



CRANK & CAM SENSOR REQUIREMENTS

Holley EFI systems have certain compatibility requirements in regards to crankshaft and camshaft speed and position inputs. Due to the vast signal differences that OEM applications use, many OEM crank and camshaft sensor input strategies are not currently compatible with Holley HP and Dominator EFI systems.

The following applications are currently supported using the various harnesses Holley offers:

- Plug and Play with GM LSx 24x crankshaft applications (with factory 1x cam input)
- Plug and Play with GM LSx 58x crankshaft applications (with factory 4x cam input)
- Plug and Play with GM computer controlled HEI distributors
- Plug and Play with Ford TFI distributors
- Can be used with typical "1 pulse per cylinder firing" crank triggers or distributor crankshaft speed inputs (Hall Effect or magnetic)
- For sequential fuel injection, a 1x cam signal input, which must be timed appropriately, can be used. (Hall Effect)
- Inputs for non-ECU controlled timing applications (12v square wave and can connect to the negative side of an inductive coil).
- Holley offers their own waste fire DIS ignition systems which can be retrofitted onto any even fire 4, 6, or 8 cylinder engines. This requires the use of Holley coils, their 60-2 (58x) crank trigger wheel, and a 1x cam position sensor installed in the appropriate location.

For other crank and cam inputs, as well as the use of other OEM DIS coils other than GM LSx, it is recommended you contact Holley tech services for compatibility requirements and options.

Holley is actively working on more applications for the future. These new applications will be released and available on the Holley EFI website as a free download once they are finalized, so check back often for new applications.

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