

Powering A Radar Detector Install Grand Sport

A Radar Detector is a necessity if you own a Corvette! Even if you stay within 8



miles per hour of the speed limit, not easy, there will be the time when you speed because you didn't see the speed limit change; you're trying to get out of a trucks blind spot etc.

You're a Target:

The one thing you can be sure, if there is a police officer around when you speed, the

radar gun will be triggered! In my S10 truck I could be in the lead of a pack of cars and watch a patrol car come from the oposite direction and seldom did the radar detector signal. With the Vette, the radar gun is triggered and a warning occurs almost every time!

Installing a Detector:

I've installed radar detectors mounted to the passenger visor for an '87, '93 and '08 Vette. Even an Escort tech said with a nonmetallic roof, it's fine. I have powered the detector from the passenger visor light and the rear view mirror 12 volt switched power. Bought a new Passport Max. Great detector. It has a new, suction cup mount, however a visor mount is not available. Escort says it mounts too high on the windshield for optimum performance.

Powering the Passport Max:

For the last few years forum members outlined a way to tap the mirror 12 volt source using a kit from BlendMount. More complex an install then the simple method that worked for the C6, but the final result is neat and clean. This picture/text PDF shows the steps in this install.,

Photo Sequence

This view shows some of the Blendmount wires that come in the kit. I installed these before plugging into the 15-inch-long wire that has the phone plug used by Passport. The dental pick were the best tools to get the plastic cover off and to enlarge the hole in the back of the plug.

It was suggested the SIM Tool be used to enlarge the space to make room for the Blendmount wires. Bought 10 for \$0.99 on eBay free shipping from China. They bent and were too small. Dental picks come in various sizes and worked best.



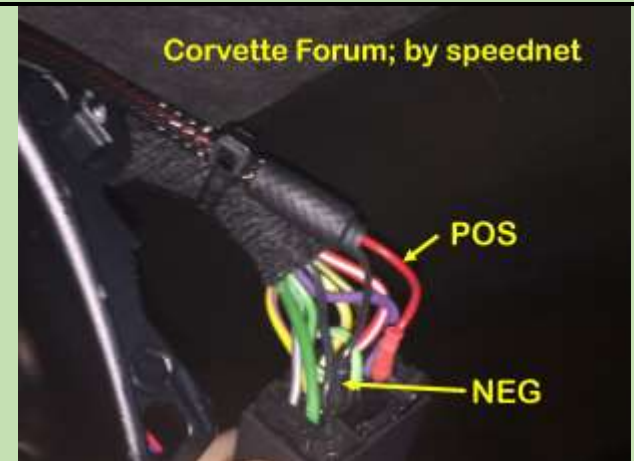
First Step is to pry off the cover behind the mirror. I used a dental pic tool and wedged it in the side of the plastic cover. Have to pull hard but the small clips let go and it comes off.

Some suggest separating the plugs, I saw no benefit. Sat backward in the passenger seat and just plugged the Blendmount wires into the back of the plug, that side going to the car not the mirror.



Forum pics were a great help, particularly this one that showed where the Blendmount wires go, in the cable side from the car not that to the mirror. Negative black to Black Blendmount and the Red Blendmount to the purple wire as shown.

I used the dental pick to provide room for the smallest of the flat end wires (tried the small round one - it bent) Fully inserted with a pair of small needle nose pliers after they were half way in with my fingers.





Connected the Blendmount wires into the 15 inch wire then used several wire ties to secure the Blendmount wires to the car harness wires. He pushed the wires up into the area where the car wires go. Thought I would have excess. Did Not. Could have used another 2 inches! As shown in the top pic on this PDF, I used the Escort Passport Mount Sticky Mount.



Used a ratchet file to notch the plastic cover to make room for the wires.

The pressed it back on. Watch that both sides are over the mirror plastic. Found I would have one side over and one inside! Hard to see as you can only see one side or the other. Once both sides were on the outside in snapped back firmly.



Mounting the detector high on the windshield to the right of the mirror eliminates any obstruction to road vision. The wire routed over the detector and just had enough room.

In my 2014, this position worked well for 3½ years. I'll review the tether shown and the reason in the next few pics.

After using the Passport Max for several weeks, noticed that when going over moderately bumpy roads the unit was vibrating.

Found a solution that is pictured on the right!



Added a "Vibration Damper"

Note: this relatively soft material replaced it with a similar size section of denser material. Works great

All was fine for several months then when the car was parked facing into the sun on a hot day, found the detector in my 2014 hanging by the power cord! The Sticky Mount had let loose!

That happed few other times under the same circumstances, car parked facing the sun on a hot day! But after the first time I installed a tether! Didn't want it hitting the dash!

Made it from some very fine stainless fishing leader. The clap was useful to fit into a very small eye hook, painted black. Used a small drill and a pin vise to drill a hole into the top molding. Works great.



The very thin wire and clasp, from a fishing lure, made a secure safety tether.

Wrapped the wire line around one of the Sticky Mount arms and secured with a small crimped sleeve made from the end of an electrical connector.



Looped Around Sticky Mount and Connected with Crimped Sleeve



The detector can still be simply slipped off the mount. To remove the mount, you just unclip the fishing leader clamp.



Found the solution to get the original mount to stick and stay stuck! Used the 3M General Purpose Adhesive Cleaner shown in the pic left in the area where the suction cup mounts. Followed with the suggestion from an ESCORT Tech of pushing the mount against the windshield before pulling the vacuum level. Has held for over 6 months!

The secret appears to be getting the surface very clean. Perhaps alcohol or ammonia would also work.

Even though the "Sticky Mount" has held for over 6 months without falling or every being removed, still think the tether is worth the effort! Gives piece of mind!

Other 2017 Grand Sport & 2014 Stingray PDF's Available:



Some 40 items discuss improvements or information about a 2017 Grand Sport and 2014 Stingray function and/or esthetics. Some are minor and others, like the installing ceramic brake pads, include detailed install information.

Below are the PDF's available. Click on picture (may need Ctrl pressed.) Or just copy and paste the PDF info (Blue type) into your browser. Or email me at GUtrachi@aol.com and state the title desired, shown in Yellow:

Note: GS indicates the info was updated from that available for the C7 Z51 PDFs.

Rusty GS/C7 Muffler

*Why the C7 muffler is rusted and a simply way to make rust turn matte black.
Bottom pic rusted, top pic treated*

http://netwelding.com/Muffler_Rust.pdf



Change GS/C7 Oil

*WHY change your own oil and HOW to do it
Revised, includes C7 Lifting Methods*

http://netwelding.com/Changing_Oil.pdf



C7 Carbon Fiber Side Skirts

*How to install side skirts with jacking information for
DIY's without lifts*

http://netwelding.com/Side_Skirts.pdf



C7 Carbon Fiber Splitter w/End Plates

How to install Splitter & Nylon bra fit

http://netwelding.com/CF_Splitter.pdf



C7 Removing GM Plastic Film

How To Remove The Rocker Panel Film

http://netwelding.com/Rocker_Panel_Film.pdf



GS/C7 Mirror Proximity Alarm

Limit switch alarm warns when passenger mirror is too close to door frame

http://netwelding.com/Mirror_Proximity_Alarm.pdf



Jacking Pads for GS/C7

Jacking Pads must 2 1/2 inch max OD. Made four. Bought 2 1/2 inch OD x 2 inch high pads after installing side skirts; Bought pads right for the GS.

http://netwelding.com/Jacking_pads.pdf



GS/C7 Radar Power

For C7 tapped rear fuse panel. For GS tapped mirror

http://netwelding.com/Radar_Detector_Power.pdf



GS/C7 Belt Rattle

Passenger seat belt rattles against the seat back. The solution, add a shoulder belt pad.

http://netwelding.com/Eliminate_Rattle.pdf



Aluminum C7 Chassis and Weld Repair

The C7 has an all aluminum chassis, made from 117 welded pieces

http://netwelding.com/Aluminum_Chassis.pdf



GS/C7 Ceramic Brake Pads

The Z51 has very dusty brakes. These pads help!

http://netwelding.com/Ceramic_Pads.pdf



GS/C7 License Plate Frame;

Must Meet South Carolina Law

http://netwelding.com/License_Plate_Frame.pdf



Manage GS/C7 Spilled Gas

Protect the side of the Vette when filling up with gas

http://netwelding.com/Manage_Spilled_Gas.pdf



GS/C7 License Plate & Cargo Lights

LED license plate light & cargo area bulbs are brighter and whiter

http://netwelding.com/License_Plate_Light.pdf



GS/C7 Rear Cargo Area

Rear cargo area needs storage device and rear protector

http://netwelding.com/Rear_Cargo_Area.pdf



GS/C7 Door Panel Protector

Black plastic protector added to prevent scuffing of door when exiting

http://netwelding.com/Door_Panel_Protector.pdf



GS/C7 Improved Cup Holder

A solution to the cup holder spilling under hard braking or sharp turns.

http://netwelding.com/Improved_cup_Holder.pdf



GS/C7 Wheel Chatter/Hop

Why sharp, low speed turns with cold tires causes the front tires to chatter/hop.

http://netwelding.com/Wheel_Chatter.pdf



C7 Carbon Fiber Grille Bar

Install genuine carbon fiber grille bar overlay

http://netwelding.com/CF_Grille_Bar.pdf



Jacking a GS/C7 Vette

Safely jacking either front only or back & front

http://netwelding.com/Jacking_A_C7.pdf



Deer Whistle Installed on GS/C7

Do they work? Plus Install Info

http://netwelding.com/Deer_Whistle.pdf



Replacing C7 Battery

After using a GM type charger and showing fully charged a voltage low, replaced battery with AGM!

http://netwelding.com/Battery_Issues.pdf



GS/C7 Window Valet

Lower Windows with FOB

Window Valet Helps 2014/2015 Latch Hatch

http://netwelding.com/Hatch_Latch.pdf



GS/C7 Splash Guards

GM offers splash guards for the C7 Corvette. An easy DIY installation. ACS Best Front Guards for GS.

http://netwelding.com/Splash_Guard.pdf



GS/C7 Blind Spot Mirror

Smaller rear and side windows cause C7 blind spots. Small "blind spot mirrors" help

http://netwelding.com/Blind_Spot.pdf



GS/C7 Skid Pad Protector

After the air dam, the aluminum "skid pad" hits driveway ramps etc. Plastic protector helps.

http://netwelding.com/Skid_Pad_Protector.pdf



GS/C7 Wheel Locks

Wheel locks, torqued to required 100 ft-lbs, help protect your expensive wheels from theft.

http://netwelding.com/Wheel_Locks.pdf



GS/C7 OnStar Lights

The OnStar LED's in the rear view mirror, at a quick glance, look like a police car flashing light! This is a fix.

http://netwelding.com/OnStar_Lights.pdf



GS/C7 Skip Shift Eliminator

Skip Shift Eliminator install with suggestions on jacking a C7.

http://netwelding.com/Skip_shift_Eliminator.pdf



C7 Catch Can & Clean Oil Separator

Direct inject engines like the LT1, are particularly subject to "coking." What is Coking and how to reduce the potential?

http://netwelding.com/Catch_Can.pdf



GS/C7 Round Shift Knob

A round shift knob shortens throw.

http://netwelding.com/Shift_Knob.pdf



GS/C7 Stingray Sill Plate

Stingray sill plate replaces original.

http://netwelding.com/Sill_Plate.pdf



GS/C7 Nylon Bra

Nylon Bra Stops Bugs on Front and Grill. Fits with Stage 3 Winglets

http://netwelding.com/Nylon_Bra.pdf



GS/C7 Clutch Fluid Change

Clutch fluid after 3000 miles gets dirty
http://netwelding.com/Clutch_Fluid.pdf



C7 Carbon Fiber Hood Vent

Replaces Plastic Hood Vent
http://netwelding.com/Hood_Vent.pdf



GS/C7 Cold Air Intake

Low Restriction Air Filter & Duct
http://netwelding.com/Cold_Air_Intake.pdf



Garmin GPS for GS Cubby

Garmin Mounts in GS Cubby
http://netwelding.com/GPS_In_Cubby.pdf



GS Splitter Stage 3 Winglet

Stage 3 Winglets Integrate with Spats
http://netwelding.com/Stage_3_Winglets.pdf



GS 2LT to 2.5 LT

Red Upper Dash Pad Like 3LT
http://netwelding.com/Red_Dash_Pad.pdf



Jake Emblem/Decals for GS

Jake Symbols Support GS Racing Image
http://netwelding.com/Jake_Emblems.pdf



GS Splitter Protector

Rugged Plastic Protection for Splitter
http://netwelding.com/Splitter_Protectors.pdf



GS: Vitesse Throttle Controller

Adjustable Throttle-by-Wire Control
http://netwelding.com/Throttle_Control.pdf



May Be Of Interest:

Engineering a ProStreet Rod

*How Our '34 ProStreet Rod Was Designed and Built
8.2 Liter Engine, 4 Wheel Disk Brakes & Coilovers*

<http://netwelding.com/Engineering%20Street%20Rod%203-08.pdf>

