

V12 VANQUISH

UNDERSIDE FIRST · ASM READOUTS · DOCUMENTED CONVERSIONS · 2001-2007

Compiled from public sources, the Aston Martin V12 Vanquish and Vanquish S, its Model File and specialist review · Personal use only · v2.1

WHAT THIS CHECKLIST IS, AND WHAT IT IS NOT

This checklist gives an enthusiast the context to follow what is being discussed around a V12 Vanquish transaction. It replaces nothing. The last of Newport Pagnell: a strong 5.9 V12, a robust six-speed box behind a demanding ASM layer, and a mixed-material structure whose corrosion now outranks the gearbox as the buying point. A shining Vanquish can be a restoration project underneath, and an original ASM car with a healthy clutch and updated sensors is as legitimate as a documented Works manual conversion. Without the specialist verdict from underneath and the ASM readouts, do not touch the car.

A · IDENTITY & THE RECORD

- ☐ Identity first: Vanquish or S, 2+0 or 2+2, Sports Dynamic Pack, build date, matching numbers.
- ☐ Ultimate Edition claims: chassis-specific provenance only, factory counts are inconsistent.
- ☐ Recall 04V538 / SAR009 closed by VIN (production Oct 2001 to Sep 2004).
- ☐ Full service history; Works or specialist care weighted above dealer-only.
- ☐ Any manual conversion: Works documentation, date and invoices, or priced as third-party.
- ☐ Accident history complete: mixed-material repairs are documented or they are findings.

B · STRUCTURE, CORROSION & ENGINE

- ☐ On the lift, always: front and rear subframes, mounts, sill brackets, arch fixings.
- ☐ Galvanic corrosion at every steel-to-aluminium interface; probe, do not admire.
- ☐ Aluminium body repairs and seams checked; paint readings with alloy logic.
- ☐ Cold start filmed: even idle, misfire counters, coil and plug history.
- ☐ Oil level and pressure verified; low-level history treated as an engine finding.
- ☐ Front water manifold, thermostat housing and pipes checked for leaks.

C · ASM, CLUTCH & CHASSIS

- ☐ At the door: pressure pump primes and stops; run-on = leak suspicion.
- ☐ Clutch readout mandatory: wear, bite point, engagement times, pressure hold.
- ☐ Gear position sensor generation established; updated sensor documented.
- ☐ Whistle at step-off: spigot bearing check, budgeted with a clutch job.
- ☐ Rear toe control arms, bushes and full geometry; uneven tyre wear is a chassis finding.
- ☐ Tyres by DOT age and sidewalls, not tread; AML-spec noted on collector cars.
- ☐ Full electrics sweep: windows, locking, HVAC, instruments, ECU communication.

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D · PRICE & INVESTIGATION ITEMS

The V12 is the calm part: the price sits underneath the car and in the ASM readouts.

- ☐ Subframe or mount corrosion: the full scope quoted from the lift, not the mirror.
- ☐ Worn clutch or weak pressure values: the job quoted; rebuilds are reported from ca. £5,000.
- ☐ Early car without the updated gear sensor: the retrofit priced.
- ☐ Suspension refresh due: potentially high four to low five figures by scope.
- ☐ ECU or trim obsolescence findings: repair route and lead time established first.
- ☐ Standing-car signals (old DOT dates, contact corrosion): recommissioning priced.
- ☐ Negotiate from the underside report and the readouts, never the shine.

E · RED FLAGS · WALK-AWAY OR ESCALATION

- A seller who resists the lift: on this car, the underside is the inspection.
- Fresh underseal over the subframes and mounts.
- Unverified recall status on an in-band VIN.
- An undocumented manual conversion sold as Works.
- ASM faults talked away as character without readouts.
- Jump-start habits and dead-module stories in the history.
- A shiny car whose paint story and underside story disagree.
- A car whose findings cannot be named, quantified and priced.

F · FIRST WEEK OF OWNERSHIP

- ☐ The dossier archived: underside report, ASM readouts, recall confirmation, history, conversion papers.
- ☐ Battery conditioner installed; no jump starts, ever.
- ☐ Fluids baselined including gearbox oil and steering fluid; the next specialist date set.

"Newport Pagnell's last stand is better than its reputation: the V12 is strong, the box is strong, and the truth lives underneath and in the readouts. Buy the subframes and the clutch data, and the legend takes care of itself."

Deep dive: Supercar Models Paper 119 · Model File 119 · Owner's Intelligence series.