

Aston Parts

Shown below are our standard range of parts. Please also see parts news for information on new and soon to be available items. Please see Monthly Update (title soon to be changed) for tools & equipment

Click the link below to jump to the right section, or just scroll down if you want to browse our complete range.

When ordering parts, whether ours or standard Aston Martin parts from their parts books please download, and fill in our parts form available here. This helps us ensure we quote you for the right bits, and speeds up our response to you.

Please check with us for latest prices and availability.

We generally supply parts kits, you may see similar parts advertised by our competitors but beware as you may just need this part or that part to fit (on top of the parts you have already paid for), ie; our DB2 disc brake kits contain all the parts including the rear brake parts, king pin taper pins, etc. needed to enable you to fit the disc kit. We try very hard to make all the parts fit before they leave our workshop, - If you want it to fit properly & look good, try us - if you want it cheaper - Good Luck !

We have had the top timing chain tensioner for later 2.6ltr & all 3ltr engines remanufactured, Part No. 51929 - all VB style engines should be built with this style of tensioner. - Photos to follow on Engine parts.

We now can supply Dynalite Dynamo/Alternators for Positive & Negative earth Systems in C45 Lucas styles with the correct Control box to suit the car - Felthams & DB4s

We take most forms of CREDIT card. Although we prefer DEBIT Cards if possible. We have a very good parcel delivery system and can send parts ANYWHERE in the world.

- Engine parts

- Brakes

- Cooling

- Chassis and suspension

- Tools

- Consumables

- Transmission

- Fuel systems
 - Electrical and ignition
 - Exhaust
 - Body and trim
-

Top

Engine Parts

Oil Filter tower.
engines.

New oil filter tower - exclusive to Four Ashes. Primarily used for ease of fitting oil

Can be used to replace O/E DB2, 2/4 & Lagonda towers (inc the scraper style filter if bought with a Purolator filter head & bowl) Based on original Mk111 tower, it has the correct size oil drillings as specified by AM for the Mk111, up to then the drillings were 7/16" - far too small, along with the block drilling being too small. This leads to premature oil pump failure. not easy to drill out the DB2 & 2/4 2.6 & 3 ltr oil filter towers without wrecking them. It can be easily adapted for any Feltham

application using a variety of ports & unions.

Instructions supplied.

Pistons, rods and liners, The Best we Have Found by far!

Designed exclusively for us and as used in our own engine rebuilds.

83mm Dia with 8.6 & 9.5:1 comp ratio for all 3ltr engines.

78mm Dia with 8.2, 9:1 (9.5:1 - racing only to special order) comp ratio for 2.6ltr.

Special 80.5mm Dia piston & liner kits for 2.6ltr engine, direct replacement for STD items, no block mods - gives 2.747 ltr. Special connecting rods also available.

Also Cylinder liners, and UK produced conrods. Again designed exclusively for us, race or road specification. Far superior to the very best American rods. (This company even sells rods to American drag racers !) Choice of types to suit cranks, engines, etc.

As supplied to other Feltham specialists.

Crankshafts.

We use KBD / Alperform crankshafts as we believe Astons deserve the best.

Not fully counterbalanced as supplied by others. (wrong). This crank is also lighter than the standard crank.

So Why are they the best? Please enquire for a full description & spec sheet.

Race proven.

Pulleys.

Alloy crankshaft pulley and water pump pulley for MK111. Earlier model types are also available. Specially designed to make the Alperform crankshafts easier to fit. Race proven.

Oil seals

Crank shaft rear oil seal fitted to modified flywheel housing.

Supplied with adaptor to fit over standard style crank.

As supplied to other Feltham specialists

Valve sets.

We can supply standard style valve and spring sets, or redesigned valves modified for use with top hat shims and with 8mm stems.

Road to race specification valves and springs available.

Cylinder heads.

We supply Alloy Alperform cylinder heads for 3 litre Feltham engines in road to race specification.

These heads are fitted with hardened valve seats as standard, and hence can be used with unleaded petrol without further additives.

Can give more horse power than original heads when set up properly.

Top
Brake Parts

Brakes.

Dual brake master cylinder kit with adjustable bias, complicated to fit so we prefer to fit to your car in our workshop.

Modern version of the original Works and Works Prepared DB2's system. Race proven.

Tandem Master Cylinder Kit.

Conversion kit to tandem master cylinder - exclusive to Four Ashes.

All parts needed for conversion from single to tandem dual circuit brakes.

Zinc plated and gold passivated mounting bracket (not painted as shown)

With fitting instructions.

Note. Excludes brake pipes to front and rear of vehicle.

Pedal box and links.

Replacement pedal box and links to fit Feltham cars from DB2 to Mk111.

Brake discs & drums.

Discs. Replacement front brake discs available. Those illustrated are produced just for us for 2/4 MKIII's

They can also be fitted to DB2 & 2/4 when supplied with our complete kits.

We can also supply replacement discs for later models. Please enquire.

Drums - this type of brake drum is exclusive to Four Ashes.
for early Felthams. Due to their profile they can only be used with DB MkIII or DB4 wheels.

We can supply replacement fr

Competition version available with cooling holes.

Alfin aluminium drums also available to replace standard drums.

Handbrake kits.

Handbrake lever kits - exclusive to Four Ashes -with cable and wheel cylinder fitting kits for all Feltham cars.

Disc brake conversions.

Disc brake conversions supplied and fitted.

Picture shows typical conversion on a DB2/4 MKII.

Our kit contains rear cylinders, kingpin taper pins, steering arm bolts, caliper mounting bolts, etc. All you need to do the conversion. (Except the Mk111 or DB4 wheels needed)

Aeroquip brake hoses.

Aeroquip stainless steel brake & oil cooler hoses.

Made up on our premises to suit your application. There are hundreds of different sizes used across the range of Aston Martins, so please call to discuss your requirements

Reconditioned servo's, master cylinders etc.

We can supply reconditioned brake servo's, and master cylinders for the DB4, 5, 6, S6 and V8. Normally on an exchange basis.

Also overhauled calipers and brake cylinders.

[Top](#)

[Cooling Parts](#)

Radiators.

Aluminium radiators supplied for DB2's through to DB MKIII.

We can also supply radiator fan cowls for DB4 through to early DB6.

Oil Coolers.

Oil cooler kits for DB2 to MK111 complete with correct hose sizes (unlike most of our competitors!), normally with stainless steel Aeroquip style braided hose and unions available in black or blue/red.

Alloy replacement coolers complete with stainless steel hoses for DB4 onwards also available.

Top

Suspension Parts

Suspension Arms.

Lower suspension arm (does not include alloy trailing arm bracket) supplied with chassis mounting bracket. Jig available to assist the correct location of the front chassis bracket for welding.

Hubs.

Improved H/D Front hubs & 3ha and 4ha rear hubs, made to our own design.

Similar to Andron type, (BETTER - We think) and with a plated finish. Race proven.

Please specify whether you intend to use for race or road, as special high temp grease is available for race applications.

Rears hubs are supplied with a new securing nut and washer.

Springs.

Road springs sets available for all Feltham models.

Standard rates and heights supplied, or as specified from our data to suit your own needs.

Also available for other models. Please enquire.

Feltham Steering Box.

Steering boxes overhauled, with properly redesigned internals.

Available in standard or power assisted types, these are supplied to us by GTC engineering.

Even the non assisted version gives much improved steering weight, especially when combined with track rod ends below.

Track rod ends.

High quality track rod ends available for DB2 through to DB MKIII.

These are not as stiff as most available and can easily be moved by hand. Compliments our reconditioned steering boxes in making the steering lighter.

Rear suspension rebound straps.

High quality rear suspension rebound straps available for DB2 through DB6.

DB MKIII shown.

[Top](#)

[Transmission Parts](#)

Clutch Kits.

Clutch kit, race - fast road for Feltham's, replaces the DB5 Borg & Beck unit most other suppliers now use which is now hard to get (Due to AP / Borg & Beck going into administration - so I am told).

Also suitable for Std and fast road DB5's (Obviously) balanced to flywheel unit

Budget kit is also available

Gearbox gasket sets.

Complete Gearbox gasket sets for DB2 through to MKIII. With or without oil seals.

Available for overdrive models as well .

We had these gaskets made for our workshop use because no one else makes them, they are now available in several types of kits.

Top

Fuel System Parts

Carburettors and manifolds.

Weber inlet manifolds & linkage kits supplied, exclusive to Four Ashes. After some years of trying to make other manufacturers manifolds work & make linkages for them we decided to make our own complete kit.

Based on the original DB3S design these manifolds are made specially for us from our own patterns.

They are supplied with linkages, fuel rails for each application, special manifold to head gaskets, and full fitting instructions. Manufactured to ensure optimum clearance for air cleaners or an air box. Just add carburetors and return springs.

We also supply Weber DCOE 40/45 carburetors, and carburettor spares including, main jets, air correctors, idle jets, and chokes.

Carburetor spacers.

DB4/5/6/S6 Weber DCOE carburetor to manifold insulating blocks and gaskets.

Available in the correct black

Inlet manifold gaskets.

Inlet manifold gaskets for use with our Weber carburettor manifolds for Feltham engines VB6 & DBA/B/D.

Can also be used on standard manifolds where there is a need to blank off the coolant passages from the head. (normally due to rot in the manifolds)

Shown with stainless steel blanking plates.

Fuel Tanks.

DB2, DB2/4 & MKIII alloy fuel tanks, baffled and filled with safety foam to FIA requirements. Standard to our own design, or to your requirements if pattern or accurate drawing supplied

Fuel Reserve and Pickup.

Own unit Reconditioned fuel pickups, and fuel reserve valves, these are stripped, ultrasound cleaned & examined.

They are always rebuilt with new solenoids & looms, possibly metal tubes (they split or block up) a new gauze is made up & fitted then they are electrically tested & vacuum tested before despatch. Supplied with our own reserve valve gasket.

Suitable for DB2 through to DBS.

Weber throttle lever return spring kit.

Weber Carburettor ball joint throttle levers as fitted to DB4GT - DB5 - DB6 - DBS6 & our Weber carb setup, specially modified for return spring fitting. (spring not supplied)

This is the easy way to make the throttle linkage FIA/MSA legal.

Comes with S/S brackets for the other end of the spring that fits on manifold to engine studs.

We can modify most types of Weber lever if required, please ask.

Triple SU carb manifolds and balance pipes.

New MKIII DBD type inlet manifolds, complete with nickel finish water pipes to connect to the cooling system.

Both new and original manifolds shown for comparison.

Electrical & Ignition Parts

Electronic Ignition.

We can supply a complete Electronic ignition kit, which is modified to our specifications. Comes complete with full fitting instructions.

Models to suit all DB's up to DBS. Also available a type which fits V8 OPUS and later distributors.

Replacement Distributors.

DB2 through to DB MKIII.

Whilst not original, we have access to reconditioned Lucas type 25D6 distributors with the correct direction of rotation. The control of the centrifugal advance is much better than the original, and the points, condensor and caps easier to obtain.

Starters and Alternators.

Heavy duty geared starter motors. DB2 through to DBS (all six cyls). Two power outputs available.

V8 geared starters also available.

Best part I have fitted so far, makes my DB6 so much easier to start'- Warren Bingham in early 2006

Upgraded output alternators also available. Banish those flat batteries.

Screen washer button.

Replaces the troublesome vacuum system on DB2 to 2/4 MKII when used in conjunction with an electric pump.

Period look in stainless steel. 19mm dia fitting hole required.

Repaired MK III Dip and indicator switches.

These switches have been unavailable for some time.

We can now offer to rebuild your stalks using a modern switch, utilising the original stalk. These give the correct 'feel' and range of movement.

We haven't yet sourced a replacement push button if this has failed, but it's in progress.

Interior lamp. Replacement interior lamp suitable for DB 2/4 MKII through to DB4

Glove box / boot lamp.

Replacement glovebox lamp with switch for DB2/4MkII through to DB6

Also suitable for replacement of boot lamps on DB4 through to DB6

LED Warning lamps.

Replacement LED indicator warning lamps. Suitable for DB MkIII, and DB 4, 5 & 6. Fits directly into the original dash hole without modification. Looks very much like the original, but because it is an LED it is brighter.

Wiper motor mountings.

DB2/4 & MKIII wiper motor mountings.

Both types of mounting feet in stock, 3 grommets and pegs or 1 plate with three bobbins

Petrol reserve valves.

We have been re-conditioning these valves, as fitted from DB2 on, for some 12 years.

Normally on an exchange basis.

[Top](#)

Exhaust Parts

Manifolds.

Stainless steel tubular manifolds available for all models from Feltham through to V8.

Generally gives better performance when correctly set-up.

V8 manifolds illustrated.

Exhaust systems .

We can supply a complete stainless exhaust system inc manifolds for the DB2 on through to DB5 and DB6.

Manifolds & rear boxes are common for DB4 through to DB6, but the front pipes are unique to the DB4 .

Rear boxes are specially made for us to reduce complaints that stainless steel systems 'don't sound right'

We also have the exhaust manifold heat shield made specially for us in stainless instead of the mild steel one normally fitted.

Exhaust manifold gaskets .

DB2 to MKIII exhaust manifold gaskets for use with fabricated steel manifolds.

Manufactured with additional material along the top edge to provide a superior seal.

Top

Body and Trim Parts

'B' Post polka dot Panels.

We have commissioned our own tooling to enable us to re-manufacture these trim panels for Feltham Astons. Previously unavailable due to the pressed form around the door latch.

We manufacture these panels slightly oversize to enable final trimming, and therefore an accurate fit to your particular car.

'Bonnet rubber buffers.

We can now supply pairs of bonnet rubber buffers for the MkIII as shown, also fits DB2/4 Mk11 .

Correct profile.

Wooden Steering Wheels.

Similar to the original fitment, and suitable for DB2 through to DB6.

An improved design which doesn't suffer from the original problem of cracking through next to the hub fixings.

Supplied with stainless steel hub screws

Steering wheel lock-nuts are also available for DB2/4through to MkIII

Dashboards.

We can supply Refurbished dashboards, also new for DB2, MkI and MkII.

V8 wood trim refurbished or new if patterns supplied.

Grill panels.

Stainless steel grilles for DB2 through to MK111.

Available with every other slat missing for racing (as used by works DB2's) or hot climates.

Radios.

Original units refurbished with AM / FM reception, and conversion to Negative earth if required. Refurbished units can be supplied with CD kit (negative earth only).

Limited availability of original units means that normally we refurbish your radio. However we can supply outright for some models. Please enquire.

Badges.

We can supply a full range of badges for cars from the MkIII on. We can also refurbish badges depending on condition.

Please enquire.

Body Mountings.

We manufacture Body Mounting for DB2 & DB2/4.

Window regulator Channels.

Fits on the bottom of the glass on DB2 through to DB MKIII drivers and passenger doors drop glass. Originals have

usually rotted through.

Supplied complete with correct rubbers and fitting instructions

Window regulator quadrant.

Replacement window regulator quadrant, pinion gear & pinion brake springs (sold as kits) to suit DB2 through to MkIII.

These parts also fit MG, Jaguars & many other classic cars of the 50s, 60s & 70s.

Shortly we will be offering a complete re-manufactured regulator kit incorporating these parts.

Feltham Bonnet mounts.

Replacement fabricated bonnet mounts for Feltham cars.

Fabricated in our workshops.

Headlamp rim screws.

Headlamp rim retaining screws in chrome.

To fit cars from DB2 through to DB4

Special Slotted nuts.

Replacement for, 030-021-0017 . Side heater control cover retaining - S/S special slotted nut

Door hinge pins.

Replacement hinge pin and bush kit for DB2 through to MKIII.

One kit required per door.

Towing Eye. Detachable towing eye for any DB2 to Mk111 Feltham car with bonnet vent slots under and behind the numberplate. The towing eye screws into a permanently fixed adapter which is mounted off the OS front suspension mounting. (or N/S if LHD)

Bonnet hinges.

Replacement bonnet hinge brackets, fabricated in 16swg steel with a face in stainless steel.

The stainless face fits against the aluminium bonnet and much reduces electrolytic corrosion.

Tension Springs.

DB2, 2/4 & Mk111 Bonnet linkage tension springs Pt No. 55258 (mounted under scuttle) now in stock

DB2/4 Mk11 & Mk111 Saloon hatch (trunk lid) stay springs Pt No. 54205 in stainless now in stock

Door Lock Striker.

Door lock striker plate assemblies for DB2 through to MKII.

Fits to the 'B' post.

Screen Washer Jet.

Replacement windscreen washer jet for DB 4 5 & 6 models.

Correct shape and finish

Top

Tools

Spinner hammers.

Protect your spinners.

We sell good quality copper and hide hammers, or dead blow hammers with plastic replaceable ends.

The dead blow hammers are really excellent. Good weight, and the plastic face doesn't mark.

Spinner Spanner .

Undo 2 or 3 eared spinners without using a hammer.

Nylon bushes prevent damage to your spinners and the two piece handle is sufficiently long enough to undo the tightest nut.

Spinner Saver.

Undo all 2 ear spinners from DB2 through to DB6 MkI

Robust timber construction, and small enough to keep in the car.

Top

Consumables

Gasket Sealant.

A superior quality gasket sealant.

Wellseal jointing compound is non-flammable, has easy partability and is non-hardening it is formulated to give the best possible sealing

performance under a wide variety of conditions.

As used in our own workshop

Graphogen Engine Assembly Paste.

Graphogen Assembly Compound is a Colloidal Graphite paste in mineral oil and is used during assembly. All internal surfaces of machine parts - especially cylinder walls, pistons, and piston rings, main bearings, valve stems etc " are coated with a liberal layer of Graphogen. The paste is applied with a clean finger or brush, without being diluted. It will not run off treated parts whilst in storage and all internal treated parts are protected right from the start by a Graphogen layer of concentrated colloidal graphite. This will create a lasting skin which is self lubricating and retains the oil under difficult conditions.As used in our own workshop

Connolly Hide care.Connolly Hide Care is a traditional lanoline based bees' wax treatment for fine leather goods, upholstery and clothing. It moisturises and feeds the leather prolonging its life and restoring suppleness.