

PROGRAMMABLE *EFI* SIMPLIFIED!

HP™ EFI Engine Management Systems are full featured with complete tunability using a laptop or optional 5.7" full color touch screen LCD. Their versatile capabilities make them ideal for use on a wide range of applications including street, drag race, road racing, off road and marine. Intuitive software combined with self-tuning capabilities make the HP™ systems flexible and easy to use. The HP™ ECU is available as stand alone ECU/Harness kits (including GM LSx engines) or as part of a complete 4 bbl TBI, 4bbl MPFI, or Stealth Ram™ EFI system. The HP™ EFI systems set the standard for mid-level programmable ECU's!



Tune
with optional
5.7" LCD touch screen!
(see pg. 13)



KEY FEATURES:

- Optional 5.7" full-color touchscreen LCD allows easy on-the-fly tuning, data-logging or can be used as an easy to see graphical gauge panel
- Eight sequentially driven 8:2 peak and hold injector drivers, capable of driving up to 16 low or high impedance injectors as a standard feature. Multiple staged injector strategies
- Eight channel Distributorless Ignition (DIS) outputs capable of directly driving "Smart" ignition coils or Holley DIS coils. Will drive 2 wire coils with the addition of PN 554-112 high current coil driver module
- Plug and Play control of factory GM 24x and 58x LSx engines
- Integrated single channel wide band oxygen sensor control. Works with NTK or Bosch sensors. More channels can be added via CAN bus
- Internal data-logging standard with a huge 2GB of memory
- 4 Stage progressive nitrous control
- Turbo boost control
- Integrated water/methanol injection control
- Self-tuning fuel table strategy greatly simplifies tuning process
- Individual cylinder fuel and spark control allows you to unlock your engine's potential

HP EFI FEATURES:

- Works with 4, 6, 8 cylinder engines
- Unique lb/hr based fueling strategy greatly simplifies and commonizes tuning
- Advanced idle, closed loop, and enrichment strategies allow for very stable operation
- ECU is fully potted and can be mounted in the engine compartment or interior
- Sealed automotive and marine grade connectors
- Allows for use of common OEM sensors as well as customer sensor calibration input
- Ignition Plug and Play with GM 24x and 58x LSx engines, GM HEI, Ford TFI, magnetic and hall effect trigger, and other ignition systems. New Plug and Play applications in process. Custom settings can be configured to allow many other applications.
- 1-5 Bar MAP sensor capability
- Two channel knock control sensor Inputs for both one or two wire knock sensors
- Dedicated fuel and oil pressure inputs
- Controls both stepper and PWM Idle Air Control (IAC) motors
- Speed density, Alpha-N, or combination fueling strategies

4 Programmable Pulse Width Modulated (PWM) outputs (2 high and 2 low) and 4 fully configurable inputs can be configured for use with the following features:

- 4 Stage nitrous oxide control
 - Fully featured nitrous control eliminates the need for a separate nitrous controller device
 - Can be configured "Wet" or "Dry" with closed loop feedback
 - Progressive control based on time, RPM, or boost, requires part # 554-111
 - Lean or rich safety cutoff
 - Full timing retard/control configurability per stage based on RPM or time
- Integrated Water/Methanol injection control
 - Uses Holley Water/Meth solenoids specially designed and calibrated for use with this EFI system to allow the user to enter Water/Meth flow as a percentage of fuel injector flow for Water/Meth tuning precision unmatched in the industry

- Allows for two nozzles to be controlled*
- Nozzles available from 400 to 1000 cc/min
- Complete control of pump activation and low system safety features
- Turbocharger boost control
 - Fully featured boost control capability eliminates the need for a separate boost control device
 - Can be configured to control boost based on time, gear, speed, and manual inputs
 - Gear based boost control configurable by several different methods
 - "Boost Builder" functions offer the ability to assist building boost on the starting line by altering ignition timing, fueling, as well as nitrous oxide activation. Also can be used as an anti-lag function
- User configurable input and output programming
 - Outputs can be programmed as pulse width modulated or switched
 - Unique circuitry allows inputs to be programmed as speed/frequency, 0-5V, 0-20V, thermistor, or switched high or low
- Configurable for: dual cooling fans, dual fuel pumps, AC inputs, basic TCC lockup, and multiple timing retard inputs and rev limiters
- Vehicle speed inputs
- User programmable caution and warning outputs for all sensors

NOTE: Holley HP EFI systems are equipped with 4 programmable inputs and 4 programmable outputs that are ideal for most vehicles with a single power adder. This feature allows the user to configure the system to support a wide range of controls including boost control, progressive nitrous, water/meth injection, speed inputs, fuel pump control, AC inputs, timing retard inputs and various other uses. When selecting an ECU, users need to ensure their planned controls can be run with the 4 inputs and 4 outputs as certain combinations may use more I/Os than are available. If more I/Os are required, users should choose the Dominator VMS.

See pages 8 and 9 for available systems

Plug & Play!
for LSx engines!



TBI SYSTEMS

Replace your carburetor with a "Bolt on and Go" TBI system that also allows you to tune as well! HP™ EFI throttle body kits are a direct replacement for a square flange carburetor. Plug and play connectors make installation a snap and by utilizing a laptop (or the optional 5.7" full color touch screen LCD) along with the HP's self-tuning capabilities, you will be up and running in no time. Come with most all parts necessary for a complete installation including throttle body, ECU, wiring harness and sensors. Fuel pump available separately to fit your requirements. Ignition adapter harness required for ECU timing control.



4 BBL TBI SYSTEMS

- 550-411** 900 CFM 75 lb/hr injectors (up to 525 HP)
- 550-412** 900 CFM 85 lb/hr injectors (up to 600 HP)

NOTE: HP throttle body systems do not include fuel pump.

See the selection guide on page 14 for accessories for all HP EFI systems.

4BBL MULTI POINT SYSTEMS

HP Multi-Point EFI systems for small or big block Chevys are ready for the street or strip with the simple swap of an intake! Whether you have a stock engine, crate or custom-built engine, HP Multi-Point systems can help you maximize performance! By utilizing a laptop (or the optional 5.7" full color touch screen LCD) along with the HP's self-tuning capabilities, the HP Multi-Point EFI system will get you to the cruise or race in no time. HP Multi-Point Systems include: intake manifold, billet throttle body, ECU, wiring harness, HEI ignition adapter, fuel rails, and related small parts. Fuel pump and injectors are available separately to fit your requirements.



2000 CFM system shown



SINGLE PLANE 4BBL SMALL BLOCK CHEVY MULTI PORT EFI SYSTEMS

- 550-810** Early/Late Heads
- 550-815** Vortec Heads

SINGLE PLANE 4BBL BIG BLOCK CHEVY MULTI PORT EFI SYSTEMS

- 550-830** Std Deck, 1000 CFM Rect Port
- 550-835** Std Deck, 1000 CFM Oval Port
- 550-833** Tall Deck, 1000 CFM Rect Port
- 550-838** Std Deck, 2000 CFM Rect Port
- 550-839** Tall Deck, 2000 CFM Rect Port

NOTE: HP MFPI Systems do not include injectors or a fuel pump. They need to be sized for the application and can be purchased separately from Holley.

STEALTH RAM™

You'll get some attention when you pop the hood and show an HP Stealth Ram™ Multi-Point EFI system! Available for traditional or Vortec headed SB Chevys. Simply utilize a laptop (or the optional 5.7" full color touch screen LCD) along with the HP's self-tuning capabilities to make it easy as 1, 2, 3 to get your car up and running with EFI. The tunnel ram design of the Stealth Ram builds power in the upper RPM while maintaining excellent mid-range torque as well. HP Stealth Ram systems include: intake manifold, billet throttle body, ECU, wiring harness, HEI ignition adapter, fuel rails and related small parts. Fuel pump and injectors should be selected separately to fit your requirements.



STEALTH RAM SMALL BLOCK CHEVY MULTI PORT EFI SYSTEMS

- 550-820** Early/Late Heads
- 550-823** Early/Late Heads, Polished
- 550-825** Vortec Heads
- 550-828** Vortec Heads, Polished

UNIVERSAL RETROFITS

Do you have a Mopar, Ford or other type engine you want to install multi-point fuel injection on? No, problem, the Holley HP universal retrofit EFI kits are designed to be used with any V-8 intake manifold. The kit comes with injector bungs and un-machined fuel rails so you can modify to fit any single plane 4bbl intake manifold. The HP universal retrofit kits also come with the necessary wiring, ECU, sensors and throttle body. Just select the fuel pump and injectors of choice and you are off and running. Requires proper ignition adapter harness.



UNIVERSAL RETROFIT KITS

- 550-500** HP Universal Retrofit Kit for 4150™ carb style intakes
- 550-501** HP Universal Retrofit Kit for 4500™ carb style intakes

ECU & HARNESS KITS

Looking for a plug and play alternative for your stock or built late model factory EFI engine? How about a replacement ECU for your older Holley C950? Holley has you covered. HP EFI ECU and harness kits are designed to be used with popular factory EFI engines as an alternative to the factory ECU and harness or as a replacement for your C950 ECU. The HP allows you to accurately control the fuel and ignition of your engine along with additional controls for nitrous, boost or water meth. Come with ECU, main harness, injector harness and necessary sensors.



ECU & HARNESS KITS

- 550-600** 4bbl Holley TBI (requires ignition adapter harness)
- 550-601** GM TPI and Holley Stealth Ram (includes HEI adapter)
- 550-602** GM LS1 (uses factory GM coil harnesses)
- 550-603** GM LS2 (uses factory GM coil harnesses)
- 550-604** Universal V8 MPFI (requires ignition adapter harness)
- 550-605** Unterminated universal harness (includes universal unterminated ignition adapter harness)

THE NEW STANDARD IN EFI!

Dominator[®] EFI Vehicle Management Systems are intended for all engine applications, from street to unlimited high-end racing applications. Dominator[®] systems have nearly unlimited capabilities to control any power adder, input, or output you can throw at them. Need to run a turbocharged, nitrous injected 8 cylinder running water-methanol injection? No problem with Dominator[®] EFI. How about control a 4L60E transmission as well as the fuel and spark on your street rod? No problem. There are also enough inputs and outputs to allow the Dominator[®] VMSs to serve as their own data acquisition and control module. The Dominator[®] VMS will eliminate the need for additional controllers as they are all contained in this one unit. The only thing limiting the Dominator[®] Vehicle Management System is your imagination!

KEY FEATURES:

- Twelve sequentially driven 8:2 peak and hold injector drivers, capable of driving up to 24 low or high impedance injectors as a standard feature. Multiple staged injector strategies.
- Twelve channel Distributorless Ignition (DIS) outputs capable of directly driving "Smart" ignition coils or Holley DIS coils. Will drive 2 wire coils with the addition of PN 554-112 high current coil driver module
- Plug and Play control of factory GM 24x and 58x LSx engines
- Integrated electronic transmission control. Controls GM 4L60E and 4L80E transmissions with more to come in the future
- Integrated dual channel wide band oxygen sensor controls. Works with NTK or Bosch sensors. More channels can be added via CAN bus.
- Integrated drive by wire throttle body control. Can control two drive by wire throttle bodies
- 4 stage progressive nitrous control
- Turbo boost control
- Integrated water/methanol injection control
- Integrated "Data Acquisition and Control" allowed with massive amount of programmable inputs and outputs
- Internal data-logging standard with a huge 2GB of memory
- Self-tuning fuel table strategy greatly simplifies tuning process
- Store and change between four calibrations
- Individual cylinder fuel and spark control allows you to unlock your engine's potential
- Optional 5.7" full-color touchscreen LCD allows easy on-the-fly tuning, data-logging or can be used as an easy to see graphical gauge panel



Tune
with optional
5.7" LCD touch screen!
(see pg. 13)



DOMINATOR EFI FEATURES:

- Unique lb/hr based fueling strategy greatly simplifies and commonizes tuning
- Advanced idle, closed loop, and enrichment strategies allow for very stable operation
- ECU is fully potted and can be mounted in the engine compartment or interior
- Sealed automotive and marine grade connectors
- Works with 4, 6, 8 and 10 cylinder even fire engines
- Allows for use of common OEM sensors as well as customer sensor calibration input
- 1-5 Bar MAP sensor capability
- Ignition Plug and Play with GM 24x and 58x LSx engines, GM HEI, Ford TFI, magnetic and hall effect trigger, and other ignition systems. New Plug and Play applications in process. Custom settings can be configured to allow many other applications.
- Two channel knock control sensor inputs for both one or two wire knock sensors
- Dedicated fuel and oil pressure inputs
- Controls both stepper and PWM Idle Air Control (IAC) motors
- Speed density, Alpha-N, or combination fueling strategies
- 3 Rev Limiters

Massive amount of inputs and outputs allow for limitless combination of options. Allows for unit to be used as a complete data acquisition system as well. Has the following Inputs and Outputs:

- 13 - "Multi-Inputs" - Can be configured as a 0-5V sensor input, 0-20v sensor input, thermistor temperature input, or high or low voltage input
- 30 - 0-5V Sensor Inputs - Configures any 0-5V sensor as well as some can be used as switched high or low inputs
- 4 - Speed Inputs - Can be configured as a digital (square wave) input or an inductive input
- 20 - 12v PWM Outputs - Can be configured as PWM or switched 12V outputs. Rated at 2A maximum
- 16 - Ground PWM Outputs - Can be configured as PWM or switched ground outputs. Rated at 2A maximum

All inputs and outputs are programmed using innovative new "Pin Mapping" strategy that allows inputs and outputs to be pinned as desired by the user, allowing for inputs and outputs to not be "wasted" by non-used dedicated functions.

Inputs and Outputs can be used for the following functions:

- 4 Stage nitrous oxide control
 - Fully featured nitrous control eliminates the need for a separate nitrous controller device
 - Can be configured "Wet" or "Dry" with closed loop feedback
 - Progressive control based on time, RPM, or boost, requires part # 554-111
 - Lean or rich safety cutoff
 - Full timing retard/control configurability per stage based on RPM or time

- Integrated water/methanol injection control
 - Uses Holley water/meth solenoids specially designed and calibrated for use with this EFI system to allow the user to enter water/meth flow as a percentage of fuel injector flow for water/meth tuning precision unmatched in the industry
 - Allows for two nozzles to be controlled
 - Nozzles available from 400 to 1000 cc/min
 - Complete control of pump activation, and low system safety features
- Turbocharger boost control
 - Fully featured boost control capability eliminates the need for a separate boost control device
 - Can be configured to control boost based on time, gear, speed, and manual inputs
 - Gear based boost control configurable by several different methods
 - "Boost Builder" functions offer the ability to assist building boost on the starting line by altering ignition timing, fueling, as well as nitrous oxide activation. Also can be used as an anti-lag function
- User configurable input and output programming
 - Outputs can be programmed as pulse width modulated or switched.
 - Unique circuitry allows inputs to be programmed as speed/frequency, 0-5V, 0-20V, thermistor, or switched high or low
 - User configurable inputs and outputs can be programmed to have a variety of different inter-dependencies
- Configurable for: dual cooling fans, dual fuel pumps, AC inputs, basic TCC lockup, and multiple timing retard inputs
- User programmable caution and warning outputs for all sensors



Dominator EFI System Part Numbers

Dominator EFI systems are sold "Build to Order". The following must be purchased for a complete system:

- ECU (includes software and programming cable)
- Main Wiring Harness
- Ignition Adapter Harness
- Wideband Oxygen Sensors
- Injector Wiring Harness
- Accessories
- Main Power Harness

Use the selection guide on pages 14 through 17 to properly configure your Dominator EFI system.

Part #	Description
DOMINATOR AND HP ECU'S	
554-113	HP ECU Only
554-114	Dominator ECU Only

MAIN HARNESS ONLY (ALL SYSTEMS)	
558-100	4bbl Holley TBI Harness
558-101	TPI/Stealth Ram Harness
558-102	LS1 Harness
558-103	LS2 Harness
558-104	Universal MPFI
558-105	Unterminated Universal Harness

INJECTOR HARNESSES (ALL SYSTEMS)	
558-200	V8 Over Manifold, Bosch Style Connector
558-201	LSx (for EV6 style injector)
558-202	Terminated Universal 4 Cyl
558-203	Terminated Universal 6 Cyl
558-204	Unterminated 4, 6, 8 Cylinder
558-205	4bbl TBI Injector Harness
558-206	Terminated 2x4 TBI Inj. Harness
558-207	Unterminated 16 Injector Harness
558-208	Unterminated 24 Injector Harness

IGNITION HARNESSES (ALL SYSTEMS)	
558-301	LS1/LS6 (for remote coil mounting)
558-302	LS2/LS7 (for remote coil mounting)
558-303	Magnetic Pickup
558-304	GM HEI (small cap)
558-305	Ford TFI
558-306	Universal Unterminated Ignition Harness
558-307	Universal Coil On Plug
558-410	Terminated crank/cam trigger ignition harness

Part #	Description
AUXILLIARY HARNESSES (DOMINATOR ONLY)	
558-308	Main Power Harness
558-400	Connector J1A/B Input/Outputs for HP & Dominator
558-401	J2A Auxiliary Harness - Kit contains the following: <ul style="list-style-type: none"> J2A ECU connector #2 wide band oxygen sensor harness (fully terminated) 23 user programmable input loose wires with pre-crimped ECU pins
558-402	J2B Auxiliary Harness - Kit contains loose wires with pre-crimped ECU pins for the following: <ul style="list-style-type: none"> J2B ECU connector Four additional injector driver outputs Four additional coil driver outputs 23 user programmable outputs
558-403	J3 Auxiliary Harness - Kit contains loose wires with pre-crimped ECU pins for the following: <ul style="list-style-type: none"> J3 ECU connector 17 user programmable inputs & outputs
558-404	J4 Auxiliary Harness - Kit contains loose wires with pre-crimped ECU pins for the following: <ul style="list-style-type: none"> J4 ECU connector 26 user programmable inputs & outputs
558-405	GM 4L60/80E Transmission Harness - Complete terminated harness with J4 connector to operate GM electronic transmissions.
558-406	GM Drive By Wire Harness - Complete terminated harness with J3 connector to operate late model GM drive by wire systems.
558-407	Multi Map selector - contains 4 position key switch, wiring and J3 connector
558-408	J2A, J2B, J3, J4 Connector & Pin Kit - Contains connectors & pins, but no wiring.
558-409	Sealed USB Cable

See page 14 for assistance on parts selection.



DOMINATOR AND HP SOFTWARE FEATURES

- Free software and firmware upgrades will be available. Firmware can be downloaded from internet and installed via laptop.
- Systems include many base calibrations for a variety of stock and higher powered engines
- Easy to use and navigate graphical user interface
- Many "checks and balances" help prevent errors
- Software based help files guide a user through the tuning process, or quickly provide definition of an individual parameter
- Fuel and spark tables are configurable as 31x31 or 16x16 depending on user needs
- User configurable "Data Monitor" screen allows for simple viewing of all parameters
- Advanced data-logging playback with log comparisons as well as overlay playback provide the features and benefits of a stand alone data logger
- Unique file storage and creation allows a user to create a "library" of the various calibration pieces and combine them for new future calibrations

NOTE: HP ECUs use these same items . An HP EFI System can be created "Build to Order" as well.

NOTE: HP and Dominator ECUs use the same Main wiring harnesses. An HP system can be upgraded to a Dominator while retaining the same wiring harness.

TOUCH SCREEN

If you are looking for the ultimate accessory for your new HP or Dominator EFI system, this is for you! Functional as it is stylish, the optional full color 5.7" Touch Screen LCD allows the user to perform all tuning and data logging functions on the fly without the need for a laptop in the vehicle. The monitor features an easy to see graphical gauge panel that eliminates the need for traditional gauges. Backlit for easy viewing day or night, the display can be mounted in a dash or has 8 threaded inserts that allow it to be mounted with readily available after-market mounts. SD card included for easy storage and transfer of data. Get your hands on this industry exclusive, innovative accessory and put the power of EFI at your fingertips!



553-103 5.7" Touch Screen Upgrade

DIS IGNITION SYSTEMS (See page 17 to configure your DIS system)



Holley's Distributorless Ignition System (DIS) offers many advantages over a conventional distributor and ignition box including:

- Improved starting and idle quality
- More spark energy - especially important when using power adders to maximize horsepower
- Cleaner Emissions
- System Longevity - No Moving Parts
- Tuning Simplicity and Accuracy

Maximize your HP or Dominator EFI system, take control of your ignition, and eliminate the need for an expensive, separate ignition box! It allows for all timing functions to be programmed within the Holley EFI system, rather than having a separate box control retards and other timing functions. The system comes configured as a waste fire system utilizing the following components:

- Trigger Wheel and Sensor Kit (58x / 60-2) - Precision engineered and manufactured with tight tolerances, this wheel is designed to be installed on the crank pulley/harmonic balancer and offers unmatched timing stability and accuracy.
- The Holley dual tower coils provide higher spark energy than even high power single racing coils, while still providing the durability of a factory ignition system. Excellent for any supercharged, turbo charged, nitrous, or high compression engines, or anyone wanting the unmatched timing accuracy and spark energy this system offers.

556-100 4 Cylinder DIS System (waste fire)

556-105 6 Cylinder DIS System (waste fire)

556-101 8 Cylinder DIS System (waste fire)

556-102 Universal SB chevy crank sensor mounting kit

556-103 Universal BB chevy crank sensor mounting kit

556-104 Coil

556-106 5" Crank trigger wheel

556-107 6" Crank trigger wheel

556-108 7-3/4" Crank trigger wheel

556-109 8-1/2" Crank trigger wheel

554-116 Crank sensor & pigtail

556-110 Complete SB Chevy Crank trigger kit not for use with DIS

556-111 Complete BB Chevy Crank trigger kit not for use with DIS

558-410 Terminated crank/cam trigger ignition harness

ACCESSORY GAUGES

2-1/16" diameter gauges designed specifically for use with the Avenger, HP and Dominator EFI systems. They feature a blue numeric LED display as well as a 40 segment multi-color LED bar around the outside of the gauge. Require power and ground but are wired to a single wire output from the ECU for simple wiring. Can be connected to the vehicle headlight switch to allow dimming for better night time viewing. Each gauge can easily be individually programmed for a specific function and operation eliminating the need for other gauges and expensive dedicated sending units (battery voltage, coolant temp, oil pressure, fuel pressure, nitrous pressure, RPM, air/fuel ratio etc.). A "decals sheet" is provided with the most common inputs used so the gauges can be correctly labeled.



553-100 Universal Black Bezel Gauge

553-101 Universal Chrome Bezel Gauge

WATER/METH INJECTION COMPONENTS

Take your forced induction ride to the next level with a Holley water/meth injection system! Integrated into the Holley HP and Dominator EFI Systems is the capability to control water/methanol injection allowing you safely run on lower octane pump gas!

What makes the Holley water/methanol system unique and light years ahead of competitive systems, is that the solenoid flow has been characterized within the ECU. Program in an exact flow amount into the software, and that flow is injected into the engine. This is critical to ensure that neither too little (causing engine damage), nor too much (causing a large loss in power) water/methanol mix is injected into the engine. Select the exact percentage of water/methanol mix to be delivered vs. the percentage of fuel flow present, at any RPM and load. This makes tuning a very simple and accurate process. Holley EFI can be configured to drive up to two solenoids. All components are designed to be compatible with water/methanol mix of up to 50% methanol. The Water/Meth solenoids are run by an injector driver output. If an extra output is not available (as would be the case on a HP ECU driving 8 injectors), PN 554-113 can be purchased that can be driven by a low side PWM output.



557-100	Pump	557-105	Solenoid/Nozzle 900cc/min (600 HP)
557-101	Installation Kit	557-106	Solenoid/Nozzle 1000cc/min (800 HP)
557-103	Solenoid/Nozzle 600cc/min (400 HP)	557-107	Water Injection Filter



BOOST CONTROL COMPONENTS

Utilize the built in boost control programming in the HP and Dominator ECUs, to have complete control over your boost levels without additional control systems. To complete the installation, Holley is offering boost control solenoids, specifically designed for use with the Holley ECUs. The solenoids can be driven from any of the pulse width modulated outputs on either ECU, and are designed specifically for the boost control strategies designed within the ECU.

557-200	3 Port Solenoid Valve
557-201	4 Port Solenoid Valve

SENSORS/FUEL PUMPS/ADD-ON MODULES

554-100	NTK Wideband
554-101	LSU4 Bosch Wideband
554-102	100 PSI Stainless Pressure Sensor
554-103	200 PSI Stainless Pressure Sensor
554-104	1500 PSI Stainless Pressure Sensor
538-24	1 Bar MAP
538-13	2 Bar MAP
554-107	3 Bar MAP
554-108	5 Bar MAP
534-10	Coolant Temp
9920-107	Air Temp
12-927	In-line fuel pump (258 PPH @ 15 PSI)
12-920	In-line fuel pump (480 PPH @15 PSI / 402 PPH @45 PSI)
554-111	High Current Nitrous Solenoid Driver
554-112	2 Wire Coil Driver Module
554-113	Hi Current Peak and Hold Module (drive Water Meth Solenoids, etc)
554-116	Service Replacement Avenger ECU & Handheld

INJECTORS

Part #	Application/HP*	Qty.	Injector Flow (lbs/hr)	Imped.
522-191	Universal	1	19	High
522-198	Univ.; 300 HP max	8	19	High
522-241	Universal	1	24	High
522-248	Univ.; 385 HP max	8	24	High
522-301	Universal	1	30	High
522-308	Univ.; 480 HP max	8	30	High
522-361	Universal	1	36	High
522-368	Univ.; 575 HP max	8	36	High
522-421	Universal	1	42	High
522-428	Univ.; 670 HP max	8	42	High
522-481	Universal	1	48	High
522-488	Univ.; 765 HP max	8	48	High
522-661	Universal	1	66	Low
522-668	Univ.;1050 HP max	8	66	Low
522-831	Universal	1	83	Low
522-838	Univ.; 1325 HP max	8	83	Low
522-121	Universal	1	120	Low
522-128	Univ.; 1900 HP max	8	120	Low

HP AND DOMINATOR COMPONENT SELECTION GUIDE

Use when building Dominator Systems or Custom HP Systems

STEP 1 (required)

Choose your ECU

- 534-114** Dominator ECU only
554-113 HP ECU only
558-308 Main Power harness

Notes:

ECUs include USB communications cable, mounting hardware and software CD.

When purchasing an HP or Dominator ECU separately a main power harness is required.

STEP 2 (required)

Choose Your Main Harness

- | | |
|----------------|-------------------------------|
| 558-100 | 4BBL TBI Main
Harness Only |
| 558-101 | TPI/SR Harness |
| 558-102 | LS1 Harness |
| 558-103 | LS2 Harness |
| 558-104 | Universal MPFI |
| 558-105 | Unterminated Harness |

Notes:

Select one that meets customers needs

558-100 - Designed for Holley 4 bbl TBI systems

558-101 - Designed for Holley Stealth
Ram Systems and factory GM TPI engines
(speed density)

558-102 - Designed for 24x crank and 1x rear mount cam sensor. Connects to factory coil harnesses and all factory sensors.

558-103 - Designed for 58x crank and 4x front mount cam sensor. Connects to factory coil harnesses and all factory sensors.

558-104 - Fully terminated. Designed for single plane style EFI intake manifolds and Holley MPFI intakes

558-105 - 15' harness length. Fully terminated and populated at ECU connections only. User must terminate all sensor ends. Includes a variety of sensor connectors and pins but end user may have to supply sensor pins and connectors suited for their specific application

STEP 3 (required)

Choose Your Injector Harness

- | | |
|----------------|-------------------------------|
| 558-200 | V8 Injector harness |
| 558-201 | LSx Inj Harness |
| 558-202 | Universal 4 Cyl Inj Harness |
| 558-203 | Universal 6 Cyl Inj Harness |
| 558-204 | Universal Unterminated Inj |
| 558-205 | 4 Bbl Holley TBI |
| 558-206 | Terminated 2x4 Holley TBI |
| 558-207 | Unterminated 16 injector MPFI |
| 558-208 | Unterminated 24 injector MPFI |

Notes:

Select one that meets customers needs

558-200/203 - Universal "Y" style harness
using standard Bosch style injector con-
nectors

558-201 - "Y" style harness for any V8 engine using "EV6" style of injector.



558-202 - Fully terminated 4 cylinder harness using standard Bosch style injector connectors

558-204/207/208 - Terminated at injector connectors (Bosch style). Harness must be assembled and require crimping Metri-pak 150 connectors. Includes all connectors, pins, terminals, and loom needed.

558-206 - Fully terminated harness when using two 4Bbl Holley TBI units

On LS based engines, the LSX harness should be used on LS2/LS7 engines. It utilizes the EV6 connector. The V8 Injector harness should be used on LS1/LS6 engines. It utilizes the Bosch style connector. Truck engines may have three different connectors. The EV6, Bosch and a GM Multec 2. Currently we do not have a harness for the Multec 2. If the customer has swapped injectors or is unsure of what they have, it is best to call Holley Tech to determine the correct harness.

STEP 4 [required]

Choose your Ignition Harness

558-301	LS1/LS6 Remote coil ign harness
558-302	LS2/LS7 Remote coil ign harness
558-303	Mag Pickup Ign Harness
558-304	HEI Ign Harness
558-305	Ford TFI Ign Harness
558-306	Universal Unterm Ign Harness
558-307	Universal Coil On Plug (COP) Ign. Harness.
558-410	Crank/Cam Ign Harness

Notes:

Select one that meets customers needs if controlling timing

558-301/302 - Used for two specific needs: 1) Connecting to remote located LSx coils on a factory LSx engine when using main harness PN's 558-102/103. Eliminates the need for factory GM coil harnesses. User must terminate metripak 150 pins. 2) Adding GM LSx coils to a non-original LSx engine. Eliminates need for GM coil harnesses. User must terminate Holley ECU connector pins.

558-303 - Used to connect to a magnetic pickup distributor or crank trigger. Customer must supply sensor connectors/pins.

558-304 - Connects to small cap computer controlled GM HEI

558-306 - Semi-terminated. Includes all wiring to hook up to any crank and cam sensor. Shield/ground cable used. Customer must supply crank/cam pins and connectors for their specific sensor and may have to crimp metripak 150 pins.

558-410 - Fully terminated harness. Connects to Holley 60-2 crank sensor and GM Cam-Sync Distributor AC Delco PN 213-350 or eficonnection.com sync pulse distributor.

STEP 5 [optional]

Choose Your Transmission Control

558-405 4L60/80 Harness

Notes:

Transmission control with Dominator ECU ONLY 558-405 - Fully terminated harness for GM 4L60/65/70/80/55E transmissions

STEP 6 [optional]

Choose Your Drive-By-Wire Control

558-100 4BBL TBI Main Harness Only

558-406 GM DBW Harness

Notes:

DBW control with Dominator ECU only! Only works with the following throttle bodies and DBW pedal assembly

Approved GM throttle body part numbers
GM P/N - 12570790
GM P/N - 12580760

Approved GM Throttle Pedal Assy part number: GM P/N 10379038

STEP 7 [optional]

Choose your Auxillary Harness

558-400	J1A/B I/O Cnctr. Dom & HP
558-401	J2A Cnctr. & Harness
558-402	J2B Cnctr. & Harness
558-403	J3 Cnctr. & Harness
558-404	J4 Cnctr. & Harness
558-408	J2-J4 Cnctr. Kit

Notes:

558-400 - Connects into Main Harness Input/ Output Connector (8 pin metripak). Loose lead wires.

558-401 - Includes J2A ECU connector with fully terminated #2 wide band oxygen sensor cabling. Comes with loose lead wires for all other input connections (qty 23). ECU pins are pre-crimped.

558-402 - Includes J2B ECU connector. Includes all output connection wires (qty 16). ECU pins are pre-crimped.

558-403 - Includes J3 ECU connector. Includes all input and output connection wires (qty 17). ECU pins are pre-crimped.

558-404 - Includes J4 ECU connector. Includes all input and output connection wires (qty 26). ECU pins are pre-crimped.

See holleyefi.com for more info.

STEP 8 [optional]

Choose Your Injectors

522-191	Single Inj 19PPH
522-198	8 pk Inj 19PPH 300HP Max
522-241	Single Inj 24PPH
522-248	8 pk Inj 24PPH 385 HP Max
522-301	Single Inj 30PPH
522-308	8 pk Inj 30PPH 480 HP Max
522-361	Single Inj 36PPH
522-368	8 pk Inj 36PPH 575 HP Max
522-421	Single Inj 42PPH
522-428	8 pk Inj 42PPH 670 HP Max
522-481	Single Inj 48PPH
522-488	8 pk Inj 48PPH 765 HP Max
522-661	Single Inj 66PPH
522-668	8 pk Inj 66PPH 1050 HP Max
522-831	Single Inj 83PPH
522-838	8 pk Inj 83PPH 1325 HP Max
522-121	Single Inj 120PPH
522-128	8 pk Inj 120PPH 1900 HP Max

Notes:

Choose Injector needed

STEP 9 [required]

Choose Your Sensors

554-100	NTK Wideband Sensor
554-101	Bosch Wideband Sensor
554-102	100 PSI Sensor
554-103	200 PSI Sensor
554-104	1600 PSI Sensor
538-24	1 bar MAP sensor
538-13	2 bar MAP sensor
554-107	3 bar MAP sensor
554-108	5 bar MAP sensor
534-10	Coolant Temp Sensor
9920-107	Air Temp Sensor

Notes:

Choose all that apply to your customer
554-102/103/104 - Come with short pigtail connector for sensor

Oxygen sensor recommendation:
The NTK sensor is recommended when using leaded or methanol fuels, high exhaust gas temperature applications (turbo charged) or for highest precision feedback.

STEP 13 [optional]

Choose Your Modules

554-111	Nitrous solenoid driver
554-112	2 wire coil driver module
554-115	Peak and Hold Module, Water/Meth

Notes:

554-111 - The nitrous solenoid driver is REQUIRED when progressively controlling nitrous oxide solenoids. It can be used for non-progressive nitrous to replace a standard relay. Requires a PWM - (ground) output

554-112 - Required when using 2 wire coils. One module can drive 4 coils. Dominator and HP ECUs can directly trigger "smart coils" triggered by a 5 volt input.

554-115 - Required to drive a water/ methanol solenoid if there is not an extra injector driver available.

STEP 14 [optional]

Choose Your Water Meth

557-100	Pump
557-101	Installation kit
557-103	Solenoid/Nozzle 600CC up to 400HP
557-105	Solenoid/Nozzle 900CC up to 600HP
557-106	Solenoid/Nozzle 1000CC up to 800HP
557-107	Water Inj Filter

Notes:

For a complete kit, a pump, installation kit, filter and solenoid nozzle of the appropriate size is required. A peak and hold module may be required when using an HP ECU.

STEP 15 [optional]

Choose Your Boost Control

557-200	3 port valve
557-201	4 port valve

Notes:

Boost control is not currently available.

Check holleyefi.com for updates and availability.

STEP 10 (optional)

Choose Your Fuel Pump

12-927	In-Line pump (TBI Units)
12-920	In-Line pump (Multi Port Units)

Notes:

12-927 flows 258 pph at 15psi.
12-920 flows 402 pph at 45psi.

26-160 -6 AN fittings (pair)

26-180 -8 AN fittings (pair)

More pumps available soon.

STEP 11 (optional)

Choose your Crank Trigger System

556-110	SBC Crank Trigger Kit
556-111	BBC Crank Trigger Kit

Notes:

556-110/111 - Include everything needed to install a 60-2 crank trigger wheel system on a Small or Big Block Chevy engine for use with an HP or Dominator ECU. Includes wheel, sensor, billet aluminum mounting components, and fully terminated wiring harness with crank and cam sensor connectors. Intended to provide a very accurate RPM signal to the ECU.

STEP 12 (optional)

Choose your DIS

556-100	4 Cyl DIS System
556-105	6 Cyl DIS System
556-101	8 Cyl DIS System
556-102	SB Crank Sensor mounting kit
556-103	BB Crank Sensor mounting kit
556-104	Coil
556-106	5" Crank trigger wheel
556-107	6" Crank trigger wheel
556-108	7 3/4" Crank trigger wheel
556-109	8 1/2" Crank trigger wheel (SBC/BBC)

Notes:

Choose all that apply to your customer

NOTE: The installation of Holley DIS on Small and Big Block Chevy engines requires the purchase of PN 556-101 and either the 556-102 or 556-103

566-100/101/105 - Comes with Coils, Crank/Cam sensor wiring, Coil wiring, and Crank Sensor. Must purchase trigger wheel and mounting kit components in addition.

556-102/103 - Complete trigger wheel and sensor mounting kit for SB/BB Chevy engines. Comes with 8-1/2 trigger wheel, and billet aluminum bracketry to mount crank sensor. Can be mounted on either side of block and is fully adjustable. Requires accessories to be moved 1/8" out. Includes 1/8" water pump pulley spacer.

NOTE: The installation of Holley DIS on non-Small/Big Block Chevy engines requires the purchase of PN 556-100/101/105 and a properly sized trigger wheel (PN's 556-106/107/108/109). The user will have to machine the trigger wheel mounting pattern as well as fabricate a rigid mount for the crank sensor itself.

Individual Trigger Wheels:

PN 556-109 - Bolt hole pattern machined for SB/BB Chevy Engines

PN 556-106/107/108 - Machined only with 1" diameter center hole. Must be machined to mount to specific application.

STEP 16 (optional)

Choose your Gauges / Displays

553-100	Gauge "Black"
553-101	Gauge "Chrome"
553-103	5.7" LCD TS

Notes:

Gauges can be individually configured to display any sensor that is parameter available in the ECU (RPM, voltage, oil pressure, etc).

STEP 17 (optional)

Choose Your Accessories

558-407	Multi Map Selector
558-409	Sealed USB Cable

Notes:

558-407 - Four position key switch that allows the user to select from 4 stored calibrations without the need of a laptop computer. Dominator ECU only.