

MODEL FILE 119 · ASTON MARTIN · NEWPORT PAGNELL FINALE

V12 VANQUISH

5.9 V12 · 460-520 BHP · ASM SIX-SPEED · VANQUISH & VANQUISH S · 2001-2007

THE CAR IN BRIEF

THE MODEL

The flagship that closed Newport Pagnell, 2001-2007: the 5,935 cc V12 from the DB7 Vantage family, a six-speed manual box with electrohydraulic ASM/SSM automation, rear drive. The original car: 460 bhp (466 PS), about 542 Nm, around 306 km/h, 1,489 built. The Vanquish S from 2004: 520 bhp (527 PS), about 576 Nm, past 321 km/h, revised heads, injectors and management, shorter gearing, stronger brakes, firmer chassis, revised aero, around 1,086 built. Ordered as 2+0 or 2+2, with the Sports Dynamic Pack (brakes, chassis) from about 2003 on the original car. ULTIMATE EDITION: the factory's own sources disagree (50 against 40), so the register records the count as FACTORY SOURCES INCONSISTENT and demands chassis-specific provenance instead of a number.

THE HONEST FRAME

The dossier's classification stands: MECHANICAL CORE STRONG, TRANSMISSION OWNERSHIP COMPLEXITY HIGH, CORROSION RISK HIGH, PARTS OBSOLESCENCE MEDIUM/HIGH, COLLECTOR SIGNIFICANCE HIGH. The bad reputation came from the ASM layer's dependence on use, calibration and sensors, not from the machinery, and today the possibly larger buying point is what twenty years do to this aluminium, carbon and steel build: the car is judged from underneath, never from the paint.

STRUCTURE & CORROSION

THE MIXED BUILD & WHERE IT ROTS

Extruded aluminium structure, a carbon transmission tunnel bonded to aluminium bulkheads, carbon, steel and aluminium subframes, superformed aluminium panels: high technology for 2001, and a galvanic-corrosion map today. The documented pattern from the specialist record: the STEEL FRONT SUBFRAME, the rear subframe, anti-roll bars, mounting points, steel sill brackets, wheel-arch fixings, and galvanic attack where steel meets aluminium, in advanced cases reaching the mounting points in the aluminium body itself.

COSTS & THE ACCIDENT
LOGIC

Costs are recorded as reported, not invented: historic specialist figures from about £2,000 for a front subframe swap, owner-reported around £5,000 with neighbouring parts gone too. Fields: FRONT_SUBFRAME_CORROSION, REAR_SUBFRAME_CORROSION, SUBFRAME_MOUNTS, SILL_BRACKETS, GALVANIC_CORROSION, ALUMINIUM_BODY_REPAIRS: HIGH to CRITICAL by extent. Accident history is CRITICAL in its own right: an undocumented bodyshop repair is a different asset from a documented works one.

THE ASM QUESTION

A MANUAL BOX, AUTOMATED

The register's reading, per the dossier: the six-speed box itself is comparatively ROBUST, and the ownership problems live in the automation layer: clutch, actuators, position sensors, calibration, hydraulics and pneumatics, and above all how the car is driven. Early cars carry the documented GEAR_POSITION_SENSOR weakness (refused gears, sudden neutral, shift failures); later cars and the S got improved sensors, retrofittable to early cars, so GEAR_POSITION_SENSOR_GENERATION and UPDATED_SENSOR are mandatory fields. The clutch engages fully only at about 1,300 rpm: creeping in traffic like a torque-converter car burns it, clean driving is documented up to about 40,000 miles of clutch life. The readout decides, never the feel: clutch wear, bite point, engagement times, adaptations, pressure hold. A relearn procedure exists and rough shifting alone is not a defect verdict; rough shifting plus codes plus poor pressure values is. First functional test on any viewing: the pressure pump priming audibly at the door, and a pump that runs on points to a leak or actuator issue. A whistle at step-off is the documented spigot shaft bearing check, sensibly combined with a clutch job because the driveline comes apart either way.

REBUILD OR CONVERT: BOTH
LEGITIMATE

The economics have turned: the ASM system is understood and REPAIRABLE today, with specialist rebuilds reported from about £5,000 by scope, so an ASM fault is not a dead car. The official alternative exists too: the Aston Martin Works manual conversion (clutch pedal, conventional lever), around 90 cars converted by 2013 at a historic price of about £13,250 plus VAT, today substantially more and parts-dependent. The register weights neither variant over the other: an original, calibrated ASM car with updated sensors belongs to the historic construction, and a documented Works conversion is a factory-established variant. What is priced is documentation: TRANSMISSION_ORIGINAL_ASM, WORKS_MANUAL_CONVERSION, CONVERSION_DOCUMENTED, CONVERSION_DATE, and an undocumented third-party conversion is its own, lower category.

ENGINE, CHASSIS & ELECTRICS

THE CALM CORE & THE AGE ITEMS

The 5.9 V12 core is LOW risk with NO documented series of bottom-end, piston or timing failures, and correct maintenance is the whole story. The age items around it: coils and plugs as the classic misfire source, expensive mainly through access, MEDIUM; the oil-level discipline, because the V12's long oil ways make a persistently low level a route to valve-guide and bearing damage; and the cooling system's known leak points at the front water manifold, thermostat housing and pipes, MEDIUM/HIGH. Chassis: forged aluminium wishbones, with the documented rear TOE CONTROL ARM issue as a known cause of poor behaviour, and bushes mostly supplied within complete arms, so a small rubber finding can become a full arm: a suspension refresh is POTENTIALLY HIGH FOUR TO LOW FIVE FIGURE by scope. Brakes: Brembo 355/330 mm on the original car, stronger fronts on the S. Original tyres were AML-homologated Yokohamas, 255/40 and 285/40 ZR19: on a collector car, DOT age, flat spots and sidewalls outrank tread depth. Electrics are where the age now bites: windows, locking, HVAC, instruments, ECUs, with contact corrosion documented as worst on standing cars, some ECUs no longer new-available and repaired instead, and a documented warning that careless jump starting can kill control units: a battery conditioner is the ownership answer. PARTS_OBSOLESCENCE = MEDIUM/HIGH.

FACTORY ACTIONS & OWNERSHIP

THE RECORD & THE DOCTRINE

ONE documented generation recall stands: NHTSA 04V538 / Aston SAR009, the accelerator pedal assembly able to loosen from its housing with possible loss of pedal control, covering V12 Vanquish and early S production October 2001 to September 2004, VIN 500001 to 501558, inspection and replacement where needed. CRITICAL, closed by VIN. The register cross-check: the well-known later Aston pedal-arm recall and the Vanquish-name actions of 2015-2025 belong to OTHER generations, not to this car, and VIN-based checks via Aston, DVSA and NHTSA remain standard because markets recorded these years unevenly. Ownership: Works, a proven Vanquish specialist, or a dealer with real Newport Pagnell and ASM experience; preventive gearbox-oil and steering-fluid changes per specialist practice; the historic £1,500 routine service figure is carried as a historic reference floor, not a current price. The standing doctrine applies in full, per the EB110 and Veyron files: a driven car with full history, refreshed suspension, healthy ASM, newer clutch and sound subframes beats the 8,000 km garage piece. Priorities: subframes and structure, then ASM and clutch, then accident history, electronics, cooling, chassis, and the V12 last. One more Newport Pagnell rule closes the file: parts obsolescence is a provenance argument, so original trim, switchgear and working ECUs are recorded as value in their own right, and a car that carries its spares and its receipts is a better register entry than one that promises them. The S carries its own provenance flags: S_BRAKE_SPEC, S_GEARING, S_BODY_AERO, S_ENGINE_CALIBRATION. Market bands pending the transaction dataset.

2,575

Built across Vanquish (1,489) and S (ca. 1,086): the Ultimate Edition count stays source-flagged

~40,000

Miles of documented clutch life when driven cleanly: the ASM is a usage story, not a defect story

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Documented generation recall (04V538 / SAR009, pedal assembly, VIN 500001-501558): closed by VIN

Sources: Aston Martin works data and historic model records (5,935 cc V12, 460 bhp = 466 PS / ca. 542 Nm / ca. 306 km/h; S 520 bhp = 527 PS / ca. 576 Nm / 321+ km/h, revised heads, injectors, management, gearing, brakes, chassis, aero; 1,489 and ca. 1,086 built; Ultimate Edition 50 vs 40 across factory sources, recorded as inconsistent; carbon tunnel bonded to aluminium bulkheads; Brembo 355/330 mm; Yokohama AML 255/285 ZR19; ASM/SSM designations; Sports Dynamic Pack ca. 2003). NHTSA campaign 04V538 / SAR009 verified at the documented level (accelerator pedal assembly, Oct 2001 to Sep 2004, VIN 500001-501558); later pedal-arm and Vanquish-name recalls checked: other generations. Corrosion, sensor, clutch, spigot bearing, toe-arm, electrics and cost patterns per the documented specialist and owner record (Autocar, Classic & Sports Car, PistonHeads, RAC), reported figures kept as reported. Market bands pending the transaction dataset.