

MODEL FILE 63 · ASTON MARTIN · GRAND TOURER · FAMILY FILE

ASTON MARTIN DB7

I6 SUPERCHARGED · V12 VANTAGE · GT · GTA · ZAGATO · AR1 · 1994–2004

THE FAMILY IN BRIEF

THE FAMILY

The register separates: DB7 Coupé I6 (1994–1999, 3.2 supercharged) · Volante I6 (1996–1999) · DB7 Vantage V12 Coupé (1999–2004, 5.9) · Vantage Volante (1999–2004, mostly Touchtronic) · DB7 GT (2002–2004, manual, 190 cars) · GTA (2002–2004, automatic, 112 cars) · DB7 Zagato (2003, 99 cars) · DB AR1 (2003, 99 cars, Zagato-derived roadster). Around 7,000 cars in total — the most-produced Aston Martin of its era, built at Bloxham. Fields: DB7_VARIANT, I6_OR_V12, COUPE_OR_VOLANTE, GT_GTA_ZAGATO_AR1.

POSITION & THE HONEST
FAZIT

Constructively the DB7 sits on a heavily reworked Jaguar XJS-derived platform — and the dossier's Fazit is adopted as the file's frame: the DB7 is **DISTINCTLY MORE ROBUST THAN ITS REPUTATION** suggests. The real risks are not the core engines but 20–30 years of ageing — corrosion, cooling, the V12 ignition, suspension, seals and electrics. On the collector variants (GT, Zagato, AR1) the weighting shifts additionally to originality, documentation and provenance.

BODY & STRUCTURE · RUST FIRST

CORROSION · CRITICAL

The most important structural point, especially on early cars: sills, wheel arches, jacking points, underbody, front suspension-strut mounts, front crossmember, rear structure. The Jaguar-derived shell of the 1990s is checked like the 1990s car it is — with a lamp and from below, never from the driveway. RUST_STATUS and CHASSIS_STATUS are the file's first two verdicts, and fresh underbody coating is read as a question, not an answer.

ENGINES · TWO FAMILIES, TWO FILES

I6 3.2 SUPERCHARGED

AJ6-based straight six with an Eaton supercharger — the register does not treat it as a V12-lite but as its own chapter. PPI: supercharger bearings and clutch, the blower's oil supply, charge-air system, cooling circuit, timing-chain tensioners. A grinding or whining noise from the supercharger, or rattling chain tensioners, is taken seriously — SUPERCHARGER_STATUS is a mandatory I6 field. The base engine itself holds up well under good maintenance and is NOT led as a known problem.

V12 5.9 · ROBUST CORE

The first modern Aston Martin V12 — and the file records it honestly: there is NO reliable evidence of systematic rod-bearing damage, piston problems or a timing-chain epidemic. The core is considered robust: ENGINE block risk = LOW. The DB7 V12 story lives in the PERIPHERY — ignition, cooling, seals — and that is where the next three rows put the weight.

V12 IGNITION

One of the best-known maintenance points of the model: coil packs, the ignition harness, plugs, misfire behaviour — read together with the OBD misfire counters. Failing coils and ageing leads are the classic cause of rough running on these engines: COIL_PACK_STATUS is its own field, and preventive ignition service belongs to the maintenance doctrine below.

COOLING & LEAKS

Cooling: HIGH priority — radiator, thermostat, hoses, water pump, expansion tank: on the V12 it is especially the thermostat and the coolant hoses that age. COOLING_SYSTEM_STATUS is documented with the circuit's service history, not a glance at the gauge. Leaks: increasingly common with age — cam-cover gaskets, oil cooler, power steering, gearbox, differential. The doctrine: every leak documented by CAUSE and EXTENT — sweating is age, dripping is a finding to be priced.

DRIVELINE, CHASSIS & SYSTEMS

GEARBOXES

Manual: clutch, synchro rings, shift feel. Touchtronic automatic: cold-start behaviour, shift quality, kickdown, and the OIL-CHANGE HISTORY — high mileages can bring delayed or hard shifts, and an automatic revision reaches the high four to five figures, which makes TRANSMISSION_STATUS a price-relevant verdict, not a footnote.

SUSPENSION & WHEEL
BEARINGS

At twenty-plus years the wear is age: control-arm bushings, ball joints, dampers, springs, top mounts — a revision runs the middle four figures and transforms the car. Separately flagged, because several data collections show it ABOVE AVERAGE on the DB7: WHEEL BEARINGS — play, running noise, and temperature after the test drive are checked explicitly. WHEEL_BEARINGS is its own field for exactly this reason.

BRAKES, ELECTRICS &
CLIMATE

Brakes: discs, pads, hoses, handbrake — on little-driven cars corrosion is the finding, not wear. Electrics: NO systemic fault, but many age-typical single items — window lifters, central locking, instruments, climate controls, ground points. Air conditioning gets its own line: compressor, evaporator, blower, air distribution — a compressor replacement is labour-intensive and regularly quoted with high labour hours, so A/C findings are priced, not postponed.

VOLANTE

The convertibles add their own block: roof hydraulics, seals, water drains, roof control, rear window. Water management is the quiet point — blocked drains age a Volante from the inside, and the carpet tells the story before the seller does.

THE COLLECTOR CHAPTER · GT · GTA · ZAGATO · AR1

PROVENANCE DOMINATES

For GT, GTA, Zagato and AR1 the register runs an additional originality chapter — here provenance outranks condition arithmetic. Mandatory: build sheet, original wheels, original paint verified, numbering, works history. The GT is the limited manual (190 cars) with the GTA as its 112-car automatic sister: the Zagato (99) and the AR1 (99, the Zagato-derived roadster built with the US market in view) trade as coachbuilt collector pieces — ORIGINALITY_SCORE and COLLECTOR_GRADE carry the weighting, and every deviation from factory specification is a documented, priced fact.

FACTORY ACTIONS · VERIFIED SEPTEMBER 2026

THE RECALL RECORD

The dossier's recall picture verifies cleanly against the NHTSA period record — five campaigns, strongly year-dependent: 96V241 and 96V242 on the early cars (96V242: front seat-belt WARNING systems — the era of the dossier's belt/brake-fluid-warning points) · 00V011: STEERING LINKAGES · 00V300: the Touchtronic TRANSMISSION CONTROL MODULE (MY2000–01) · 03V122: POWER-STEERING hoses, piping and connections. Affectedness varies substantially by build year, so the rule is absolute: VIN_CAMPAIGN_CHECK = MANDATORY. Worth knowing: the common consumer recall pages show ZERO for the DB7 — the register found the campaigns in the primary record, another case of the standing doctrine that aggregator pages are not evidence on low-volume cars.

MAINTENANCE & COST
FRAME

Maintenance doctrine per dossier: annual oil service · coolant renewed on schedule · brake fluid every two years · battery on a maintainer · ignition serviced PREVENTIVELY · cooling-circuit work documented. Working magnitudes, not quotes (Sep 2026): annual service €1,500–3,000 · major service €3,500–7,000 · V12 coil packs mid four figures · suspension revision mid four figures · automatic revision high four to five figures. Market bands follow the transaction dataset in the usual round; until then the file prices from findings, and the cheap DB7 with backlog is — as everywhere in this register — the expensive one.

~7,000

Cars across the family — the most-produced Aston Martin of its era, and the marque's modern turning point

5

NHTSA campaigns verified (96V241/242, 00V011, 00V300, 03V122) — where aggregator pages show zero

190

DB7 GT manuals — with 112 GTA, 99 Zagato and 99 AR1, the family's collector tier is small and documented

Sources: Aston Martin factory data and period record (variant structure 1994–2004, Bloxham production, XJS-derived platform; GT/GTA 190/112 cars, Zagato 99, AR1 99, family total ≈7,000); NHTSA period record verified September 2026 — 96V241, 96V242 (seat-belt warning), 00V011 (steering linkages), 00V300 (Touchtronic TCM, MY2000–01), 03V122 (power-steering lines) — consumer aggregator pages show zero and were not used as evidence; supercharger, ignition, cooling, wheel-bearing and ageing patterns per the dossier and its named sources. Cost figures are MI working magnitudes; market bands follow the transaction round.