INSTRUCTIONS FOR NOID LIGHTS

Disconnect electrical harness from injector. Plug NOID LIGHT into harness. Start or crank engine.

1. If NOID LIGHT flashes, electrical system is OK to injector. Any problem would be in the injector or fuel system to the injector.
2. No light or steady light indicates electrical malfunction. Check diagnostic charts.

INSTRUCTIONS FOR IAC CIRCUIT TESTERS

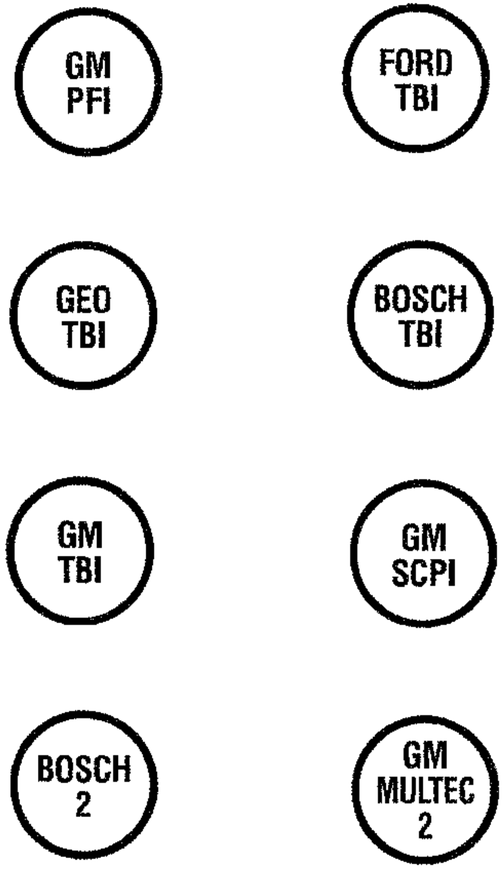
The IAC Circuit Tester is used to test the signals to the Idle Air Control Valve. Included are 2 different types of IAC Circuit Testers. Use the tester that properly fits the IAC connector on the vehicle being tested.

To use the IAC CIRCUIT TESTER in conjunction with an IAC Speed Control Tester:

1. Apply the vehicle's emergency brake and block wheels.
2. Start the engine and allow idle to stabilize.
3. Connect the IAC Speed Control Tester per manufacturer's specifications.
4. Connect the IAC CIRCUIT TESTER to the vehicle's IAC harness.
5. Start the engine and increase and decrease engine idle using the IAC Speed Control Tester. (If the engine idle does not respond, the IAC valve is probably defective.)
6. As the engine idle increases and decreases both lamps on the IAC CIRCUIT TESTER should flash indicating that the vehicle's ECM is trying to compensate for the change in engine idle. If either lamp (red or green) on the IAC CIRCUIT TESTER does not flash, check for an open circuit between the ECM and the IAC harness. The ECM may also be the cause of failure.

To use the IAC CIRCUIT TESTER without a Speed Control Tester:

1. Apply the vehicle's emergency brake and block wheels.
2. Start the engine and allow to stabilize at idle.
3. Unplug the IAC harness from the IAC and connect to IAC CIRCUIT TESTER.
4. Place a load on the engine that will cause the engine idle to decrease. This can be accomplished by shifting the transmission into drive, turning on the air conditioning and/or turning the steering wheel all the way to the end.
5. The decrease in engine idle should cause the ECM to command the IAC to open. If the ECM and associated wiring are functioning properly, both lamps on the IAC CIRCUIT TESTER should flash. If either lamp does not flash check for possible open or shorted wiring to the ECM, or the ECM may also be defective.
6. Now remove the engine load previously applied in Step 4. The engine idle should increase causing the ECM to command the IAC to close. If both lights on the IAC CIRCUIT TESTER are flashing, the ECM and wiring are functioning properly. If either lamp does not flash, check for possible open or shorted wiring to the ECM, or the ECM may also be defective.



IAC Signal Tester for 1982 and up GM TBI and PFI Fuel Injection Systems with square 4 pin connectors

IAC Signal Tester for 1987 and up GM Model 700 TBI and PFI Fuel Injection Systems with flat 4 pin connectors