



LAGONDA OWNERS HANDBOOK

Revised October 1987



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Part No. 40.25774

Publication No. TP.5077-I-1087-200

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One copy of this book is provided with each car. Additional copies may be purchased.



FOREWORD

The Lagonda is designed to combine sustained, high-speed driving with rapid acceleration and positive control. New owners are advised, therefore, that the response of the car to the controls calls for decisive handling. Until the owner has become thoroughly familiar with the car's high level of performance, it is respectfully suggested that the car is driven with extra care. Once the response of the car has been assessed, the owner will find that the car behaves impeccably and safely throughout its speed range.

The Lagonda must not be used to tow any form of trailer or another vehicle. The consequences of any accident or any other damage to the car that arise as a result of the car being improperly used in this way shall not be considered to be the responsibility of the manufacturer, the distributor or the dealer from whom the car was purchased.

This handbook contains information necessary for operating and maintaining the vehicle. It is divided into seven main sections:-

Section A lists the specifications, overall dimensions, weights, capacities, recommended lubricants etc.

Section B deals with the location, function and operation of the various controls, instruments etc.

Section C serves as an introduction to the driving of the car and discusses the various techniques which may be employed to gain the most effect, pleasure and safety whilst doing so.

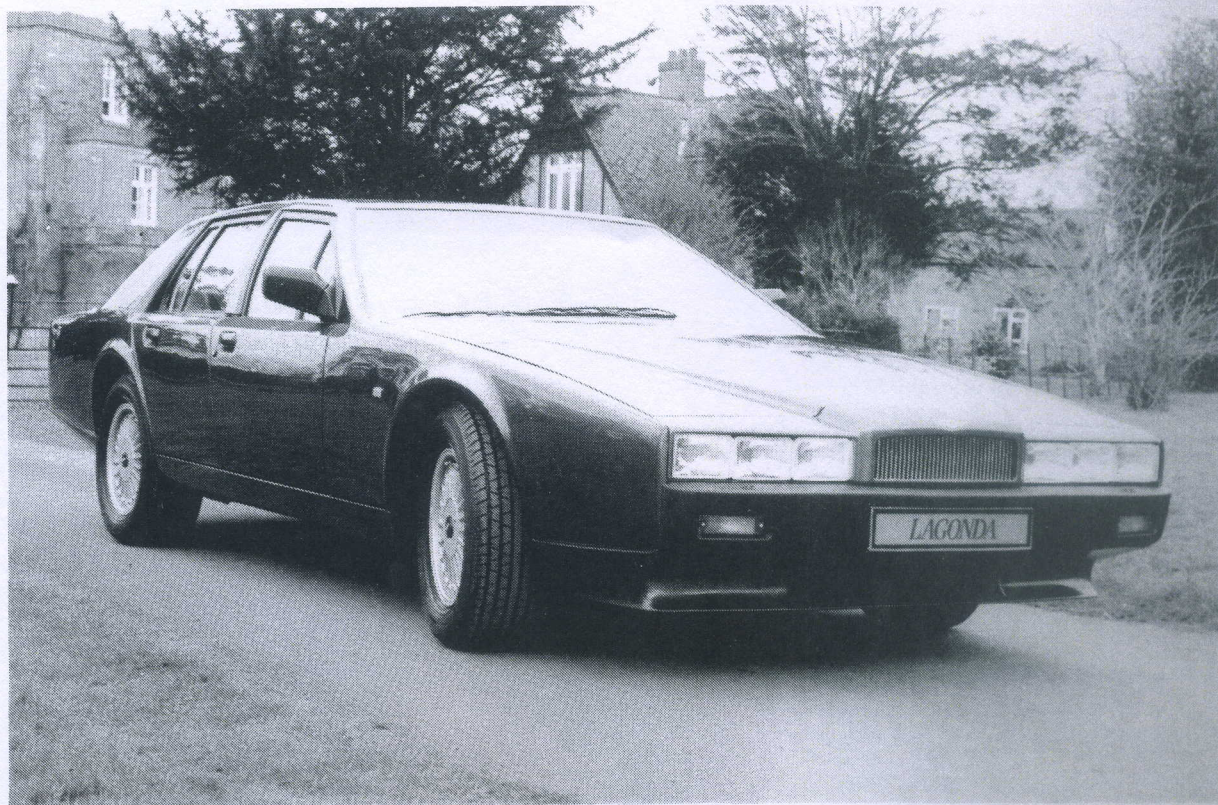
Section D In this section, emergency procedures are listed to help the owner to overcome unforeseen problems which may arise.

Section E outlines the servicing schedule and several maintenance procedures. It must be stressed that the services are very important and should be performed at the prescribed intervals by a competent person, preferably an Aston Martin Lagonda distributor or authorised dealer. It is emphasised that incorrect adjustments or unnecessary interference with existing adjustments may impair the car's performance and safety.

Section F contains appendices which relate to certain countries, models or conditions and which are not generally applicable to all vehicles.

Section G Contains an index.

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SPECIFICATION

A

0 VEHICLE IDENTIFICATION

Vehicle Identification Number (Chassis Number)

Stamped on the chassis longitudinal within the front right hand wheel arch above the anti-roll bar and on a brass plate riveted to a wheel arch in the engine compartment.

Also – USA Cars

Stamped on to a metal plate fixed to the facia trim and visible through the left hand corner of the windscreen.

Engine Serial Number

Stamped on top of the engine casting, immediately adjacent to the bell housing joint.

1 ENGINE AND AUXILIARIES

Description

The 5.34 litre, V8 engine is cast almost entirely in aluminium alloy. It consists of a cast aluminium-alloy cylinder block with centrifugally cast, chrome-vanadium iron, top-seating, wet liners. A five main bearing, nitrided steel crankshaft is fitted which is fully counterbalanced to operate in two planes at 90°.

It also operates the oil pump via a chain drive. Balanced, steel-forged connecting rods are mounted side by side in pairs and are supported on steel-backed, lead-bronze bearing shells. The eight, aluminium-alloy pistons are each fitted with two compression rings and one oil control ring. The two aluminium-alloy cylinder heads have large diameter valves operating in hemispherical combustion chambers and actuated by four, chain-driven overhead camshafts.

Configuration 90°V8
 'A' Bank – right hand
 'B' Bank – left hand
 (from driver's position)

Firing Order 1,5,4,2,6,3,7,8

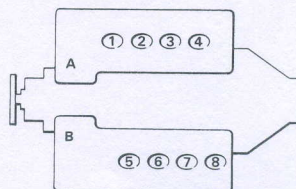


Fig. A1 Cylinder Layout

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Bore	100mm (3.94in)
Stroke	85mm (3.35in)
Capacity	5340cc (326in ³)
Compression Ratio – 585 series engine –	
Non-USA specification	9.5:1
USA specification	8.0:1
Valves	
Description	Large diameter, inclined at 64° included angle; exhaust valve guides in direct contact with coolant.
Operation	Four overhead camshafts operate on hardened steel tappets with shim pad adjustment. Driven by twin, two-stage duplex chains with automatic and manual adjustment.

Lubrication

The engine is lubricated under pressure by a rotary pump. Initially the oil is drawn through a gauze strainer and is then passed through a filter before being pumped to all parts of the engine, the pressure being regulated by a relief valve.

The oil cooling system consists of one, oil-to-air cooler, mounted in front of the radiator.

Oil Pump	Six-lobe rotor
Oil Cooler	Single, full-flow cooler, mounted in front of the radiator.
Oil Filter	Throw-away, cartridge, screw-on type, mounted on the right hand side of the engine.

Sump Capacity See 'Capacities – 13'.

Engine Electrics**Distributor**

Two distributors are fitted with 'handed' drive adaptors. RH distributor for cylinders 1, 4, 6 and 7, with inbuilt phase sensor.

LH distributor for cylinders 2, 3, 5 and 8.

Ignition Coils

Two coils are fitted. Each is of the type which has an inductive discharge. It receives a signal from the control unit which determines the ignition advance. The power module ensures constant energisation of the coil. Each coil, and its module, is fitted into a specially-designed heat dissipator.

Spark Plugs

Type: Non-USA cars – NGK BPR 6EY
USA cars – NGK BP 5EV

Gap: 0.76mm (0.030in)

Ignition Timing

Automatic through Electronic Control Unit.

Alternator

100 amp – mounted below LH cylinder bank.

Electronic Control Unit

This is the main electrical unit of the fuel injection and ignition systems. It receives information from the various sensors within the system. The unit computes the relevant details and controls the operation of the fuel, air and ignition circuits.

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SPECIFICATION

2 FUEL SYSTEM AND EMISSIONS

This fuel-injection system is electronically controlled. The control unit (described under 'Engine Electrics' in Section A1) monitors information which is fed into it from strategically-placed sensors in the engine and fuel systems. It analyses the conditions, determines the requirements and automatically adjusts the fuel settings to give optimum performance.

Owners are advised not to make any adjustments to the fuel injection components.

Fuel

97 octane (4 star), leaded, minimum.

Emission Control Cars

91 octane, (unleaded only), minimum.

WARNING: *AML expressly prohibit the use of alcohol-blended fuels in their cars.*

Fuel Pump	Electric
Fuel Filter Element	Sealed unit on bulkhead
Fuel Tank Capacity	see Capacities – A13
Air Filter	Full-flow paper filter (2 off)

Fuel Evaporative System**Emission Control Cars**

The system consists of a fuel tank with an integral roll-over valve, vapour liquid separator and one carbon canister, connected to the fuel tank.

The fuel filler caps are of the non-vented type.

3 EXHAUST EMISSION SYSTEM**Description**

Emission reduction is achieved initially by the electronic engine control system fitted to the car. Further reduction is achieved by an air injection system which completes the burning of the fuel mixture before the exhaust gases are emitted.

Air Injection System

The air injection system comprises an air pump which supplies air, under pressure to the exhaust ports in order to complete the burning of the exhaust gases leaving the combustion chambers.

Emission Control Engines

Reduction of emission levels is achieved by an air injection system and the subsequent catalytic conversion of exhaust gases.

Emission control engines have a second pump which feeds air to the second pair of catalysts.

Catalytic Converters

The converter consists of a ceramic substrate, coated with a thin layer of precious metal salts, encased in a stainless steel container. There are four converters fitted to the exhaust system.

2

3

SPECIFICATION

4

4 COOLING SYSTEM

The water-cooling system consists of:-

- A ram air-cooled, cross-flow radiator
- A pair of electrically-driven fans
- Header and expansion tanks
- A pressure cap – 0.91 kg/cm² (13 lb/in²)
- A thermostat – 74°C Waxstat
- A water pump

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5 AIR CONDITIONING SYSTEM

Two air-conditioning systems are fitted to the car, one at the front and the other at the rear. The rear air-conditioning unit can be switched on and regulated independently of the front unit but if the front unit is switched to OFF or ECONOMY, the rear unit will only circulate the existing air within the car and will not refrigerate it. The rear unit will refrigerate the air to the rear of the car when the front unit is in any position other than OFF or ECONOMY.

Refrigerant	R12
Engine Coolant Mixture	A minimum of 50% 'Antifreeze' is required to ensure the most efficient operation of the air-conditioning system.
Minimum coolant temperature required before heating is available	51°C (125°F)
Controllable in-car temperature range	18°C (65°F) – 29°C (85°F)
Minimum in-car temperature level before refrigeration is available from a coldstart	27°C (80°F)

SPECIFICATION

6 TRANSMISSION

Gearbox (Automatic)

Description	Torque converter and three-speed epicyclic gear train. Transmission oil cooled by oil cooler in front of radiator.
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Capacity	See 'Capacities' – A13.
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Final Drive

Description	Hypoid drive unit supported in rubber-mounted cradle; limited slip differential and roller spline drive shafts.
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Capacity	See 'Capacities' – A13.
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Ratio	
Except USA specification cars	3.062:1
USA specification cars	3.54:1
Top Gear Speed at 1000 rpm	
Except USA specification cars	26.4 mph (42.6 km/h)
USA specification cars	22.9 mph (36.83 km/h)

7 SUSPENSION

Front Suspension

An independent front suspension allows either wheel to rise or fall without affecting the movement of the other wheel. Helical coil springs are located around large diameter telescopic shock absorbers.

Rear Suspension

The De Dion type rear suspension incorporates helical coil springs and self-levelling, pressurised telescopic shock absorbers. The De Dion tube is mounted on parallel trailing links and located transversely by Watts linkage mounted on rubber bushes throughout.

Shock Absorbers

Type	Telescopic
Rear	Koni type /110 (self levelling)
Front	Koni type 82

NOTE: It is recommended that any suspected suspension faults are dealt with by the authorised distributor or dealer.

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8 STEERING**Description**
TypePower assisted
Rack and pinion**Geometry**

Toe in	4mm + 0 - 1mm
Castor Angle	3° + 15'
Camber Angle	0° + 0° - 30'
Front Ride Height	244mm (9.6in)
Rear Ride Height	250mm (9.85in)

The front and rear ride heights are to be measured from the ground to the jacking point surfaces at kerbside weight conditions.

Power Steering Pump**Capacity**

see 'Capacities' - A13

9 BRAKES, WHEELS, TYRES**Brakes****Footbrakes**

Hydraulically-operated disc brakes are fitted to all wheels. They have four ventilated discs mounted inboard at rear and outboard at front. The tandem master cylinder is power assisted by a vacuum servo system for the front and rear braking system with manual override in the event of vacuum failure. The brakes are self-adjusting.

Front Disc 273mm (10.75in) diameter

Rear Disc 264mm (10.38in) diameter

Hand-operated Parking Brake

The brake lever operates separate calipers on the rear brake discs.

Wheels

Fitted Alloy 7J x 16

Spare Alloy 3.0 x 18

Tyres**Fitted wheels:**

Type Avon CR27, radial, tubeless

Size 255/60 VR16

Pressure Fitted all conditions:
37 lb/in² (26kg/cm²) (2.55 bar)**Spare:**

Type Space Saver

Size T115/85 R18

Pressure 60 lb/in² (4/2kg/cm²) (4.1 bar)

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10 ELECTRICAL AND INSTRUMENTS**Battery**

100 amp hr. maintenance-free.

Fuses

Location and ratings are given under 'EMERGENCIES' - Section D.

Instrumentation

Vacuum fluorescent instrument panel comprising:

1. Information Section:
Tachometer, speedometer, fuel gauge, water temperature gauge, gear lever position indicator.
2. Warning Lamps.
3. Message Display

This also includes some audible warnings.

NOTE: Detailed information is given in 'CONTROLS' - Section B.

Facilities and Courtesies

Cruise Control.

Two-speed wipers with intermittent control.

Town and country horns.

Interior switches to open boot and fuel flap fillers.

Key-operated central locking system.

Stereo cassette radio complete with built-in, left-to-right, speaker balance control and a front-to-rear speaker fader control.

Electric aerial in rear wing.

Cigar lighter front and rear.

Heated rear window.

Remote control of door-mounted, rear view mirrors.

Powered window lifts and seat controls.

Remote ultrasonic alarm system.

Headlamp wash.

Light Units

Front: Headlamps, fog, spot, indicator and parking lamps.
Side repeater lamps.
Side marker lamps (for certain countries).

Rear: Main, stop, reversing, fog, hazard warning and indicator lamps.
Side marker lamps (for certain countries).
Elevated stop lights in rear window (for certain countries).

Interior: Four, swivelling, reading lamps.
One, central floodlamp, operated by door-mounted switches.

Courtesy: Red safety lamp in opening edge of all doors.
White puddle lamp in bottom edge of all doors.
Under bonnet and boot lamps.

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A.7

SPECIFICATION

10

Bulbs

Location	Description	Non-USA	USA Specification
Front exterior road lamps	Side Turn indicator Head Outer – main and dip beam, halogen } axial Inner – main beam only, halogen } filament	MCC 5W SCC 21W 60/55W 60/55W Dip beam filament not connected	5W 21W single bulb 60/55W } sealed beam 60/55W } Connections made and focus set. Connections then removed and taped 55W 55W MCC 5W
	Fog, halogen, transverse filament Spot, halogen, axial filament Side marker	55W 55W –	
Rear exterior road lamps	Stop/tail	Index 21/5W	Stop/tail (outer) Index 21/5W Stop (inner) SCC 21W SCC 21W SCC 21W –
	Turn indicator Reversing Fog Number (license) plate Side marker	SCC 21W SCC 21W SCC 21W Festoon 5W –	Festoon 5W MCC 5W
Door-mounted lamps	Edge (red lens) Puddle (white lens)	MCC 2.2W MCC 2.2W	MCC 2.2W MCC 2.2W
Interior and instrumentation lamps	Roof-mounted (eyeball) Roof-mounted (flood) Hazard switch indicator Bonnet release switch indicator LH and RH switch bank (2 per bank) Under-bonnet illumination Boot illumination	Capless 5W Festoon 10W Wedge end 100mA Festoon 21W Festoon 10W	Capless 5W Festoon 10W Wedge end 100mA Festoon 21W Festoon 10W

A.8

SPECIFICATION

A

11 CHASSIS AND BODY FITTINGS

Chassis/Body Unit

Steel platform and superstructure clad in unstressed aluminium body panels.

Laminated screens front and rear plus roof light with toughened glass, all bonded. Four doors fitted with toughened glass.

Forward opening bonnet and boot lid.

Fittings

Power-adjustable front seats, hide-covered throughout with walnut cappings. Wool pile carpets. Fully insulated and sound proofed. Fitted tool case in boot.

Seat Belts

Inertia reel front and rear, dual sensitive.

12 DIMENSIONS AND WEIGHTS

Key

A	Overall Length	5.28m (17ft 4in)
B	Wheelbase	2.91m (9ft 7in)
C	Overall Height	1.30m (4ft 3¼ in)
D	Front Track	1.50m (4ft 11in)
	Rear Track	1.514m (5ft 0in)
E	Overall Width	1.816m (5ft 8½ in)
F	Ground Clearance	0.14m (0ft 5½ in)
	Turning Circle	14.02m (46ft 0in)
	Kerb Weight (with full tank of fuel)	
	European	2064kg (4550 lb)
	USA	2096kg (4622 lb)

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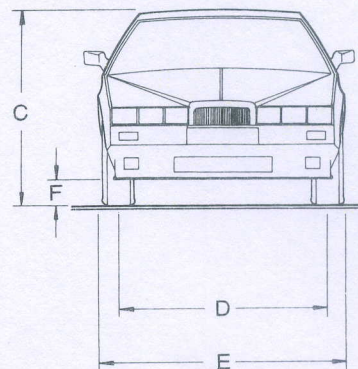
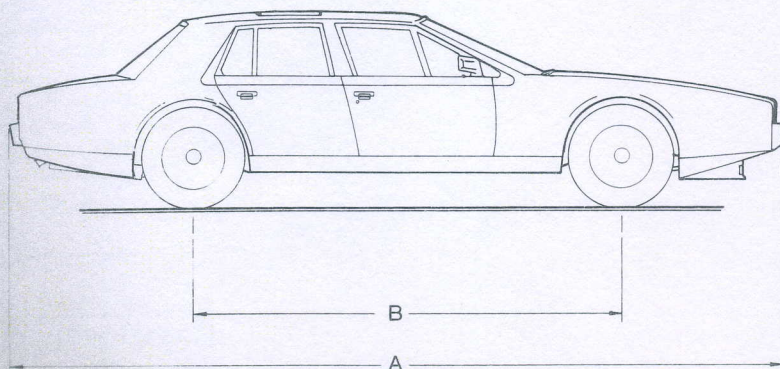


Fig. A2 Overall Dimensions

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SPECIFICATION

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13 CAPACITIES

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Application	Litres	Imp. Pints	US Pints
Engine Sump	11.3	20.0	24.0
Cooling System	18.1	32.0	38.4
Antifreeze (minimum requirement for all conditions)	9.1	16.0	19.2
Automatic Gearbox and Cooler	8.5	15.0	18.0
Final Drive – Hypoid	2.0	3.5	4.2
Power Steering Pump	2.0	3.5	4.2
Washer Bottle (screen and headlamp wash)	8.0	14.0	16.8
Fuel Tank	104.6 litres	23.0 Imp. galls	27.6 US galls

14 LUBRICANTS AND ADDITIVES

The lubricants listed are specifically recommended by the Aston Martin Service Department. If other manufacturers' lubricants are used, it is essential that they meet the same specification.

WARNING: Failure to use the correct lubricant may result in damage to the car.

Application	Type – Grade	USA Equivalent Type – Grade	Int'l. Spec.
Engine Lubricating Oil: Over 0°C (32°F) UK Europe Below 0°C (32°F) N. Europe Norway, Sweden Canada Flushing Oil Upper Cylinder Lubricant	Castrol GTX Castrol GTX2 Castrolite Castrol GTZ Castrol GTX 5W/30 Castrol Flushing Oil Castrollo	Quaker State Deluxe 20W50HD	AP1SE
Cooling System	Smith's Bluecol U Antifreeze or to AA Spec for Aluminium Engines	Prestone II	

A.10

SPECIFICATION

14

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Application	Type – Grade	USA Equivalent Type – Grade	Int'l. Spec.
Transmission Automatic gearbox Hypoid unit	Castrol Dexron II Castrol Hypoy LS	Quaker State, Dexron RII Quaker State. 80W90 EP High-performance gear lubricant	AP1GL5
Suspension and Steering Kingpin bearings Front and rear hub bearings Power steering	Castrol MS3 Grease Castrol FCB Grease Castrol TQ Dexron II	Quaker State multi-purpose molyube No equivalent Quaker State Dexron II	GM Dexron II
Brakes Brake hydraulic fluid Parking brake cable	Castrol Girling Universal Brake and Clutch Fluid Castrol MS3 Grease	Castrol GT LMA Quaker State multi-purpose molyube	FMVSS DOT3 or 4
Oil Can Points Hinges, latches etc.	Castrol GTX	Quaker State De Luxe 20W 50HD	APISE
Aerial	Special Grease AML Part No. 692751		

WARNING: On no account must Castrol FCB grease be mixed with any other grease

15 TORQUE SETTINGS

Spark Plugs	12-14 lbf ft (16-19Nm)
Wheel Nuts	70 lbf ft (95Nm)
Space Saver	60 lbf ft (81Nm)

A.11

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LEFT HAND UPPER SWITCH PANEL	6		
LH Fuel filler flap switch On/off controls for side, head, rear fog, front fog and spot lamps		LAMPS	13
LEFT HAND LOWER SWITCH PANEL	7		
Dimmer switch, Clock, Information display selectors			

B.i

B

CONTROLS

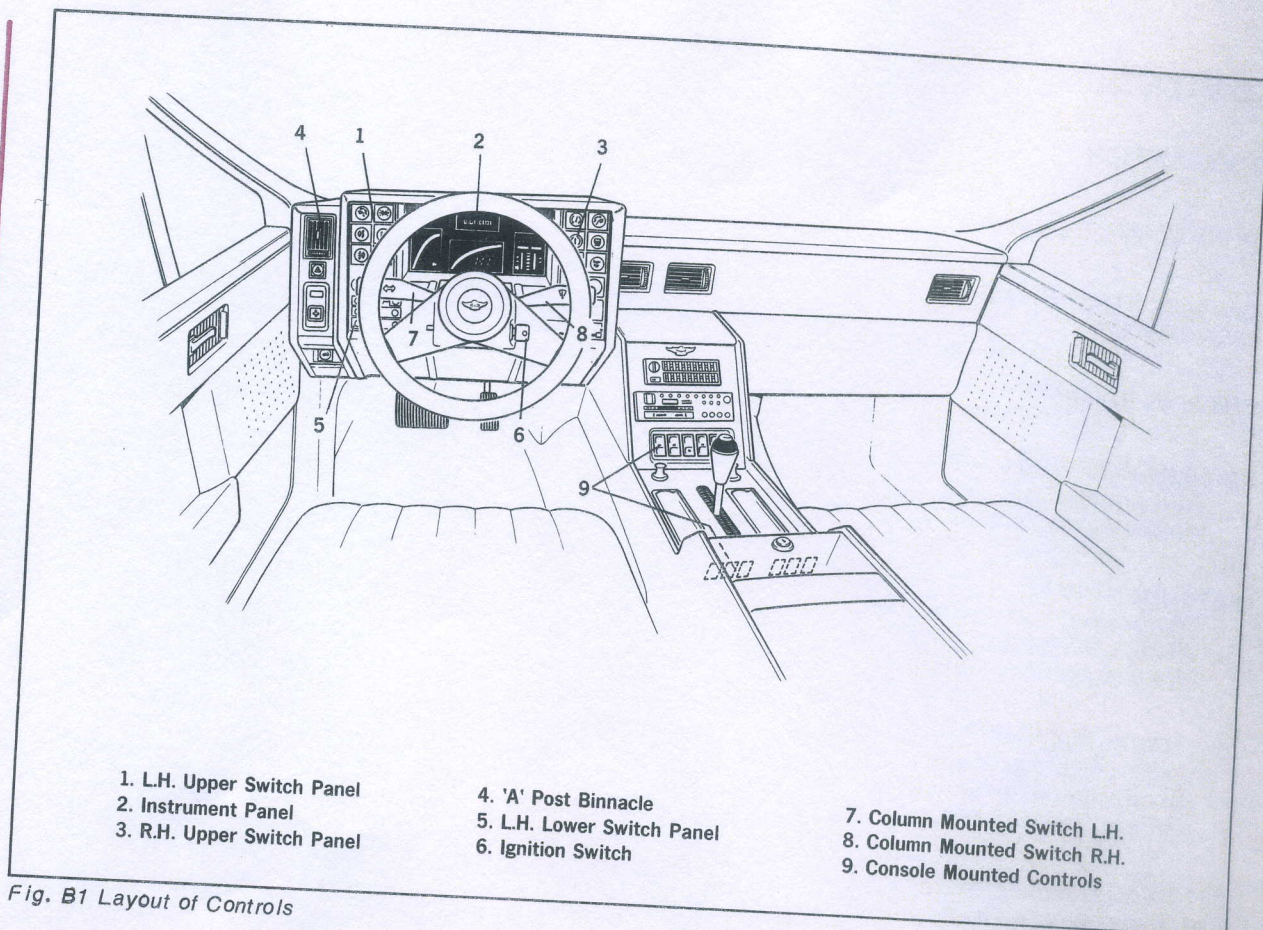


Fig. B1 Layout of Controls

B.ii

0 INTRODUCTION

The instrumentation and controls are governed by a solid state computer which automatically monitors some thirty functions simultaneously and exhibits the resulting information as a vacuum fluorescent display. Critical information is backed up by a verbal warning in a choice of English, French, German or Arabic and matching text in the message display. The positioning of the display enables the information and warnings to be quickly and easily understood whilst driving the car. The switches and controls are mounted on the steering column stalks, on the switch panels to the left and right of the column and on the centre console.

The speed of the car in mph or km/h and the engine revolutions per minute are shown by a graphic display, together with fuel level and water temperatures.

The trip mileage, the clock/alarm system and the average fuel consumption can be displayed by selection.

There are appropriately-coloured warning symbols relating to the condition of the oil, water and fuel as well as various aspects of the electrical system. Other warnings show the state of the other functions such as seat belt usage, rear window demist and rear bulb failure.

A dimmer switch is incorporated to enable the brightness of the main display to be adjusted to the precise level which is required for viewing depending upon the exterior light conditions and the personal preference of the driver.

NOTE: The word 'controls' refers to those controls which are manually operated by the driver or passenger. It does not cover controls which are automatically operated by conditions on the car e.g. temperature operated switches

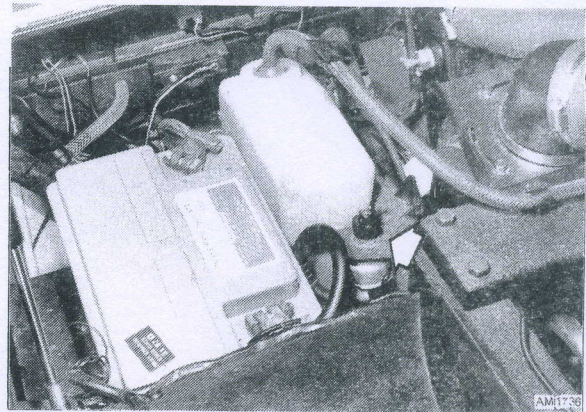


Fig. B2 Battery Master Switch

B.1

CONTROLS

1. BATTERY MASTER SWITCH

The switch is fitted in the engine compartment, next to the battery.

It isolates all electrical circuits on the car except the clock and memory circuits, both being protected by the memory circuits fuse in the fusebox. This fuse will therefore be 'live' after the battery master switch has been turned to the OFF position. If this fuse is removed it will be necessary to reset the clock display and reprogramme the memory circuits. To establish the OFF position, turn the switch anti-clockwise until the spring pressure is released. To engage the ON position, push the switch inwards, against spring pressure, and then turn it clockwise.

NOTE 1: Do NOT turn OFF the Battery Master Switch when the engine is running otherwise damage to electrical components may occur.

NOTE 2: When an external 12v supply is connected to the vehicle battery and the negative lead of the supply is connected to a point on the vehicle other than the negative battery terminal then the master switch will have been by-passed and the vehicle system will be LIVE whether the switch is ON or OFF.

2. IGNITION, STARTER AND STEERING LOCK SWITCH

A combined ignition, starter and steering lock switch is fitted to the right hand side of the steering column. Two sets of keys are supplied with the car. Integral with the keys are tags stamped with the lock serial number. For complete security, either make a note of the number and destroy the tags, or detach the tags and keep them in a safe place.

The functions of the switch in the four positions are:

- B. Some circuits are live and the steering lock operates in this position if the key is removed. It may be necessary to turn the steering wheel slightly to engage the lock.
- I This unlocks the steering. Otherwise the conditions remain as in position B.
- II All circuits are switched ON. This is the normal running position. All segments of the main instrument display will illuminate and the Lagonda logo will appear in the message centre; this condition will remain for approximately 5 seconds, after which the screen will go blank then revert to the last selected display. If any electrical/mechanical malfunctions are present, the appropriate warning message and symbol will illuminate and remain illuminated, until the malfunction is rectified.
- III Engine start position. This has a spring return to Position II feature. The windscreen wipers, window lift switches, etc, are switched off until the switch is returned to Position II.

Steering Lock

The lock operating sequence is designed to prevent the engine being run whilst the steering is locked. To activate the lock, turn the ignition switch back to Position B and remove the key from the switch. The lock will engage if the steering wheel is turned slightly. The road wheels of the car may be in any position for this operation. Once locked, the steering wheel cannot be turned.

CAUTION: Do not, under any circumstances, remove the key from the ignition switch when the car is moving i.e. to freewheel or whilst being towed. The steering lock may engage.

To release the lock, insert the key and turn it to Position I. If the key is difficult to turn, ease the load on the lock by gently turning the steering wheel in either direction until the lock disengages and the steering wheel turns freely.

WARNING: Serious consequences may result from alteration to, or substitution of, the ignition switch, which would permit the engine to be started with the lock engaged. Under no circumstances must the ignition start function be separated from the steering lock.

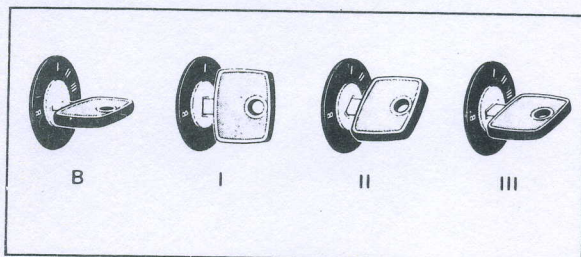


Fig. B3 Ignition Switch Positions

Warning Buzzer – Certain Countries

A warning buzzer sounds if the driver's door is opened after the ignition key has been turned to Position B. The buzzer is intended as a reminder to the driver to remove the ignition key before leaving the car. The buzzer stops when either the key is removed or the door is closed. When the key is removed and replaced in the ignition switch the buzzer will resume.

3 STEERING WHEEL

The steering is power assisted and the amount of assistance obtained depends solely on the resistance to steering at the road wheels. The system provides maximum power assistance when the car is being parked or when a front wheel is forced against an obstruction such as a kerb. When the wheels are in the straight-ahead position, greatly reduced assistance is provided. Therefore the normal feel and reaction can be felt by the driver.

Horn

The horn is operated by pressing the button in the centre of the steering column. A choice of horn tone is available by selecting the appropriate switch on the right hand switch bank.

B.3

CONTROLS

4 COLUMN-MOUNTED SWITCHES – Left Hand

A multi-function control stalk is fitted on the left hand side of the steering column and is responsible for activating the 'turn signals' and headlamps.

Turn Signals

The turn signal or the lane-change signal may be used whatever other function is in use on the switch. To operate the turn signal, move the stalk fully up for a right hand turn or fully down for a left hand turn. One of the two warning lamps (with arrows) on the instrument display will flash in unison with the exterior lamps indicating the side on which the lamps are flashing.

The left hand turn indicator is in the bottom right hand corner of the tachometer display. The right hand turn indicator is in the bottom left hand corner of the 'gauges and warnings' lamp display, immediately adjacent to the fuel indicator gauge. The control is self cancelling.

To use the lane-change facility, it is necessary only to move the stalk in the appropriate direction and hold it against the spring pressure until the manoeuvre is complete and then it can be released.

Headlamps/Flash

The selection of main or dipped beam, together with the flash facility, is controlled by a forward and backward movement of the stalk in conjunction with the headlamp on/off switch.

Moving the switch forward (i.e. away from the driver) will select the headlamp main beam and a blue warning symbol will be illuminated on the instrument panel (see B5). The switch will remain in this position until an alternative position is selected. The central position will select a dipped beam condition.

Pulling the switch fully back (i.e. towards the driver) will operate the flash facility through the main beam of the headlamps – except on cars delivered to France when the dipped beam will be activated. This facility is independent of the headlamp on/off switch. In this 'fully back' position, the switch has a spring-return feature and will return to the central position when released.

COLUMN-MOUNTED SWITCHES – Right Hand**Windscreen Wipers**

There are two controls for operating the windscreen wipers. The stalk mounted on the right hand side of the steering column may be used to select a fast or slow wiper speed, intermittent wipe and screenwash.

The wipers may be operated at either fast or slow speed or with a delayed action as appropriate to the weather conditions. The delayed action is obtained by moving the stalk upwards into the first notch.

The length of the delay time is governed by the position of the rotary switch on the right hand lower switch panel B9. Moving the stalk upwards into the second notch will provide a slow speed wiping action. Further upward movement to the third notch will give a fast speed.

CAUTION: The fast wipe facility is intended for use in heavy rain. It should not be used in heavy snow or with a drying screech when undue strain may be placed on the wiper unit. During extremely cold weather it is important to remember to switch off the wiper motor before switching off the ignition or the battery master switch. If the wipers remain in the operating position it is possible that the blades may freeze to the windscreen and subsequently cause the wiper motor to overload when the ignition is switched back on.

Windscreen and Headlamp Washers

The windscreen wiper stalk also controls the operation of both the windscreen and headlamp washers.

The screen washers may be used when the wipers are in operation or when they are in the 'parked' position.

To operate, pull the stalk, against spring pressure, towards the driver.

If the sidelights have been switched on, the operation of the windscreen washers will also activate the headlamp washers.

Both washing facilities share a common reservoir.

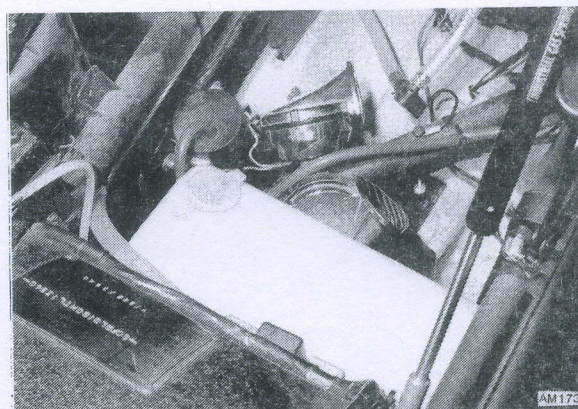


Fig.B4 Screenwash Reservoir

B.5

5

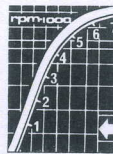
5. INSTRUMENT PANEL

The instrument panel comprises four main areas:

1. Tachometer, including the left turn indicator.
2. Speedometer.
3. Warning lamps and gauges including right turn indicator.
4. Message/Information Centre.

Tachometer

The tachometer displays revolutions per minute (rpm).



Speedometer

The car road speed is displayed in miles per hour or kilometres per hour.

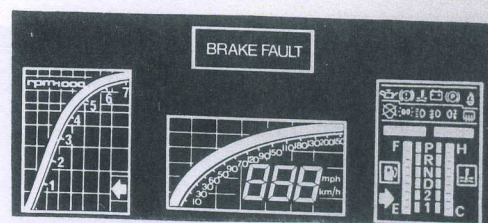


Message/Information Centre

The message/information centre is located above the speedometer and displays warnings in word form relating to malfunctions

BRAKE FAULT

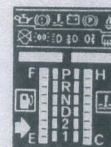
NOTE: Detailed information for all instruments, lamps and gauges is given on the following pages.



Warning Lamps and Gauges

At the top of the display, the warning lamps indicate:

- Low Oil Pressure
- Brake Fault
- Oil Overheated
- Charging System Fault
- Parking Brake Applied
- Seat Belt Not Fastened
- Bulb Failure
- Parking/Main Beam/Fog Lights ON
- Rear Window Demister ON



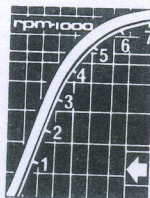
The centre section shows:
A horizontal bar displaying
SPEED WARNING (if applicable)

The lower portion indicates:
Fuel available
Water temperature
Gear selected
Turn Indicator

Tachometer

The tachometer displays revolutions per minute (rpm) times 1000, from 0-7000 rpm.

Therefore, when the bar graph indicates 3 rpm, the engine rpm is 3000 (3 x 1000).

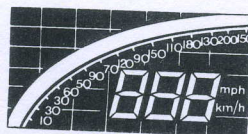


Turn Indicator

The small arrow in the bottom right hand corner will flash in unison with the exterior lamp on the car.

Speedometer

The car road speed is displayed in miles per hour or kilometres per hour whichever is selected via the keyboard.



The speed is always displayed as a bar graph incremented 0 - 160 mph and 0 - 240 km/h

An additional digital readout can also be displayed by selection at the keyboard.

WARNING LAMPS AND GAUGES TOP DISPLAY

Low Oil Pressure (red)

This indicates that the engine oil pressure is low. It is complemented by a warning 'LOW OIL PRESSURE - STOP ENGINE' displayed in the message centre and backed up by a verbal warning 'LOW OIL PRESSURE'.



NOTE: The written and verbal warnings will only be issued if the engine speed is greater than 1500 rpm.

Brake Fault (red)

When a fault in the braking system causes the Pressure Differential Warning and Safety Actuator to operate, this symbol will illuminate and a warning will appear in the message centre



'BRAKE FAULT - DRIVE SLOWLY'

This will be backed up with a verbal warning.

Oil Overheated (red)

When this symbol is illuminated it indicates that the temperature of the engine oil is high. This will be accompanied by a warning in the message centre



'OIL OVERHEATED - REDUCE ENGINE RPM' and complemented by a verbal warning.

B.7

CONTROLS

Charging System Fault (red)

This symbol, when illuminated, indicates either a low charge or high charge and will be accompanied by the relevant warning in the message centre 'LOW BATTERY - CHECK CHARGING', or 'CHARGING FAULT - REDUCE ENGINE RPM'. Both displays will be backed up with the verbal warning 'CHARGING SYSTEM FAULT'.



Parking Brake (red)

The symbol will illuminate when the parking brake is applied. A warning 'RELEASE PARKING BRAKE' will be displayed in the message centre if the parking brake has been left on and the car is travelling above 100mph (16 km/h).



Seat Belt (red)

This indicates, when illuminated, that the driver's seat belt has not been fastened.



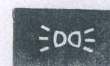
Bulb Failure (orange)

This symbol will illuminate when one or more of the rear exterior lights has become inoperative and will be accompanied by a warning 'BULB FAILED - CHECK ROAD LIGHTS' in the message centre.



Parking Lights (green)

This symbol will be illuminated when the parking lights have been switched on. No warning will appear in the message centre.



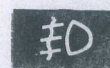
Main Beam (blue)

This symbol will be illuminated when the headlights main beam has been selected. No warning will appear in the message centre.



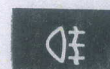
Front Fog (green)

This symbol will be illuminated when the front fog lamps have been switched on. No warning will appear in the message centre.



Rear Fog (amber)

This symbol will be illuminated when the rear fog lamps have been switched on. No warning will appear in the message centre.



Rear Window Demister (orange)

This symbol will be illuminated when the demister has been switched on. No warning will appear in the message centre.



B.8

WARNING LAMP – CENTRE SECTION

Speed Warning (Gulf States car only)

SPEED WARNING

When a speed of 120km/h (70mph) is reached the words 'SPEED WARNING' will appear. This will remain while this speed, or greater, is maintained but will disappear when the speed of the car falls below 120km/h (70mph).

WARNING LAMPS AND GAUGES – LOWER SECTION

Fuel Gauge

Represented as a vertical bar graph this will register the content of the fuel tank. When the last segment is extinguished an orange square will appear around the petrol pump symbol indicating approximately 3 gallons of fuel left in the tank. This will be accompanied by a warning 'REPLENISH FUEL TANK'



display in the message centre and backed up by a verbal warning 'LOW FUEL'.

Turn Indicator

The small arrow in the bottom left hand corner will flash in unison with the exterior lamp on the car.

Gear Position Indicator

Whenever the gear lever is moved, its new position will be indicated by two vertical segments becoming illuminated, one on each side of the legend.



Water Temp. Gauge

As with the fuel level this gauge is represented as a bar graph. When the water temperature reaches 110°C on European cars and 120°C on Middle East cars, an orange square will appear around the temperature graphic symbol, accompanied by the warning 'WATER OVERHEATED – SLOW, STOP ENGINE'.



B.9

CONTROLS

Message/Information Centre

The message/information centre is located above the speedometer and displays warnings in word form relating to mechanical and electrical malfunctions. An onboard computer monitors these malfunctions and if several occur at the same time, it will analyse all the inputs and display the warnings in order of priority.

The more important message will be accompanied by a suggested corrective action and backed up by

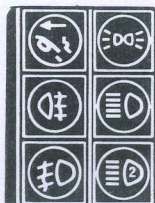
a verbal warning. This will be given and repeated until the fault is rectified or the ignition switched OFF.

An additional feature of the message centre is to display information relating to clock/alarm time, trip/odometer and trip computer functions as selected at the switch panel (See the relevant headings under LH Lower Switch Panel for further information).

Written Message	Corrective Action	Verbal Warning
Low Oil Pressure Brake Fault Oil Overheated Low Battery Charging Fault Release Parking Brake (only displayed when travelling over 10mph) Bulb Failed	Stop Engine Drive Slowly Reduce Engine rpm Check Charging Reduce Engine rpm – Check Road Lights	Low Oil Pressure Brake Fault Oil Overheated Charging System Fault –
Replenish Fuel Tank Water Overheated	– Slow, Stop Engine	Low Fuel Water Overheated
Ice Hazard Door Open Boot Open Fuel Filler Flap Open Refill Screen Wash Bottle – –	Drive with Caution (Only displayed when travelling over 10mph) – – –	Ice Hazard – – Alarm Time Lights On

6 LEFT HAND UPPER SWITCH PANEL

This consists of six buttons which are operated by a push/push action, i.e. they latch in when first pushed and release when pushed again. The bank is back lit by two lamps which are automatically illuminated when the parking lights are switched on.



Fuel Filler Flap

This operates the left hand fuel filler flap release mechanism but it is not operative above 10mph. The flap must be closed manually after use, if this operation is not properly completed a warning 'FUEL FILLER FLAP OPEN' will be displayed in the message centre.



Side Lights

This switch selects the side/parking lights ON/OFF. It also illuminates the instrument panel switches and window switches back lighting. A visual indication of the selected state is given on the warning lamp display.



NOTE: On the car, if the lights have been left switched ON, a verbal warning 'LIGHTS ON' will be issued.

Rear Fog Lamps – except USA cars

Selection of the rear fog lights ON/OFF is achieved by this switch and is only operative when side lights have been selected ON. The ON condition of the fog lamps is indicated by the illumination of a RED warning symbol on the instrument display.

The above switch is spare on USA cars only.



Head Lamps

This will select the condition of the headlamps i.e. ON/OFF and is only operative when side lights have been selected ON. The option of a main or dipped beam is determined by the position of the stalk on the steering column. A BLUE warning symbol will be illuminated on the instrument display when the main beam is selected.



Front Fog Lamps

Selection of the front fog lamps is controlled by this switch and is only operative when the sidelights have been selected ON. The ON condition of the fog lamps is indicated by the illumination of a GREEN warning symbol on the instrument display.



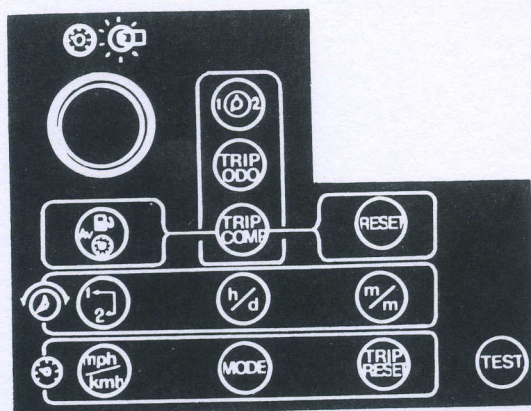
Spot Lamps

This switch will select spot lamps ON/OFF. This condition is only operative when the main headlamps have been selected ON. The spot lamps will be automatically extinguished on transition from main to dipped beam headlamps.



B.11

7 LEFT HAND LOWER SWITCH PANEL



Dimmer Switch

This rotary control knob adjusts the intensity of the main instrument display only. Back lighting on the keyboard and switches will remain constant.



Average Fuel/Speed

This facility is only available when the trip computer mode has been pre-selected. Pressing this key once will display the average speed and fuel consumption for the current journey. Pressing again will display the trip computer information.



Clock (selection)

This will display the clock and alarm facilities. The clock will appear as a twelve hour clock (AM/PM) whilst the alarm display will appear as a twenty-four hour readout. Pressing once will display the time of day in hours and minutes, a.m. and p.m. Pressing again will display the alarm time. When the alarm time has been set, a bell symbol will appear in the message centre. To set clock/alarm facility, see Clock (setting).



Trip/Odo

This will display the TRIP/ODOMETER reading in miles or kilometres whichever has been selected. The top line of the display indicates the current trip mileage, whilst the lower display indicates the total accumulative mileage.



Trip Computer

This key will initiate a composite display of the current journey, giving time of day, trip mileage, average fuel consumption and total fuel used.



Reset

This will reset the trip computer information to zero. NOTE: It will not reset TRIP/ODOMETER.



Clock (setting)



This is only operative when the car is stationary. To set the clock time firstly select time of day/date display, select position 1 or 2 by pressing key 1 or 2 then press the relevant h/d (hours/date) and m/m (mins/month) keys until the required display appears.

To set the alarm, select the alarm display and using the hours and mins key enter the alarm time., Set the alarm time by pressing '2' key. The alarm is set when a bell symbol appears alongside the set time. When the alarm time has been reached a verbal warning 'ALARM TIME' will be given.

Mph/km/h

Selects miles per hour or kilometres per hour readout on the speedometer and miles or kilometres on the trip/odo readout.



Mode

When pressed once this key will display a digital readout on the speedometer in conjunction with the bar graph. Pressing again will revert the display to the bar graph only.



Trip Reset

This will reset to zero the trip mileage indicator.



Test

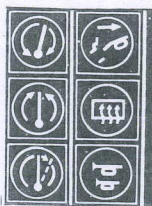
This mode will only operate if the engine has not been started since the ignition was switched ON. This key will override all other functions and engage a 'showroom' display programme, it will also run through the written and verbal warnings with each message being displayed in the message centre for several seconds. On completion of the programme the display will automatically revert to its last selected state.



CONTROLS

8 RIGHT HAND UPPER SWITCH PANEL

This consists of six buttons which are operated by a push/push action i.e. they latch in when first pushed and release when pushed again. The bank is back lit by two lamps which are automatically illuminated when the parking lights are switched on.



Cruise Control On/Off

The cruise control facility may be switched on by depressing this switch and off by pushing the switch once again.



Cruise Control 'Engage'

Depressing the switch will engage the cruise control facility at the required speed. It becomes effective at any speed above 30mph with the gear selector in 'DRIVE' and cruise control switched ON. The car should be brought up to the required speed using the throttle pedal: depressing the switch will then set this speed as the 'engaged' speed. This should be considered as the preferred method. Alternatively, continual pressure on the switch will accelerate the car to the desired speed; when the switch is released this speed of the car will be the 'engaged' speed. Great care must be exercised if this method is adopted as the car will accelerate at approximately two thirds throttle and this could prove dangerous under certain conditions - icy road surfaces.



Cruise Control 'Resume'/Off

Pressing the switch with the control engaged will disengage the cruise control. Pressing the switch again will 'resume' the cruise control after it has been de-activated, either by switch pressure or as a result of braking. The speed set will be as previously specified. Great care must be taken when the 'resume' operation is effected as the car will accelerate at approximately two thirds throttle and this could prove dangerous under certain conditions i.e. icy road surfaces.



Fuel Filler Flap

This operates the right hand fuel filler flap release mechanism is not operative above 10mph. The flap must be closed manually after use and if this operation is not completed properly a warning 'FUEL FILLER FLAP OPEN' will be displayed in the message centre.



Rear Window Demist

This will engage and disengage the rear window demister. Selection is confirmed on the main instrument display by a warning symbol. The warning symbol will remain illuminated for 10 mins before flashing, and will continue to flash until the rear window demist is switched off or the ignition is turned OFF.



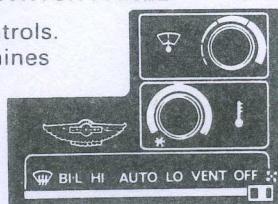
Horn Change Over

This will give a choice of two horn tones, electric horns for town use (switch released) and air horns for country use (switch depressed).



9 RIGHT HAND LOWER SWITCH PANEL

This consists of three controls. The upper control determines the amount of windscreen wiper delay. The two lower controls are for the air-conditioning system.



Wiper Delay

This rotary control regulates the windscreen wiper delay function. This control is operative only when the column mounted wiper stalk has been moved up into the first notch position. Increasing the rotation of the control knob clockwise regulates the period of delay up to a maximum of 30 seconds.

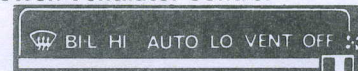


Air Conditioning Temperature Control

This rotary control knob with blue/red surround selects the temperature to be maintained by the air conditioning. When turned fully anti-clockwise, it will actuate a maximum cold condition from air conditioning system.



Air Conditioning Blower/Ventilator Control



Combined use of the blower/ventilator control and the temperature control knob will provide the following functions:

- OFF:** Footwell heat vent and fresh air vents open, refrigeration not available, low blower speed.
- VENT:** Temperature control set 'cold' – Recirculation vent and face level vents open, refrigeration not available but with blower speed adjusting as required.
Temperature control set 'hot' – As 'off' position but with blower speed adjusting as required.
- LO:** Temperature control set 'cold' – Recirculation vent and face level vents open, refrigeration available, low blower speed.
Temperature control set 'hot' – Footwell and fresh air vents open, refrigeration available, low blower speed.
- AUTO:** Temperature control set 'cold' – As 'LO' (cold) but with blower speed adjusting.
Temperature control set 'hot' – As 'LO' (hot) but with blower speed adjusting.

CONTROLS

9

10

- HIGH:** Temperature control set 'cold' As 'low' (cold) but with high blower speed.
Temperature control set 'hot' As 'low' (hot) but with high blower speed.
- BI LEVEL:** Recirculation vent, face level vent, foot well heat vent and fresh air vents open, blower speed adjusting as required.
Fresh air vent and defrost vents open. Provides high blower speed and heated air to the screen.
NOTE: A ten second delay in operation of the blower will occur whenever the ignition is switched ON.

Rear Air Conditioning

See Console-mounted controls, B11.

10 'A' POST BINNACLE

Hazard Warning

This switch activates the simultaneous operation of all four exterior turn signal lights. It incorporates a red light which will flash in accord with the exterior turn indicators and, if the ignition is switched ON, with the two indicators on the main instrument display.



Door Mirror

Adjustment of the door mirrors is achieved by selecting right or left door mirror on the upper switch and adjusting the field of vision using the joystick type control.



Bonnet Release

This operates the bonnet latches and is operative only below 10mph (16km/h). The bonnet is hinged at the front of the car and the opening movement is semi-assisted. To open, raise the lip of the bonnet manually for approximately 80mm (3ins); the bonnet will then rise to its full extent automatically. When the bonnet is raised the support stay should be connected. This will avoid the possibility of the bonnet closing prematurely in a high wind. To close the bonnet, pull down on the lid until the reverse action of the assistance is felt. Release the lid and the bonnet will close; a light pressure of the hand on the rear and centre of the bonnet will ensure the latches are secured. In the event of electrical failure there is a manual override facility, (See Emergencies – Section D).



11 CONSOLE MOUNTED CONTROLS

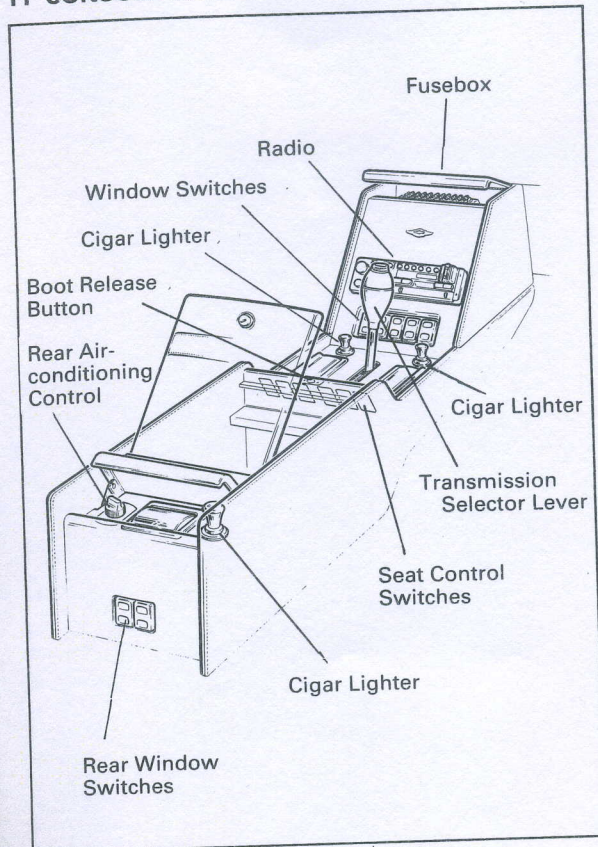


Fig. B5 Layout of Console-mounted Controls

Fusebox

This is one of two fuseboxes on the car. Full details are given in 'Emergencies, See D'

Radio

A stereo radio/cassette player is provided. Manufacturers instructions are included and these should be studied carefully to obtain the maximum performance. An electrically-powered aerial is fitted into the rear wing of the car, adjacent to the right hand edge of the rear window. The aerial is automatically raised when the radio is switched on and lowered when the radio is switched off. Both the radio and the aerial can be operated without the use of the ignition key.

Window Switches

The windows of all four doors are controlled by rocking the relevant switch. Pressing the top of the switch will raise the window and pressing the bottom of the switch will lower it. An inhibitor switch is fitted in the centre of the front window switches, which means that the rear windows are only operative from the front or rear switches when the lower portion of this switch is depressed. When the upper portion of this switch is depressed, the front and rear windows can be closed ONLY.



B.17

CONTROLS

Cigar Lighters

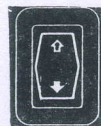
Three lighters are provided. Two lighters are mounted at the front end of the centre console. The third lighter is mounted at the rear end of the centre console but, when not in use, is hidden by a cover which should be lifted and slid forward to gain access.

Transmission Selector Lever

The selector lever operates in the fore and aft plane and can be moved freely from DRIVE to 2. To move the lever to or from PARK or into NEUTRAL, 1 or REVERSE it is necessary to depress the button top of the lever. The selected position of the lever is indicated on the instrument panel. For a detailed description of its operation see 'Operation' Section C.

Seat Controls

Adjustment of the driver and passenger seats may be obtained by rocking the relevant switch. Forward for forward movements of the seat and back rest, and rearwards for movements toward the rear. To elevate the seat, the outer switch is rocked forward for UP and rearwards for DOWN.



Boot Switch

The boot lid will lock automatically when it is closed. It can be opened by the switch in the lockable glove box at the rear of the centre console, or by a separate key on a key ring.

Rear Air Conditioning Control

This system is designed to deliver cold air to the rear of the car. It is controlled by a rotary switch which is located under a lift-up flap in the extreme rear section of the centre console. The switch has four positions labelled:-

0 1 2 3

When the switch is in Position 0, the rear system is inoperative.

The three remaining positions (1, 2 and 3) automatically switch the unit on and increase the blower speed in three steps.

With the ignition switch in Position II, the engine running and the air-conditioning on, the system will emit refrigerated air at a rate dependant on the rotary switch setting.



Rear Window Switches

These are mounted at the extreme rear of the console. They control the rear windows only. Pressing the top of the switch will raise the window and pressing the bottom will lower it. They work in the same way as the front switches in relation to the inhibitor switch (see page B17).

B.18

12 GENERAL FACILITIES

12

Seat Belts – General

Statistics show that lives are saved when seat belts are used correctly, thus we strongly urge that the seat belts fitted to the car are properly worn at all times. The belts fitted in all new Lagonda cars are of the inertia reel type; however they are not suitable for children who are smaller than the average eight year old. The belts should not be used to restrain more than one person; it is dangerous to put a belt around a child being carried on an occupants lap.

Seat belts are designed to bear upon the bony structure of the body and should be worn low across the front of the pelvis, chest and shoulders; wearing the lap section of the belt across the abdominal area must be avoided. The belts should be adjusted as firmly as possible, consistent with comfort, to provide the protection for which they have been designed. A slack belt will greatly reduce the protection afforded to the wearer.

Front and Rear Seat Belts

Seat belts are correctly fitted when the tongue of the belt is drawn over the shoulder, across the chest and pushed into the buckle unit slot nearest to the wearer. A positive 'click' indicates that the harness is safely locked. Slack webbing in the system is automatically removed by gently, but firmly, pushing in an upward direction on the diagonal portion of the belt until the wearer feels comfortably restrained.

To release the harness, press the button in the buckle unit and allow the belt to retract gently into the reel.

No modifications or additions should be made by the user which will either prevent the seat belt adjusting device from operating or prevent the seat belt assembly from being adjusted in order to remove slack.



Fig. B6 Front Seat Belts

B.19

B

CONTROLS

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Inertia Reel Mechanism Check

To provide users with maximum freedom during normal driving conditions, the seat belts are of the dual-sensitive, inertia-reel type. The webbing locking mechanism is automatically brought into immediate operation during hard braking or fast cornering.

Important

If the following test is carried out it should be done under maximum safe road conditions, ie: on a dry, straight and traffic-free road.

With each safety harness correctly fitted to the driver and passenger(s), drive the car at 5 mph (8 km/h), observing safety conditions, brake the car sharply, and the safety harness should lock automatically holding both the driver and passenger(s) securely in position.

It is important when braking that occupant reactions are normal, the body must not be thrown forward in anticipation because this would cause a snatching action which in turn would prematurely operate the locking mechanism.

A second test method that can be simply operated will evaluate the effectiveness of the reel locking mechanism that senses the speed with which webbing leaves the reel. Whilst seated, the diagonal of the fastened seat belt is gripped at the shoulder with the opposite hand. The belt should lock when the webbing is pulled sharply in a downward direction.

An authorised distributor or dealer should be consulted if the belt fails to lock on either of the above tests.

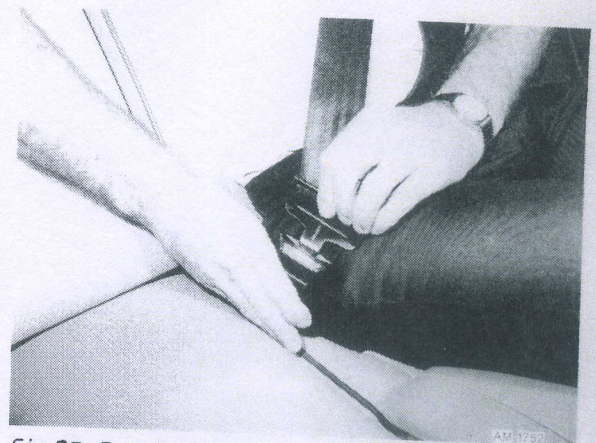


Fig.B7 Rear Seat Belts

Maintenance

Care should be taken to avoid contamination of the webbing with polishes, oils and chemicals (particularly battery acid). Cleaning may be carried out using mild soap and warm water. DO NOT USE BLEACH OR DYES AS THEY MAY ADVERSELY AFFECT THE EFFICIENCY OF THE WEBBING.

WARNING: The belt should not be allowed to rub against any sharp surfaces. Do not wear twisted seat belts or pinch the webbing in a door or seat as damage may result. Belts that have been cut, frayed, contaminated, damaged or subjected to strain in a severe accident should be renewed immediately. It is essential to replace the entire assembly after it has been worn in a severe impact even if damage to the assembly is not obvious.

B.20

Parking Brake

The parking brake lever operates separate calipers on the rear discs, the lever is located between the drivers door and seat (see Fig. B). To apply the parking brake, pull the lever upwards until it is engaged, then, allow the lever to return to the floor position. To release, pull the lever upwards, depress the button on top of the lever to disengage the catch and lower the lever to the floor.

If the parking brake is applied whilst the ignition is switched ON, the warning symbol marked will be illuminated on the instrument panel and a warning

RELEASE PARKING BRAKE

will be displayed in the message centre if the car is travelling above 10 mph (16 km/h).

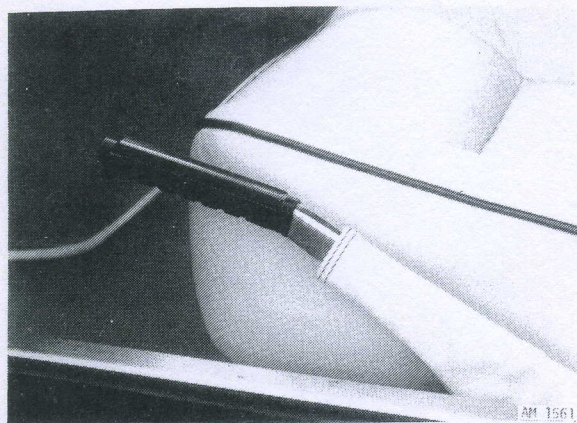


Fig.B8 Parking Brake

Rear View Mirror

The interior mirror is adjustable for direction and may be 'dipped' to reduce distracting reflected glare from the following vehicles' headlamps. To achieve this dimming effect pull the tab at the bottom of the mirror towards the driver.

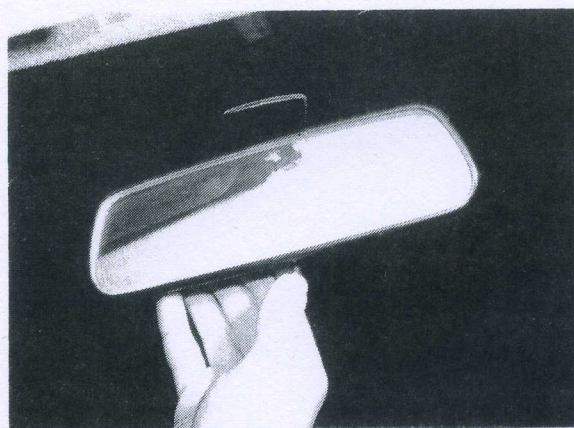


Fig.B9 Rear View Mirror

B.21

B**CONTROLS**

12

Sun Visors and Blinds

Two adjustable sun visors are fitted for the convenience of the driver and front passenger and mounted above the windscreen. Either visor may be swung downwards or unclipped and swung sideways to eliminate sunglare. To reduce the risk of impact injury each visor is padded.

The rear passengers can similarly benefit by the use of blinds which are fitted into the roof panelling and cover the roof light and rear window. They will also supplement the effectiveness of the air conditioning system in extremely hot conditions.

The roof light blinds, should be pulled forward against spring pressure, using the small protruding tags. These tags must be hooked into the retaining lugs to hold the blind in position.

The rear window blinds should be pulled rearwards also against spring pressure and hooked into the retaining lugs on the rear window ledge.

Rear Seat Armrest

For the convenience and comfort of the rear passengers an armrest is fitted central in the rear seat backrest; pull the leather strap to lower it.

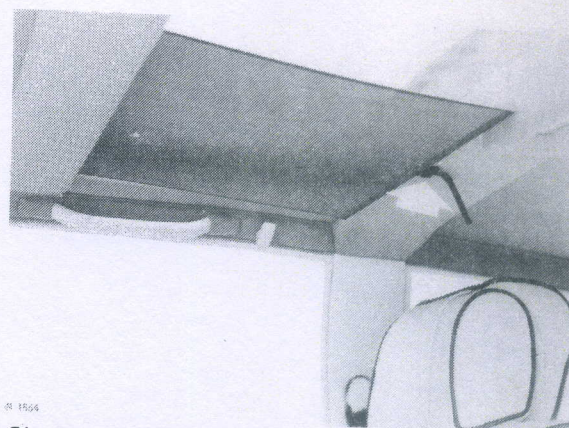


Fig.B10 Roof Blinds

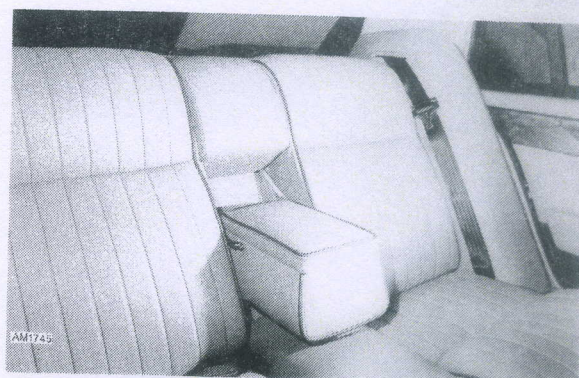


Fig. B11 Rear Seat Armrest

B.22

Alarm System

To set the alarm:

Make sure that all windows, doors and the boot lid are firmly shut.

Operate the bonnet release switch.

Lift the bonnet and insert the master key into the alarm/locking unit which is mounted on to a bracket below the left hand headlamp. The key slot is in the end of the unit which is nearest to the left hand wing. Turn the key clockwise. This will 'arm' the unit and the LED adjacent to the hazard switch will glow.

Close the bonnet lid.

Point the radio transmitter key, with the LED which is on the key, towards the front of the car and press the button. (The key should operate up to 3 metres from the car).

The hazard warning lights will flash twice.

The alarm is now set.

After a delay of 50 seconds, the alarm will sound if a door, bonnet or boot lid is opened, if a window is broken or any movement occurs inside the car.

It will also sound if any attempt is made to start the car.

If the alarm is activated, it will continue to sound for 60 seconds if it is not switched off. At the end of this time it will stop automatically.

To deactivate the alarm:

Point the radio transmitter key at the front of the car and press the button.

The hazard warning lights will flash once and the doors will unlock.

If further usage of the system is anticipated, the alarm/locking unit may be left in an 'armed' state.

B.23

CONTROLS**13 LAMPS****Exterior Lamps – Front and Rear**

The controls of the exterior lamps, together with the associated indicator and warning lamps are described in the relevant paragraphs of this section:-

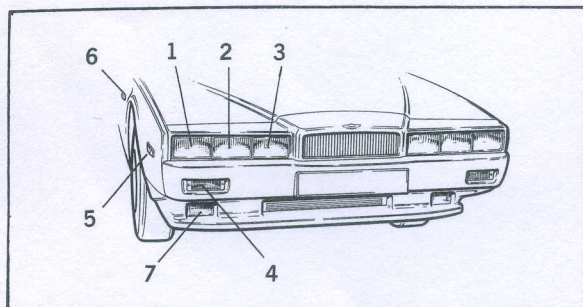
Item	On/Off Switching	Sect.	Indicator/Warning	Sect.
Front				
Headlamps	LH Upper switch panel	B6	None	—
Dip/main beam	Column-mounted switch	B4	Instrument panel	B5
Flash facility	Column-mounted switch	B4	Instrument panel	B5
Side/parking lamps	LH Upper switch panel	B6	Instrument panel	B5
(including side markers)				
Turn indicators	Column-mounted switch	B4	Instrument panel	B5
Hazard warning	'A' post binnacle	B10	Included in switch	B10
Fog	LH Upper switch panel	B6	Instrument panel	B5
Spot	LH Upper switch panel	B6	None	—
Rear				
Side/parking lamps	as front		as front	
Turn indicators	as front		as front	
Hazard warning	as front		as front	
Fog	LH Upper switch panel	B6	Instrument panel	B5
Reversing	automatic	—	none	—
Stop	automatic	—	none	—

Door-mounted Lamps

A puddle lamp is fitted to the base of each door to illuminate the ground when the door is open.

Door-edge lamps are fitted and operate when a door is opened to provide a warning to vehicles approaching from the rear that the door is ajar.

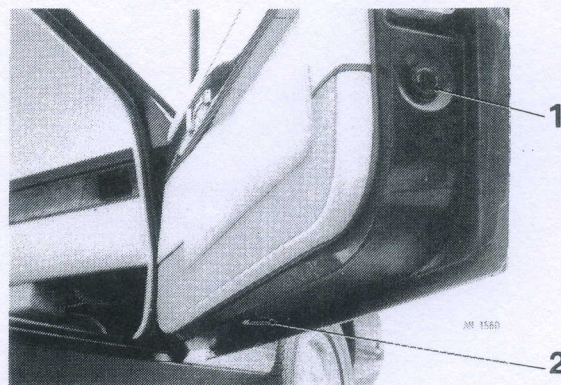
B.24



Key

- | | |
|--------------------------------------|----------------------------|
| 1. Dip, main beam and side | 5. Side marker (if fitted) |
| 2. Main beam only (not USA) | 6. Repeater |
| 3. Spot | 7. Fog |
| 4. Turn indicator (and side for USA) | |

Fig. B12 Location of Front Exterior Lamps



Key

- | |
|-------------------|
| 1. Door-edge Lamp |
| 2. Puddle Lamp |

Fig. B14 Door Edge and Puddle Lamps

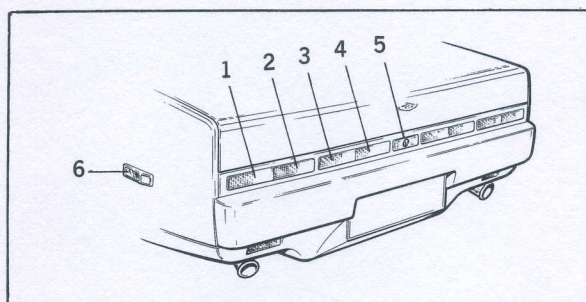


Fig. B13 Location of Rear Exterior Lamps

Key

- | Europe | USA |
|-------------------------------|----------------------|
| 1. Indicator - amber | Indicator - amber |
| 2. Stop and tail - red | Stop and tail - red |
| 3. Reversing - clear | Stop - red |
| 4. Fog | Reversing - clear |
| (extra stop lamp on USA cars) | |
| 5. Reflector only - red | Reflector only - red |
| 6. Side marker (if fitted) | Side marker - red |

CONTROLS

Interior Lamps

The courtesy lamps provided are one general flood lamp and four eyeball lamps. The latter may be individually operated by small switches adjacent to each lamp.

When a door is opened, the general flood lamp and the eyeball lamp relevant to that particular door will be illuminated, together with the puddle and door edge lamps. When the door is closed, only the general floodlight will remain illuminated for a short while.

Key

- | |
|--------------------------|
| 1. Forward eyeball lamps |
| 2. General lamp |
| 3. Rooflight blinds |
| 4. Rear eyeball lamps |

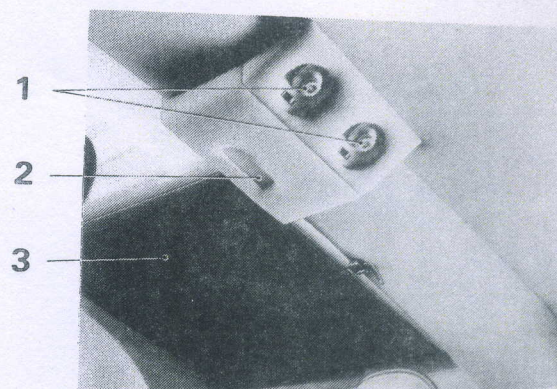


Fig. B15 Front Interior Lamps and Rooflight Blind

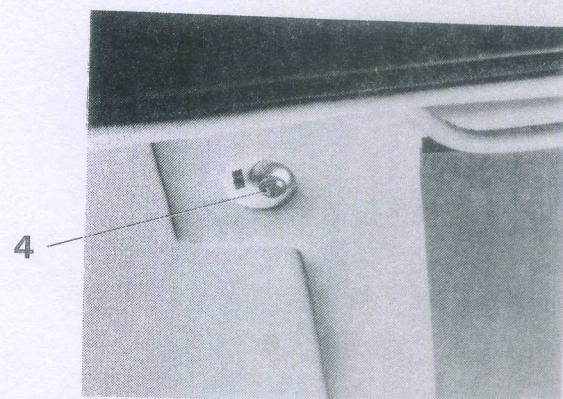


Fig. B16 Rear Interior Lamps

Luggage Compartment Lamp

To illuminate the inside of the luggage compartment, a lamp is fitted into the underside of the boot lid, at the rear.

The lamp is automatically switched on whenever the boot lid is opened.

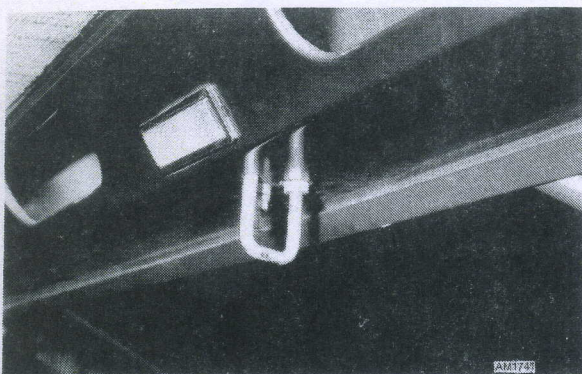


Fig. B17 Luggage Compartment Lamp

Engine Compartment Lamp

Illumination of the engine compartment is achieved by a lamp fitted to the underside of the engine compartment lid and is activated automatically whenever the lid is opened and the side lamps are switched ON.

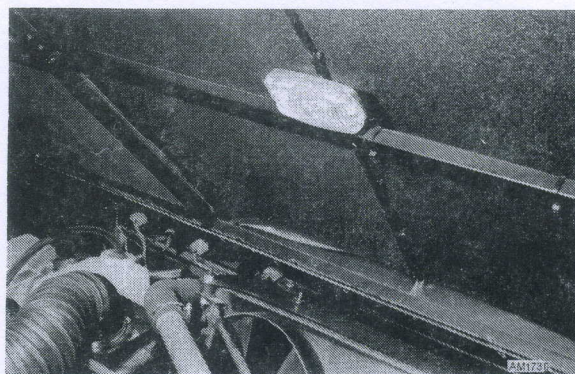


Fig. B18 Engine Compartment Lamp

CONTENTS

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RUNNING IN	2
STARTING PROCEDURES	3
GEAR SELECTION	4

0 INTRODUCTION

The Lagonda is designed to combine sustained high-speed driving with positive control. New owners are advised, therefore, that the response of the car to the controls calls for decisive handling. Until a new owner has become thoroughly familiar with the car's high level of performance it is respectfully suggested that the car is driven with extra care. Once the response of the car has been assessed, the owner will find that the car behaves impeccably and safely throughout its speed range.

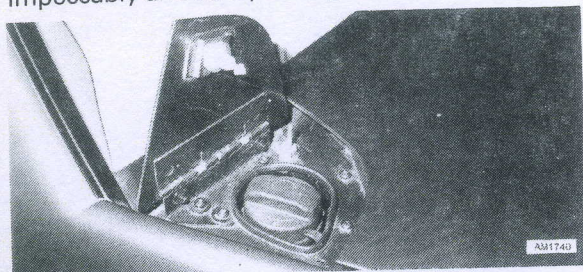


Fig. C1 Fuel Tank Filler

1 FUEL

Cars which have not been fitted with catalysts have been designed and tuned to operate on 4-star (98 RON) leaded petrol. An Aston Martin Lagonda distributor or dealer must be consulted before operating the car on unleaded petrol. Although unleaded petrol may be labelled 'premium' grade, it will be two to three octane numbers lower than 4-star leaded petrol with the consequence that the engine may suffer irreparable damage if it is not re-tuned to operate on unleaded petrol.

WARNING: Cars for certain markets are fitted with **EMISSION CONTROL ENGINES**. These **MUST** be fuelled by **UNLEADED FUEL** only. The use of incorrect fuel will cause extensive damage to the emission-related equipment fitted to the car. A label stating **UNLEADED FUEL ONLY** has been fitted adjacent to the fuel filler caps.

Fuel Tank Fillers

Two fuel tank fillers are fitted below the rear screen. Both fillers are covered by flaps which can be released individually by pushbuttons on the LH and RH upper switch panels. The fuel tank filler caps are sealed to prevent the escape of petrol fumes. To remove the filler cap, twist it in an anti-clockwise direction; reverse the procedure to close the cap. The covering flaps are linked to a warning which is displayed in the message/information centre – see 'Controls' Section B. This will indicate if the flaps are open. They must be closed securely after use. A ratchet mechanism within the cap prevents over tightening.

C.1

OPERATIONS

2 RUNNING IN

The engine is run on a test bed before the car is despatched from the factory. However, it is recommended that the speed of the engine is restricted during the first 4000 km (2500 miles) to the following:

First 1600 km (1000 miles)	Do not exceed 3000 rpm
1600 - 3200 km (1000 - 2000 miles)	Do not exceed 4000 rpm
3200 - 4000 km (2000 - 2500 miles)	Do not exceed 4500 rpm

Despite these restrictions, a satisfactory high performance is available during the early life of the engine.

After a period allowed for running in, the recommended maximum sustained engine speed is 5750 rpm. A maximum engine speed of 6000 rpm is permissible for short periods only. A rev. limiter is incorporated and this will limit the engine speed to 6000/6200 rpm.

WARNING: Owners are reminded that driving the car at 6000 rpm for sustained periods may damage the engine. Do not drive up to the maximum revs. set by the limiting device.

3 STARTING PROCEDURES

The following procedure should be carried out when the car is at rest, the handbrake is ON and the gear selector in P (Park).

If in the event of a stalled engine while the car is moving select N (Neutral) before operating the starter motor.

1. Turn the ignition switch to Position II.
2. Turn the key to Position III to operate the starter motor.
3. When the engine fires, release the key and allow the switch to return to Position II.
4. Engage gear and drive away.

NOTE: On emission control cars, make sure that 'Park' or 'Neutral' are engaged before starting up. Cars with this feature will 'fast idle' at approximately 2500 rpm for 12-18 seconds automatically. This is to ensure that the catalytic converter operates at the correct temperature.

This feature can be overridden by applying slight pressure to the footbrake or by selecting 'drive' or 'reverse'.

4 GEAR SELECTION

Selector Lever

The selector lever is mounted on the centre console and operates in the fore and aft plane and can be moved freely from 'drive' to '2'. To move the lever to or from 'park' or into 'neutral', '1' or 'reverse' it is necessary to depress the button on top of the lever. The car may be driven completely automatically from rest to high speed by selecting the 'drive' mode. When this mode is selected improved fuel economy and minimum exhaust emission are obtained. However, a degree of manual override is provided for the driver, through the use of the selector lever. The positions selected are displayed on the instrument panel. Use of the cruise control will enhance the efficiency.

[P]

With the selector lever in this position, the mainshaft is locked in the transmission casing and provides an effective supplementary parking brake. Do not select this position if the car is moving. The engine may be started with the selector lever in this position.

[R]

The reverse ratio in the transmission is selected in this position, and the car may be driven backwards. The reversing lamps are automatically switched on when this gear is selected. Do not select reverse if the car is moving forwards.

[N]

No drive will be transmitted. The engine may be started with the selector lever in this position but make sure that the handbrake is applied.

[D]

The car will start from rest in first gear and operate automatically throughout all three forward ratios, with upshifts and downshifts occurring relative to the speed of the car and the accelerator pedal position.

[2]

Selection of this position blocks upshift to third gear (top). The car will start from rest in first gear and operate automatically between first and second gears only. Select '2', whilst driving in 'drive', to downshift to second gear.

[1]

First gear only may be selected when the selector level is in this position. Maximum engine braking is available in this ratio. If Position '1' is selected whilst driving in 'drive' or '2' the transmission will downshift to first gear at or below the road speed of 32 mph (51.2 km/h).

If '1' is selected whilst travelling between 32 mph (51.2 km/h) and 60 mph (96 km/h), an immediate change to second gear will be made. A further change from second gear down to first gear will be made automatically, provided that the road speed of the car drops sufficiently.

DO NOT SELECT '1' at speeds above 60 mph (96 km/h).

C.3

C

OPERATIONS

4

Techniques

At lower vehicle speeds the transmission will upshift quickly with a very light application of the accelerator pedal. Harder pressure on the pedal will delay the upshifts to a high speed range. Upshifts occur at their optimum points when the accelerator pedal is fully depressed in the kickdown position.

When full acceleration is required for overtaking or hill climbing, the accelerator pedal should be fully depressed. In this kickdown position the transmission will downshift automatically to the ratios compatible to the road speed of the car. Kickdown changes operate from third to second gear at or below 69 mph (111 km/h) and from second to first (or from third to first) at or below 28 mph (48 km/h).

When maximum engine braking is required for descending steep hills the car should be slowed, by use of the footbrake, to 60 mph (90 km/h) or less and the selector lever moved to Position '1'. The transmission will downshift immediately to second gear and provide engine braking. If Position '1' is selected below a car speed of 16 mph (26 km/h) the downshift will be directly from third to first gear.

CAUTION: Particular care should be taken when '1' has been selected prior to or during the descent of a steep hill. If the tachometer shows an engine speed of 5000 rpm or over, the engine braking must be supplemented by use of the foot brake.

Rocking the Car

If the car becomes trapped in a soft surface such as mud, sand or snow, it may be possible to free it by a rocking motion. Press down the accelerator pedal slightly until a steady 800 - 1000 rpm is achieved. Move the selector lever between 'reverse' and 'drive' until the car has rocked far enough to free the wheels. Engage gear and drive away.

CAUTION: Avoid racing the engine or spinning the wheels. Prolonged efforts to free the car may result in overheating and subsequent transmission failure.

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JUMP STARTING	8
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TRANSPORTING AND TOWING	12

D.i

EMERGENCIES

1

1 TOOL KIT

A tool kit is provided and is housed in a briefcase, mounted on the bulkhead under the rear window inside the luggage compartment. It contains relevant spanners, screwdrivers etc. plus a torch, gloves, a first-aid kit and a selection of bulbs.

2 HAZARD WARNING/TRIANGLE

In the event of the car being disabled in a position where it may present a hazard to other road users, the hazard warning lights (see Controls Sec B) may be augmented by the use of the warning triangle. It is fitted in a case in the luggage compartment.

3 JACKING THE CAR

A screw jack is provided and stored in the luggage compartment on the rear wall of the spare wheel well.

Examine it occasionally; clean and grease the thread to prevent the formation of rust. Neglect of the jack may lead to difficulty in a roadside emergency.

Four jacking points are positioned one adjacent to each wheel of the car below the door sills. Only these points must be used when jacking up the car. If the jack is used in any other position serious damage may result.

Before jacking commences, ensure that the vehicle is on firm level ground, that the parking brake is firmly applied and 'PARK' selected.

Chock the opposite wheel before attempting to carry out any work under the car.

WARNING:

It is unsafe to work under the car using only a jack to support it. Always use stands or other suitable

supports under the jacking points as a safety precaution.

Under no circumstances should the engine be started and a gear engaged whilst a rear wheel is jacked clear of the ground because the opposite wheel may 'drive' the car off the jack. This is due to the effect of the limited slip differential.

2

3

4

4 CHANGING A WHEEL

Access to the wheel nuts is prevented by an alloy plate which can be removed by unscrewing the cap-head retaining screw. This will allow the plate to be lifted clear.

When replacing it, line up the hole in the plate with the threaded hole in the wheel, insert the screw and tighten it fully.

D.1

5 BULB REPLACEMENT

Headlamps and Spot Lamps (not USA spec. cars)

Open the bonnet by pressing the release button on the 'A' post binnacle to disengage the bonnet latches. Lift the bonnet manually into the fully-raised position.

1. Pull cable connector block off and remove neoprene cover.
2. Raise wire spring clip and remove bulb. Fitting a new bulb is a reversal of the above procedures but make sure the two pins on the bulb fit into the slots in the bulb holder.

WARNING: If the quartz surface of the bulb is touched with the fingers it can become badly stained. In the event of this happening, wipe the quartz with a soft cloth soaked in alcohol or methylated spirits.

Headlamps and Spotlamps (USA spec. cars only)

Open the bonnet by pressing the release button on the 'A' post binnacle to disengage the bonnet latches. Lift the bonnet manually into the fully-raised position.

Pull off the cable connector block. Withdraw the sealed beam unit from the front. It is secured on three studs which locate into three nylon sockets on the back of the unit. Discard the unit which has been removed. Fit a new unit and replace the cable connector block. Check for correct operation. Close the bonnet.

Front Parking Lamps (not USA spec. cars)

Open the bonnet by pressing the release button on the 'A' post binnacle to disengage the bonnet latches. Lift the bonnet manually into the fully-raised position.

Pull off the 'spade' connectors from the back of the bulb which is fitted into the body of the lamp. Pull out the bulb holder complete with the bulb. Depress the bulb, turn it anti-clockwise and withdraw it.

To fit a new bulb, reverse the procedure.

Front Parking Lamps (USA spec. cars)

See 'Turn Indicators'.

Front Turn Indicators (including Parking Lights on USA spec. cars)

Open the bonnet by pressing the release button on the 'A' post binnacle to disengage the bonnet latches. Lift the bonnet manually into the fully-raised position.

Turn the bulb holder anti-clockwise and withdraw it. **NOTE:** A rubber seal is fitted to prevent an ingress of water to the contacts. This may make a tight fit.

Turn the bulb anti-clockwise and withdraw it. Fit the new bulb and replace the holder.

Side Marker Lamps (if fitted)

1. Fold back the rubber edging and prise out the chromium bezel.
2. Lift away the lens.
3. Depress the bulb, turn it anti-clockwise and withdraw it.
4. Fit the new bulb.
5. Check for correct operation.
6. Replace the lens and the bezel.

Repeater Lamps

The bulb is accessible from inside the engine compartment.

1. Grasp the bulb holder and withdraw it, complete with the two leads attached to the spade connectors, from the body of the lamp.
2. Pull the bulb straight out from the holder with no rotational movement.
3. Push the new bulb into the holder.
4. Replace the holder into the lamp body.
5. Make sure that the wires are pushed firmly on to the spade connectors.
6. Check for correct operation.

Fog Lamps

The fog lamps are set into the front valance and the easiest access is from the rear of the valance between the wheel and the wing.

1. Set the front road wheels on to full lock.
 2. Pull off the neoprene cover.
 3. Unlatch the two legs of the bulb-retaining clip from under the two hooks.
 4. Swing the clip upwards and to the left.
 5. Pull out the spade connector, at the end of the bulb 'tail', from the terminal block.
 6. Withdraw the bulb from the holder.
 7. Fit the new bulb into the holder.
- WARNING:** If the quartz surface of the bulb is touched with the fingers, it can become badly stained. If this happens, wipe the quartz surface with a soft cloth soaked in alcohol or methylated spirits.
8. Push the spade connector into the terminal block.
 9. Close the hinged clip and latch it.
 10. Replace the neoprene cover.

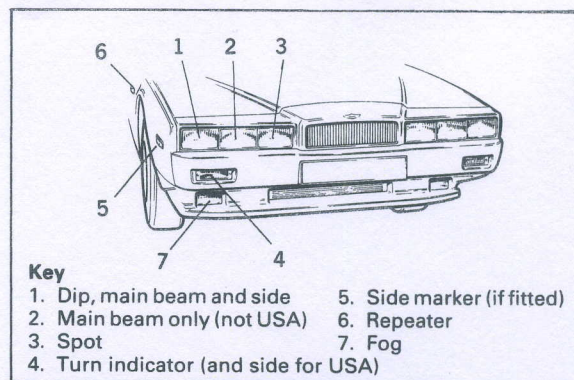


Fig. D2 Location of Front Exterior Lamps

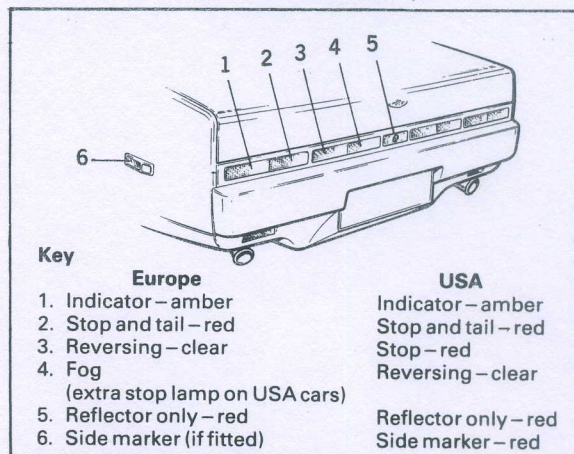


Fig. D3 Location of Rear Exterior Lamps

5

Rear Lights

Release the luggage compartment lid, either by inserting a key into the lock or by operating the switch in the lockable glove box at the rear of the centre console.

Lift the lid manually into the fully-raised position. Inside the luggage compartment, the lights are protected by three separate covers. The outer covers are held in place with turnbuckles and the centre one is retained with screws.

Remove the relevant cover.

NOTE: On all lamps at the rear of the car except the side marker lamps (if fitted), it is not necessary to disconnect the cable when changing a bulb.

The two lamps which are situated one each side of the centre lock/reflector panel, i.e. fog on non-USA cars and reversing on USA cars:-

1. Remove the central protecting cover.
2. Slacken but do not remove the two screws which secure the bulb holder retaining plate.
3. Lower the retaining plate until the circular portion of the keyhole slot is immediately behind the head of the screw.
4. Lift off the plate, complete with the bulb holder.
5. Turn the bulb anti-clockwise and remove it.
6. Fit the new bulb and replace the retaining plate.
7. Check for correct operation.
8. Replace the protecting cover.

Turn Indicators, Stop/Tail, Reversing (non USA cars) and **Stop** (USA cars), i.e. the three outermost lamps

1. Remove the protecting cover from inside the luggage compartment, left or right as appropriate.
2. Twist the bulb holder anti-clockwise and lift it clear.
3. Twist the bulb anti-clockwise and withdraw it.
4. Fit the new bulb into the holder.
5. Fit the bulb holder into the lamp.
6. Check for correct operation.
7. Replace the protecting cover inside the luggage compartment.

NOTE: On a stop/tail lamp bulb the pins are staggered. Make sure that the bulb is inserted correctly.

Number (License) Plate Lamps

The lamps are downward facing in a cavity above the number (license) plate. They are retained by two flat plates.

1. Remove the two screws which secure the appropriate plate in position.
2. Lower the retaining plate. The bulb holder and bulb are secured to the inside of the plate.
3. Prise the festoon bulb from the clips.
4. Fit the new bulb.
5. Replace the plate.
6. Check for correct operation.

D.4

High level Stop Lamp (USA spec. cars only)

A high-level stop lamp is fixed to the rear window. It contains four bulbs which can be replaced by removing the cover from inside the car, leaving the main assembly unit secured to the window.

Press the two locating/locking buttons, on the underside of the cover, upwards and withdraw the cover from the unit.

Twist the white bulb holder anti-clockwise approximately $\frac{1}{4}$ turn and withdraw it.

Pull the bulb out, without twisting.

Locate the new bulb in the correct position and push it fully into the holder.

Position the bulb holder so that the metal tags are at the top and bottom. Insert the holder into the hole and turn it clockwise approximately $\frac{1}{4}$ turn.

Push the cover on until the buttons lock it into the correct position. Make sure the wiring loom is located in the recess in the bottom of the cover.

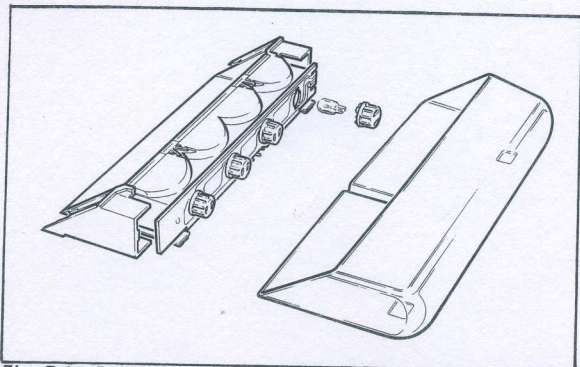


Fig. D4 Bulb Replacement, High level Stoplamp

6 ENGINE COMPARTMENT EMERGENCY ACCESS

To gain access to the engine/electrics in the event of a failure incorporating the bonnet locks, pull the emergency release cable located under the dash on the passengers' side.

5

6

D.5

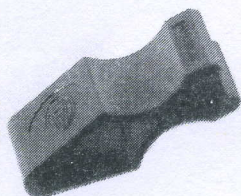
7 FUSES

Two, 20-way fuseboxes are fitted to the Lagonda. One is mounted inside the car, at the front of the console and the other is in the engine compartment. On the right hand drive cars, it is fitted to a bracket, together with ten relays, on to the top of the left hand wing. On left hand drive cars it is on the right hand wing. A label is fixed to the lid of each box listing the value of each fuse and the circuit(s) which it protects. This information is given in Figs. D8 and 9.

WARNING: On no account must these values be exceeded or irreparable damage to the components may occur.

Fuses can be removed and replaced by using the special extraction tool. This is supplied with the car and is stored in the fusebox.

Spare fuses are provided in each box. Owners are advised to replace them immediately they are used. The radio/cassette unit is protected by an 'in-line' fuse located near the radio, behind the fascia.



D.6

Fig. D5 Fuse Extraction Tool

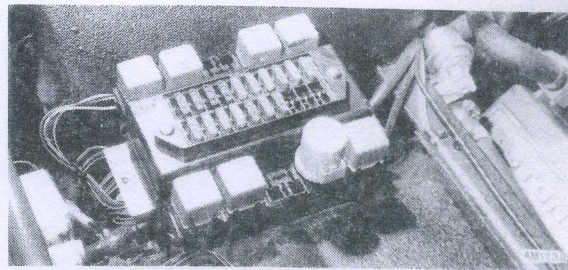


Fig. D6 Fuses and Relays under Bonnet LHD

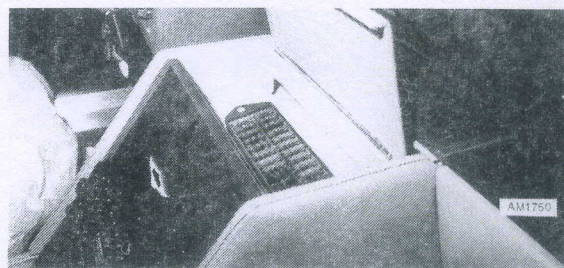


Fig. D7 Fuses, Centre Console LHD & RHD

STARTER MOTOR	15A REAR A.C. UNIT	10	25A SPARE	20	H.R. SCREEN
	25A FRONT A.C. UNIT	9	15A SPARE	19	
FRONT W/LIFT	15A ENGINE FANS LOW	8	10A SPARE	18	REAR W/LIFT
	20A ENGINE FANS HIGH	7	15A CIGAR LIGHTER	17	
FOG LAMPS	15A FRONT FOG LAMPS	6	20A H.R. SCREEN	16	SPARE
	15A SPOT LAMPS	5	10A INHIBIT RELAY INTERIOR LAMPS	15	
INNER H. LAMPS	10A R.H. INNER MAIN BEAM	4	20A HORNS	14	SPOT LAMPS
	10A R.H. MAIN BEAM	3	15A DOOR LOCKS	13	
AIR COND.	10A L.H. INNER MAIN BEAM	2	25A LAMP WASH MOTOR	12	SPEED LOCK
	10A L.H. MAIN BEAM	1	3A ALTERNATOR IGNITION	11	

Fig. D8 Under-bonnet Fusebox LHD

15A WIPER MOTOR	11	10A L.H. DIP BEAM	1
10A STOP/REVERSE LAMPS	12	10A R.H. DIP BEAM	2
10A INDICATORS/HAZARD	13	10A L.H. SIDE TAIL LAMPS	3
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Fig. D9 Console-mounted Fusebox

8

8 JUMP STARTING

If the engine of the car does not start because of a low battery condition, do not attempt to start it by towing or pushing it.

The car may be started by charging the battery – see Section E or by use of jumper cables from the battery of another car.

A 12 volt battery and a negative '–' (black) earth electrical system is fitted to Lagonda cars. Before attempting to start a Lagonda with jumper cables from another car battery, ensure that the other vehicle also has a 12 volt battery and negative '–' (black) earth.

WARNING: If the voltage or earth of the other car is different (or not known) do not attempt to jump start, as personal injury or severe damage to the vehicle's electrical and electronic parts may result.

Precautions

Position the other vehicle so that the jumper cables will reach. Do not allow the vehicles to touch.

To lessen the risk of an electrical short circuit, remove rings, metal watch bands and other metal jewellery. Wear eye protection or shield eyes when working near to either battery.

Turn off all electrical motors and accessories in both vehicles. Turn off all lights except those needed to protect the vehicles or illuminate the work area. Turn off the ignition, apply parking brake firmly, and put the gear lever into 'Park' in both vehicles.

Connecting the Cables

The first cable must be connected from the positive '+' (red) terminal on one battery to the positive '+' (red) terminal on the other battery.

DO NOT CONNECT '+' (red) to '–' (black).

D.8

Then connect one end of the second cable to the negative '–' (black) terminal of the charged battery, while the other end should be connected to a point on the Lagonda chassis at least 30cm (12 inches) from the negative '–' (black) terminal of its battery. Ensure that the metal clamp on the second jumper cable does not come into contact with the clamp attached to the positive terminal. Start the engine of the vehicle with the charged battery and run the engine at a moderate speed. Then start the engine of the Lagonda.

Removing the Cables

Reverse the sequence for connecting the cables, described above.

9 MINOR ACCIDENTS**Impact**

After any collision the car should be checked by the Lagonda distributor or an authorised dealer in order that even minor damage may be rectified immediately. If the car is still within the warranty period it is especially important to have this check carried out at the earliest opportunity.

NOTE: if the seat belts have been subjected to strain in an emergency braking situation, they must be checked by the Lagonda distributor or an authorised dealer and replaced if necessary.

10 FUEL PUMP INERTIA SWITCH

The Lagonda is fitted with an automatic fuel cut off switch which will operate by switching off the electrical fuel pump in an impact situation. This is a safety device to decrease the risk of fire.

To restart the car after a minor impact it may be necessary to re-set the switch. To do this **FIRST CHECK THAT THERE ARE NO FUEL LEAKS**, then locating the inertia switch, which is mounted centrally on the front bulkhead in the engine compartment, depress the plunger.

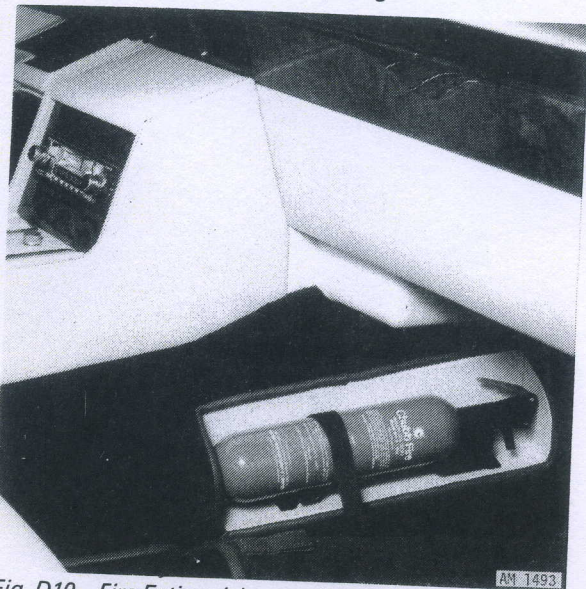


Fig. D10 Fire Extinguisher – when fitted

11 FIRE EXTINGUISHER

The fire extinguisher, when fitted, is suitable for use on minor electrical and flammable liquid fires. The extinguisher is fitted to the transmission housing in the front passenger compartment and concealed by a panel retained by Velcro fasteners. The car occupants should familiarise themselves with the operating procedures which are outlined on the extinguisher's instruction label.

If the fire appears to be caused by an electrical fault, all electrical circuits should be isolated by turning the battery master switch to the OFF position. Do NOT turn the switch to the OFF position when the engine is running or damage to electrical components may occur. Refer to 'Battery Master Switch', Section B.

CAUTION: The fumes are dangerous if inhaled. After the fire has been extinguished, the affected area must be well ventilated immediately.

After the extinguisher has been used (even if the unit is only partially discharged), it should be replaced with either a new extinguisher or a new charge unit. Every six months the extinguisher should be checked by the Lagonda distributor or an authorised dealer to ensure that the unit is fully pressurised.

WARNING: On vehicles fitted with emission control systems, the exhaust system is fitted with catalytic converters which produce heat. Do not, at any time, drive through or park the vehicle in areas of long grass or other undergrowth where a possible fire hazard may exist.

D.9

10

11

D

EMERGENCIES

12

12 TRANSPORTING AND TOWING

It is recommended that a flatbed vehicle transporter is used if a defective car has to be moved. It is not recommended that the car is towed. However, in an emergency, if the car must be towed with a dead engine, ensure that the tow chains are attached to the towing eyes at the front and rear of the car. Before towing commences ensure that the transmission fluid level is correct and that the selector lever is in Neutral. Leave the ignition key in the ignition switch and for maximum security turn the key to Position I. This will prevent the steering lock from operating. Do not tow the car for more than 24 km (15 miles) and do not exceed a towing speed of 30 mph (45 km/h). If the transmission is defective or the car has to be towed for more than 24 km (15 miles), the propeller shaft must be disconnected.

WARNING: Failure to observe these precautions may lead to suspension or transmission damage.

D.10

SERVICING

E

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**WARNING**

Some components on this vehicle may contain asbestos, for example:

Brake pads, clutch plates, gaskets, underseal, heat shields etc.

The following safety instructions should be observed:

- 1. If possible, operate out of doors or in a well-ventilated place.*
- 2. Use hand tools or low-speed power tools.*
- 3. Dampen before cutting or drilling.*
- 4. Dampen the dust and place it in a properly-closed receptacle.*
- 5. Dispose of it safely.*

E.ii

SERVICING

0 INTRODUCTION**Servicing Schedule**

The servicing requirements which are described in this section are extracted from the Servicing Schedule.

The schedule lists all the tasks which must be undertaken at prescribed intervals and the maximum elapsed period between each service is measured in time or in mileage whichever is the shorter.

Owner Maintenance

The extracts contained in this Servicing Section cover only those tasks which it is felt that owners are capable of carrying out for themselves. If the owner, or his agent, chooses to undertake these tasks, it is essential that the appropriate service methods and proper repair procedures are used to ensure the safe and reliable operation of the car.

Distributor Dealer Maintenance

All other tasks in the Servicing Schedule should be undertaken only by an Aston Martin Lagonda Limited authorised dealer or distributor. The continual smooth running and high performance of which the car is capable are ultimately dependent upon the servicing procedures being carefully followed at the prescribed maximum intervals. Failure to do so may not only nullify the warranty given with every new car but could put the safety of the driver and passenger in jeopardy.

Free Service

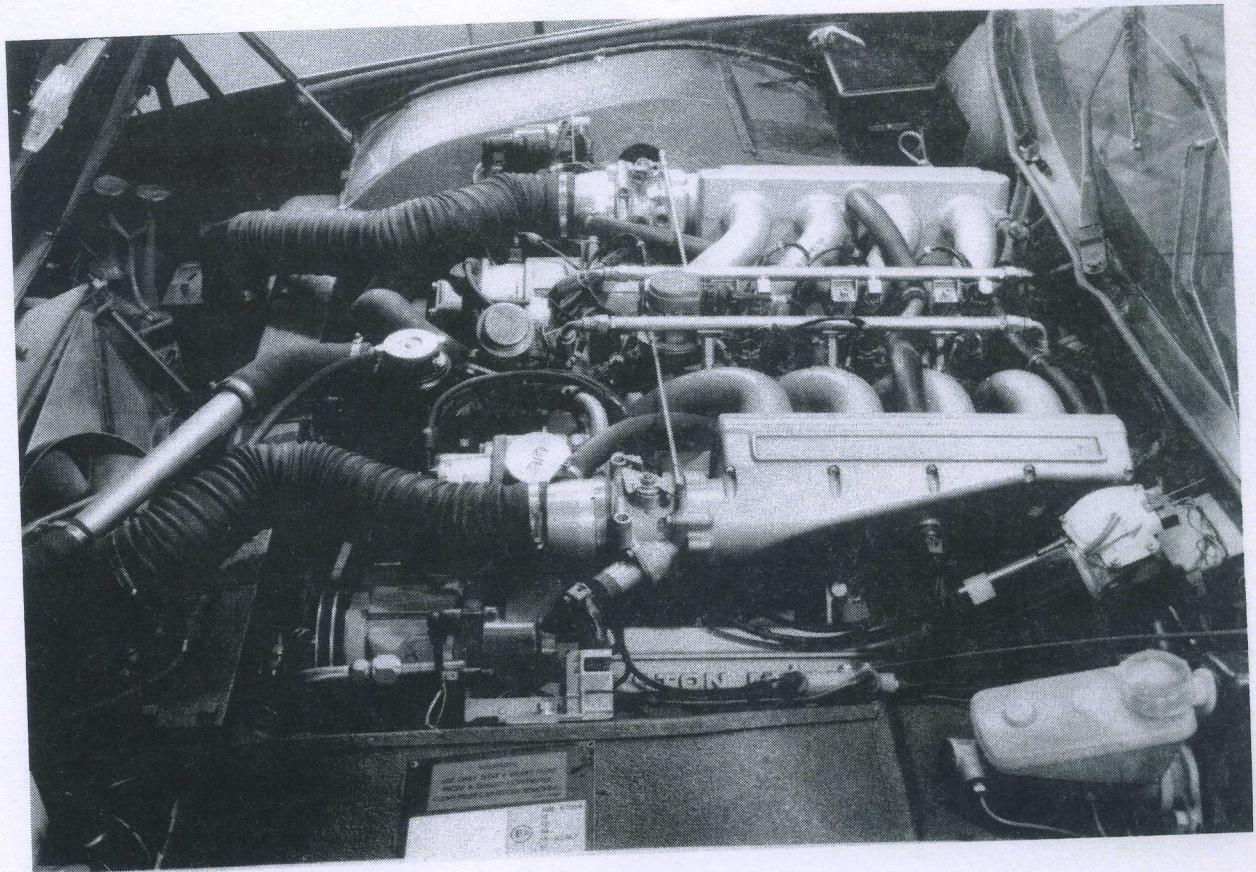
The first service is normally free of labour charge to the owner. This service should be carried out by the distributor or dealer from whom the vehicle was purchased. The distributor or dealer will advise the owner of the conditions relating to this service and will make alternative arrangements for it to be carried out elsewhere in the event of the owner moving away from the area of sale.

Parts and Lubricants

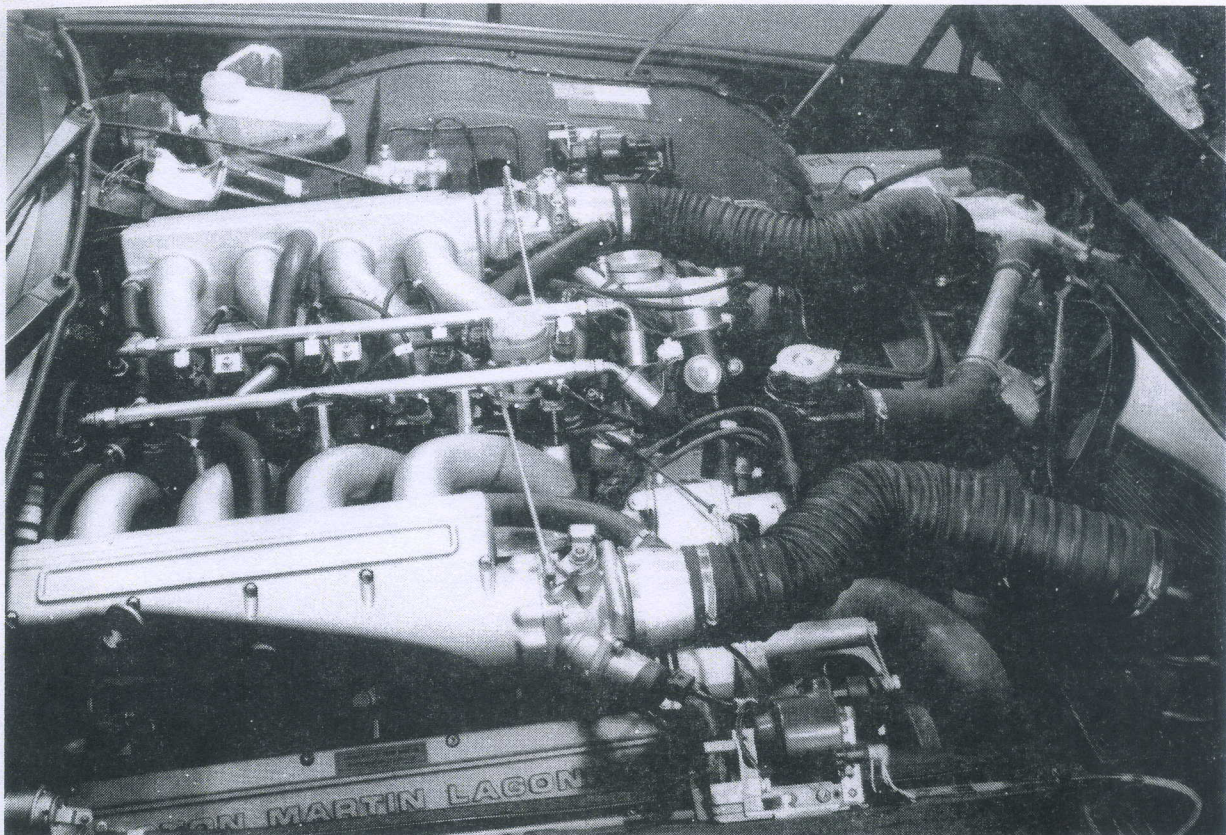
When undertaking a servicing task, it is stressed that only parts, materials, lubricants etc are used that are specifically recommended by Aston Martin Lagonda Ltd. Failure to do so may result in damage to the vehicle. Recommended lubricants, capacities, tolerances, sizes etc. may be found in Section A – 'Specifications'.

WARNING: *Under no circumstances should the engine be started and a gear engaged whilst a rear wheel is jacked clear of the ground; the opposite wheel may 'drive' the car off the jack. This is due to the effect of the limited slip differential. It is unsafe to work under the car using only a jack to support it. Always use stands or other suitable supports under the jacking points as a safety precaution.*

Four jacking points are positioned one adjacent to each wheel of the car below the door sills. Only these points must be used when jacking up the car, if the jack is used in any other position serious damage may result. Before jacking commences, ensure that the vehicle is on firm level ground, that the parking brake is firmly applied and 'PARK' selected. Chock the opposite wheel before attempting to carry out any work under the car.



E.2

Fig. E1 Engine Compartment Layout LH side*Fig. E2 Engine Compartment Layout RH side*

1

1 ENGINE AND AUXILIARIES

Engine Oil Level Check

When checking the engine oil level, the car should be standing on level ground. If the engine has been running immediately prior to the check, allow five minutes for the oil to drain back into the sump. The dipstick is located to the right hand side of the engine near the bulkhead (Fig. E3) and is marked in two places. The oil level should be maintained at the higher mark.

Approximately two litres (4 Imp pints) are required to bring the level from low to high. Oil should be added via the oil filler mounted on the left hand cylinder bank – B cam box (Fig. E4).

WARNING: It is dangerous to run the engine with the oil level below the low or above the high mark.

Ignition Leads

If these are disturbed or renewed, special attention must be paid to the following:-

1. Ensure that the plug lead terminals make good contact with the distributor, coil and spark terminals.
2. Check that the insulator covers are correctly fitted.
3. The leads should be bound together to prevent them from chafing against the throttle linkage and to make a neater appearance.

E.4

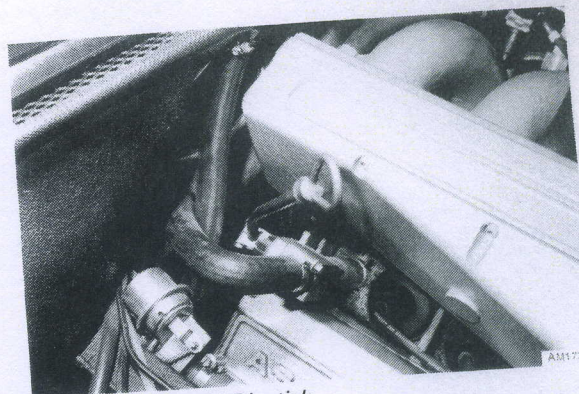


Fig. E3 Engine Oil Dipstick

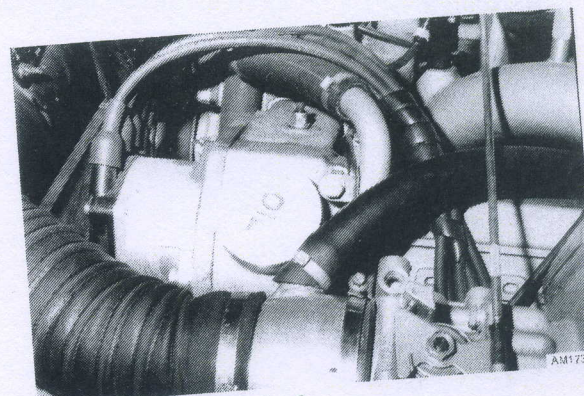


Fig. E4 Engine Oil Filler Cap

2 FUEL SYSTEM

The Electronic Fuel Injection system has been tailored to suit the particular needs of the Lagonda cars. It requires special equipment and test facilities to set it up and maintain it so that the car will give maximum performance, coupled with economy and reliability.

The owner is therefore strongly advised not to interfere with the system in any way. If it is felt that it is not functioning correctly, the car should be returned to an authorised Aston Martin Lagonda dealer or distributor who will be equipped with the necessary specialised equipment and knowledge.

WARNING

IF A LEAK OCCURS IN THE FUEL SYSTEM MAKE SURE THE PUMP IS NOT DRY. IF IT IS NOT PUMPING FUEL WHEN RUNNING IT WILL BE DESTROYED.

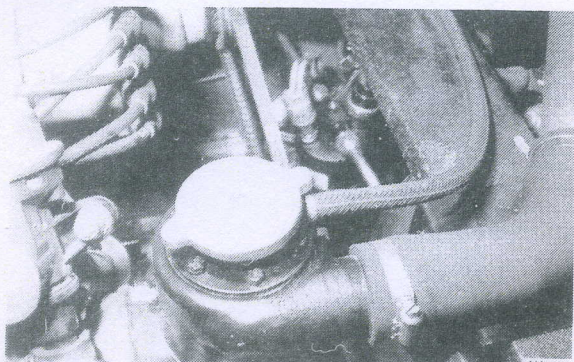


Fig. E5 Coolant Header Tank

3 COOLING SYSTEM

Coolant Level

The cooling system is pressurised and sealed. Providing there are no external leaks in the system, frequent topping up should not be required.

The header tank is mounted to the front of the engine – Fig. E5, and is sealed by a pressure cap. On no account should this be removed while the engine is hot.

In the event of a replacement cap being required it is essential that one of an identical specification is fitted – see Section A 'Specification'.

The header tank and expansion tank are interconnected. When normal expansion of the coolant occurs it is displaced from the header tank and flows into the expansion tank. As the engine cools the displaced coolant is drawn back into the main cooling system.

The expansion tank is fitted to the left hand front corner of the engine bay. This tank should be approximately half full when the engine is cold. Top up the header tank with a 50% water/antifreeze mixture to the base of the filler neck if necessary. It is essential that the correct specification and mixture of antifreeze is used in the cooling system – see Section A 'Specification'. There is no need to use a proprietary corrosion inhibitor with the correct antifreeze as the type specified will protect the engine aluminium alloy castings from corrosion and promote the efficiency of the air-conditioning system.

2

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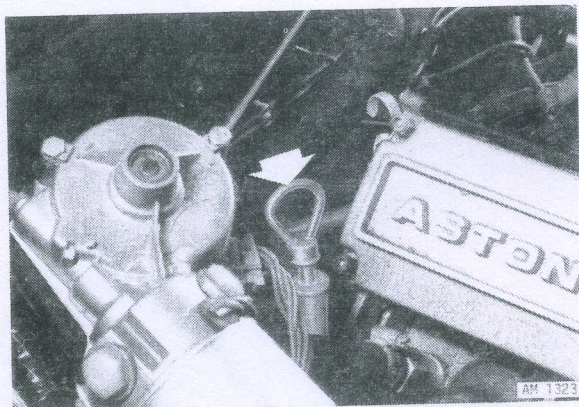
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4 TRANSMISSION

Automatic Transmission Oil Check

Before checking the oil level, ensure that the transmission has reached the normal operating temperature. Run the engine for approximately five minutes with the transmission set in neutral and with the car standing on a level surface. Immediately before the check is made, place the gear lever in each position for approximately 10 seconds to allow all circuits to fill. Remove the dipstick from the filler tube — Fig. E6 and check the oil level. The level should be between the FULL and ADD 1 PINT mark. If necessary, top up, using several small quantities of clean oil as recommended. DO NOT OVERFILL.



E.6

Fig. E6 Automatic Gearbox Filler Tube and Dipstick

5 STEERING

Power Steering Hydraulic Pump

The pump oil level should be checked when the engine is cold. The pump cap is accessible from above the engine on the left hand side. The reservoir cap incorporates a dipstick. Top-up reservoir with clean oil of the recommended grade — see table of recommended lubricants in 'Specification' — Section A — until the level reaches the FULL COLD mark on the dipstick. DO NOT OVERFILL.

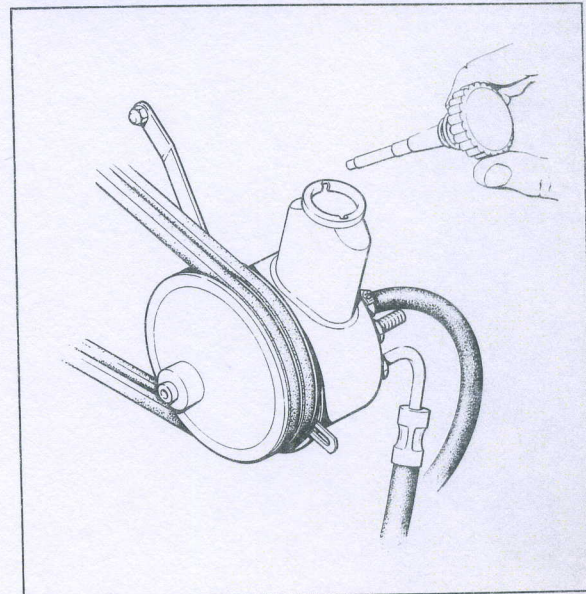


Fig. E7 Power Steering Pump Dipstick and Reservoir

6 BRAKES AND TYRES

Brake Fluid Reservoir

The brake fluid reservoir is mounted on the top of the servo on the right hand side of the engine compartment — Fig. E8. The reservoir supplies the front and rear braking systems.

Before removing the reservoir cap thoroughly clean the outside of it and the surrounding area. (It is essential to prevent contaminants from entering the braking system). Top up to the indicated level on the reservoir with the recommended brake fluid. Extreme care should be taken to prevent hydraulic fluid contacting the paintwork (spillage will cause serious damage). Flush away any spilled hydraulic fluid with fresh clean water and then wipe away with a clean cloth.

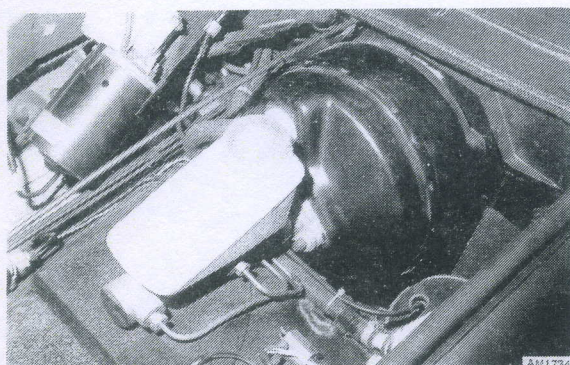


Fig. E8 Brake Fluid Reservoir

Tyre Pressures

It is important that correct tyre pressures including the spare, are carefully maintained to ensure maximum service — Section A 'Specification'. Road holding, steering and braking are especially vulnerable to incorrect pressure, poor fitting or worn tyres.

Pressures increase slightly when the tyres are hot and for an accurate reading the pressures should be checked when the tyres are cold. Do not check the pressures after a long drive or when the car has been standing in strong sunlight.

After checking the pressures ensure that the valve caps are securely replaced to provide an additional air seal and to prevent an ingress of dirt.

Spare Wheel

The spare wheel is of the 'space saver' design and it is stored in the luggage compartment. When required for use, lift off the cover and unscrew the securing bolt. The wheel can then be removed from the luggage compartment. When fitted, the following points must be strictly adhered to:

1. The car must not be driven at more than 50mph (80km/h).
2. Excessively hard braking and cornering must be avoided. This is because the steering and braking performance will be impaired as a result of temporarily incorrect steering geometry.
3. The 'space saver' wheel should be regarded as a temporary measure only and it must be replaced by a 'normal' wheel at the earliest possible moment.
4. Only one 'space saver' wheel must be fitted to the car at any one time. The 'space saver' wheel may be used to replace a front or rear wheel.

6

7

7 ELECTRICS

8

Battery

The battery is located in the engine compartment. It is a 'maintenance free' unit. Consequently it needs no attention from the point of view of topping up etc. Check the battery terminals for secureness and freedom from corrosion. If corrosion is evident, clean the terminals and apply a thin coating of petroleum jelly both to the terminals and the cable lugs.

Radio Aerial – Powered

Extend and clean the radio aerial with methylated spirits. Lightly lubricate with the grease specified in Section A.

E.8

8 BODYWORK AND FITTINGS

Checks and Maintenance

The various moving parts of the bodywork, including the door locks, and the hinges are lubricated during assembly but they should receive periodic attention during routine servicing of the car.

The operation of these items should be checked and if stiffness is noted, the affected item should be cleaned and relubricated as far as is possible without resorting to dismantling.

Any stiffness in the key operated door lock may be eased by placing a small quantity of oil on the key, and then turning the key in the lock several times. Lubricate the rotary door lock with an oil can.

After routine lubrication make sure that any excess oil or grease is wiped away otherwise the lubricant might soil the upholstery, the trim or clothing. Drain holes should be cleaned out periodically with a short length of stiff wire.

Paintwork

Lagonda cars are finished in acrylic lacquer. Cars should be washed frequently and the dirt eased away gently by hosing or sponging with plenty of water. Dry with a clean damp leather, ensuring that all dirt is removed beforehand. Do not hose moveable windows. A weak liquid soap solution (a few drops in a bucket of water) or a car shampoo may be used to assist the washing processes. Under no circumstances should the lacquer be cleaned dry.

CAUTION: Automatic car washes and power operation mops are not recommended. Also included are certain types of windscreen de-icer= cleaner fluid as damage to the paint finish may result.

A good quality proprietary wax polish is recommended if wax polishing is desired although it is unnecessary with an acrylic lacquer finish. During the winter months it is advisable to wash the car frequently. Particular attention should be paid to the underside to combat the possible detrimental effects of salt etc., used on the roads during this period.

Chips and Minor Damage

Two tins of paint materials are supplied with each car for paintwork touch up. A colour mix and lacquer are supplied separately and they should be mixed together in equal quantities.

Note: Only a sufficient quantity for immediate use should be mixed and it should be blended in a separate container.

The mixture must be applied with a brush and under no circumstances must a spray be used. The mixture dries well and should be polished to give a glossy finish.

If the paint damage is extensive and touching up is not satisfactory, the car should be returned to an Aston Martin Lagonda dealer or authorised distributor for further attention to the affected area.

The paint materials are:-

P420 colour – 250ml

P190 - 390 lacquer – 250ml

or

Unactivated P422 colour – 250ml

P190 - 390 lacquer – 250ml

Upholstery, Carpets, Seats and Seat Belts

In general, the leather upholstery requires little attention. The seats should be brushed with a soft brush from time to time and may be cleaned occasionally with a cloth damped in soap and water. Detergents, quick cleaners and furniture polishes should not be used. Several times a year a leather conditioner or preservative (equivalent to Connolly Hide Food) should be used on the leather upholstery. The carpets should be removed at intervals and thoroughly cleaned with a vacuum cleaner. Any stains or grease marks should be removed with a good quality solvent suitable for use on wool carpets.

CAUTION: Fumes from cleaning agents may be dangerous in a confined space. Make sure that the vehicle is well ventilated and follow the manufacturers' advice when using these products. Seat belts should be wiped occasionally with a warm soapy sponge. Do not use bleach or dyes as these may affect the efficiency of the webbing.

9 STORAGE OF CAR

The following instructions are relevant to storage periods exceeding three months. Success depends upon correct initial preparation and regular subsequent inspection and maintenance. The storage building should preferably be heated but must be dry and well ventilated.

Drive the car for a sufficient distance to warm the oil in the engine, the torque converter transmission and the final drive unit; this will ensure complete lubrication of the internal components.

Check the coolant level in the radiator and if necessary top up with the correct anti-freeze/water solution. Never leave the cooling system dry.

In order to take the weight off the tyres raise the car with a jack and place supports under the rear De Dion axle and the outside of the front lower wishbone.

Do not deflate the tyres, but cover them to exclude light. Remove the sparking plugs and inject two tablespoonsful of anti-oxidant oil into each cylinder. Suitable oils are Energol Protective Oil 20 and Castrol Storage Oil. Using the starter motor, turn the engine to distribute the oil over the cylinder walls, then fit the sparking plugs.

Top-up the torque converter transmission with the approved fluid.

If the car is to be stored for a period exceeding four weeks the battery should be removed and cleaned. Fully charge the battery on a trickle charger and recharge once a month.

For storage periods exceeding six months, the following measures are recommended.

WARNING: The fuel system must NOT be drained.

Run the car until there is as small a quantity of fuel in the tank as is practical for storage purposes.

Add any one of the following concentrates to the fuel in the tank and then run the engine for not less than ten minutes to thoroughly circulate the mixture through the entire fuel system.

1. Esso G3616 – 2 per cent concentration (3.2 fl. oz. per gall. of standard fuel)
2. Esso G614 – 3 per cent concentration (4.8 fl. oz. per gall. of standard fuel)
3. Lubrizol 541 – 50 ppm (parts per million) blended with 2 per cent ISO propanol

This mixture will protect the fuel system for up to two years.

Drain the final drive unit and the engine sump then fill them to the normal levels with an anti-oxidant oil.

Inspect the rubber connections of the cooling system and renew any that appear to be unsound.

Thoroughly wash the bodywork of the car and repair any paint blisters or patches of rust in order to prevent further deterioration. Apply a suitable polish; under no circumstances use a polishing compound which contains ammonia.

Clean all chromium plating and stainless steel and lightly smear with petroleum jelly.

E.10

Thoroughly clean the carpets, upholstery and cushions. Dust them with anti-moth powder and store them in a dry place. Treat all leather upholstery with an application of Connolly's Hide Food.

If the storage building is dry leave the car windows slightly open. If there is any tendency towards dampness close the car doors and windows and place an anti-moisture compound such as calcium chloride in an open metal container inside the car.

Cover the car with a dust sheet.

Recommissioning After Storage

Provided that the car has been stored in accordance with the recommended procedure, the following points only should require attention before using the car on the road.

Check the tyre pressures, inflate if necessary, and lower the car to the ground.

Fully charge and fit the battery.

Drain the engine sump and final drive unit then refill them with the approved oils. Fit a new engine oil filter element.

Check the coolant level in the radiator and if necessary top-up with the correct anti-freeze/water solution.

Remove the sparking plugs and prime the cylinders with engine oil.

Disconnect the coil to avoid sparks and reduce the fire hazard.

Turn the engine by means of the starter motor to distribute the oil and to prevent a hydraulic lock. Clean the sparking plugs and, if necessary, set the gaps.

Refit the plugs.

Check and if necessary adjust the ignition timing. Apply two or three drops of oil to the felt pad in the top of the distributor cam.

Lubricate all the grease points.

Check the fluid level in the steering pump and the hydraulic reservoirs for the braking system.

Fill the fuel tank and start the engine.

Check that the oil pressure and ignition warning lamps are not illuminated.

Check for leaks of fuel, oil or coolant.

Finally, check the operation of all instruments, lamps and accessories.

E.11

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F.i

APPENDICES

F

1 EMISSION CONTROL SYSTEMS WARRANTY FOR USA SPECIFICATION VEHICLES

Aston Martin Lagonda Ltd warrants to owners of its passenger cars that the vehicle was designed, built and equipped so as to conform at the time of sale with applicable regulations issued under the USA National Emissions Standards Act, as amended and is free from defects in material and workmanship at the time of sale which will cause the vehicle to fail to conform with such regulations for a period of use of 50,000 miles (80,000 km) or five years, whichever occurs first. Any defect covered by this warranty will be repaired or replaced by the dealer from whom the car was purchased using new or remanufactured parts.

To obtain warranty service the owner must return the vehicle to the selling dealer's place of business where such service will be performed without charge for parts or labour. In the event that the owner is travelling or has moved to a different locality and cannot return to the selling dealer, warranty service may be obtained from any authorised Aston Martin Lagonda dealer. In case of emergency, see EMERGENCY SERVICE on Page F2. The five year, 50,000 miles (80,000 km) warranty period shall begin on the date that the vehicle is sold to the original retail purchaser or on the date that the vehicle is originally placed in use.

Exclusions

The warranty obligations DO NOT apply to:-

1. Conditions resulting from misuse, alterations, accident, failure to use unleaded petrol or not performing maintenance services. (To avoid questions of whether maintenance services are performed, owners should retain copies of receipts covering the performance of all maintenance services).
2. The replacement of maintenance parts (such as sparking plugs and air filters) used in regular maintenance services.
3. Loss of time, inconvenience, loss of use of the car or other consequential damages.
4. Any car on which odometer mileage has been changed so that mileage cannot be readily determined.

Owner Obligations

It is the owner's obligation to properly maintain and use the vehicle in accordance with the written instructions of Aston Martin Lagonda Ltd. Warranty will not be denied solely because there is no record of maintenance. However, failures caused by lack of maintenance are not covered by the warranty. To avoid questions as to whether the vehicle maintenance has been performed, it is urged that the owner retains all receipts indicating that service has been performed on the vehicle and these receipts should be transferred to any subsequent owner of the vehicle.

F.i

1

Emergency Service

If emergency emission control system warranty service is required and the owner is unable to readily locate an authorised servicing dealer, the following procedure should be used:

Contact the distributor and request assistance. The address and telephone number of all dealers and distributors will be found in a separate handbook, supplied with the car.

The distributor will recommend an authorised servicing dealer or assist in locating a suitable independent service dealer. Arrangements for reimbursement to the owner for independent servicing dealer emergency repairs (including labour in most cases) should be made with the distributor during the original contact. (Replaced parts and a paid original invoice will be required in these cases).

F.2

2 TYRES – DOT QUALITY GRADES USA VEHICLES

All passenger car tyres must conform to Federal Safety Requirements in addition to these grades.

Treadwear

The treadwear grade is a comparative rating based on the wear rate of the tyre when tested under controlled conditions on a specified government test course. For example, a tyre graded 150 would wear one and a half (1½) times as well on the government course as a tyre graded 100. The relative performance of tyres depends upon the actual conditions of their use, however, and may depart significantly from the norm due to variations in driving habits, service practices and differences in road characteristics and climate.

Traction

The traction grades, from highest to lowest, are A, B, C, and they represent the tyre's ability to stop on wet pavement as measured under controlled conditions on specified government test surfaces of asphalt and concrete. A tyre marked C may have poor traction performance.

WARNING: The traction grade assigned to this tyre is based on braking (straightahead) traction tests and does not include cornering (turning) traction.

Temperature

The temperature grades are A (the highest), B, and C, representing the tyre's resistance to the generation of heat and its ability to dissipate heat when tested under controlled conditions on a specified indoor laboratory test wheel. Sustained high temperature can cause the material of the tyre to degenerate and reduce tyre life and excessive temperature can lead to sudden tyre failure. The grade C corresponds to a level of performance which all passenger car tyres must meet under the Federal Motor Vehicle Safety Standard No. 109. Grades B and A represent higher levels of performance on the laboratory test wheel than the minimum required by law.

WARNING: The temperature grade for this tyre is established for a tyre that is properly inflated and not overloaded. Excessive speed, underinflation, or excessive loading, either separately or in combination, can cause heat buildup and possible tyre failure.

NOTE: The grades for tyre treadwear, traction and temperature are specified on the tyre sidewall.

2

3 SERVICE AND PARTS – NOT USA**Service Department**

The Aston Martin Service Department personnel at Newport Pagnell are always pleased to help owners with any problems that might arise concerning their cars. Full service and repair facilities are available and all types of work can be carried out. Skilled experienced staff can undertake routine servicing, engineering repairs, extensive accident damage repairs or complete rebuilds.

The normal working hours of the Service Department are:

Monday - Friday	9 a.m. - 12.30 p.m. 1.30 p.m. - 3.30 p.m.
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However, there is a gatehouse attendance at all times so that owners' cars can be accepted outside normal working hours provided that prior notice has been given to the Service Reception Office.

Terms and Conditions of Business

Work which has been requested by correspondence, or at our Service Reception Office, will be carried out as specified. During this process a thorough examination is made of the part of the car concerned, or the whole of the car if necessary. Additional work which is judged to be necessary is reported on the service sheet. The owner will be telephoned, and the contents of the service sheet conveyed to him for his approval, before further work proceeds. In the event of an owner deciding against completion of any work already in progress a charge will be made for the time and labour used up to that point and to achieve a car's mobility.

INSTRUCTIONS FOR ADJUSTMENTS, REPAIRS AND OVERHAULS ARE ACCEPTED ON THE CLEAR UNDERSTANDING THAT ACCOUNTS ARE SETTLED BEFORE OR AGAINST COLLECTION OF THE VEHICLE.

SETTLEMENT OF INVOICES MUST BE MADE IN CASH, BANKERS DRAFT, BANK TRANSFER OR CREDIT CARD (Credit card means American Express, Diners Club, Barclaycard or Access only). CHEQUES ARE ONLY ACCEPTED WHERE PRIOR ARRANGEMENTS HAVE BEEN MADE.

The Company reserves the right to obtain deposits and/or stage payments against certain repair work, the choice being entirely at the Company's discretion.

A charge for storage for any vehicle will be made when any repairs are delayed owing to the absence of instructions to proceed, or failure to collect upon being advised that the repairs are complete.

Should the whole or part of the invoiced amount not be paid on the required day then the Company reserve the right to charge on the amount outstanding from the required day until the actual date of payment at the rate of 3% over the Midland Bank Base Rate in force at that time.

Unless notified in writing to the contrary within 14 days of completion of any work carried out it shall be deemed that such work has been carried out satisfactorily.

The customer acknowledges that the Company give no warranty whatsoever as to non-standard modification or conversion to the customers vehicle as specified by the customer under Section 14 of the Sale of Goods Act 1979.

F**APPENDICES****3**

This Agreement constitutes the entire Contract between the parties and the owner or his duly appointed Agent acknowledged that he has not entered into this Contract in pursuant of any oral or implied representation. This Contract may only be varied or modified in writing under the hand of a Director of the Company.

Parts Department

All orders for replacement parts should preferably be placed with the nearest Distributor or Dealer whose address may be obtained from the Distributor and Dealer Directory.

However, parts for all current cars and many earlier models are held at Newport Pagnell and owners may purchase items at the parts counter during normal opening times:

Monday - Thursday	8.00 a.m. - 12.30 pm 1.30 p.m. - 5.00 p.m.
Friday	8.00 a.m. - 12.30 pm 1.30 pm - 4.00 pm
Saturday	8.00 am - 12 noon

The Chassis and Engine Numbers, including all prefixes and suffixes of the car concerned, must be quoted. This information is located on the identification plate situated at the right-hand side of the engine compartment.

Payment

Payment in full must be made at the time of purchase.

Access, Visa, Diners Club and American Express cards are accepted.

Parts will be charged for at prices ruling at the time of purchase.

Selling Conditions

Aston Martin Replacement Parts are sold on the strict understanding that they are not to be exhibited at any Exhibition or copied for any purpose, without the previous consent of the Company.

Overseas Service**Continental Kits**

These may be obtained from our Parts Department or any of our Distributors or Dealers.

It is advisable to place the order for one of these kits a week or ten days before the proposed journey. The Continental Kit contains various replacement parts such as gaskets, water hoses, etc. Customers are initially charged for the full value of the kit.

If the kit is returned at the end of the trip, unused parts may be redeemed, less a 20% handling charge.

Continental Servicing

There is an emergency service for replacing parts on the Continent. If an owner experiences difficulty whilst travelling on the Continent he should contact the main Aston Martin Distributor of the country he is visiting, and if replacement parts are required that are not available from the Distributor's stock, they will be obtained promptly. Alternatively, the owner should should contact the Distributor or Dealer from whom he originally purchased the car. Only in an emergency should the owner contact our Spare Parts Department direct, and, if possible, the parts will be sent out.

4 SERVICE AND PARTS – U.S.A.

All Aston Martin Lagonda cars are imported into the USA by:

Aston Martin Lagonda N.A. Inc.
180 Harvard Avenue
Stamford
Connecticut 06902
USA

Cars are sold to individuals through a nationwide coverage of distributors and dealers. Their names and addresses can be found in the Distributors and Dealers Handbook, a copy of which is supplied with each new car.

Every distributor and dealer maintains a full servicing and repair facility where all types of work can be undertaken from routine servicing and minor repairs to complete rebuilds, regardless of the age of the car.

Owners are advised to contact the distributor or dealer from whom the car was purchased if work is to be carried out. If this is not possible, they should contact the nearest local distributor or dealer.

Terms of Business

These may vary slightly from one distributor or dealer to another. Owners are advised to establish details of procedure and payment before work begins.

Replacement parts are supplied on the strict understanding that they are not to be displayed at any exhibition or copied for any purpose without the previous consent of the Company.

Replacement Parts

Orders should be placed with the nearest local distributor or dealer. If the required parts are not in stock, every effort will be made to obtain them promptly.

Damaged or broken parts which are supplied as patterns will not be returned unless special instructions are received to this effect.

Special Service Kits

Touring Spares Kit

This may be obtained from the nearest local distributor or dealer but it is advisable to place the order for a kit at least two weeks before undertaking the proposed journey.

The kit contains various replacement parts, including gaskets, water hoses, ignition parts, etc. The normal price of these parts will be charged on the invoice. However, if the kit is returned at the end of the trip, credit will be given for the unused parts less a 15% handling charge.

Owners Spares Kit

A more comprehensive kit is available for owners who intend to carry out their own servicing or who live a prohibitive distance from a distributor or dealer.

Details of these kits may be obtained from a distributor or dealer.

A

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Additives
Aerial, radio
Air conditioning
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Air injection system
Alternator
Antifreeze
Armrest, rear seat
Asbestos warning
Automatic transmission/gearbox
Auxiliaries, engine
Auxiliary lamps

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Changing a wheel
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Chassis
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Cigar lighters
Clock switches
Compression ratio
Computer
trip switch
trip reset switch
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Console-mounted controls
Continental kits
Continental servicing
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Converter, torque
Converters catalytic
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mixture, engine
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Fuel tank fillers
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Gear selector lever
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Hazard warning
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Headlamps
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