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Thread: DIY - Hard Wiring a Radar Detector

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RC-Cola ▾

Member



Join Date: Nov 24th, 2009
Location: Calgary, AB
Posts: 100
Vehicles: '10 GTI

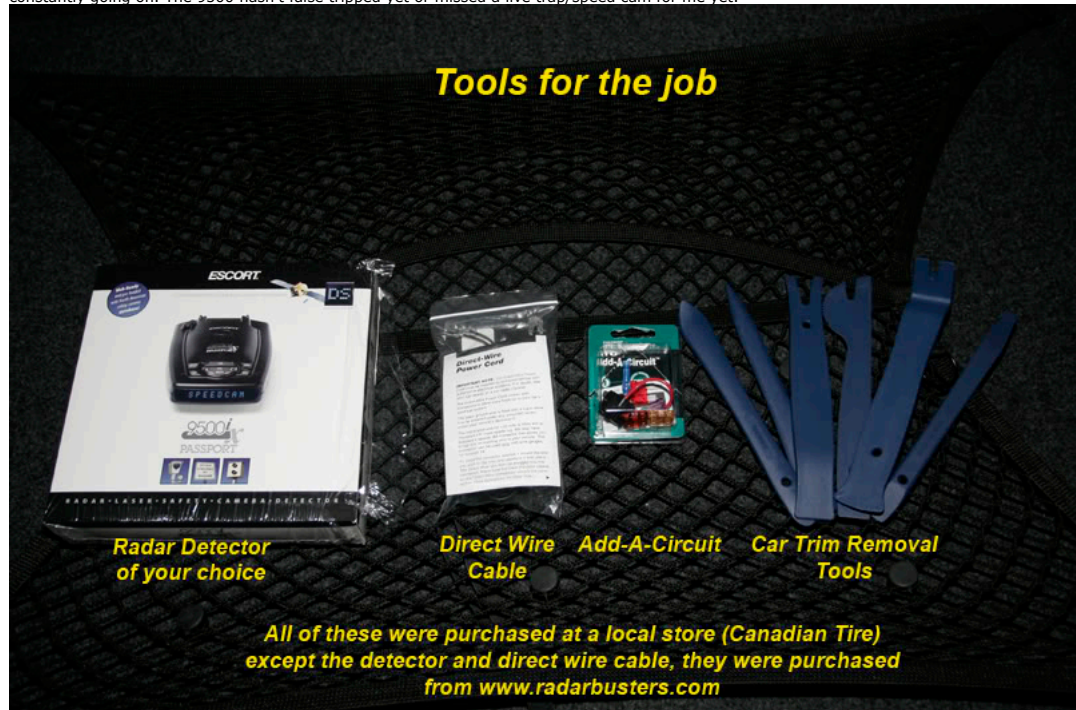
☐ DIY - Hard Wiring a Radar Detector

03-02-2010 02:10 PM

Reply

#1

I've seen a couple of threads in regards to how to hard wire a radar detector in a MKVI. Here's how I did it that seems fairly secure, well hidden and I've had no issues with it running for the last few days. As per normal, I'm not an expert on the VW GTI systems. I'm not responsible for you or your car if something goes wrong.
To start with, get the proper tools as it will make your life much easier. I chose the Escort 9500ix detector for it's false alerts reliability and the ability to update the database with new red light cams, comon trap areas etc. I know lot's of guys like the V1, I've used it in the past and it is constantly going off. The 9500 hasn't false tripped yet or missed a live trap/speed cam for me yet.

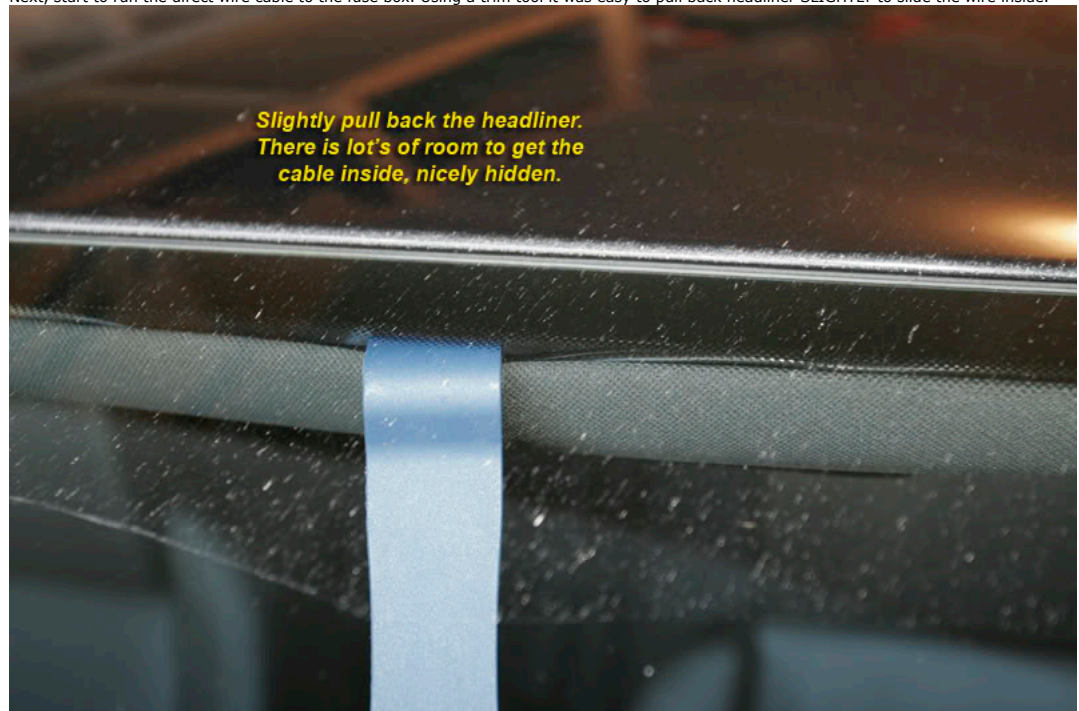


Next, mount the detector in your desired location, make sure that it can "see" out the front and back of the car. Make sure it's level with the road.



Position the detector where you want it, then make sure it's level.

Next, start to run the direct wire cable to the fuse box. Using a trim tool it was easy to pull back headliner SLIGHTLY to slide the wire inside.



Slightly pull back the headliner. There is lot's of room to get the cable inside, nicely hidden.

Once at the A-pillar I crossed over to the outside of the trim. It was fairly easy to cleanly get the wire past the trim. Once you start to run the wire down you can see the air bag in behind. ***Important*** You can slide the direct wire cable in behind the air bag so if you are in an accident you won't get whipped in the head by the cable.



Coming down the A-Pillar. When you pull back the weather stripping you can see the air bag. There is a lip between the air bag and the stripping. Make sure the cable stays there so that if you are in an accident, the cable doesn't whip you in the head!!!

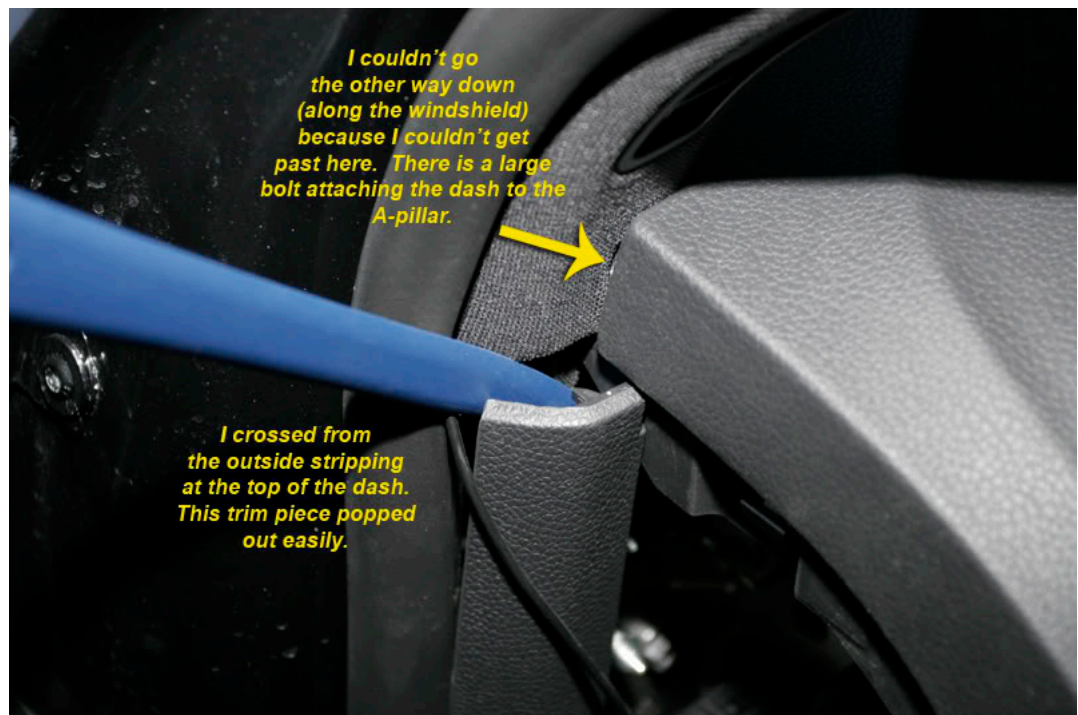
Now that you are down the A-pillar it's time to crack the fuse box. Again using a trim tool will make sure that you won't scratch/dent/bend the plastic as you can with a screw driver.



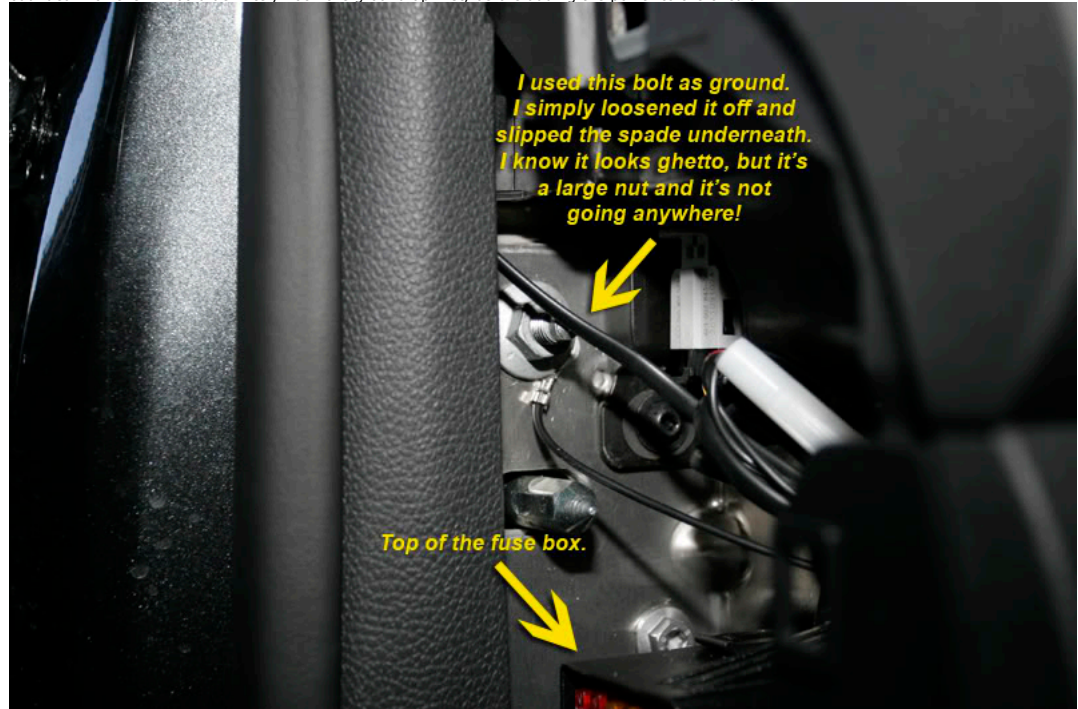
Cable cross over location.

Opening the fuse box. There is a small notch to get the tool into and then 3 clips that pop open.

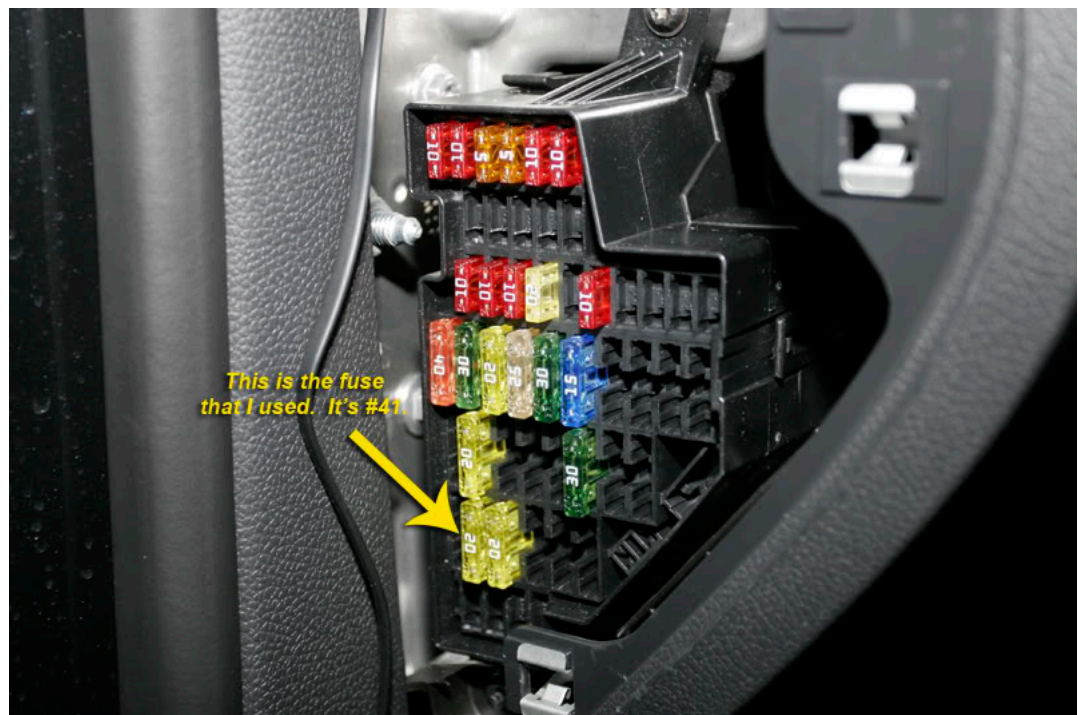
Once the fuse box is open you can cross the cable from the outside of the A-pillar to the fuse box area. This also shows why I didn't go down the windshield side as other have. At the top of the fuse box trim there is a big bolt that attaches the dash to the A-pillar. I couldn't figure out how to get this around this without having to rip apart my dash or having the cable very visible.



Now that your direct wire cable is in the fuse box, it's time to hook up the electrical. I didn't disconnect the battery, but it probably wouldn't be a bad idea. However I would definitely hook the ground up first, before adding the power to the circuit.

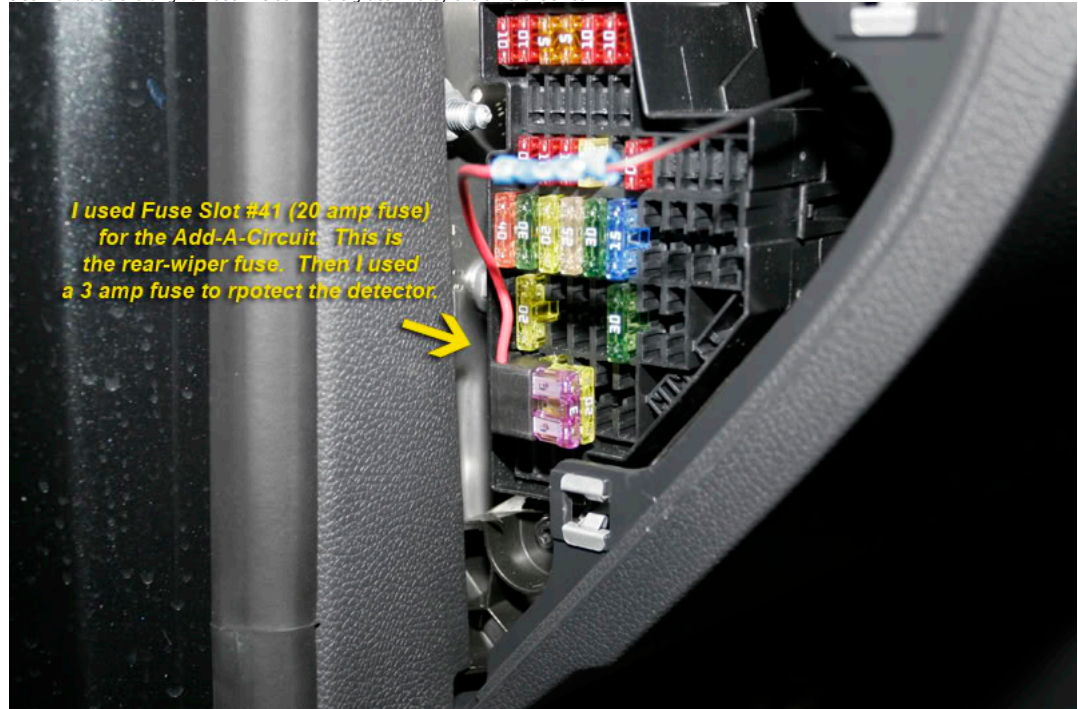


Once the ground is hooked up you can then add in the "Add-A-Circuit". I used Slot #41 which according to the manual is the rear wiper fuse. You can pretty much use anything that is switched or find an open spot to add the circuit.



This is the fuse that I used. It's #41.

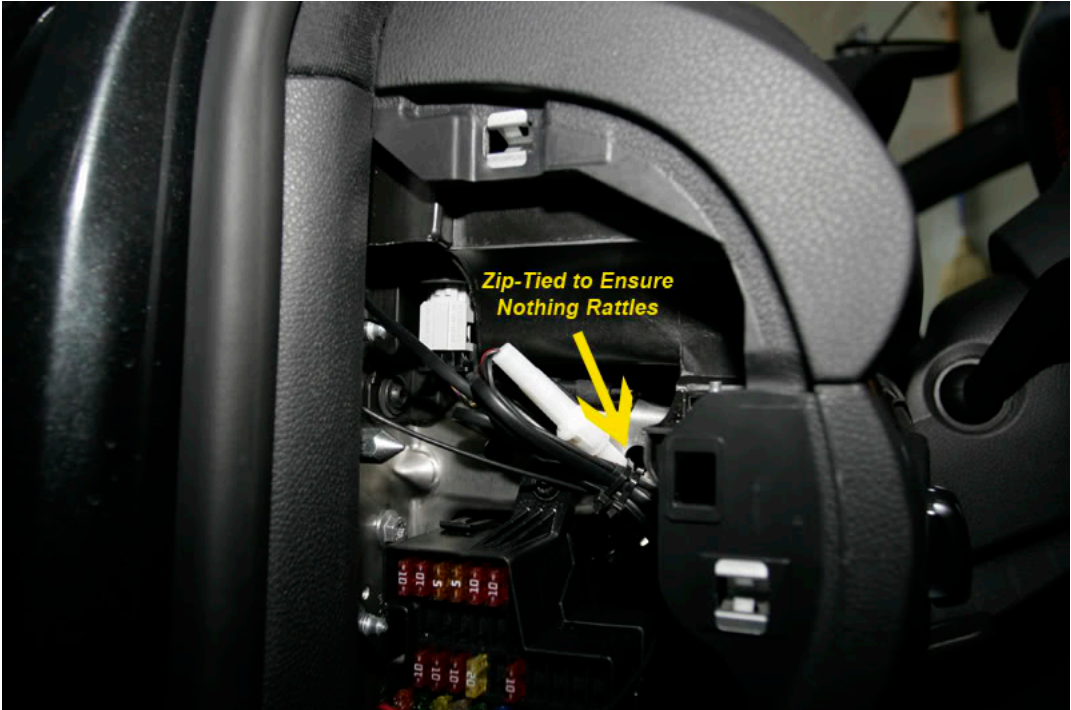
Strip the power wire on the Direct Wire Cable and crimp it onto the Add-A-Circuit wire. Use a smaller fuse (3 amp is what I used) in the top slot or slot A and use the original fuse in slot B. No big deal if they are different sizes.



I used Fuse Slot #41 (20 amp fuse) for the Add-A-Circuit. This is the rear-wiper fuse. Then I used a 3 amp fuse to protect the detector.

Make sure everything is in snug... Now it's time for the moment of truth, turn your car on. If everything work properly the detector should have turned on, ran through it's powering cycle and maintain it power. When you turn of the car the detector should also turn off. If everything works then it clean-up time.

I zip-tied the excess cable above the fuse box area just to make sure nothing is flopping around.



Now it's time to enjoy your hard work and hopefully remain ticket free. I'd say this was a 3 out of 10 for difficulty and took less then an hour to do.
Next up, I'm going to install a M27 Laser Jammer. I'll do a write up on this one as well if you like this one.

'10 CSM 4 door 6mt GTI, 18" Miro Type 111's, APR Stage 1 CPU, APR Stage 1 Carbonio Intake, Blinder M27, Escort 9500ix, tinting & other stuff...



Reply With Quote | +

dsg2021

Member

GTI

Join Date: Jan 1st, 2010
Posts: 150



03-02-2010 04:00 PM Reply #2

Bookmarked. Thanks for showing us, it looks great.



Reply With Quote | +

dasius

Member



Join Date: Aug 30th, 2006
Location: Mississauga, Onatrio
Posts: 1,363
Vehicles: 06/vw/jetta 2.0T

03-02-2010 04:27 PM Reply #3

i would love to do this but unfortunately its illegal here in ontario, you go to jail for it
but very nice write up



Reply With Quote | +

TREginginCO

Moderator



Join Date: Jan 4th, 2004
Location: Parker, CO
Posts: 7,750
Vehicles: '06 Campy White
Touareg V6 & 2013 Ibis White Audi
allroad

Re: (dasius)

03-02-2010 07:26 PM Reply #4

Well done!



Reply With Quote | +

JTWGTI

Re: (TREginginCO)

03-02-2010 08:10 PM Reply #5

Member
Join Date: Sep 25th, 2003
Location: Connecticut
Posts: 1,085
Vehicles: MkVI GTI / BMW R1200GSA

Keeping this bookmarked for the next pay check. Great write-up! Thanks. [IMG]http://******/smile/emthup.gif[/IMG]

Reply With Quote

QcGTI
Member

Join Date: Sep 28th, 1999
Location: Montréal, Canada
Posts: 2,887

Re: (JTwGTI)

03-02-2010 08:22 PM

Reply

#6

Quote, originally posted by **dasius** »;
i would love to do this but unfortunately its illegal here in ontario, you go to jail for it but very nice write up

Same here, I thought it was illegal coast to coast in Canada?

Modified by QcGTI at 8:24 PM 3-2-2010

2010 Golf **TDI** 4drs

Reply With Quote

RC-Cola
Member

Join Date: Nov 24th, 2009
Location: Calgary, AB
Posts: 100
Vehicles: '10 GTI

Re: (QcGTI)

03-02-2010 08:25 PM

Reply

#7

Quote, originally posted by **QcGTI** »;
Same here, I thought it was illegal coast to coast in Canada?
Modified by QcGTI at 8:23 PM 3-2-2010

Not in the Wild West. I know for sure that both radar detectors and laser jammers are allowed in Alberta. However Radar Jammers are a definite no-no.

Modified by RC-Cola at 7:07 PM 3-2-2010

'10 CSM 4 door 6mt GTI, 18" Miro Type 111's, APR Stage 1 CPU, APR Stage 1 Carbonio Intake, Blinder M27, Escort 9500ix, tinting & other stuff...

Reply With Quote

spockcat
Senior Member
Join Date: Jun 4th, 2003
Location: West Coast FL
Posts: 30,000
Vehicles: 07 Z4MC, 11 328i
Touring, 13 F150 STX 5.0, Versys

Re: DIY - Hard Wiring a Radar Detector (RC-Cola)

03-02-2010 09:42 PM

Reply

#8

Did you check to see if there was switched power in the upper console? I have to help my son do an install in his JSW and wondered if power might be available there from something else.

Touareg Audio Accessories - Keyless Start - Paddle Shift

Reply With Quote

RogueTDI
Member

Join Date: Dec 12th, 2002
Location: USA
Posts: 14,804
Vehicles: 2010 Golf TDI 4DR
MT6 SB 1989 AW11 MR2 4AGE
150whp 2250lbs

Re: DIY - Hard Wiring a Radar Detector (RC-Cola)

03-02-2010 09:56 PM

Reply

#9

Great job! Glad to see how relatively easy this is, particularly the headliner and A pillar. 😊

Reply With Quote

RC-Cola
Member

Join Date: Nov 24th, 2009
Location: Calgary, AB
Posts: 100

Re: DIY - Hard Wiring a Radar Detector (spockcat)

03-02-2010 10:11 PM

Reply

#10

Quote, originally posted by **spockcat** »;
Did you check to see if there was switched power in the upper console?

Not too sure what you mean by this, are you referring to hooking into the overhead console where the lights/sunroof is? Or do you mean where the ATC fuses are in the upper box?
I didn't want to tap into anything permanent so I can remove it later if I want, also I wasn't positive where to hook into.

Vehicles: '10 GTI

If you're asking about the other, you can easily tap into the fuses there, I just purchased the larger fuse "Add-A-Circuit".

'10 CSM 4 door 6mt GTI, 18" Miro Type 111's, APR Stage 1 CPU, APR Stage 1 Carbonio Intake, Blinder M27, Escort 9500ix, tinting & other stuff...

TREginginCO Moderator



Join Date: Jan 4th, 2004
Location: Parker, CO
Posts: 7,750
Vehicles: '06 Campy White
Touareg V6 & 2013 Ibis White Audi allroad

☐ Re: DIY - Hard Wiring a Radar Detector (RC-Cola) 03-02-2010 10:16 PM [Reply](#) #11

The sunroof (for vehicles equipped with one) is a great source for tapping into switched power. I did it with my Touareg 4-years ago and it's never been a problem.
For my GTI --- I was curious about tapping into the Bluetooth power, but never got any information on whether it could handle the load.

Mr.Veedubya Member



Join Date: Sep 25th, 2004
Location: Jacksonville Beach, FL
Posts: 2,755
Vehicles: Passat Sport

☐ Re: DIY - Hard Wiring a Radar Detector (TREginginCO) 03-02-2010 10:24 PM [Reply](#) #12

I did mine 100% identical to this! I like your style. Nothing is permanant what so ever and can easily be changed from car to car. Took me less than 5 min because I had done it a few times now.

spockcat Senior Member

Join Date: Jun 4th, 2003
Location: West Coast FL
Posts: 30,000
Vehicles: 07 Z4MC, 11 328i Touring, 13 F150 STX 5.0, Versys

☐ Re: DIY - Hard Wiring a Radar Detector (RC-Cola) 03-02-2010 10:51 PM [Reply](#) #13


*Quote, originally posted by **RC-Cola** »*

Not too sure what you mean by this, are you referring to hooking into the overhead console where the lights/sunroof is? Or do you mean where the ATC fuses are in the upper box?
I didn't want to tap into anything permanent so I can remove it later if I want, also I wasn't positive where to hook into.
If you're asking about the other, you can easily tap into the fuses there, I just purchased the larger fuse "Add-A-Circuit".

I do mean the overhead console. If switched power exists there then it would eliminate the danger of running the wire over the airbag. In my Touareg I used the Homelink power but the JSW doesn't have this. My son's JSW also doesn't have a sunroof. So I guess I will have to look myself. If it doesn't, I will run a single power wire to that area as I need to wire a radar detector and a auto dimming mirror.

Touareg Audio Accessories - Keyless Start - Paddle Shift

sportriderseattle Member



Join Date: Jan 3rd, 2010
Location: Seattle, WA
Posts: 306
Vehicles: 2010 TDI Golf 2dr, manual

03-03-2010 12:24 AM [Reply](#) #14

Radar Detector = waist of money
and when you STILL get caught speeding, you're guaranteed a ticket for the full amount with no breaks
But have at it if you feel like wasting your hard earned money.

2010 TDI Golf 2dr., 6-speed manual, [Shark-Blue](#), 35% tint and Votex Sport Styling Kit

Mr.Veedubya Member



Join Date: Sep 25th, 2004
Location: Jacksonville Beach, FL
Posts: 2,755
Vehicles: Passat Sport

☐ Re: (sportriderseattle) 03-03-2010 12:34 AM [Reply](#) #15

*Quote, originally posted by **sportriderseattle** »*

Radar Detector = waist of money
and when you STILL get caught speeding, you're guaranteed a ticket for the full amount with no breaks
But have at it if you feel like wasting your hard earned money.

SO far from wrong. Sure you can still get tickets and I have with mine (lazars hard to beat since its instant when pointed at your car and cant be detected if the cop is lazering a car next to you). BUT mine has saved me from a minimum of 10-15 tickets. It pays for itself when theres a cop posted a mile away radaring using K or Ka and I know about it from that far away. Without the detector i wouldnt be the wiser to the cop sitting over that next hill on the side of the road. Also helps when your wondering if a car behind you is a cop. Either way their not foolproof and you can still get a ticket but I would say you have atleast a 75% better chance of not getting a ticket. And ill take that.

jmlur

Member



Join Date: Jan 26th, 2009
 Location: Washington DC
 Posts: 340
 Vehicles: 2010 MkVI GTI

☐ FV-QR

03-03-2010 01:02 AM

[Reply](#)

#16

If you're going to argue against detectors, there are only 3 good arguments:

1. If a cop catches you anyway (with laser or instant-on), and sees the detector, he WILL give you a ticket and the court is going to be much less likely to reduce the penalty.
2. False sense of security - you're more likely to be going faster and paying less attention because you feel like you have a "Safety net" - which can make you easy pickings
3. False alarms - can drive you CRAZY

I ran a detector for a while in my b5a4, I haven't bothered to move it to the GTI yet. I may not bother - however, if I could have a totally stealth install, I'd be much more likely to do it. Not just wire runs, but the detector body itself (of course, this is not at all practical and requires a ton of work, so I'm unlikely to do it period).

2010 mkVI GTI



RogueTDI

Member



Join Date: Dec 12th, 2002
 Location: USA
 Posts: 14,804
 Vehicles: 2010 Golf TDI 4DR
 MT6 SB 1989 AW11 MR2 4AGE
 150whp 2250lbs

☐ Re: DIY - Hard Wiring a Radar Detector (spockcat)

03-03-2010 03:26 AM

[Reply](#)

#17

*Quote, originally posted by **spockcat** »;*

I do mean the overhead console. If switched power exists there then it would eliminate the danger of running the wire over the airbag. In my Touareg I used the Homelink power but the JSW doesn't have this. My son's JSW also doesn't have a sunroof. So I guess I will have to look myself. If it doesn't, I will run a single power wire to that area as I need to wire a radar detector and a auto dimming mirror.

You gotta post on that autodimming mirror. I'd love to install one of these aftermarket (didnt realize they need power?).



RogueTDI

Member



Join Date: Dec 12th, 2002
 Location: USA
 Posts: 14,804
 Vehicles: 2010 Golf TDI 4DR
 MT6 SB 1989 AW11 MR2 4AGE
 150whp 2250lbs

☐ Re: (sportriderseattle)

03-03-2010 03:28 AM

[Reply](#)

#18

*Quote, originally posted by **sportriderseattle** »;*

Radar Detector = waist of money
and when you STILL get caught speeding, you're guaranteed a ticket for the full amount with no breaks
But have at it if you feel like wasting your hard earned money.

Ah, then I'm glad I bought one. Maybe you meant, **waste** of money?
Mine has paid for itself more than once. Get a quality unit, know what it can and can't do, and it's gold. But no, it won't stop ignoramuses from doing stupid things and getting caught.



RogueTDI

Member



Join Date: Dec 12th, 2002
 Location: USA
 Posts: 14,804
 Vehicles: 2010 Golf TDI 4DR
 MT6 SB 1989 AW11 MR2 4AGE
 150whp 2250lbs

☐ Re: FV-QR (jmlur)

03-03-2010 03:30 AM

[Reply](#)

#19

*Quote, originally posted by **jmlur** »;*

If you're going to argue against detectors, there are only 3 good arguments:

1. If a cop catches you anyway (with laser or instant-on), and sees the detector, he WILL give you a ticket and the court is going to be much less likely to reduce the penalty.
2. False sense of security - you're more likely to be going faster and paying less attention because you feel like you have a "Safety net" - which can make you easy pickings
3. False alarms - can drive you CRAZY

I ran a detector for a while in my b5a4, I haven't bothered to move it to the GTI yet. I may not bother - however, if I could have a totally stealth install, I'd be much more likely to do it. Not just wire runs, but the detector body itself (of course, this is not at all practical and requires a ton of work, so I'm unlikely to do it period).

Modular systems exist - I may do that in my new MkVI.
1)Not necessarily. I've been caught with it in the car and it never made a difference. Mine was relatively well concealed though, not out in the open.
2)That's a real risk - complacency - but then you shouldnt be speeding if you're prone to that.
3)Technology has solved most of this problem.



rd16rr

Semi-n00b



Join Date: Mar 2nd, 2010
 Posts: 12



☐ Re: V1 concealed display and direct wire power adapter

03-03-2010 10:56 AM

[Reply](#)

#20

That is a great write up ! - (if you don't mind me asking, what software are you using to edit your photos adding text and graphics)
-- for the V1 loyalists out there, there is just one more step to do, if you're using the concealed display - run wires from the concealed display, to the direct wire power adapter and then run power over to fuse box from the direct wire power adapter and its ground wire



RC-Cola


☐ Re: V1 concealed display and direct wire power adapter (rd16rr)

03-03-2010 08:14 PM

[Reply](#)

#21

Member



Join Date:

Nov 24th, 2009

Location:

Calgary, AB

Posts:

100

Vehicles:

'10 GTI

Quote, originally posted by **rd16rr** »

That is a great write up ! - (if you don't mind me asking, what software are you using to edit your photos adding text and graphics)

The photos were taking with a Canon DSLR and the font & arrows were added in Photoshop. The photos are unedited other than image size.

'10 CSM 4 door 6mt GTI, 18" Miro Type 111's, APR Stage 1 CPU, APR Stage 1 Carbonio Intake, Blinder M27, Escort 9500ix, tinting & other stuff...



 Reply With Quote



spockcat

Senior Member

Join Date:

Jun 4th, 2003

Location:

West Coast FL

Posts:

30,000

Vehicles:

07 Z4MC, 11 328i Touring, 13 F150 STX 5.0, Versys

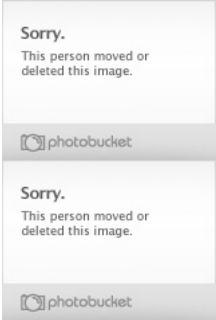
☐ Re: DIY - Hard Wiring a Radar Detector (RC-Cola)

03-09-2010 07:40 PM

Reply

#22

I am wondering why you came down what appears to be the outside of the A pillar as shown in the 4th photo? I just did a similar install (single power wire rather than a pair) and run up the inside of the A pillar between the windshield and A pillar as shown in the below photo. It is pretty easy to run the wire directly from the fuse box between the dash and A pillar trim and then up the A pillar. That way you don't have an issue of possibly crossing the side airbag.
(I still have to add an inline fuse to the power line. I didnt have one when I did the install today.)



Touareg Audio Accessories - Keyless Start - Paddle Shift




 Reply With Quote



RC-Cola

Member



Join Date:

Nov 24th, 2009

Location:

Calgary, AB

Posts:

100

Vehicles:

'10 GTI

☐ Re: DIY - Hard Wiring a Radar Detector (spockcat)

03-10-2010 08:21 AM

Reply

#23

Quote, originally posted by **spockcat** »

I am wondering why you came down what appears to be the outside of the A pillar as shown in the 4th photo?

As I stated above I couldn't get past a bolt where the dash and A-pillar met and still being able to hide the cable. Yours looks clean, nice job. How did you get past the bolt?

'10 CSM 4 door 6mt GTI, 18" Miro Type 111's, APR Stage 1 CPU, APR Stage 1 Carbonio Intake, Blinder M27, Escort 9500ix, tinting & other stuff...



 Reply With Quote



spockcat

Senior Member

Join Date:

Jun 4th, 2003

Location:

West Coast FL

Posts:

30,000

Vehicles:

07 Z4MC, 11 328i Touring, 13 F150 STX 5.0, Versys

☐ Re: DIY - Hard Wiring a Radar Detector (RC-Cola)

03-10-2010 09:15 AM

Reply

#24

Quote, originally posted by **RC-Cola** »

As I stated above I couldn't get past a bolt where the dash and A-pillar met and still being able to hide the cable. Yours looks clean, nice job. How did you get past the bolt?

I just pushed it down between the dash and the A pillar trim using a dull screwdriver. Both the dash top and the trim are soft and flexible, so the single wire slipped down somewhat easily. I used a single 14 gauge wire because I opened up the upper console and got the ground up there. I did it this way because I wired both an auto dimming mirror and a radar detector in the car, and they both had a bundle of wires to hide.

Touareg Audio Accessories - Keyless Start - Paddle Shift



 Reply With Quote



RogueTDI

Member



Join Date:

Dec 12th, 2002

Location:

USA

Posts:

14,804

Vehicles:

2010 Golf TDI 4DR

05-28-2010 12:47 AM

Reply

#25

Just a note, RC-Cola. The way your Ad-a-Circuit is installed, youll lose your added accessory circuit if the tapped circuit's fuse blows for any reason.

I just "hard wired" my detector as well, and basically did the same thing. I decided I didnt care much if I lost power should the main fuse blow.



Null Actor ▾

Member

GTI

Join Date: May 2nd, 2010
Location: Toronto, ON
Posts: 371
Vehicles: 2010 VW GTI

05-28-2010 10:51 AM [Reply](#) #26

Originally Posted by [jmblur](#)

If you're going to argue against detectors, there are only 3 good arguments:

- 1. If a cop catches you anyway (with laser or instant-on), and sees the detector, he WILL give you a ticket and the court is going to be much less likely to reduce the penalty.*
- 2. False sense of security - you're more likely to be going faster and paying less attention because you feel like you have a "Safety net" - which can make you easy pickings*
- 3. False alarms - can drive you CRAZY*

I ran a detector for a while in my b5a4, I haven't bothered to move it to the GTI yet. I may not bother - however, if I could have a totally stealth install, I'd be much more likely to do it. Not just wire runs, but the detector body itself (of course, this is not at all practical and requires a ton of work, so I'm unlikely to do it period).

I know this is an old thread... but I'm going to add my piece anyway.

I don't use radar detectors, and I've never had a speeding ticket. But I have some rules about speeding and they've never failed me yet. I'll share them, because I'm pretty sure they work. Or maybe I'm just the luckiest bastard on the planet, but a little critical thinking about what situations a cop can catch you in is the best line of defense against avoiding it.

But first, a caveat -- I only speed on highways or sideroads. I don't speed inside a city, because it pretty much breaks all the rules.

1. Don't speed alone.

Always have what I call a "rabbit". You want someone ahead of you doing the same speed. Because the cop will likely see him first. But follow at a good distance, if you are too close to the rabbit, the cop will pick you instead because he won't be fitting himself between the rabbit and you, especially if he's coming off a side road.

2. Don't pass a sideroad/merge/overpass at speed.

They all make great hiding spots for a spotter, or for a car to be sitting off the highway prepping to nab someone.

3. Don't speed where you can't see what's ahead of you..

Like the above, if you can't see over a hill or around a bend, then you are taking a risk of having a cop sitting there waiting. Also any kind of obstructions... like snow piles (I'll share a story about this one later)

4. Be aware of traffic around you.

The behavior of traffic in front of you can often give away whether or not they know of police in the area. If you see a bunch of brake lights go on for no reason -- cop. If you see a 'blob' of traffic -- cop.

5. Only speed on highways.

Seriously. Speeding on town/city roads is not only dangerous, it's a great way to get a ticket. Speed limits on highways are bull**** but speed limits in cities are there to save you -- and others -- from yourself. So just don't do it.

6. Speed safe.

Don't weave in and out of traffic. Don't pass on the right. Don't follow too close. All of these things are likely to make a police officer pick you over other speeders in the area. It also grabs their attention. The best thing to do when speeding is not grab attention.

And now for a little story!

Back around 2003, a friend of mine had purchased a new WRX, as his first car. We were having some serious fun [hooning](#) about, but then we decided we wanted to make it go *faster*. So we hit the highway. Specifically the long and often empty stretch of Highway 43 north from Edmonton, towards our hometown. This was, of course, in the winter. But the highways were clear and dry, so away we went.

We experimented, jumping to 160kph, then slowing, 180, then slowing. But then we decided **** it, it's a divided highway, there's not a lot of traffic, and it mostly keeps right. So he just goes for broke. We're doing 240kph in a 110kph zone when I notice that all the traffic ahead of us is braking hard after passing a particular snow bank... which was coming up fast. So I shout "SPEED LIMIT, NOW," he brakes hard, and we hit 110 immediately as we pass the snowbank... where there is a cop car hidden.

Needless to say, we drove kind of slow the rest of the way. No pants were shat in but that was a close call with losing a license.

----- 2010 GTI 4dr DSG
----- Carbon Steel Metallic
----- Detroit's



VW_Rabbit07 ▾

Member

GTI

Join Date: Mar 12th, 2008
Posts: 1,469

05-29-2010 02:15 AM [Reply](#) #27



RogueTDI ▾

Member



Join Date: Dec 12th, 2002
Location: USA
Posts: 14,804
Vehicles: 2010 Golf TDI 4DR
MT6 SB 1989 AW11 MR2 4AGE
150whp 2250lbs


05-29-2010 03:39 AM [Reply](#) #28

Great story Null Actor. I drive by very similar rules. A detector is just one part of the approach. That being said, it's also a very significant part, and has prevented trouble with speed enforcement in numerous instances where no other method would have substituted. It's paid for its \$500 price tag several times over, and I'm very happy to have it. But I agree, good protocol can handle a lot of the problems before they happen.



snobdrdran

Member




Join Date: Sep 9th, 2008

Location: Southeast Michigan

Posts: 8,497

Vehicles: 2014 VW



05-29-2010 08:24 PM

Reply

#29

There is a cleaner way to get power from the fuse box


Just buy a VW "repair wire" (part number: 000-979-021) and then add a fuse to the fuse block...waaaay cleaner looking & not as obvious (i.e. warranty work)

I did it on my MKV & plan on doing it on the MKVI when I install my radar detector


Granted it won't be the exact same, but it's gonna be close to this DIY:
<http://www.golfmkv.com/forums/showthread.php?t=62584>

2014 Passat VR6

2013 Tiguan SE




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sebastianjbauer

Member



Join Date: Apr 10th, 2003

Location: SFO

Posts: 4,277

Vehicles: B7 RS4


07-18-2010 08:50 PM

Reply


#30

Just did this. Thanks for the write-up.

The only problem is that now my V1 is running extremely hot. Could this be a fuse issue? I used the 3amp fuse OP used for his, but since he's got a different unit, I'm wondering if I should go higher? I'm not that much of an electrical whiz, so any suggestions are appreciated.




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SoCalMK6GTI

Member



Join Date: Apr 4th, 2010

Location: Rancho Cucamonga, CA

Posts: 7,277

Vehicles: 2010 GTI 6MT DBM

07-18-2010 09:32 PM

Reply

#31

Originally Posted by Null Actor

I know this is an old thread... but I'm going to add my piece anyway.

I don't use radar detectors, and I've never had a speeding ticket. But I have some rules about speeding and they've never failed me yet. I'll share them, because I'm pretty sure they work. Or maybe I'm just the luckiest bastard on the planet, but a little critical thinking about what situations a cop can catch you in is the best line of defense against avoiding it.

But first, a caveat -- I only speed on highways or sideroads. I don't speed inside a city, because it pretty much breaks all the rules.

1. Don't speed alone.
Always have what I call a "rabbit". You want someone ahead of you doing the same speed. Because the cop will likely see him first. But follow at a good distance, if you are too close to the rabbit, the cop will pick you instead because he won't be fitting himself between the rabbit and you, especially if he's coming off a side road.

2. Don't pass a sideroad/merge/overpass at speed.
They all make great hiding spots for a spotter, or for a car to be sitting off the highway prepping to nab someone.

3. Don't speed where you can't see what's ahead of you..
Like the above, if you can't see over a hill or around a bend, then you are taking a risk of having a cop sitting there waiting. Also any kind of obstructions... like snow piles (I'll share a story about this one later)

4. Be aware of traffic around you.
The behavior of traffic in front of you can often give away whether or not they know of police in the area. If you see a bunch of brake lights go on for no reason -- cop. If you see a 'blob' of traffic -- cop.

5. Only speed on highways.
*Seriously. Speeding on town/city roads is not only dangerous, it's a great way to get a ticket. Speed limits on highways are bull**** but speed limits in cities are there to save you -- and others -- from yourself. So just don't do it.*

6. Speed safe.
Don't weave in and out of traffic. Don't pass on the right. Don't follow too close. All of these things are likely to make a police officer pick you over other speeders in the area. It also grabs their attention. The best thing to do when speeding is not grab attention.


And now for a little story!

Back around 2003, a friend of mine had purchased a new WRX, as his first car. We were having some serious fun [hooning](#) about, but then we decided we wanted to make it go faster. So we hit the highway. Specifically the long and often empty stretch of Highway 43 north from Edmonton, towards our hometown. This was, of course, in the winter. But the highways were clear and dry, so away we went.


*We experimented, jumping to 160kph, then slowing, 180, then slowing. But then we decided **** it, it's a divided highway, there's not a lot of traffic, and it mostly keeps right. So he just goes for broke. We're doing 240kph in a 110kph zone when I notice that all the traffic ahead of us is braking hard after passing a particular snow bank... which was coming up fast. So I shout "SPEED LIMIT, NOW," he brakes hard, and we hit 110 immediately as we pass the snowbank... where there is a cop car hidden.*

Needless to say, we drove kind of slow the rest of the way. No pants were shat in but that was a close call with losing a license.

Great rules to drive by! I admit I have learned a hard lesson a few times and now I drive by these rules. Although I still find myself doing 60 in 45mph zones with this car. I swear it's just hard to 'feel' how fast you are REALLY going in this car.




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euro_verrückt

Member



Join Date: Jun 4th, 2010

Location: Bologna

Posts: 158

02-08-2011 04:03 PM

Reply

#32

Originally Posted by RogueTDI

Modular systems exist - I may do that in my new MkVI.

Do you know where to find these? I've been trying to find a way to hid the sensor in the dash but have not been able to find any information on whether it would still work or not

Vehicles: 04 Jetta 2.slow

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Feyd

Member

Join Date: Apr 1st, 2002
Location: Chicago
Posts: 1,988
Vehicles: (Prev: '97 Golf GL, '05.5 Jetta V, '03 BMW Z4, '08 BMW 135i), Curr: 2011 Golf TDI, 2012 Touareg TDI

02-20-2011 08:35 PM

Reply

#33

So,

I did this today and everything is working fine... BUT I've got a question.

I was reading the little document that came with the add-a-circuit it states that you shouldn't use it with fuses greater than 10 amps. Now, clearly OP put his in slot #41 (as did I) and there is clearly a 20 AMP fuse installed in this spot.

So, what are the ramifications of me (us) doing this? I looked for any documentation on where else I could stick the add-a-circuit so that I don't have to piggy-back a 20AMP fuse, but I can't find anything.

Does anyone know what other slots on the fuse block are switched? 🤔

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TREginginCO

Moderator

Join Date: Jan 4th, 2004
Location: Parker, CO
Posts: 7,750
Vehicles: '06 Campy White Touareg V6 & 2013 Ibis White Audi allroad

02-20-2011 11:20 PM

Reply

#34

I used the blue/red wire in the overhead console -- the map lights harness --- for a switched power source... it's great.

It will turn on the V-1 when you unlock or open the doors. The V-1 will turn off 10-minutes after you get out of the car or 10-minutes after you turn off the vehicle and remove the keys.

VERY EASY INSTALL.

Reply With Quote

rockstar

Member

Join Date: Mar 8th, 2000
Location: Scottsdale, AZ
Posts: 9,803
Vehicles: 2013 4dr RB .:R

02-21-2011 03:11 AM

Reply

#35

Originally Posted by Null Actor

I know this is an old thread... but I'm going to add my piece anyway.

.....

so basically, you never speed.. gotcha.

Please excuse the iTypos

2013 RB .:R || faster stuff.

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