The DB2-4 is now available in two distinguished hard top styles; or in the supremely elegant Drop-Head Coupe form. Common to all three versions is the breathtaking performance characteristic of the marque. The power unit is the 3-litre David Brown 6-cylinder twin overhead camshaft engine used in the DB3-S competition car.
The finest sports car in the world

Engine. Six-cylinder in line, bore 85 mm. (3.35 in.), stroke 98 mm. (3.85 in.). Capacity 2,916 c.c. (178.6 cu. in.), 110 b.h.p. at 5,500 r.p.m. Compression ratio 8.5:1. Cast iron cylinder block with highest grade centrifugally cast iron detachable wet liners, providing maximum cooling with substantially weight saving. “Through bore” for main bearings gives extreme crankshaft rigidity.

Crankshaft. Carried on four massive main bearings, with steel-backed linings. Short, stiff and light, the shaft has an appreciable overlap of the pins and journals on the webs, and is statically and dynamically balanced. The four crankshaft bearings are supported in special aluminium alloy housings to dissipate heat.

Cylinder Head. Quiescently detachable, with fully machined hemispherical combustion dome. Valves inclined at 30° to cylinder head, of generous size and efficiently cooled, guide being in direct contact with the coolant. Sparking plug 8 mm., centrally situated.

Valve Operation. Twin overhead camshafts with direct-attack valve actuation, eliminating lifter adjustment. Cam contact large-area design with rollers directly over centre of valve stem, ensuring minimum wear. Camshafts driven by duplex chain with hydraulic补偿ers to prolong chain life.


Clutch. Large friction area single plate design, fully balanced.

Gearbox. Of David Brown manufacture, and construction with engine. Light alloy casing. Four forward speeds and reverse, double cone synchromesh on 2nd, 3rd and top.


Transmission. Specially balanced propeller shaft with hypoid bevel final drive.

Steering. Optional column-sprung steering wheel. Three piece linkage gives accurate control in all conditions of bumps, righthand and left. Worm and roller type steering box. Left hand drive optional.

Bearings. Girling, hydraulic—large area—12 diameter rollers. Design by careful consideration of service load in relation to radiator grilles, fly-off hammers at sides of gearboxes.

Frame. Steel tubular construction with torsion bar springing, ensuring maximum torsional and beam stiffness.


Wheels and Tyres. Dunlop Centre lock spigot mountings with wire wheel centre maximum rigidity, with light weight Tyres: 670 x 18 x 16.

Electrical Equipment. 12-volt positive earth system 35 amperes battery, with automatic voltage control. Exchange high output alternators, with “throttle” air cooling. Wiring plastic-covered for long life. Large front headlamps, and separate rear direction lamps. Both bright and thin light, Map reading and interior lights and reflectors. Two-speed washers, etc.

General Dimensions. Wheelbase ............... 89 3/4 (2282 mm) Track (front and rear) .......... 49 1/16 (1247 mm) Overall length ..................... 14 3/4 (3745 mm) Overall width ................. 55 1/2 (1413 mm) Overall height .......... 46 5/8 (1188 mm) Turning circle .......... 35 1/4 (9000 mm)
In the development of the Aston Martin, the path towards perfection has been indicated by lessons learned in competition. The measure of progress is the consistent record of international racing successes, season after season. The Aston Martin's reputation is now virtually unchallenged. It is the world's premier race-bred luxury sports car.
RECENT ASTON MARTIN SUCCESSES