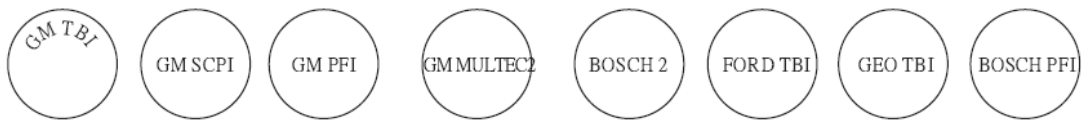
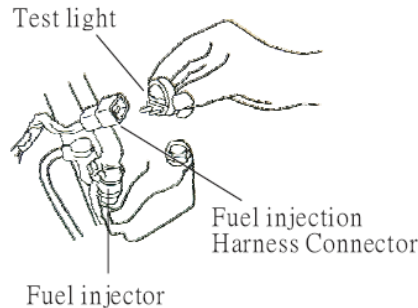




ATD-5612 11 Piece Noid Light Set Instructions



GM TBI GM SCPI GM PFI GM MULTEC2 BOSCH 2 FORD TBI GM TBI BOSCH PFI

Noid Light Instructions:

NOTE: Always wear approved eye protection.

Disconnect electrical harness from injector. Plug Noid Lite into harness, turn engine ON.

- 1) If Noid Lite flashes, electrical system is OK.
- 2) A steady light or no light indicates malfunctioning electrical system. If problem persists, check fuel system.

Four-foot long cable makes it easier to view the signal. Simply plug the Noid Lite into the extension harness then into vehicle's injection wiring harness. Extend fiber optic cable out of engine compartment, placing the end where it is easily visible. Crank engine. Watch for Noid Lite flash. Suction cup end allows stay-put placement on hood, fender, or windshield, etc., without damaging surfaces.

IMPORTANT: Sharply bending or crimping the harness will damage the fiber optic cable.



California Prop 65 WARNING:

This product contains chemicals including lead, known to the State of California to cause cancer, birth defects, or other reproductive harm. Wash hands after handling.



IAC Signal Tester

Use testers for checking the electronic control module signal that provides direction to the idle air-control motor on GM vehicles with throttle body or port fuel injection systems.

A.#7000A 1987 to present GM No.700 TBI and PFI fuel injection systems with a flat 4-pin connector.

B.#7000B 1982 through 1991 GM TBI and PFI fuel injection systems with a square 4-pin connector.

IAC Signal Tester Instructions

- 1) Run engine until normal operating temperature is achieved, then turn off ignition
- 2) Unplug the harness from the IAC motor on the throttle body, and plug the tester into the harness.
- 3) With the engine idling, create a load to see if the PCM (Power train control module – the engine management computer) is sending a signal intended to maintain proper idle speed. This may be done by turning the steering wheel all the way in one direction to lock to load the power steering pump, or by turning on the AC.
- 4) You will hear the RPM decrease, then you should see one of the LED's on the tester illuminate, which indicates that there is a signal from the PCM.
- 5) If neither if the LED's come on, check the wiring and connections between the PCM and the IAC connector. If you do not find a problem, the PCM may be faulty.
NOTE: Do not condemn a PCM based solely on the outcome of this test. Check the RPM input signal and make sure the system is in closed loop first.
- 6) Create a vacuum leak by removing an accessory hose that is connected to the intake manifold. This will cause the RPM's to rise. The PCM should try to correct this by sending a signal to the IAC motor, and one of the LED's on the tester should illuminate. If not, repeat step #5.
- 7) If the PCM is sending an idle-control signal, but the idle speed does not stabilize properly while the harness is connected to the IAC motor, the IAC motor itself may be the problem. Remove it, check it for deposits and see that the passages it controls are clear. If you find no obvious problems, replace the IAC motor.

PART#	DESCRIPTION
PRT5612-3405	Bosch PFI--MFR # 3405
PRT5612-3410	GM TBI-MFR # 3410
PRT5612-3411	FORD TBI--MFR # 3411
PRT5612-3412	GM PFI--MFR # 3412
PRT5612-3413	GEO TBI-MFR # 3413
PRT5612-3414	GM SCPI--MFR # 3414
PRT5612-3415	GM MULTEC 2-MFR # 3415
PRT5612-3416	BOSCH 2-MFR # 3416
PRT5612-3501	IAC TEST LIGHT-SQ 4 PIN CONNECTOR
PRT5612-3502	IAC TEST LGT-FLAT 4 PIN CONNECTOR