The DBS is the materialisation of a dream. The dream of Aston Martin - Lagonda's Chairman, Sir David Brown, brought to reality by the Company's own designers and engineers. The aim to match the flair and performance of the renowned DB series of thoroughbred sports cars with the grace and docility of the finest town car. The DBS is the result. British in design, British in execution, no fraction of it is compromise—only a blend of the finest in elegance, speed, comfort and safety. A worthy addition to a line of historic cars that have borne the proud symbol of Aston Martin.
Latest of a proud line, the DBS is a true Aston Martin, living up in every way to its forebears' reputation for unbridled performance and luxury. Traditionally, each Aston Martin is born of the personal attention of master craftsmen and the results of many years' technical progress—a ceaseless quest to combine in one fine motor car all that is best, and proven, in automobile engineering.

This is the story behind the DBS—and now, after several months in action all over the world, this most refined Aston Martin has proved itself a worthy descendant of a coveted marque.

Cylinder block, cast in aluminium alloy. Centrifugally cast chrome vanadium iron top seating wet liners. Crankshaft forged in chrome molybdenum steel, statically and dynamically balanced. Shaft supported in seven 2\(\frac{1}{4}\) in. diameter (69.85 mm) steel backed, lead bronze bearings.

Cylinder head and Valve Operation. Head cast in aluminium alloy, incorporating fully machined hemispherical combustion chambers. Large diameter valves inclined at 80° included angle, exhaust valve guides in direct contact with water. Twin overhead camshafts operate on hardened nickel molybdenum steel tappets. Camshafts driven by two-stage Duplex roller chains with manual adjustment tensioners.

Piston and Connecting Rods. Die-cast aluminium alloy, three compression rings. One spring steel oil control ring, large diameter gudgeon pin located by circlips. Forged connecting rods in nickel chrome molybdenum steel, weight graded and balanced.

Lubrication System by front mounted chain-driven oil pump and full flow cartridge filter. Oil cooler standard.

Cooling system – cooling by pump and engine driven visco coupled fan. Cross-flow radiator with separate head tank.

Ignition – high efficiency oil-filled coil with ballast resistor. Distributor incorporating automatic advance and vernier adjustment.

Clutch. Hydraulically operated 9\(\frac{1}{2}\) in. (24.13 cm) diameter single plate diaphragm spring clutch. Self-adjusting.

Gearbox. Five-speed, synchromesh on all forward gears. Fifth speed overdrive. Ratios: 5th 0.834:1, 4th 1.000:1, 3rd 1.23:1, 2nd 1.76:1, 1st 2.97:1. Reverse 3.31:1.


Front Suspension. Independent, incorporating transverse unequal length wishbones and ball-jointed king pins. Co-axial coil springs and large diameter telescopic shock absorbers. Anti-roll bar.

Rear Suspension. De-Dion axle located by parallel trailing arms and Watt linkage. Coil springs and double acting piston type shock absorbers incorporating adjustable ride control from instrument panel. Roller spline drive shafts.

Steering. Rack and pinion. 16 in. diameter (40.64 cm) wood-trimmed fully dished steering wheel incorporating telescopic adjustment. Collapsible steering column. 3\(\frac{1}{4}\) turns lock to lock.
Brakes. Girling disc brakes with tandem master cylinder, power assisted by separate suspended vacuum servos. Separate systems to front and inboard rear discs. Floor mounted off handbrake operates separate calipers on rear discs. Hydraulic fluid level and hand-brake warning light.

Pedals. Clutch, brake and accelerator pedals provided with two-position adjustment.


Exhaust System. Twin pipe system with four high efficiency silencers.

Wheels & Tyres. Centre lock wire wheels with 6 in. (15-2 cm) wide rims and 2-05 in. (52 mm) diameter forged hubs. 8-10 in. x 15 in. low profile high speed tyres.


Heating & Ventilation. Through flow fresh air ventilating system with extractors in rear quarters providing de-misting of the back window. Fresh air available at face level ventilators; a single control knob regulating the supply of fresh or heated air to the feet. For maximum heater performance air inside the car can be re-circulated, cutting off the cold air supply from outside. Single control knob can be set so that the whole heater output can be used for windscreen defrosting. Air conditioning optional.


Spare Wheel & Tools. The spare wheel is carried vertically behind the fuel tank. Tools are contained in a roll accommodated in the boot.

Jacking. By hydraulic jack engaging sockets adjacent to each wheel.

Fire Extinguisher. Mounted below the instrument panel in a readily accessible position.

GENERAL DIMENSIONS

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<table>
<thead>
<tr>
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<tbody>
<tr>
<td>Wheelbase</td>
<td>8 ft. 6½ in.</td>
<td>(260-99 cm)</td>
</tr>
<tr>
<td>Front Track</td>
<td>4 ft. 11 in.</td>
<td>(149-84 cm)</td>
</tr>
<tr>
<td>Rear Track</td>
<td>4 ft. 11 in.</td>
<td>(149-84 cm)</td>
</tr>
<tr>
<td>Overall Length</td>
<td>15 ft. 0½ in.</td>
<td>(458-45 cm)</td>
</tr>
<tr>
<td>Overall Width</td>
<td>6 ft. 0 in.</td>
<td>(182-9 cm)</td>
</tr>
<tr>
<td>Overall Height</td>
<td>4 ft. 4½ in.</td>
<td>(132-71 cm)</td>
</tr>
<tr>
<td>Ground Clearance</td>
<td>5½ in.</td>
<td>(13-97 cm)</td>
</tr>
<tr>
<td>Turning Circle</td>
<td>36 ft. 0 in.</td>
<td>(1097-3 cm)</td>
</tr>
</tbody>
</table>

Kerb Weight (estimated) 3500 lbs. (1587-6 kgs)

Designed and Produced by Newton & Godin Limited
Printed in England by Cresta Press Limited