

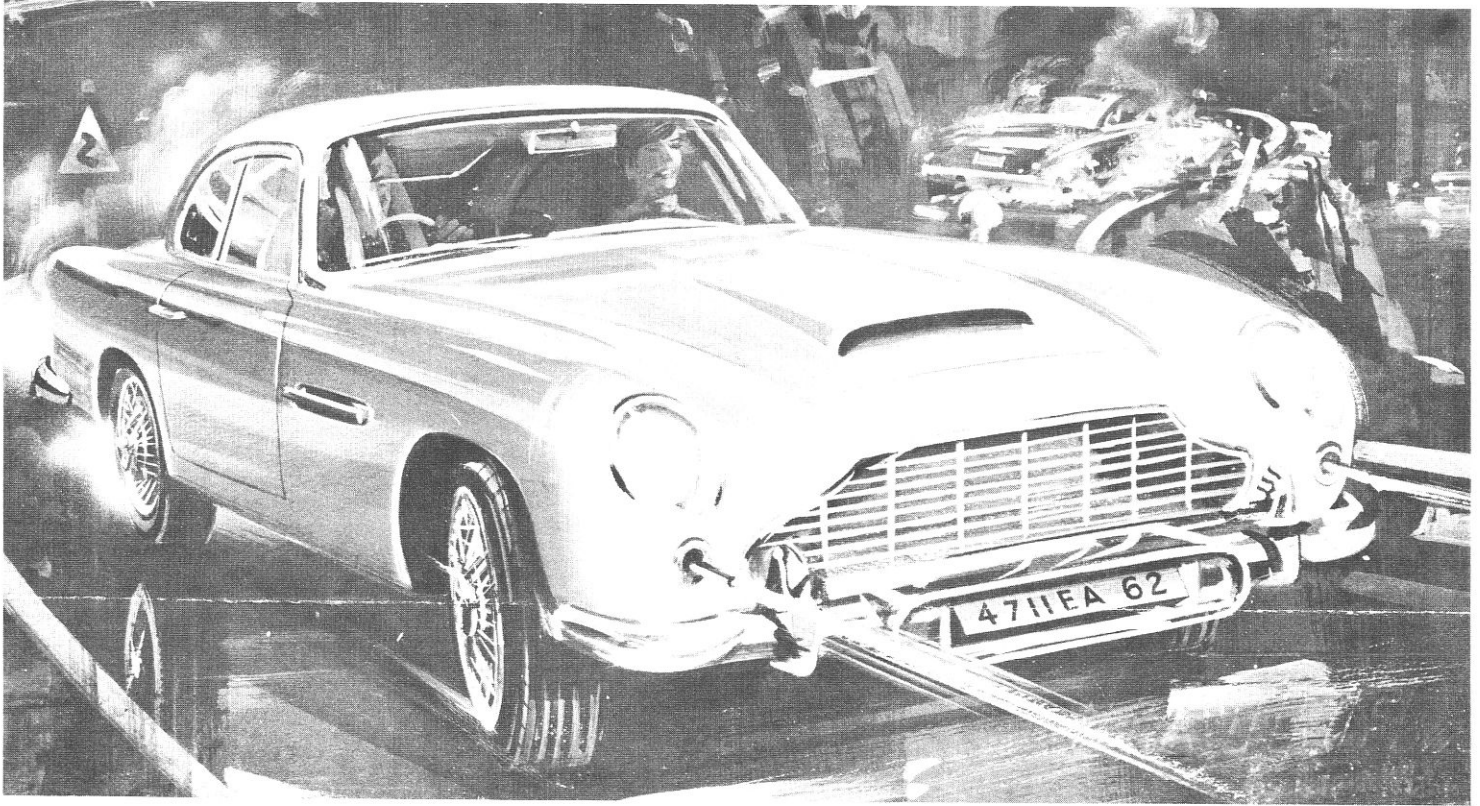
# AIRFIX

by Craft Master®



## JAMES BOND SECRET AGENT

# 007



### ASTON-MARTIN DB-5 1/24 SCALE KIT

The first Aston-Martin appeared in 1914, the name being derived from a combination of the name of the designer, one Lionel Martin, and the site of the car's first competition success at the Aston Clinton Hillclimb. The cars first appeared commercially in 1918. In the late twenties, the Company changed ownership and thereafter produced the first O.H.C. model, which had successes at Le Mans between the two World Wars.

The company was acquired by David Brown in 1947. Initially, production centered around a 2-litre push-rod engine car, the first of the famous "DB" series arriving later when a 6-cylinder O.H.C. Lagonda engine was installed in the earlier chassis. This type of car, the DBR1/300 won the 24-hour Le Mans race in 1959.

Since this time, the cars have undergone considerable development culminating in the DB5, a car which combines the comforts of a luxury touring car, coupled with the excellent high performance synonymous with the marque. The "Superleggera," or lightweight, body is of light alloy construction around a small diameter multi-tubular framework, the whole mounted on a platform chassis.

The 6-cylinder, 4-litre engine is also light alloy with "wet"-type liners. The hemispherical combustion chambers have two valves per cylinder, operated directly by short tappets from the twin overhead camshafts. Drive is via a hydraulically operated clutch and David Brown 5-speed gearbox on which top is overdrive. In standard form, the engine develops 282 B.H.P., while the optional "Vantage" engine (with three Weber carburetors replacing the standard S.U. pattern) develops over 300 B.H.P.

Suspension is independent at the front, utilizing coil springs and telescopic shock absorbers. The "live" rear axle also uses coil springs, but with piston type shock absorbers and is located by a Watts linkage and radius arms. Disc brakes are used all round and wire wheels are fitted as standard equipment.

The elegance and performance of such a car, with its 150 m.p.h. top speed potential, renders it an obvious choice for such a personality as Agent 007 James Bond, and the version driven by him has several additional "refinements" for a man of his profession.

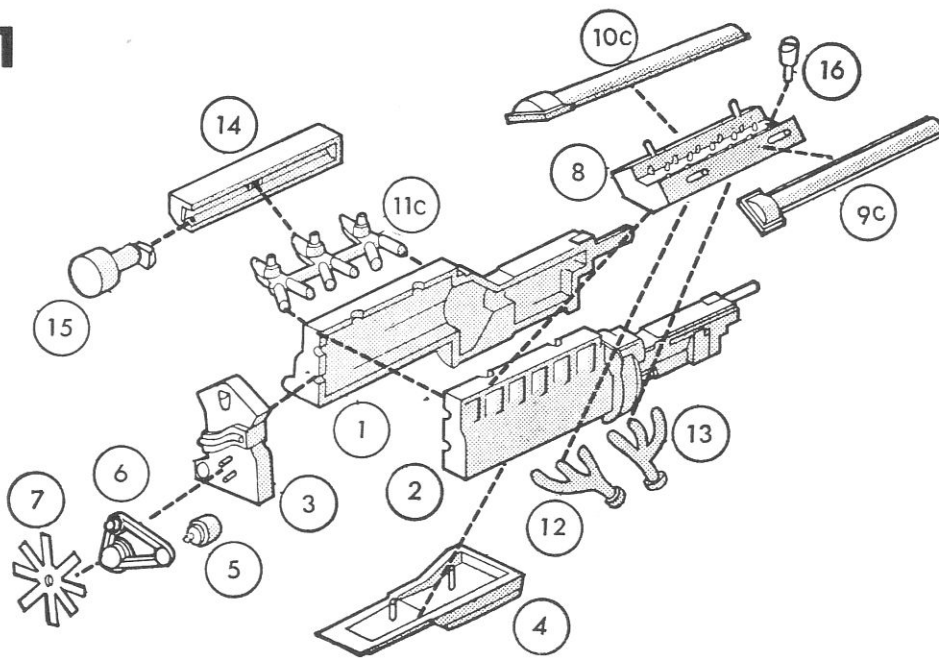
Perhaps the most intriguing of these items is the special seat operated by a button on the gear lever by which undesirable passengers can be ejected through the roof panel to a height of 40 feet.

Forward attack is handled by the two short-barrelled .303 inch Browning machine guns which are concealed behind the parking lights, these being aided by the radar equipment mounted below the dashboard. The radar beam emitted from a previously-planted homing device in the opponent's car is received by scanners in the special side mirrors.

For warding off followers, there is a smoke-screen unit alongside the exhaust system, while one taillight unit swings down to expose a high-pressure oil-ejecting device. Both these are operated by a pressure system housed in the trunk. The other taillight swings down to allow multi-pointed "Commando Spikes" to be dropped in the path of oncoming vehicles. Further protection is afforded by the hydraulically operated bullet-proof screen which, when raised from the trunk, covers the rear window. For close-quarter combat, both the front and rear bumper guards may be extended hydraulically, projecting about 18 inches for ramming purposes. Extendable for 24 inches from either rear wheel are two three-bladed cutters which revolve in the opposite direction to the road wheels and cut the tires of offending vehicles.

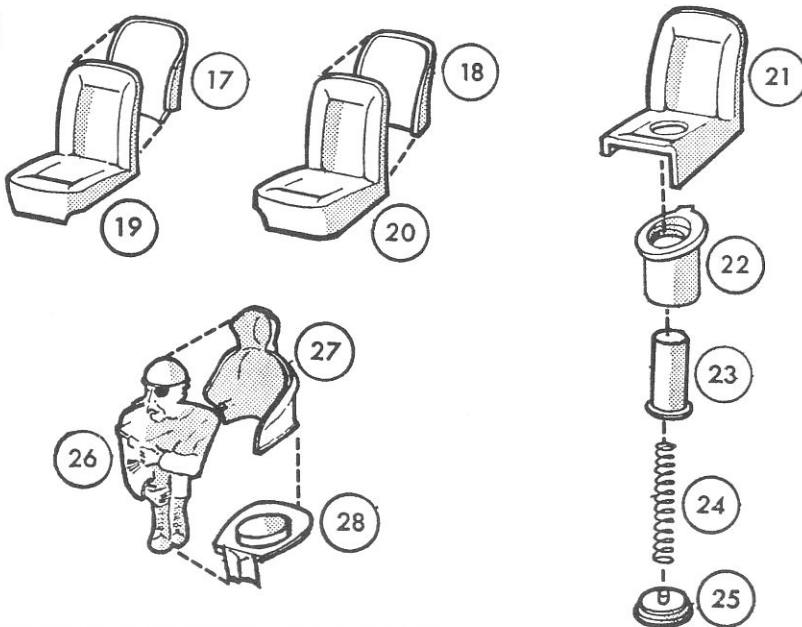
The revolving license plates (with choice of British, Swiss or French registrations) are a useful aid to disguise, while communications are handled by the radio telephone housed in the driver's door panel.

The Airfix model is a faithful replica of this famous car and incorporates all the working parts of the original. The model may also be made as a standard DB-5.

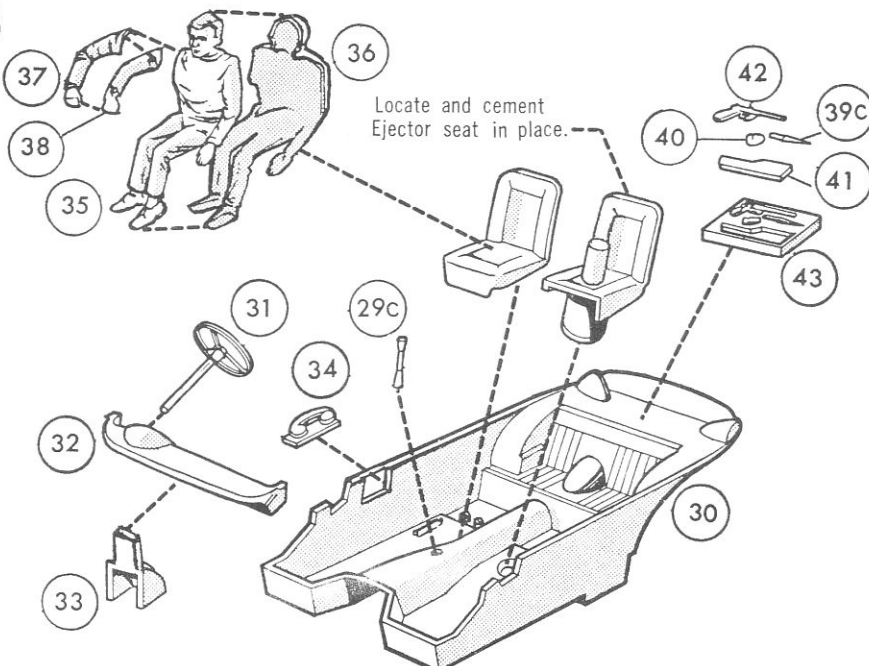
**1****INSTRUCTIONS**

It is recommended that the instructions and exploded view are studied before assembly. Whenever possible parts should be painted before being assembled. Plating on chrome parts denoted by a letter C after the number on the instruction sheet should be carefully scraped away where cement is to be applied.

1. Locate and cement engine halves (1, 2) together.
2. Locate and cement front cover (3) to front of engine.
3. Locate and cement sump (4) to bottom of engine, wide end to rear.
4. Locate and cement locating pin on alternator (5) into locating hole in small pulley on fan belt (6). Cement fan (7) onto boss on front of fan belt, then locate and cement completed assembly to front of engine.
5. Locate and cement cylinder head (8) to top of engine.
6. Locate and cement cam boxes (9C, 10C) to top of cylinder head, wide ends to front.
7. Locate and cement triple carburetors (11C) into locating holes in right hand side of cylinder head.
8. Locate and cement exhaust manifolds (12, 13) into left hand side of cylinder head.
9. Locate and cement air distribution box (14) over projection on triple carburetors, end with cut-out forward. Cement lug on air cleaner (15) into cut-out in air distribution box. NOTE: cleaner forward and inwards towards engine.
10. Locate and cement distributor (16) into locating hole at rear end of cylinder head.

**2**

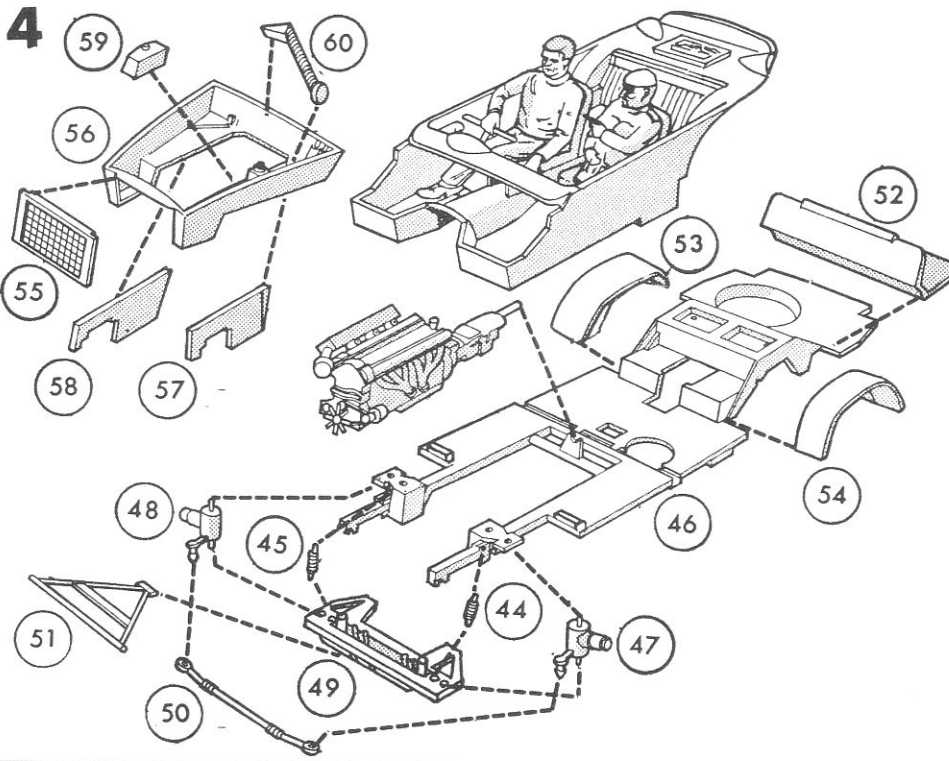
11. Standard seats (DB5): — Cement seat backs (17, 18) to seats (19, 20). James Bond version: — assemble right hand driver's seat as above; for ejector seat, cement shortened seat (21) with hole in center to left hand seat back (18).
12. Locate flange on ejection cylinder (22) into circular rib on underside of seat. NOTE: projection on cylinder flange fits cut-in rib, then cement in position, do not allow cement to get inside cylinder or seat will not operate. Allow to dry.
13. Insert plunger (23) in cylinder, with flanged end towards open end of cylinder. Insert coil spring (24) inside plunger and locate protruding end of spring over central pin on cylinder cover (25) then cement cylinder cover in place. DO NOT allow cement to run inside cylinder or come into contact with plunger. Hold cover in place until cement has dried.
14. Cement front half of passenger (26) to rear half (27).
15. Locate and cement base of passenger (28) into open end of figure. NOTE: recessed cup faces inwards.

**3**

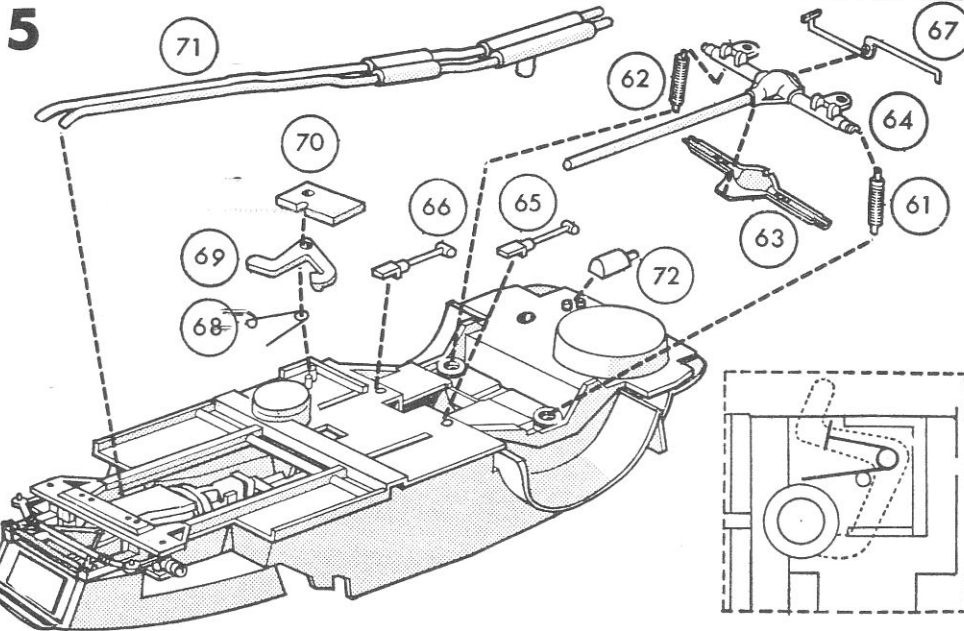
16. Cement gear lever (29C) into locating hole on transmission tunnel of interior pan (30).
17. Cement right hand driver's seat onto locations in interior pan.
18. Locate and cement steering wheel (31) into locating hole in dashboard (32) then locate and cement radar screen (33) to locations beneath dashboard.
19. Locate and cement assembled dashboard unit into cut outs in interior pan sides, lower edge of radar screen resting on transmission tunnel.
20. Cement radio telephone (34) to location on inner side of driver's door panel.
21. Cement front half of driver (35) to rear half (36), cement arm halves together (37, 38), locate and cement to driver's shoulder, before cement hardens place figure in seat and adjust arm to fit steering wheel, then cement figure in position.
22. Locate and cement armament, knife (39C), grenade (40), gun butt (41), into case (43) then cement tray to rear deck behind rear seat.

NOTE: For standard version, delete ejector seat, radar screen, armament and telephone and substitute standard seat in place of ejector seat.

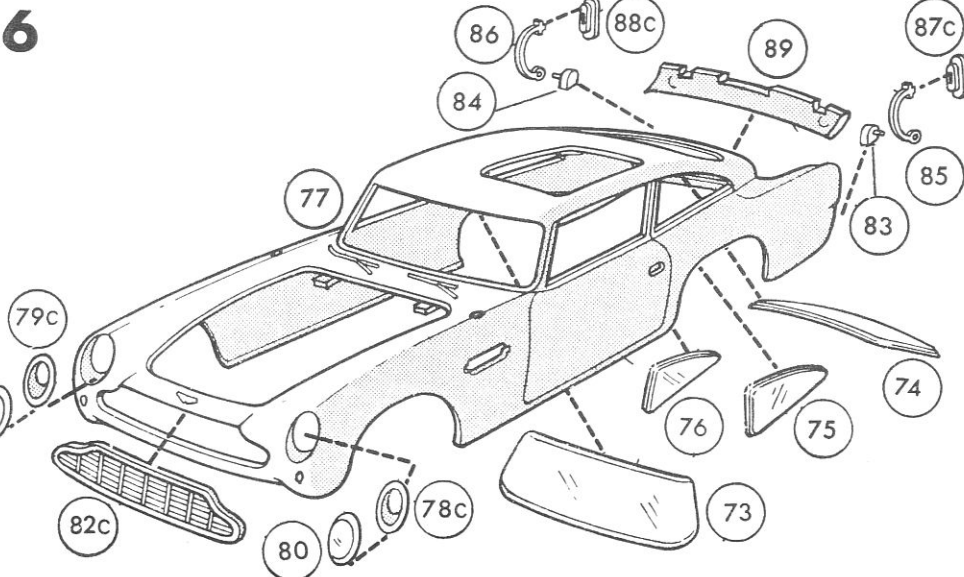
This completes interior assembly and any further interior painting desired, should now be carried out. Set aside to dry.



23. Locate and cement upper angled ends of front springs (44, 45) into inner holes of suspension lugs beneath chassis frame (46).
24. Locate upper pivot pins of stub axles (47, 48) into outer holes in suspension lugs. Note track rod connections face forward and downwards. Locate front cross member (49) beneath chassis frame at same time locating lower ends of springs and stub axles. NOTE: CEMENT cross member and stub axles. DO NOT CEMENT stub axles.
25. Spring ends of track rod (50) over pins on stub axles. DO NOT CEMENT.
26. Locate cement radiator support "A" frame (51) to locations on cross member and under chassis.
27. If modelling James Bond version only, break away thin wall to expose large hole on passenger's left hand side of chassis pan. Locate and cement completed interior assembly onto chassis locations. (Ejector seat cylinder passes through large hole.)
28. Locate and cement trunk liner (52) into locations on rear of chassis.
29. Position and cement wheel arches (53, 54) onto locations at rear of chassis.
30. Locate and cement radiator (55) into front of engine compartment (56) from outside.
31. Locate and cement left (57) and right (58) compartment sidewalls, inside locating ribs on underside of engine compartment sides. NOTE: ribs at rear edge of sidewalls to outside. Cement completed assembly onto chassis frame.
32. Place assembled engine in compartment, locating step in sump over front cross member and end of gearbox into transmission tunnel, cement in place.
33. Position and cement expansion tank (59), heating ducting (60) to locations within engine compartment, ducting angled across left hand rear side of compartment.

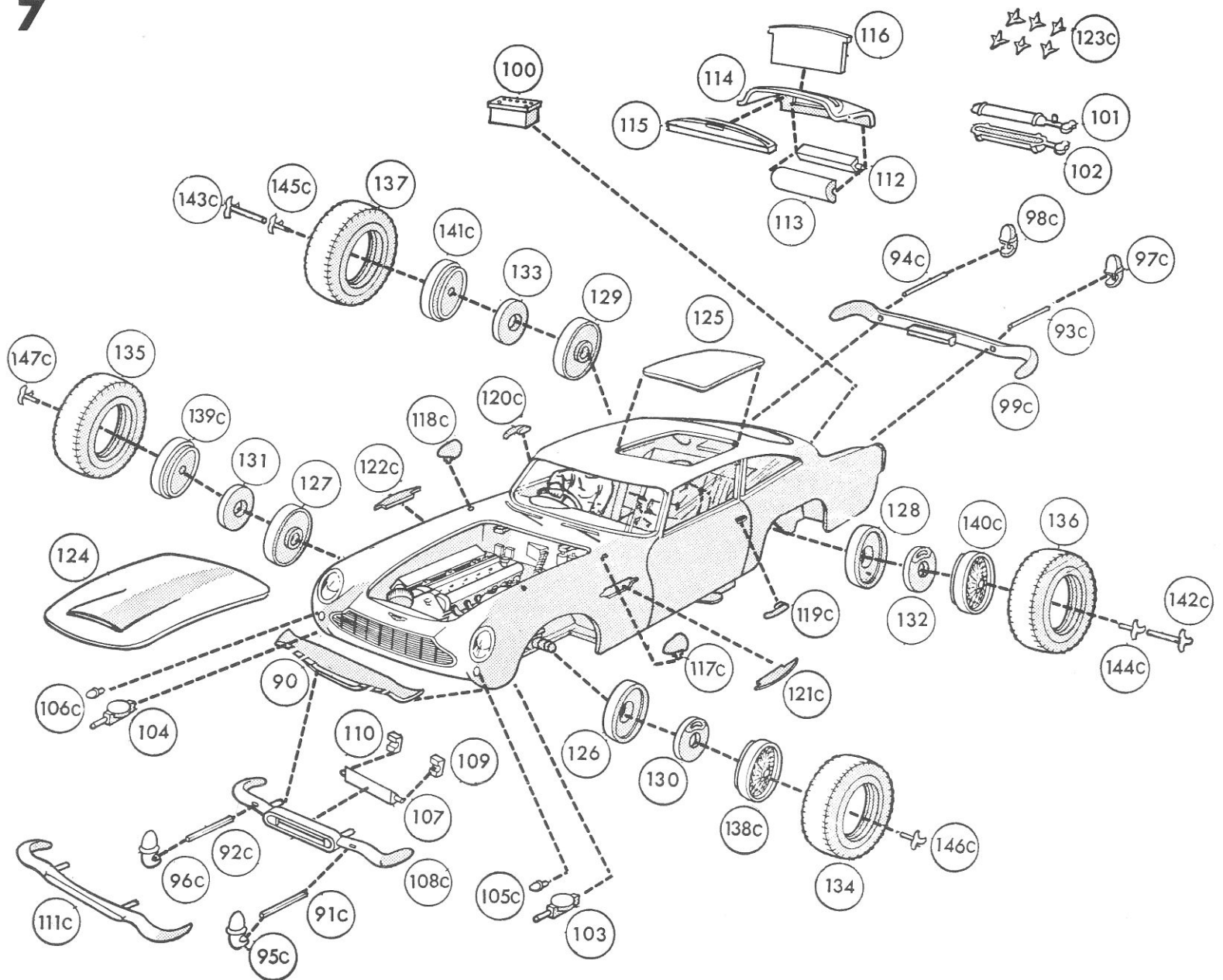


34. Locate and cement rear springs (61, 62) (straight) into recessed cups on underside of chassis pan.
35. Cement rear axle halves (63, 64) together. Slide propshaft end into transmission tunnel, locate axle over spring ends and cement in position.
36. Locate and cement flat ends of radius arms (65, 66) over steps beneath chassis pan and opposite ends into locations on axle.
37. Locate and cement Watts linkage (67) to rear of axle. Allow rear axle assembly to dry.
38. Slip trigger spring (68) onto large pivot pin adjacent to ejector cylinder on underside of chassis, straight arm of spring against smaller pivot pin and alongside cylinder Slide trigger (69) onto pivot pin, engage barbed end in slot in cylinder and hook spring over arm. See inset.
39. Apply cement to raised ribs around trigger mechanism. Locate retaining plate (70) over pin and press into position. Ensure no cement comes into contact with moving parts.  
NOTE: if modelling standard version, delete instructions 38 and 39 and remove pins from underside of chassis if desired.
40. Cement locating pins on exhaust pipes (71) into locating holes in chassis and ends to exhaust manifolds. For James Bond version, cut exhaust pipes at "vee" lines then cement separate parts to appropriate locations, to clear ejection mechanism.



41. Cement smoke unit (72) to locations on rear and underside of chassis, alongside exhaust pipes.
42. Carefully cement transparencies, windshield (73), rear window (74), side windows (75, 76) to body shell (77) from inside.
43. Insert and cement headlight shells (78C, 79C) into apertures in front of wings. Carefully cement headlight lens transparencies (80, 81) to headlight shells, use cement sparingly or lenses will fog.
44. Locate and cement radiator grille (82C) into front of body.
45. Locate and cement rear roll pan (89) to rear of body.
46. Insert completed chassis into body shell. It is advisable to assemble this unit dry, and check for successful passenger ejection; adjustments, if required, being made before finally cementing in place.
47. Insert pins of rear light pivots (83, 84) through the eyes of curved arms (85, 86) then from inside the foot insert the arms through rear light openings in body. NOTE: pins face towards body shell. Carefully cement bases of rear light pivots into recesses in boot liner floor at rear corners, ensuring no cement comes into contact with operating arms.
48. Cement rear lights (87C, 88C) to ends of arms and check for correct location and movement. Allow to dry. NOTE: for standard version delete instruction 47 and cement rear lights to rear of body.





49. Locate and cement front roll pan (90) to front of body.
50. Cement the square bumper supports (91C-94C) into rear of bumper guards (95C-98C). Allow to dry thoroughly.
51. Locate and cement rear bumper (99C) (with bumper guards positioned) into locations on rear of body, do not get cement on movable bumper guards.
52. Cement battery (100) to raised locations on right hand side of trunk liner floor.
53. Cement air cylinder halves (101, 102) together, then cement to locations on trunk liner.
54. From inside insert James Bond machine guns (103, 104) through parking light apertures on front of body, cement in position. For standard version omit guns and cement parking lights (105C, 106C) into apertures from outside.
55. Dip license plate transfer in warm water for a few minutes, slide off backing onto revolving front license plate (107). Allow to dry.
56. From rear, insert plate into central opening in James Bond bumper (108). Locate license plate retaining blocks (109, 110) over pins on plate and cement to rear of bumper, ensuring no cement comes into contact with revolving plate.
57. Locate front bumper guards into square holes in bumper. DO NOT CEMENT.
58. Cement front bumper assembly to locations on body front. Do not get cement on moving parts.
59. For standard version delete instructions 55-58 and locate and cement standard bumper (111C) to locations on front of body.
60. Apply number transfer as before to rear revolving license plate (112) then locate plate in retaining box (113) and cement inside locations in aperture of trunk lid (114). Ensure no cement comes into contact with revolving plate.
61. Locate guide for bullet-proof shield (115) against locations against slot on inside of trunk lid. Cement and allow to dry.

62. Slide bullet-proof shield (116) into slot at top of trunk lid, DO NOT CEMENT. Trunk lid may be fitted in either open or closed positions or left loose.
63. Locate and cement wing mirrors (117C, 118C) into locating holes in wings.
64. Locate and cement door handles (119C, 120C) into locating holes in door panels.
65. Locate and cement side trims (121C, 122C) to body sides.
66. Commando Spikes (123C) may be placed in trunk, or spread in road behind car if suitably mounted. Hood (124) and roof panel (125) are not cemented but merely fitted in respective positions.
67. Place inner wheel halves (126-129) over axle ends, then place brake discs (130-133) detail outwards, onto small diameter ends of axles and carefully cement in place, thus retaining wheel halves. Ensure no cement comes into contact with wheels.
68. Fit tires (134-137) onto inner wheel halves, apply cement to outer edges of outer wheel halves (138C-141C) and press into place inside tire. Do not allow cement to contact brake discs or wheels will not rotate. Allow to dry.
69. Slide, DO NOT CEMENT, James Bond wheel cutters (142C, 143C) through center holes in rear wheels and into rear axle. For standard version discard and substitute standard "knock off" hub caps (144C, 145C).
70. Fit standard "knock off" hub caps (146C, 147C) to front wheels on both versions.

## COLOR SCHEME

**BLACK** Heater ducting machine guns, generator fan belt assembly, underside of chassis, inside trunk, inside engine compartment.

**GOLD OR METALLIC GREY** body.

**RED** interior trim, fan.

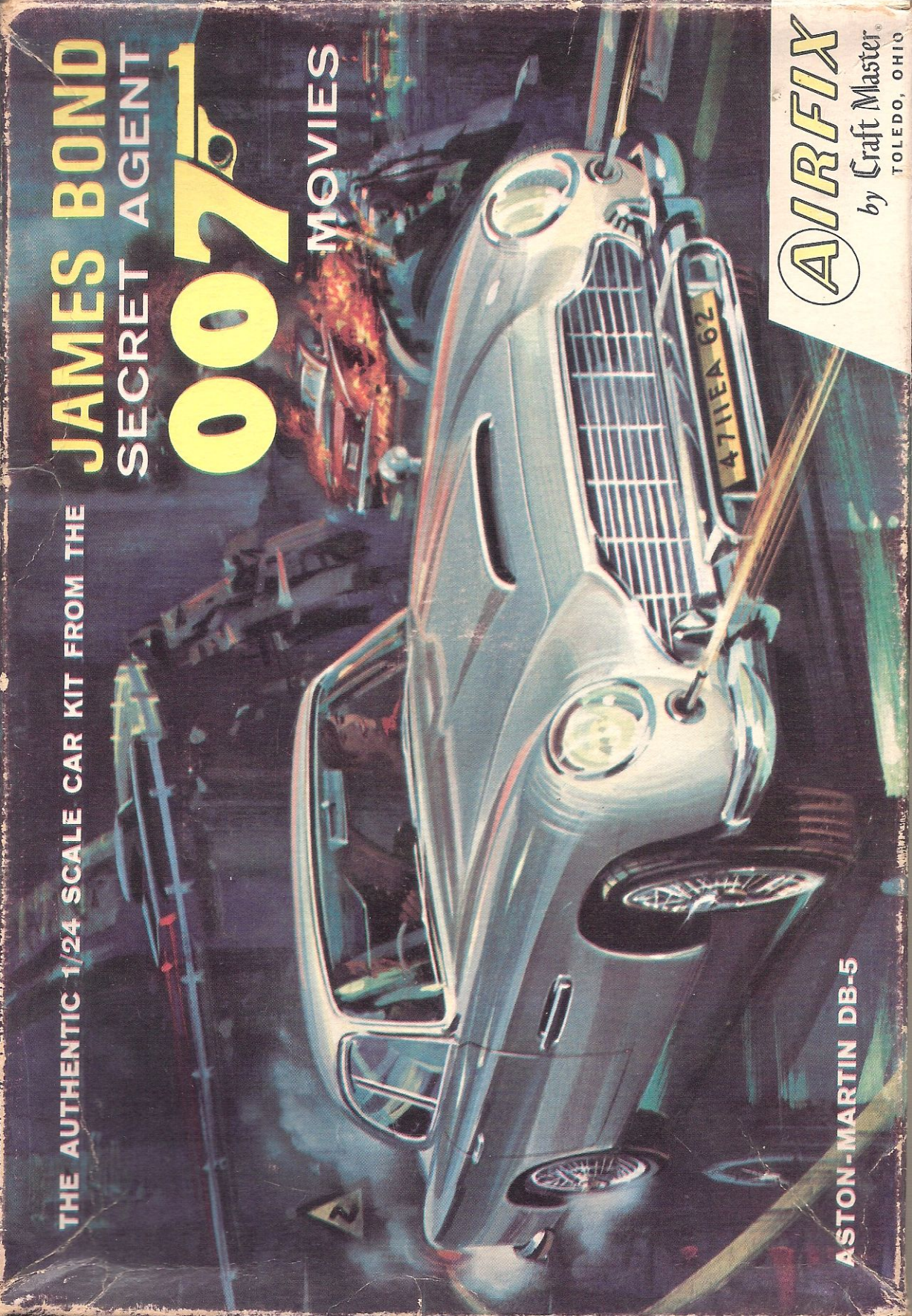


THE AUTHENTIC 1/24 SCALE CAR KIT FROM THE

**JAMES BOND**  
**SECRET AGENT**

**007**

**MOVIES**



**ASTON-MARTIN DB-5**

**AIRFIX**

by Craft Master  
TOLEDO, OHIO