

DB9 Carbon strakes

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.

Carbon wing strakes

The Divinatech carbon Fibre wing strakes fit all Aston Martin DB9 cars from 2005 to 2012.

The side strakes are made of carbon fibre, and have a gloss finish to match the original finish of your original Aston Martin accessories.

The attention to detail in these hand made parts is immediately evident. The weave is precision laid to ensure the left and right hand parts are perfectly symmetrical. The finish is examined to ensure absolute consistency and draw the eye to the inherent craftsmanship.

The strakes are 100% pre-preg carbon fibre and offer a great weight saving as well as giving your exterior the modern look such a prestigious sports car deserves.

They directly replace your chrome plated parts and are straight forward to fit.

Supplied with both left and right hand parts in a matched pair. In order to ensure the weave is perfect, we only supply them in pairs.

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



Installation



Tools required for installation:

T30 Torx driver,
10mm spanner,
Plastic trim tool
22mm socket & torque wrench
Jack & axle stands (optional)
Microfibre cloths

The paintwork of your vehicle, even though is high quality, can easily be damaged. When removing parts, use the microfibre cloths to prevent damage by using them as a protective barrier between components.

Installation

Please read the entire manual before attempting to install the carbon fibre parts or disassembling the vehicle.

Apply the handbrake and chock the wheels before starting work.

Refer to your car handbook for wheel removal and refitting instructions. Pay particular attention to wheel nut torque settings.

Remove one front wheel at a time unless the car is adequately supported on a lift or axle stands. Remove your front wheel. Inside the wheel arch liner are a series of torx screws as shown in the second picture (left). Remove all the torx screws (T30) including those under the car.

Pull the wheel arch liner back to expose the inner wing behind the wheel, in front of the door.



There are 4 nuts holding the side strake on the wing. Remove all 4 nuts and corresponding washers. Store the nuts and washers as you will require them for the carbon side strakes.

Take care not to drop the side mesh, removing these nuts will free it. Remove the mesh and put to one side.



Withdraw the chrome side strake. The ends of the OEM side strake may be held on the bodywork by an adhesive strip. It is safe to simply pull the side strake off but you must clean off all residual foam from this adhesive strip before continuing.



Position an adhesive pad on the carbon strake on the trailing edge and remove the protective backing strip from the sticky pad.

Offer the new carbon strake upto the wing mounting holes.

Carefully place the mesh on the back of the strake threaded pins and refit the nuts and washers previously removed.



Using the microfibre cloth and trim tool (available at www.divinatech.com), pry off the door pip. Be very careful not to dent or scratch the paintwork. Use slight and even pressure to work the sticky pad that holds it until it comes off.



Clea off any adhesive residue left from the chrome pip. Isopropyl alchcohol is really useful to prepare surfaces for good adhesion and cleanliness.
Do not use Isopropyl alcohol on carbon components.

Remove the sticky pad backing from the carbon pip and prepare to install on the door.



IMPORTANT

The pip must be between 10mm—15mm from the side strake/wing edge to ensure it does not foul the wing.

Install the pip making sure it is perfectly aligned with the side strake. Press firmly for 5 to 10 seconds to ensure good adhesion of the 3M pad.



Carefully open the door paying very close attention to the clearance between the pip and the wing trailing edge as shown in the picture (left). The pip must not come into contact with the wing.

Each side strake, left and right, require the same procedure.

Reassembly is very much the removal in reverse order.



TIP

Do not tighten the screws down immediately. Due to alignment of a hand built vehicle, it is strongly advised to place ALL the screws in a few threads before going back and tightening them all up.

TIP

The screws on your car may be corroded. Do not force any nuts or torx screws. If they appear to be overly tight, spray them with penetrating oil and leave for some time for the oil to work. This will make it easier to remove.

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