

16<sup>th</sup> November 2007

**Vehicle Appraisal**  
**Aston Martin DBS**  
**Chassis Number 5678/R**  
**Registration Number ULE 2**  
**Engine Number 400/4757/S**

DBS 5678/R was originally delivered on the 21<sup>st</sup> December 1970. Exterior colour Silver Metalescent Maroon Drayton Upholstery (1473), carpets Black, headlining Grey. The vehicle was originally built with a ZF Manual Gearbox. 3.77 rear differential, Chrome wheels 3 ear wheel spinners.

### **Vehicle Electrical System**

Wiring harnesses look to be in good condition.

Under bonnet relays and components appear to be original items.

These have light corrosion on them, if cleaned will leave some surface pitting.

Dipped (Outer) headlamp lens have some discolouration (cloudy). (Labour £195.35

Parts£117.38 Subject Lucas Items being available)

Both lamps are offset not installed vertically. (Labour £111.63)

The air horns installed are non-standard.

The battery is low in charge, otherwise appears serviceable. (Battery will be charged).

The vehicle has a Voxon 8 track stereo MW/LW radio installed. The 8-track tape works, however the radio does not produce and sound.

The electric aerial does operate.

Incorrect Black wiper blades installed should have chrome/stainless items fitted to the vehicle. (£65.31 Parts currently awaiting delivery.)

### **Front suspension and Steering**

Front shock absorbers are the correct Armstrong items.

All the rubbers are hard and brittle with age cracks in them.

Left hand front road spring is distorted and fouls the shock absorber. The shock absorber has been greased in this area to probably stop the noise.

All the steering swivels and ball joints some free play.

Both lower king pin gaiters are split and leaking grease (M.O.T failure).

Top king pin gaiters are cracked and very close to splitting.

Both track rod ends have excessive free play (M.O.T failure).

Steering wheel out of alignment.

Suspension components have some road dirt and surface corrosion.

Vibration was detected through the steering wheel on road test.

The front suspension work would be best combined with the steering as one job, I would replace both springs & overhaul shockers as they are bound to leak when the vehicle is used. Front Wheel bearings will also be repacked with Grease. Labour £ 2627 Parts £1349.88

### **Rear Suspension**

The rear suspension has some road dirt and surface corrosion. No excessive play could be found in any of the joints. The bushes are starting to perish and crack all are serviceable at this time but may degrade if the vehicle is used regularly or disturbed.

The vehicle has original style Armstrong lever arm dampers, with no leaks. The selector rides do not change when the switch is operated.

Slight play detected in the left hand wheel bearing.

To dismantle rear suspension then replace bushes, and replace left hand wheel bearing Labour £2009.25 Parts £593.57

### **Transmission**

The manual transmission and hypoid visually appear to be in very good condition. The tail shaft oil has a slight oil leak. The hypoid pinion oil seal is leaking.

The propeller shaft rubber cushioning is starting to crack.

Noise was detected from the transmission gear lever area on road test; suspect the rubber boot under the gearlever gaiter is split.

To remove G/box, remove tailshaft oil seal, replace pinion oil seal, then install G/Box to vehicle, replace Gear lever gaiter. Labour £1451.13 Parts £368.39 Oil £42.25

### **Trim**

The valour trim is in good condition; there are some slight marks in various places. It has aged well with no signs of colour fading.

The vinyl trim to the glove box is starting to come away at the top edge. (Labour £55.82)

The interior carpets are also in very good condition with some minor wear and tear marks.

The maroon draylon to the RH armrest/handle (near the cigar lighter) stitching is starting to come undone / pull through. (To Hand stitch armrest for repair £111.63)

The right hand stitching line to the top of the door pad, is uneven, suspect the draylon has moved causing this appearance. (The door handle and pad could be removed to investigate if the trim could be realigned with any visible marks being highlighted. £207.09)

Carpet to the left-hand side of the transmission tunnel is marked, caused by seat movement.

The left hand has DB4 Seat Hinges they appear to be original fitment.

Interior bright work is also in good condition.

### **Brakes**

Braking components appear to be in good condition with no excessive wear. The brakes performed well on road test and on roller test. Roller test readings LH Frt. 410 RH Frt. 387 LH Rr, 350 RH Rr, 385. Suspect the RH rear brake maybe binding slightly. Handbrake LH 139 RH 171. All brake discs have surface corrosion to the braking surfaces, advise discs are cleaned and pads removed and deglazed. (Labour £279.06 Squeal shims & Pins £34.55 Brake Paste £0.94 Emery£1.41 Pads if required £70.38)

All brake pipes are the original steel items, with some corrosion in areas. Consideration should be given to the age and durability of the brake pipes and flexible brake hoses. (Replacing Brake hoses Labour £195.35 Parts £127.40)

## Exhaust

The exhaust system appears to be original steel system. The pipes have red powdery corrosion; the silencers still have the original black coating. Advise the exhaust pipes cleaned and assed for depth of corrosion and painted if serviceable to reduce exterior corrosion. (Labour £223.75)

## Wheels and Tyres

Vehicle is fitted with 205 VR 15 Avon Radial

O/S/F Tyre tread depth 6 mm.

O/S/R Tyre tread depth 6 mm.

N/S/R Tyre tread depth 6.5mm.

N/S/R Tyre tread depth 6.5mm.

Spare Tyre tread depth 2 mm.

Vibration detected on road test, suspect tyres to be flat spotted.

(VR rated tyres are no longer available only H Cost for 5 (Avon) and tubes fitted £ 1821.28)

All wheels appear good, but have some minor surface damage (dents) to the outer rims. Some corrosion is evident to the spokes and nipple tops, also some corrosion is evident to the inner parts of the wheels this is not consistent to each wheel.

The wheel spinners have contact damage to the ears and in some cases the chrome has partially flaked away.

(Refurbish wheels only £1241.10)

## Engine

Engine a little difficult to start from cold suspect fuel to be stale/chokes not set up correctly.

Cylinder Performance	1	2	3	4	5	6
Compression	140	125	130	140	130	135
Leakage	4%	30%	30%	5%	15%	18%

The compression ratios are down with some poor cylinder leakage test; these were redone after the vehicle was road tested for improvement.

Cylinder Performance	1	2	3	4	5	6
Compression	135	130	135	140	130	135
Leakage	4%	28%	24%	12%	12%	10%

With the age of the vehicle and the mileage carried out it may be that the piston rings maybe gummed up or stuck due to the high leakage readings. This may improve with the vehicle being run otherwise more significant work will be required.

Engine does appear to have noisy tappets, upper and lower timing chains.

The cylinder head gasket has a bad oil leak, and has incorrect washers installed under the head nuts, suggesting it may have been previously removed. There is also an oil leak from the rear main oil seal.

Oil Pressure was 120 @ 3000 rpm Engine water temp 85

Drain fuel - Labour £334.88

Reset Chokes - Labour £167.44

Replace engine mounts - Labour £279.06 Parts £99.36

The current costing we are getting for rebuilding ix cylinder engines are £38,000

## **Body fit**

Engine bay appears to have been chemical washed and steam cleaned, as paint and some of the coatings are peeling off components and brackets.

The fibreglass bulkhead trunking cover to heater is bare fibreglass and should be black.

Both the doors have dropped causing them to be more difficult to open and close. (The worse case scenario is door hinges need to be replaced - Labour £1339.50 Parts £219.96)

There is a filter missing from the rear vent (below the rear window). (Labour £167.44 Parts £9.99)

The finisher for the boot latch is missing. (Checking on availability)

The plugs for the jacking points are missing. (Labour £55.81 Parts £51.19)

The front bumper has small dent and slight surface pitting. (

The rear bumper also has some pitting and scratches to the surface.

Drain hose is missing from the right hand rear wing. (Labour £111.63)

Door and boot seals are in reasonable condition,

The door aperture seals fitted to the doors are hard and starting to degrade. The right hand door seems to have the distortions in it as if a cable has been trapped between the door and the bodywork. I.e. battery charger /conditioner through the cigar lighter. The left-hand seal is starting to perish and break up. (Labour £169, Parts price to come)

Window frame rubbers are very hard, there appears to be overspray to the top edge of the Left-hand door to window rubber.

The body to rear 'D' window frames are perished and split.

The left-hand side chrome finisher has a number of dents and a reasonable one to the rear.

The right-hand side chrome finisher has some minor dents to the surface.

All other chrome work is bright in appearance with some pitting to the surfaces.

## **Panel and paint**

Chassis appears to be sound throughout but there is evidence corrosion has started throughout the structure.

Underseal is missing and damaged. (Labour £111.63 Parts £11.40)

The vehicle paintwork is dull and flat in appearance; this may be due to the colour fading and the lacquer deteriorating. Also discrepancies in colour from panel to panel, some other parts of the paintwork have an orange peel effect. The vehicle appears to have been respayed in the past, as there is evidence of tapelines and overspray. This suggests door mouldings and windscreens etc were not removed. This is supported as the paintwork is starting to peel lift on the windscreen apertures. There are surface scratches under the paintwork, (DA sanding marks). If the vehicle was to be used the paintwork would degrade further, the small areas of corrosion and lifting paint would increase.

The paintwork does detract from the vehicle, and would benefit from a bare metal respray.

Please see paint Silhouette's for details.

## **Summary**

In summary the vehicle appears to have been used infrequently and for the most part stored but not in a dehumidified environment. The vehicle appears to be mainly original except for the paintwork. As the interior is in such good condition the paintwork does detract from the overall appearance.

Consideration should be given to how the vehicle will be used. If the vehicle is to be used regularly and with a reasonable mileage, rubberised components, engine mountings, brake hoses, tyres, wiper blades, suspension bushes and gaiters will need to be replaced this could

be done as a general overhaul. If the vehicle was to be recommissioned in its current condition please note items requiring attention.

We have not been given the service book so cannot comment on service history.

The engine cylinder leakage is cause for concern; it may improve with use or equally deteriorate. The service history may through some light; internally the corrosion to the cylinder block is highly likely if the antifreeze/coolant has not been changed on a regular basis. The current costing we are getting for rebuilding ix cylinder engines are £38,000.

Should you have queries or require any other information please do not hesitate to contact me on 01908 619149.

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