Aston Martin DB2 Sports Saloon

Full range of instruments includes speedometer, milemeter and trip recorder, rev. counter, clock, petrol and oil capacity gauges, oil pressure gauge, coolant thermometer and ammeter.

Full three-seater, with folding central arm-rest, whilst fourth passenger can be accommodated in occasional rear seat.

Quick-release spare wheel, protected from dust and grit.

Combined arm-rest and door p. trucators. Wide doors for easier access.
Design for Speed

Traditionally makers of finer and faster automobiles, Aston Martin now offer the D.B.2—a real Road Express!

Speed is built into every line of this car: cruising effortlessly at 90 m.p.h., it tops the 100 mark with power in hand. At the same time, the Aston Martin is a production three-seater Saloon, which is luxuriously appointed, and immaculately finished.

Quality first is the keynote of the D.B.2, worthy successor to thirty years of Aston Martin winners at Spa, Ulster and Le Mans. In no detail has speed been sacrificed to quality, nor quality to speed.
ASTON MARTIN DB2 SPECIFICATION

ENGINE
Six cylinder in line. Bore 79 mm, (3.107). Stroke 99 mm, (3.891). Capacity 2500 cc, (155 cu. in.). Over 145 brake horse-power at 5000 r.p.m.

Cast iron cylinder block with highest grade centrifugally cast iron detachable liners, provides maximum cooling with substantially weight saving. "Through bore" for main bearings gives extreme crankshaft rigidity.

CRANKSHAFT
Carried on 3 massive main bearings, with steel backed liners. Short, stiff and light, the shaft has an appreciate overlap of the pins and journals to the webs, and is statically and dynamically balanced. The 4 crankshaft bearings supported in special aluminium alloy housings to dissipate heat.

CYLINDER HEAD
Quickly detachable, with fully machined hemispherical combustion dome. Valves inclined at 35° in cylinder head, of generous size and efficiently cooled, guides being in direct contact with the coolant. Sparking plugs 10 mm, centrally situated.

VALVE OPERATION
Twin overhead camshafts with direct-attack valve actuation, eliminating tappet adjustment. Cams contact large-area thimble tappets directly over end of valve stems, ensuring minimum wear. Camshafts driven by duplex chain with hydraulic tensioners to prolong chain life.

LUBRICATION SYSTEM
Full pressure system to all crankshaft, connecting rod and camshaft bearings. Large capacity, positive filtration system incorporated.

CONNECTING RODS
Steel beam section, with integral bolts, ensuring maximum stiffness with minimum reciprocating weight.

PISTONS
Special die-cast aluminium alloy diamond finished. Two compression, two scraper rings. Large diameter gudgeon pins, located by circlips.

COOLING SYSTEM
Thermostatic control. Closed circuit layout incorporates centrifugal water pump and large capacity tubular radiator with ample integral header tank.

IGNITION
High efficiency coil and distributor, with integral automatic advance and retard. Distributor also has "neutral" selector.

CARBURATION
Large twin variable jet S.U. carburettors. Auxiliary carburettor, electrically controlled from the dash for easy starting.

FUEL SYSTEM
Tank capacity 19 imperial gallons. Twin electric fuel pumps, built-in reserve, electrically operated.

CLUTCH
Large friction area single plate design, fully balanced.

GEARBOX

GEAR RATIO
Standard - 3.75:1  5.02:1  7.08:1  11.13:1  Rev. 11.05:1
Close Ratio - 4.75:1  7.05:1  11.05:1  Rev. 11.05:1

TRANSMISSION
Specially balanced open propeller shaft with hypoid bevel final drive.

STEERING
17" diameter (spoked) steering wheel. Three-piece linkage gives accurate control in all conditions of bump, rebound and back. Worm and roller type steering box.

BRAKES
Extra large hydraulic operated on 12" diameter drums. Controls by carefully styled vents adjacent to radiator grille. Separate hand-brake, with pistol grip lever under seat.

FRAME
Steel tubular construction with cruciform bracing, ensuring maximum torsional and beam stiffness.

SUSPENSION
Front: Independent. Trailing links eliminate wheel scrub. Link arms incorporating anti-roll torsion bar, are carried on large needle roller bearings in oil baths. Vertical coil springs with large double-acting heavy duty hydraulic shock absorbers, ensure an "armchair" ride.

Rear: Vertical coil springs and large double-acting heavy duty shock absorbers. Parallel radius arm linkage and panhard type anti-sway bar accurately locate rear axle.

ELECTRICAL EQUIPMENT
12 volt positive earth system. 63 amp-hour battery, with automatic voltage control. Heavy duty high output dynamo, with "through" air cooling. Wiring plastic-covered for long life.

Large inbuilt headlamps, and separate parking lamps. All lamps flash-fitting. Map reading and reverse lights included.

WHEELS AND TYRES
Dunlop Centreflock quick change wire wheels ensure maximum rigidity with light weight. Special high-speed touring tyres, 5.75 × 16 or 6.00 × 16 optional.

GENERAL DIMENSIONS
Wheelbase ... 8' 3" (251.46 cms.)
Track ... 4' 6" (137.16 cms.)
Overall length ... 13' 6½" (412.73 cms.)
Overall width ... 5' 5½" (165.79 cms.)
Overall height ... 4' 5½" (135.89 cms.)
Turning circle ... 35' 0" (1066.8 cms.)
Ground clearance ... 8½" (21.59 cms.)
Aston Martin DB2 Sports Saloon

Styled for Strength

Light-weight body construction with high grade aluminium alloy panels mounted on specially light steel tube frame give the DB2 extra high power/weight ratio.

The whole body is mounted and insulated independently of the chassis on Silentblocks mountings. The body structure has exceptional torsional and general stiffness, and is aerodynamically styled for minimum frontal area, whilst ensuring full comfort for tall drivers.

All-round bumpers give full protection, not only fore and aft, but also to the sides of the body.

The petrol filler caps are concealed within the body, with access through vents in each rear wing; locking is effected from inside the car.

Aston Martin Limited
Feltham, Middlesex, England


Directors: David Brown (Chairman and Managing), E. B. Marsh, J. Whitehead, J. Stirling.

The particulars in this leaflet are subject to change without notice and are not binding.

No-draught ventilation. Air conditioning—heating and de-misting.

Front wings and bonnet in one piece, hinged at front for safety, give full access to engine, front suspension battery and tool kit. Bonnet lock operated from driver’s seat. Whole unit is detachable for major overhauls.

Centre-lock, quick-change wheels. (Note: On Illustration, air silencers have been removed to show engine.)