



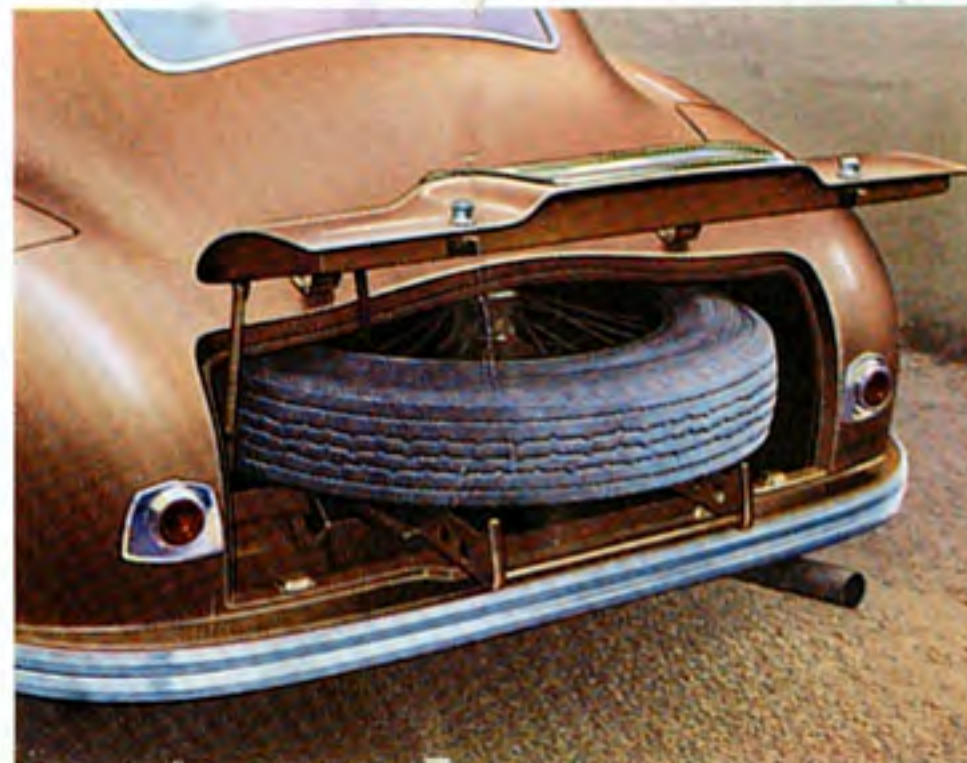
ASTON MARTIN *DB2 Sports Saloon*



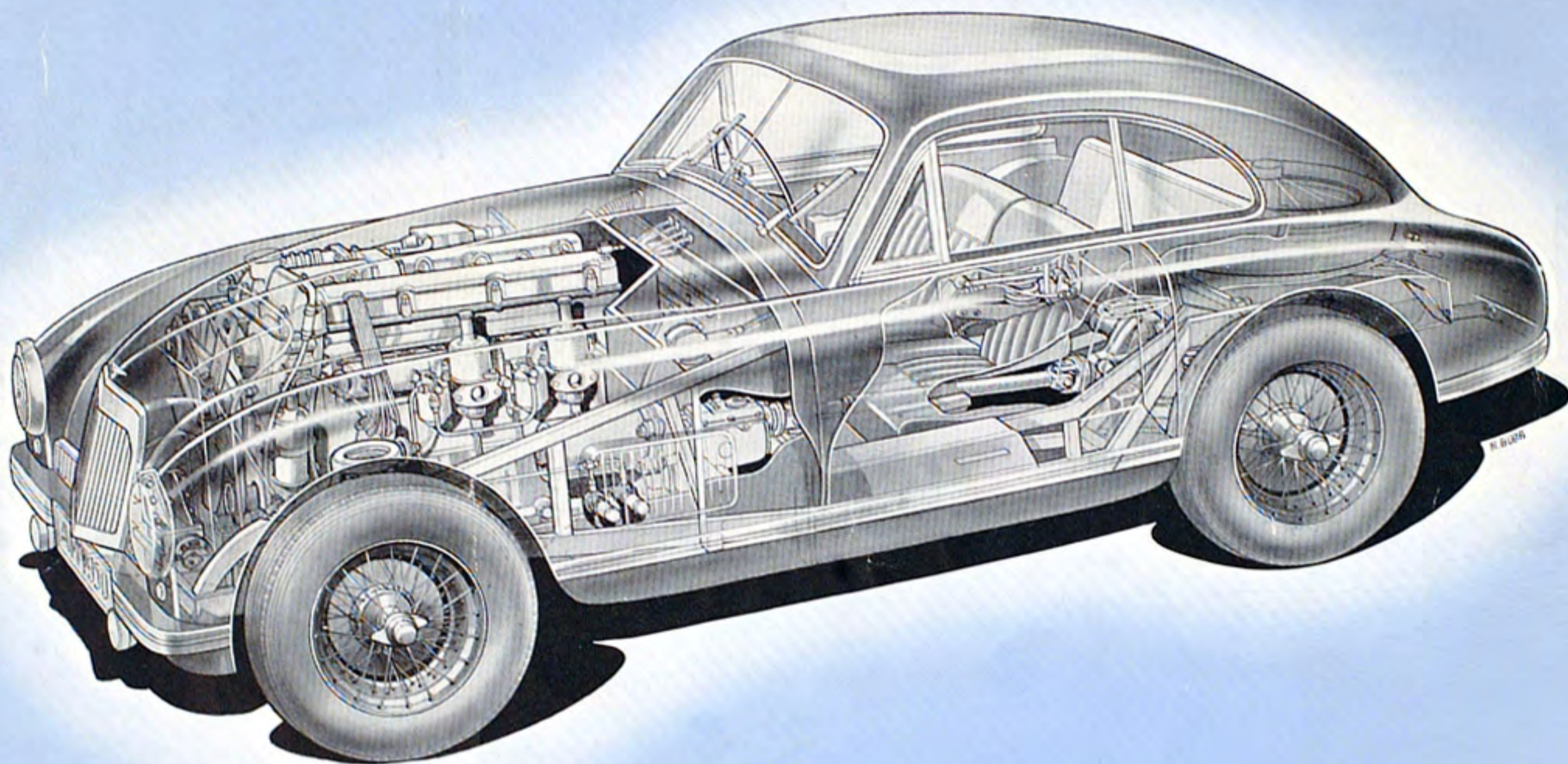
Full range of instruments includes speedometer, milometer and trip recorder, rev. counter, clock, petrol and oil capacity gauges, oil pressure gauge, coolant thermometer and ammeter.

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 panel. Wide doors for easy entry.



Drawing by courtesy of
"MOTOR"

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 f-a-s-t 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.

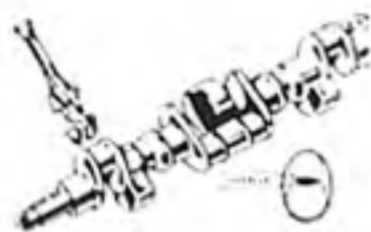
ASTON MARTIN DB2 SPECIFICATION

ENGINE

Six cylinder in line. Bore 78 mm. (3.07"). Stroke 90 mm. (3.54"). Capacity 2580 cc. (157.5 cu. ins.). Over 105 brake horse-power at 5000 r.p.m. Cast iron cylinder block with highest grade centrifugally cast iron detachable liners, provides maximum cooling with substantial weight saving. "Through bore" for main bearings gives extreme crankshaft rigidity.

CRANKSHAFT

Carried on 4 massive main bearings, with steel backed liners. 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 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 30° 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 inbuilt automatic advance and retard. Distributor also has "octane" 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. Inbuilt reserve, electrically operated.

CLUTCH

Large friction area single plate design, fully balanced.

GEARBOX

Of David Brown manufacture, unit construction with engine. Light alloy casing incorporates 4 forward speeds and reverse. Baulk ring synchromesh on 2nd, 3rd, and top. Close ratio racing type gearbox optional. Central or steering column change lever to clients own requirements.

GEAR RATIOS

Standard—	3.77:1	5.02:1	7.48:1	11.03:1	Rev. 11.03:1
Close Ratio—	3.77:1	4.75:1	7.05:1	11.03:1	Rev. 11.03:1

TRANSMISSION

Specially balanced open propeller shaft with hypoid bevel final drive.

STEERING

17" diameter spring spoked steering wheel. Three-piece linkage gives accurate control in all conditions of bump rebound and lock. Worm and roller type steering box.

BRAKES

Extra large full hydraulically operated on 12" diameter drums. Cooling by carefully styled vents adjacent to

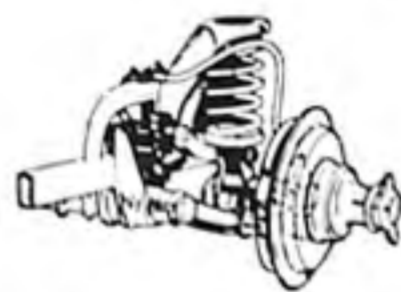
radiator grille. Separate hand-brake, with pistol grip lever under scuttle.

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 "arm-chair" 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 flush-fitting. Map reading and reverse lights included.

WHEELS AND TYRES

Dunlop Centre-lock quick change wire wheels ensure maximum rigidity with light weight.

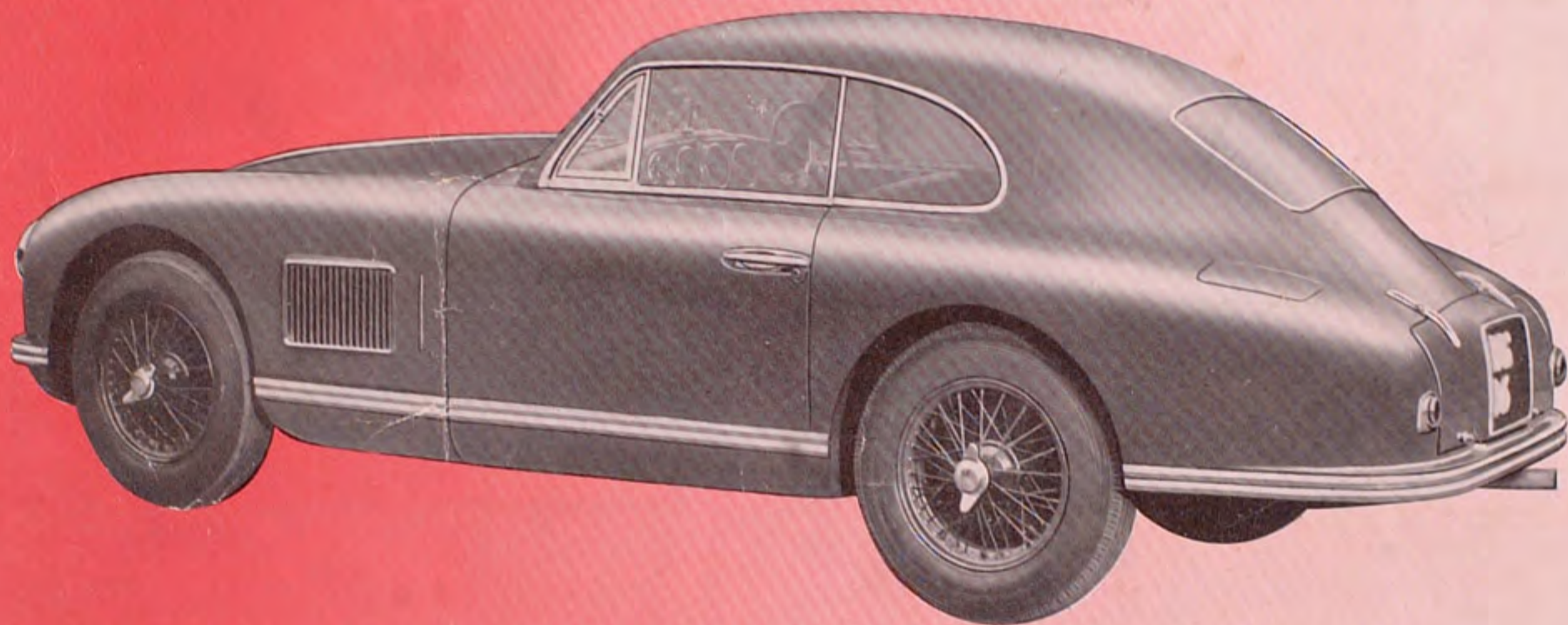
Special high-speed touring tyres, 5.75 × 16 or 6.00 × 16 optional.

GENERAL DIMENSIONS

Wheelbase	8' 3" (251.46 cms.)
Track	4' 6" (137.16 cms.)
	front and rear.
Overall length	13' 6½" (412.75 cms.)
Overall width	5' 5" (165.1 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 D.B.2 extra high power/weight ratio.

The whole body is mounted and insulated independently of the chassis on Silentbloc 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

Publication No. A.M.1011.

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

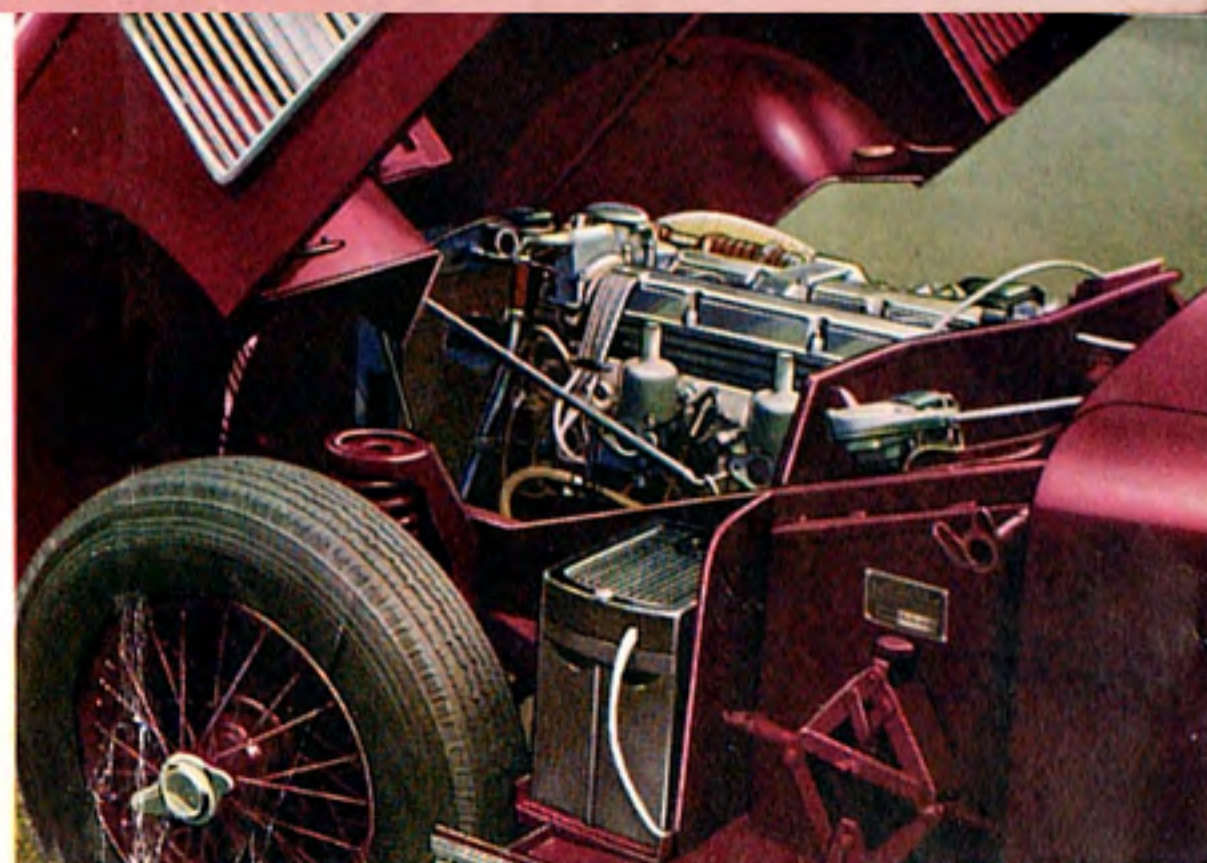
Printed in England

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.)



1. Ashtrays. Automatic timed
y access.