ASTON MARTIN DB6

Engine: **3995cc DOHC Tadek Marek All-Alloy Inline-6**
Transmission: **ZF 5-Speed Manual / Borg-Warner Auto**

PRE-PURCHASE BUYER'S FIELD INSPECTION SHEET (1965–1970)

VEHICLE REGISTRATION	CHASSIS / VIN NUMBER	RECORDED MILEAGE	ASKING PRICE
.....	.....	.....	£ .....

1. CRITICAL STRUCTURAL & COACHWORK TRAPS

STEEL CHASSIS & ALLOY SUPERSTRUCTURE

PASS	INSPECTION POINT	SPECIFIC WEAR INDICATOR & DEFECT SIGN
☐	**Steel Superstructure Framework**	Tubular steel frame supporting alloy body panels. Moisture rots tubes internally, especially A/B-posts, screen pillars, and door hinge brackets.
☐	**Electrolytic Alloy Skin Blisters**	Inspect Kamm-tail rear spoiler lip, wheel arch lips, and sill shut lines. Contact between steel frame and hand-formed alloy skin creates galvanic bubbling.
☐	**Sills & Trailing Arm Mounts**	Check heavy steel platform sills and rear radius arm chassis mounting boxes. Rust in rear chassis kick-ups compromises rear live axle location under power.
☐	**Front Crossmember & Radiator Tray**	Inspect front chassis tubular crossmember and radiator support tray beneath oil cooler cowl. Road salt and gravel collect here, causing structural rot.

2. MECHANICAL TRIAGE & RUNNING GEAR

COLD START TO OPERATING TEMP

PASS	SYSTEM / COMPONENT	TARGET TOLERANCES & OPERATIONAL CHECKS
☐	**4.0L Marek DOHC Oil Pressure** **Spec: 60–80 Cold | 30+ Hot**	Check Smiths oil gauge. Hot idle at 800 RPM must not fall below 25–30 PSI. Listen for timing chain clatter on cold crank; check wet-liner seals for coolant leaks.
☐	**ZF 5-Speed Manual Synchros**	ZF S5-325 5-speed box. Check 2nd and 3rd synchros on rapid downshifts. Baulking, crunching, or excessive lever chatter indicates costly synchro ring wear.
☐	**Rear Axle & Selectaride Damper**	Live rear axle with Armstrong Selectaride electrically adjustable rear dampers. Verify dashboard dash switch operates and dampers are not leaking fluid.
☐	**Girling 4-Wheel Disc Servos**	Twin-circuit Girling disc brakes with dual vacuum servos. Inspect servo units on inner wings for brake fluid leaks and test pedal firmness on hard stops.

Provenance & Heritage Verification: Stamped chassis plate on passenger firewall (Prefix: DB6/XXXX/R; Mk II models feature flared arches & DB6MK2/XXXX/R). Engine number on block boss: 400/XXXX (Standard triple SU) or 400/XXXX/V (Vantage triple Weber). BMIHT certificate essential.

3. DEFECT LEDGER & NEGOTIATION DEDUCTIONS

UK MARKET BENCHMARKS

OBSERVED DEFECT / REQUIRED WORK	ESTIMATED UK REMEDY	DEDUCTION APPLIED
Steel Superstructure Tube Rot & Alloy Skin Galvanic Repairs	£14,000 – £30,000 (Coachbuilt specialist restoration)	£
Tadek Marek 4.0L Engine Overhaul (Liner Reseal / Crank)	£18,000 – £28,000 (Specialist engine rebuild)	£
ZF 5-Speed Gearbox Teardown & Synchro Rebuild	£3,500 – £5,500 (Unit overhaul & parts)	£
Worn Splined Hubs & 4x 72-Spoke Wire Wheels Overhaul	£2,200 – £3,400 (Splined hubs, bearings & wheels)	£
TOTAL DEDUCTIONS FROM ASKING PRICE	MAX REVISED OFFER:	£