

DB9 – A STRIKING BALANCE



ASTON MARTIN

THE ASTON MARTIN DB9 A STRIKING BALANCE

DB9 is a thoroughbred sports car with GT levels of comfort and refinement. Its design philosophy is uncompromising and brings together everything that makes a sports car great with that unique Aston Martin character, borne out of craftsmanship and use of the finest quality materials.













DB9 Volante shown
with optional
15-spoke diamond
turned alloy wheels





SO WHAT IS IT THAT MAKES A GREAT SPORTS CAR?

Most cars are a series of compromises. The result is usually rational – even impressive – on paper but often bland and soulless in reality. Sports cars should be all about character and driver involvement. They need to look great, sound great and have power and performance to stir the soul.

But what is beauty without aerodynamic efficiency? Power encumbered by weight? Straight-line performance without agility? Great sports cars balance these apparent opposites, creating an experience that is both unique and unforgettable. What the driver sees, hears and feels is in harmony. The reward is total involvement: a level of engagement that truly stimulates the senses, that re-ignites the passion for driving.

DB9 meets all of these challenges. Undeniably beautiful yet efficient. Power in proportion to weight. Harmony of sound and performance and dynamic ability inherent through good design.

But an Aston Martin is also luxurious. On those occasions when top speed and maximum acceleration are not really necessary, indulge yourself.

Be uplifted by the magnificent styling; revel in a sumptuous, fully equipped cabin trimmed in the finest quality materials; enjoy the superb Linn audio system; select Drive and let DB9's 6.0-litre V12 and shift-by-wire fully automatic transmission do the rest.

Sunday, after all, is only a few days away.





STYLING UNDERSTATED ELEGANCE

Sports cars are meant to be beautiful, and no maker of sporting cars has a better reputation for understated elegance and graceful styling than Aston Martin. Their beauty comes from harmonious proportions, a ground-hugging stance, taut surfacing, and thorough attention to detail.

They are subtle, not attention-seeking. DB9 appears as if milled from a solid piece of aluminium.

Its side profile is typically Aston Martin: very clean, with a single sweep roofline. The uncluttered lines flow through to a distinctive tail, and the haunches on the rear wings are wide and curvaceous.

Key Aston Martin design characteristics include the distinctive grille, metal side strakes and signature rear window shape.

'Aston Martins are not edgy. They don't have sharp surfaces or pronounced power domes. The bodywork is gently curved, like an athlete with great muscle tone,' explains the cars' designer Henrik Fisker. Great design, however, is not just about form; it is also about function.

An Aston Martin is by definition very fast, so it needs to be aerodynamically efficient. It must be superbly stable at high speed – even the exhaust silencer is aerodynamically shaped to help achieve this.

The result is that DB9 drives arrow-straight at high speed yet, like all great Aston Martins, it does so with supreme elegance and grace.







IT TAKES ONE PUSH OF A BUTTON AND A MERE 17 SECONDS
TO RAISE OR LOWER THE ROOF OF THE VOLANTE.
HOOD UP OR DOWN, THE LINES OF DB9 REMAIN
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DB9 was conceived and designed, from the outset, as both a coupe and a convertible (Volante). This uncompromising approach is typical of the whole DB9 engineering philosophy. That is why DB9 Volante is one of the most structurally rigid and best handling convertibles in the world. It is also one of the fastest and quietest.

It looks elegant and perfectly proportioned from every angle – with roof up or down. As with all Aston Martins, beauty and proportion is of key importance.

DB9's folding fabric roof is light, attractive and durable, and is also compact when stowed. There is no loss of practicality – DB9 Volante retains the rear seats, and still offers ample boot space.

The roof retracts fully, at the single push of a button, and swiftly stows beneath a hard tonneau cover that closes flush with the rear bodywork.

Safety is of course a major consideration. Special tilt sensors detect the danger of a possible roll-over and deploy two strengthened hoops from the rear seat headrests. Further safety protection is offered by the windscreen A-pillars, which can withstand more than twice the total weight of the car.



100% ASTON MARTIN ENGINEERED TO BE THE WORLD'S FINEST SPORTS GT

DB9 is new from the ground up. Every feature has been tailored to make the world's finest sports GT.

The starting point was to define the ideal dimensions, proportions and materials for the chassis. Aston Martin did not use an adapted platform from an existing family or luxury saloon – the most common starting point for GT cars. This approach can lead to compromise in styling and weight and loss of character.

Aston Martin developed its own incredibly light and strong aerospace-specification bonded aluminium structure. This 'VH' structure, which is unique to Aston Martin, has given DB9 one of the most structurally efficient body frames in the car industry. Its enormous rigidity aids handling, driver feedback and safety. More than any other single component, the advanced aluminium structure is the reason for DB9's extraordinary nimbleness, responsiveness and overall character.

However, it is not just the body structure that is light and rigid. Other components have been developed with light weight in mind.

All major body and mechanical components are either aluminium, magnesium alloy, or advanced lightweight composite materials.

These include the aluminium V12 engine and transmission, forged aluminium suspension, and aluminium-bodied dampers. Even the windscreen surround is cast aluminium, while the door frames and inner panels, steering column and gearchange paddles are magnesium.

The result is that DB9 is up to 600 kg leaner than some other GTs. That's the equivalent of six men, plus luggage.

This light weight, allied to class-leading rigidity, contributes to improved acceleration, agility, steering response, braking and fuel economy. In short the result is a significantly heightened driving experience.

In every case with DB9, the ideal solution – not the easy solution – has been sought. That is why DB9 is a charismatic sports car. Superb to drive; lovely to behold: 100% Aston Martin.



PERFECT BALANCE IN HARMONY WITH ITS DRIVER AND IN HARMONY WITH THE ROAD

Great sports cars must handle superbly. They should respond quickly and predictably to driver commands; they should be nimble and agile.

The front-to-rear weight distribution of DB9 is a perfect 50:50 with 85 per cent of the car's mass sited between the front and rear axles.

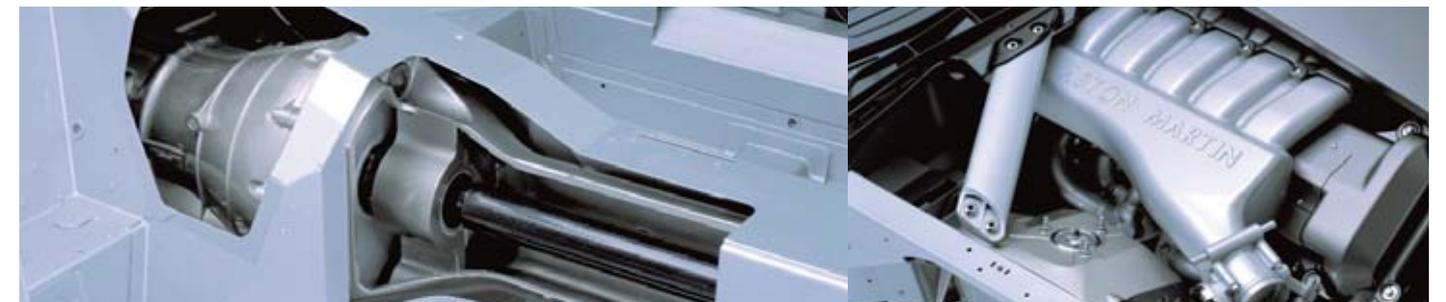
The aluminium V12 engine is mounted as far back as possible in a 'front mid-engined' layout. The compact aluminium transaxle housing the gearbox and final drive is positioned at the rear, forward of the rear axle.

A lightweight and rigid carbon fibre propeller shaft, housed in a cast aluminium torque tube, transfers torque from the front-mid engine to the rear-mid transmission. This gives DB9 its superb balance.

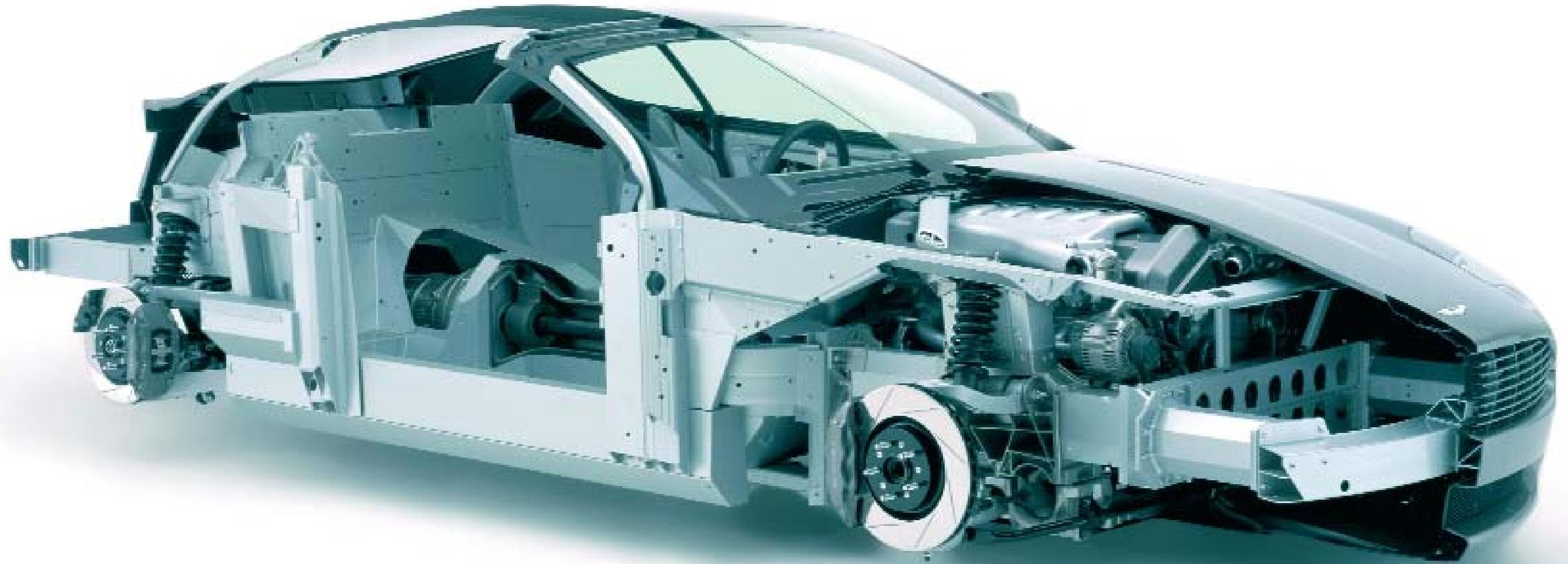
The result is a car that can be driven with great delicacy, a car that communicates richly through its steering, that is stable and predictable. DB9 excels not because it has myriad electronic controls added in an attempt to overcome compromise, but because it has an inherently light and stiff structure, perfect weight distribution and finely tuned suspension.

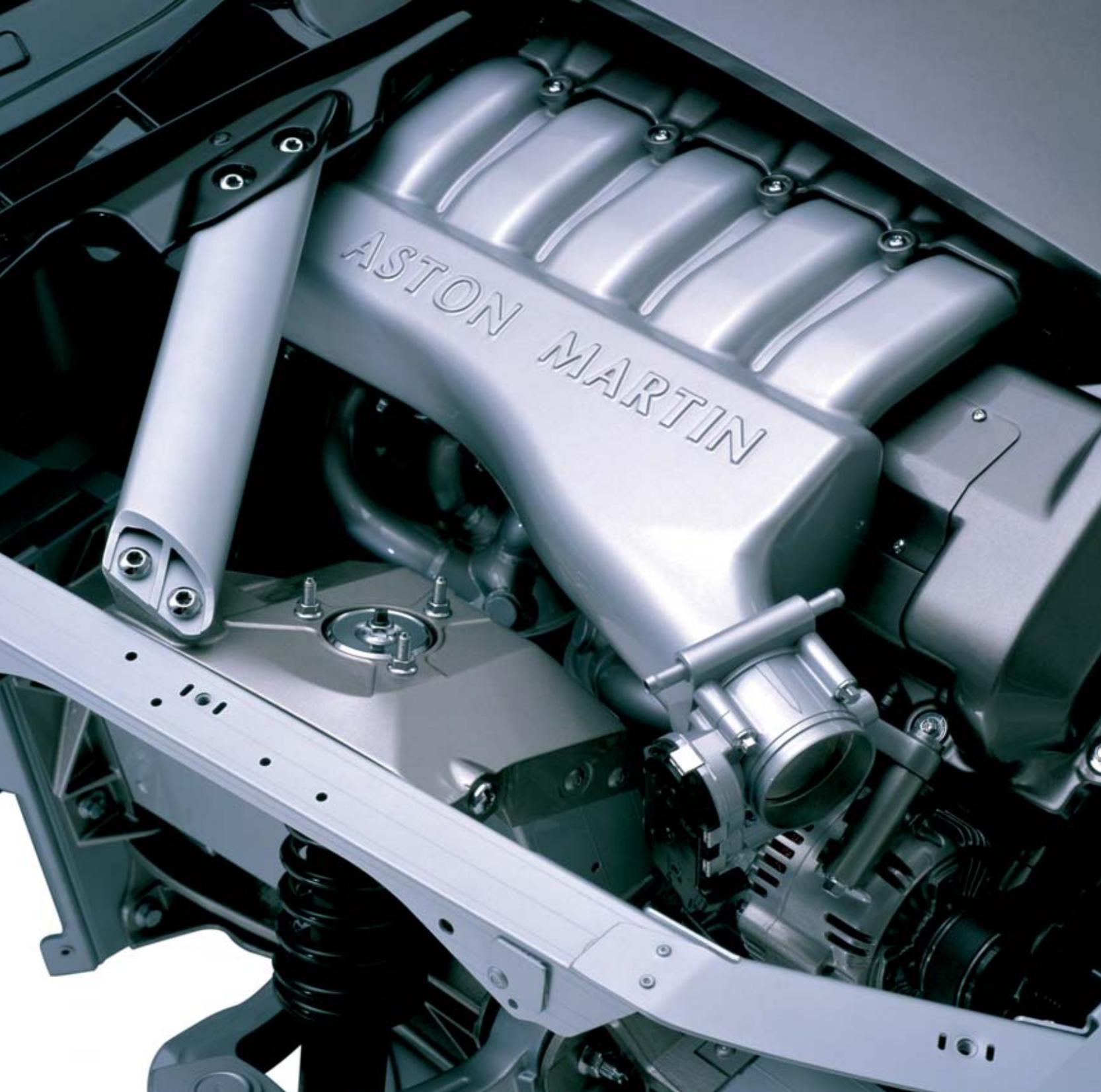
This lightness and balance make the whole driving experience more pleasurable – from the deft touch needed to open and close the elegant 'swan-wing' doors, to the touch and feel of even the most minor controls.

DB9, more than almost any other sports car, is in harmony with its driver, and in harmony with the road.



FRONT-TO-REAR WEIGHT
DISTRIBUTION IS A PERFECT 50:50
WITH 85 PER CENT OF THE CAR'S MASS SITED
BETWEEN THE FRONT AND REAR AXLES





V12 POWER & PERFORMANCE DESIGNED TO STIR THE SOUL

A great sports car needs a great engine – it is the heart of any high-performance machine.

In DB9's case, that great engine is a powerful yet refined all aluminium 6.0-litre V12. It produces 335 kW (450 bhp) and 570 Nm (420 lb ft) of torque. That results in a power to weight ratio of 194 kW/tonne (263 bhp/ tonne) – one of the highest figures in its class.

Performance is enormous, yet usable. Top speed is up to 300 km/h (186 mph) and acceleration sees 0-100 km/h (62 mph) in 4.9 seconds (add two tenths of a second for the automatic).

These figures are impressive and DB9 will respond with real passion.

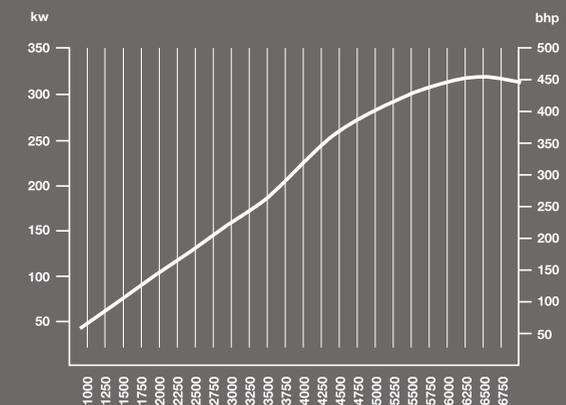
But it can also relax, with 80 per cent of the V12 engine's torque, or pulling power, available from as little as 1500 rpm. Mid-range performance is astonishing, giving instant overtaking power almost regardless of engine speed, or even which gear the car is in. DB9 offers a choice of two transmissions, both allowing the driver terrific interaction with the car.

The six-speed 'Touchtronic 2' fully automatic transmission uses shift-by-wire technology, and replaces the conventional gear lever with dashboard-mounted buttons to select Park, Reverse, Neutral and Drive modes. The result is sophisticated yet intuitive: quick and easy to use and providing instant response to driver input.

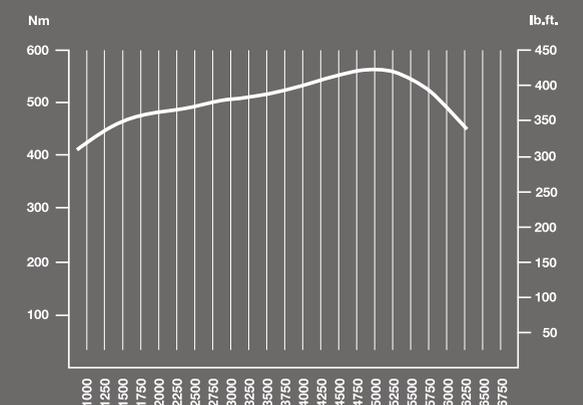
If preferred, or where driving conditions tempt, magnesium alloy paddles, sited behind the steering wheel, enable instant, F1-style gear changes, providing the choice of rapid and involving fingertip gear changing.

Unlike many other sports GTs, DB9 also offers a six-speed manual gearbox, featuring a conventional gear change and new high-capacity, twin-plate clutch.

Power



Torque



DRIVER INTERFACE TWO-WAY COMMUNICATION

More than any other quality, DB9 seeks to serve up the richest driving experience in the sports GT class. It serenades the driver with its balance of engine and exhaust notes; it scintillates with its performance and agility; it charms with its delicious blend of fluent steering and linear controls.

This match of performance and luxury is the reason why DB9 can be both out-and-out sports car and refined GT.

The cabin of DB9 is built around the driver. You sit as low and as close as possible to the car's centre of gravity. Combined with the rigid body structure and all-aluminium, double-wishbone suspension, the result is unfiltered feedback of the car's dynamic behaviour.

This rich two-way communication – car to driver, driver to car – is at the very core of DB9's design philosophy.

Aston Martins have always made great music. The V12 engine has been described as the finest-sounding engine in production. The exhaust is tuned not only to be efficient and 'clean' but to provide the appropriate musical accompaniment to the engine.

Under hard acceleration, the engine growls in triumph. Yet, when cruising, the growl becomes muted and melodic.

The steering, power-assisted for lightness, is superbly responsive, helped by the car's low weight and superb balance. The vast disc brakes – 355 mm diameter discs at the front, and 330 mm at the rear – are ventilated and grooved, to aid cooling and boost braking performance. Radially mounted four-piston monobloc calipers provide great stopping power with a firm yet progressive pedal feel.

Right: Interior features optional piano black wood trim and six-speed manual transmission





THE INSIDE STORY AN ELEGANT & LUXURIOUS CABIN HAND-TRIMMED IN NATURAL MATERIALS

DB9 is a luxurious sports car. It is supremely comfortable, with a cabin hand-trimmed in beautiful, natural materials – primarily wood and leather. There is the latest in modern technology, yet there are no superfluous controls or displays. There is a minimum of distraction. Even the satellite navigation screen motors seamlessly away when not in use.

Yet the car has very high equipment levels, as you would expect in a thoroughbred sports car with GT levels of comfort and refinement.

The cabin interior is hand-made, from the cutting of the leather to the crafting of the wood. This is not done merely for 'traditional' reasons. It is done because a skilled craftsman can finish wood or leather better than any machine. The leather is particularly soft and supple, as you would expect of Aston Martin, and is used throughout the cabin.

Wood trims are inspired by quality, hand-finished furniture. There is a choice of four: walnut, mahogany, bamboo and piano black.

In every case, 'single piece' cuts are used, rather than tiny strips or thin appliqués. Crafting such large pieces of wood is only possible when done by hand.

The use of aluminium on the dashboard, in the instrument panel and for the door handles, reflects the widespread use of that beautiful and lightweight metal throughout the rest of the car. It is a stylish and contemporary metal, yet one steeped in automotive tradition. Even the starter button, the driver's first interaction with the V12 engine, is beautiful, made from clear glass.

A great sound system is a pre-requisite in a luxury car, and so Aston Martin turned to Linn, the exclusive hi-fi manufacturer. The audio system is specially designed by Linn for DB9, with high-quality, fibre optic electronics passing audio signals with marvellous precision and near-perfect clarity.









PERSONALISATION AN EXCLUSIVE SPORTS CAR TAILORED FOR INDIVIDUALS

Aston Martins are hand-built cars, made to order. This exclusive, bespoke tailoring philosophy means any combination of paint and leather trim colour is possible. That is the essence of hand craftsmanship; it's what makes Aston Martin's new Gaydon facility the Savile Row of sports car production.

There is, of course, an extensive palette of standard body colours and interior finishes. These have been specially chosen by Aston Martin's team of designers, who have scoured the world to gain inspiration for colours, materials, surfaces and finishes.

Twenty paint colours, categorised as 'contemporary' and 'fast track', vary from subtle metallics to the brightest hues.

Twenty shades of the finest, softest leather, eight colours of carpet and four choices of wood trim – walnut, mahogany, bamboo and piano black – complete the choice.

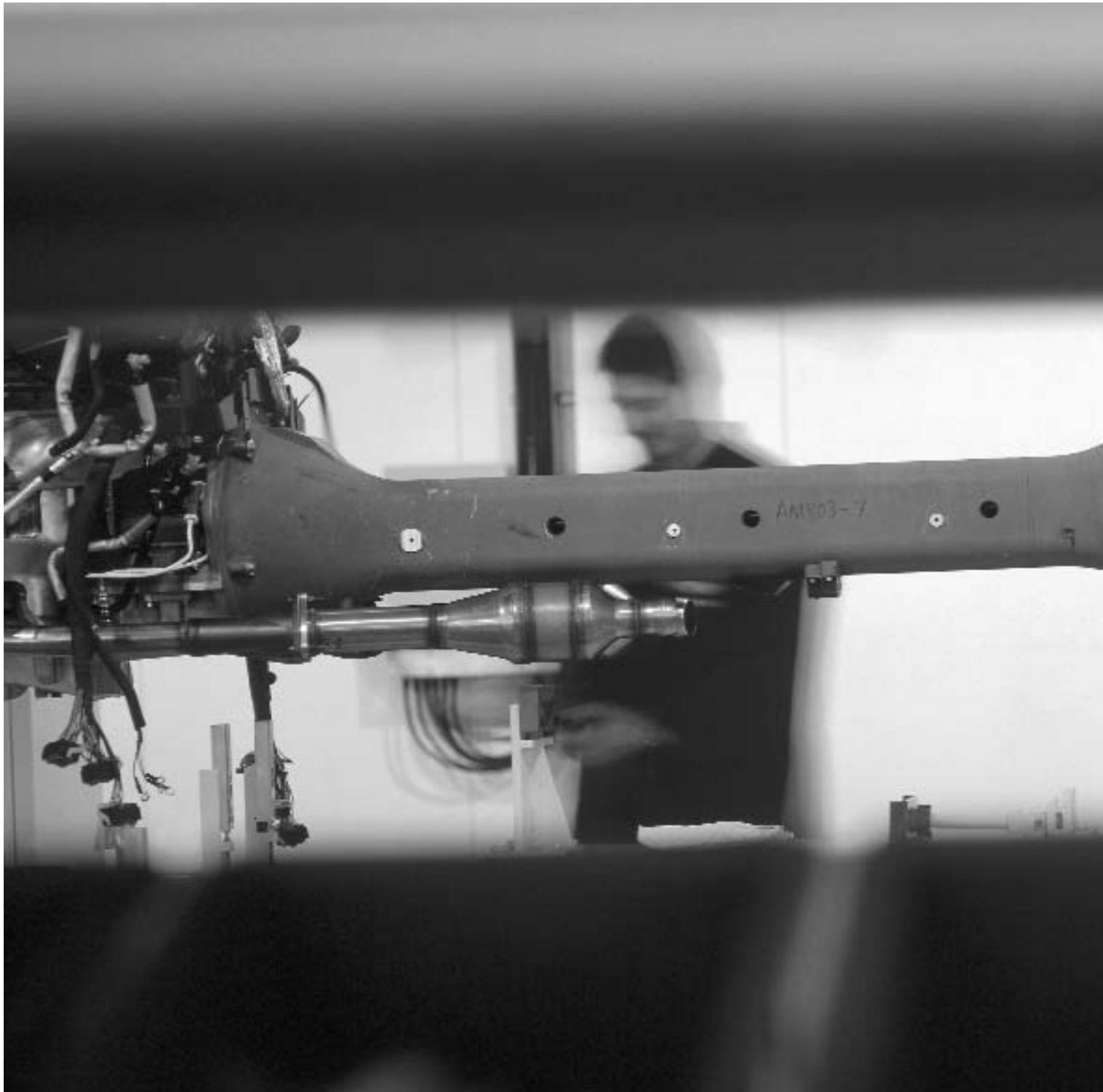
For DB9 Volante, five roof colours are available, from black to sandstone.

DB9 is equipped with a Linn 128W audio system including a six CD autochanger.

Optional upgrades for the true enthusiast are available, to either the magnificent Linn 260W system with Limbik 5.1 or the supreme Linn 950W system with Dolby Pro Logic II.

Standard features include satellite navigation, reversing sensors, bluetooth telephone preparation, cruise control, powerfold mirrors, tyre pressure monitoring and heated front seats.

Further options are available and include diamond turned alloy wheels, personalised sill plaques, heated front screen and a bright finish grille.



ENGINEERED QUALITY TECHNICAL INNOVATION TESTED METICULOUSLY

DB9 is the most thoroughly tested and engineered car in Aston Martin's history. It is also one of the most technically sophisticated cars in the world.

The long list of design and engineering innovations includes the organic electroluminescent displays (OEL) in the instrument pack and centre console.

These provide higher resolution, and improved clarity, compared with conventional electronic displays.

Other innovations include LED (light-emitting diode) rear lamps that project through a reflector, dispensing rays more evenly than other LED systems. They also react more quickly, giving earlier warning to following drivers when braking.

A 'work load monitor' temporarily cancels low-importance warning information during spirited driving so as not to distract the driver.

The propellor shaft is particularly innovative: it is manufactured from carbon fibre for lightness and improved transmission refinement.

A stunning DB9 design feature is the 'swan-wing' doors, which open out and up, improving access and reducing the danger of the doors scuffing on high kerbs.

DB9 also pioneers the use of 'ultrasonic' welding, which is 90 per cent stronger than conventional spot welding, and results in a better finish, yet uses only 5 per cent of the energy.

DB9 prototypes were tested in locations as diverse as Nardo in Italy, Death Valley in the USA, and inside the Arctic Circle in Sweden. In all, more than one million testing miles were covered.

SAFETY & SECURITY REASSURANCE IN AN UNPREDICTABLE WORLD

DB9 offers class-leading safety. Its structure is designed to provide a supremely robust passenger cell that cocoons its occupants who are further protected by extruded aluminium crumple zones front and rear.

Dual-stage driver and passenger airbags, seat-mounted side airbags and seat-belt pre-tensioners offer further protection. In the Volante, rear roll-over hoops are automatically deployed, when required, from the rear headrests.

DB9's active safety – the ability to help avoid an accident occurring in the first place – begins with its inherent agility and responsiveness. The light weight, rigid body structure and superbly tuned suspension and steering are further aided by a host of advanced electronics. These include Dynamic Stability Control (DSC) and the latest-generation ABS brakes which, should the system detect loss of grip, combine to help keep the car stable and balanced.

Electronic Brakeforce Distribution (EBD) and Emergency Brake Assist (EBA) are also employed. EBD balances the front-to-rear braking bias, to give optimal braking performance. In an emergency, EBA sensors detect when maximum braking is required and automatically apply the appropriate force.

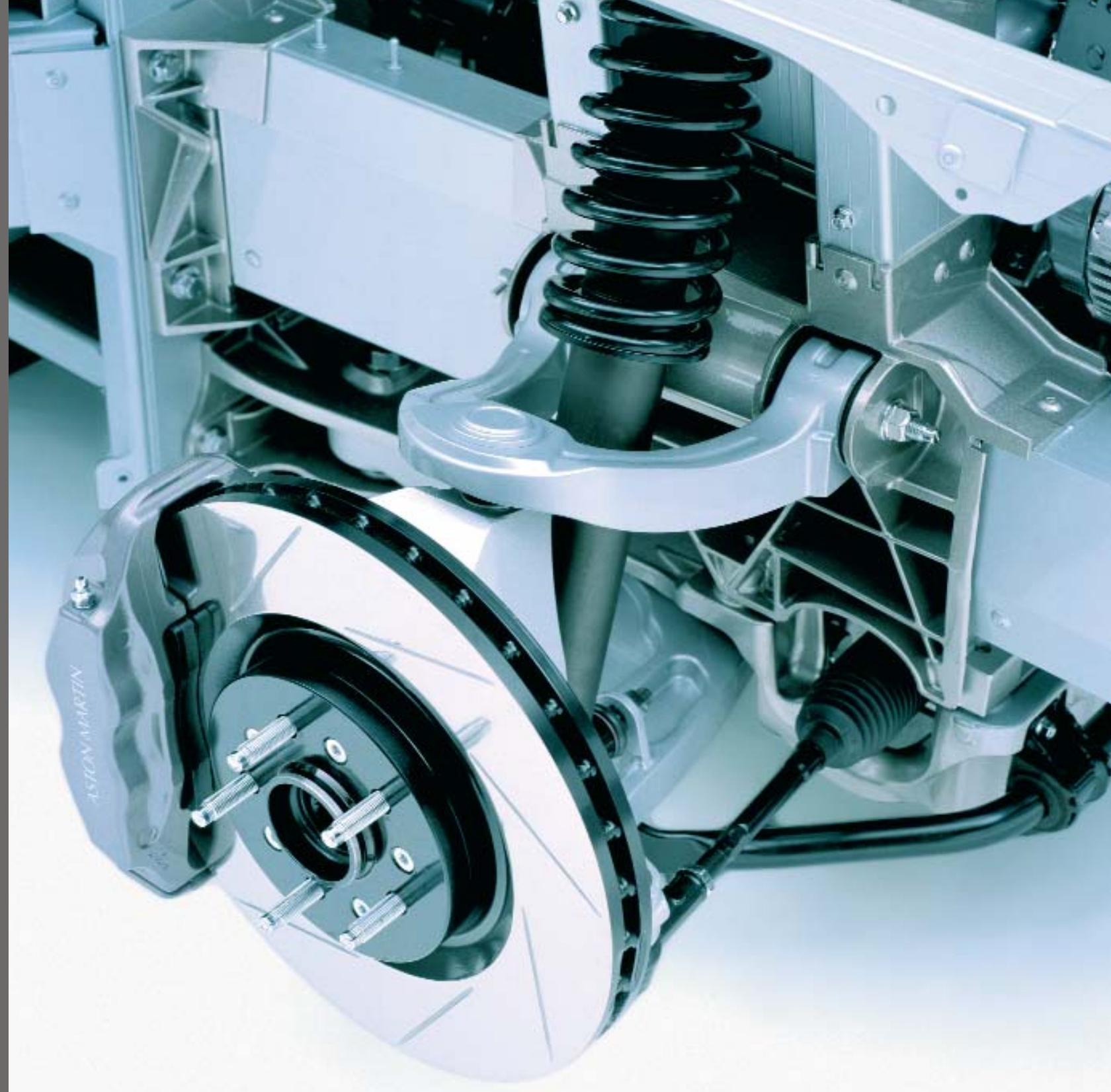
Although engineering development is carried out exclusively at Aston Martin, whenever appropriate solutions and expertise existed outside the company, that's where Aston Martin's engineers turned.

For instance, Volvo in Sweden is recognised as the world leader in automotive safety engineering. All the safety systems used in DB9 have been designed and tested using Volvo's latest safety technologies, best-practice design guidelines and advanced computer-aided engineering.

All crash and safety testing was conducted at Volvo's world-renowned safety centre in Sweden, which has probably the best facilities in the world for all aspects of safety engineering and crash-test analysis.

Again, the enormously strong aluminium bonded body structure provided a superb basis for class-leading safety.

DB9 is equipped with an Integrated Passive Anti Theft System (PATS). This system uses a rolling code electronic ignition key, preventing unauthorised engine start-up. The system also includes the very latest design in vehicle alarm systems, featuring perimetric sensors and double locking for doors.



HAND-CRAFTED AT GAYDON
MATCHING TECHNOLOGY
WITH TRADITION



DB9 is the first Aston Martin to be produced at the company's new world headquarters in Gaydon, in historic Warwickshire. Gaydon is a dedicated, high-technology facility where DB9 is hand-built at a series of work stations by technicians and craftsmen.

This hand-craftsmanship has nothing to do with nostalgia.

Hand-craftsmanship can deliver superior finishes and unique design details. It can also deliver engineering and design solutions for an exclusive sports car that mass production would find impossible.

The 'single cut' headlamp apertures in the front wings remove the need for unsightly cut or join lines and can only be achieved using Aston Martin's hand-build processes.

Hand-painting and hand-finishing deliver a better paint finish than any mechanised process, and each DB9 benefits from 25 man-hours of painting, to ensure a perfect finish.

Customer visits are welcome and form an important part of the unique Aston Martin buying experience.



A DISTINGUISHERITAGE ALMOST 90 YEARS OF HAND-CRAFTING BEAUTIFUL & EXCLUSIVE SPORTS CARS

Aston Martin is one of the world's most distinguished sports car manufacturers. It has produced exclusive, hand-crafted sports cars for almost 90 years. In that time, only 25,000 Aston Martins have been built and more than 80 per cent are still in use, cherished, driven and raced by enthusiastic owners around the world.

The founders of the company, Lionel Martin and Robert Bamford, had a clear vision: to create sports cars with a distinctive character; cars built to a high standard that were exhilarating to drive and own; cars with power, beauty and soul. Those values remain.

In 1947, Aston Martin was acquired by industrialist David (later, Sir David) Brown, and soon after launched the first in a series of new DB badged classics. These iconic vehicles were among the most beautiful and desirable of all sports cars of the 1950s and 1960s, and helped define the long-term future of the company.

David Brown's period of ownership saw Aston Martin win Le Mans in 1959, with the DBR1, and secure victory in that year's World Sportscar Championship.

It also saw Aston Martin first appear on the big screen, a DB5 supporting Sean Connery (aka James Bond). Racing remains firmly in the company's DNA, as evident in 2005 with the company's return to international sportscar racing with a very special derivative – DBR9. In addition, many classic Aston Martins still regularly compete in events around the world and James Bond is also back in an Aston Martin, most recently driving a Vanquish in 'Die Another Day'.

The DB line continues, of course. DB7, launched in 1993, went on to be acclaimed as 'the most beautiful car in the world' and to become the most popular Aston Martin ever.

However, it now makes way for the most important car in Aston Martin history – DB9.



DB9

SPECIFICATION

BODY

- Two door coupe or convertible body style with 2+2 seating
- Extruded aluminium bonded body structure
- Aluminium and composite body panels
- Extruded aluminium door side impact beams
- Xenon gas discharge projector headlamps (dipped beam)
- Halogen projector headlamps (main beam) with power wash
- LED rear lamps

ENGINE

- All alloy, quad overhead camshaft, 48-valve, 5935cc 60° V12
- Mid-front mounted, rear wheel drive
- Engine management system with Neural Net misfire detection system
- Fully catalysed stainless steel exhaust system with active by-pass valves

Compression ratio
10.3:1

Maximum power
335 kW (450 bhp)
at 6000 rpm

Maximum torque
570 Nm (420 lb ft)
at 5000 rpm

Acceleration (manual)
0-60 mph in 4.7 seconds
0-100 km/h in 4.9 seconds

Acceleration (automatic)
0-60 mph in 4.9 seconds
0-100 km/h in 5.1 seconds

Maximum speed
186 mph (300 km/h) (Coupe)
165 mph (265 km/h) (Volante)

TRANSMISSION

- Rear mid-mounted 'Touchtronic 2' six-speed gearbox with electronic shift-by-wire control system
- Rear mid-mounted six-speed manual gearbox
- Limited-slip differential

Final drive ratio
3.07:1 (auto)
3.54:1 (manual)

STEERING

- Rack and pinion, Servotronic speed-sensitive power-assisted steering, 3.0 turns lock to lock
- Column tilt and reach adjustment

WHEELS & TYRES

Lightweight aluminium alloy wheels

Front 8.5J x 19

Rear 9.5J x 19

Bridgestone tyres

Front 235/40 ZR19

Rear 275/35 ZR19

SUSPENSION

Front Independent double aluminium wishbones incorporating anti-dive geometry, coil over aluminium monotube dampers and anti-roll bar

Rear Independent double aluminium wishbones incorporating longitudinal control arms, coil over aluminium monotube dampers and anti-roll bar

BRAKES

- Radial-mounted four-piston monobloc calipers
- Anti Lock Braking System (ABS)
- Electronic Brakeforce Distribution (EBD)
- Emergency Brake Assist (EBA)
- Dynamic Stability Control (DSC)
- Traction Control

Front Ventilated and grooved steel discs 355 mm diameter

Rear Ventilated and grooved steel discs 330 mm diameter

INTERIOR

- Full grain leather interior
- Walnut fascia trim
- Driver and front passenger dual-stage air-bags
- Front occupant side air-bags
- Automatically deployed roll-over bars (Volante)
- Ten-way electrically adjusted seats (including height, tilt and lumbar adjustment)
- Heated front seats
- Heated rear screen
- Automatic temperature control

- Organic electroluminescent (OEL) displays
- Trip computer
- Cruise control
- Satellite navigation system^{▲+}
- Bluetooth telephone preparation[▲]
- Powerfold mirrors
- Reversing sensors
- Tyre pressure monitoring
- Alarm and immobiliser
- Remote-control central door locking and boot release
- Boot-mounted umbrella
- Battery disconnect switch
- Battery conditioner
- Tracker Horizon (UK only)

IN-CAR ENTERTAINMENT

Linn 128W system with radio and six CD autochanger

OPTIONS

- Bright finish grille
- Mahogany fascia trim
- Bamboo fascia trim
- Piano black fascia trim
- Matching wood door trim
- Personalised sill plaques
- Heated front screen
- Alarm upgrade (tilt and movement sensors)
- Integrated GSM telephone[▲]
- 15-spoke diamond turned alloy wheels
- First aid kit
- Smokers' pack
- Linn 260W system with Limbik 5.1
- Linn 950W system with Dolby Pro Logic II

DIMENSIONS

Length
4710 mm

Width
1875 mm

Height (Coupe)
1270 mm

Kerb weight (Coupe)
1760 kg (manual)
1800 kg (automatic)

Front track
1570 mm

Rear track
1560 mm

Turning circle
11.5 m

Fuel tank capacity
80 litres (17.6 Imp. galls., 22.0 US galls.)
95 RON unleaded fuel only

Cd (Coupe)
0.35

CO2 EMISSIONS*

(automatic)
394 g/km

(manual)
421 g/km

SMOG INDEX

(North America)
0.57

FUEL CONSUMPTION*

(automatic)

Litres/100 km (mpg)

Urban 24.9 (11.3)

Extra Urban 11.7 (24.1)

Combined 16.5 (17.1)

(manual)

Litres/100 km (mpg)

Urban 26.4 (10.7)

Extra Urban 12.8 (22.1)

Combined 17.8 (15.8)

GAS MILEAGE

(North America)

(Coupe automatic)

City 12 mpg

Highway 19 mpg

(Coupe manual)

City 11 mpg

Highway 18 mpg

(Volante automatic)

City 13 mpg

Highway 18 mpg

(Volante manual)

City 11 mpg

Highway 18 mpg

[▲] Not available in all markets, please consult your dealer for details

⁺ Includes Traffic Messaging Channel

(TMC) in continental Europe

* Data not applicable to North American market

'DB9 IS MORE THAN JUST A NEW CAR
IT IS THE BEGINNING OF A NEW
ERA FOR ASTON MARTIN'

Dr Ulrich Bez
Chairman and Chief Executive Officer, Aston Martin



ASTON MARTIN

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PART NO: 702405 (ENG 06.5MY)