



ELECTRONIC FUEL INJECTION

Pro Dash Standalone Quick Start Guide



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ATTENTION!

A FULL SET OF MANUALS FOR THE PRO DASHES CAN BE DOWNLOADED AT
https://www.holley.com/support/resources/#Fuel_Injection

Introduction

The 553-116 (12.3") and 553-117 (6.86") Standalone Pro Dash products are suitable for street and racing applications to monitor and record standard engine functions, as well as allowing the addition of a variety of other sensors. This Quick Start Guide provides a very basic overview on installing the semi-terminated harness, and using the preconfigured screen layouts. The connection and wiring of additional sensors, as well as the setup and detailed instructions of the Holley Pro Dash, can be found in additional manuals downloaded at https://www.holley.com/support/resources/#Fuel_Injection

Package Contents



Item	Description
1	Dash
2	Main Harness
3	IO#1 Harness
4	IO#2 Harness
5	GPS Antenna
6	USB Cable
7	4 Foot Male/Female CAN Cable
8	CAN Terminator
9	Mounting Hardware, Template, Cleaning Cloth
10	USB Stick

NOTE: Sensors are not included in these kits and must be purchased separately. See information below.

Dash Mounting

There are two basic ways to mount the Pro Dash, "surface" or "flush" mount. Please consult the Pro Dash User Manual for detailed instruction on each mounting method. There is also a 1:1 printed template included with your Pro Dash, which may be used to mark the necessary mounting holes, etc.

Connections

Main Harness

The “Main Harness” consists of a 34 pin connector which plugs into the back of the dash, various loose wires, two metripak connectors, several sensor connectors, and a CAN connector. The following information covers what is necessary for the operation and functions of the pre-configured dash layouts.

NOTE: Diagrams for the harnesses are at the end of this manual.

Required Connections

NOTE:

- “Loose” refers to an individual wire that is not terminated into a connector
 - “Clean” = a connection that does not share the same connections as “dirty” sources such as coils, a starter, solenoids, fans, etc., that have a lot of electrical noise or solenoid fly-back voltage.
-
- **Loose Black** – Connect to a “clean” ground source. Do not connect to poor ground sources, such as sheet metal, or a ground point that does not have solid connectivity back to the battery.
 - **Loose White** – Connect to a “clean”, switched battery power source such as a fuse panel or relay. This NEEDS to turn on and off, with the ignition or other driver controlled switch, for the dash to operate properly.
 - **Loose Red** – Connect to a “clean” continuous battery power source. Continuous power is needed for a faster GPS lock and to keep the current date and time.

Terminated Sensor Connectors

NOTE:

- The following are pre-terminated sensor connections identified by a label on the harness. They will plug directly into the sensors mentioned, and are pre-configured in the dash layouts. If different sensors are used they must be set up in the dash configuration:
-
- **Oil** – Oil pressure. Use Holley part number 554-102, 100 PSI pressure transducer (1/8” NPT threads)
 - **Pressure** – Fuel pressure. Use Holley part number 554-102, 100 PSI pressure transducer (1/8” NPT threads)
 - **CTS** – Engine coolant temperature. Use Holley part number 534-10, or 543-120 sensor. (3/8” NPT threads)
 - **MAT** – Manifold air temperature. Use Holley part number 534-20 sensor. (3/8” NPT threads). This can be installed in the intake manifold runner or in the air cleaner/engine compartment.

Metripak Connectors

The harness contains 8 and 10 pin Metripak Connectors with loose lead connections on the mating connector; they are labeled as I/O #1 and I/O #2. Consult the main Pro Dash Manuals and the Pro Dash Wiring and Sensor Setup manual on wiring and configuring additional inputs and outputs.

- **I/O #1** – Consists of four switched ground inputs and four 1.5 amp ground outputs. They are not configured for anything specific in the base layouts.
- **I/O #2** – Consists of ten inputs that are configurable for a variety of sensor input types. The table below shows how several are preconfigured for the base dash layouts:

I/O Number	Metripak Pin	Wire Color	Function	Connection Information
IO.3	B	White/Black	Boost	This input is configured as a 3.5 Bar MAP sensor on the base screens (Holley PN 554-134). There is not a terminated connector for it, PN 554-134 includes a pigtail. The input can be configured for any MAP sensor.
IO.8	D	White/Violet	Hi Beam Indicator	This should be connected to a 12v source that is active when the high beam lights are switch on.
IO.10	F	White/Gray	Right Turn Indicator	This should be connected to the 12v output to the right turn indicator.
IO.12	G	White/Yellow	Left Turn Indicator	This should be connected to the 12v output to the left turn indicator.

Loose Wires

- **Engine RPM Input** – The “Spd.1” input is a Light Green wire coming directly out of the dash connector. This should **NEVER** be connected directly to an ignition coil, or any other high voltage source. Any connection other than a dedicated 5volt or 12volt Tachometer (square wave) type output will permanently damage the Pro Dash. If a dedicated Tach output, such as those found on the MSD ignition boxes “Tach out”, is not available, MSD part number 8918 should be purchased. This is attached directly to the coil and conditions the signal for the dash. This should work with MOST factory inductive coil ignitions. The dash is preconfigured for an 8 cylinder engine. For other engine cylinder configurations, refer to the Pro Dash User Manual.
- **Fuel Level Input** – The “IO.7” input is a Gray wire coming directly out of the dash connector. It is preconfigured for a 0-90 Ohm fuel level sending unit. Some preconfigured screens have this shown and some do not. It can be added or deleted as desired, consult the Pro Dash User Manual for the correct procedure.
- **“Spd.2” input** – The “Spd.2” input is a Light Blue wire coming directly out of the dash connector. This is a second “speed” input. It can be configured as a drive shaft speed input for an example. Refer to the Pro Dash User Manual for configuring this input.

CAN Cable

There is a 4-pin male and 4-pin female connector which can be used to connect external CAN devices such as a Holley EFI EGT module. Unless you are using one of these devices, or are connected to an ECU and not using standalone mode, these connectors are not used. The kit includes a CAN terminator. This isn't required unless you have an external CAN device (or connected to an ECU). Plug this in so it isn't lost.

Vehicle Speed - GPS Antenna

The external GPS antenna (included) is used to receive a GPS signal for vehicle speed. All of the base dash screens are configured to use this input for vehicle speed. Install the GPS antenna where it has clear view of the sky to the horizon for best reception. The label needs to face down, with the black plastic part of the antenna facing up. The antenna comes with a built-in magnet and can also be permanently mounted. For racing applications, it is recommended that the antenna be permanently mounted using the included double-sided VHB tape.

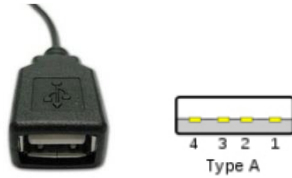
Connect the GPS SMA connector to the GPS antenna connector on the back of the unit. Do not overtighten the connector, 3-5 in lbs max.

USB

The unit has two standard USB type C locking receptacles (USB 2.0). Connect the supplied locking cable to either of the USB ports on the back of the unit and tighten the thumbscrews if you will need use of the USB ports.

This cable provides a type 'A' receptacle that can accept USB flash drives for saving data logs, uploading gauge screen layouts, background images, or firmware updates. You may also use these to connect to a USB mouse or keyboard if you do not want to use the integrated touchscreen for configuration.

It is recommended to tape over any unused ports if used in a dusty environment to keep the port clean.



Touchscreen Basics

The Pro Dash has a capacitive touch screen display similar to many cell phones and does not require a stylus. While thick gloves may not work properly, some gloves are available with integrated finger pads that work with touch screens. A stylus may be useful and may be purchased separately from an electronics retailer, if desired. If a stylus is used, ensure it is compatible with a capacitive type touch screen.

Touching anywhere on the screen brings up the ability to datalog (Record). Scroll dash layouts (Prev and Next) (you can also swipe the screen for this), and Menu to bring up the main menu.

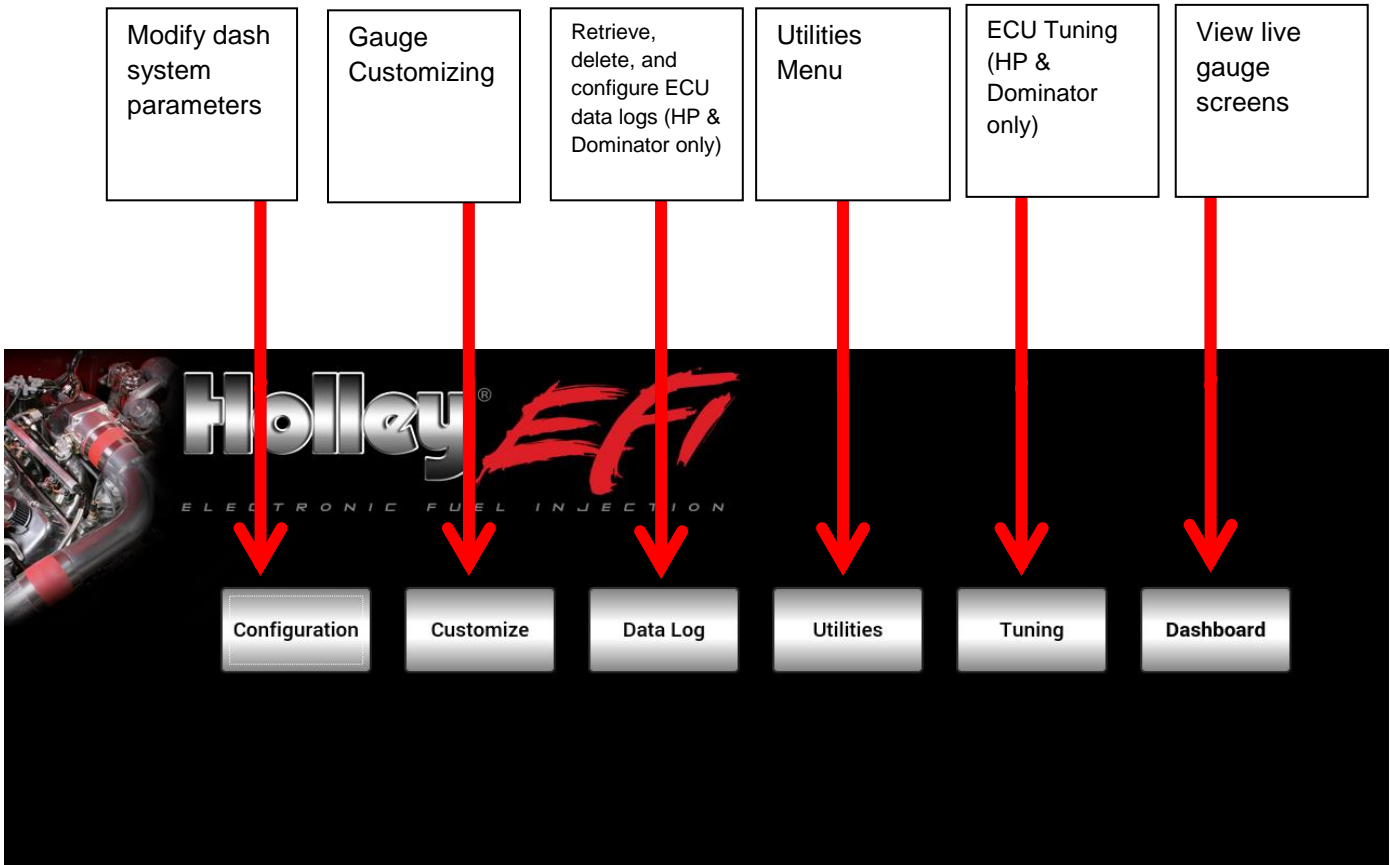
Cleaning

If screen needs cleaning, use the supplied microfiber cleaning cloth. Do not use harsh chemical cleaners on the touch screen display.

Do not subject the display to a high pressure water stream from a pressure washer.

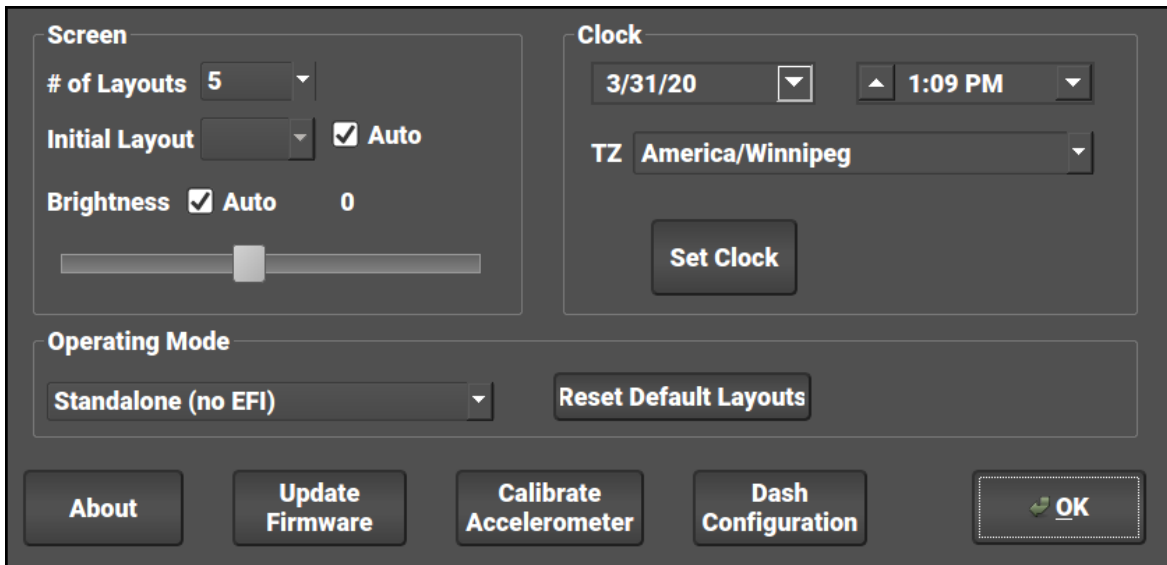
Main Menu

Pressing anywhere on a gauge screen will bring up the navigational buttons. To access the main menu choose 'Menu' in the upper right corner of the screen. There is an expansive amount of options available in these areas. Consult the Pro Dash User Manual for detailed information.

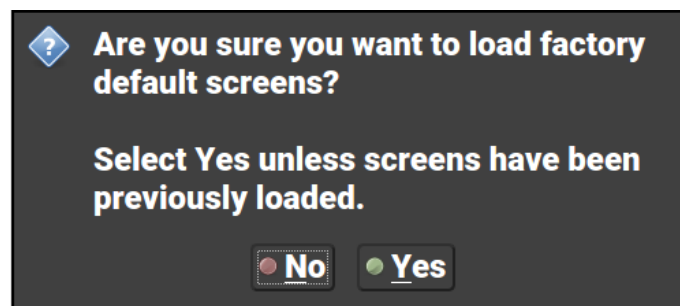


Standalone Setup

Press anywhere on the background to call up the side menu, then press Main Menu. Now press "Configuration" to get the dash configuration screen. If the "Operating Mode" is not set to "Standalone (no EFI)", select that at this time.



Underneath operating mode, select “Standalone”. Press “Reset Default Layouts” to install the default screens for standalone mode. This will ensure that the pre-configured standalone screens are loaded.



Now is also a good time to change the time zone shown in the TZ field to match the zone you are in.

Ready For Use

At this point the dash should be ready for use. Power the dash up. All of the predefined inputs contained in this manual should be reading. The GPS speedometer needs to be powered and driven briefly and should then show vehicle speed.

Preconfigured Gauge Screens

Standalone default screens are shown below. HP and Dominator, Sniper and Terminator X defaults will vary slightly



Layout 1



Layout 2



Layout 3



Layout 4



Layout 5



Layout 6



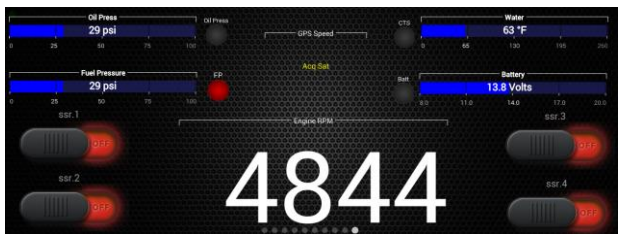
Layout 7



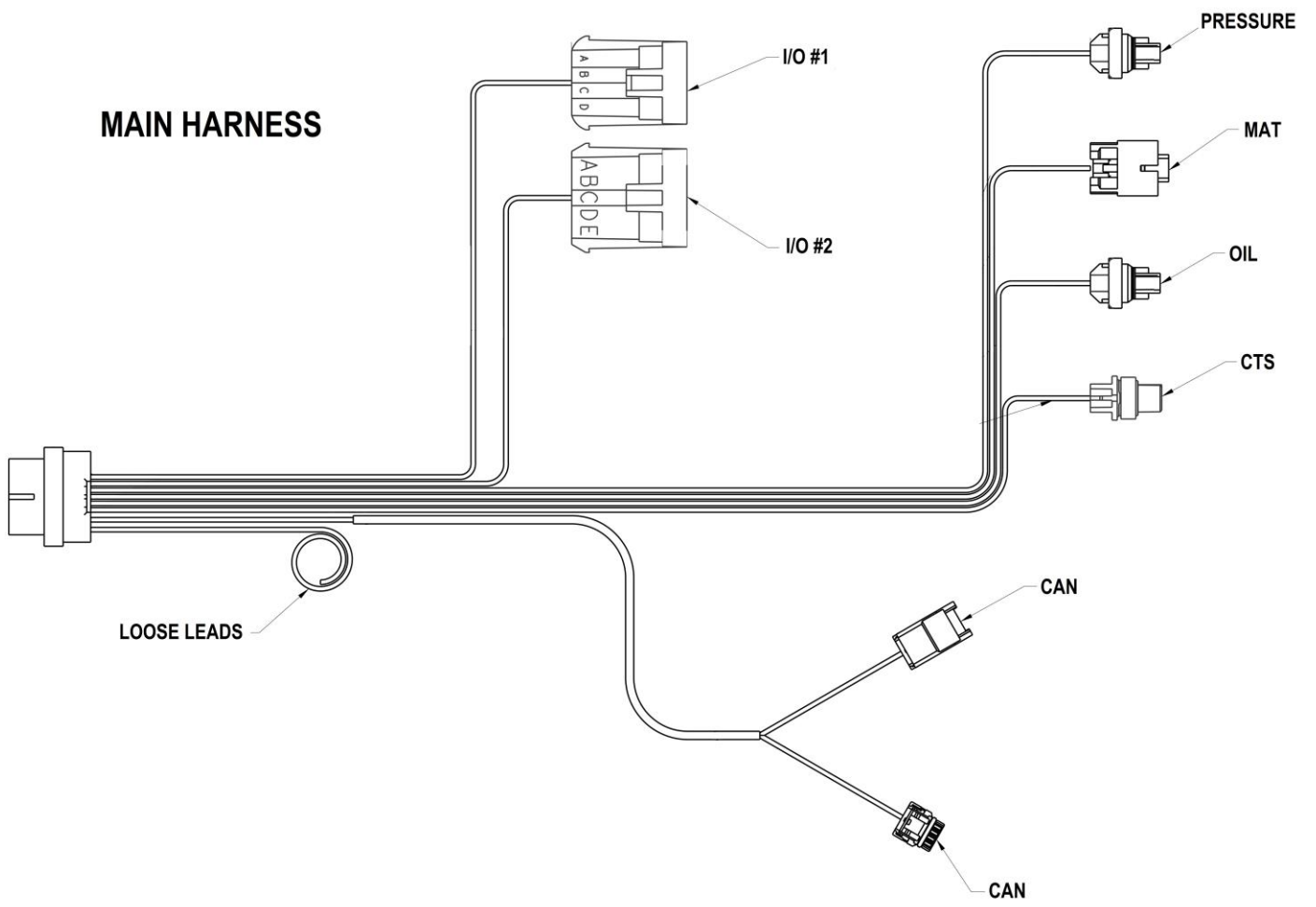
Layout 8



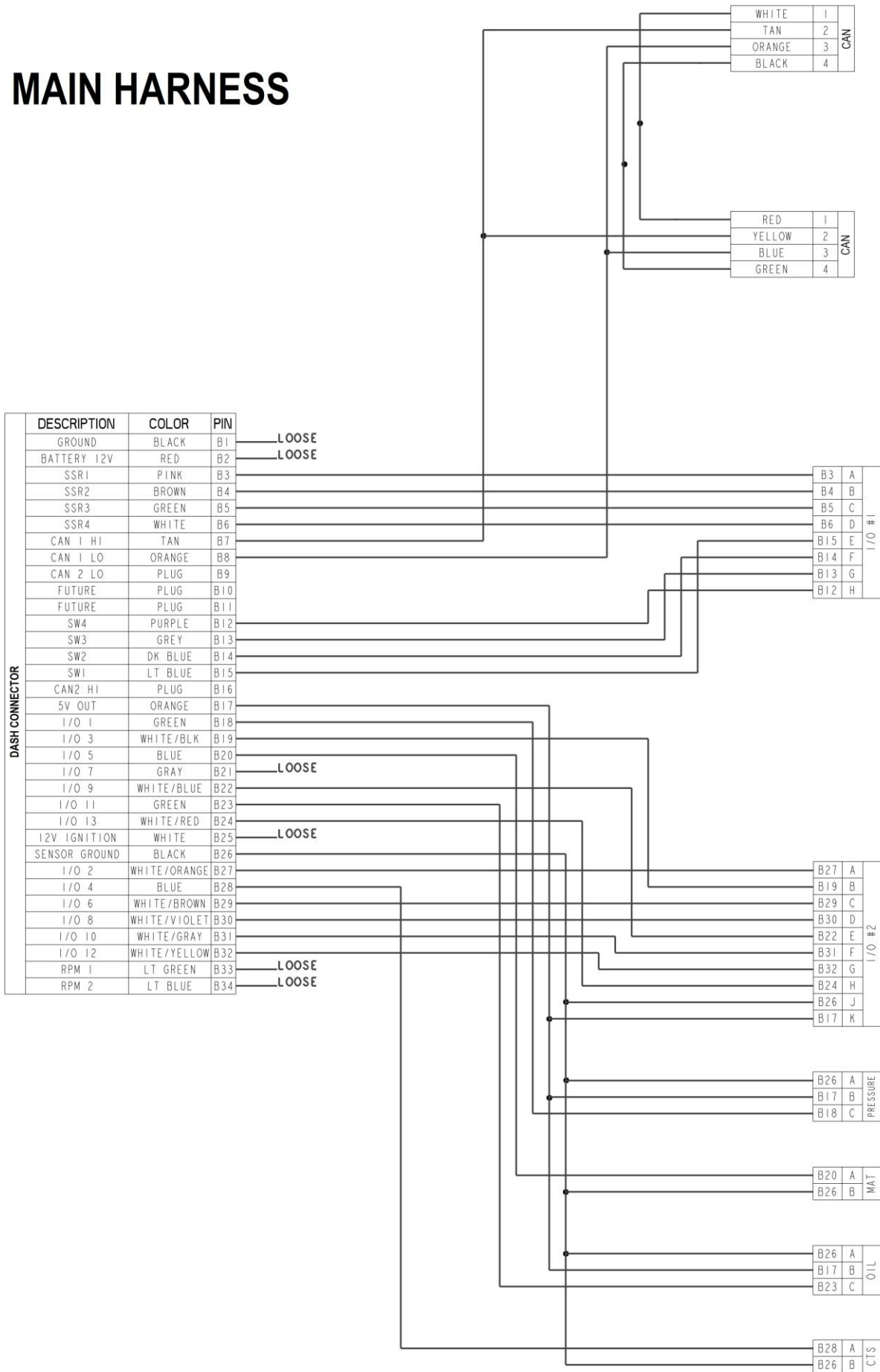
Layout 9



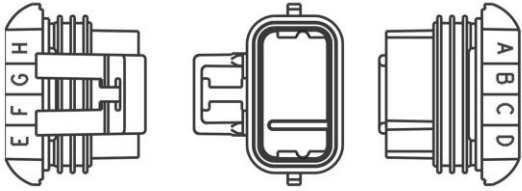
Layout 10



MAIN HARNESS

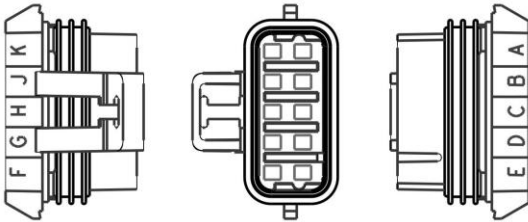


I/O #1 HARNESS



I/O #1	COLOR	DASH CONNECTOR PIN	PIN	
	PINK	B3	A	SSR1
BROWN	B4	B	SSR2	
GREEN	B5	C	SSR3	
WHITE	B6	D	SSR4	
LT BLUE	B15	E	SW1	
DK BLUE	B14	F	SW2	
GREY	B13	G	SW3	
PURPLE	B12	H	SW4	

I/O #2 HARNESS



I/O #2	COLOR	DASH CONNECTOR PIN	PIN	
	WHITE/ORANGE	B27	A	I/O #2
WHITE/BLACK	B19	B	I/O #3	
WHITE/BROWN	B29	C	I/O #6	
WHITE/VIOLET	B30	D	I/O #8	
WHITE/BLUE	B22	E	I/O #9	
WHITE/GREY	B31	F	I/O #10	
WHITE/YELLOW	B32	G	I/O #12	
WHITE/RED	B24	H	I/O #13	
BLACK	B26	J	SENSOR GROUND	
ORANGE	B17	K	SENSOR 5 VOLT	

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ELECTRONIC FUEL INJECTION

Pro Dash Wiring and Sensor Setup & 558-456 Instructions Guide



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ATTENTION!

THE USB FLASH DRIVE INCLUDED WITH YOUR PRO DASH CONTAINS A DETAILED USER MANUAL. ONE MAY ALSO BE FOUND ONLINE AT www.holley.com.

Introduction

This manual is designed to be an overview of wiring and sensor configuration setup for the Holley Pro Dash products. The information contained pertains to both “standalone” and “EFI” installations of the dash.

NOTE: The Pro Dash User Manual contains a significant amount more information than this manual, consult it for more detail and a comprehensive overview of the Pro Dash Products.

Harness Options

The following provides information on the following dash and harness options available:

553-111 & 553-112 – These Pro Dash products include a dash and are intended for EFI connected applications. The main harness included with them have the minimum amount of wiring necessary (power/ground and CAN) to connect to an ECU

553-116 & 553-117 – These Pro Dash products include a dash and are intended for “Standalone” applications where sensors are wired directly to the dash. These products include a semi-terminated harness with terminated connectors for basic engine functions and loose lead connections for additional sensors. These can however, be used for EFI connected applications, as well as the various connections the EFI system has already repurposed for other inputs. The “Standalone Pro Dash Quick Start” manual covers use of the pre-configured layouts in these dashes. This manual is used when adding additional sensors in addition to the terminated connections or reconfiguring sensor types for these products.

558-456 – This kit contains only supplemental wiring and does not include a Dash. It does NOT contain the main Dash 34 pin connector and CAN wiring. It is used when adding dash inputs and outputs to the 553-111 and 553-112 products. The 558-456 harness does not include any sensor connectors, the user must provide and terminate these themselves. The Dash TE 34 pin connector end is terminated with pins. Extra pins are provided in the kit for the dash connector if needed. This manual includes information when using the 558-456 wiring to add additional inputs and outputs to the dash.

558-456 Contents

The 558-456 wiring kit comes with loose wires and 2 and 3 conductor cable (jacketed but not shielded). The wire is 20 gauge TXL. There are TE Superseal pins crimped on every wire and cable. There are also extra pins that can be used (likely needed when using the jacketed cable for more than one sensor). The kit contents include the following. The installer can choose to match the color and functions given in the instructions for consistent installations.

Color	Length/Qty
Pink	10 Feet
Brown	10 Feet
Green	10 Feet
White	10 Feet
Purple	10 Feet
Grey	10 Feet
Dark Blue	10 Feet
Light Blue	10 Feet
Orange	10 Feet
White/Black	10 Feet
Grey	10 Feet
White/Blue	10 Feet
White/Red	10 Feet
Black	10 Feet
White/Violet	10 Feet
Light Green	10 Feet
Light Blue	10 Feet
2 Conductor Cable (Black/Blue)	20 Feet
3 Conductor Cable (Orange/Green/Black)	40 Feet
Superseal Pins	20
Superseal Plugs	20

Connections

All dash harnesses use the same TE Superseal 34 pin connector to connect to the back of the dash. Pin #1 is on the top left of the connector, looking at the back of the connector as it plugs into the dash.



Required Connections (this reviews required connections covered in other manuals)

The following are the **required** connections for all applications (“loose” refers to an individual wire that is not terminated into a connector):

Loose Black – Pin B1 - Connect to a “clean” ground source. Don’t ground to poor sources such as sheet metal, or a ground point that does not have solid connectivity back to the battery.

Loose White – Pin B25 - Connect to a “clean” switched power battery power source. This NEEDS to turn on and off for the dash to operate properly.

Loose Red – Pin B2 - Connect to a “clean” continuous battery power source. Continuous power is needed for a faster GPS lock and to keep the current date and time.

“Clean” = a connection that does not share the same connections as “dirty” sources such as coils, a starter, solenoids, fans, etc., that have a lot of electrical noise or solenoid fly-back voltage.

Dash Pinout

The following covers the possible functions of each pin for the dash. The “Name” is referenced within the dash configuration. The “Pin” refers to the pin number on the 34 pin TE connector. The “Wire Color” refers to the colors of the harness in the 553-116 and 553-117 kits. The 558-456 kit wiring includes these colored wire and it is up to the user if they follow them or not when the harness is populated.

Name	Pin	Wire Color	SSR Out (1.5 Amp)	Analog 5V Input	Switch to Ground Input	Switch to 12v Input	Digital In	RPM	Vehicle Speed	Frequency	Thermistor	Fuel Level
io.1	18	GREEN		X								
io.2	27	WHT/ORG		X								
io.3	19	WHT/BLK		X	X	X	X					
io.4	28	BLUE		X							X	
io.5	20	BLUE		X							X	
io.6	29	WHT/BRN		X							X	
io.7	21	GRAY		X							X	X
io.8	30	WHT/VIO		X	X	X	X					
io.9	22	WHT/BLU		X	X	X	X					
io.10	31	WHT/GRY		X	X	X	X					
io.11	23	GREEN		X	X	X	X	X	X	X		
io.12	32	WHT/YEL		X	X	X	X	X	X	X		
io.13	24	WHT/RED		X	X	X	X					
spd.1	33	LT GRN						X	X	X		
spd.2	34	LT BLUE						X	X	X		
ssr.1	3	PINK	X									
ssr.2	4	BROWN	X									
ssr.3	5	GREEN	X									
ssr.4	6	WHITE	X									
sw.1	15	LT BLUE			X							
sw.2	14	DK BLUE			X							
sw.3	13	GREY			X							
sw.4	12	PURPLE			X							
Ground	1	BLACK										
Battery 12v	2	RED										
Can 1 Hi	7	TAN										
Can 1 Lo	8	ORANGE										
Can 2 Lo	9											
Future	10											
Future	11											
Can 2 Hi	16											
5v Output	17	ORANGE										
12v Ignition	25	WHITE										
Sensor Ground	26	BLACK										

SSR Out – This is a ground switched output. It would be triggered by a virtual switch on the dash. The maximum current draw is 1.5 Amps. If a device pulls more than this, have the dash output trigger a relay. Note that SSR.1 output may give a ½ second pulse on power-up.

Analog 5V Input – An analog input reads a sensor that provides a 0-5 volt output. Common analog sensors are pressure transducers, throttle position sensors (TPS), linear measurement (shock) sensors, and many more. These sensors will have three connections them, 5 volt power supply, analog ground, and the sensor output. Pin B17 should be used to supply 5 volts to all sensors (splice). Pin B26 should be used for all sensor analog grounds (splice). Do not use any other ground for these sensors.

Switch to Ground Input - Ground switched input to the dash. The dash provides a small internal pull-up current.

Switch to 12v Input - 12v switched input to the dash. An example of this would be turn signal indicators. The dash provides a small internal pull-down current.

Digital In – This input does not contain a pull up/down resistor. The signal is on when voltage is great than 3.5V and off when voltage is less than 1.5V.

RPM - used to display engine speed on tachometer gauges. This MUST be connected to a 5v or 12v square wave, e.g. the tach output on a MSD 6AL ignition. It can NOT be connected directly to the coil or the dash will be damaged! If a dedicated Tach output, such as those found on the MSD ignition boxes “Tach out”, is not available, MSD part number 8918 should be purchased. This is attached directly to the coil and conditions the signal for the dash. This should work with MOST factory inductive coil ignitions

Vehicle Speed – Used to calculate vehicle speed or driveshaft RPM. Uses tire diameter, rear end ratio, and pulses/rev for calculation. See main manual for setup. Signal must be a 5-12 volt square wave (not VR).

Frequency – Displays input in Hertz (pulses per second)

Thermistor – Most thermistors are some type of temperature (engine, air, transmission, etc) sensor. The sensors consist of two wires, the input to the dash and a sensor ground. The sensor ground should be connected to pin B26.

Fuel Level – Fuel level measures the resistance through the fuel sending unit. IO#7 – Pin 21 should be used for this purpose. Make sure the ground side of the sending unit has a good ground connection with the dash itself.

Analog 5V/Thermistor Summary: Both of these use Pin B26 for a ground. All of the sensor grounds for all Analog and Thermistor sensors need to be spliced into this one input. Analog 5V should all have their 5V supplies spliced into pin B17.

The following diagram is another visualization of the back of the 34 pin connector, the functions of each pin and some notes below.



Notes:

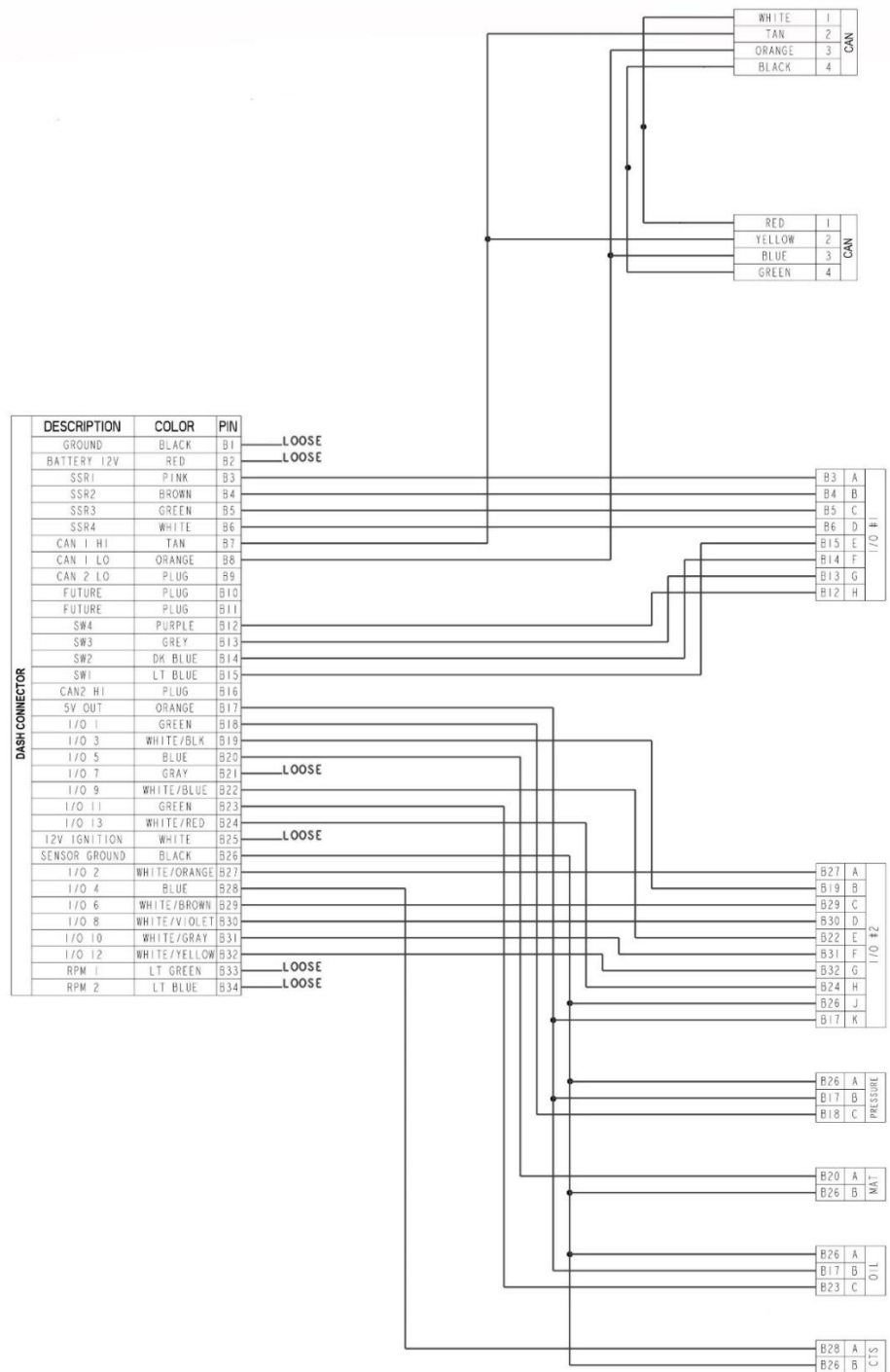
1. The 12V main power input (pin 2) also provides backup for the internal clock and GPS.
2. IGN (pin 25) needs to be connected to 12V to turn on the unit (low current input).
3. 5V_EXC is used to power sensors, 450mA max.
4. CVBS inputs are reserved for future use.

The unit will draw approximately 5 mA in standby to maintain its real time clock and GPS information for quicker acquisition.

Wiring Example

The following wiring example is taken from the semi-terminated harness that comes with the 553-116 and 553-117 dashes. It illustrates the following:

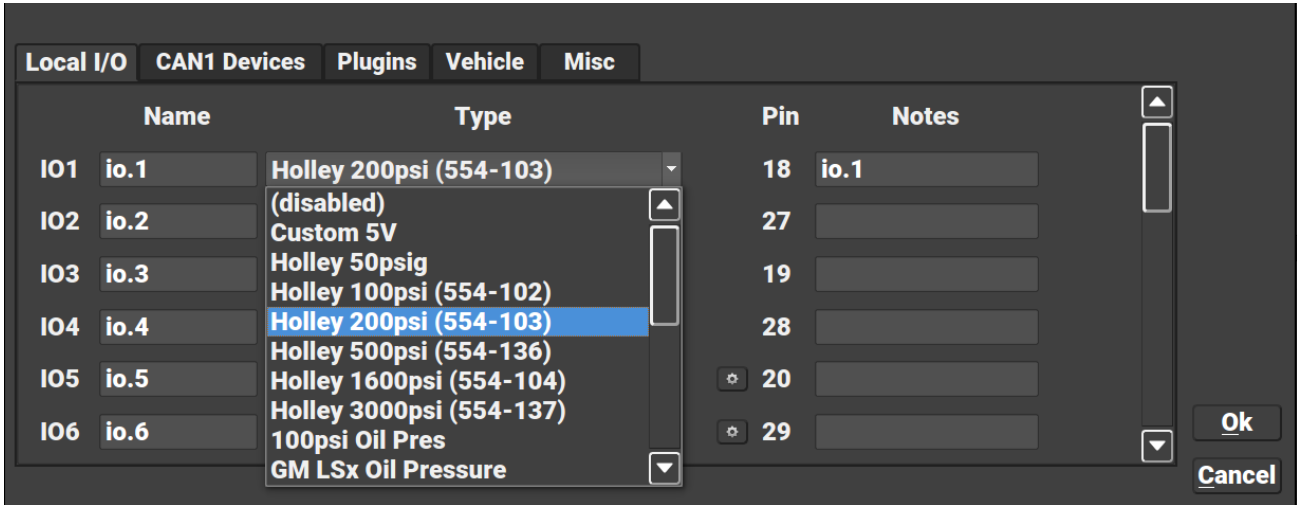
- How to tie the B17 5 volt sensor output together to multiple analog 5 volt sensors
- How to tie the B26 sensor ground output together to multiple analog 5 volt sensors and thermistor sensors
- I/O #1 and I/O #2 are used as bulkhead connectors. The use of any type of bulkhead connector can help sometimes help clean up a wiring install or make servicing easier.



Configuring Local Inputs and Outputs

All inputs and outputs wired into the dash must be configured via the dash for them to operate properly (as a gauge, switch, etc.). To do this select “Menu” off the main dash screen then the “Configuration” tab. Then select the “Local I/O tab”. Your screen should look like the image below.

The first column (IO#) is the name of an input or output referenced in drawing and instructions manuals. The second column “Name” is configurable by the user. This name will then show up to the user when creating a gauge in the list of gauge channels. The “Type” will be based off of what type of inputs or outputs that pin supports. There are many pre-configured options shown that can be purchased through Holley companies (many shown below). The user can also input the sensor scaling for any Analog 5V or Thermistor sensor they wish as well by choosing the “custom” options. For configuring custom inputs consult the Pro Dash Users Manual. The “Pin” refers to the pin number of the 34 pin dash connector.



A number of pre-defined sensors are available from the Type pull-down list. Holley part numbers are shown in parenthesis when applicable.

- Holley 100psi (554-102)
- Holley 200psi (554-103)
- Holley 500psi (554-136)
- Holley 1600psi (554-104)
- Holley 3000psi (554-137)
- 100psi Oil Pressure (554-102) (overrides oil pressure)
- GM LSx Oil Pressure (overrides oil pressure channel)
- GM LSx MAP (overrides MAP channel)
- GM LSx CTS (overrides CTS channel)
- Racepak 200C IR temperature

- Racepak Laser Height
- Holley 30amp Sensor (554-170)
- Holley 50amp Sensor (554-171)
- Holley 200amp Sensor (554-171)
- Holley 350amp Sensor (554-170)
- Holley 1bar (538-24)
- Holley 2bar (538-13)
- Holley 3bar (554-107)
- Holley 3.5bar SS (554-134)
- Holley 5bar SS (554-108)
- Holley CTS (534-10) (overrides CTS channel)
- Holley MAT (534-20) (overrides MAT channel)

Some channels will override common channel names used on the dashboard screens. E.g., choosing “Engine RPM” overrides the main RPM channel.

Custom types give the flexibility of changing the scaling of the sensor using a graph. A gear icon will appear beside the sensor type to allow you to configure the sensor.

- Custom CTS (overrides CTS channel)
- Custom MAT (overrides MAT channel)
- Custom Ohms
- Custom 5V

Switch to Ground (SW to GND) Special Functions

The dash will provide a low current pull-up source on each input designated as SW to GND. The *switch to ground* inputs can control indicators and also be used for the following special functions:

- Scroll through screens
- Take a screenshot
- Start data logging (to the dash, or USB flash drive if inserted)

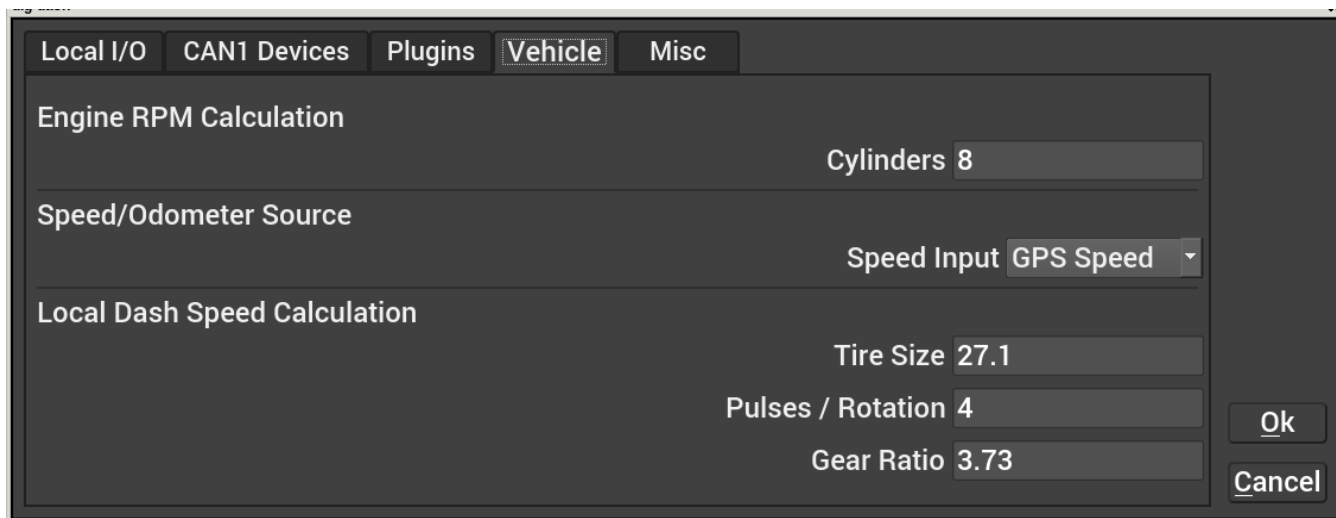
These can be wired to buttons on a steering wheel or other easily accessible location.

The screenshot function allows the image to be saved internally or to the USB flash drive. When using the screenshot function, you will be prompted to choose where the .png image will be saved, as well as the filename. To use, enter the desired keyword in the Name field (located in the local I/O tab) as shown in the table below. You must include the square brackets, case is not sensitive.

Keyword (Name field)	Function
[next]	Display the next screen layout
[prev]	Display the previous screen layout
[screenshot]	Capture current screen which can be saved internally or to the USB flash drive
[log]	Start recording a log file locally

Vehicle Tab

Contains settings that control the input channel that drives the internal odometer and local RPM and speed calculations. The speed/odometer source can be selected from EFI Transmission Speed, an EFI input, local dash speed input or from the internal GPS receiver.



The screenshot shows a software interface with a 'Vehicle' tab selected. The settings are organized into three sections:

- Engine RPM Calculation:** Cylinders 8
- Speed/Odometer Source:** Speed Input GPS Speed (dropdown menu)
- Local Dash Speed Calculation:** Tire Size 27.1, Pulses / Rotation 4, Gear Ratio 3.73

Buttons for 'Ok' and 'Cancel' are visible at the bottom right.

GPS Speed: Use this setting with the internal GPS. No additional setup is required.

Dash Speed: Use this setting when you want the speedometer and odometer to read from a speed sensor going directly to the dash on inputs SPD1, SPD2, IO11, or IO12. The corresponding channel needs to be set to the "Vehicle Speed" type. This is the only setting that requires you to fill out the Local Dash Speed Calculation area on the Holley Pro Dash. Note that only one of the dash input channels can be set to "Vehicle Speed". When this setting is chosen, a Driveshaft RPM channel will be available for gauges.

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Holley® *EFI*

ELECTRONIC FUEL INJECTION

Pro Dash PC Log Viewer



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ATTENTION!

THE USB FLASH DRIVE INCLUDED WITH YOUR PRO DASH CONTAINS A DETAILED USER MANUAL. ONE MAY ALSO BE FOUND ONLINE AT www.holley.com.

Introduction

This manual covers the log review software that is used when reviewing “HDL” data log files when recording via a Holley EFI Pro Dash. “HDL” is the file format used when recording in the standalone mode on a Holley Pro Dash.

File Formats

When data logging directly by the Pro Dash, logs can be recorded in two file formats. When recording in the standalone dash mode, logs will always be recorded with a .hdl file format/extension. The log can only be reviewed by the log reviewer covered by this manual. When the dash is logging a Holley EFI HP or Dominator ECU, logs can be recorded in the standard Holley EFI format (.dlz file extension), which can then be reviewed with the standard Holley EFI log reviewer software. As an option, the .hdl format can be chosen in the dash setup. If this is the case, these logs can only be reviewed with the software covered here, and not with the normal Holley EFI software.

Data Log Recording & Playback

Data logs can be recorded by the dash by selecting the “Record” button or configuring on a dash input to start recording when the input is activated. Logs will be saved to a USB stick (if present) or to internal dash memory (if no USB stick is present).

The Holley EFI Pro Dash will play back logs that have been locally recorded using the ‘Record’ button or retrieved from an HP or Dominator ECU. Pressing the ‘Playback’ button on the right side of the dashboard screen allows you to play back these logs from the dash’s internal storage or a USB flash drive.



PC Log Viewer

The data log files can be transferred to a PC for viewing with the Holley Datalog Viewer (available for download in the Digital Dash section at https://www.holley.com/support/resources/#Fuel_Injection.)

It is recommended that you first copy the log files to a folder on your computer before opening.

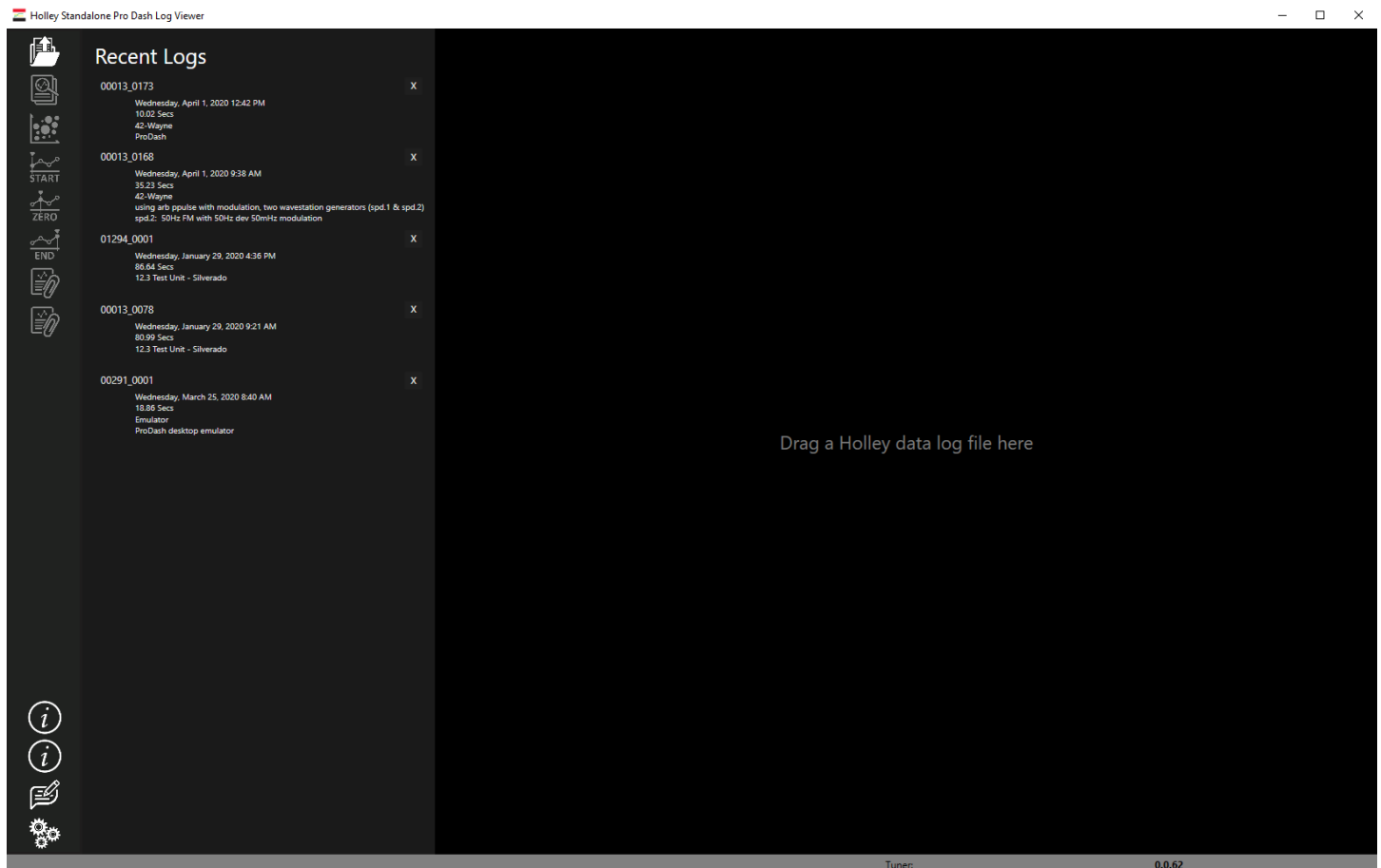
Basic Feature Overview

- Open and separately view up to five different log files (shown as tabs at the top of the screen)
- Compare up to five log files (Compare opens an additional tab)
- Create an unlimited number of customized “Collections” of different groupings of channel data unique to each application/vehicle.
- Graph lines can be individually customized for color, thickness and line type.
- Channel smoothing is available
- Y axis scaling can be auto-scaled or limits user defined
- Scatter plot graph is available

Selecting files

You can double-click on a log file in explorer, or start the application and then use the file open icon to open the file.

The recent logs screen can be used to find previously viewed data logs based on their time, chassis and notes fields.

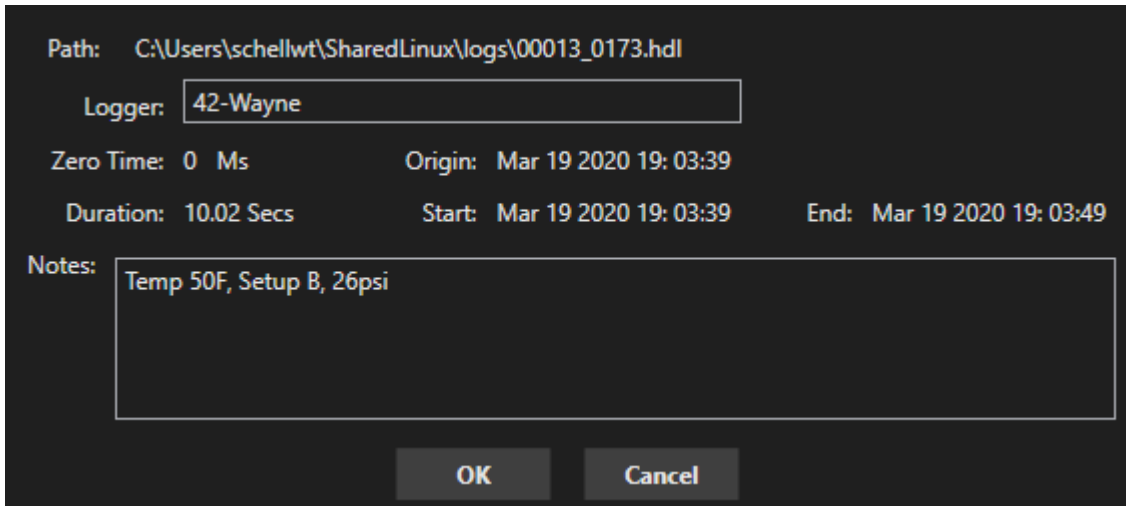


Log Properties

By default, a pro dash alphanumeric number are displayed in the logger field. It is recommended to change this to unique identification of the vehicle, for example “42 – Wayne”. Future files that are recorded by this pro dash will show this name.



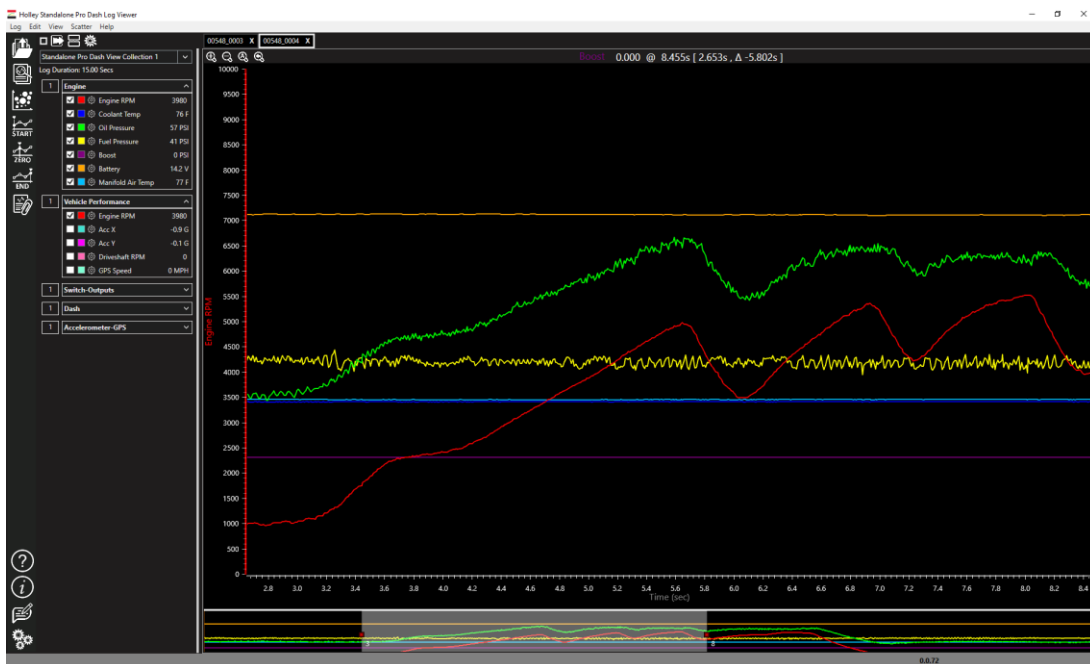
In the notes field, you can enter notes about the vehicle setup and other run information like the weather and track conditions. This information can be used to easily find runs to compare.



Navigation

You can zoom in by clicking the left button in the graph and selecting an area (drag mouse holding the left button).

The icons at the top of the screen can be used to zoom in, zoom out, zoom all data or zoom previous.



Scrolling through the data

At the bottom it shows the complete log file, with a greyed portion which is the on-screen zoomed area. You may put your mouse pointer inside this area, hold the left button and drag the zoomed area left and right. The scroll button on a mouse also zooms in and out.

Viewing Data Values

When you click in the graph area, the values at the current cursor location are shown on the left. You can use the left/right arrow keys to move the current point.

Setting Zero point

For drag racing, it is helpful to mark the zero point (launch) of the run. Move the cursor to the launch, then press the Zero Icon.



Other Info

Clicking the left mouse button on the channel name brings up its axis values on the left of the graph, right click on the right.

If a channel axis is shown, you can hold the left mouse button, and “grab” the axis to move the channel data up or down. This is helpful when channels overlap.

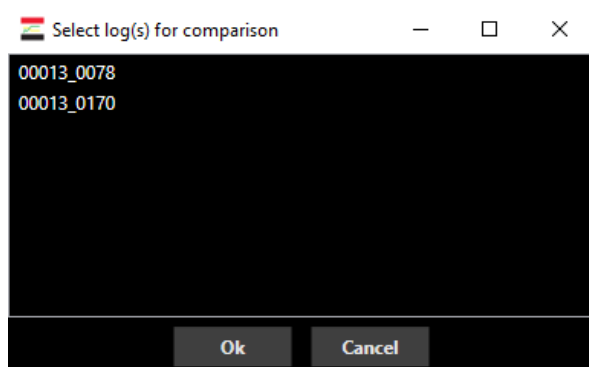
Trimming Log Files

If there is unnecessary data at the beginning or end of the log file, you can move the cursor and set a new start and end of the log file using the Start and End Icons. Warning: You are not able to undo this function. A warning message will appear.



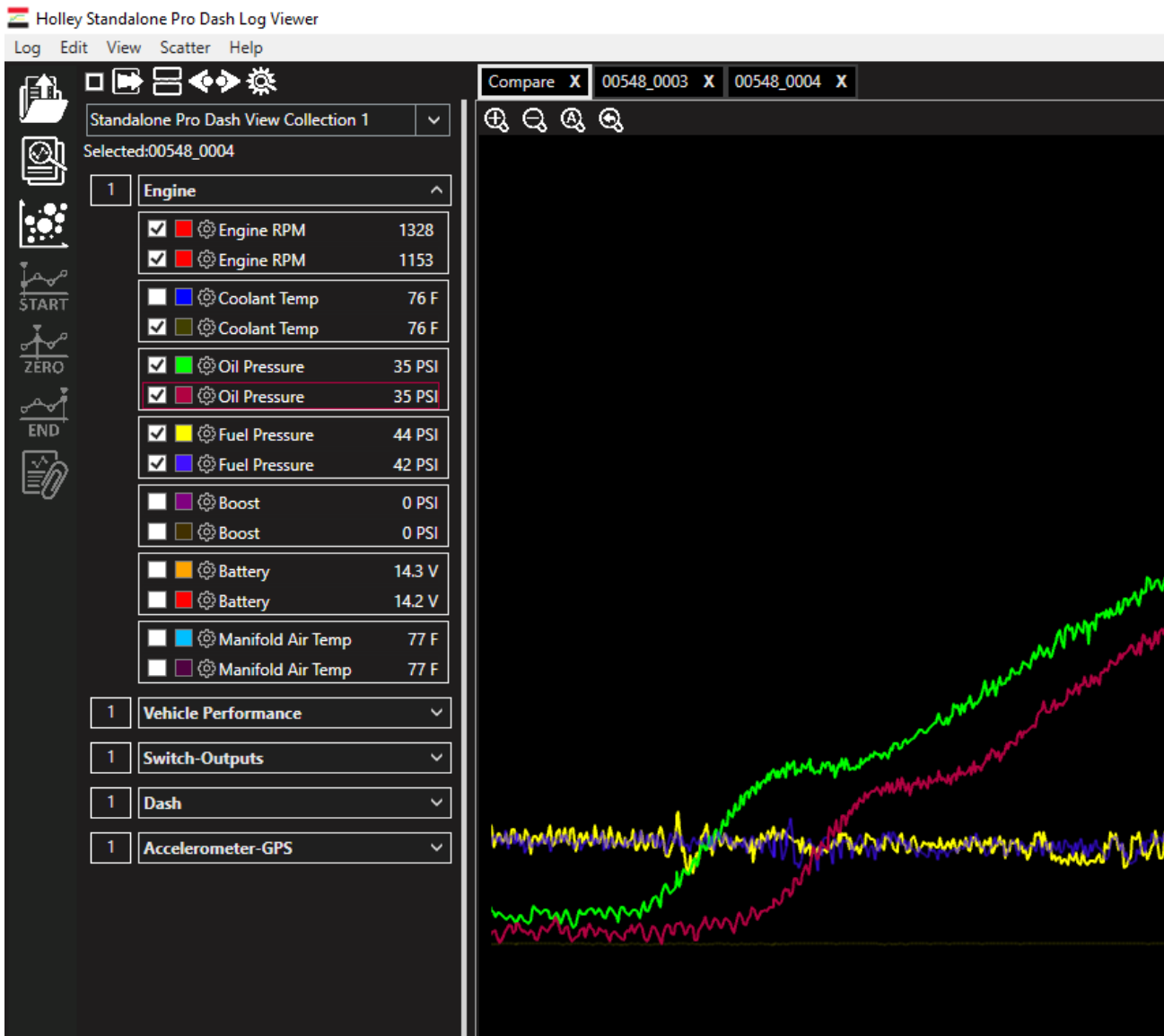
Comparing log files

Once you have more than one log file open, the comparison icon is enabled. Select the comparison icon and the open files will be shown.



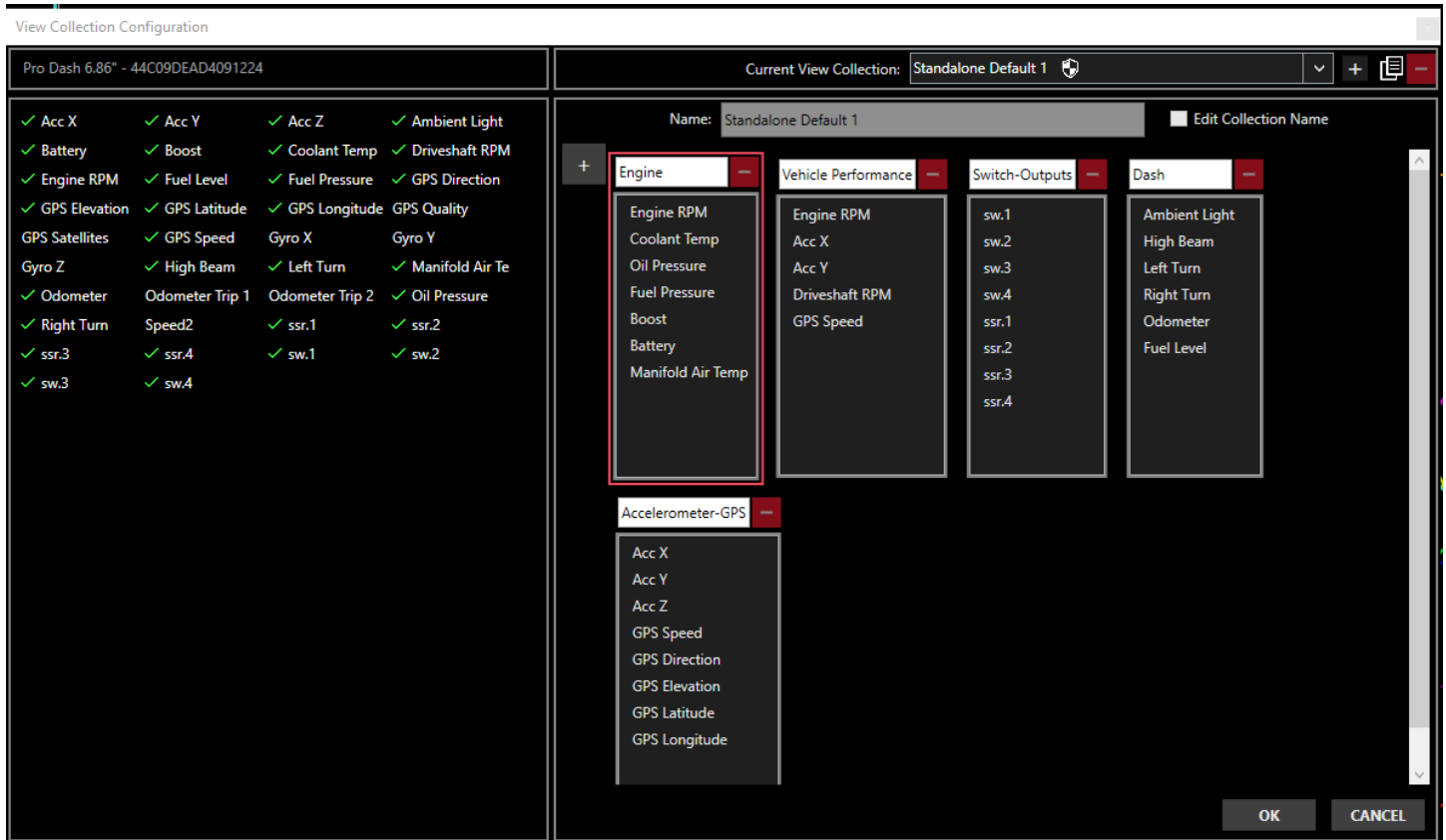
Click to highlight each log file (up to 4 in addition to the base log file) that you want to compare and click OK.

A new compare window is opened and you can see the data for each trace beside each other.



Collections

Different car setups always have different sensors and users like to configure the order and structure they see the sensors in the logs differently. To account for this, the log viewer software allows the user to set up as many “Collections” as they want. A Collection allows the users to take all the sensors for a specific application and configure those sensors in an order they want. To set up a collection download a log file from the specific car, this will load all the sensors into the software. Click on the gear icon on the top left of the screen. This brings up the screen below.



A collection is made up of “Views” (“Engine”, “Vehicle Performance”, etc..) above. You can have just one view or as many as you want. They can be individually named. There are two Default Collections already set up (Standalone Default 1 and 2). These are read only can can’t be changed, but you can duplicate and edit these. The “-” icon on each view allows it to be deleted. The collection name can be changed by checking the “Edit Collection Name” checkbox. To add channels to a view hold the left mouse button down on them on the left of the screen and drag it to the desired view.

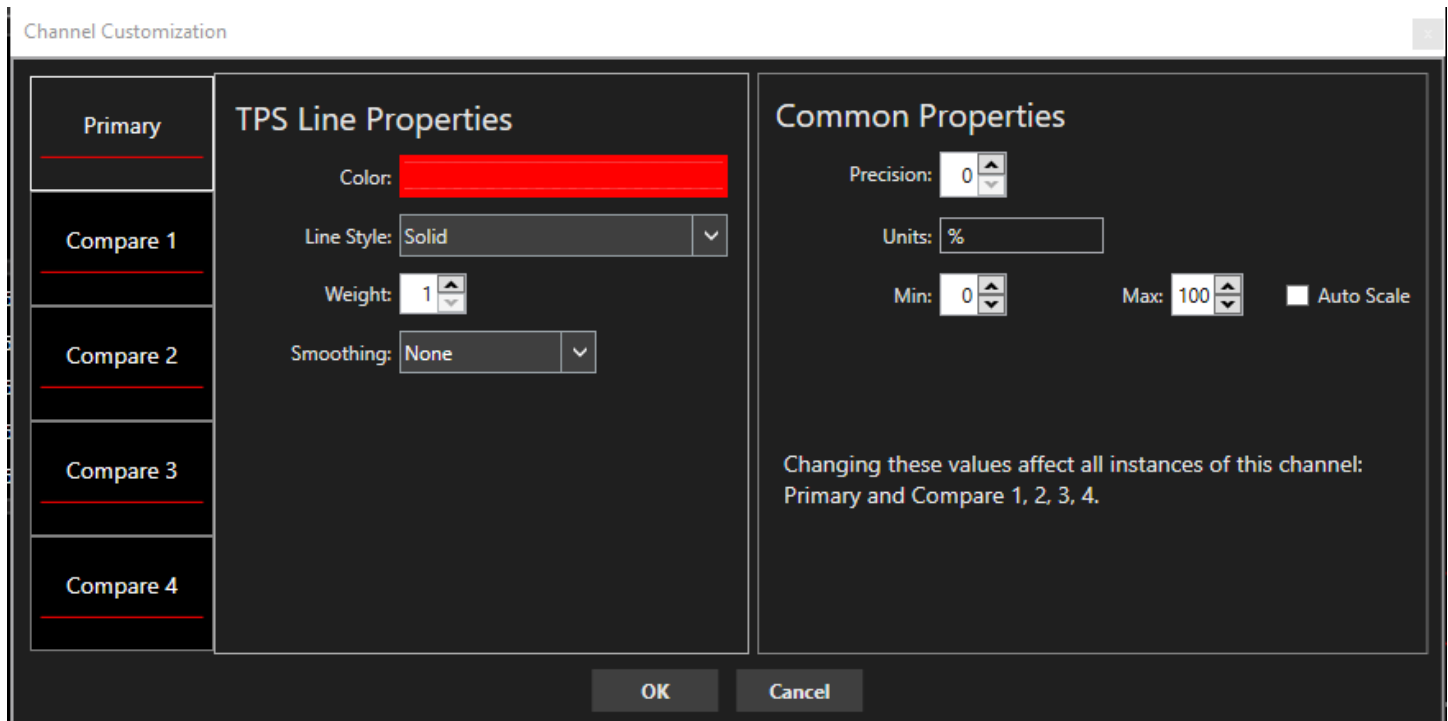


The red X icon deletes a collection. The “+” creates a new collection from scratch. The icon in the middle of these creates a new collection, which starts as a duplicate of the currently opened collection.

Channel Customization

Each channel can be customized for a given Collection. To modify this, select the “gear” next to the channel name. In addition to that, the four compare files can also be uniquely customized. For example you could have Engine RPM be a different color or line type for the base and four compare files. The picture below

shows the Channel Customization options. The “Common Properties” will apply to both the primary and all 4 compare files. However, it is unique per each Collection. The “Line Properties” are independent between the primary and compare logs and can be set separately.



Other functions

Settings

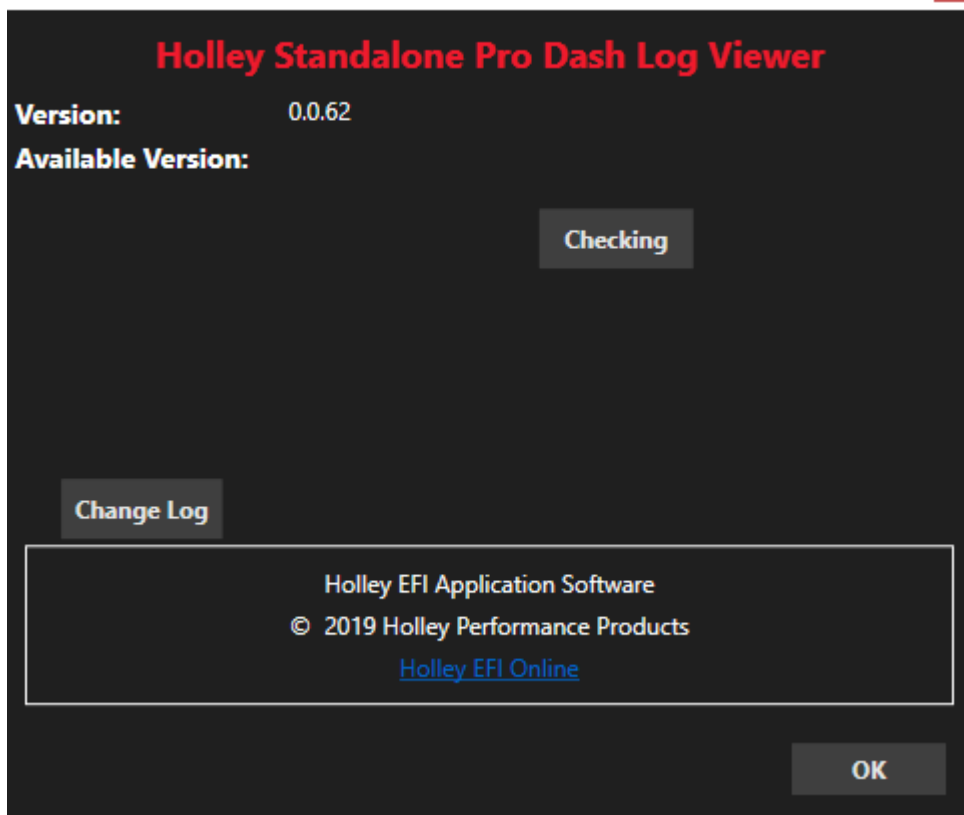
Settings such as a light/dark theme for the graph, automatic update checking and other options can be found using this icon.



About/Information



This icon shows the current version. When you PC is connected to the internet it will automatically check for updates. It will indicate when a new version is available and the user can choose to download it.



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