Aston Workshop

Restoration Log

Aston Martin DB2 Chassis no. AM 300/1199

We have at the Aston Workshop, striven to restore your Aston Martin to a condition at least as good as when it was initially manufactured by Aston Martin at Feltham.

With improvements incorporated in your Aston Martin in the way of quality of machining, materials, systems and paint, the quality of this car is one which should give the owner long and reliable service while recreating a true artefact of form, performance and beauty which will give many years of motoring pleasure.

This ‘Restoration Summary’ documents and illustrates all of the many processes and tasks necessary in achieving that objective. We hope that this restoration logbook will inform and give much pleasure as this car sets out on a new chapter in its long and illustrious history.

Contents

The Rebuild Specification

The key objectives for the rebuild of LML50/186 were to ensure that she was restored to a standard at least as good as when she was originally built, but in addition, to improve performance and usability through the fitting of a gas flowed head, tubular exhaust manifolds, twin pipe exhaust with an uprated suspension, electric power assisted steering column and front disc brakes. In addition the transmission was to be substantially changed by fitting a modern 5 speed gearbox and revised final drive ratio, the aim being to radically improve the refinement of the car on fast main roads and freeways.
Wherever practical, steps were to be taken to ensure that it was well equipped to withstand modern traffic conditions, particularly with respect to engine cooling.

The interior was to be totally re-trimmed. It was decided that she should be painted in the original colour of Aston Martin Peacock Blue with Burgundy trim.
Finally, steps were to be taken to ensure that a high standard of reliability was achieved with modern contactless electronic ignition, unleaded fuel compatiblity and with other related electrical system upgrades.


TURBOSTEEL
RADIAL

Strip and Condition Assessment

The Strip

Right from the outset, it was known that there was only one way that this car could be rescued and restored to her former glory and that would be to assume everything would need to be stripped, assessed, replaced or overhauled. As with any restoration, the first task is to strip her of everything that can be removed, starting with the doors, bonnet, boot, engine, gearbox, front and rear suspension and glass.

The next stage was to strip out the interior fittings, trim and then the dashboard, followed by the wiring looms and under bonnet fittings, all the while carefully cataloguing what had been removed, labelling everything and storing. The engine, gearbox and final drive were then stored until required, as were all of the suspension, steering column and box, brakes, hubs and related items. Window guides and fittings followed, as with the door handles, catches and aluminium trim.

By this stage, the car had been mounted on a trolley, and transferred to the body restoration team in readiness for the next stage of the restoration.

Chassis Assessment

The next and very important stage in restoring AM 300/1199 was to undertake a detailed and thorough assessment of the chassis and structure, the condition of the body panels, in particular the bonnet and rear panels that are known to harbour corrosion and of the major mechanical components, these being the engine, gearbox and final drive.

The chassis was fabricated from high quality tubular steel and it too suffered inevitable corrosion, although in the case of this car, there was little remedial work required. However, significant parts of the floor were found to be corroded and would need to be replaced.

At the front, the base of the front foot wells and the front engine bulkhead was also heavily rust damaged.

All these areas would be replaced with new metal.

Stripping the many layers of paint from the body shell followed, revealing a considerable amount of old panel damage. Corrosion in all of the usual spots was found around the wheel arches, sill, around the bonnet and across the rear of the car, around the bottom of the boot, all caused through damp and the effects of electrolytic induced corrosion of the aluminium panel in the proximity of its steel supporting frame.

The doors were equally in a poor state and needed a near total reconstruction. The doors on these cars suffer most from the rotting out of the door bottoms. In turn this allows the door to twist and in advanced cases, the door hinge members start to break away and the door sags. There is no other alternative than a full reconstruction but the frame can only be completed and the door skin clenched onto the doorframe once the bonnet, sill and rear shell have been completed.

The bonnet skin also showed signs of cracking, particularly around the front wheel arches where there is a known stress point and around the bonnet hinges. Quite common with unrestored cars, and in advanced cases, there is no alternative but to reskin the entire bonnet.

The area of greatest need was around the rear body. Not only was there advanced corrosion but 50 years of history, bumps and scrapes, dents and other accumulated blemishes.

Assessing Mechanical Condition

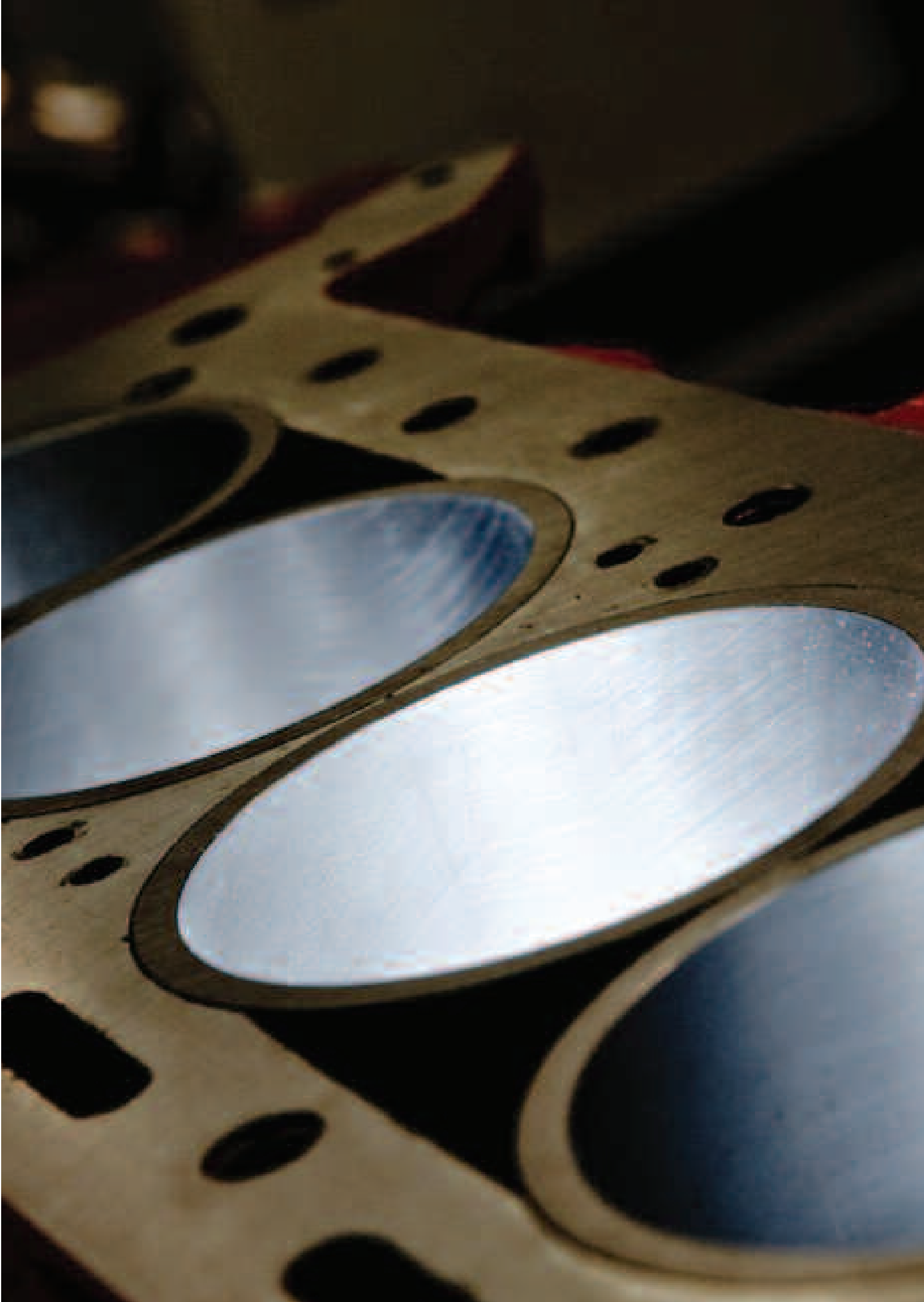
With the engine, gearbox and final drive now separated from the car, these were cleaned off and the engine was dismantled with the first task being to remove all intake and exhaust manifolds, dynamo, water pump and fan. This was followed by the separation of the gearbox. The next operation was the removal of the cylinder head. The sump was then removed followed by the removal of the front timing case and chain, the oil pump and filter housing. The separation of the cylinder head followed, revealing for the first time the inner state of the cylinders and pistons.

As this car was to be totally restored, the next stage was to remove pistons and connecting rods, followed by the crankshaft, oil pump and strainer assembly and all of the external fittings. The cylinder block was next inserted into an oven and heated, followed by the extraction of all cylinder liners. This revealed that the seatings for the liners, though damaged, could be recovered. A check across all main bearing webs revealed no serious cracking. This meant that, subject to recovering the sound condition of the liner seatings, the block could be safely cleaned and reused.

The crankshaft was carefully measured across all main bearing and connecting rod journals, and though a small amount of wear was noted, this was well within acceptable tolerances and therefore indicated that the crankshaft could be safely reground, polished and refitted with undersize bearing shells, however, it is Aston Workshop's policy to fit a new billet steel crank for enhanced reliability and performance to these engines.
The cylinder head was also dismantled at this stage, revealing no particular problems. Waterways were flushed out, valve guides extracted, the cylinder head heated and the old valve seats pressed out.

Apart from removing the hubs and suspension fittings, the rear axle was cleaned and set aside for reconditioning, as was also the David Brown 4-speed gearbox. The brakes were dismantled and stored in readiness for reconditioning where needed. All other brake components were then scrapped as a matter of course.

All external fittings were removed as a matter of course and set aside for later examination.



Chassis Reconstruction

Jigging

The first requirement in repairing the chassis was to place it in our special jig. This has a number of essential benefits. First, it ensures that should there be any distortion and evidence of accident damage, this is identified so that that the chassis can be straightened. Second, it ensures that as the chassis repair is ongoing, the chassis is rigidly and fully supported, so that as any repairs and new sections are let in, that movement and distortion of the chassis is avoided. Third, it provides a means of supporting the chassis at a convenient height, thereby aiding considerably ease of repair.

Chassis Reconstruction

In the case of this chassis assembly, there was relatively little in terms of repairs necessary on the tubular chassis, other than bead blast and painting.
Over time however, fillet sections, floor panels, rear wheel arches, timber fillets, B posts and sections of the front bulkhead were all in need of attention and in many cases, replacement.
In the case of this car, other than floor panels and minor sections of the front bulkhead, there was relatively little new metal required. New rear wheel arches were fabricated and welded into position.
However, this could not be said of the timber sections, all of which necessitated new well-seasoned ash timber sections being fashioned, planed and shaped to size.
In keeping with restoring the car to the highest standards, the complete and repaired chassis was primed, undercoated and powder coated in satin finish black.


TUFFSAFE POWDER FREE
LATEX EXAMINATION GLOVES

Body Reconstruction

Corrosion Removal

In keeping with the Aston Workshop restoration policy, it was usual to renew the body shell front and rear and to fit this to the restored chassis. In keeping with this policy, AM 300/1199 was duly dispatched to Shapecraft, for the new shell to be fitted and shaped, modifying as required to ensure perfect alignment.

The door frames were refurbished once the front and rear shells had been fitted and aligned, thus ensuring perfect door alignment and then re-skinned and trimmed to fit.

Once the new shell had been fitted, there was then the highly skilled task of finally shaping the outer panels to ensure a perfectly smooth surface for priming and painting. The shell was then painted in its final shade of Almond Green and then given its final rub down and polish to achieve a perfect mirror smooth finish.

Painting the Car

Etch Priming and Final Shaping

The first stage of painting was to etch prime the body shell. The objective of etch priming was to provide an impermeable barrier to any moisture and to provide the best possible adhesion of subsequent primer, filler (if any required), paint and lacquers. Any final shaping of aluminium panels was then undertaken to ensure the best possible standard of finish and to ensure the barest minimum of filler was used in the next stage of preparing the panel surfaces for final painting

Priming and Filling

The body shell was then given two coats of high build primer, followed by a light guide coat and this was allowed to fully harden. A long process of rubbing down followed to ensure that perfectly smooth and flat surface. A small skim of filler was used where necessary to compensate for any minor deviation of the panel from the perfect shape. Only when an even guide coat finish was achieved and the surface perfectly smooth was the body shell passed as fit to move to the final painting stage. The same process was used for the doors, bonnet, boot lid and petrol filler flaps.

The final stage was to refit the doors and other opening panels to do any final adjustment in the gapping, ensure that adequate clearance was provided and a perfect match of the front and rear body panels with the doors, boot lid and bonnet was achieved.

Painting

Two coats of body base colour were used. The doors, boot lid, bonnet and other opening panels were all painted at the same time to ensure perfect continuity of colour, as also were all of the closed panels inside the door jambs, fuel filler apertures etc and around the tailgate and bonnet apertures. The paint was then allowed to harden and then rubbed down using 1000 grit paper.
Once done, two further coats of clear coat lacquer were then applied and allowed to fully harden prior to final polishing.

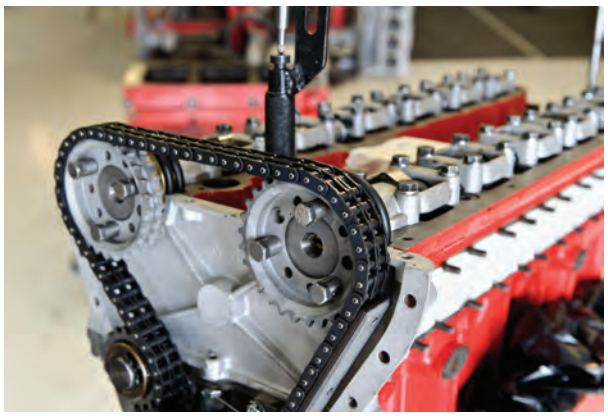
Polishing

The fully hardened lacquer coat was then lightly rubbed down using 2000 grit paper to achieve the final glass quality surface finish. Only when this was done was the final polish applied to achieve the perfect glass-like finish.

Engine Strip and Rebuild

Strip and Cleaning

In the light of past experience, The Aston Workshop does not do partial re-builds of DB2 engines, even if there is evidence of a recent re-build by some other specialist.
After removal from the Aston, the engine and gearbox unit was thoroughly steam cleaned before any work was carried out.



The gearbox, complete with bellhousing, was removed and put into storage as it was to be replaced with a modern 5 speed unit.

The engine could now be stripped completely, starting with its auxiliaries:
The carburettors were removed to be replaced with tripple Webers and matching inlet manifolds.

The exhaust manifolds were removed and discarded as they were to be replaced by stainless steel items.
The dynamo was removed to be completely overhauled by our own electrical department.
The starter motor was discarded to be replaced by a modern geared unit.
The clutch was also discarded, to be replaced by a new DB5/6 type diaphragm clutch.

The flywheel was in good condition and could be re-used after having a new ring gear fitted.
The original distributor was discarded to be replaced by a modern electrical unit.

The oil filter unit and adaptor were removed to be overhauled and modified. The fan pulley, water pump and water pump housing were all stripped off the timing case to be overhauled in due course.

The main engine assembly could now be stripped and examined, starting with the timing and cam covers, the timing and oil pump drive chains were removed and scrapped as a matter of course.

The timing sprockets, tensioners and rubbing strip were removed and examined for wear, all were found to be in good usable condition apart from the water pump spindle which needed replacing and the oil pump/distributor drive shaft which would be replaced as part of the uprated oil pump conversion. The cylinder head could now be removed and stripped completely, the valves, guides, collets, springs and core plugs were discarded, to be replaced by new components. The cylinder head casting was now examined and found to be in good useable condition having no cracks or serious corrosion, the camshaft bearings and cam follower bores were also in good condition. The head was then chemically cleaned and then painted.

The sump was now removed and along with the suction filter and windage plates were checked for cracks and damage, the oil pump was discarded to be replaced by a new uprated unit. The pistons, connecting rods, liners and crankshaft, complete with bearing housings were removed and discarded to be replaced with new parts. The cylinder block could be chemically cleaned and then thoroughly examined and measured, it was with some relief to find that the cylinder block was found to be free of serious defects and cracks, the casting itself has minor differences from the following production items, the most significant of these being a lack of material around the oil gallery from the oil filter across to the main crankshaft oil supply gallery on the other side of the block. The gallery wall was so thin and porous that it must have been leaking constantly during the life of the engine with a consequent loss of oil pressure, this fault was rectified by drilling out the gallery oversize and sleeving it with a steel tube.

The main bearing housing locations in the cylinder block were measured and were found to be remarkably accurate, both in size and alignment for this type of engine. It was therefore unnecessary to line bore these locations oversize, as is usually the case with a DB2 block.

Engine Block Restoration

The design of the DB2 engine is unusual in that it features a barrel form of crankcase. With this design, three of the main bearings are mounted in split circular aluminium housings (known colloquially as cheeses). The idea is that as the engine warms up to running temperature, the aluminium 'cheeses' expand more than the cast iron cylinder block, creating a rigid crankcase. In practice, this concept does not fully deliver its promise, resulting in wear occurring, not only on the outside of the 'cheeses' but also in the locations in the block, resulting in a less than rigid assembly.

This problem usually needs the block to be line bored oversize and cheeses machined to fit, although the cheeses were well worn, the block was still remarkably accurate. The cylinder liner locations, which can also be a source of problems in this type of engine, were also in excellent condition. The cylinder block head and sump faces only needed light machining to bring them back to good condition and parallel to the crankshaft centre line. The oil galleries were increased in diameter to suit the uprated oil pump to be fitted and the previously mentioned repair was carried out on the gallery which had been leaking. The new cylinder liners were fitted with new copper sealing rings and modern sealant after having been adjusted to give the correct protrusion above the head face, a clamping plate was fitted and the block was pressure tested to 40 PSI, the liners were then bored and honed in situ to suit the new pistons. The block was thoroughly cleaned and painted ready for final assembly of the engine.

Cylinder Head Restoration

The cylinder head having previously been chemically cleaned and painted is ready to be machined.

The old valve seats are machined out and the head bored to accept the new seats which are suitable for running on unleaded petrol. The new seats are shrunk into position and then matched to the ports and combustion chambers, the ports are then gas flowed and matched up to the manifolds before the valve guides are fitted. The new bronze guides are fitted using a modern high temperature sealant to achieve a perfect water tight seal between them and the water jacket, the head was then tested to 40 PSI. The camshafts and followers were temporarily fitted to enable the valve seats to be cut, this method ensures that the seats are cut to achieve the correct valve clearances without having to alter the length of the valve stems. The cylinder head face was now machined and then the head was thoroughly cleaned ready for its final assembly. The new 1.675" inlet and 1.515" exhaust valves were fitted to the head using new valve springs and collets. New cam followers were fitted into their bores which had previously been checked for wear and found to be within tolerance. The new Aston Workshop fast road cams were then fitted complete with modified front oil seals and a final check carried out on cam bearing and valve clearances, new core plugs were fitted to the head casting and the head was then ready to fit.

Final Assembly of Engine

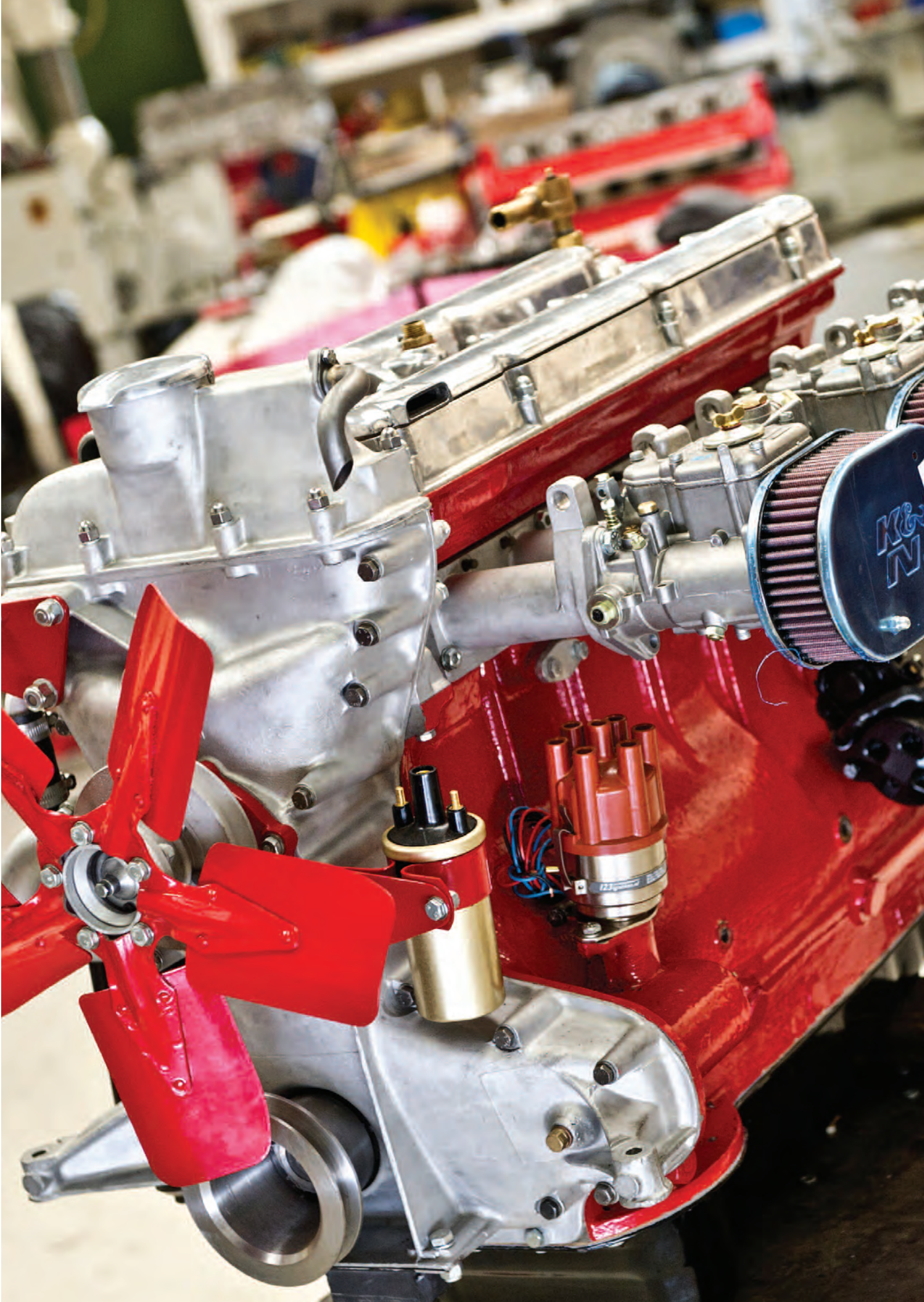
The cylinder block was mounted on a special engine stand. A new front main bearing bush was carefully fitted into the block and then checked for size and position. The new solid main bearing housings (cheeses) which had been machined to be a very close fit in the cylinder block locations were fitted complete with new main bearing shells on to the new forged crankshaft. The crank and bearings were now fitted into the block and the end float checked and set. The new pistons were fitted to the forged conrods and then the assemblies were fitted into the cylinder bores and onto the crank. The new uprated oil pump, oil strainer, windage plate and sump were all fitted with all internal fasteners lock-wired in position.

The cylinder head complete with cams and new head gasket was now fitted and torqued down. The timing sprockets, tensioners, rubbing strip, new timing chains and front timing cover complete with new oil seals were then fitted and again all internal fasteners were lock-wired in position.
The valve timing was now carefully set to the camshaft manufacturer's settings and the new electronic distributor was fitted and statically timed up. All the top timing and camcovers were now fitted and the new plug leads fixed into position. The modified flywheel housing, with modern lipseal to fit onto the new modified crankshaft was then fitted and this will cure the normal 'Aston' oil leak. The fly-wheel with new ring gear and new DB5 diaphragm type clutch was now fitted and the engine is now ready to be installed on the dynamometer.

Dynamometer, running in and testing

The engine was installed onto the dyno and run on a light load to achieve normal running temperature and then switched off. When the engine had completely cooled down the cylinder head bolts were re-torqued. The engine was now run for 5 hours using a gradual set procedure of building up RPM and load, during this time, the engine is constantly monitored for temperature, oil pressure etc. The ignition timing and carburettors were checked and adjusted to the optimum settings. No oil or water leaks were found on the engine. This engine, once run in, was then put through a 500 RPM stepped power run up to 5500 RPM and the power and torque figures recorded, the figure showed the engine to be performing well with high torque readings throughout the rev range which makes it a very driveable engine when fitted in the car.

This type of engine, although not complicated, requires a meticulous method of rebuilding and attention to detail. With appropriate modifications to oil seals etc. and with the use of modern sealants, these engines can be made oil tight and reliable. This engine also has the benefit of electronic ignition and geared type starter motor which combined with the use of modern lubricants, should result in many miles of trouble free rapid motoring.

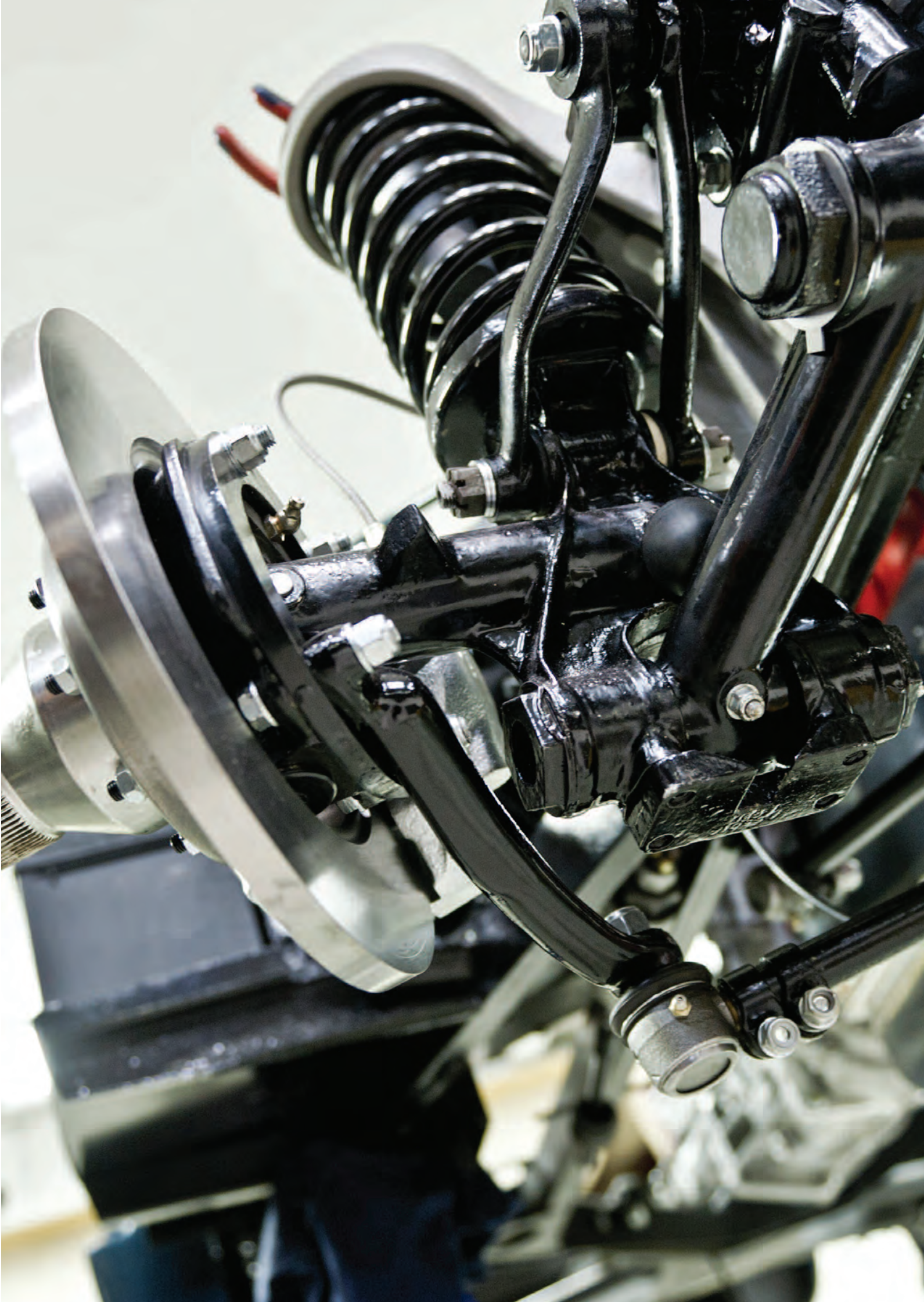


Suspension and steering overhaul

Another unusual feature of the DB2 is the use of a trailing arm front suspension. The design generally works well but the anti-roll bar and lower trailing arm bearing is housed within an aluminium casing and doubles as an oil bath for the needle roller bearings and over time the oil seal deteriorates and wear increases. The overhaul therefore involved fitting new roller bearings and seals. The steering is also of an unusual design, featuring divided track rods, the inboard ends of which connect to a crank that is horizontally pivoted. The crank pin of this steering crank also wears and as part of the overhaul was fitted with new roller bearings. New track rod and drag link ends were then assembled on each of the track and drag rods and these put to one side awaiting assembly.
The restoration specification featured electric power assisted steering. This then necessitated dispatching the original steering box and column for modification and overhaul.
The specification brief called for front disc brakes and with this modified front hub assemblies.
The existing rear drum brakes were retained.

Transmission and Final Drive

The restoration brief called for the fitting of a modern 5 speed manual gearbox and revised final drive ratio. The gearbox selected was a TREMEC 5 speed gearbox with revised ratios suitable for the DB2. With this gearbox, the final drive ratio was modified to 3.54 to 1, giving relaxed top gear cruising while retaining intermediate gears giving the car both flexibility and good top speed and acceleration. Finally, a limited slip differential was fitted in keeping with the higher power of the fast road engine.

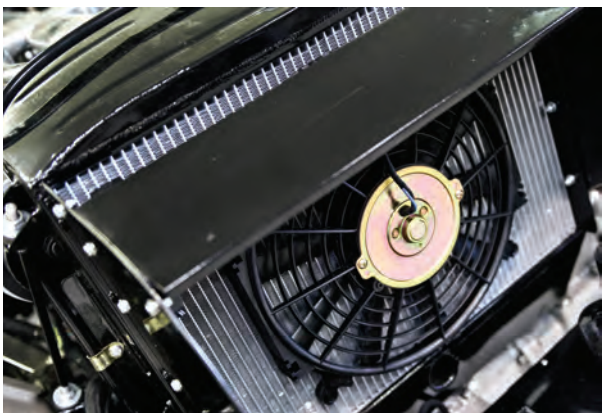


Chassis and Body Assembly

Suspension, Fuel and Brake Systems

Starting with the bare chassis and body, the first items to be installed were the brake and fuel lines. Extreme care was taken to ensure that these were all precisely aligned and neatly installed as the quality of this work distinguishes a restoration of the highest quality from those that just aspire to be good. The next stage was the fitting of the front and rear suspension, wheel hubs and steering linkages and the steering box. At this point the car was fitted with some “slave” wheels and became mobile.

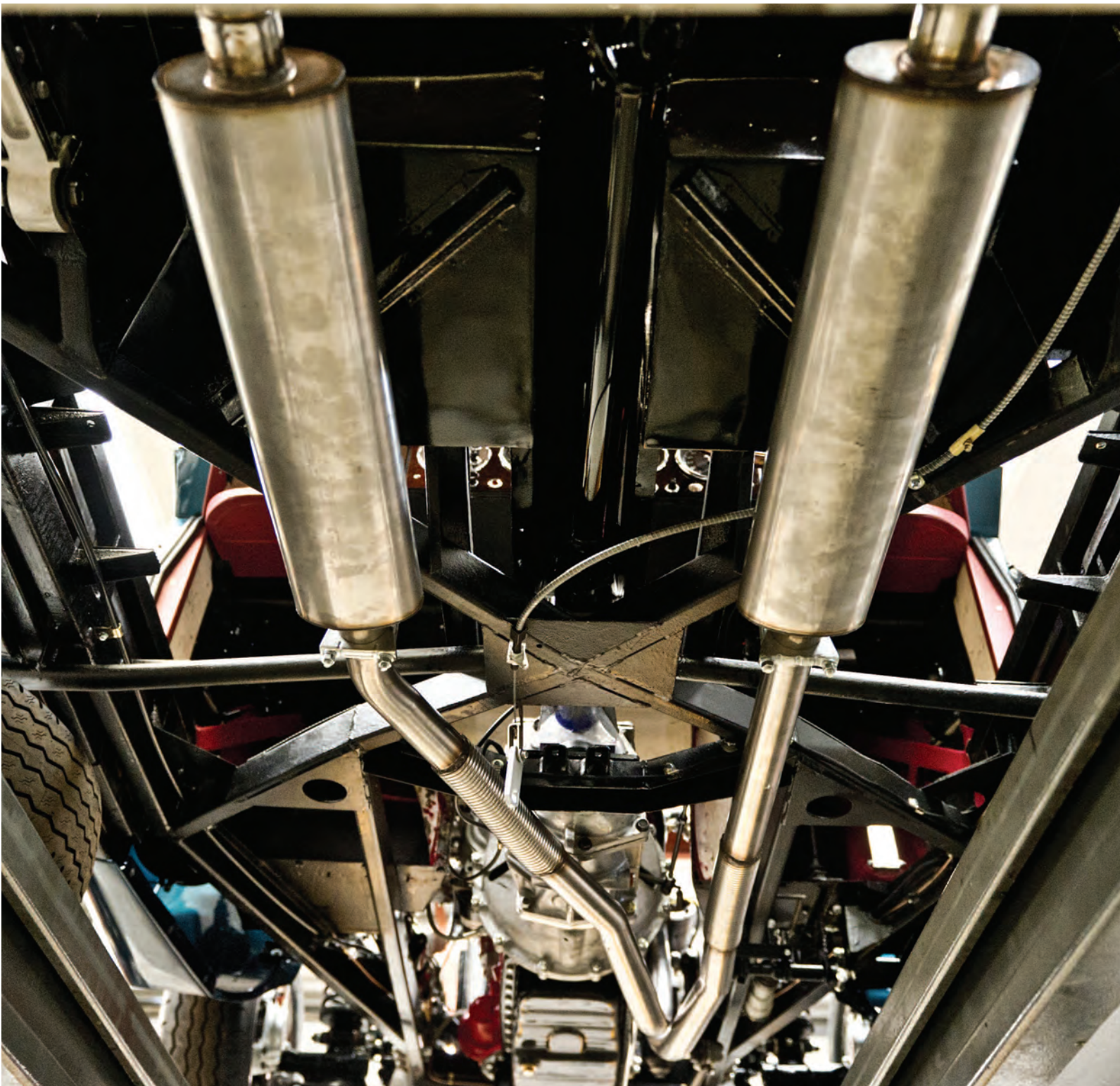
An extensive amount of soundproofing and heat insulation for the car floor and front engine bulkhead followed. This makes a major improvement to the cabin temperatures and noise and is one of the many hidden improvements that come with an Aston Workshop restoration.
The fitting of the windscreen wiper linkages, gearboxes and washers jets etc. then followed. The heater box was then installed.
The next major task was to fit out the engine bay with the associated relays, servos and fuse boxes. This was then followed in short order by the engine bay wiring loom and the main loom running through to the boot and rear light assemblies.
Independently, the engine was now mated to its gearbox ready for installation. At the same time the process of trimming the interior of the car commenced. While all this work was going on, the task of assembling and trimming the dashboard commenced.



Every instrument was sent away for checking and for calibration. New switches were installed. Once completed, the complicated task of installing and connecting all the wiring could now begin, in conjunction with the fitting of the pedals, brake and clutch master cylinders and throttle linkages.
The gearbox and engine assembly was then threaded in and with new engine and gearbox mountings bolted securely into the car. The transmission cover was now fitted, thus enabling the carpeting of the cabin to start.
At the same time, the water radiator and electric cooling fan were fitted and the water and fuel hose connections were completed.

Final Finishing

The final part of the assembly process involved the fitting up of a new stainless steel twin exhaust system, installing the aluminium fuel tank and connecting the fuel lines. Light and external trim installation followed with other items such as the bonnet. The bonnet would remain unfitted until all of the under-bonnet systems had been checked and proved. Doors were hung and connected up. Finally the seats were installed.



Trimming the Car

Burgendy soft leather was used throughout for all seats, door trim and boot with corresponding piping. The retrim also included a complete refit of all seats with new webbing, padding and rechroming of reclining mechanism. In addition, all of the door trim, dashboard under-tray and all of the smaller trim pieces around the side windows and windscreen pillar were recovered and installed with new chromed headed screws and cup washers. The wood instrument panel was re-veneered, lacquered, polished and overhauled instruments and switches were then refitted and connected up.

Test, Defect Rectification and Detailing

Test and Defect Rectification

In a rebuild of this type where every component has been removed, replaced or overhauled and installed, it is important before any attempt to start the engine, it is preceded by a series of crucial checks. First among these was checking the electrical system for continuity, which is checking that every wiring connection is correct, then checking for any unwanted earth. When that thorough check has been completed and only then, the battery was connected and the electrical system is functioned. Each and every electrical circuit was then checked for correct operation, starting with the lights and going on to check the ammeter, fuel gauge, and clock. Other functions such as the electric cooling fan, heating and ventilation blowers etc followed. With those complete, attention was then turned to checking the engine cooling system for the correct levels, engine and transmission oil levels and the integrity of the fuel system and exhaust. Finally, a very thorough check of the cleanliness of the engine intake system was undertaken. It would be so easy to leave a stray washer or nut lurking in a corner of the air filters bolted to the carburettor intake system. Then and only then was the car signed off for its initial engine checks.The first time that the engine was run in the car,
particular attention was turned to ensuring that there was plenty of oil pressure. If there should be any untoward indication the engine would have been immediately stopped while a thorough check was then carried out. In this case there were no problems encountered. The next most important check was to look for any signs of fuel, coolant and oil leaks of any kind. Again, all was leak free.

The engine was then allowed to idle to its normal operating temperature, while all the time monitoring the oil pressure, temperature and looking for any exhaust leaks and blows. At this stage the radiator water levels were monitored and topped up as the system slowly self-bled and trapped air was released. All was well. So far so good. On completion of the rebuild, the engine had already been on the dynamometer, so there was a good degree of confidence that the engine would run reasonably well, but experience has generally indicated that some adjustments are nearly always necessary. The next stage was to check that the throttles were precisely synchronised. In other words it was to check that the throttles on each of the 3 Weber carburettors opened and closed together and that the slow running jets were synchronised and finally adjusted to ensure smooth, even tickover and a good pick up. While all these checks were going on, the engine charging system was also fully checked out.
The braking system was bled during its assembly. It was now time to check, with engine running, that the servo operation was correct and with full operating pressure, that the system was leak free.

While that was going on, the operation of the clutch was checked and ease of gearbox operation also checked, while the engine was running. With these now completed satisfactorily, the engine was shut down and allowed to cool and once cool, another thorough external examination for any untoward problems. With these now completed, the bonnet was fitted and aligned.

The car suspension system alignment was then checked for toe-in, camber and castor angles and any needed adjustments made. In this case it was a minor adjustment for toe-in, while ensuring that the steering wheel was correctly aligned. Finally the Aston was now ready for road testing.

The first road test was to check for smoothness of operation, any noise, vibration or harshness in any of the car controls. At this stage any misalignment of the exhaust, for example would have come to light. However, this initial road test also checked out the general handling, as well as the basic tune of the engine. A number of minor routine items needed attention. Finally the car was then taken to acquire its new MoT.

There followed a 500 mile shake-down to ensure all the systems on the car are fit for purpose and to demonstrate acceptable reliability. All was basically well and AM300/1199 was then passed for its final valet, fitting of new wheels, spinners and tyres and to prepare the restoration invoice and photo portfolio, ready for the customer to collect his newly restored car.

Car Details

CAR DETAILS

Model:	**Aston Martin DB2/4 MKII**
Chassis Number:	**AM300/1199**
Engine Number:	**VB6J/821**

ENGINE SPECIFICATION

Engine Capacity	**2922cc**
Max Torque	**206Ft Lbs at 4500RPM**
Max Power	**194 Bhp at 5500RPM**
Carburation	**3 40 DCOE Webers**
Main Jet	**135**
Ignition Timing	**@ Idle 10 deg BTDC**
Fuel Pump	**SU Type AUF402 dual**
Fuel Tank Capacity	**86.3ltrs**
Valve Clearances	**inlet and exhaust**
	0.010 to 0.012 inches

COOLING AND VENTILATION

Cooling System Capacity	**13.63ltrs**
Operating Temperature	**80-85C**
Thermostat	**Waxstat opening at 82C**
Belt Sizes	
Fan Belt	
Type	**B1130 Fen**

SUSPENSION SETTINGS

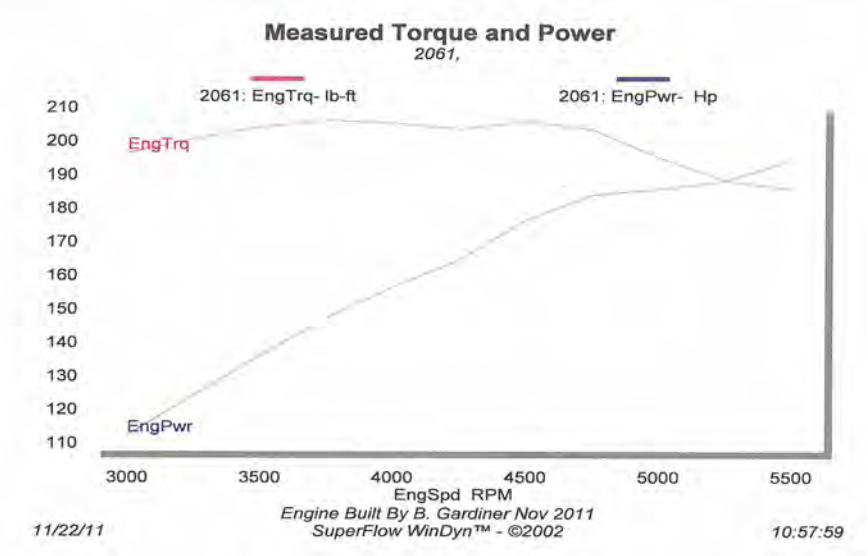
Front Suspension	
Caster Angle	**2 ¼ °**
Camber	**2 ¾ °**
Toe-In	**3.175mm**
King Pin Inclination	**0°**

GEARBOX

Type	**Tremec T5**
Differential	**Salisbury H4 LSD**
Rear Axle Ratio	**3.54:1**

BRAKES

Make	**Girling**
Type of System	**Single Hydraulic vacuum**
	Servo assistance
Brake Size / Diameter	
Front Discs	**12.0 inches**
Rear Drums	**12.0 inches**
Servo Unit	**Girling**



BODY COLOUR **Peacock Blue**

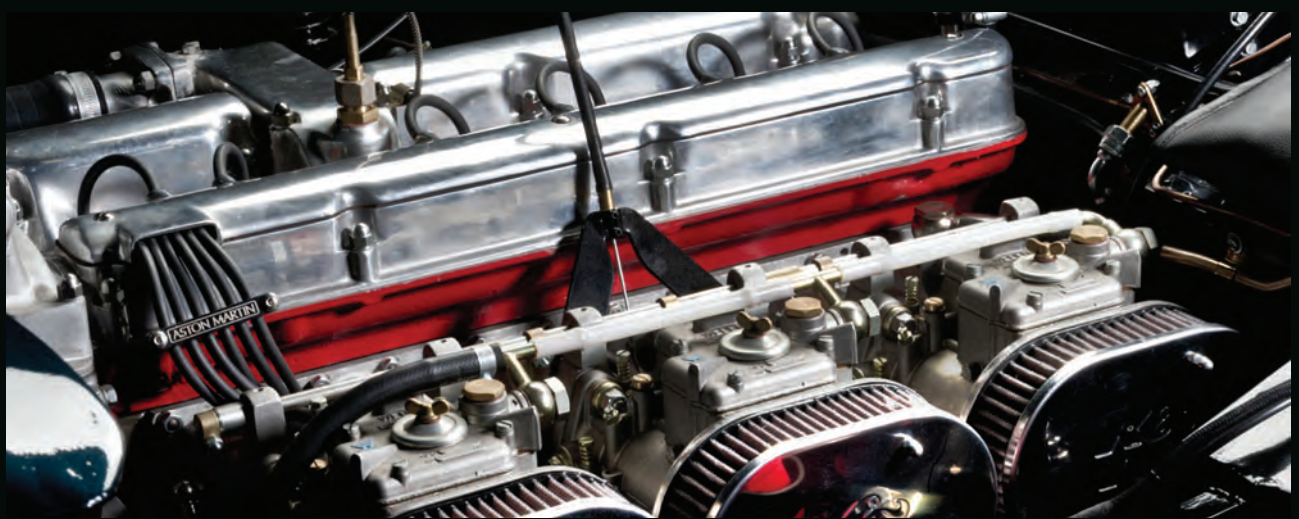
TRIM COLOUR **Burgundy Hide.**
Burgundy Wilton carpets.

UPGRADES **Fully rebuilt engine, new crankshaft, fast road camshafts,**
Tripple Weber carburettors.
Tremec T5 gearbox.
4HA Salisbury axle 5.4:1 ratio with LSD.
Front disc brakes with servo unit.
Electric power assisted steering.
Rear telescopic damper conversion.
4 uprated road springs.
High torque geared starter motor.
Polished stainless steel road wheels 5.0 x 16 with radial tyres.
Aston Workshop woodrim steering wheel.


AMPS
SMITHS
LAGONDA

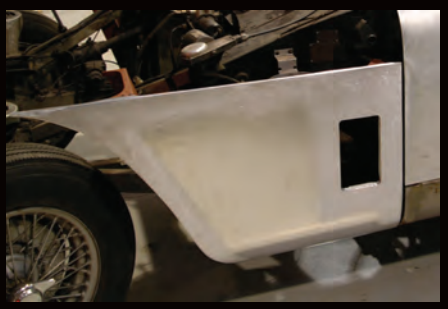

RAD


DAVID BROWN
ASTON MARTIN


ASTON MARTIN


TICKFORD
COACHWORK



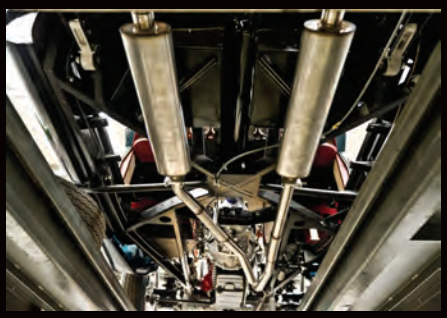











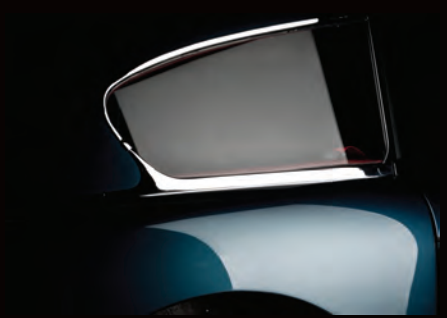











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