Valentine One Hardwire

Usual disclaimer applies here, I am not responsible for your efforts. This procedure is done at your own risk, and my write-up is merely a guide to help you hard wire your Valentine One.

With that in mind, I've hard wire installed the V-1 in over a half dozen cars and none were as easy as the Prowler install. The changes to the Prowler are totally reversible. The only change that isn't completely reversible is the change needed to the power wire on the direct-wire power adaptor. However, you could always reconnect what we will disconnect.

The first thing I want to cover are the additional parts I needed. I purchased them from Radio Shack. First I used a Fuse-Block Tap. This allows you to put a piggy back copper connection on an existing fuse that provides a way to hard wire without doing any actual wiring changes. Second I use a female Quick Disconnect. This is spliced onto the direct-wire power adaptor and connected to the Fuse-Block Tap (more on this next). Here are pictures of the items mentioned in Figure 1

Figure 1

Additional equipment you will need will include :

- Wire Stripper with cutter
- Pliers to crimp Quick Disconnect.
- Socket Set

So the first step to do is setup the direct-wire power adaptor to attach to the Fuse-Block Tap. You do this by cutting off the male end of the red power wire. It's a good idea to leave a little wire on the male end you are cutting off just in case you want to use it again. Again, this is the only non-reversible part of the installation process. You can then strip about a quarter of an inch off the remaining red wire on the opposite end from the

You are now ready to add the Quick Disconnect. Just place the stripped wire in the Quick Disconnect from the round opening side so that it is about even with the spot where the opening widens for the female connector. Then pinch the ring with the pliers. You have now readied the direct-wire power adaptor for installation.

Next we need to get inside the fuse box. If you don't already know it's located on the side of the dash and its only visible when the driver side door is open. Open the fuse box door.

First, let's connect the ground wire. I did this by using the screw just above the fuse box (Figure 2). I loosened it enough to get the black wire spade from the direct-wire power adaptor under it and tightened it back up. You can see this in the picture below. The ground wire is the one nearly directly above the red power wire going into the fuse box.

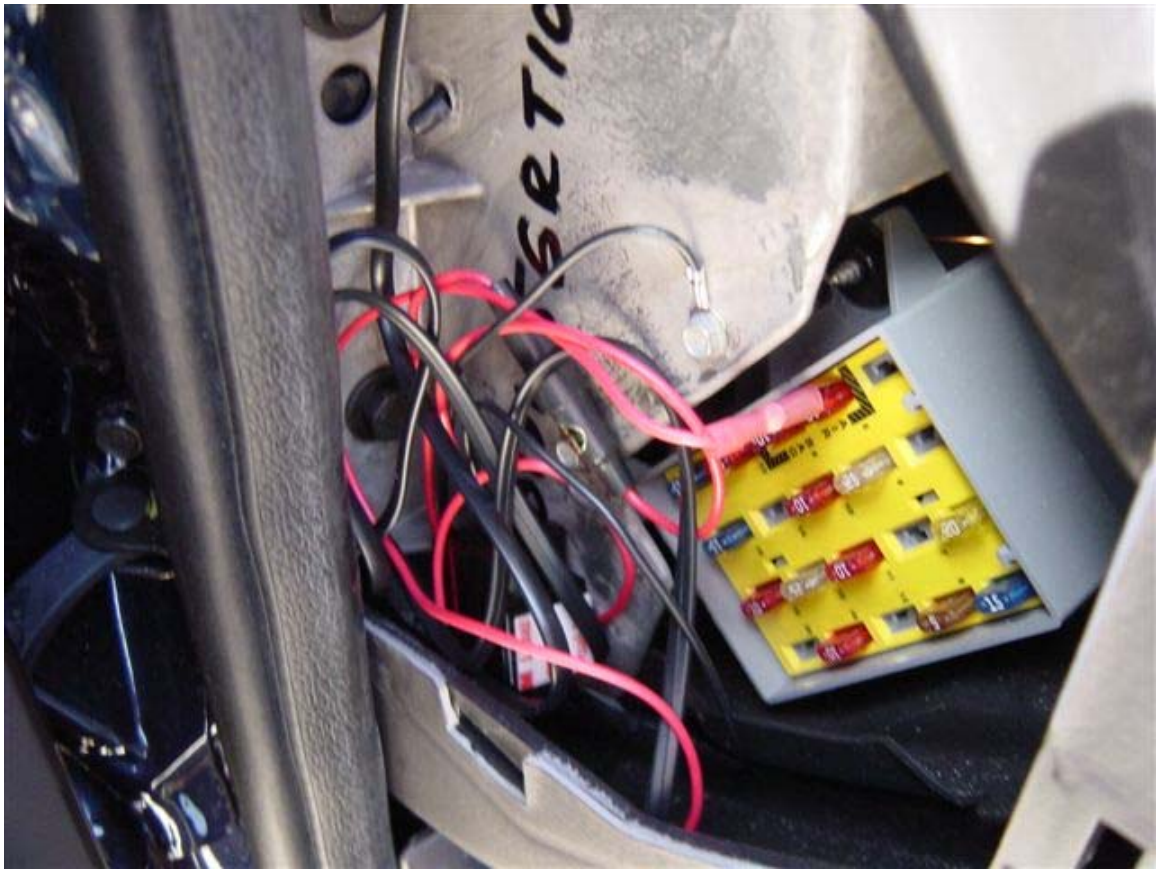

Figure 2

Next, let's hook up the power wire. This is done by pulling the appropriate fuse from the box. You can use any fuse you like. I used fuse 5 that is used for the backup lights. Keep in mind you want to pick a fuse that looses power (switched) when you turn the car off so you don't have to remember to turn the V1 off yourself. Once you pull the fuse, simply add the fuse-block tap matching it's curve with that of the fuse. Then, with the fuse-block tap still on the fuse, simply replace the fuse. You now have a direct power connection from the fuse box available. Simply push the female quick disconnect onto the now protruding fuse-block tap and your wiring for the direct-wire power adaptor is now complete. You can test this by connecting from the power cord to the direct-wire power adaptor (be sure to use the V1 slot and not the accessory) to the V1. Turn on the ignition and assuming that the V1 is one, you should now have power. Be sure and shut the ignition back down once the test as been completed successfully.

While the previous parts have been the most detailed, typically one of the toughest parts is running the wire from the V1 unit to the new direct-wire power adaptor in the fuse box. But with the Prowler and for that matter more and more new cars, this step is a breeze.

First, select a location for the V1. For me this was the hardest part of the install. I didn't like if near the top of the windshield even though this is the area where I would get the most "coverage" out of. My problem is that at my height, my line of sight is at the top of the windshield and above. I also didn't like placing the using too close to the edges of

windshield for fear it would drop out sometime when I was driving after hitting a bump. I have three of these units and the suction cup mount has NEVER came loose without me pulling it off unlike other units I have had. But, I don't want to lean the hard way what forces it loose.

I selected low in the middle of the windshield. You can see my location in Figure 3. I believe I have given up some on the rear range of the V1 as I have a location in town where I can check this. But for me, the rear coverage is a reasonable compromise for the line of sight issue.

Figure 3

Once you place the V1 where you would like, you will need to run the straight power cord to the lower left hand corner of the windshield. For my location, I ran the wire at the point where the dash and the windshield meet as you can see in Figure 3. The dash is such that tucking the wire in is fairly simple. I didn't actually run the wire across the top of the windshield, but there's a slot there where you can easily run the wire as well. Given the amount of slack I had in the straight power line from the center position, my assumption is that you will be able to use it in any location. But of for some reason this is not the case, remember, the cable is simply a phone line that you can recreate to a desired length. Figure 4 is a picture of the spot there the wire runs through. Notice you can't see the wire at all.

Figure 4

Now just snake the wire down the side of the dash into the open fuse box. Connect the plug into the V1 slot on the direct-wire power adaptor that you already have hard wired. You should now be able to test you V1 with the ignition and the V1 on. You should only get power when the ignition is switched on.

The only thing left is to tuck the excess straight power wire into the fuse box area. I found plenty of room to do this toward the front of the car in that area. Replace the fuse box cover. I haven't had any issue with the fuse box cover being too tight to crimp the exposed power wire.

Your installation is now complete. Hopefully you will be enjoying this setup by not worrying about it for years to come.