Holley EFI Digital Dash

Trust. Whether it’s your engine builder, team members or EFI System, trust is earned, not given. When your expensive engine, sponsorship and reputation are on the line, trust your engine monitoring to the Holley EFI Digital Dash.

The Holley EFI Digital Dash is completely customizable with a variety of gauge and indicator screens that can be programmed to display any parameter you need. The dash also offers a virtual switch panel, user defined alarms, configurable shift lights and control on screen playback of your EFI data logs.

The Holley EFI Digital Dash measures 7.5" wide, 4.625" tall and 1" deep which makes it a compact, customizable dash for use in a variety of motorsports applications. The Dash features a 7" low glare, high brightness, high contrast, full color touch screen for easy viewing even in full sun, plug and play connection to all Holley EFI systems as well as a weather proof aluminum housing featuring flexible mounting options. Monitor the power of your Holley EFI system at a glance!

- Designed for the needs of Drag Racing, Road Racing, Street, Drift, Marine, Off Road and more
- Weather-proof aluminum housing engineered to withstand harsh racing environments
- 7" Low Glare, High Brightness, High Contrast, Full Color Touch Screen
  - 800x480 resolution
  - Auto Brightness
- Plug and Play connection with all Holley EFI systems via CAN bus
- Completely customizable display of all EFI parameters including every user configurable input and output available. Multiple gauge types can be configured for:  
  - Size
  - Sweep
  - Name and Units
  - Color
  - Segmentation
  - Transparency
  - Warning Indicator
  - Shift Light
  - Min and Max Peak Indicators
  - Much More
- Quickly toggle between multiple active screens (tune, warm-up, race, drive, etc.)
- Virtual Switch Panel (replaces the need for physical switches)
- User defined alarms for any input
- Configurable progressive shift lights and light bar
- Control and on screen playback of EFI data logs
- Download and save Holley EFI data logs to external USB memory stick
- Expandable internal storage on micro SD card
- Flexible mounting options
- Support for future USB devices
- Upgradable with future software enhancements
- Optional harness available to add physical inputs and outputs to the dash that can be used to perform multiple operations.

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>553-106</td>
<td>Holley EFI Digital Dash</td>
</tr>
</tbody>
</table>
**NEW** Plug & Play Kits for:

**Ford Coyote, Mod Motor and Gen 3 HEMI!**

Take control of two new engine platforms with Holley EFI plug and play kits. Tired of jumping through hoops and having to play tricks with the factory ECU? Welcome to the better way. Is your cam too wild for a MAF? No problem. Power adders? Bring ‘em on. We’ve got integral nitrous and boost control. Ready to rock and roll with the awesome new Coyote? We’ve got what you need with plug and play kits. It has never been easier to make your Ford do exactly what you want.

**Ford Modular 1999-2004 4.6L and 5.4L 2 and 4 valve engines**

- Plug and play with factory sensors; Crank, Cam, TPS, Coolant temp, etc
- Plug and play with factory actuators; Coils, injectors, IAC
- Connectors for Holley fuel pressure and oil pressure sensors
- Connectors for expanded inputs and outputs

<table>
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<tr>
<th>Part Number</th>
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<tbody>
<tr>
<td>S50-616</td>
<td>Complete Plug and Play Kit 2V - Jetronic “Bosch Style” injector harness - Bosch WBO2</td>
</tr>
<tr>
<td>S50-617</td>
<td>Complete Plug and Play Kit 4V - Jetronic “Bosch Style” injector harness - Bosch WBO2</td>
</tr>
<tr>
<td>S50-616N</td>
<td>Complete Plug and Play Kit 2V - Jetronic “Bosch Style” injector harness - NTK WBO2</td>
</tr>
<tr>
<td>S50-617N</td>
<td>Complete Plug and Play Kit 4V - Jetronic “Bosch Style” injector harness - NTK WBO2</td>
</tr>
</tbody>
</table>

**Components Sold Separately**

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>S558-108</td>
<td>Main harness 99-04</td>
</tr>
<tr>
<td>S558-314</td>
<td>2V coil harness</td>
</tr>
<tr>
<td>S558-315</td>
<td>4V coil harness</td>
</tr>
<tr>
<td>S554-122</td>
<td>Coil Drive Module</td>
</tr>
<tr>
<td>S558-212</td>
<td>Injector harnesses, Ford, Evenly spaced, USCAR “EV6 Style”</td>
</tr>
<tr>
<td>S558-213</td>
<td>Injector harnesses, Ford, Evenly spaced, Jetronic/Minitimer “Bosch Style”</td>
</tr>
</tbody>
</table>

**Ford Coyote 5.0L (Locked VVT) 2011 to Present**

- Plug and play with factory sensors; Crank, Cam, Cylinder head temp, etc
- Plug and play with factory actuators; Coils, injectors, DBW throttle (with Dominator)
- Connectors for Holley fuel pressure and oil pressure sensors

<table>
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<tbody>
<tr>
<td>S550-618</td>
<td>Complete Plug and Play Kit (Non-VVT) - No DBW Jetronic “Bosch Style” injector harness - Bosch WBO2</td>
</tr>
<tr>
<td>S550-618N</td>
<td>Complete Plug and Play Kit (Non-VVT) - No DBW Jetronic “Bosch Style” injector harness - NTK WBO2</td>
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<tr>
<td>S558-109</td>
<td>Ford Coyote Main Harness Non-VVT</td>
</tr>
<tr>
<td>S558-317</td>
<td>Ford Coyote Coil Harness</td>
</tr>
<tr>
<td>S554-122</td>
<td>Coil Drive Module</td>
</tr>
<tr>
<td>S558-212</td>
<td>Injector harnesses, Ford, Evenly spaced, USCAR “EV6 Style”</td>
</tr>
<tr>
<td>S558-213</td>
<td>Injector harnesses, Ford, Evenly spaced, Jetronic/Minitimer “Bosch Style”</td>
</tr>
<tr>
<td>S558-422</td>
<td>Ford Coyote DBW Harness (requires Dominator ECU)</td>
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</tbody>
</table>

**NOTE**: This part is legal for use on Uncontrolled (Non-emissions Controlled) vehicles or racing vehicles. See back page for details.
**Gen 3 HEMI**

Holley offers complete plug and play harnesses for 2003-2010 5.7L and 6.1L factory Chrysler Hemi engines (non-VVT only), as well as 6.4L - “392” and Gen III 426 crate engines. Between 2005 and 2008, depending on the vehicle model, engines changed crank/cam sensor, coil, and drive-by-wire pedal/throttle configurations. The best way to determine if your engine has “early” or “late” configurations is to use the Hemi selector guide. The full selection guide is available in the Holley EFI catalog or at www.holley.com. Holley offers harnesses for all of these applications.

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<tr>
<td>558-106</td>
<td>HEMI Main Harness, Early</td>
</tr>
<tr>
<td>558-107</td>
<td>HEMI Main harness, Late</td>
</tr>
<tr>
<td>558-210</td>
<td>HEMI Injector Harness, USCAR</td>
</tr>
<tr>
<td>558-211</td>
<td>HEMI injector Harness, Jetronic/Minimeter</td>
</tr>
<tr>
<td>558-310</td>
<td>HEMI Coil harness, Early Coils</td>
</tr>
<tr>
<td>558-311</td>
<td>HEMI Coil harness, Late Coils</td>
</tr>
<tr>
<td>554-122</td>
<td>Coil Drive Module [required]</td>
</tr>
<tr>
<td>558-417</td>
<td>Drive-By-Wire Harness, Early</td>
</tr>
<tr>
<td>558-418</td>
<td>Drive-By-Wire Harness, Late</td>
</tr>
</tbody>
</table>

**Holley EFI V3 Software/Firmware Updates**

Same great Holley EFI features plus:

- Factory engine controls for Chrysler and Ford
  - 2003 - 2010 Gen III 5.7L and 6.1L factory Chrysler Hemi engines (non-VVT)
  - 6.4L “392” and Gen III 426 Crate Engines
  - 1999-2004 Ford Modular 4.6L and 5.4L 2 and 4 valve engines
  - 2011 to Present Ford Coyote 5.0L (Locked VVT)
- Custom Crank Sensor types
  - Chrysler Next Generation Controller (NGC) 36-2+2
  - 24-1 Tooth Pattern
  - 12-1 Tooth Pattern
- Custom Cam Sensor Types
  - Chrysler V8 NGC
  - Ford Coyote (reads passenger side intake cam, VVT must be locked)

- Custom Ignition Output Setups
  - Electronic Spark Timing (EST) 5V Output (Active Low)
  - Electronic Spark Timing (EST) 5V Output (Active High)
  - Electronic Spark Timing (EST) 12V Output (Active Low)
  - Distributor-less Ignition System (DIS) Waste-fire Coil Output (Active Low)
  - Distributor-less Ignition System (DIS) Coil-On-Plug Output (Active Low)
- Data logger Updates
  - Updated Notes Section
  - Scatterplot Graph Capability
  - Channel Statistics
  - Updated Navigation

V3 software comes standard in Coyote & Mod Motor Kits! Free upgrade to existing ECUs!
**Holley EFI Multi Port Throttle Body**

If you're thinking of building either a high performance or race multi point fuel injection system for your engine, look no further than Holley for the throttle body. Holley's new 1000 CFM Throttle Body shares the same air entry area design that powers every NASCAR Sprint Cup Series™ car! The throttle body features integrated throttle position, idle air control and intake air temperature sensors, Ford and GM transmission kick down levers as well as all necessary vacuum ports.

- Standard square bore mounting pattern
- Flows 1000 CFM
- Exclusive CFD computer modeled air entry area delivers maximum velocity and accelerated air speed
- Integrated TPS, IAC, and Air Temp Sensor
- Hi Flow IAC passages for large cubic inch engines for idle stability
- Ford Transmission kick down lever
- Integrated GM 700R4 transmission kick down location (no adapters needed)
- All necessary vacuum ports (1) timed spark, (2) 3/8" and (2) 3/16" full manifold vacuum ports
- 1.75" throttle plates mounted to PTFE coated throttle shafts for high flow and a smooth operation

### Part Number Description

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<tbody>
<tr>
<td>112-587</td>
<td>Cast MPFI Throttle Body - Hard Core</td>
</tr>
<tr>
<td>112-588</td>
<td>Cast MPFI Throttle Body - Polished</td>
</tr>
</tbody>
</table>

**Throttle Body Systems for Forced Induction and High Horsepower**

These throttle body systems for blow-thru and radical engine applications utilize the simplicity of the Terminator throttle body and the power of the HP and Dominator ECUs to get your beast to the cruise or race in no time. The throttle body features integrated sensors and 205 lb/hr injectors to feed up to 1000 HP! The system comes standard with a 2 bar MAP sensor for sensing up to 15 PSI of boost.

- Full laptop programmability
- Flows 1000 CFM
- Patent pending annular discharge fuel ring for maximum flow and optimum fuel atomization - No restrictions or delay in fuel flow like booster designs
- Serviceable sensors integrated into throttle body
- Connections for Ford, GM TH350 and 700R4, and other transmission linkages on throttle body
- Fits any square (Holley 4150™) flanged intake
- Data Logger- scalable axes, smoothing, multiple graph view ability, pre-defined notes fields and many more
- 4 GB of memory
- Integrated Boost Control - boost vs time, boost vs gear (time or RPM), boost vs RPM, boost vs speed, launch control. boost launch builder, over-boost safeties, boost scramble
- Quick Start fueling for all engines
- Integrated single channel wide band oxygen sensor control. Works with NTK or Bosch sensors
- Option for VE based fueling strategy
- Fuel map and learn function smoothing
- Fully configurable laptop gauge panel
- Self-tuning fuel table strategy greatly simplifies tuning process
- Unique lb/hr based fueling strategy greatly simplifies and commonizes tuning
- Advanced idle, closed loop, and enrichment strategies allow for very stable operation
- Supports 1000 HP on gas, 700 HP on E85 - forced induction engines
- Ignition Plug and Play with GM HEI, Ford TFI, magnetic and hall effect trigger, and other ignition systems. (Proper Ignition adapter will be required if ECU is controlling timing)
- Optional input/output harness available - 558-400
- Kits include TBI unit, ECU, software, communications cable, wiring, NTK WBO2, sensors and 205 lb/hr injectors

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<tr>
<td>550-417</td>
<td>Tumble Polished (Gas)</td>
</tr>
<tr>
<td>550-429</td>
<td>Tumble Polished with trans control (Gas)</td>
</tr>
<tr>
<td>550-418</td>
<td>Hard Core™ Gray (Gas or E85)</td>
</tr>
<tr>
<td>550-430</td>
<td>Hard Core™ Gray with trans control (Gas or E85)</td>
</tr>
</tbody>
</table>

**NOTE:** This part is legal for use on uncontrolled (Non-emissions Controlled) vehicles or racing vehicles. See below for details.

**NOTE:** Products in this catalog are legal for use on Uncontrolled (Non-Emissions Controlled) Vehicles or Racing Vehicles.
The following vehicles are considered Uncontrolled (Non-Emissions Controlled) Vehicles:
- 1965 and older U.S. manufactured California Certified vehicles
- 1967 and older U.S. manufactured Federally Certified vehicles
- 1967 and older Foreign manufactured vehicle

Racing Vehicles are vehicles that are used exclusively for racing or other forms of competition that are not registered and that may never be used on the street.