

Power option

Initially, I used the excellent how-to for installing and hardwiring my radar detector from North American Motoring

(<http://www.northamericanmotoring.com/forums/how-to/107415-electrical-radar-detector-hardwiring-12v-line-above-the-rearview-mirror.html>)

The only issue I had with that configuration was that my only way of turning the detector off was to reach up to the rear view mirror and turn the knob. That may not sound like much of an issue but where I live, it's not legal to operate a radar detector. Usually, I don't worry about it being on as there are very few "detector – detectors" operated in the state. However, if I'm pulled over for something else, the blinking lights and sounds would be a dead giveaway to the LEO and it's a \$100 fine for having it in the car. Reaching up to the overhead is a dead give away that something is going on in the car and it just gives the LEO more reason to look around. I've also got the remote display so there are no lights up where they can be seen, my remote display is mounted just to the right of the start/stop button so it's down low yet not too far below my line of sight while driving. This also allows me to mute the volume without having to take my hand off the shift lever or steering wheel.

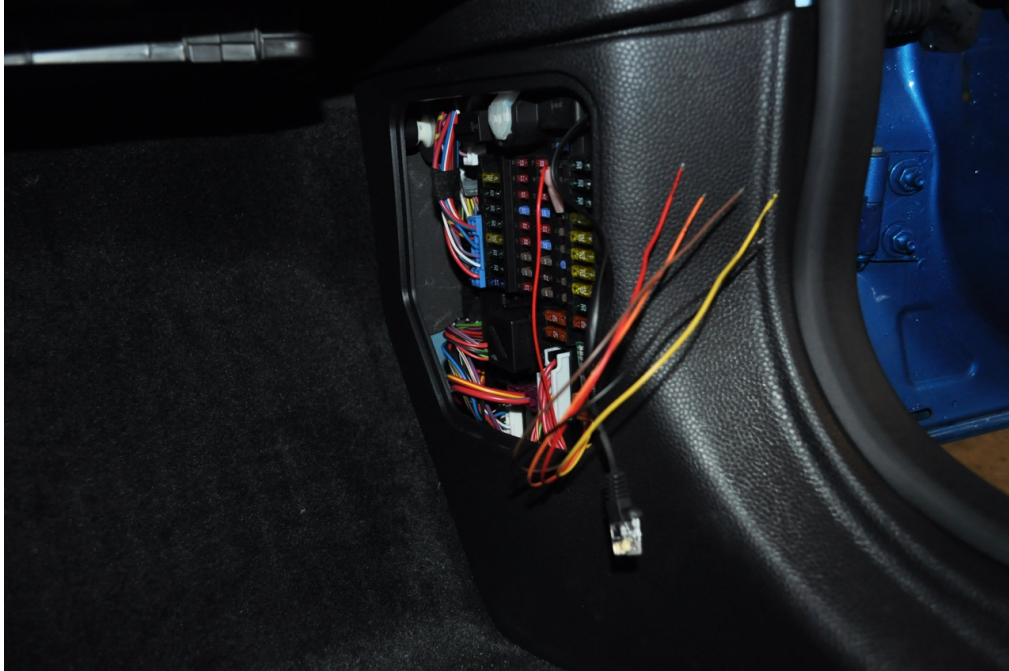
I did some research and I decided to go with the FES-AUTO Auto Sport + (AS+) for the R56. The AS+ can be programmed to manage the sport button and the DSC so you don't have to remember to hit them every time you turn the car off/on. In addition, the device turns the sport and DSC buttons into controllers for "stealth" circuits. Two quick taps on the buttons and it will power a relay (for devices over about .5 Amps) or the actual device itself. (http://www.fes-auto.com/products_detail.php?productid=24)

I installed the AS+ according to the excellent directions provided by FES-AUTO. Here's a shameless plug for the folks at FES. Excellent customer support/service. Answered every question asked quickly and went the extra mile by going to the engineers and confirming information for doing the next step!

So here's what I did:

When I installed the AS+ last weekend, I taped the stealth circuit wires up out of the way so I could access them with the panel back on. They were right behind the fuse panel so they were easy to get to.

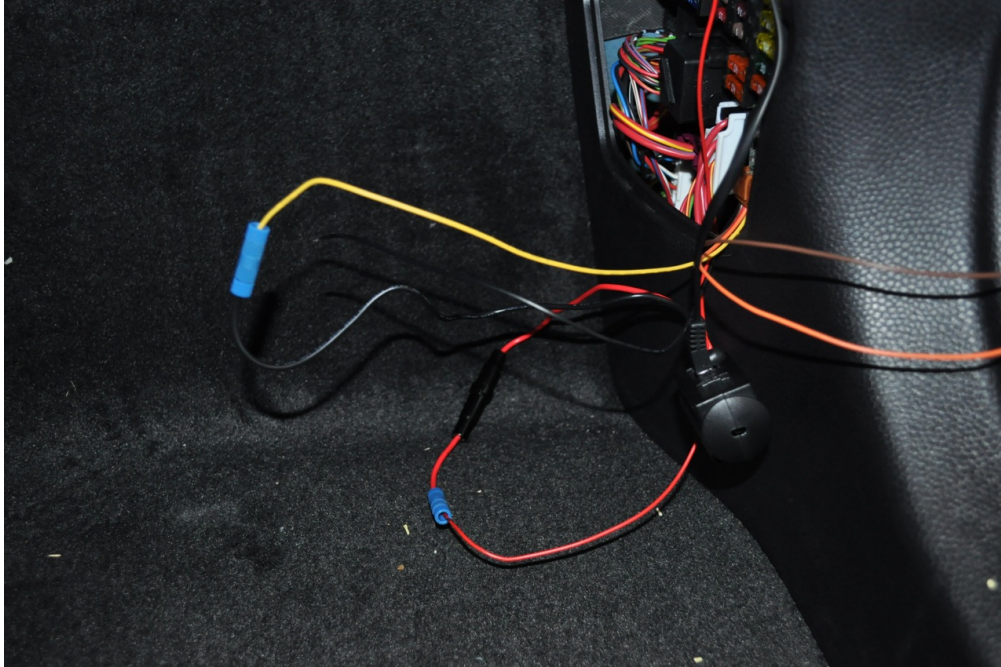
The black wire with the telephone connector in the photo is the power lead to my V1 that is mounted above the rear view mirror.



I used the direct wire adapter (DWA) from Valentine Research for this but the same applies to any other device that needs 12v and less than .5 amp.

The red wire from the stealth circuit connects to the red (hot) wire on the DWA. I used the DSC button at the suggestion of Matt at FES-AUTO because the DSC feature requires a couple of seconds to deactivate/activate – unlike the Sport button which is nearly instant. By connecting it this way, I simply tap the DSC button twice and it turns power on or off without changing the DSC mode. The yellow wire from the stealth circuit connects to the black(ground) wire of the DWA. When the car starts, the device powers up.

I used Posi-Lock connectors (<http://www.posi-lock.com/>) as they are easy to use and give a very secure connection.



Once the wires were connected, I taped up the remaining wires from the AS+ and tucked them behind the panel. I connected the V1 and remote display to the DWA, attached the DSA to the back of the panel using some good 3M double sided tape (no rattles/vibrating that way), neatly tucked the rest of the wires behind the panel and put the cover back on – after testing everything to make sure it worked.



And that's it! Controlled power without any non-OEM switches!