

VISION

1330B

2-WAY PAGING SECURITY SYSTEM



Thank you for purchasing this VISION 1330B Vehicle Security System. The 1330B is a state of the art device that will provide you with years of trouble free service if used properly. Please familiarize yourself with the content of this Owner's Guide to get the most out of your new system. We trust you will enjoy using the product.

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All product specifications and features are subject to change without notice.

LIMITED LIFETIME WARRANTY

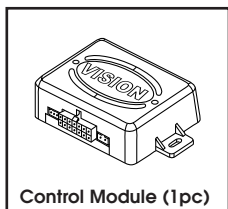
The VISION 1330B system control module is backed by a limited lifetime warranty against defective components and/or improper product assembly to the original purchaser for as long the vehicle is owned by that same purchaser, contingent upon installation by an Authorized VISION Dealer. All product warranties become void if the VISION 1330B system was not sold and installed by an Authorized VISION Dealer or the system is moved to another vehicle. All other parts and/or accessories that connect to VISION 1330B systems, including the shock sensor and status LED, are warranted for one (1) year from the original date of purchase.

During the warranty period, Kiramek Inc. will repair or replace, at its sole discretion, any system component that is found defective in material or assembly during the warranty period, provided that the product is returned to Kiramek Inc. by an Authorized VISION Dealer and is accompanied by a clear and legible copy of the original purchaser's receipt. Any damage to your VISION 1330B system that results from normal wear-and-tear, accidents, improper use, neglect, faulty wiring, incorrect installation, modification, removal or defacement of the product serial number, alteration or repair outside Kiramek Inc or its Authorized VISION Dealers immediately voids this warranty.

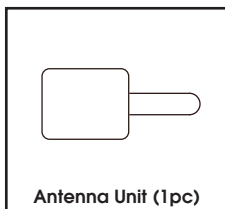
This warranty is limited to defective parts only and does not provide any compensation whatsoever for damages associated with the VISION 1330B system or its accessories. This warranty does not cover installation labor, product removal and/or reinstallation fees. This warranty is valid for the original purchaser only and may not be transferred to another party. Kiramek Inc makes no warranty against theft or vandalism of the vehicle in which the VISION 1330B system was installed. This warranty shall not be interpreted as an insurance policy against loss, nor shall Kiramek Inc be liable any in way for such loss, financial or otherwise.

⚠ WARNING! DO NOT ATTEMPT TO INSTALL THIS VISION 1330B VISION PRODUCT YOURSELF BECAUSE SUCH WILL IMMEDIATELY VOID THE WARRANTY. THIS SECURITY SYSTEM MUST BE PROFESSIONALLY INSTALLED BY YOUR AUTHORIZED VISION DEALER TO VALIDATE YOUR WARRANTY.

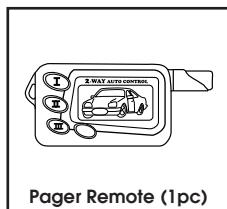
INCLUDED ITEMS



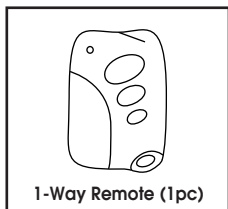
Control Module (1pc)



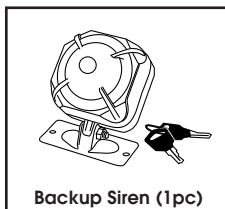
Antenna Unit (1pc)



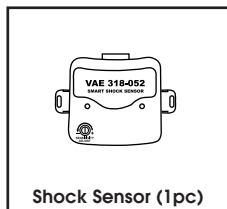
Pager Remote (1pc)



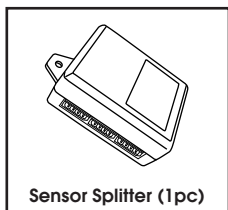
1-Way Remote (1pc)



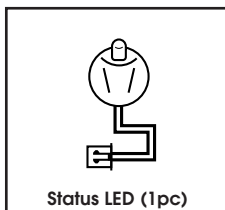
Backup Siren (1pc)



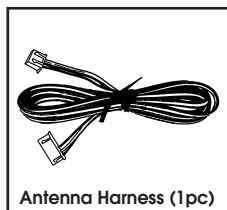
Shock Sensor (1pc)



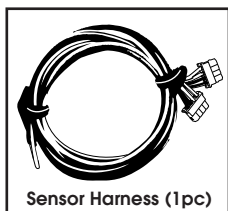
Sensor Splitter (1pc)



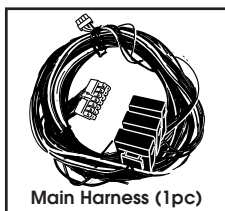
Status LED (1pc)



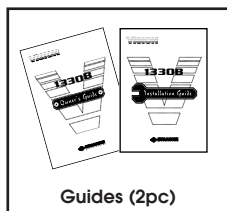
Antenna Harness (1pc)



Sensor Harness (1pc)



Main Harness (1pc)



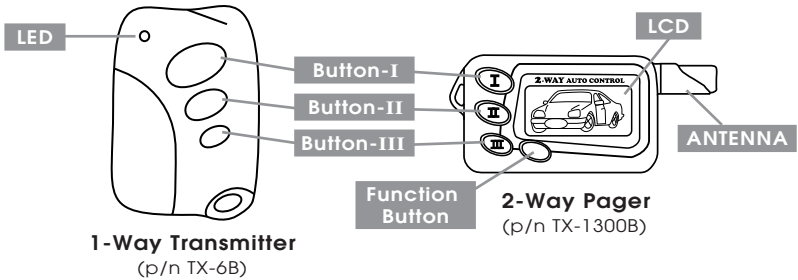
Guides (2pc)

OTHER INCLUDED ITEMS:

- Double-Sided Mounting Tape for Antenna Unit (1pc)
- VISION Window Decals (2pcs)
- AAA Battery for Pager Remote (1pc)
- Control Module Mounting Screws (2pcs)
- Wire Ties (2pcs)

WIRELESS REMOTES

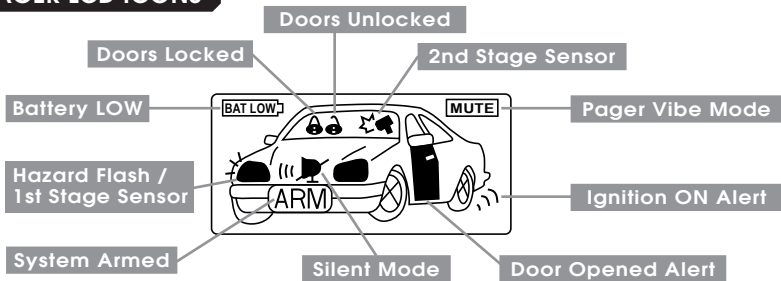
OVERVIEW



BUTTON FUNCTIONS

- **Button-I:** “Normal Mode” Arm/Disarm (*siren sound enabled*)
- **Button-II:** “Silent Mode” Arm/Disarm (*siren sound disabled*)
- **Button-III:** “No Chirp” Arm/Disarm (*no arm/disarm chirps*)
- **Buttons I & II:** “Sensor Bypass” Arm
- **Button I or II or II (long press):** Panic Mode
- **Function Button:** EL Backlight Activation (*Pager only*)
- **Function Button & Button-III:** Pager Audio/Vibration(Vibe) Toggle

PAGER LCD ICONS



PAGER USAGE & CARE

PRECAUTIONS



Your 2-way pager is a delicate device that can be easily damaged by excessive heat, direct sunlight for extended periods, humidity, dirt, oil and water. Never immerse your pager in water. If it gets wet, remove the battery and allow to dry thoroughly. Never drop your pager. Strong impact can break the LCD and/or cause internal malfunction to occur. *Rough handling of the 2-way pager is not covered under warranty!*

CHANGING THE BATTERY

Pager batteries last an average of 2-3 months with normal use. When the battery needs changing, the battery low icon will appear and the pager will beep several times. Remove the old battery then press any button for 3 sec. and release. Now insert the new battery. Do not lose the battery cover.

COMMUNICATION RANGE

Your pager's range is adversely affected by RF noise. However, the typical in-city range is often greater than 300m (>985ft), and normal range in the country side (or any low RF noise area) can be as high as 600m (2,000ft.). Please keep in mind, however, that if metal objects (coins in your pocket) or even your hand touches or surrounds the antenna, range will be adversely affected. Also, your proximity to high-power TV station antennas and or powerful mobile phones will also limit range.

RESPONSIVENESS

It typically takes up to 8 seconds before your pager will be updated with the alert status of the vehicle (such as when the siren goes off). During this time, the pager may become less responsive to your button presses. In addition, the pager will not receive updates while you are pressing any button. So for example, if you press Button-I too long, the system will arm, but your LCD may not reflect the armed status. To update your pager, simply disarm and arm again, pressing the button for a shorter time.

⚠ NOTE: *References to pager button-presses in this manual also pertain to the 3-button transmitter (Buttons I, II or III only).*

SYSTEM OPERATION

ARMING



NORMAL METHOD

This method is the typical way to arm the 1330B, with the shock sensor enabled. Ensure that all doors are closed and then press Button-I on the Pager remote. After you press Button-I, the doors will lock and hazard lights will flash once (if so installed). The siren will chirp 1 time, the Pager remote will beep once and update (see **Fig-1** below), and Status LED will light solid for 5 seconds. Triggers (sensor, door, etc.) are ignored for the first 3 seconds while the LED is lit solid. (See “Error Chirp” on the next page.)

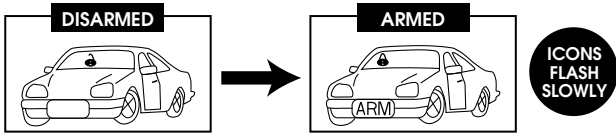
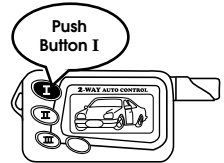


FIG-1: Pager LCD Icon Change After Arming

SILENT MODE METHOD



This method of arming will prevent the siren from making any sound (no confirmation chirps, no warning chirps, no siren blast, etc.). Press Pager Button II then release. The doors will lock and hazard lights will flash once (if so installed). The Pager will beep once and update (see **Fig-2** below), and Status LED will light solid for 5 seconds. Triggers (sensor, door, etc.) are ignored for the first 3 seconds while the LED is lit solid. (See “Error Chirp” on the next page.)

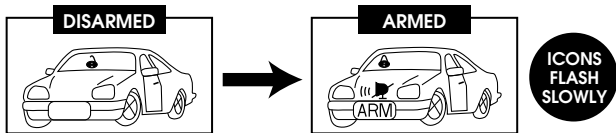
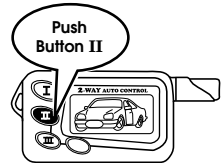


FIG-2: Pager LCD Icon Change After “Silent Mode” Arming

NO-CHIRP METHOD



This method of arming is identical to the “Normal” method except there is no siren chirp emitted after you arm. Ensure that all doors are closed and then press

Button-III on the Pager remote. After you press Button-III, the doors will lock and hazard lights will flash once (if so installed). The Pager Remote will beep once and update (see **Fig-1**), and Status LED will light solid for 5 seconds. Triggers (sensor, door, etc.) are ignored for the first 3 seconds while the LED is lit solid. (See “Error Chirp” below.)

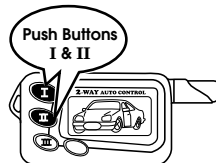


SENSOR BYPASS METHOD



This method of arming allows you to disable all sensors (e.g., shock sensor) while keeping all other alarm triggers active (e.g., door, trunk, ignition). Press

Pager Buttons I & II at the same time then release. The doors will lock and hazard lights will flash once (if so installed). The siren will chirp 1 time, the Pager will beep once and update (see **Fig-1**), and Status LED will light solid for 5 seconds. Triggers (sensor, door, etc.) are ignored for the first 3 seconds while the LED is lit solid. (See “Error Chirp” below.)



Error Chirp



When you arm the 1330B, the system ignores all trigger sectors (e.g., door, sensor, ignition, etc.) for the first 3 seconds while Status LED is lit solid. If there is still an unsecured sector after the 3 seconds, the siren will chirp 2 times (“error chirp”) and the hazard lights will flash twice. (In Silent Mode, no chirps will sound.) If the unsecured sector is later secured (i.e., the opened door was later closed), the system will silently re-enable that sector 5 seconds later. (Also see “Exit Delay Time Selection” on page 14.)

⚠ NOTE: You will not receive any notification on your 2-way pager during an error chirp condition.

DISARMING

NORMAL METHOD

This method is the typical way to disarm the 1330B, with confirmation chirps active. Press Button-I on the Pager remote while the system is armed. The doors will then unlock and hazard lights will flash 3 times (if so installed). The siren will chirp 3 times. The Pager remote will beep 2 times (or vibrate twice, if in Vibe mode), and icons will update (see Fig-3 below). The system is now disarmed, and you may enter the vehicle without triggering the siren.

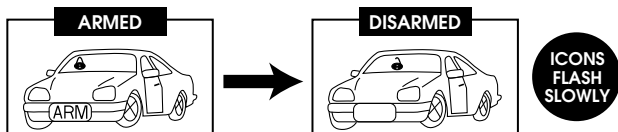
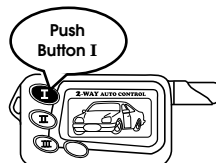


FIG-3: Pager LCD Icon Change After Disarming

NO-CHIRP METHOD



This method of disarming is identical to the “Normal” method except there are no siren chirps emitted after you disarm. Press Pager Button-II or Button-III then release. The doors will then unlock and hazard lights will flash 3 times (if so installed). The Pager Remote will beep 2 times (or vibrate twice, if Vibe Mode is selected), and icons will update (see Fig-3 above). The system is now disarmed, and you may enter the vehicle without triggering the siren.



HIGH SECURITY DISARM



When the system is “triggering” (warning chirps, siren blast, hazard flash), two button presses are required to disarm. This feature allows you to stop the trigger condition with only 1 press while keeping the system armed. You can press Buttons I or II or III (see note on next page).



Your first press stops the trigger (kills the siren, or kills hazard light flash if in Silent Mode). Your second press disarms the system. (“2 presses” are required to disarm whenever there is a system trigger, such as the siren going off.)

⚠ NOTE: For the first 8 seconds after the pager siren tone (or vibration) begins, you may not be able to disarm with only 2 presses. If you wait 8 seconds, two presses will always work (you can stop the siren with one press, and disarm with the second). But during the first 8 seconds, however, it may take 3-5 presses before you can stop the siren and disarm.

💡 TIP: The pager button you use to stop a trigger condition may change the mode of the system. For example, if you armed with Button-II (“Silent Mode”) and you later press Button-I while the system is triggered, triggering will stop and the system will remain armed—but the system will remain armed with the siren enabled. (The reason why is that Button-I is “Normal Mode,” which enables the siren.)

Panic Mode



Panic Mode allows you to trigger the the full siren blast from your remote, whether the system is armed or disarmed. Press Button-I or Button-II or Button-III for 3 seconds. (Note that Button-II initiates “Silent Panic.”) When you release, the pager icons will update as shown in Fig-4, and the pager will emit a siren tone (or vibrate). Vehicle hazard lights will flash, the Status LED will flash quickly, and the siren will go off for 30 seconds (siren will not go off if you pressed Button-II). You can exit Panic Mode (and silence the siren) 8 seconds after you initiate Panic Mode.

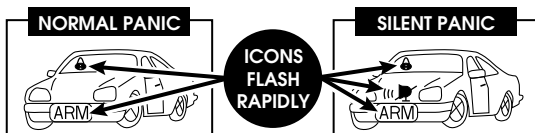
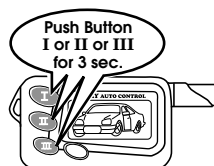


FIG-4: Pager LCD Icon Change During Panic Mode


SYSTEM "ARMED" FEATURES

GWA (Ground When Armed)



The 1330B feeds a (-) Ground output while the system is armed. Optional components can be added to this control line, such as a Starter Kill Immobilizer Relay or vehicle lighting devices. When the system is disarmed, power to this output is removed and all attached devices shutdown. *See the Installation Guide for details on electrical specifications.*

2-STAGE SENSOR TRIGGER

 **1st Stage ("Warning Chirps").** When the included shock sensor detects a light impact to the vehicle body, the siren will chirp 5 times, the pager will beep and update icons as shown in **Fig-5** below. Note that any optional sensors attached to the shock sensor's 1st Stage input can also trigger the 5 warning chirps. *No siren chirps will be produced while in Sensor Bypass Mode (or Silent Mode).*


 **2nd Stage ("Full Siren").** When the included shock sensor detects hard impact to the vehicle body, the siren will go off for 30 seconds (or until stopped by a button press on your pager remote), and the pager will emit a siren tone and update icons as shown in **Fig-5** below. Note that any optional sensors attached to the shock sensor's 2nd Stage input can also trigger the full siren blast sequence. *The siren will not be triggered while in Sensor Bypass Mode (or Silent Mode).*



FIG-5: Pager LCD Icon Change Upon Shock Detection

STATUS LED



The system Status LED flashes slowly "once per second" while the system is Armed, acting as a visual theft deterrent. The LED turns off when the system is disarmed (unless the full siren blast had gone off).

SYSTEM "ARMED" FEATURES

TRIGGER MEMORY



This feature informs you if the siren went off in your absence and you were too far away for your 2-way pager to be updated about the alert. The Status LED flashes rapidly while the siren is going off. When the siren stops 30 seconds later, the Status LED will continue to flash rapidly until you disarm the system and turn on the ignition (or until you disarm and then arm again).

SBS (Sector Bypass System)



When a vehicle sector (i.e., door, ignition, sensor) is triggered **8 times**, the security system will automatically bypass that sector until you disarm and arm the system again. This feature is useful to prevent noise pollution caused by multiple siren triggers in a short period of time. Parking near construction sites or having animals jump on the vehicle can cause such shock sensor triggers to occur, especially if the sensitivity is set to maximum.

DOOR TRIGGER



The siren will blast for 30 seconds whenever a door is opened while the system is armed. Vehicle hazard lights will flash if so installed, and your pager will emit a siren tone and update icons as shown in **Fig-6** below.

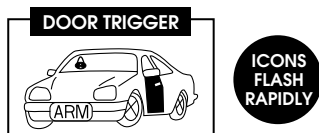


FIG-6: Pager LCD Icon Change Upon Door Trigger

STATE MEMORY

The 1330B remembers its armed or disarmed state if the vehicle's battery power is cut and later restored. However, if the system was armed when the battery power was cut, the siren will go off when the power is restored. (Siren will go off when power is cut only if siren is "battery backup" type.)

SYSTEM "ARMED" FEATURES

IGNITION TRIGGER

IG PROTECT MODE (user-programmable, enabled by default)

The siren will blast for 30 seconds when the ignition switch is turned on while the system is armed. Vehicle lights will flash if so installed. A siren tone will be emitted on the pager, and icons will update as shown in **Fig-7** below.

REMOTE START COMPATIBILITY MODE (user-programmable)



When the ignition goes on while the system is armed, the siren will not go off. Instead, shock sensor and ignition triggers are bypassed, while door and trunk triggers remain active.

A melody tone will sound on the pager, and icons will update as shown in **Fig-7** below.

This feature allows 3rd party remote starters or turbo timer systems to run the engine without triggering the 1330's siren. The 1330 is still protecting the vehicle, so any attempt to open a door will trigger the siren. And when the remote starter or turbo timer turns off the ignition, the shock sensor and ignition triggers are then re-activated. (A separate pager melody will sound when IG goes off.)

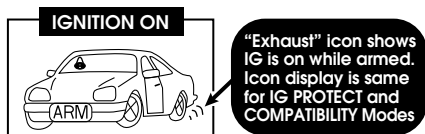


FIG-7: Pager LCD Icon Change Upon Ignition ON

IIP (Intelligent Ignition Protect)

When you activate **Remote Start Compatibility Mode**, the 1330 uses a feature called "IIP" to automatically switch back to **IG Protect Mode** when needed. (*IIP is user-programmable. See "13" on page 15 for details.*)



Why IIP is Needed. Most competing “remote start / turbo timer” compatible car alarms *bypass all trigger inputs* when the ignition goes on while armed. If a thief opens the door the siren will go off, but the thief can then close the door, turn on the ignition and wait. When the siren stops, he can drive away in silence because the Ignition-ON state prevents the siren from going off again! Yet other car alarms trigger the siren when the ignition goes on while armed, but such is incompatible with remote start and turbo timer systems. IIP solves this “compatibility versus security” problem.

How IIP Works. Normally, if the ignition is turned on while in **Remote Start Compatibility Mode**, the system automatically bypasses the sensor & ignition inputs but keeps door input active. However, if the 1330 was triggered *before* the ignition was turned on (via door or sensor), IIP automatically switches back to **IG Protect Mode** and will trigger the siren when the ignition is turned on. The siren will blast for 30 sec. and repeat up to 7 times while the ignition remains on. (*Also see “13” on page 15.*)

LIGHT FLASH



The 1330B has two built-in light flash relays (“+” control, for left/right turn signals), making this feature easy to install in most vehicles. Note that your VISION dealer may need to change the polarity, requiring the purchase of an optional **VISION 896H-1C relay**.



When installed, lights will flash continuously while the siren is going off (during the full 30 seconds), flash 1 time during arm and 3 times during disarm, flash 5 times during “Warning” triggers (e.g., shock sensor 1st-stage trigger), and flash 2 times during Error Chirp.

BACKUP BATTERY SIREN



Whenever the vehicle’s battery power is cut, the battery backup siren will be triggered (*only if your 1330B system came with a battery backup siren*). The full siren blast will continue to go off until either the siren’s internal battery dies or the vehicle’s battery power is restored and you disarm the system. Two keys are included with the siren so you can manually turn off the backup siren — *useful if your vehicle’s battery dies and the siren goes off, or for occasions where you need to send your vehicle in for maintenance.*

FEATURE PROGRAMMING



To program features, have your vehicle's key ready to turn the ignition (IG) "on-and-off" several times. (**TIP:** Use the "ACC" position as IG "off" because its easier to switch.) Perform the following 3-step procedure to alter the features shown in **Table-1** below:

1. **Disarm** the system. (Or "Arm-then-Disarm" if repeating this procedure.)
 2. **Turn** IG on-and-off the same number of times as the feature you wish to program (refer to "No." in **Table-1** below), **within 20 sec. of disarming.** (For example, if you want to change "Auto Arm," you must turn the IG on-and-off 8 times within 20 sec.)
 3. **Push** Button-I on the pager or transmitter. (Your chosen setting has toggled. Vehicle hazard lights will then flash the same number of times as the feature you just programmed.)
- When the hazard lights finish flashing in Step-3 above, you may program another feature by restarting this procedure at Step-1.

⚠ NOTES: (1) After you program a feature, vehicle lights will flash the same number of times as the feature you just programmed, but there will be no indication of the "setting" you just toggled to—*simply test your 1330 system to confirm your programming.* (2) There is no "reset to factory default" feature.

TABLE-1		Feature Selection Menu	
No.	Feature Description	Toggle Settings	
3	IG Protect Mode / Remote Start C. Mode	IG Protect	RSCM
4	Vehicle Lights ON During Remote Start	OFF	ON
8	Auto Arm	OFF	ON
9	Exit Delay Time Selection	3 sec.	15 min.
10	Auto Rearm	OFF	ON
13	IIP Trigger Selection	All	Door
14	Pager 1st-Stage Trigger Notification	ON	OFF
16	Ignition-Controlled Door Locking	OFF	ON
17	Exterior Illumination	OFF	ON
20	Transmitter Learning / Force Reset Code	Default Reset Code = 6	
FACTORY DEFAULT SETTINGS SHOWN IN BOLD TEXT ABOVE			

PROGRAM FEATURES EXPLAINED

3 IG Protect Mode / Remote Start Compatibility Mode



When set to **IG Protect Mode**, the system will trigger the siren when the Ignition goes on while armed, as described on page 11 of this manual.

When set to **Remote Start Compatibility Mode (RSCM)**, the system will bypass the Shock Sensor and Ignition triggers and IIP will become active when IG goes on while armed, as described on page 11 of this manual.

4 Vehicle Lights ON During Remote Start



When set to **ON**, vehicle lights will illuminate for safety while the Ignition is turned on by a remote start system. *(Only works if optional light flash is installed, and only if Remote Start Compatibility Mode is also turned ON.)*

8 Auto Arm



This feature automatically arms the system when you do the following: (1) Turn IG on, (2) Turn IG off, (3) Open and Close any door. Upon seeing these events, the system will arm 20 seconds after the last door is closed. The doors will **NOT** be locked (so you won't be locked out if you leave your keys in the car by accident), but the system will be armed. *Your 2-way pager will NOT be updated that the system is now armed.*

9 Exit Delay Time Selection



After Arming, there is a default **3 sec.** delay before the system will accept alarm triggers (e.g., door, trunk, ignition, sensor). This delay is sufficient to let the vehicle settle after you exit and close the door so the shock sensor will not be triggered by residual vibration. You can change this delay to **15 min.** for compatibility with vehicles that have long door lock pulses or engine cooling fans. When set to "15 min.", The Ignition and Door input triggers will continue to activate 3 seconds after arming, but the *Sensor input* will not activate until 15 minutes after arming.

**10 Auto Rearm**

This feature automatically rearms the system 60 seconds after it is disarmed, unless a door is opened or the Ignition goes on during the 60 seconds. Doors will be locked when the system rearms. And unlike Auto Arm, your Pager will update when Auto Rearm arms the system. *Note that this feature is incompatible with vehicles that automatically illuminate the dome light upon door unlock, unless the 1330B's door input is wired directly to the "door switch" (and not wired to "door dome light switch"). The reason is that the system will not rearm if it sees "a door open" condition.*

13 IIP Trigger Selection

When **Remote Start Compatibility Mode** is **ON**, you may select which "trigger sectors" IIP uses to temporarily switch the system back into IG Protect Mode while IG is off. You have two programming choices: **(1) ALL**: switch to IG Protect Mode upon sensing a door open condition *and/or* a sensor trigger; or **(2) DOOR**: switch to IG Protect Mode upon sensing *only* a door open condition.

Here is how IIP responds when set to "ALL":

- If a door is opened and/or if a sensor was triggered, the system will automatically switch to IG Protect Mode and trigger the siren, and turning on IG will continue to trigger the siren up to 7 times (30 sec. each time). IIP will then automatically switch back to Remote Start Compatibility Mode when the system is disarmed by the remote.

Here is how IIP responds when set to "DOOR":

- If a door is opened, the system will automatically switch to IG Protect Mode and trigger the siren, and turning on IG will continue to trigger the siren up to 7 times (30 sec. each time). IIP will then automatically switch back to Remote Start Compatibility Mode when the system is disarmed by the remote.
- If only a sensor was triggered (no door opened), and later if the ignition goes on, the siren will *not* go off and the shock sensor will be bypassed in accordance with normal "Remote Start Compatibility Mode" functionality (as described on page 11).

14 Pager 1st-Stage Trigger Notification



When set to **ON** (default), the 2-way pager will beep several times whenever there is a 1st-Stage sensor trigger, such as a light shock to the vehicle (*and the siren will chirp 5 times, if not in Silent Mode*).

When set to **OFF**, the 2-way pager will not beep when there is a 1st-Stage trigger, but the siren will continue to chirp 5 times (if not in Silent Mode).

16 Ignition-Controlled Door Locking



When set to **OFF** (default), doors will not lock when the Ignition is turned on nor unlock when the Ignition goes off (*while system is disarmed*).

When set to **ON**, the doors will lock 5 seconds after the Ignition is turned on, and unlock immediately when the Ignition is turned off.

17 Exterior Illumination



When set to **OFF** (default), vehicle lights will not illuminate after disarming.

When set to **ON**, vehicle lights will flash 3 times upon disarming and then light solid for 30 seconds (or until the Ignition switch is turned on) to illuminate the area surrounding the vehicle for greater security.

20 Transmitter Learning / Force Reset Code

When you turn the Ignition on-and-off 20 times, you can then select one of two features: (1) Transmitter Learning or (2) Force Reset Code. The Transmitter Learning feature allows you to add new transmitters to your system. The Force Reset Code feature allows you to program a unique code that will allow you to disarm the system even without your transmitter. *The factory default Force Reset Code is "6," but you should change this as soon as possible to your own unique code for greater security.*

To choose Force Reset Code, you must turn the Ignition on again (for the 21st time), and then leave the Ignition on—*follow steps given on page 17*. Transmitter Learning is done with the Ignition turned off (no need to turn it on for the 21st time)—*follow steps given on page 19*.

FORCE RESET

Purpose

In the event the battery in your remote dies or the remote itself is lost, the 1330B can be manually reset (i.e., “disarmed”) using a secure procedure.

Programming Your Unique Reset Code

The default Reset Code is factory set to “6.” It is strongly recommended that you change this code to something unique soon after your 1330B system is installed.

The following procedure will allow you to change the Reset Code:

1. Perform Steps 1 & 2 as described on page 13, turning the Ignition on-and-off 20 times. Hazard lights will then flash 20 times.
2. After the vehicle hazards flash 20 times, turn IG on and leave it on.
3. The Status LED will light solid for 20 seconds and then it will start to flash very slowly (up to 30 times). Decide beforehand what code you want to program (1~30). When the number of flashes matches the code you wish to program, quickly turn off IG. The Status LED will now flash the same number of times as the Reset Code you just programmed, and the siren will chirp 3 times and vehicle hazards will flash 3 times.

⚠ NOTE: Make time now to record your new Reset Code and store it in a safe place.

Using Your Reset Code to Disarm

1. With the system armed, open the driver’s side door. *The siren will now go off.*
2. With the door still open, turn the Ignition ON and OFF the same number of times as the Reset Code you programmed. *(If no unique Reset Code has been programmed, then turn the Ignition ON and OFF 6 times.)*
When the siren finishes sounding for 30 seconds, the siren will turn off and the system will then be disarmed.



⚠ NOTES:

- The siren will go off for a full 30 seconds when you open the door (*unless the system was armed in Silent Mode*). If your 1330B system came with a battery backup siren, you may use your siren key to disable the siren temporarily to avoid disturbing the neighbors. When you open a door, the system will trigger and the Status LED will flash rapidly. The Status LED will then shut off when the system has been successfully disarmed. **DO NOT** forget to re-enable the siren with your siren key after the disarm sequence is complete.
- If you enter an incorrect Force Reset Code, or if you fail to enter your code within 30 seconds, the siren will shut off for 8 seconds and then sound for another 30 seconds (because the door is open). You must try to enter your Reset Code again during the next 30 seconds. If you fail again, you must wait until the siren stops and starts again. **DO NOT CLOSE THE DOOR**, or the siren will eventually stop and the system will not recognize your Reset Code. You can close the door once you have disarmed the system.
- Don't worry if the siren doesn't stop immediately after you enter your Reset Code. The system forces the siren to go off for the full 30 seconds for security.

TRANSMITTER LEARNING

Purpose

You can program additional remotes to your 1330B system, or program a remote to replace one that you have lost. You can program any combination of pagers or 1-way transmitters, up to a total of 3.

⚠ NOTE: *Initiating Transmitter Learning deletes all transmitters from memory for security. You must therefore relearn all your existing remotes each time you want to learn new remotes.*

Programming Transmitters

The following procedure will allow you to program transmitters:

1. Perform Steps 1 & 2 as described on page 13, turning the Ignition on-and-off 20 times. Hazard lights will then flash 20 times.
2. After the vehicle hazards flash 20 times, you have 10 seconds to press and release Button-I on the first transmitter you wish to program. The siren will then chirp once and the hazard lights will flash once to confirm your transmitter is learned. You will then have 10 seconds to press and release Button-I on the next transmitter you wish to program. (You can program up to 3 total.)
3. Turn the Ignition on-and-off. The Status LED will flash the same number of times as the Force Reset Code, and the siren will chirp 3 times and the hazards will flash 3 times. Transmitter learning is now complete!

⚠ IMPORTANT! *When programming a pager along with 1-way transmitters, you must program the pager first. If you don't program the pager first, the pager may not be able to receive transmissions from the vehicle. Also, when programming more than one pager, only the first pager programmed will receive communication from the vehicle. In other words, there is little meaning to have more than one pager because the second pager will only act as a 1-way transmitter.*

TROUBLESHOOTING

THE SENSOR 1ST-STAGE TRIGGER ISN'T WORKING.

- Check the green LED on the shock sensor (or the 1st-Stage indicator light on other sensors you have attached). If you never see the 1st-Stage indicator light up, adjust the sensitivity and/or check the connector to the sensor to ensure it is seated properly. Also check power connections to the sensor. The ground (-) connection may be bad.
- If you can see the indicator light on the sensor for the 1st-Stage trigger, then it is likely a timing issue. After you connect the harnesses, wait 2 minutes before testing the sensor. If that doesn't work, remember that sensors are ignored for 3 seconds after arming. If that is not the issue, check your wiring to the sensor.

MY TRANSMITTERS USED TO WORK FINE BUT NOW THEY DON'T.

If you sent your vehicle in for maintenance and/or the battery was disconnected, or if substantial noise was present on the 12-volt line in the vehicle, it is possible that transmitter memory could be lost. *For this reason we strongly recommend that the main wire harness of the 1330B be disconnected BEFORE you disconnect the vehicle's battery.*

- If the system is armed, please use your Force Reset Code to disarm the system, then relearn your transmitters. (The Ignition and Door inputs must be connected for you to do this.)
- If the system is disarmed, assuming none of your remotes work, you must consult your VISION dealer. The reason is that it is not possible to re-learn new transmitters in this case without opening the control module and accessing points on the circuit board. Since accessing the circuit board is not covered under warranty, we advise consultation with your dealer. **Note however, that all your Program Features (described on page 13) will be reset when your dealer relearns your transmitters in this case. Note your settings first!**

TRANSMITTER LOST, WORRIED ABOUT SECURITY.

Simply relearn the transmitter(s) you have. Learning transmitters always erases previously learned transmitters from memory.

If you lost all your remotes, see “MY TRANSMITTERS USED TO WORK...” above.

TRANSMITTER BATTERY DIED.

Replacement batteries for the pager (1 AAA) and the 1-way transmitter (2 CR2032) can be purchased at any convenience store.

AFTER KILLING THE ENGINE, A FAN RUNS WHICH TRIGGERS SIREN.

See “Exit Delay Time Selection” on pages 13-14. You need to program this feature to “15 min.” for compatibility with such vehicles.

CAN'T MAKE SIREN GO OFF AFTER ARMING.

- You may have Armed using the Sensor Bypass Method. See page 6.
- You may have Armed using Silent Mode. See page 5.
- If you Armed using the Normal Method, did you hear a single chip when you Armed the system? If not, the Ignition may be on. You *cannot Arm* the system when the Ignition is ON while “IG Protect Mode” is active. See page 11 for details on IG Protect Mode.

WARNING CHIRPS GO OFF FOREVER, CAN'T DISARM WITH REMOTE.

If you are using the optional 318-04 Ultrasonic Sensor along with the included 318-052 IR Shock Sensor, it is likely that the two sensors (the main controller units) were installed too close together. They must be separated by more than 30cm (1 ft.) or interference will cause a continual false triggering of the siren.

FULL SIREN GOES OFF WITH ONLY LIGHT IMPACT TO THE VEHICLE.

If you do not have the Ultrasonic Sensor installed, try adjusting sensitivity of your shock sensor. If that doesn't work, you will need to snap open the housing of the shock sensor and verify if the suspended reflector has been jolted out of position (*see Installation Guide for details*).

SIREN GOES OFF WHEN ARMING WITH THE 1-WAY TRANSMITTER.

It is likely that the included 318-052 shock sensor was installed too closely to the antenna and/or antenna harness. Be sure to install the shock sensor and shock sensor harness more than 30cm (1 ft.) away from the 1330B's antenna harness and antenna unit (and away from other sources of RF noise). Also note that this problem will *not* occur when you are using the 2-way pager.

CANNOT USE REMOTES WHEN THE SIREN GOES OFF.

You may not be able to effectively control your vehicle with the remote for the first 8 seconds after the full siren goes off. Simply wait for 8 seconds before pushing transmitter buttons. See “Responsiveness” at the bottom of page 4 for more information.

VISION products are engineered in Japan and manufactured in strict accordance with Japanese QC standards at an ISO9000/ QS9000 certified factory.

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VISION

1330B

2-WAY PAGING SECURITY SYSTEM






INSTALLERS, READ THIS MANUAL THOROUGHLY!

The 1330B must be connected by an experienced VISION installer. All product warranties immediately become void if the 1330B is not installed by an authorized dealer.

If you acquired this product *without* professional installation, DO NOT install it yourself to save a little money at the risk of damaging your vehicle or causing physical injury.

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 **NOTE:** Consult Owner's Guide page 13 for Feature Programming.

NOTICE! Although reasonable efforts have been taken to ensure accuracy in this Installation Guide, Kiramek Inc. shall not be held liable for any errors, omissions, property damage, or injury resulting from the use of this information.

All product specifications and features are subject to change without notice.

PRECAUTIONS & SAFETY

⚠ OPERATION. Use of the 1330B outside its intended purpose as described in this Installation Guide and the 1330B Owner's Guide, could result in damage to the vehicle or surrounding property, or cause serious injury or even death. As the installer of this security system, it is your responsibility to ensure that the vehicle owner is properly informed of all the details of your installation which are pertinent to safety.

⚠ SAFETY POINTS TO ABIDE BY:

1. Never start the vehicle's engine in enclosed spaces that lack adequate ventilation. Extended exposure to carbon monoxide exhaust fumes can result in death!
2. Do not disconnect the vehicle's battery, as it could cause serious problems with airbag systems, anti-theft radios or vehicle diagnostics. If you absolutely must disconnect the vehicle's battery, first disconnect the main power wiring harness of the 1330B and then disconnect the vehicle's battery.
3. Do not proceed with installing this system in vehicles that do not have a 12-volt electrical system. This system will not function in 24-volt trucks, and any damage resulting from such installation shall be the sole responsibility of the installer.
4. Do not install the 1330B control module or associated sensors in or near water, or in a location where water could gather. The 1330 is not waterproof and an electrical short could occur if water gets inside. *Only the siren can safely be installed in the engine compartment.*
5. Do not install the 1330B control module in an environment of intense condensing humidity or steam, in an area with an unusually large number of airborne particles, or any place where oil could build up inside the control module case. All of these extreme environments could lead to an electrical short and possible cause a fire.
6. Avoid installing the 1330B and its associated sensors near sources of intense RF transmissions which could possibly interfere with the operation of the system. If you find the system is randomly working and not working, consider relocating the antenna unit and sensors.

INSTALLATION TIPS

Steps Toward a Professional Installation:

- Secure all electrical contacts so you cannot easily break the connection by tugging on the wires. Use solder if required, and securely cover all connections with electrical tape, heat shrink tubing and/or corrugated tubing.
- Use only a DMM (digital multi-meter) to test leads or take voltage readings. Do not use “test lights” or “logic probes” (“computer-safe test lights” included) because they draw a large amount of electrical current that could overload and destroy sensitive circuitry in the vehicle.
- Manually turn off all lights (such as the dome light) that trigger when a hatch is opened so you will not run down the battery. If you cannot manually turn off all the lights, then remove the appropriate fuses and don’t forget to replace the fuses after your installation is complete.
- Remember to not lock the keys in the car during your installation! Leave a door open or roll down a window, just in case.
- Consult the vehicle owner about where the Status LED, Control Module, Siren, Antenna Unit, and Sensors should be mounted.
- If you cannot find a suitable constant +12 volt power source under the dash, run a thick-gauge wire direct to the battery terminal. Do not disconnect the battery, but rather connect to the battery terminal clamps by removing the appropriate bolts.
- When running extension wires (such as a +12v lead to the battery), use a wire gauge that is at least as big or bigger than the wire you are extending.

Recommended Tools and Accessories:

- DMM (digital multi-meter)
- Soldering Iron & Solder
- Battery-powered drill & driver
- Corrugate Tubing
- Electrical Tape or Heat Shrink Tubing
- Wire Stripper/Crimper

TECHNICAL SPECIFICATIONS

Control Module

Operating Voltage:	12Vdc
Current Consumption:	5mA (armed w/ LED flashing, excludes shock sensor)
Operating Temp.:	-25°C to +75°C

2-Way Pager

Battery Power:	One AAA Alkaline
Battery Life:	2-3 months (normal, every-day use)
Maximum Range:	1000m (3,280ft.)
RF Transmission:	Digital, 66-bit Rolling Code Security
Backlight:	LED (push red button)

1-Way Transmitter

Battery Power:	Two CR2032 Alkalines
Battery Life:	1 Year (10 presses per day)
Maximum Range:	30m (100ft.)
RF Transmission:	Digital, 66-bit Rolling Code Security
Housing:	Waterproof to 1.8m (6ft.)

Shock Sensor

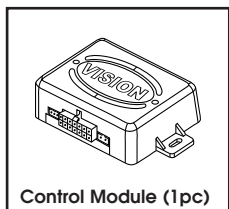
(Certified for IP40, but also passed IP50 tests)

Operating Voltage:	12Vdc (fed from Control Module)
Current Consumption:	5.0mA (avg.)
Operating Temp.:	-40°C to +85°C
Sensor Technology:	Infra-red Beam Deflection

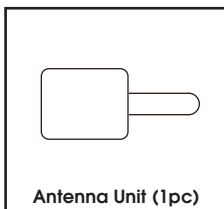
Siren

Operating Voltage:	12Vdc
Current Consumption:	1A max. (siren blast), 7mA trickle-charge (normal)
Operating Temp.:	0°C to +65°C (limited by built-in battery spec.)
Loudness:	125dB (measured 30cm/1ft from speaker)
Audio Generator:	6-tone
Housing:	Water-resistant (cannot be submerged)

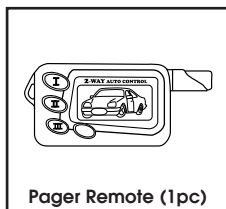
INCLUDED ITEMS



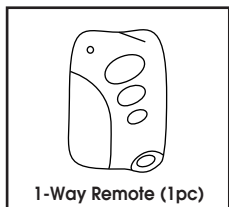
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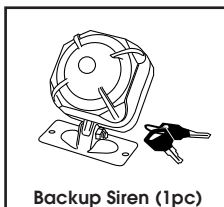
Antenna Unit (1pc)



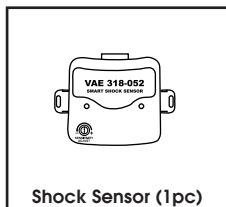
Pager Remote (1pc)



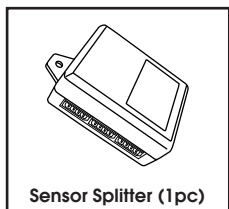
1-Way Remote (1pc)



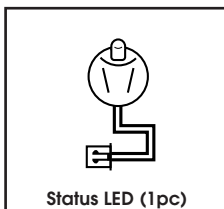
Backup Siren (1pc)



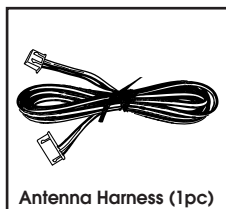
Shock Sensor (1pc)



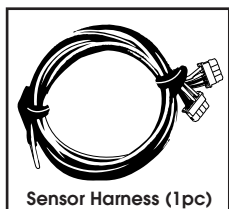
Sensor Splitter (1pc)



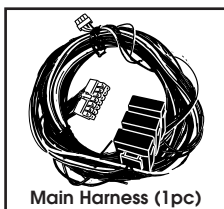
Status LED (1pc)



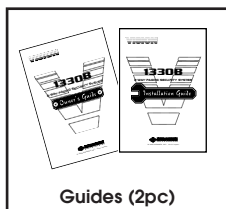
Antenna Harness (1pc)



Sensor Harness (1pc)



Main Harness (1pc)

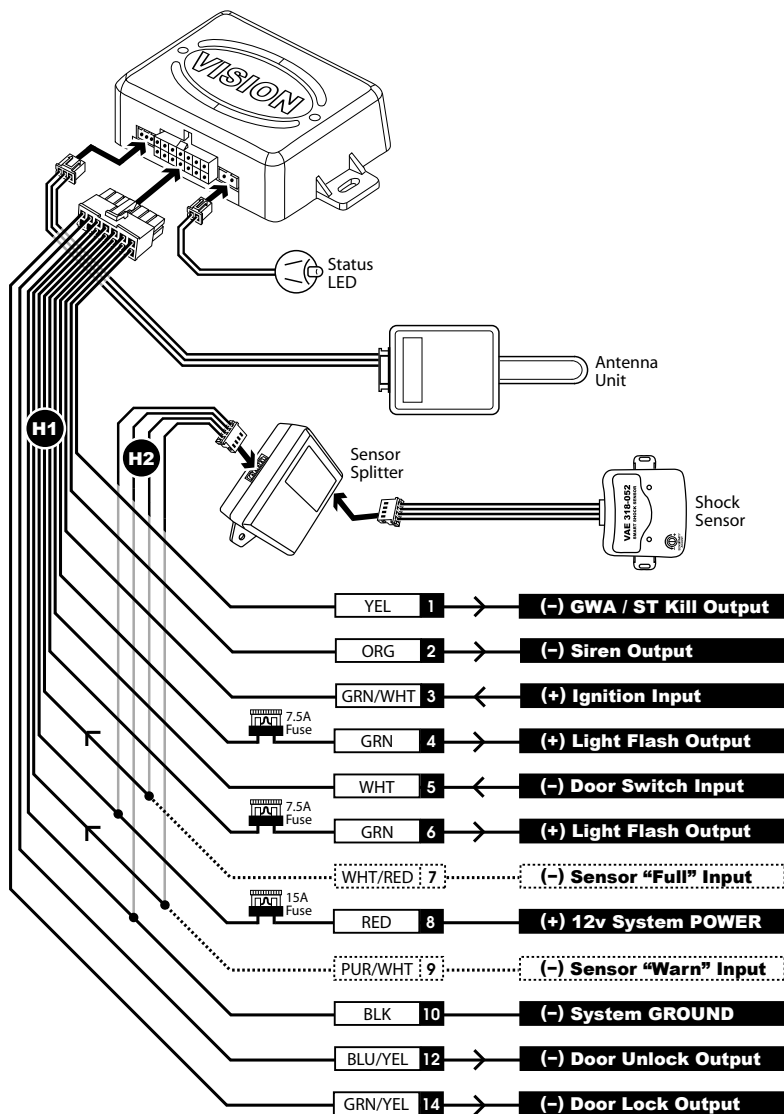


Guides (2pc)

OTHER INCLUDED ITEMS:

- Double-Sided Mounting Tape for Antenna Unit (1pc)
- VISION Window Decals (2pcs)
- AAA Battery for Pager Remote (1pc)
- Control Module Mounting Screws (2pcs)
- Wire Ties (2pcs)

SYSTEM WIRING DIAGRAM



H1 THE 14-PIN MAIN HARNESS

H1-1 YEL wire: (-) GWA / Starter Kill Output

This wire supplies (-) 0v ground (500mA max.) while the 1330B is armed. This output is intended to be connected to the Yellow wire ("86") of the optional 896H-1B starter kill relay harness, as shown in Fig-1 below.

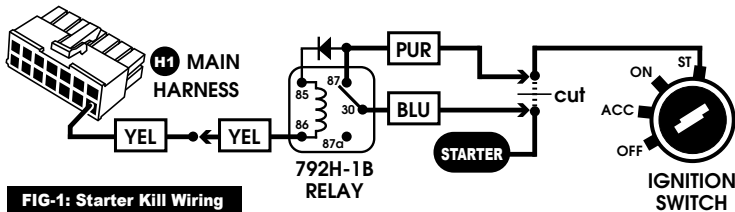


FIG-1: Starter Kill Wiring

TIP: You may also attach low-current devices, such as scanning LEDs, to the YELLOW wire. These devices will turn on when the 1330B is armed. A relay will be needed if your combined devices (including starter kill relay) exceed 500mA.

H1-2 ORG wire: (-) Siren Output

This wire supplies a (-) 0v Ground (1.5A max.) output to operate the included siren during a security breach. See Fig-2 below.

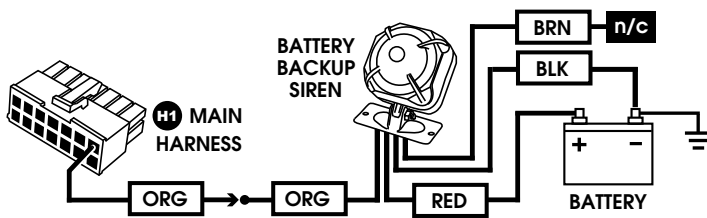
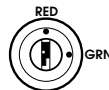
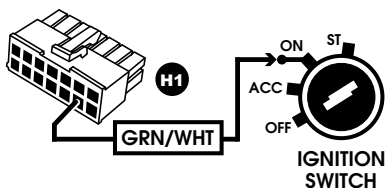


FIG-2: Connecting to the Siren

NOTE: Ensure the siren key is turned to the red dot "Off" position before connecting so the siren will not go off. Later, remember to turn the siren key to the green "On" position.



H1-3 GRN/WHT wire: (+) Ignition Input



This wire must be connected to the (+) 12v Ignition line (showing 12v when IG switch is turned on). The connection of this wire is vital for triggering the siren when the ignition goes on (while armed) or for remote start compatibility, and for Force Reset (aka, “manual disarm”).

H1-4 GRN wire: (+) Light Flash Output

This wire supplies a (+)12v (6A max.) output for flashing the vehicle’s hazard (turn signal) lights during security breaches (i.e., at times of Warning Chirps and Full Siren Blast). See Fig-3 below.

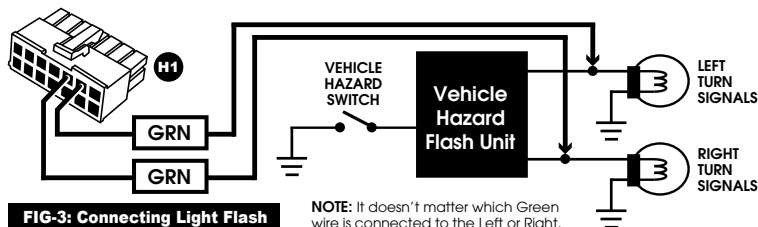


FIG-3: Connecting Light Flash

NOTE: It doesn't matter which Green wire is connected to the Left or Right.

H1-5 WHT wire: (-) Door Input

This input wire detects if a door is opened. If opened while the 1330 is armed, the siren will go off for 30 seconds or until disarmed. The White wire can also be connected to the trunk if *optional* diodes are used. The connection is made between the door (and/or trunk) switch and the dome (and/or trunk) light as shown below in Fig-4 on the next page. The switches shown are open-circuit (no ground) when the door/trunk is closed.

⚠ NOTE: If you connect to the door and trunk, keep in mind that the 2-way pager will only flash the door icon when the door or trunk is opened.

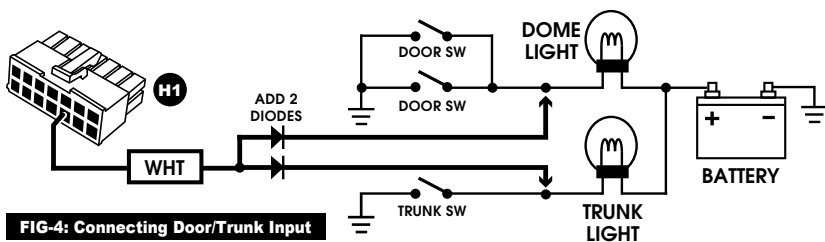


FIG-4: Connecting Door/Trunk Input

⚠ NOTE: If you connect the WHITE wire to the trunk, keep in mind that the siren will go off when the trunk is opened while armed. Disarm the system before opening the trunk.

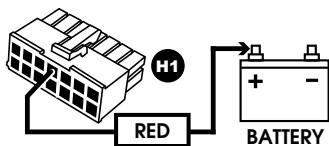
H1-6 GRN wire: (+) Light Flash Output

This wire supplies a (+)12v (6A max.) output for flashing the vehicle's hazard (turn signal) lights during security breaches (i.e., at times of Warning Chirps and Full Siren Blast). See Fig-3 on the previous page.

H1-7 WHT/RED wire: (-) Sensor "Full Trigger" Input H2

This wire is one of four wires from the H1 main harness that forms the H2 sensor harness, as shown on page 5. The WHITE/RED wire is the "Full Siren" trigger input wire from attached sensors (like the included shock sensor). Any (-) ground signal on this wire will immediately trigger the full siren blast. (See page 9 in the Owner's Guide for more information.)

H1-8 RED wire: (+) 12v System POWER H2



This wire is the main (+) 12v power input to the 1330 system. Be sure to connect this wire securely to a constant 12v source. Connect this wire last so the siren doesn't go off. If you need to extend this 12v power wire, use wire thicker than the RED wire. (The RED wire splits into two wires to act as the power source of the H2 sensor harness. See page 5.)

H1 THE 14-PIN MAIN HARNESS

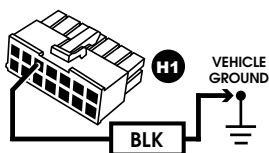
H1-9 PUR/WHT wire: (-) Sensor “Warn Trigger” Input

H2

This wire is one of four wires from the H1 main harness that forms the H2 sensor harness, as shown on page 5. The PURPLE/WHITE wire is the “Warning Chirps” trigger input wire from attached sensors (like the included shock sensor). Any (-) ground signal on this wire will trigger a series of 5 siren chirps. (See page 9 in the Owner’s Guide for more information.)

H1-10 BLK wire: (-) System Ground

H2



This wire is the main (-) ground input to the 1330 system. Be sure to connect this wire securely to a good ground source. *Most security system installation problems result from a bad ground connection!* (The BLK wire splits into two wires to act as the ground source of the H2 sensor harness. See page 5.)

H1-11 Not Connected

H1-12 BLU/YEL wire: (-) Door Unlock Output

The 1330B can easily interfaced with vehicles that have (-) negative “Type-B” door locking systems. Most Asian vehicles (especially Toyota) use this door lock scheme.

Vehicles that use a Negative door lock scheme have 3 wires at the master door lock switch. Probe the 3 wires and you should find one *constant* (-) 0v ground wire, and the other two wires will show (-) ground only when the switch is pressed. See **Fig-5** on the next page for connections.

⚠ NOTE: *The 1330B does not support door locking on vehicles that use vacuum pump door locks (most Mercedes) or vehicles that require 2 pulses for unlock. See “Type-E” on page 11.*

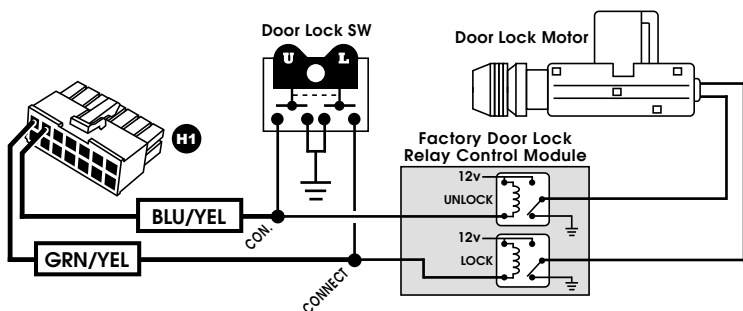


FIG-5: Connecting (-) Ground Control Door Locking

Type-B

OTHER VEHICLE DOOR LOCK SCHEMES:

TYPE-A Most American-made vehicles use (+) Positive control “Type A” door locks. Type-A vehicles have 3 wires at the master door lock switch. Probe the 3 wires and you should find one *constant* (+)12v wire, and the other two wires will show (+)12v only when the switch is pressed. *The 1330 can interface with Type-A only with the use of an optional VISION 318-16U door lock interface module.*

⚠ IMPORTANT TEST! *Type-C systems are very similar to Type-A. Mixing up the two types could damage the vehicle. To test, cut the wire that shows (+)12v when you press the Lock switch. Next, press the Unlock switch and see if all the doors unlocked. If all the doors unlocked, you can safely proceed with a Type-A installation. If the doors did not unlock, you either cut a motor wire or you have a Type-C system.*

TYPE-C Like Type-A locking systems, Type-C lock and unlock wires *typically* show (+)12v when you press the door lock switch. However, Type-C systems lack factory relays, and power is sent directly from the switch to the door lock motors. Pushing the lock switch reverses the electrical polarity on the door lock motors according to the switch you pressed—so the polarity on the motor for Lock is opposite the polarity on the motor for Unlock. When neither switch is pressed, the lock and unlock wires *typically* rest at (-) ground. *The 1330 can interface with Type-C only with the use of an optional VISION 318-16U door lock interface module.*

OTHER VEHICLE DOOR LOCK SCHEMES CONTINUED...

TYPE-D All vehicles without power door locking and vehicles without door lock motors are Type-D. *The 1330 can interface with Type-D only with the use of an optional VISION 318-16U door lock interface module and the purchase of optional 316-12 door lock motors.*

TYPE-E Vehicles which have vacuum pump locking systems (most Mercedes) are not supported by the 1330B at this time. However, VISION intends to release an optional door lock module in the near future that will enable vacuum pump compatibility. Check our website for availability.

TYPE-F Vehicles that use a single wire to control door locking are Type-F. Typically, doors lock by open-circuiting the control wire and unlock by grounding the control wire. However, some Type-F vehicles ground the control wire to Lock and open-circuit the wire to Unlock. Yet other Type-F vehicles use (+)12v instead of ground. *At this time, the 1330 can interface with Type-F only with the use of an optional VISION 318-16U door lock interface module.*

MULTIPLEX Many vehicles now use computer-controlled locking systems that send variable-width pulses on the control wire. *The 1330 can only interface with Toyota multiplex vehicles, with the purchase of an optional VISION 318-16D door lock interface module.*

⚠ WARNING! *Using the older model 318-16A or 3rd party door lock modules can destroy the circuitry of the 1330B. This is not covered under warranty. Only use the 318-16U. Also, do not connect to unsupported locking systems as described in the "Note" at the bottom of page 9.*

H1-13 Not Connected**H1-14 GRN/YEL wire: (-) Door Lock Output**

See the description of **H1-12** on page 9, and refer to **Fig-5** on page 10.

MOUNTING SYSTEM COMPONENTS

Control Module



The Control Module is “the brain” of the system and therefore must be installed in a secure location under the dash. *NEVER install the Control Module in the engine compartment or near any source of heat or moisture! NEVER place the Control Module near moving parts or in a location where it can vibrate or move around excessively.*

⚠ IMPORTANT: When considering an appropriate mounting location, keep in mind that most thieves hot-wire vehicles by removing the plastic panel just under the steering column.

Locations above or behind the glove box, behind the radio or high up under the dash (such as above the fuse box) are all good mounting places. However, you may need to extend wires if your chosen location is too far from the steering column. *If you extend wires, always use the same or larger gauge wire! Solder all large gauge wire connections and cover with electrical tape or heat shrink tubing and/or corrugate tube.* Mount the control module to a secure, flat surface or use wire ties to affix to a factory wire harness.

Status LED



The Status LED is used as a visual theft deterrent when the system is armed. It also is used to alert the user if the siren went off in their absence.

Ask the vehicle owner where the Status LED should be placed. If they have no particular preference, suggest a location near the door window on the driver’s side where it can be easily seen (e.g., on a *switch blank*). Use the affixed 2-sided tape to mount and run the wires out of view.

Siren



Find a location in the engine compartment (such as the firewall) that is far from heat sources or moving parts such as belts or the radiator fan. Locate a bolt or bolt hole for securing the siren mount; otherwise, you will need to drill holes and use self-tapping screws. Mount in a place that will not be splashed excessively with water! Mount so you can easily access the key-switch. Do not lose the 2 siren keys. Ensure the rubber cap is secured.



Sensor Splitter



The sensor splitter attaches to the H2 harness as shown in the System Wiring Diagram on page 5. The 3 connectors on the opposite side of the sensor splitter attach to the included 318-052 shock sensor and optional sensors. Connect one end of the 318-052 shock sensor harness to one of these 3 connectors (it doesn't matter which), and the other end of the shock sensor harness to the shock sensor itself. Mount the Sensor Splitter in a secure location under the dash, but be sure to mount it more than 30cm (1ft) away from the antenna unit and antenna unit wire harness.

Shock Sensor



The shock sensor is not waterproof so only mount it *inside the cabin*. Use the included double-sided tape and mount the sensor to the inside of the plastic cover that surrounds the steering column. **NEVER** use screws or wire ties to mount the sensor! You can also mount to the outside of an air duct, to the inside of a trim panel. But ALWAYS mount to *plastic*, not to metal! Mounting the sensor to the metal body of the car will cause sensitivity to become poor. *Make an effort to test the sensor in your preferred mounting location prior to permanently attaching it with the 2-sided tape.*

⚠ IMPORTANT! *Always mount the 318-052 shock sensor more than 30cm (1ft.) away from the antenna unit and the control module of the optional 318-04 Ultrasonic Sensor. Keep the shock sensor and shock sensor wires more than 30cm away from the antenna unit and antenna unit wires. Failure to do so may cause the shock sensor to randomly false trigger the siren.*

Antenna Unit

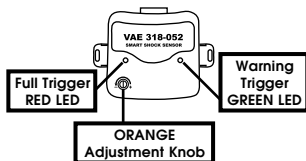


The Antenna Unit is a vital component of the 1330B and must be mounted in an appropriate location to obtain the best RF reception and transmission. Consider mounting at an elevated point on the driver's side window pillar, but keep in mind that the wire harness is only 150cm (5ft.) long. Mount with the included double-sided tape and try to hide the wire harness from view.

ADJUSTING THE SHOCK SENSOR

Sensitivity

The shock sensor is factory preset to work well with most vehicles out-of-the-box. However, if you find that the siren is going off too easily, or if the siren doesn't go off when you think it should, it's time to adjust the sensitivity.



Turn the orange sensitivity adjustment knob clockwise to *increase* sensitivity and counter-clockwise to *decrease*. If you cannot find a suitable adjustment level, consider remounting the shock sensor.

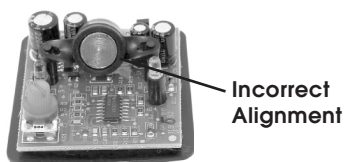
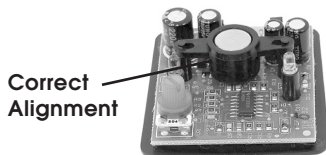
False Alarms

The VISION 318-052 "Active-IR" shock sensor has been engineered to avoid false triggers in most situations. However, there is still the possibility the sensor could trigger the siren during a strong earthquake, jackhammer operation adjacent to the vehicle, hurricane/typhoon, large explosions/fireworks, large animals ramming against the vehicle, etc. If any of these extreme cases are anticipated, you can avoid false siren triggers simply by arming the system with the Sensor Bypass Method, which ignores the shock sensor (see page 6 of the *Owner's Guide*).

Another consideration is temperature. The sensitivity can vary by as much as 20% under extreme temperature conditions. You may wish to *reduce* the sensitivity in *hot* weather and *increase* sensitivity in *cold* weather.

Suspended Reflector Malfunction

If the shock sensor is not working well or at all, it may be that the suspended element inside the case was jolted out of position. Disconnect the wire harness, snap open the shock sensor case, and adjust as shown below.



NOTES

A series of 20 horizontal dotted lines for writing notes.

VISION products are engineered in Japan and manufactured in strict accordance with Japanese QC standards at an ISO9000/ QS9000 certified factory.

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