

Aston sequential tail lights

Product installation instructions

Divinatech Ltd

15 Bentley court,
Paterson rd,
Wellingborough,
Northants,
NN8 4BQ
UK.

Phone: +44(0)1933 681255
E-mail: info@divinatech.com



From organics to mechanics, the flow of form to function.

Intelligent tail lights

The Divinatech sequential tail lights fit all Aston Martin Vantage, Rapide, DB9, DBS and Virage cars from 2005 to 2017.

These lights are designed and custom made in house in the UK to the highest standard. The lighting is provided exclusively by Osram automotive optoelectronics specifically made for use in vehicle lighting which ensures you get years of trouble free service.

This product is a service in which we remove all the internal components from your OEM lights and replace them with our intelligent lighting system. Only the outer case and reflectors are retained. All other parts are replaced with 'fit for purpose' components.

It doesn't matter if your lights are leaking and do not work, as long as the casing is in good condition, we will be able to make them work. This includes resealing properly and fitting Goretex® breathing membranes to combat moisture and condensation.

Best of all, your lights will benefit from a warranty covering our work for a year.

This instruction sheet will help you install your new product effortlessly and make them as easy to remove and refit as the originals.

For up to date installation instructions and videos visit www.divinatech.com



Installation



Tools required for installation:

19mm spanner,
A terminal screwdriver.
A paper clip
Microfibre cloth
Crimping tool

The paintwork of your vehicle, even though tough, can easily be damaged. When removing lights, use the microfiber cloths to prevent damage by using them as a protective barrier between the lights and bodywork.

This instruction sheet assumes you know how to physically remove and re-install the lights. If you are unsure how to do this, please email us and we can send this information and links to videos to assist you.

Installation

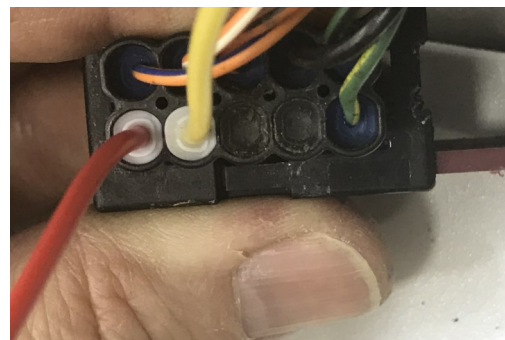
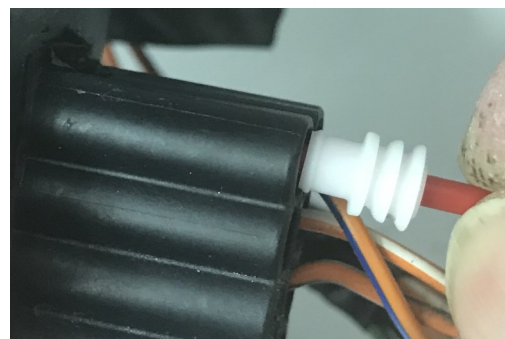
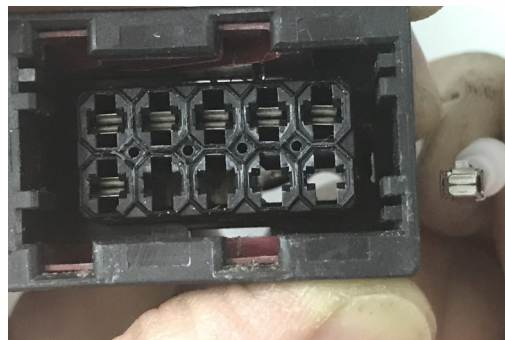
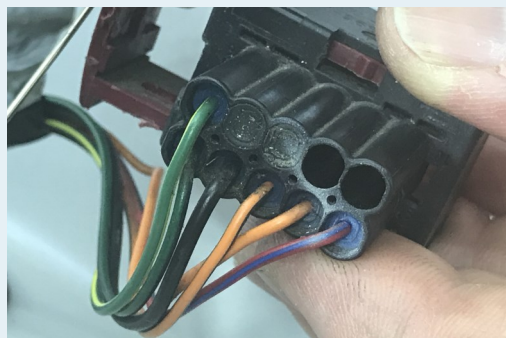
Please read the entire manual before attempting to install the lights.

Make sure your lights and ignition is OFF before starting work.

The multi connector that supplies power to your light (see picture 1 left) has some unused ports. We will need to fit two new pins to this multi-connector on each side to make the new system work.

To do this, you will need to remove the dust plugs from the ports we will be using. The ports are always the two at the end of the unused row as shown (Picture 2 left).

Using the paper clip, push them out as shown (Picture 3 left).



Supplied in your kit are four cables with crimp connectors on the end (Picture 4 left).

IMPORTANT

DB9, DBS, Virage and Rapide have the fusebox on the left. The V8 and V12 Vantage have the fusebox on the right. This is important as you will notice that there are two yellow wires and two red ones. They are different lengths. You **MUST** ensure that the long wire is fitted to the light furthest from the fusebox. Failure to do this pretty much means you need to rip out the wire and fit brand new ones. **You only get one chance to get this right!!**

You will notice that the crimped connectors in the multiplug and the ones supplied have a horizontal orientation. You must ensure you put them in the holes in this way. The first hole in the corner gets the red wire, the second gets the yellow wire.

When you push the connector fully home, you may find you feel a small click as it locks in place. Give the cable connector a gentle pull to ensure it is fixed home. Once in place, push the white sealing plug all the way into the hole as shown (Picture 5 & 6 left).

Once you have the red and yellow wire correctly installed, it should look like the picture 6 left.

Repeat this procedure for the other tail light. Remember that the two holes you must put the cables into will be the same.



The other end of the cable you have installed has a spade connector. This cable must be fed into the vehicle and connected at the fusebox.

Pull the cable grommet off the body as shown in picture 7 left. There is a central cable sleeve and an over boot. Pulling the boot off the cable sleeve allows us to pass the red AND yellow cable through the hole.

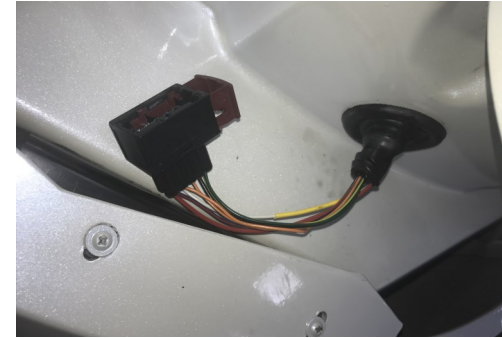


Pass the red and yellow cable through this outer boot but NOT through the inner cable sleeve (Picture 8 left).

Reaching inside the car boot on the other side of the hole, you can now pull the cable through until only the required amount of cable is on the outside matching the original wiring in length (Picture 9 left).

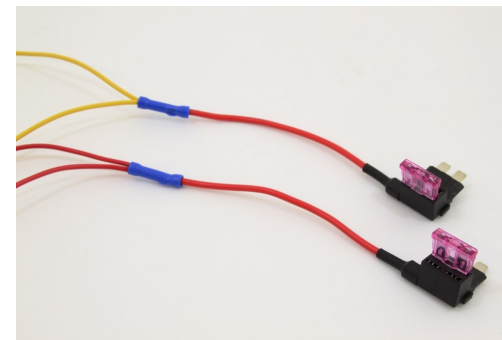


The wires must be run to the fusebox in the boot of your car. It is best to run these wires under the carpet to make the best installation. This also protects the wires from accidental damage from items in your boot.



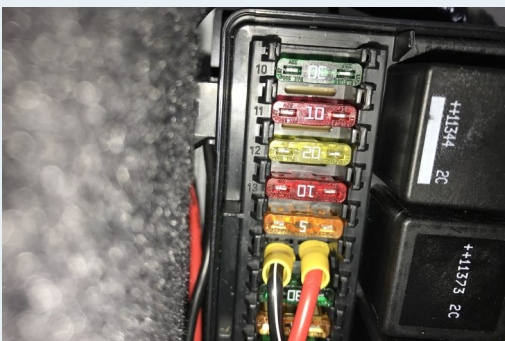
Once you have run the cables to your fusebox, you can re-install the rubber boot and cable sleeve. Pull the sleeve back into the boot and put the boot back into the body.

The boot fits on the hole due to a groove that runs round the boot. Make sure the metal of the body is in this groove and the rubber holds itself in securely (Picture 10 left).



Supplied in the kit are two "Add a fuse" connectors. One is for red wires, the other is for yellow. Plug the two red cables (one from the left, one from the right light) into the crimp connectors on the Add-A-Fuse (Picture 11 left).

Repeat this procedure for the two yellow cables in the yellow Add-A-Fuse.



The boot fusebox has a LOT of fuses in it. We need to make sure we connect our lights to the right fuse.

Using your owners manual and looking at the fusebox, you may notice that the fuses are numbered (picture 12 left).

You must fit the red Add-A-Fuse and the yellow Add-A-Fuse to the fuses listed opposite:



Pull out the fuse corresponding to the Add-A-Fuse listed above.

Put the fuse you have just removed into the lower fuse position in the Add-A-Fuse.

We have already fitted the tail lights fuse to the top fuse position in your Add-A-Fuse.

You may need to bend the wire on the Add-A-Fuse quite severely to get it to fit in next to the relays in the fuse box (picture 13 left).



Refitting the fusebox cover will be difficult now you have four wires extra exiting the assembly. The seal round the fusebox will not engage properly unless you cut a small slot out of the box to allow the wires to exit the cover. This is entirely optional but finishes the job nicely. As an alternative, you can drill holes in the lid of the fusebox and pass the wires through before connecting to the Add-A-Fuse connectors, but this is not as convenient as a slot.

WARNING. Aston Martin have often changed their specifications without updating user manuals. Divinatech make no claims to its accuracy. The user should check for suitable constant 12v and ignition on fuses.

DB9 <2012.25
Red Add-A-Fuse - Fuse
Yellow Add-A-Fuse - Fuse

DB9 >2012.25
Red Add-A-Fuse - Fuse
Yellow Add-A-Fuse - Fuse

V8 Vantage <2012.25
Red Add-A-Fuse - Fuse
Yellow Add-A-Fuse - Fuse

V8 Vantage >2012.25 & V12 Vantage
Red Add-A-Fuse - Fuse
Yellow Add-A-Fuse - Fuse

Rapide
Red Add-A-Fuse - Fuse
Yellow Add-A-Fuse - Fuse

DBS
Red Add-A-Fuse - Fuse 11
Yellow Add-A-Fuse - Fuse 4

Functions.

Ignition on. The lights system will create a sweep pattern on both lights to emphasise the starting of this epic car.

Ignition off. The lights system will create a sweep pattern on both lights in the opposite direction to ignition on.

Lights on. The side lights sweep on from the inside out. The new lights illuminate the entire top row.

Lights off. The side lights sweep off from the outside in.

Indicators/Hazards. The system sequentially sweeps the lights in the direction indicated.

Brake. The entire top row of the lights illuminate at maximum brightness.

Reverse. White LED illuminates.

Fog lights. Inner high power LED's illuminate.

NOTE:

The lights are permanently powered but only to maintain the microcontroller. This is absolutely necessary to ensure that functions such as side lights and hazard lights continue to function even when you have left and locked the vehicle.

The current consumption of the controllers is tiny. The lights draw only a maximum of 15mA each. This means a normal Aston Martin battery would power your lights for nearly 2000hrs before it was flat!!

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