

HP AND DOMINATOR COMPONENT SELECTION GUIDE

Use when building Dominator Systems or Custom HP Systems

STEP 1 (required) Choose your ECU

- 554-114** 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 seperately 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 connectors

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 Metripak 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

- 558-303** Mag Pickup Ign Harness
- 558-304** HEI Ign Harness
- 558-305** Ford TFI Ign Harness
- 558-306** Universal Unterm Ign Harness
- 558-307** LS coil retro-fit harness (includes wiring & pins to wire GM LSX coils to non LSX engines. Customer must supply factory GM coil harness)
- 558-410** Crank/Cam Ign Harness

Notes:
Select one that meets customers needs if controlling timing

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

- 558-406** 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
* Low impedance

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 16 (optional) Choose your Gauges / Displays

- 553-100 Gauge "Black"
- 553-101 Gauge "Chrome"
- 553-103 5.7" LCD Touch Screen
- 553-104 Avenger Handheld Controller

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

553-104 Can be used with the HP and Dominator & allows basic tuning and monitoring functions. Can also be used as a replacement on the Avenger.

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.

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

556-100/101/105 - 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.