Alternate mount for Valentine Remote Display (RD):

I've been looking for a better way to mount the RD for my V1. Because I live where detectors aren't legal, I need to keep the display discreet and out of casual view.

To mount my V1, I had a tint strip installed and it's suction cupped to the top of the windshield, above the mirror (see photo). The V1 is powered from the Stealth circuit on my FES Auto, Auto-Sport +. A quick double tap of the DSC controls the power to the unit. The wire runs up through the A pillar, under the headliner and then comes out just above the V1. I zip tied the wire just before it comes out from under the front of the headliner. That keeps it from falling all the way to the dash in those very, very infrequent times when the suction cups let it drop.

The wire to the RD runs under the dash and comes up through the panel under the steering wheel.

I recently installed Craven Speed's "W" mount and attached my Scan Gauge II using their SG2 mount. I also picked up the mounting arm for my Tom Tom GPS and then I started looking at the Flex Pod bits and pieces as a way to mount the RD.

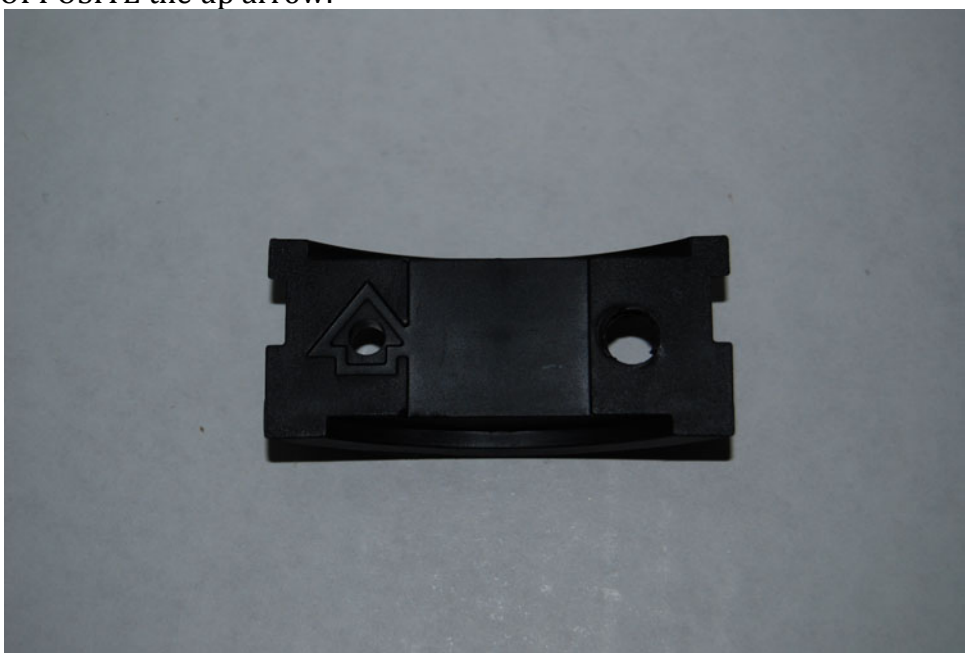
Initially, I planned on using a Craven Speed gauge cup but I found that the RD is too wide to fit into the cup. I have a second RD that I've been working on and I'll see if I can get it to work as that will be a very unique and discreet mounting system.

What I've done for now took less than 20 minutes and I think it'll be just what I need until I can figure out the gauge cup.

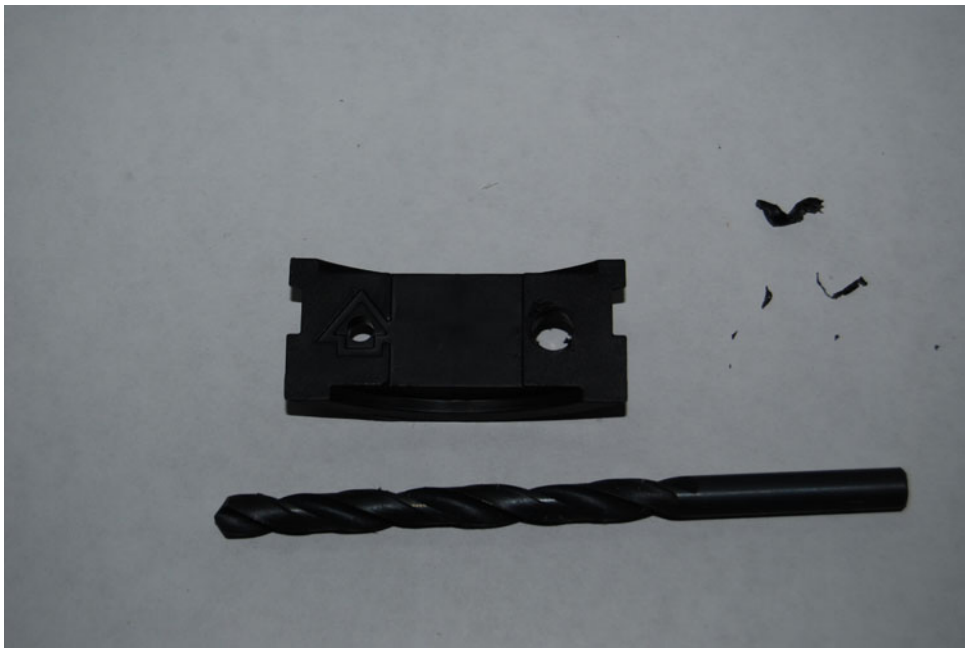
Start with the V1's remote display unit:

Slide the half moon shaped piece out of the back of the RD:

Using a 15/64's drill bit, CAREFULLY ream the plastic out of the existing hole OPPOSITE the up arrow:

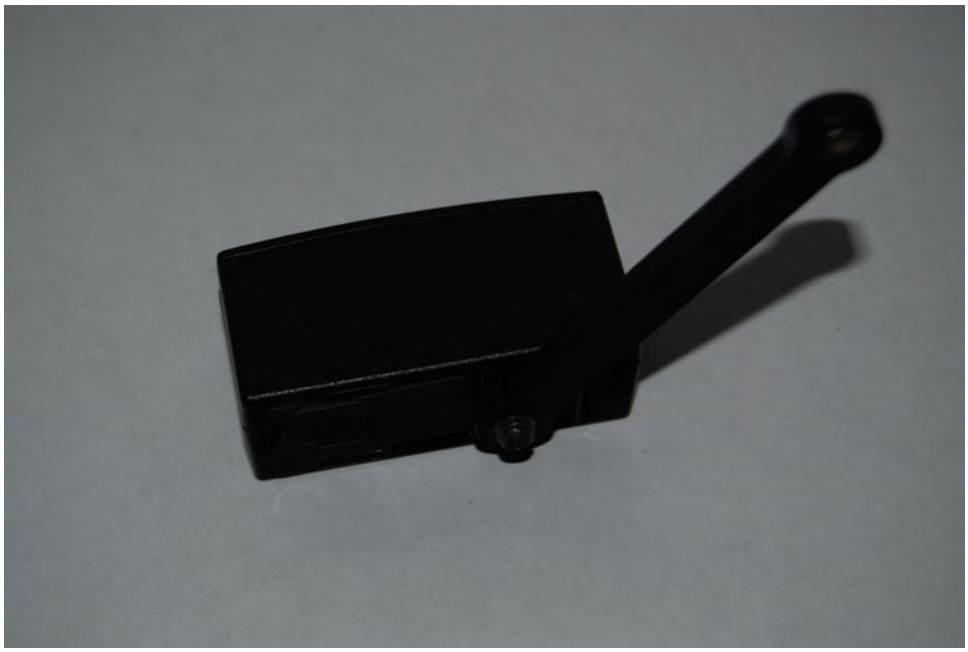


I say CAREFULLY as the piece will try to turn when reaming out the hole and you could hurt yourself. I specify the hole opposite hole as it will allow you to mount the RD upright while keeping the mounting arm tucked in neatly (see later photo).



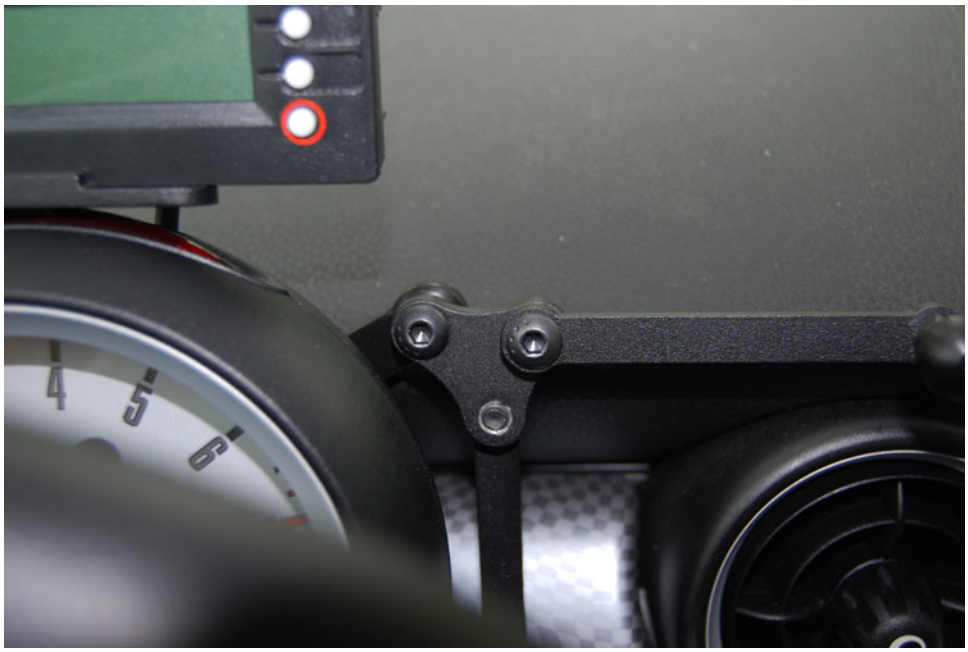
Thread the provided bolt through the hole:

Nearly done with the fabrication. Now, attach this piece to the Craven Speed arm. I used a “Tibia” but if you’d like to push it farther down, take a look at the “Femur” as it’s about 2” longer.



From the front:

You have personal choices at this point. I opted to attach the Tibia to the back side of the splitter (I used a splitter as I have two arms mounted on the same side) to move the RD farther back behind the tach. In the photo below, you'll see my Scan Gauge II that's mounted above the tach and my Tom Tom mount that's on the right and extends out horizontally.



This part takes a little patience. Mock everything up to get the parts where you want them and then tighten them down. The arm for the RD is the toughest as it must be tight before the splitter is attached to the "W" bracket. Once it's attached, I wasn't able to get to the backside of the splitter to tighten it any farther.

Level the half moon bracket, tighten up the bolt and slide the RD onto it. Connect the power and check out your work!

That's it! When I figure out the gauge cup install, I'll just attach the cup to the arm that now has the display on it. My plan is to mount the RD all the way in the bottom of the cup and that will block anyone from seeing the display if they aren't sitting in the driver's seat.

Many thanks to Kellen at Craven Speed for his suggestions for this project and especially for being so flexible in getting that box of parts ready to go.