats to the scientifically planned grouping of fascia and floor controls. It has been said of the DB4 that its standard of driving comfort defies analysis, since it owes so much to the mental relaxation afforded by the steering, suspension, disc brakes and the sheer brilliance of Aston Martin design and construction.

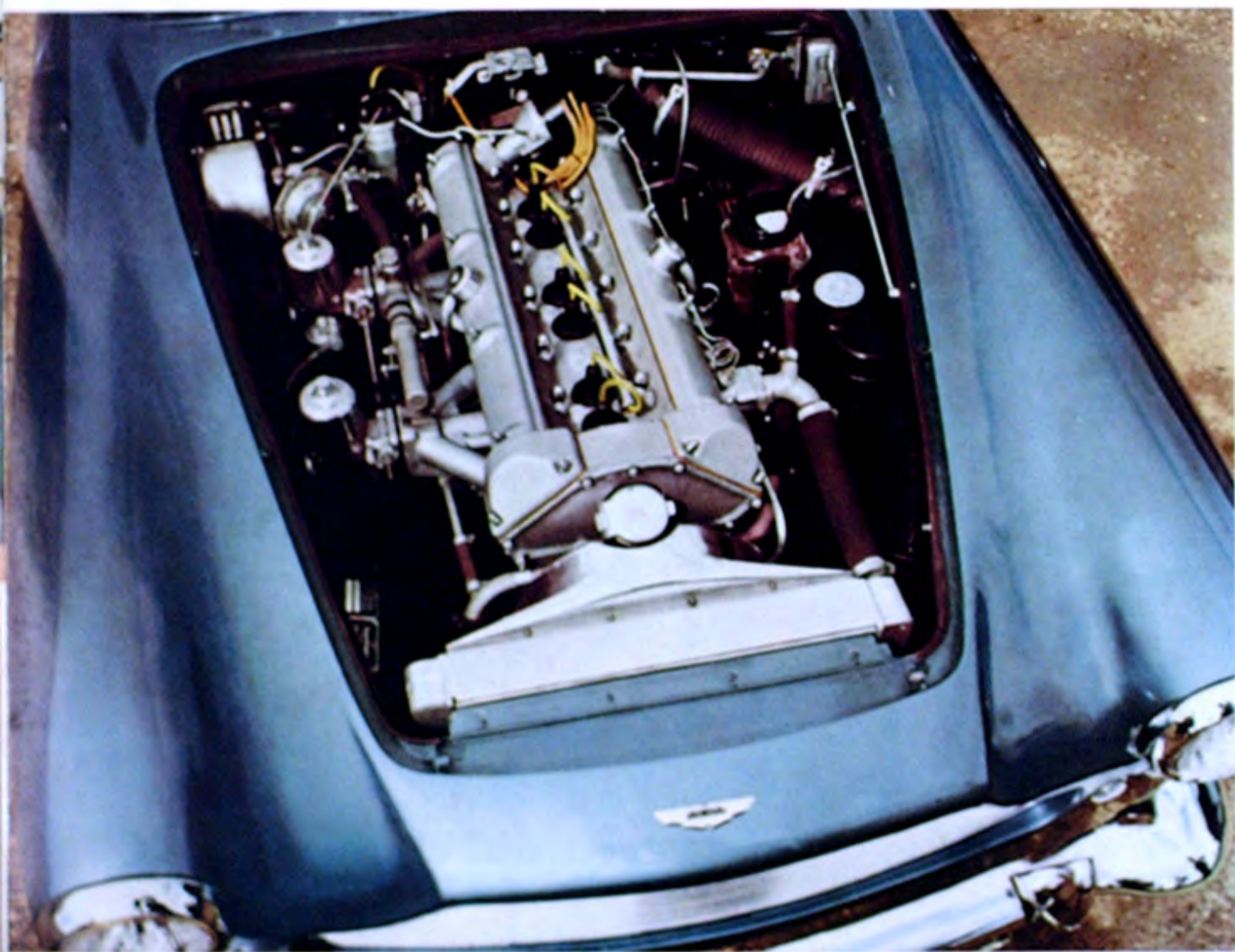
Magnificently appointed, it is devoid of ornamental fittings which detract from its elegance, or protruding components which are detrimental to safety.





The luggage accommodation is phenomenal for such a high performance car. Fitted suitcases in the finest quality leather are offered as optional equipment.

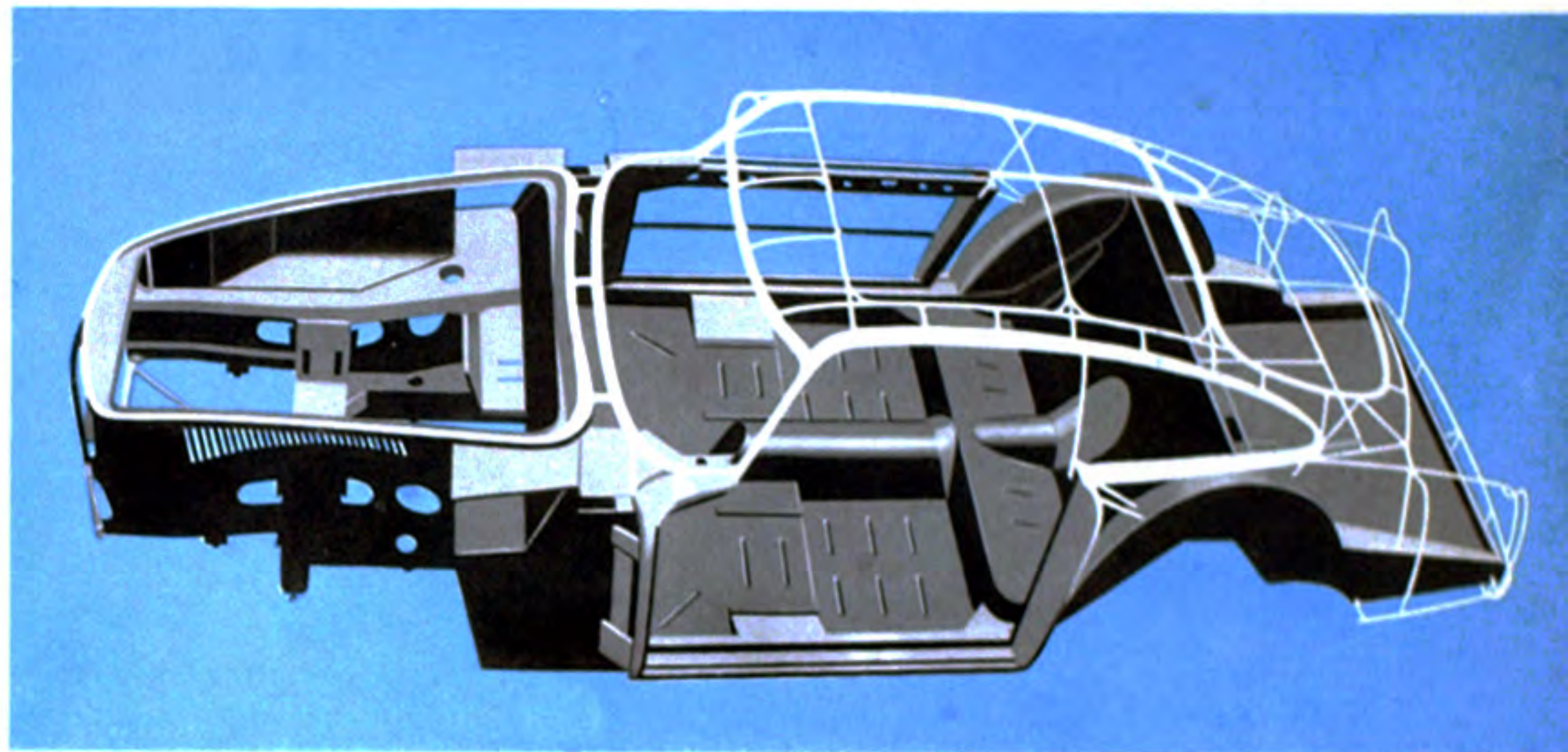
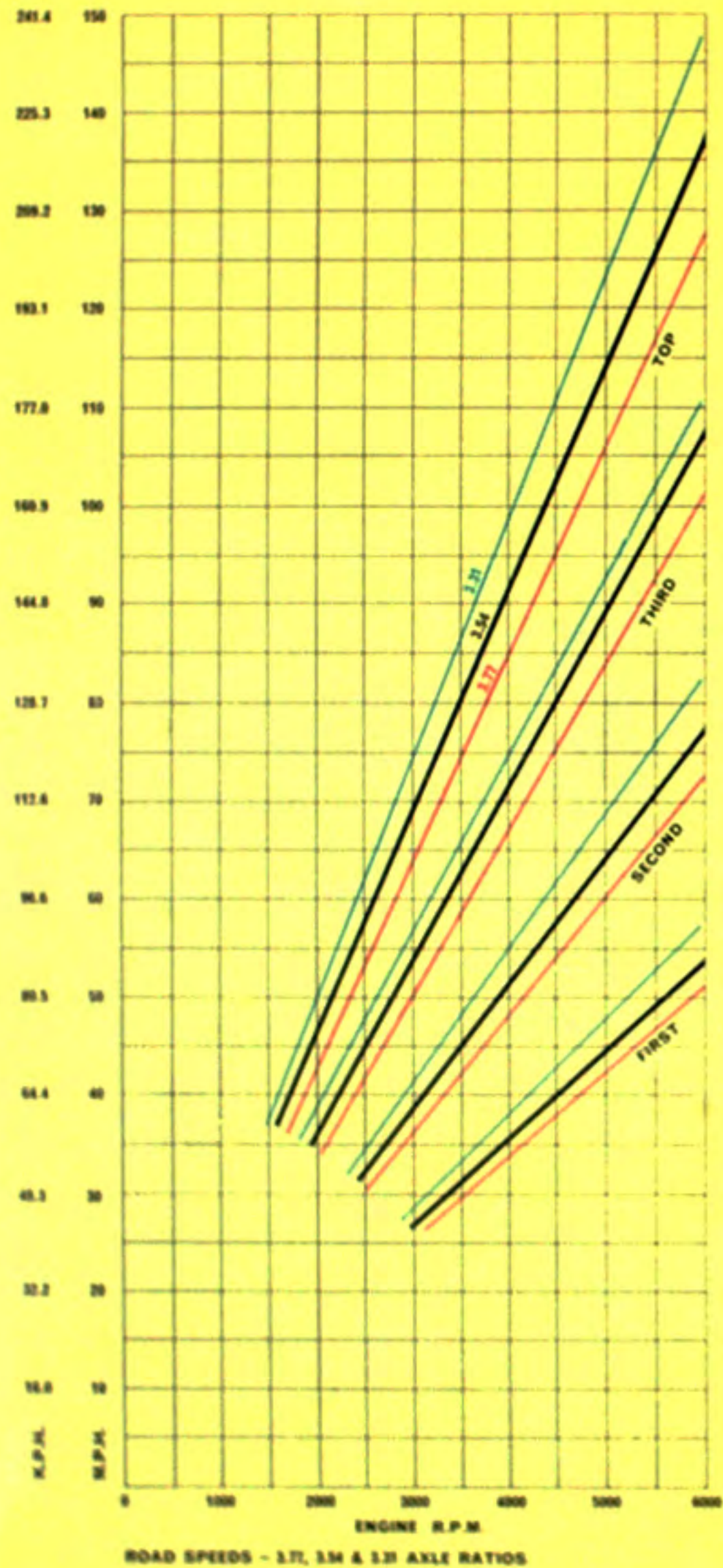




Accessibility of the 3.7 litre engine is an outstanding feature of the DB4, demonstrating the successful co-ordination of the functional and æsthetic, in the combined Aston Martin Carrozzeria Touring "Superleggera" design. The four speed, all synchromesh gearbox is specifically designed for the DB4 by the David Brown Automobile Gearbox Division, and the central gear change is light and positive in operation. Integrated with the platform chassis is the steel tubular superstructure, panelled in aluminium magnesium alloy, the complete assembly providing an extremely light, rigid body. Braking, to befit a car of such capabilities, must be of the highest order, and servo assisted Dunlop disc brakes are fitted to all four wheels.

The graph shown here illustrates the road speed performance of the car in the four gears, and with the various alternative final drive ratios (3.31:1, 3.54:1 and 3.77:1).







# SPECIFICATION

## ASTON MARTIN DB4

**Engine:** Six-cylinder twin overhead camshaft. Bore 92 mm. (3 622"). Stroke 92 mm. Capacity 3670 c.c. (224 cu. ins.). Compression ratio 8.25:1. Power output 240 b.h.p. at 5500 r.p.m. 263 h.p. S.A.E. rating at 5700 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 2 1/2" diameter (69.85 mm.) steel backed, lead bronze 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 nickel chrome molybdenum steel, weight graded and balanced.

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

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

**Carburation:** Twin S.U. diaphragm type 2" diameter (50.8 mm.), with air cleaners.

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

**Clutch:** Borg and Beck 10" (25.4 cm.) single plate hydraulically operated with self-adjusting free pedal travel.

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

top gears. Ratios: Top, 1:1; third, 1.25:1; second, 1.74:1; first, 2.49:1, reverse, 2.42:1.

**Propeller Shaft:** Needle roller bearing, shaft dynamically balanced.

**Final Drive:** Hypoid rear axle. Ratio 3.54:1. Alternatives, 3.31:1; 3.77:1. Overall ratios:

1st	8.24	8.82	9.39
2nd	5.76	6.16	6.56
3rd	4.14	4.42	4.71
Top	3.31	3.54	3.77

**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 Watts 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. Separate front flashing direction indicators. Integral stop-tail lamps with built-in flashing direction indicators and reflectors. Integral rear number plate lamp and reversing lamp.

**Instruments:** Speedometer, electric revolution counter, oil pressure 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' 5 1/2"	(135.9 cm.)
Overall length	14' 8 1/2"	(448.0 cm.)
Overall width	5' 6"	(167.6 cm.)
Overall height	4' 4"	(132.1 cm.)
Ground clearance	6 1/2"	(15.87 cm.)
Turning circle	34' 0"	(10.4 m.)
Kerb weight	2,983 lb.	(1,354 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. Deux carburateurs S.U. à membrane avec carburateur de démarrage à commande électrique.

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

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

**Rapport volumétrique:** 8,25 : 1.

**Puissance effective:** 240 HP à 5.500 t.mn. 263 HP (formule S.A.E.) à 5.700 t.mn.

**Embrayage:** Borg et Beck, monodisque, diamètre 25,4 cm.

**Boîte de vitesses:** David Brown, 4 rapports, avec 1ère, 2ème, 3ème et 4ème synchromesh.

**Pont arrière:** Hypoïde Salisbury. 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 Watts; 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.

### 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. Doppelter S.U.-Membranvergaser mit elektrischer Startvorrichtung.

**Schmierung:** kettenbetriebene Ölpumpe Hobourn-Eaton mit 'Purolator'-Vollstromfilter.

**Kühlung:** Schleuderpumpe und -gebläse. Querstromkühler.

**Verdichtungsverhältnis:** 8,25 : 1.

**Bremsleistung:** 240 PS bei 5.500 U/min. 263 PS (nach S.A.E.) bei 5.700 U/min.

**Kuplung:** Borg & Beck, 25,4 cm Ein-scheibenkupplung.

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

**Hinterachse:** Salisbury-Hypoïdgetriebe. Verhältnis 3,31, 3,54 u. 3,77 : 1.

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

*Hinten:* Treibachse. Parallele Hinterlenker und Watts-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.



**DB4**  
**DATI PRINCIPALI**

**Motore:** Sei cilindri. Alesaggio 92 mm. Corsa 92 mm. Cilindrata 3670 c.c.

Testa dei cilindri e monoblocco in lega di alluminio.

Albero a gomito su sette supporti.

Due Alberi a Camme in testa. Doppia trasmissione a catena Duplex.

Camere di combustione emisferiche.

Due carburatori S.U. del tipo a diaframma con dispositivo di avviamento a comando elettrico.

**Lubrificazione:** Pompa olio Hobourn Eaton con trasmissione a catena e filtri (o filtro) Purolator nel circuito.

**Raffreddamento:** Ad acqua con pompa centrifuga e ventilatore. Radiatore a flusso orizzontale.

**Rapporto di compressione:** 8,25 : 1.

**Potenza sviluppata:** 240 c.v. potenza al freno a 5.500 giri al minuto. 263 c.v. Formula S.A.E. a 5.700 giri al minuto.

**Frizione:** Monodisco Borg and Beck 25,4 cm.

**Scatola del cambio.** David Brown a quattro velocità con sincronizzazione sulla 1a., 2a., 3a., 4a.

**Asse posteriore:** Salisbury ipoide. Rapporti 3,31, 3,54, e 3,77 : 1.

**Sospensione:** Anteriore: Indipendente. Molle elicoidali coassiali e ammortizzatori telescopici Armstrong.

Posteriore: Ponte posteriore rigido. Bielleggio parallelo articolato e articolazione Watts. Molle elicoidali. Ammortizzatori Armstrong del tipo a pistone.

**Sterzo:** Comando a cremagliera.

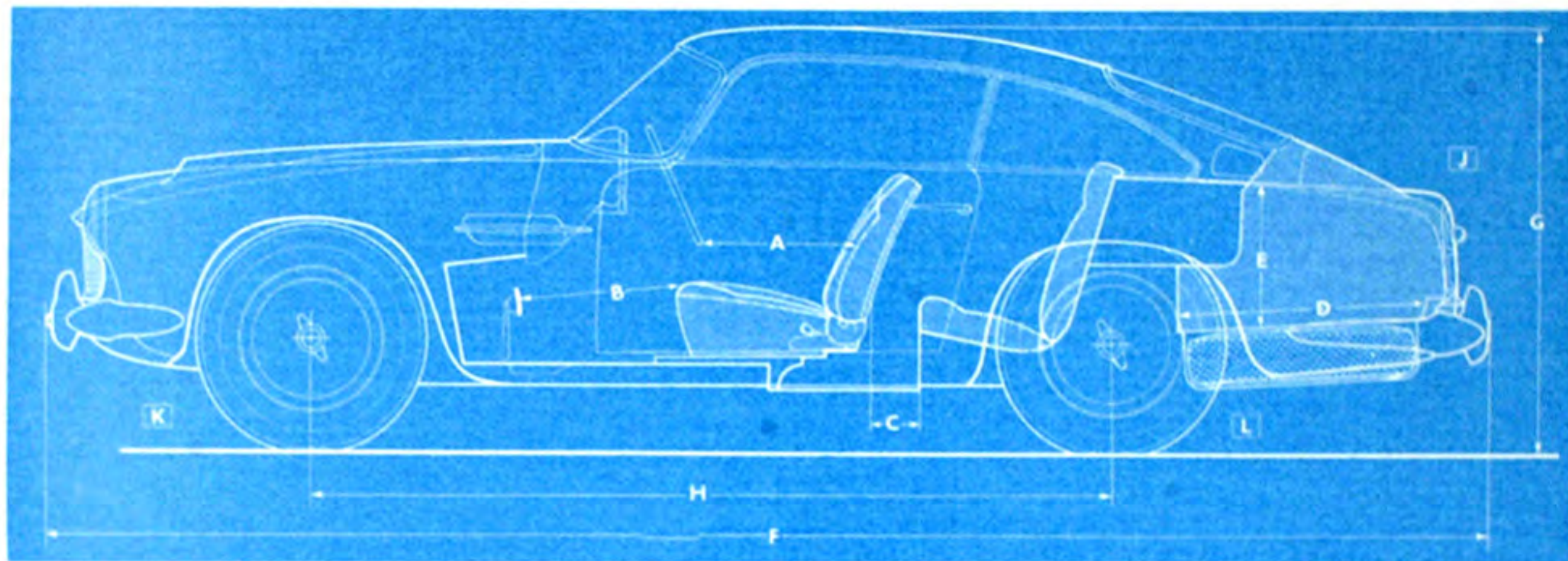
**Freni:** Dunlop a disco anteriore e posteriore. Servo freno a depressione.

**Serbatoio benzina:** 86,3 litri (19 Gall. Imp., o 22,8 Gall. U.S.A.).

**Ruote e pneumatici:** Ruote Dunlop con fissaggio centrale 12,7 cm. Cerchi 6,00 x 16. Pneumatici Avon Turbospeed.

**Dimensioni.**

Passo . . . . .	248,9 cm.
Carreggiata anteriore . . . . .	137,2 cm.
Carreggiata posteriore . . . . .	135,9 cm.
Lunghezza totale . . . . .	448,0 cm.
Altezza totale . . . . .	132,1 cm.
Larghezza totale . . . . .	167,6 cm.
Altezza di suolo . . . . .	15,87 cm.
Diametro di sterzata . . . . .	10,4 m.
Peso in strada . . . . .	1354 kg.



**DIMENSIONS** A 15 in. to 21 in. B 16 in to 22 in. C 9½ in. max. D 29½ in. E 16½ in. F 176½ in. overall length G 51½ in. overall height H 98 in. wheelbase J 66 in. overall width K 54 in. front track L 53½ in. rear track



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