

Aston Workshop

Restoration Log



Aston Martin DB6
MK2 /4291/L

Engine no.400/4685/SVC





Aston Workshop have striven to restore your Aston Martin to a level that we believe exceeds that of the initial manufacture in Newport Pagnell.

With improvements and upgrades incorporated in your Aston Martin in the way of quality of machining, materials, systems and paint, the quality of this Aston 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 Aston sets out on a new chapter in its long and illustrious history.

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Strip and Condition Assessment



The Strip

This Aston came to Aston Workshop with the aluminium body and all other combustible materials removed by fire. This removed a part of the restoration where all internal fittings would have been removed and stored as well as the un-clenching and removal of the renowned Aston Martin aluminium body skin.

The Strip Objective – to remove all components, filth, materials and paint which are required prior to the blasting of the remaining steel parts.

First stage for the strip of this restoration was to remove the engine and transmission in unit, initially to be stored and later assessed. With the engine out, work then commenced on the removal of the remaining fittings. The next stage was the removal of front and rear suspension, dashboard and remains of the electrical looms, followed by the removal of the pedal assemblies, master cylinders and fuel and brake lines. With the chassis now bare it was mounted onto a wheeled trolley. The project was then transferred to the Aston Workshop body shop.

Chassis Assessment

The next and very important stage was to undertake a detailed and thorough assessment of the chassis and upper structure consisting of the DB6 strengthened roof rails and rear quarter buttresses, removing the DB6 claim to Superleggera construction.

Early assessments of the structure indicated that in this case, the forlorn state of the chassis was perhaps also an accurate indicator of its inner state, which following internal camera inspection of the box sections was poor. Not only were the sills showing an advanced state of decay but also the front outriggers, the rear chassis legs and a boot floor that showed more resemblance to lace than something solid. The rear suspension anchorages were equally unsound. At the front, the base of the front foot wells, the front engine bulkhead and cross member were also heavily rust damaged, as were the under-bonnet side panels.



Transmission etc.

Apart from removing the hubs and suspension fittings the rear axle was cleaned and set aside for reconditioning, as also was the ZF five speed gearbox. Brake calipers were dismantled and stored in readiness for reconditioning.

Body Assessment

The steel body frame sections were a mixed bunch; door frames were rotted out at the lower edges, boot and bonnet frames were distorted and unserviceable. Consequently all new frames would need to be reproduced in conjunction with the forming of the new aluminium body.



Chassis Reconstruction

Jigging

Following the stripping of the chassis, the first step taken in the reconstruction of it was to ensure it's perfect alignment. Installing the chassis in a special jig did this. This not only ensured that front and rear suspension alignment was always correct but it also supported the chassis during its reconstruction to avoid twist and sag, while important strength members such as sills were removed, and new structure welded into place. It also provided a means whereby past damage could be detected and eliminated, often the case where cars have had stress damage at some stage. In this case, heat from the historic fire had created particular distortion issues which were eliminated as work progressed.

Chassis Reconstruction

The chassis reconstruction involved repairs to almost every section and panel below the top of the A and B posts. Important structures replaced in total involved the sills, offside and near side front outriggers, a section of the chassis leading back from the front cross member which supports the front suspension and jacking points. At the rear, virtually the complete rear suspension supporting structure required to be replaced, as well as the support legs leading backwards to support the boot floor. Within the bonnet area, not only did the panels either side of the bonnet require replacement, (surface corrosion) but also all of the forward structure from the front suspension uprights back to the engine bulkhead. Sections of the front bulkhead showed significant deterioration and rust damage and areas had to be cut out and replaced. All of the floor sections were replaced and welded into place, as also the rear seat pan, which had corroded areas.

Dimensional Checking

On completion of the chassis reconstruction, another careful check was made to ensure that dimensional accuracy, particularly front and rear suspension mountings, sill alignment and A and B posts were still correct and that the alignment of doors, bonnet and boot was retained. In addition, a trial fit of the front and rear suspension was undertaken, as a final check a four-wheel alignment was carried to ensure ease of correct assembly later.

With the lower platform of the chassis confirmed, work began on the roof rails and supports to align with the A and B posts. The pre-fitting of templates from the door level upwards to produce accurate front and rear screen apertures and roof rails guaranteed the integrity of the fitting and alignment of the replacement parts.

Rust Proofing and Protection

In all, the extensive level of reconstruction involved some 750 hours of skilled fabrication as every new section had to be shaped to fit and carefully welded into place, having been carefully primed and painted along all the welded and closed sections. Once the reconstruction was completed, the finished chassis was again grit blasted and then primed and powder coated, giving a hard, durable and impervious satin black coating to the chassis. All the internal surfaces were primed and painted prior to assembly. Once the structure had been powder coated, thus providing a significantly enhanced level of corrosion protection, additional underseal was added as required in those areas subject to any erosion damage from the road surface.



Body Reconstruction



Corrosion Removal

In the case of this car, new metal was required in the form of a completely new hand formed aluminium body and panels. Door skins were replaced as a matter of course along with

the reconstruction of the doors, the two elements being done together to ensure that dimensional alignment was retained. Similarly other panels, boot and bonnet were treated the same.

Panel Replacement

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, the reconstructed chassis was duly dispatched to a partner company of Aston Workshop, Shapecraft, for replacement of front and rear panel sections. These panels were modified as required to ensure perfect alignment with the roof section and main structural sections of the chassis, these being the sills, A and B posts, bonnet aperture, windscreen frame, rear window frame, and boot aperture. The door frames were reconstructed in their final state once the front and rear shells had been fitted and aligned, thus ensuring perfect door alignment, and then re-skinned to fit.



Panel Assembly

With new panels formed, these were then remounted onto the completed chassis, modifying and shaping as required to ensure the perfect fit and to ensure that doors, bonnet and boot all retained their correct alignment. All parts were hand formed, fitted, and welded together to become the perfect bespoke suit for the revived chassis unit.

The assembled body shell and chassis were then dispatched to Aston Workshop for the next stage.

Prefit, Shaping and Gapping

The final stage of preparing the body for painting was to carry out a final shaping and prefit of window frames, bumpers, light fittings and headlight glass cowlings. During the course of this stage the objective was to ensure a perfectly smooth shape so far as it was possible with minimum use of filler. It was also to ensure that the gapping of the doors, bonnet and boot were perfect, all of the external bright trim, light fittings, radiator grille fit correctly, and gaps and apertures were adjusted as required. When undertaking the final door gapping the engine and transmission were briefly refitted, together with front and rear suspension, to ensure that any small flex in the chassis was accounted for in that final alignment. Another key aspect of this stage was to ensure that the aluminium surface was filed into a state that would allow the best possible adhesion of the etch primer to follow in the initial stage of painting the body shell. The doors, bonnet and boot lid were then removed for later painting.



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 by hand 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 coats 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 jams, fuel filler apertures etc and around the boot and bonnet apertures. The paint was then allowed to harden and rubbed down using 1000 grit glass 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 glass paper to achieve the final glass quality surface finish. Subsequently the final polish was applied to achieve the perfect glass like finish.

Engine Strip and Rebuild

Strip and Cleaning

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



As this engine 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 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 by age and corrosion, could be recovered by welding and machining, thus retaining an original matching numbers engine to live with the original rebuilt chassis.

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 the option was taken to install a new LD15 upgraded crankshaft providing a smoother running engine with the advantage of a lip seal to the rear journal and a new upgraded front damper.

Engine Block Restoration

Having assessed the block was fit to reuse, the first stage of the restoration was to hot wash and thoroughly flush out to ensure all waterway scale was removed. The rebuilding and machining of the liner seats, as described, was then undertaken. This process was followed by a light machining of the sump-mating surface on the block which served as a datum plane for the subsequent light skim of the cylinder head facing. With these surfaces made good, the main bearing housings were then line bored along the same plane followed by the machining of the rear seal and the liner seatings, ensuring that the height of the seatings were consistent throughout and would ensure correct liner heights with the liners inserted. The liners were then inserted with new O-rings and an epoxy sealer. This epoxy seal serves to prevent any further possible corrosion of the liner seatings in-service.

The cylinder block was then very lightly refaced to ensure absolute evenness in liner heights, so essential to guarantee a long service life with no leaks or weakness in the cylinder head gasket. The final stage in preparing the cylinder block was to hone the cylinders to the correct piston size and pattern consistent with the pistons being used; in this case Cosworth pistons.

Cylinder Head Restoration

As a matter of course all cylinder head valves, guides and valves seatings were removed for scrap. All waterways were then subject to thorough alkaline wash to remove any water jacket lime scale and the casting checked for any incipient cracking, particularly across valve seatings. Once passed as serviceable, the cylinder head facing was lightly machined to obtain a truly flat surface and the combustion chamber edge lightly chamfered to accommodate 4.0 litre pistons. New seatings were then pressed into position and machined to shape. Similarly, new phosphor bronze valve guides were carefully pressed into position, taking care to achieve that the best possible seal with the water jacket. The cylinder head was then pressure tested to ensure no leaks were present. Relevant to their condition, the camshaft bearing housings in this head required to be line bored.

Vantage specification valves were then inserted, bedded-in and stems machined to length. C type camshafts and valve followers were then assembled into the cylinder head and final valve clearances measured, with any minor adjustments made. With these clearances finally set, the work of cleaning up inlet and exhaust ports commenced with steps taken to match inlet ports with the inlet manifold, exhaust ports to manifold to aid gas flow.

The cylinder head was then hot washed, and valves and valve springs fitted as the last stage of preparing the cylinder head for final assembly.



Assembly

The first stage of the assembly process was to ensure the serviceability of the crankshaft. The opportunity was taken to install the new LD15 crankshaft as mentioned earlier.

The new crankshaft, flywheel, vibration damper, pulley, and clutch cover plate were then individually balanced and progressively balanced as a rotating assembly. The crankshaft was then assembled into the engine to select the main bearing sizes. A piston and connecting rod assembly were fitted and a volume check carried out to determine the precise amount the piston required machining to achieve the correct 9:1 compression ratio. Pistons were then machined to suit. Pistons and connecting rods were then all weight matched. New studs were inserted throughout including cylinder head studs. Other new components fitted included the oil pump, timing chains, S/S exhaust manifolds and gaskets. Other overhauled components included the uprated water pump and alternator as well as carburettors.

Pipes and throttle linkages were sent away to be nickel plated and polished. The air box was also repainted and refitted. A new fully electronic ignition system was fitted. The engine was then reassembled using new washers and nuts throughout and carefully timed for ignition and valve timing. On completion the engine was ready to be placed onto the Dynamometer.

Test

The objectives of placing an engine on the Dyno were to:

- Check that the engine had been assembled correctly, that temperatures and pressures were within acceptable tolerances and that there were no leaks
- To bed in the engine prior to refitting into the Aston
- To tune the engine to achieve a good idle and response to the throttle
- To measure torque and power outputs to ensure that the engine will deliver its required performance
- Having assessed the engine was performing in all respects as expected and within tolerance, the engine was carefully placed onto a storage trolley awaiting refitting. See Appendix 1 Transmission Etc.

Chassis and Body Assembly

Suspension, Fuel and Brake Systems

The first steps in reassembling the car were to install the brake and fuel systems (exclusive of the fuel tank at this stage). Next the front and rear suspension was reassembled together with the overhauled final drive assembly and rear axle. Checks were made to ensure a close approximation of the correct front suspension settings, (in particular caster and king pin inclination angles as these were set using shims on reassembly). The steering rack was refitted at this time with new mountings. New wheel bearings and hub assemblies were fitted with overhauled brake callipers and new brake discs. The brake system was then connected ready for final bleeding.



Under Bonnet Assembly

The next stage was to start assembly of all the components installed within the under-bonnet area. First to go in was the under-bonnet heat insulation panel. Next air-conditioning pipe work and the evaporator/heater box were installed. An under-bonnet wiring loom was fitted at this stage. A key part of this restoration was to ensure the highest possible standard of presentation in the care taken to ensure that it had that new car feel.

Electrical, Heating and Ventilation Systems

At this stage, the emphasis changed and attention was given to installing all of the behind the dashboard systems, including the electrical looms which also lead to the back of the car, heating and ventilation trunking, windscreen washer system and windscreen wiper motor and rack assembly.

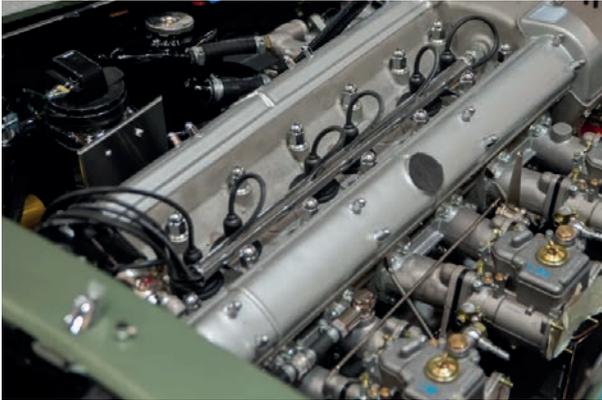


Steering

The next stage was the installation of the LHD Electric Power Assisted Steering Column and steering linkages, a step up from the original hydraulic system. This was then wired-in with the control switches ready to fit to the under-dash cover. The steering wheel assembly was fitted later.

Dashboard

The dashboard fascia was carefully stripped of all paint, resprayed and polished. The new LHD dashboard was trimmed to original style. All of the dashboard electronic instruments save the speedometer, water and oil temperature gauges were pre-fitted into the dashboard together with all new switch assemblies and then prepared for installation.



Engine/Gearbox Installation

The next big step was to mate the ZF 5 speed gearbox and engine and install into the Aston. At that stage the coolant, air conditioning condenser and oil coolers were also fitted and connected. The fuel system installation was completed and the exhaust system fitted and connected.

Electrical connections were made good. Inside the car, the transmission tunnel was fitted and sound-deadening and heat insulation installed. The fuel tanks and gauges were fitted and connected. All other outstanding items such as the washer bottle assembly, coil and starter connections were fitted and made good.

Headlining, Glass and Dashboard Installation

The next major step forward was the installation of the new headlining, which was essential to fit prior to the installation of the front windscreen and rear window. With the headlining in place courtesy lights were fitted and wired in. Front and rear windscreens were then installed. After that the LHD dashboard assembly was offered up and electronic gauge and switch connections were made good. The speedometer was then fitted and connected and the water and oil temperature gauges fitted. At this stage the battery was connected and a basic function and continuity check was successfully completed.

The steering wheel and hub assembly was offered up and installed. Door window frames and glass were then fitted and functioned for ease of operation. Light fittings were also installed and connections made good and lights functioned.

Brakes were then bled. As a final step, fuel was added, leak checks completed and engine started to check for further leaks. The charging system operation and the electric fan thermostat were adjusted. Gauges were then checked for correct operation.



Trimming the Car

Carpeting

Carpeting was then undertaken using best quality Sandstorm Wilton carpet. Each carpet was carefully leather bound in matching hide and installed, save for foot-well mats, which were temporarily stored until final completion of all trim.

Leather Trim

All leather trim was renewed using best quality Spinneybeck Italian soft leather, seats were trimmed in original MK2 DB6 style. The retrim included all the minor panels around the windows, as well as under dashboard panels and the panel below the rear window.



Glazing and Bright-work Assembly

All bright trim was re-plated and new glass fitted, carefully installed with a complete new set of door and window seals. Front and rear bumpers were fitted as well as a new set of polished stainless steel exhaust trims. Finally a new set of wheel arch splash panels were also fitted with modern neoprene seals, which serve to improve weather sealing and do not absorb moisture.





Test, Defect Rectification and Detailing



Test and Defect Rectification

It is Aston Workshop policy that after a total restoration, any Aston being prepared must have undertaken at least 400 miles to shakedown, reveal any defects and undertake final testing and tuning. Such was undertaken with this car. No major problems were encountered and only minor adjustment to idling speed and final tune was required to create a smooth and tractable driving experience. Opportunity was also taken to adjust the electric steering to provide a comfortable degree of assistance. Final steering geometry checks and rear damper settings were made and minor adjustments implemented. Full brake function tests were made and assessed. Finally the Aston was given a full MOT, which was passed with flying colours (as it should).

Final Paint Rectification

Post the shakedown, the vehicle was then returned to the paint shop for final paint rectification. During a long process of assembly and final testing, it was inevitable that minor paint marks and minor scratches occurred. Every single paint finish flaw, no matter how minor and inconsequential, was attended to. The result was a flawless paint finish.

Cleaning and Final Detailing

The final stage of the restoration was to fit the new wheels, in this case 6½" polished s/steel and tubeless wire wheels and 205 70 VR 15 Cinturato tyres. A complete clean to a Concours standard was then undertaken. All wheel arch areas and the engine bay were subject to a thorough clean. All the paintwork received a full wax polish and glass carefully polished inside and out. Finally all of the hidden panels were also carefully cleaned. The interior was then fully vacuumed, new number plates fitted, Handbook and all other manuals and instructions carefully checked and placed in the Aston. An original tool roll with a complete set of tools and wheel hammer were added and a complete inventory check completed. The spare wheel was carefully checked along with tyre pressures and all levels checked and adjusted.

Finally, but by no means least, a Restoration Logbook has been prepared with a full photographic record of all aspects of the car restoration process, together with a final invoice and a full specification.



XXX Triplex
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Car Specification

Car Details

Model	Aston Martin DB6 MK2 Vantage
Chassis No	DB6 MK2 /4291/L
Engine No	400/4685/SVC

Engine Specification

Engine Capacity	3.995cc
Max Torque	270 Ft Lbs at 4000 RPM
Max Power	250 Bhp at 5500 RPM
Carburation	3 Weber
Main Jet	150
Needle	200
Ignition Timing	32 deg. BTDC
Inlet Cam-Shaft	open at TDC 0.123 in
Exhaust Cam-Shaft	0.087 in
Fuel Pump	SU Type AUF402 dual operation
Fuel Tank Capacity	19 gallons
Valve Clearances	inlet- 0.009 in Exhaust-0.011 in C type camshafts

Cooling and Ventilation

Cooling System Capacity	28 pints including the heater
Operating Temperature	80-85C
Thermostat	Type Bellows Nominal opening at 72C
Belt Sizes	Alternator Gates 6264MC
Fan Belt	
Type	Waxstat
Air-Con System Drive Belt	13 x 11.20
Evans Waterless Coolant Used	

Suspension Settings

Front Suspension

Caster Angle	2 deg. 30'
Camber	0 deg. 30' -1 deg. 0'
Toe-In	1/8 inch
King Pin Inclination	5 deg. 30'

Rear Suspension

Four wheel rear axle alignment
Telescopic, adjustable rear dampers

Gearbox

5 speed ZF

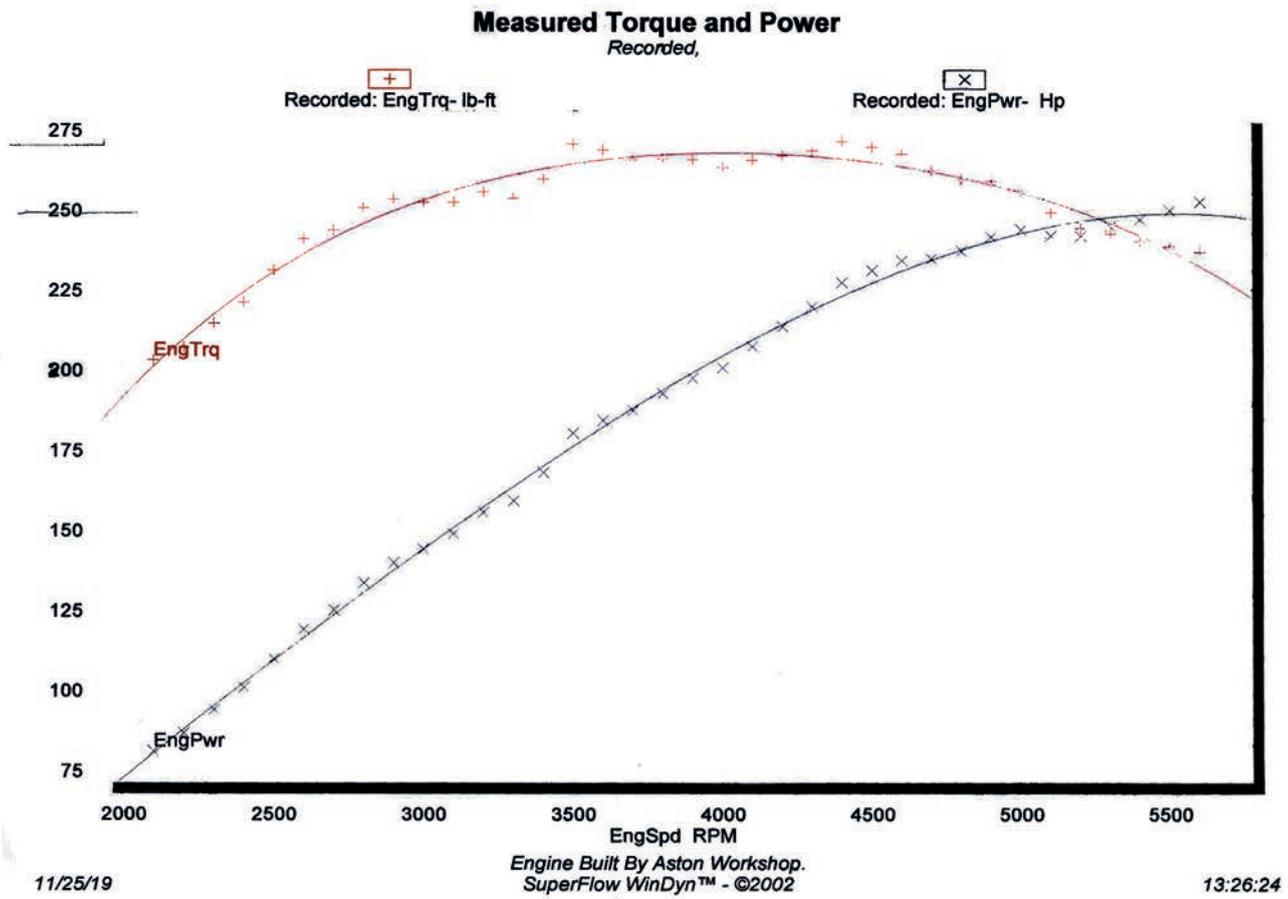
Gear	Gear Ratio	Axle Ratio 3.07-1
Top	0.834:1	
Fourth	1:1	
Third	1.23:1	
Second	1.76:1	
First	2.73:1	
Reverse	3.31:1	

Brakes

Make	Girling
Type of System	Dual Hydraulic vacuum servo assistance
Brake Size	
Disc Diameter	
Front	11.455inch
Rear	10.750inch
Servo Unit	Girling Mk 2A (two per car)

Air Condition System

Pump Type and Specification	Sanden SD5
Refrigerant Specification	R134A



Body Specifications

Body Colour: California Sage Modest Metallic
Ignition/Door Key: FS876
Glove Box/Boot Key: FP681

Seat Colour: Green
Seat Trim: Spinneybeck Italian
 Soft Leather

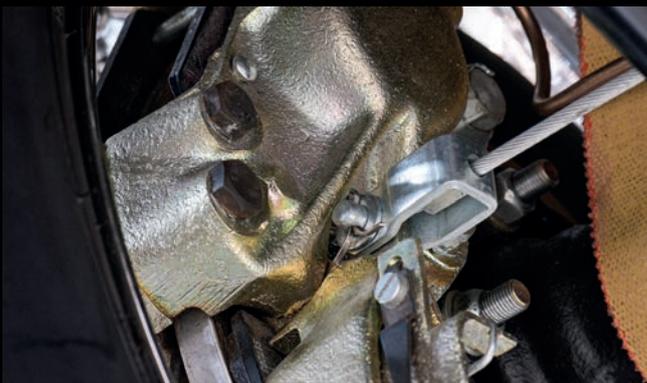
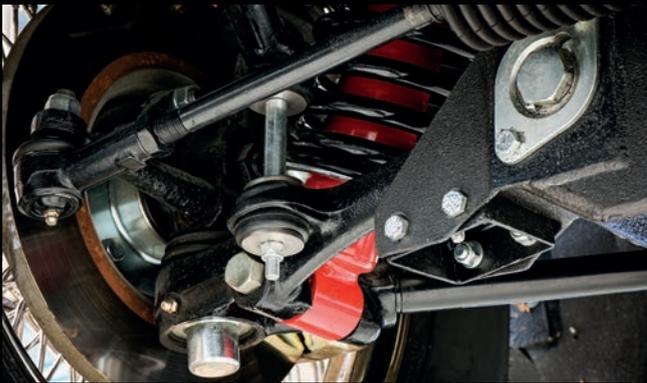
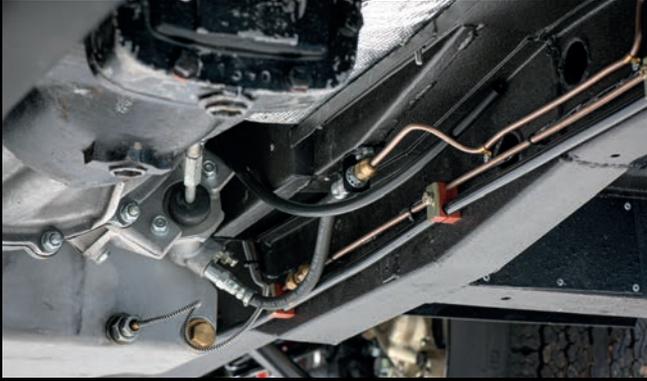
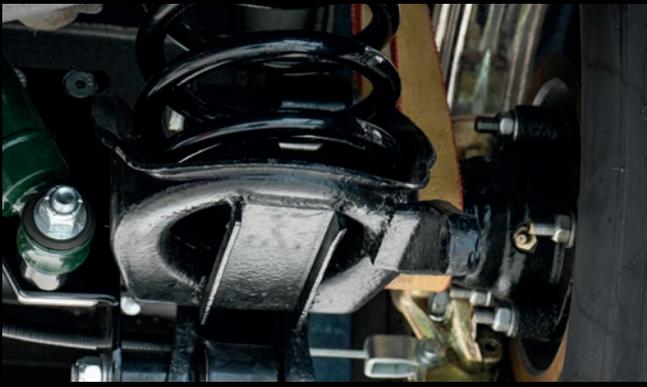
Carpet Colour: Sandstorm
Carpet Type: Wilton
Headlining Colour: Grey

List of Upgrades fitted to this Car

- Speakers Alpine 6x4 , with original radio
- Steering - Electric Power Steering
- Air conditioning Front, European specification
- Inertia Reel Seat Belts, front and rear
- Monte Carlo Handling Kit
- Le Mans Brake Booster Kit
- Adjustable Telescopic Rear Shock Absorber Kit
- Aluminium Fuel Tank
- Aluminium Radiator & electric cooling fan.
- Aluminium Oil Cooler
- Daytona Window Lift Kit
- Wash wipe system
- Over Carpets
- 6½ polished S/S Wire Wheels
- Limited Slip Differential
- Lights on, warning buzzer









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