



Vantage



The Aston Martin Vantage is a snub to today's world of restrictions and ever-increasing legislation. It bucks against the trend of anonymous uniformity, and serves as an ultimate expression for its owner.

For the Vantage is the world's fastest accelerating current production car, with acceleration to 60 mph in 5.4 seconds* and to 100 mph in 12.9 seconds**. And, where the law allows, it can sprint upwards to a maximum of about 170 mph.

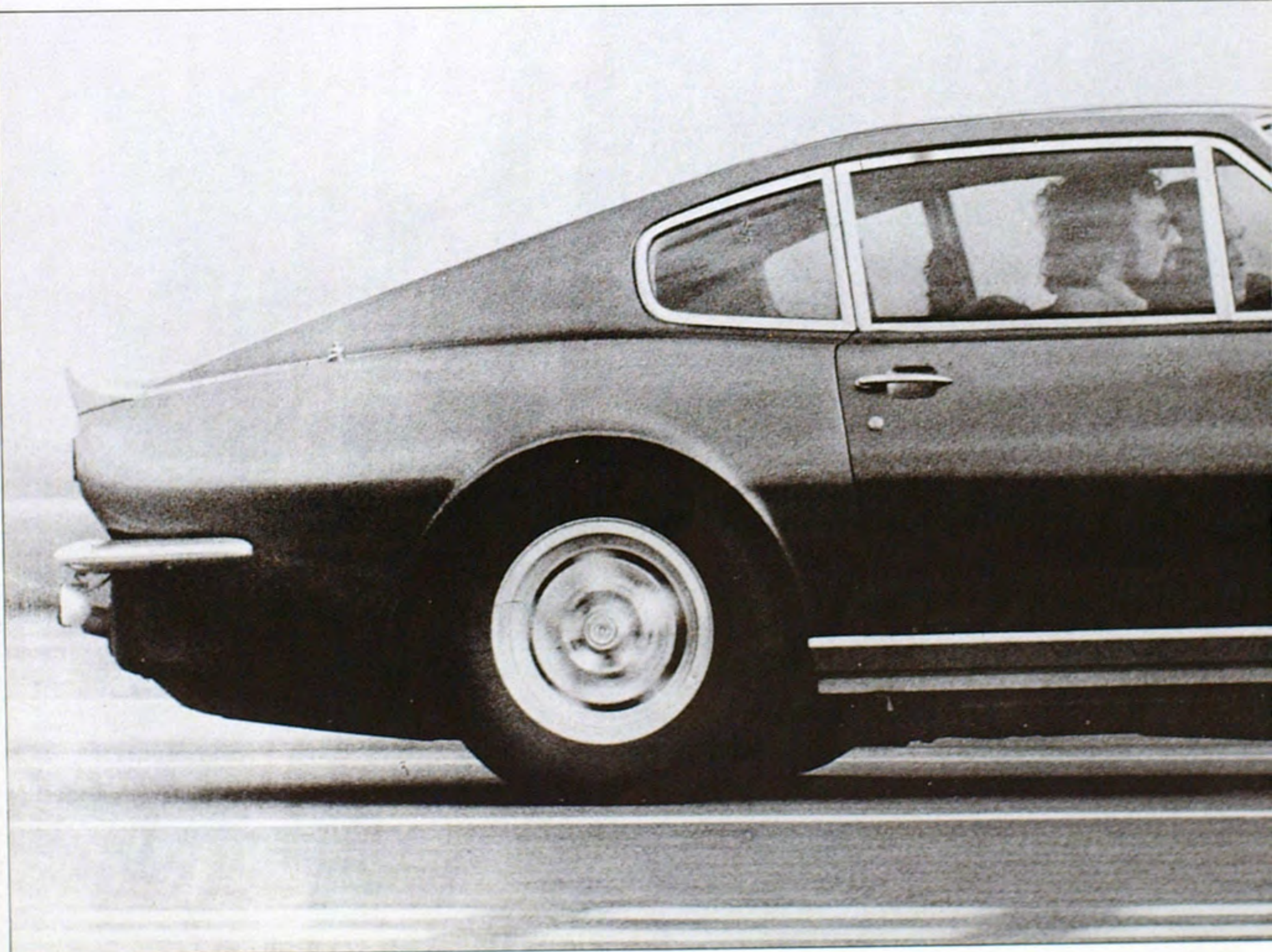
Allied to this colossal performance are massive race-bred disc brakes which stop the Vantage even faster than it goes, a front air dam and rear spoiler which were developed in wind tunnel tests to increase the already impressive stability and handling, and low-profile, extra-wide tyres which enhance the famed Aston Martin roadholding.

Other features which improve the car's aerodynamics are headlamp covers, a revised grille and a cowl for the bonnet bulge.

To produce such enormous performance is one thing. To contain it in a civilized package suitable for four adults and for motoring on the open road or the crowded city highway is another. And that's where Aston's experience of building some of the world's most treasured and envied thoroughbred machines of the century comes to the fore.

So you'll find the engine is at the front, where it should be, and not directly behind the driver or at the rear end. That means there are four seats and a decently-sized luggage compartment.

The engine, a magnificent hand-assembled 5.4-litre V8, is as docile as it is



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powerful, and is capable of accelerating the Vantage in fifth gear from 20 mph with no traumas whatsoever. It is no use being the fastest road car in the world if the engine is as temperamental and inflexible as a racing machine.

Driving the Vantage is a unique experience. The power is unleashed in a constant flow which is illustrated by the fact that every fifth gear 20 mph increase in speed up to 100 mph takes six seconds or less**, yet around the occupants are the sort of luxurious appointments normally associated with a stately limousine.

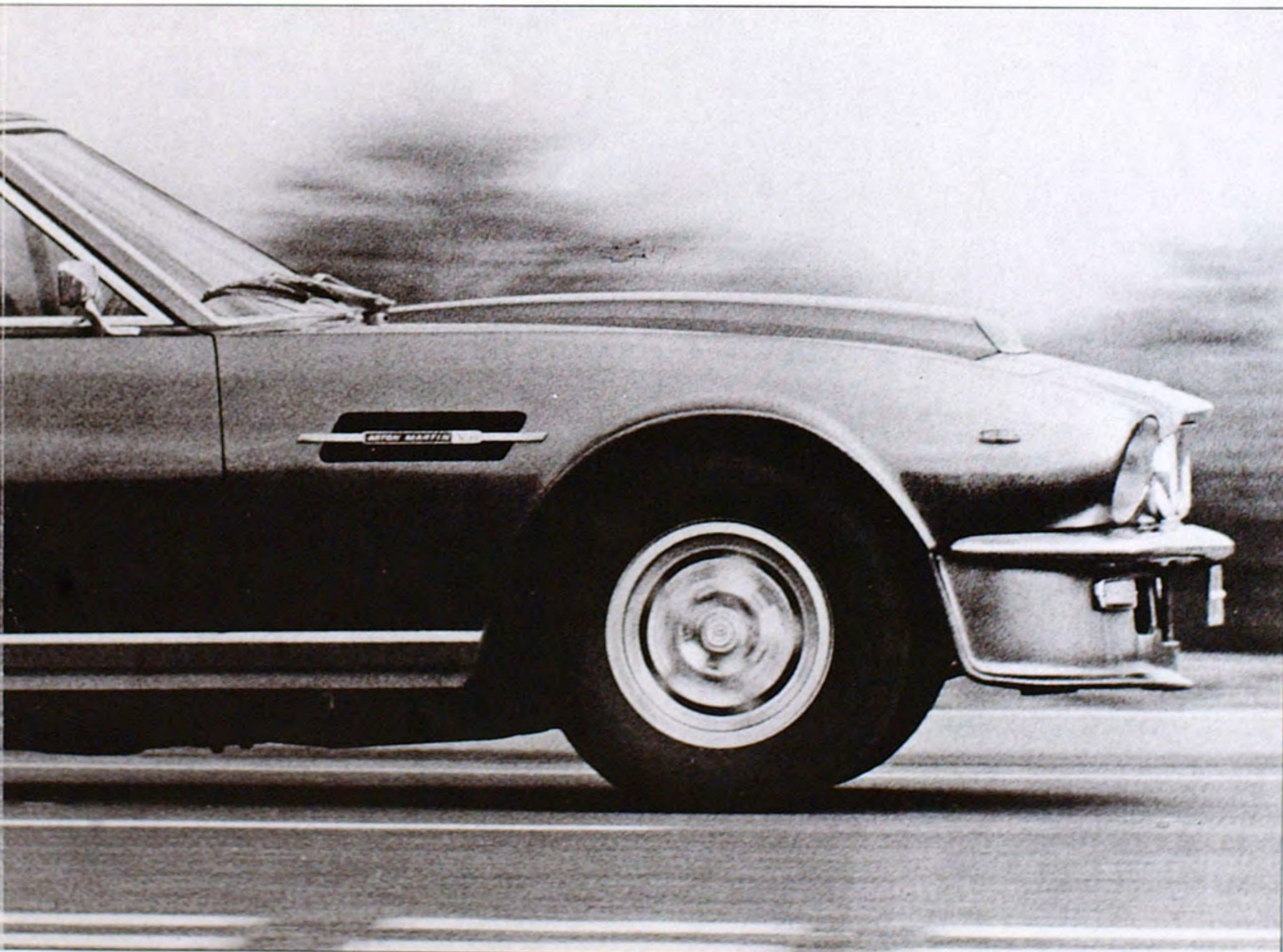
The passenger door and window locks, for example, are electrically-operated. The steering has power-assistance, which relieves the driver's burden, but still allows him adequate feel. There is air-conditioning. A radio and cassette player.

Leather upholstery, total instrumentation, reclining front seats, carpeting, a map light, and lots more.

And, of course, a guarantee of quality and safety which only superb engineering, hand-building, a dedicated workforce and more than 50 years experience can give.



*Autocar **Motor





LAGONDA



ENGINE

V8 Four overhead camshafts Bore 100 mm (3.94 in) Stroke 85 mm (3.35 in) Capacity 5340 cc (326 cu in) Four Weber twin choke down draught carburettors Air distribution box and twin micronic air filters

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 Torstional vibration damper Five 69.85 mm (2.75 in) nitrided journals Steel backed lead bronze bearings

CYLINDER HEADS & VALVE OPERATION

Heads cast in aluminium alloy, incorporating fully machined hemispherical combustion chambers. Large diameter valves inclined at 64° included angle, exhaust valve guides in direct contact with water Four overhead camshafts operate on hardened nickel molybdenum steel tappets with shim adjustment Camshafts driven by two-stage Duplex roller chains with manual and automatic tensioners

PISTONS & CONNECTING RODS

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

LUBRICATION SYSTEM

Front mounted chain driven oil pump and full flow cartridge filter Twin oil coolers

COOLING SYSTEM

By pump and engine driven cowled fan Viscous coupling disengages fan drive at high engine rpm Cross flow radiator with separate header and expansion tanks

IGNITION

Transistorised ignition Distributor incorporates automatic advance and vernier adjustment

CLUTCH

26.67 cm (10.5 in) single plate diaphragm spring, hydraulically operated self adjusting

PROPELLER SHAFT

Resilient shaft incorporating rubber torsion bushes Needle roller bearings sealed for life lubrication Shaft dynamically balanced

GEARBOX

Five speeds Synchronesh on all forward gears

| | | |
|--------|-------------|----------------|
| Ratios | 5th 0.845:1 | 2nd 1.78:1 |
| | 4th 1.00:1 | 1st 2.90:1 |
| | 3rd 1.22:1 | Reverse 2.63:1 |

FINAL DRIVE

Hypoid drive unit chassis mounted in rubber supported cradle Limited slip differential standard Ratio 3.54:1

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 telescopic shock absorbers Roller spline drive shafts

STEERING

Power assisted rack and pinion 38.10 cm diameter (15 in) leather rimmed fully dished steering wheel incorporating telescopic adjustment Collapsible steering column Steering lock 2.9 turns lock to lock

BRAKES

Girling ventilated disc front and rear with independent front/rear hydraulic circuits Tandem master cylinder power assisted by separate vacuum servos Floor mounted fly-off handbrake operates separate calipers on rear discs Hydraulic fluid level and handbrake warning light

RECIRCULATING FUEL SYSTEMS

Tank capacity 25 Imperial gallons (30 US gallons 113.6 litres) S.U. high pressure dual fuel pump Reserve warning light indicates 3 Imperial gallons (3.6 US gallons 13.6 litres) Filler cover conceals quick release caps

ELECTRICAL EQUIPMENT

Lucas 12 volt negative earth system 68 amp-hour battery with master switch C A V heavy duty ventilated 75 amp alternator Steering column levers operate two-speed windscreen wipers, flick wipe and wash, turn signals, head lamp flash, main beams and horns Push-push illuminated switches Instrument panel illumination controlled by rheostat switch Map reading and interior courtesy lights Doors fitted with red safety lights in the opening edges Cigar lighter Fuse box for easy access under glove box lid Under bonnet and luggage compartment lamps Large high penetration Lucas halogen headlamps Rear stop lamps and turn signals incorporate day/night intensity relay Twin reversing lamps Electric window lifts Heated rear window High and low intensity horns with changeover switch

WHEELS AND TYRES

Light alloy ventilated wheels with 17.78 cm (7 in) wide rims Five stud fixing 255 60 15 VR radial tyres

AIR CONDITIONING

Custom designed air conditioning is included in the standard specification Two 4 speed heavy duty blowers Rear extractor vent

RADIO

Stereo radio-8 track cassette tape Automatic electric aerial

DIMENSIONS

| | | |
|----------------|----------------|--------------|
| Length | 15 ft 3 3/4 in | (466.7 cm) |
| Width | 6 ft 0 in | (182.9 cm) |
| Height | 4 ft 4 1/4 in | (132.7 cm) |
| Wheelbase | 8 ft 6 1/4 in | (261 cm) |
| Kerb weight | 3,800 lbs | (1,727 kgs) |
| Turning circle | 38 ft 0 in | (1,158.2 cm) |



Aston Martin Lagonda (1975) Limited Newport Pagnell Buckinghamshire MK16 9AN Telephone: Newport Pagnell 610620 Telex: 82341

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