

aston martin V8





Styling

a natural blend of aesthetics and practicality.

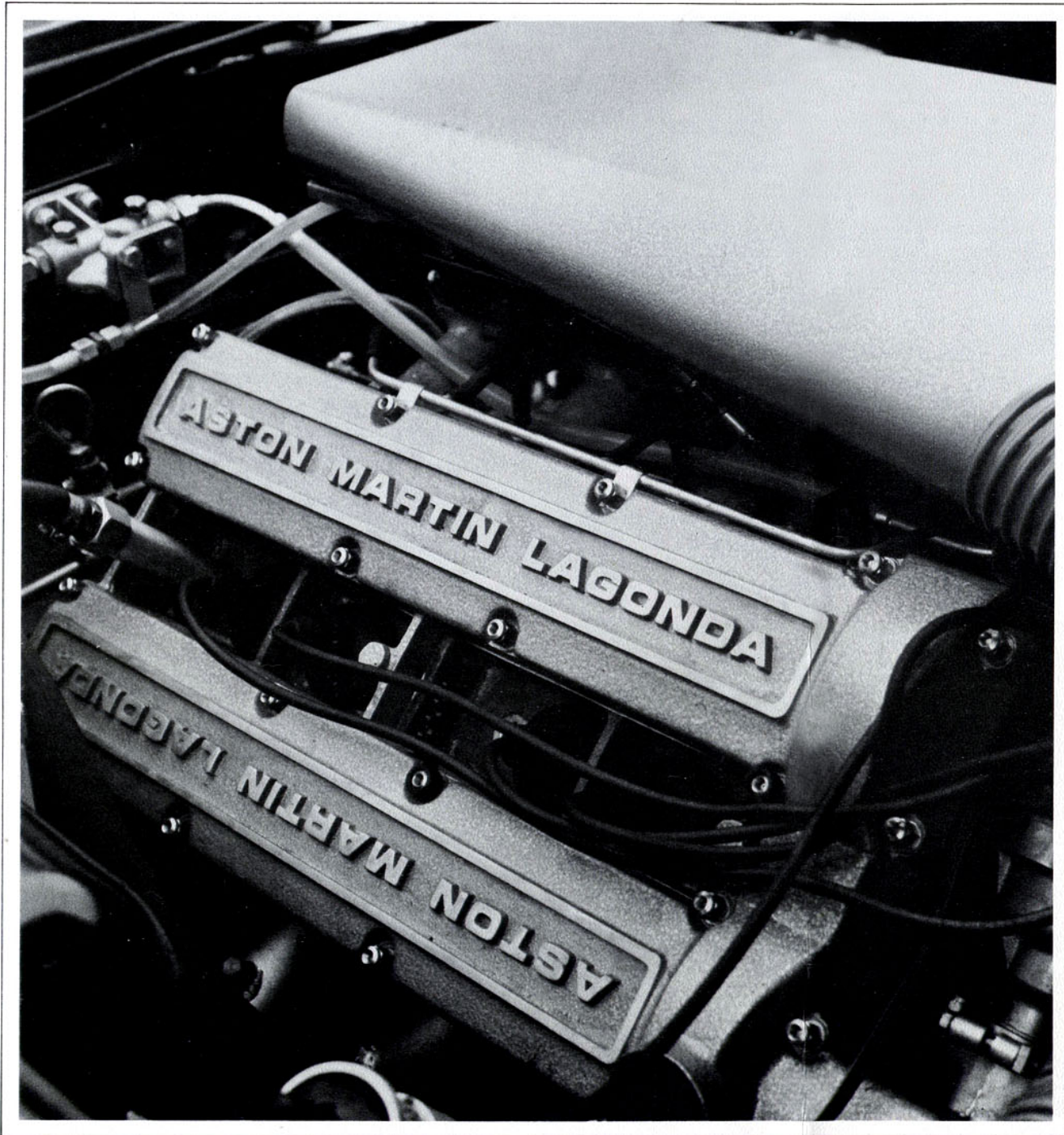
Here's styling and power, lovingly conceived by individuals intent on achieving the ultimate in touring car perfection. Each and every Aston Martin V8 is constructed by no less than master craftsmen, who's expert hands, working on the progression of body lines and subtle curves, truly reflect the real pride they have in this task.

The body line of the car has been determined by many factors. Racing experience, wind tunnel statistics, recent extensive safety data and design factors for touring comfort and driving ease have all gone into the contours and interior of this new V8.

Sleek in profile, magnificently broad head-on, sitting squarely on tough 7 inch alloy wheels—appropriately ventilated to assist brake cooling. This is four seater luxury—'Grand touring style'.

The aerodynamic styling plays an important part in reducing wind noises to a fractional minimum, while no less than five silencers subdue engine roar.





Performance

effortless town and touring capability.

Although ostensibly the V8 is a high performance car it functions extremely well in town. Light and manoeuvrable, the flexibility of the 5.4 engine is as smooth at 20mph as it is at 120mph.

Put it through its high performance paces when touring even when carrying a full load of four adults in complete comfort the whole day through, cruising at a speed of 150mph.

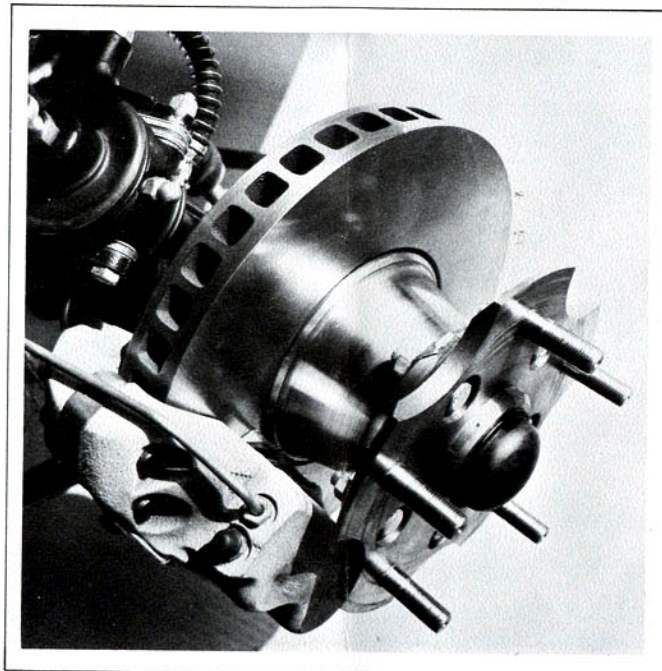
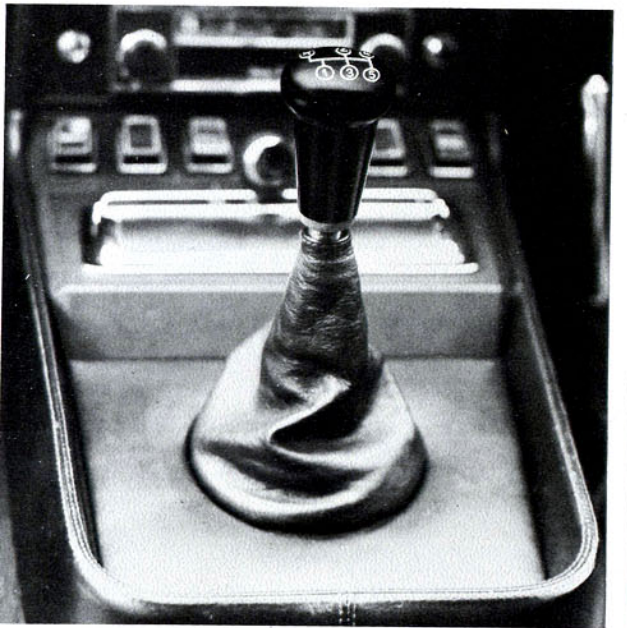
Effortlessly this car consumes the miles in a totally relaxed manner. Here's power to go places. Power that's easily translated into speed. Foot down on the V8's accelerator and the well honed, masterpiece of an engine, can take you to a smooth 60mph in a time that makes pretentious sports cars envious. Some seconds more and it can achieve 160mph.

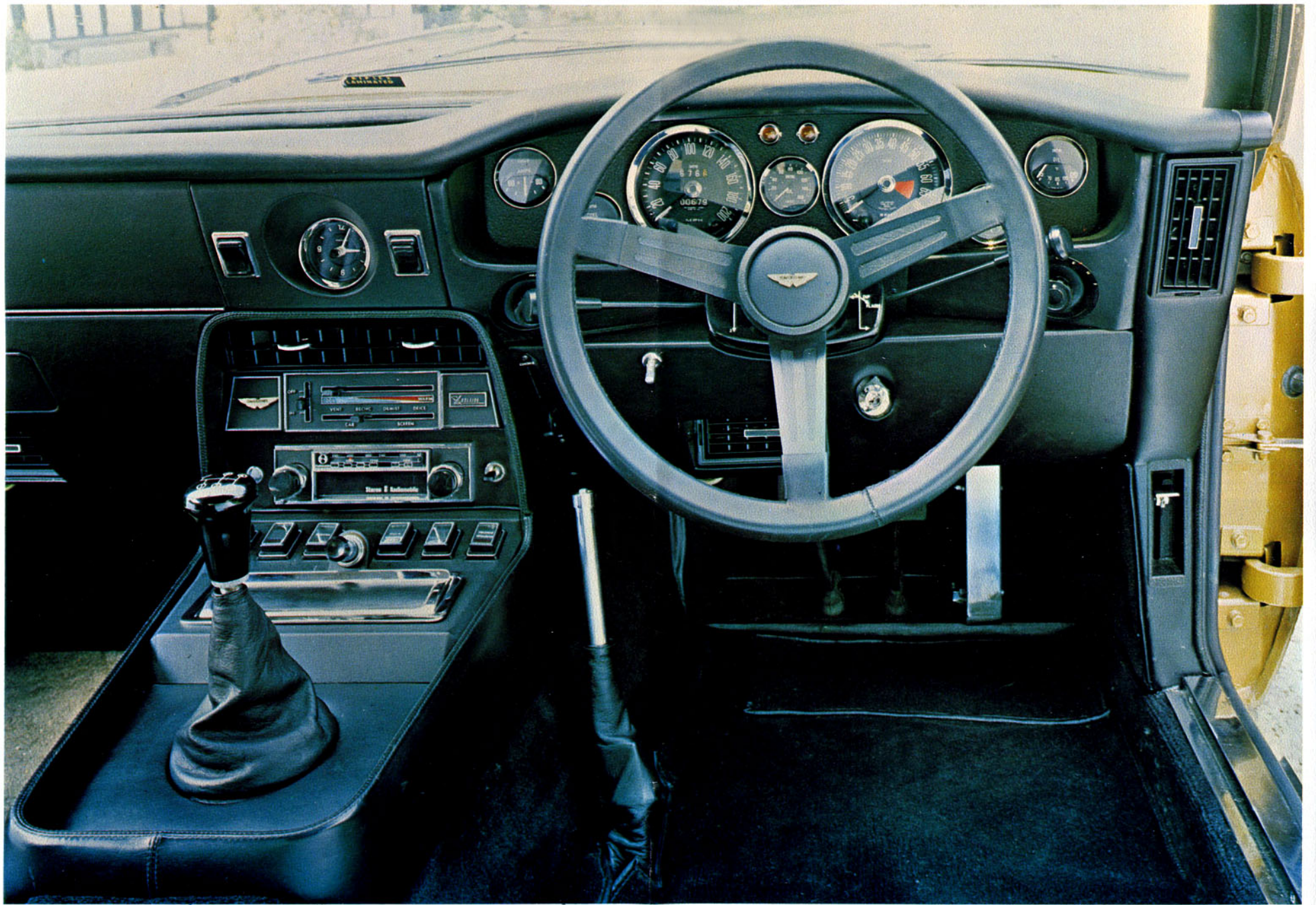
The engine which has a capacity of 5340cc employs 4 overhead camshafts developing nearly 400lbs/ft torque at 4500rpm, is charged with 4 Weber carburettors.

Cylinder blocks and heads are cast in aluminium alloy whilst the forged chrome molybdenum steel crankshaft is statically and dynamically balanced. Lead bronze with steel backing has been used for the bearings.

Open her up on the highway, the V8's handling and roadholding characteristics well match its performance. A tandem master cylinder, power assisted separate servo, ventilated disc brakes all ensure total reliability when it is most needed in braking. Positive, power assisted rack and pinion steering makes this a responsive, relaxing car to drive.

The V8's deceleration is also impressive. Total time to 100mph and back to zero is well under 20 seconds.





Interior

high speeds at long distances with the greatest comfort.

With individual reclining front seats and individually shaped seats to the rear, four adults can be accommodated in supreme comfort. Ergonomically designed for relaxed motoring they hold the body gently yet firmly secure in the pre-selected position. From the driving seat, with its infinite variety of positions, the driver can see the total road area before him in a clear, unimpeded fashion. The instrumented dashboard in the cockpit is designed so that all controls can be viewed at a glance.

The rear seats are individually contoured with a central folding arm rest. Here's comfort and room indeed to make every journey a lasting, pleasurable experience.

The V8 also incorporates a new custom designed Coolaire air conditioning unit included as a standard specification with the car.

For heated or refrigerated air the variety of computations are as simple as the system's slide controls. The equipment allows dehumidified air to be either refrigerated or heated by Easislide selection to give the maximum passenger and driver comfort.

A fire extinguisher is readily located for use, on the floor adjacent to the driver's seat.

The interior has been designed in order to meet the real demands of comfort and the latest occupant protection standards. The bucket type front seats have a vernier reclining adjustment with a squab locking restraint. Additional luxury pointers include pile carpets throughout, a passenger footrest and electrically heated back window.

There's also a lockable glove box, collapsible sun visors, interior breakaway driving mirror, anti burst door locks, laminated safety glass windscreen, curved side windows and Sundym glass right the way through.



Dimensions

GENERAL DIMENSIONS

Wheelbase	8ft 6½in	(260.99 cm)
Front track	4ft 11in	(149.84 cm)
Rear track	4ft 11in	(149.84 cm)
Overall height	4ft 4½in	(132.71 cm)
Overall length	15ft 3½in	(466.73 cm)
Overall width	6ft 0in	(182.9 cm)
Ground clearance	5½in	(13.97 cm)
Turning circle	38ft 0in	(1158.2 cm)
Kerb weight	3800 lbs	(1727 kgs)

BODY SPECIFICATION

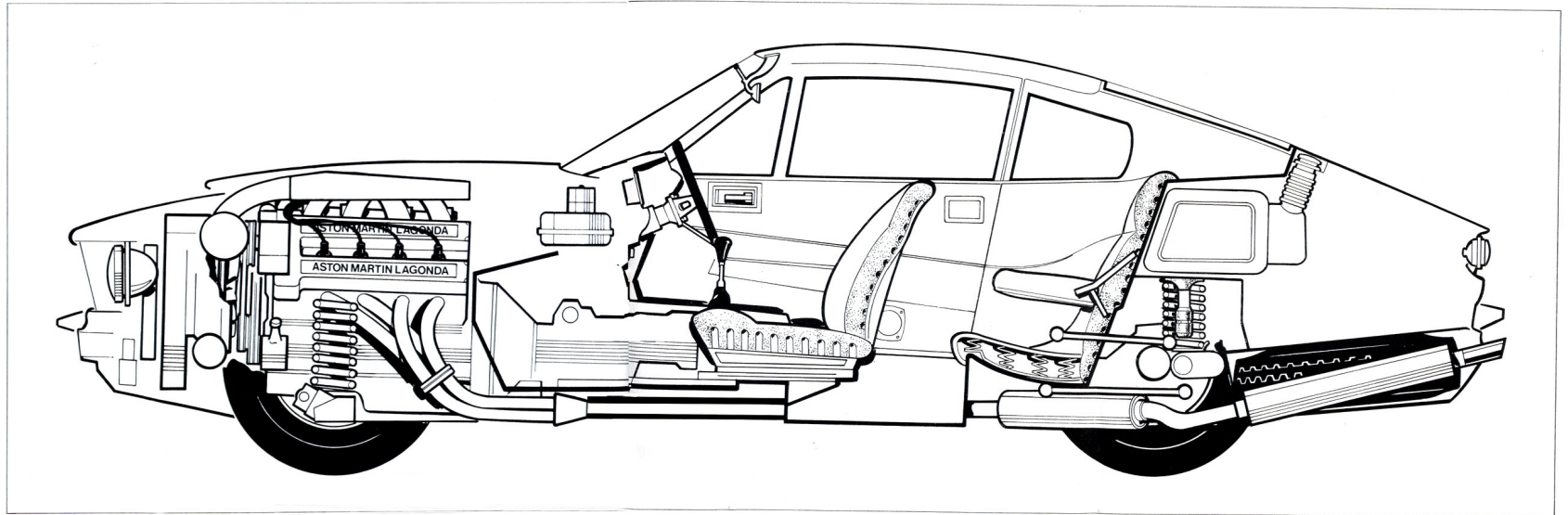
Four seater panelled in aluminium alloy over rigid steel superstructure integral with safety platform chassis. Body chassis unit completely rust proofed, sound insulated and undersealed.

The interior is designed to meet the latest occupant protection standards.

All seats upholstered in quality English hide. Bucket type front seats with vernier reclining adjustments with squab locking restraint. For passengers there's a built in footrest.

Contoured rear seats with folding arm rest. Pile carpets throughout. Lockable glove box. Large console mounted ashtray with separate ashtrays for rear passenger seats.

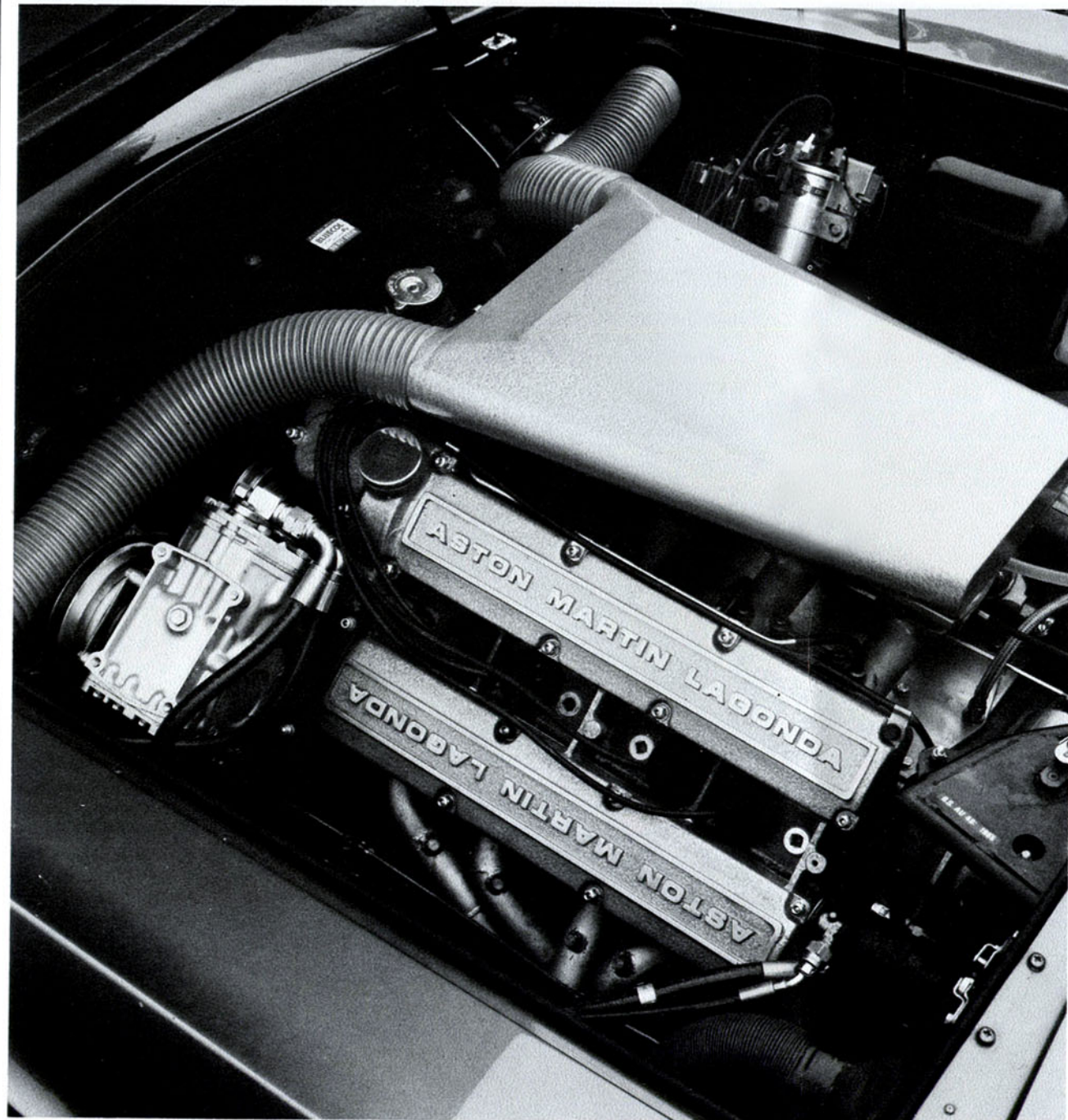
Collapsible sun visors and break away interior driving mirror. Anti burst door locks. Electric locking to passenger doors operated from the driver's arm rest. Laminated safety glass windscreen, curved side windows, electrically heated back window. Sundym glass throughout. Counter balanced lockable boot lid. Wrap around bumpers.







Designed and developed by Aston Martin exclusively for the Aston Martin V8, again meeting standards in advance of proposed legislation.



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 carburetors. 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. Torsional vibration damper. Five 2.75 in (69.85 mm) 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.

Specification

CLUTCH

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

GEARBOX (MANUAL)

Five speeds. Synchromesh on all forward gears.

Fifth speed overdrive. Ratios: 5th 0.845:1

4th 1.00:1

3rd 1.22:1

2nd 1.78:1

1st 2.90:1

Reverse 2.63:1

GEARBOX (AUTOMATIC)

Torqueflite three speed epicyclic and torque converter with part throttle kick down.

Ratios: Low 2.45:1

Intermediate 1.45:1

Top 1.00:1

Reverse 2.20:1

Maximum torque convertor ratio 2.10:1

Floor mounted selector lever, illuminated.

PROPELLER SHAFT

Resilient shaft incorporating rubber torsion bushes.

Needle roller bearings sealed for life lubrication.

Shaft dynamically balanced.

FINAL DRIVE

Hypoid drive unit chassis mounted in rubber supported cradle. Limited slip differential standard.

Ratios 3.31:1 (3.54 optional). With automatic

transmission 3.07:1.

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. Roller spline drive shafts.

STEERING

Power assisted rack and pinion 15 in diameter (38.10 cm) leather rimmed fully dished steering wheel incorporating telescopic adjustment.

Collapsible steering column. Steering lock. 2.9 turns lock to lock.

PEDALS

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

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.

Front lining area 36.72 ins²

Front swept area 259 ins²

Rear lining area 21.08 ins²

Rear swept area 209 ins²

EXHAUST SYSTEM

Twin pipe system with five high efficiency silencers.

RECIRCULATING FUEL SYSTEMS

Tank capacity 21 Imperial gallons (25.2 US gallons 95.4 litres). S.U. high pressure dual fuel pump.

Reserve warning light indicates 3 Imperial gallons (3.6 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 7in (17.78 cm) wide rims. Five stud fixing. GR 70 VR 15 radial tyres.

AIR CONDITIONING

New custom designed Coolaire air conditioning is included in the standard specification. This equipment allows dehumidified air to be either refrigerated or heated by Easislide selection to give maximum passenger comfort. Available as through flow or recirculated air. Two 4 speed heavy duty blowers. Rear extractor vent.

RADIO

Radiomobile radio-stereo 8 track cartridge tape player. Electric aerial.

SPARE WHEEL & TOOLS

The spare wheel is carried horizontally in the impact resisting boot floor. Tools are contained in a roll accommodated in the boot.

JACKING

By screw jack with engaging sockets adjacent to each wheel.

FIRE EXTINGUISHER

Mounted in a readily accessible position beside the driver's seat.

Also available, of course, in White.

The colours shown are accurate within the tolerances of printing.



Aston Martin Lagonda (1975) Limited
Newport Pagnell
Buckinghamshire MK16 9AN
Telephone: Newport Pagnell 610620 (12 lines)
Telex: 82341

Aston Martin (Sales) Limited
33 Sloane Street
London SW1X 9NR
Telephone: 01-235 8888