

ASTON MARTIN DB7

PRE-PURCHASE PROTOCOL · I6 & V12 · VOLANTE · COLLECTOR VARIANTS

Compiled from public sources, the Aston Martin DB7 family, its Model File and specialist review · Personal use only · v2.1

WHAT THIS CHECKLIST IS, AND WHAT IT IS NOT

This checklist is written for enthusiasts who want a base of knowledge: enough context to follow what a PPI specialist tells them, to read an inspection report a dealer hands over, and to understand what is being discussed in videos and forums. It does not replace the diagnosis or judgement of a qualified specialist or workshop, and it is not a tool for saving the cost of one. If you are not deeply familiar with these cars technically and are unsure about a vehicle's condition, our standing recommendation is simple: commission and pay a qualified PPI specialist of your choice, whether an official dealership, a marque specialist, or an experienced supercar specialist who knows the brand. The checklist gives you context; the specialist gives you the verdict.

A · BUYER CHECK · PROVENANCE & PAPERWORK

- ☐ Variant truth first: I6 or V12, Coupé or Volante, GT/GTA/Zagato/AR1 — by chassis data, never by badges.
- ☐ VIN campaign check: 96V241/96V242 (early cars), 00V011 steering, 00V300 TCM, 03V122 power-steering lines — done and documented where the year applies.
- ☐ Service file against the calendar: annual oil, coolant history, brake fluid every two years, ignition service.
- ☐ Touchtronic cars: gearbox oil-change history in writing.
- ☐ Cooling-circuit invoices: radiator, thermostat, hoses, pump — what was renewed, when.
- ☐ Leak history documented by cause and extent, not "resealed recently".
- ☐ Collector variants: build sheet, original wheels, original paint, numbering, works history.
- ☐ Accident file with metalwork documentation, not just paint depth.

B · BUYER CHECK · AT THE CAR

- ☐ Rust walk with a lamp: sills, arches, jacking points, underbody, strut mounts, front crossmember, rear structure.
- ☐ Cold start filmed: I6 — supercharger noise (grinding, whine) and tensioner rattle; V12 — even idle, no misfire.
- ☐ V12: misfire counters read; rough running is an ignition finding until proven otherwise.
- ☐ Cooling watched warm: temperature stable, no traces at hoses, tank or pump.
- ☐ Leak map from below: cam covers, oil cooler, power steering, gearbox, differential.
- ☐ Gearbox: manual — clutch and synchros; Touchtronic — cold engagement, shift quality, kickdown.
- ☐ Wheel bearings: play at the lifted wheel, noise on the drive, hub temperature after it.
- ☐ Suspension: bushings, ball joints, dampers — rattle and vagueness are age, and priced.
- ☐ Brakes: condition and corrosion on standers; handbrake function.
- ☐ Electrics round: windows, locking, instruments, climate controls.
- ☐ A/C: cold air at all outlets — compressor behaviour noted.
- ☐ Volante: roof cycled, seals, drains checked, rear window, carpet moisture.

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C · SPECIALIST PPI SCOPE (MINIMUM)

- ☐ Compression test (I6 and V12); borescope on any doubt.
- ☐ I6: supercharger bearings, clutch and oil supply assessed; charge-air system checked.
- ☐ V12: coil packs and harness condition assessed; misfire history read out.
- ☐ Cooling system pressure-tested; thermostat and hose age judged.
- ☐ Leak points itemized with cause: cam covers, oil cooler, steering, gearbox, diff.
- ☐ Touchtronic: shift behaviour warm and cold, oil condition, TCM campaign status (00V300).
- ☐ Steering: linkages and power-steering lines checked against 00V011/03V122 — condition, not just campaign closure.
- ☐ Suspension play itemized corner by corner; wheel bearings explicitly checked.
- ☐ Structural rust assessed from below with access panels where possible.
- ☐ Volante: hydraulics, drains and roof control function-tested.
- ☐ Collector variants: originality verified against documentation, deviation list priced.
- ☐ Typical full specialist PPI cost, rounded orientation (2026):
≈€500–1,000 / ≈£450–900 / ≈\$550–1,100. Indications — obtain current local quotes.

D · PRICE & INVESTIGATION ITEMS

The engines are the strong part: the price sits in rust, cooling, ignition, suspension, seals and the automatic.

- ☐ Structural rust: metalwork quotes, never paint quotes — or the file closes.
- ☐ V12 ignition due: coil packs mid four figures — priced before purchase.
- ☐ I6 supercharger findings: specialist quote, not a hope.
- ☐ Cooling backlog: full-circuit renewal quoted, not patched.
- ☐ Touchtronic findings: revision reaches high four to five figures — quoted first.
- ☐ Suspension revision due: mid four figures — itemized.
- ☐ A/C compressor: labour-heavy — priced, not postponed.
- ☐ Collector variants: every originality deviation named and priced.
- ☐ Negotiate from the documented file: the cheap DB7 with backlog is the expensive one.

E · RED FLAGS · WALK-AWAY OR ESCALATION

- Fresh underbody coating on an unexplained shell.
- Supercharger noise or tensioner rattle dismissed as "character".
- V12 misfires waved off without coils and harness checked.
- Cooling history unknown on a twenty-year-old V12.
- Touchtronic with no oil-change history and delayed shifts.
- Campaign status unverifiable where the build year is affected.
- Collector variant with originality claims but no documentation.
- A seller who refuses the cold start or the lift.
- A car whose findings cannot be named, quantified and priced.

F · FIRST WEEK OF OWNERSHIP

- ☐ Baseline stored: compression values, leak map, misfire counters, cooling-system state.
- ☐ Maintenance reset to the calendar doctrine: oil, coolant, brake fluid, preventive ignition; battery on a maintainer.
- ☐ Purchase file, campaign record and originality documentation archived.

"The DB7 is more robust than its reputation — buy the documented one: rust, cooling, ignition and the file decide, not the badge."

Deep dive: Supercar Models Paper 63 · Model File 63 · Owner's Intelligence series.