THE DAVID BROWN ASTON MARTIN DB4
ASTON MARTIN MOTORING AWAITS ONE MAN AMONGST THOUSANDS

What manner of car is this, which brings to Great Britain the Sports Car World Championship, attains maximum speeds of over 140, with over 100 m.p.h. in third, proves its fantastic acceleration and braking by recording 0-100-0 in 26.2 seconds*, yet offers the luxury, luggage space and comfort of a craftsman-built saloon? To quote from Laurence Pomeroy writing in the ‘Motor’. ‘In London it is docile and will present no difficulties to the novice. On the other side of the speedometer it will show 125 m.p.h. at the peak of the power curve and then go on far faster than this... it is quite something to slow down to 120 m.p.h. to take a corner. Let me at once pronounce that the DB4 is the safest and easiest car that I have ever driven. In emergency the Dunlop disc brakes always effect a smooth, stable stop even from the highest speeds, but with normal driving they are rarely so called upon.’ Aim of a million motorists, achievement of few, for this kind of craftsmanship cannot be mass-produced. This is the Aston Martin DB4

*Officially observed by the Motor Industry Research Association
The Aston Martin DB4 combines the genius of David Brown engineering and the artistry of the finest Italian design. It is yet characteristically an Aston Martin, with the familiar aerodynamic styling which attains perfect balance between functional efficiency and beauty of line. In neither fittings nor finish does it surrender its individuality to the demands of ornamentation. It is simple without austerity, luxurious without flamboyance.

The Aston Martin DB4 is essentially a car for the man who enjoys his driving; for it demands to be driven. It encourages the skill of the driver, yet allows him the leisure of motoring between 17 and 140 miles per hour in top gear. In traffic its behaviour is impeccable; on the open road its performance provides a breath-taking experience; at all times it combines the highest standards of safety in steering, braking and road holding.

'... unstinted care over details has produced a remarkable express carriage for those who can afford to travel first class.' THE MOTOR
Comfort in the DB4 is not merely a matter of well sprung seats and generous upholstery; this is but the visible evidence of the almost legendary "Aston Martin comfort," encompassing a host of features, from the fully adjustable, reclining seats to the scientifically planned grouping of fascia and floor controls. It has been said of the DB4 that its standard of driving comfort defies analysis, since it owes so much to the mental relaxation afforded by the steering, suspension, disc brakes and the sheer brilliance of Aston Martin design and construction.

Magnificently appointed, it is devoid of ornamental fittings which detract from its elegance, or protruding components which are detrimental to safety.
The luggage accommodation is phenomenal for such a high performance car. Fitted suitcases in the finest quality leather are offered as optional equipment.
Accessibility of the 3.7 litre engine is an outstanding feature of the DB4, demonstrating the successful co-ordination of the functional and aesthetic, in the combined Aston Martin Carrozzeria Touring "Superleggera" design. The four speed, all synchromesh gearbox is specifically designed for the DB4 by the David Brown Automobile Gearbox Division, and the central gear change is light and positive in operation. Integrated with the platform chassis is the steel tubular superstructure, panelled in aluminium magnesium alloy, the complete assembly providing an extremely light, rigid body. Braking, to befit a car of such capabilities, must be of the highest order, and servo assisted Dunlop disc brakes are fitted to all four wheels.

The graph shown here illustrates the road speed performance of the car in the four gears, and with the various alternative final drive ratios (3.31:1, 3.54:1 and 3.77:1).
Engine: Six-cylinder twin overhead camshaft. Bore 92 mm (3.622 in), Stroke 92 mm, Capacity 3670 c.c. (224 cu. in.). Compression Ratio 8.25:1. Power output 240 b.h.p. at 5500 r.p.m. 263 h.p. S.A.E. rating at 5700 r.p.m.

Cylinder Block: Cast in aluminium alloy. Centrifugally-cast chrome vanadium iron top seat wet linings.

Cylinder Head: Forged in chrome molybdenum steel, nitrided, statically and dynamically balanced. The shaft is carried in seven 21 mm (0.85 mm) steel backed, lead bronze bearings.

Cylinder Head: Cast in aluminium alloy and incorporating fully machined hemispherical combustion chambers. Flow tested ports. Large diameter valves inclined at 80° included angle, with exhaust valve guides in direct contact with water.

Valve Operation: Twin overhead camshafts operate the valves directly through the medium of cyanide hardened nickel molybdenum steel tappets, eliminating tappet adjustment. Camshafts driven by two-stage Duplex roller chains with manually adjustable tensioners.

Pistons: Die-cast aluminium alloy. Two compression rings, top - chromium plated, second - taper faced. One twin segment oil control ring, large diameter gudgeon pin located by circlips.

Connecting Rods: Forged in nickel chrome molybdenum steel, weight graded and balanced.

Lubrication System: By front mounted chain-driven oil pump and full flow filter.

Cooling System: Cooling by pump and fan with by-pass thermostat control. Crossflow radiator, electrically operated cooling flaps, and radiator blind.

Carburation: Twin S.U. diaphragm type 2 1/8 inch bore (50.8 mm), with air cleaners.

Ignition: High efficiency coil and distributor incorporating automatic advance and micro adjustment.

Clutch: Borg and Beck 10" (254 mm) single plate hydraulically operated with self-adjusting free pedal travel.


Propeller Shaft: Needle roller bearing, shaft dynamically balanced.

Final Drive: Hypoid bevel, Ratio 3.5:1. Alternatives, 3.31:1; 3.71:1. Overall Ratios: 1st 8.24; 8.82; 9.39; 2nd 5.76; 6.16; 6.56; 3rd 4.14; 4.42; 4.71; Top 3.31; 3.54; 3.77.


Steering: Rack and pinion steering. 16" diameter (406 mm) wood rimmed steering wheel. Column angle adjustable.

Brakes: Dunlop disc front and rear, hydraulically operated vacuum servo assisted. Floor mounted handbrake lever operating on rear discs.

Fuel System: Tank capacity 19 Imperial gallons (88.8 litres, 22.8 U.S. gallons). Electrically operated reserve 3 gallons (13.6 litres; 3.6 U.S. gallons). Additional 50 U.S. gallon high pressure electric fuel pump.

Exhaust System: Twin pipe system with high efficiency silencers standard equipment.

Wheels and Tyres: Dunlop centre-lock wire wheels with 5" (127 mm) wide rims. 6.00 x 16" tyres.

Electrical Equipment: Lucas 12 volt system. 51 amp. hour battery incorporating master switch, located in compartment at side of luggage boot. Heavy duty ventilated dynamo with automatic voltage control. Starter motor, distributor and oil filled coil.

Turbocharger: Designed by David Brown and manufactured in the workshops of the Sports Car Factory, includes water pump and radiator.

Tyre Size: 6.00 x 16" 6.00 x 16" 6.00 x 16"


Passengers' Grab Handle. Wrap-round windshield. Framed drop down windows. Quarter light, petrol filler lid operated from inside. Large side opening luggage compartment is provided in the rear boot with lockable lid and separate key. Heavy duty water proof luggage cover.

Suspension: The twin wishbone suspension with coil springs for the rear is the most advanced of its type. The suspension is designed to give the maximum comfort and stability for the car. The front suspension is of the independent type with coil springs and telescopic shock absorbers. The rear suspension is of the semi-elliptic type with coil springs and telescopic shock absorbers. The wheels are mounted on a separate support and are independent of the body.

Steering: By hydraulic steering gear with power assistance. The power assist is provided by a hydraulic pump driven by the engine and controlled by a valve in the system. The steering gear is of the rack and pinion type.

Jacking: By mechanical screw type jack engaging sockets adjacent to each wheel.

Principal Dimensions: Wheelbase 8' 2" (248.9 cm) Front track 4' 6" (137.2 cm) Rear track 4' 6" (137.2 cm) Overall length 14' 8" (448.0 cm) Overall width 5' 6" (167.6 cm) Ground clearance 6" (15.2 cm) Turning circle 32' 0" (10.4 m) Kerb weight 2861 lbs (1345 kg)

DB4 DONNEES TECHNIQUES SOMMAIRES


DB4 TECHNISCHE KURZBESCHREIBUNG

**DATI PRINCIPALI**

**Motore:** Sei cilindri. Alesaggio 92 mm. 
Corona 92 mm. Cilindrata 2670 c.c.
Testa dei cilindri e monoblocco in lega di alluminio.
Albero a gomito su sette supporti.
Due Alberi a Camme in testa. Doppia trasmissione a catena Duplex.
Camere di combustione emisferiche.
Due carburatori S.U. del tipo a diaframma con dispositivo di avviamento a comando elettrico.
**Lubrificazione:** Pompa olio Hobourn Eaton con trasmissione a catena e filtri (o filtro) Purolator nel circuito.
**Raffreddamento:** Ad acqua con pompa centrifuga e ventilatore. Radiatore a flusso orizzontale.
**Rapporto di compressione:** 8,25:1.
**Potenza sviluppata:** 240 c.v. potenza al freno a 3,500 giri al minuto. 263 c.v. Formula S.A.E. a 5,700 giri al minuto.
**Frizione:** Monodisco Borg and Beck 25,4 cm.

**Scala:** David Brown a quattro velocità con sincronizzazione sulla 1a, 2a, 3a, 4a.

**Asse posteriore:** Salisbury ipoide. Rapporti 3,1, 3,5, e 3,77:1.

**Sospensione:** Anteriore Indipendente.
Molle elicoidali cosseali e ammortizzatori telescopici Armstrong.

**Sterzo:** Comando a cremagliera.

**Freni:** Dunlop a disco anteriore e posteriore. Servo freno a depressione.

**Serbatoio benzina:** 86,3 litri (19 Gall. Imp., o 20,8 Gall. U.S.A.).

**Ruote e pneumatici:** Ruote Dunlop con fissaggio centrale 12,7 cm. Cerchi 6,00 x 16.

**Pneumatici:** Avon Turbospeed.

**Dimensioni:**

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<thead>
<tr>
<th>Descrizione</th>
<th>Valore</th>
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<tbody>
<tr>
<td>Passo</td>
<td>245,9 cm</td>
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<tr>
<td>Carreggiata anteriore</td>
<td>127,2 cm</td>
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<tr>
<td>Carreggiata posteriore</td>
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<td>Lunghezza totale</td>
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<td>Altezza di suolo</td>
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<tr>
<td>Diametro di sterzatura</td>
<td>10,4 m.</td>
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<tr>
<td>Peso in strada</td>
<td>1354 kg.</td>
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ASTON MARTIN LAGONDA LIMITED, HANWORTH PARK, FELTHAM, MIDDLESEX


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