

Aston Martin V8 Vantage

2005-2017 · 4.3L/4.7L V8 (380-430 hp) naturally aspirated, rear-wheel drive

Est. annual maintenance cost: €2,400-4,200

Date _____ Mileage _____ Price _____ Seller _____

What matters most: Manual gearbox cars are significantly cheaper to own. If it's a Sportshift, ask for full clutch and transmission service history before visiting.

BEFORE THE VIEWING

Recall status (throttle + Sportshift)

Two safety-critical recalls: throttle pedal arm (Nov 2007 to Dec 2013 cars) and Sportshift software/hydraulic connector (2010-2013). Contact Aston Martin with the VIN to confirm both are completed.

Service records and clutch history

Ask for full Aston Martin dealer or specialist service records. Specifically ask if the clutch has been replaced and at what mileage. Clutch life varies from 15,000 to 80,000 km depending on use.

Battery and tracker status

Ask if the factory Eurowatch tracker has been disabled. A failing tracker drains the battery in under two weeks. Also ask whether the owner uses a trickle charger when the car sits.

AT THE CAR

Tyres and exterior condition

Rear tyres wear fast on this car, often lasting only 15,000 to 20,000 km. Front and rear sizes are staggered, so they cannot be rotated. Check tread depth and age on all four corners.

Oil leaks around the front of the engine

Look under the car and around the front of the engine bay for oil seepage. The timing cover gasket is a known weak point on both the 4.3L and 4.7L. A damp timing cover area can point to a repair costing €3,000 or more.

Taillight and headlight condensation

Check all light housings for moisture, water droplets, or dim LED sections. Factory sealant was applied inconsistently, and water ingress destroys the LED boards. Replacement taillights cost nearly €2,000 each.

Door locks and windows

Lock and unlock the car from the key fob several times. Operate both windows fully up and down. One door locking while the other unlocks, or dead windows, can point to door module failure (€500-2,000 to fix).

DURING THE DRIVE

Clutch feel and gearbox behaviour

On a manual, try accelerating firmly in 3rd or 4th at low RPM to check for clutch slip. On Sportshift, watch for jerky shifts, hesitation between 1st and 2nd, or warning messages on the dash.

Rear suspension over bumps

Drive over speed bumps and rough surfaces at low speed. Listen for knocking or clunking from the rear. These sounds can point to worn wishbone bushings, which also cause uneven rear tyre wear.

Engine temperature and idle quality

Watch the temperature gauge during the drive. It should settle and stay stable. Fluctuating readings may point to a degraded thermostat gasket. At idle, the V8 should be smooth with no misfires.

NOTES

THIS CAR AT A GLANCE

Naturally aspirated V8 GT, built 2005-2017. The engine is robust, but clutch replacement and timing cover reseals are expensive due to high labor. Manual cars cost less to own.

KNOWN WEAK POINTS

Clutch replacement

Engine-out job, 30k-80k km lifespan
€3,500-5,500

Timing cover gasket

Oil leak, 12-20 hours of labor
€3,000-4,500

Sportshift transmission

Software, hydraulic, clutch issues
€2,000-4,500

Taillight condensation

Factory seal gaps, LED board damage
€500-2,000

Door module failure

Erratic locks, dead windows
€500-2,000

