

## Lagondaforum: 2.6 toolkit content ?

### 2.6 toolkit content ?

*Written by mjpetersP24 at Feb 04, 2012 11:40 am*

None of my cars has a toolkit. Does anyone know the original factory specification? Were the tools in some sort of roll ? Any help or pictures would be appreciated. Martin

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### Re: 2.6 toolkit content ?

*Written by TVJL at Feb 04, 2012 12:33 pm*

Hi Martin,

I'm always asking this sort of question re our cars (DB 3 litre and DB Rapide) and look forward to reading the replies of others. I can't help much myself re the DB 2.6, I'm afraid. I do know that there should be at least 2 'special' tools in the kit - a handle for pumping the Jackall system and a drain tap tool for the engine. The starting point for collecting a set of tools that is probably right for the post war car in question is the equivalent kit for the Aston Martin DB2, 2/4, Mark III and DB4 (as the case may be, depending on the production dates of the corresponding DB Lagonda).

Regards,

Tim

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### Re: 2.6 toolkit content ?

*Written by mjpetersP24 at Feb 05, 2012 11:48 am*

Hi Tim,

Thanks for your reply. I have to admit that I hadn't thought about investigating the DB2, etc., aspect of this. Neither had I thought of the drain tap tool - I can see that being a `must have` item! I wonder if the kit contained a small grease gun which other cars of the period, e.g Sunbeam-Talbot, definitely had. I will contact a couple of DB2 owners I know to see if they perhaps have an original kit for their cars.

Regards,

Martin

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### Re: 2.6 toolkit content ?

*Written by TVJL at Feb 06, 2012 12:01 pm*

Martin,

Here are a few photographs that may help re various DB2, 2/4 tool provisions.

Regards,

Tim

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### Attachments:

[247830\\_10150197150355892\\_621545891\\_7234864\\_3577022\\_n.jpg](#) (filesize: 77.40 KB)

[229420\\_10150197150440892\\_621545891\\_7234865\\_1125744\\_n.jpg](#) (filesize: 91.23 KB)

[249125\\_10150197150515892\\_621545891\\_7234867\\_6999260\\_n.jpg](#) (filesize: 94.33 KB)

[249660\\_10150197150700892\\_621545891\\_7234873\\_5582594\\_n.jpg](#) (filesize: 65.84 KB)

## Lagondaforum: 2.6 toolkit content ?

### Re: 2.6 toolkit content ?

*Written by mjpetersP24 at Feb 07, 2012 3:28 pm*

Hi Tim,

Many thanks for taking the trouble to post these pictures. I'd quite forgotten the stowage locations for tools on the DB2. Efficient use of available space!

Meanwhile, club member Antony Bowie, who isn't a member of this forum but who owns a quite exceptional and original 2.6 saloon sent me the attached pictures. Antony makes the following comments / observations: items are not guaranteed original but they have been with the car since 1960. Wheelbrace in the first picture is likely to be a later replacement. Wheelbrace in the second picture which wasn't presently in his car, may well be the correct type. It fits the tool roll and was amongst his other spare parts. Wheel chock might be original? Spanners: to quote Antony "There are a number of odd spanners, a plug box spanner, and a pair of pliers but they are all from different manufacturers (where stated) and so I am not sure what could be considered original (the only one that may be is a Jenbro )." The 2-legged jack, of course, isn't original. The 2.6 one has 3 legs. Even if nothing more comes to light I believe there's enough information here for me to put something reasonably authentic in the boot.

Regards, Martin

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#### Attachments:

[2p6 Toolkit-ish! 001.jpg](#) (filesize: 99.05 KB)

[2p6 Toolkit-ish! 002.jpg](#) (filesize: 97.03 KB)

[2p6 Toolkit-ish! 003.jpg](#) (filesize: 98.02 KB)

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### Re: 2.6 toolkit content ?

*Written by TVJL at Feb 07, 2012 4:23 pm*

Hi Martin,

As you probably appreciate, the Instruction book has this to say: "The tool kit is kept in the boot, the larger tools being clipped in position. The small tools are contained in a tool roll."

Similar questions (about the 'right' tools) have been asked over the years on the AMOC website, reference (principally) Astons of this era and later. The best distillation I can manage of the views expressed is as follows (obviously, the Astons did not need a wheel brace and had a rawhide hammer to 'address' the knock offs/ons):

Starting handle

Engine drain plug tool (already mentioned) (replicas can be supplied by Kevin Kay in Northern California).

Open ended spanners x 3 (or more) (Whitworth) - 1/8 to 3/16, 1/4 to 5/16, 5/16 to 3/8 (before those that were marked 'David Brown' came into use, Garrington branded items seem to have been usual, although Magpie and King Dick were also used) - see additional photograph below

Spark plug box-spanner and tommy-bar

Pliers

Wooden-handled screwdriver

Grease gun (Tecalemit branded (not sure of size))

Fire extinguisher

Adjustable spanner (only with late cars)

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Feeler gauge set

Valve core set

Valve cap set

Tyre gauge

Gearbox drain key

Girling tin containing a tube and key to bleed the brakes

I don't have the books to hand. But, didn't many of the 2.6 Lags have the Jackall hydraulic jack system? Obviously, cars so equipped would not have had the hand jack etc. included in the tool kit.

Regards,

Tim

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### Attachments:

[Rubytools1.jpg](#) (filesize: 92.88 KB)

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### Re: 2.6 toolkit content ?

*Written by mjpetersP24 at Feb 09, 2012 11:58 pm*

Hi Tim,

I notice that the hadbook also specifically refers to the wheel chock and stresses how important its use is.

I suspect your list is 100%, or close to, of what a purchaser of a new car would have found in the boot. Thank you for assistance, it's appreciated. I will now search through my BSF spanner collection for any Garrington, Magpie or King Dick examples. I'm bound to slightly doubt the "Girling" tin as the 2.6L and 3L Lagondas used Lockheed braking systems.

I have been trying to find my notes relating to the introduction of the Jackall system. Essentially it was employed on the 3Litre cars and not on the 2.6s. But, I seem to remember that it could have been introduced in '53 on the 2.6 Mk II and maybe even a few cars before?

Regards,

Martin

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### Re: 2.6 toolkit content ?

*Written by TVJL at Feb 10, 2012 9:38 am*

Hi Martin,

Sorry about my brain fade re the Jackall system's early use. What I should have said is that the Smiths manual jacking system was used from the outset on the 2.6 cars (remembering that Smiths made the hydraulic Jackall system too). The Jackall system was indeed formally introduced with the Mark II 2.6 and carried over to the 3 litre cars. However, I believe that some of the earlier 2.6 cars were fitted with the Jackall system too.

Regards,

## Lagondaforum: 2.6 toolkit content ?

Tim

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### Re: 2.6 toolkit content ?

*Written by Peter Henson at Feb 25, 2012 8:54 pm*

Well done gentlemen! Until today I didn't realise these cars came with a 'tool kit' but page 74 of my original leather bound instruction book (much covered in greasy finger marks!) lists the 'clipped in tool kit and others stored in a tool roll' kept in the boot. I did find the original crank handle, it still works! My car is about to be driven and the subject of a suitable jack is yet to be decided. Any suggestions? Can you imagine raising a 2.6 to obtain clearance on a rear wheel on the side of the road in the Australian bush? Some sort of triple lift device is called for. Regards Peter.

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