ELECTRONIC FUEL INJECTION

6.86” Pro Dash Quick Start Guide

553-112

CONTENTS:

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

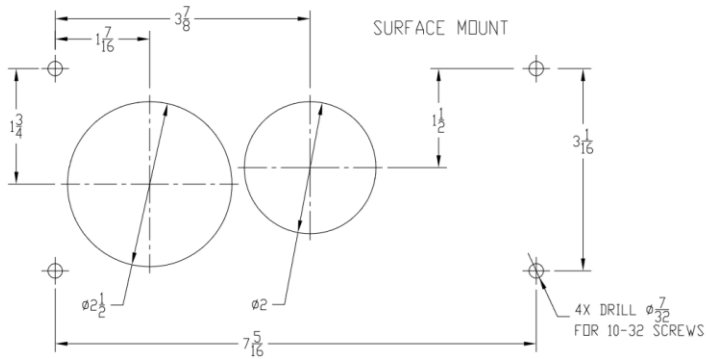
The Holley EFI 6.86" Pro Dash is customizable with a variety of gauge and indicator screens that can be programmed to display any parameter you need from a Holley EFI system. It also includes an integrated ten LED shift light as well as two LED's on the top left and two on the top right that can be programmed as desired. This quick start guide will get you up and running with your new dash. A detailed User Manual can be found on the USB flash drive included with your product.

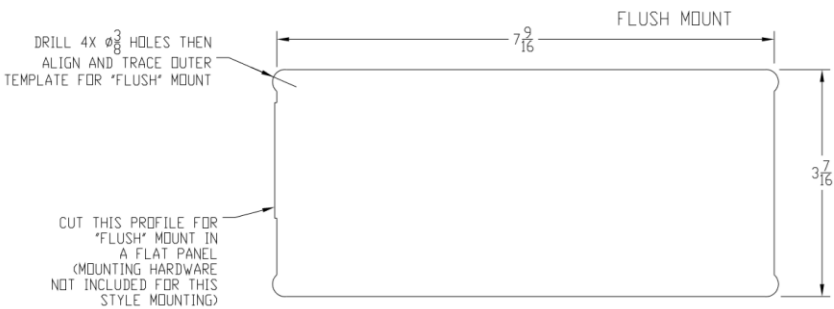
Package Contents

Mounting

The product has four 10-32 tapped mounting holes for securing the unit. There are two basic ways to mount the dash, "surface" and "flush" mount. Included with the contents of this kit is a separate template with a 1:1 layout for both methods. The "Flush Mount" allows the user to recess the product to facilitate a "flush" mounting option, which recesses the unit, please be aware that brackets to support the back of the dash will need to be fabricated. The "Surface Mount" simply mounts the unit to a flat face.

Included are four 5/16" long 10-32 screws if the dash is mounted solidly to a "thin" (1/16") mounting surface. Also included are four 1/2" 10-32 long screws and four vibration dampening grommets that can be sandwiched between the dash and mounting surface in high vibration applications such as off-road, etc. Make sure that you DON'T use too long of a mounting screw, as it may crack the case if it bottoms out.


SURFACE MOUNT
3 7/8
1 7/16
1 3/4
1 1/2
3 1/16
ø2 1/2
ø2
4X DRILL ø7/32
FOR 10-32 SCREWS
7 5/16


FLUSH MOUNT
DRILL 4X ø3/8 HOLES THEN
ALIGN AND TRACE OUTER
TEMPLATE FOR "FLUSH" MOUNT
7 9/16
3 7/16
CUT THIS PROFILE FOR
"FLUSH" MOUNT IN
A FLAT PANEL
(MOUNTING HARDWARE
NOT INCLUDED FOR THIS
STYLE MOUNTING)


1
2
GPS

Connections

Main Connector

A 34 pin CAN/power harness supplied with the Pro Dash and is used to for power, communications and I/O.

The following are the required connections:

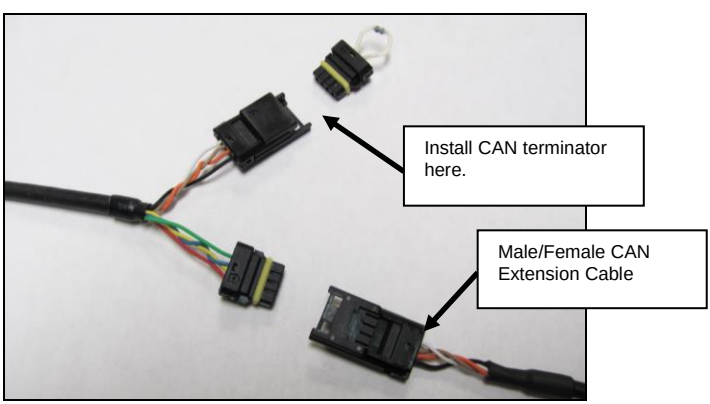
Loose Black – Connect to a “clean” ground source. Don’t ground to poor sources such as sheet metal, or a ground point that does not have solid connectivity back to the battery.

Loose White – Connect to a “clean” switched battery power source

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.

“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.

CAN – Connect the harness from the CAN connector on the vehicle’s EFI main harness to the dash using the supplied male/female 4’ CAN/Power extension. Place the supplied terminator into the empty CAN connector. The terminator must be used at the end of the CAN cable.

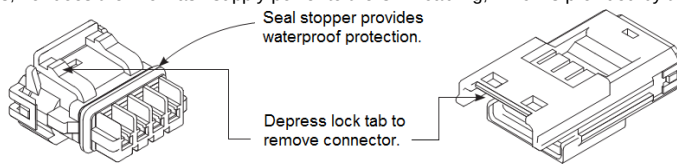


Holley EFI main harnesses use two types of CAN connectors. Earlier harnesses use a 2 pin metripak connector. The kit includes an adapter to go from this to the 4’ extension harness (note the white power and black ground wires are NOT needed for the Pro Dash, but need to be connected if other CAN devices require it for their power supply). Later harnesses plug directly into the 4’ extension harness.

Old Style CAN Adapter

The CAN harness attached to the dash includes both male and female CAN connectors. These connectors are wired in parallel to allow daisy chaining of multiple devices on the CAN bus.

Note that the Pro Dash does not use the CAN cabling to supply power and ground for it, unlike some other Holley EFI CAN devices, nor does the Pro Dash supply power to the CAN cabling, which is provided by the EFI harness.



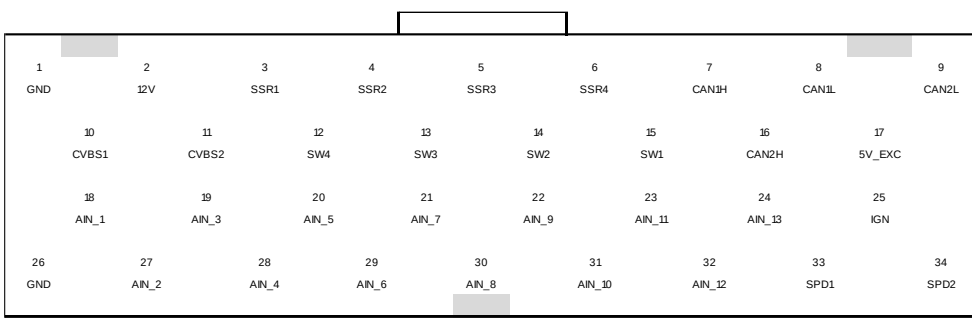
Pro Dash CAN Cable Description

Pin	Function	Description
1	+12V	Power (pass through between connectors, not used for Pro Dash)
2	CAN1H	CAN_H Holley EFI communications
3	CAN1L	CAN_L Holley EFI communications
4	GND	Ground (pass through between connectors, not used for Pro Dash

CAN Extension Harness

The dash is supplied with a 4' CAN extension harness. Holley also offers the following replacement harnesses:
558-451 – 1 foot **558-452** – 4 feet **558-453** – 8 feet **558-454** – 12 feet

Additional wires can be installed to use additional functions in the Pro Dash. Consult the connector diagram and main user manual for more information.



Notes:

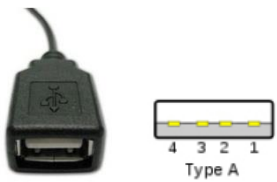
1. The 12V main power input (pin 2) also provides backup for the internal clock and GPS.
2. IGN (pin 25) needs to be connected to 12V to turn on the unit (low current input).
3. SSR1-SSR4 are low-side solid state relays, 1.5 Amp max.
4. 5V_EXC is used to power sensors, 450mA max.
5. CVBS inputs are reserved for future use.

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

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.

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.



The USB flash drive that is included with your unit contains a user manual and can be used to transfer configurations and log files to your computer.

GPS Antenna

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

Cleaning

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

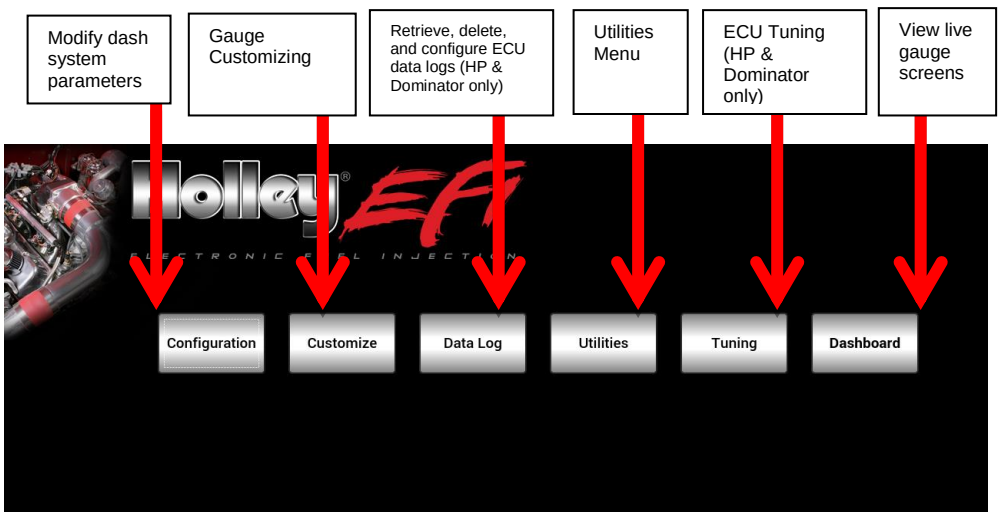
Touchscreen Basics

The Pro Dash has a capacitive touchscreen display similar to many cell phones and does not require a stylus. While thick gloves may not work properly, some racing gloves are available with integrated finger pads that work with touchscreens. The touchscreen is used for configuration and EFI tuning. A stylus can be purchased (if desired). Make sure that it is for a capacitive touch screen, which would be used for a cell phone.

Pushbutton switches can be added to select functions (such as scrolling through screens) on the pro dash while driving. For more information about these functions see the detailed user manual.

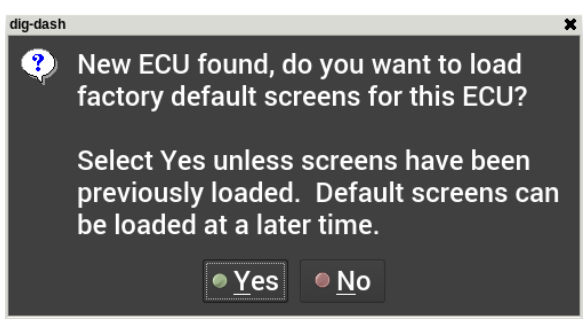
Main Menu

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.



Preconfigured Gauge Screens

The following will appear the first time the dash is powered with an ECU connected, or when changing to a different type of ECU:



Selecting yes will load the appropriate default screens for your ECU.

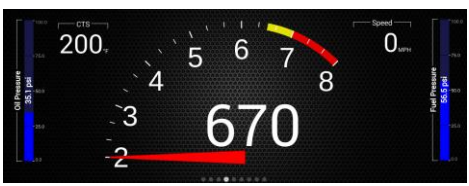
Preconfigured Gauge Screens

(HP and Dominator default screens shown, Sniper and Terminator X defaults will vary slightly)

Layout 1

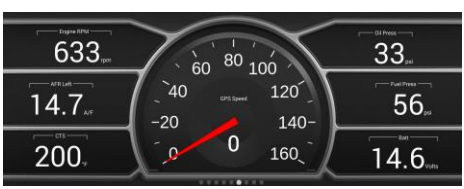
Layout 2

Layout 3



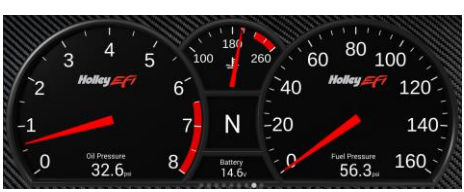
Layout 4

Layout 5

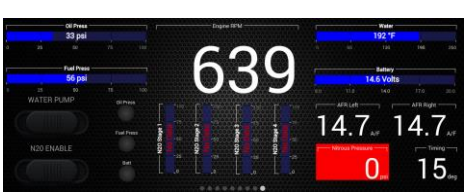


Layout 6

Layout 7



Layout 8

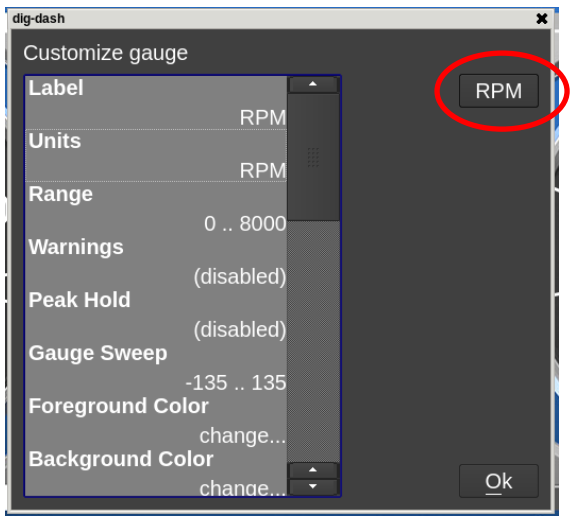


Layout 9

Modifying Channels on a Preconfigured Layout

Choosing ‘Customize’ from the Main Menu enables the gauge customization mode. Entering this mode will allow any of the preconfigured layouts to be modified, or one may be built from scratch.

Any gauge channel can be changed to meet user needs. To do this, touch the gauge you wish to modify and push ‘Customize’. At the top right corner of the customize gauge menu is a button that will allow the user to redefine the channel being displayed. For instance, “RPM” below could be changed to display Boost.

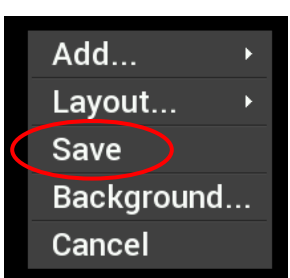


NOTE: Only the gauge value being displayed will be updated, the user MUST manually change Labels, Units, Range, Warnings etc. with proper values as these will NOT be updated automatically! Refer to the ‘Customizing Your Layout’ Section of the user manual for instructions on gauge customization.

Saving Gauge Screens

Quick Save

There are two ways to quickly save a gauge layout:

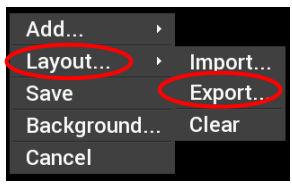


Option 1:
Touch any blank area of the screen and choose ‘Save’

Option 2:
Choose the top right navigational button labeled ‘Save’

Rename and Save

The export function (below) will allow any gauge layout to be renamed and saved internally or to the included USB flash drive. To export a layout (single screen), touch any bare area of the background. Choose Layout >Export

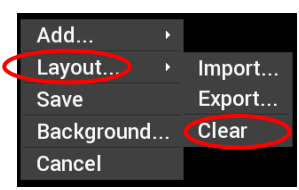


NOTE: The last 'saved' gauge screen will be loaded by default at each power-up.

If a specific default screen is desired, go to the Main Menu and select Configuration, then deselect Auto and select the desired initial layout number.

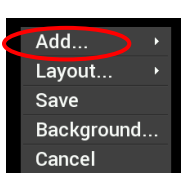
Building a Custom Gauge Screen

To begin building a custom layout from a blank template, touch any bare area of the background.
Choose Layout >Clear.

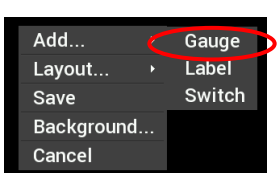


Add Gauges

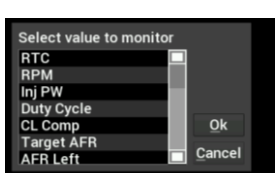
1. Select 'Add'
2. Select 'Gauge'
3. Select Value to Monitor
4. Select Gauge type



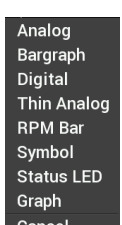
Step 1



Step 2



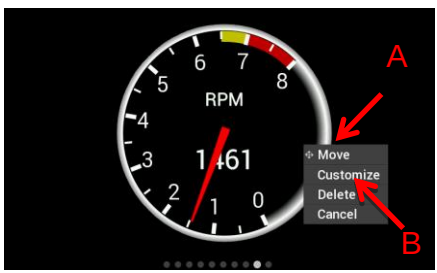
Step 3

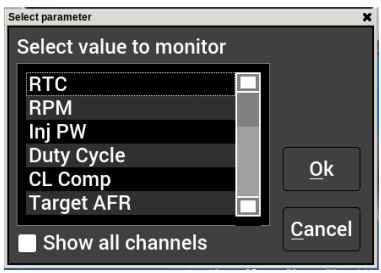


Step 4

Customizing the Gauge

While in 'Customize' mode, touch the gauge you would like to modify and a menu will appear. To move the gauge, select 'Move' (A) and drag the gauge to place it in the desired location. To customize the visual properties and warning indicators, select 'Customize' (B) from the pop up menu. In the scroll window, you can see the parameters that are configurable.



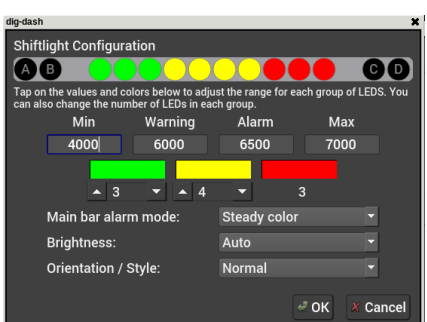


Integrated LED Light Bar

The 6.86" Pro Dash contains 14 integrated LED lights that can be user programmed for many functions. The Center 10 LED's are used for a shift light. The outer four (LED's A, B, C, D) can be custom configured for many uses.

10 LED Shift Light Configuration

To access the LED Shiftlight Configuration below, start at the Main Menu and select Configuration>Dash Configuration>Shift Light>Configure Shift LED's.



The 10 shift LEDs are split up into three groups, each of which can have the color programmed separately (click the color selection for each) as well as the number for each group (change the numeric value below the color). The engine RPM at which each segment starts and transitions to the next can be changed by editing the Min, Warning, Alarm, and Max values. Below the Min value, there won't be any LEDs active. In the example above, the first green LED will come on at 4000 RPM, and gradually all three green will be on by 6000. The first yellow Warning LED will come on at 6000, and all yellow will be on by 6500 (with each coming on in 125 RPM increments in this example). The first red Alarm LED will come on at 6500, with all present by 7000.

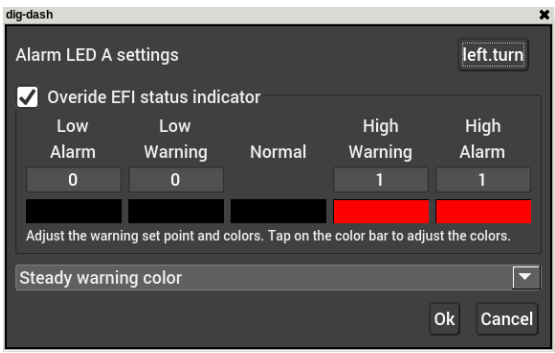
The "Main bar alarm mode" indicates what the LEDs will do when the Alarm value is met. The LEDs can remain solid or they can flash at a slow, medium, or fast rate.

The brightness can be set to "Auto" (will vary based on the ambient light sensor), or the user can set a fixed value from 1-6.

The “Orientation/Style” controls the direction the lights will activate. The “Normal” selection will activate the lights from left to right. The “Inverted” selection will activate the lights from right to left. The “Outside In” selection will activate the lights from the outside(s) to the center.

LED A, B, C, D Configuration

The two LEDs on each side, can be custom configured individually. Select each one to open the screen below. To create an indicator for any of the EFI channels, with limits set in this area, first check the “Overide EFI status indicator” (everyone will likely want to check this and configure it this way). If this is not checked, the color and channel will come from the internal ECU or software driven values. You can then select both high and low alarm and warning settings, with specific colors for each. If you want an LED to not be active, just make the color black (as shown below for the “Normal” setting). The LED can set to be on steady, or blink with the bottom selection.

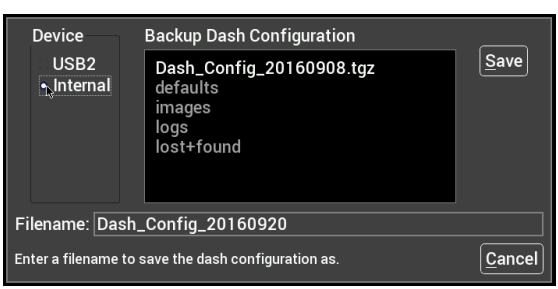


Backup/Restore

A Backup and Restore option can be found under the Utilities menu.
Factory default configurations can be found at /internal/defaults/.

Backup

To create a backup copy of the complete dash configuration, choose Backup Configuration.



Navigate to where you want the backup file stored, adjust the filename if necessary, and press Save.

Restore

To restore a previously saved configuration, select the Restore Configuration from the menu, locate the desired .tgz file and press Restore.

Data Log Playback

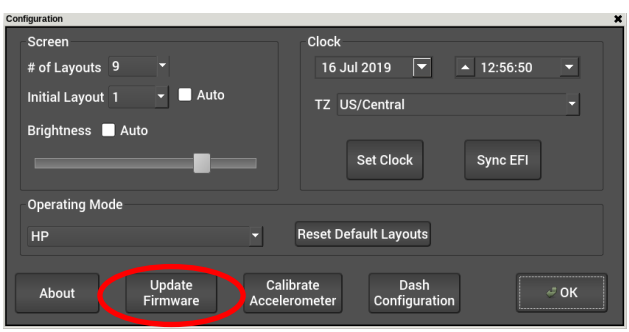
The Holley EFI Pro Dash will play back logs that have been locally recorded using the 'Record' button or retrieved from an HP or Dominator ECU. Pressing the 'Playback' button on the right side of the dashboard screen allows you to play back these logs from the dash's internal storage or a USB flash drive.

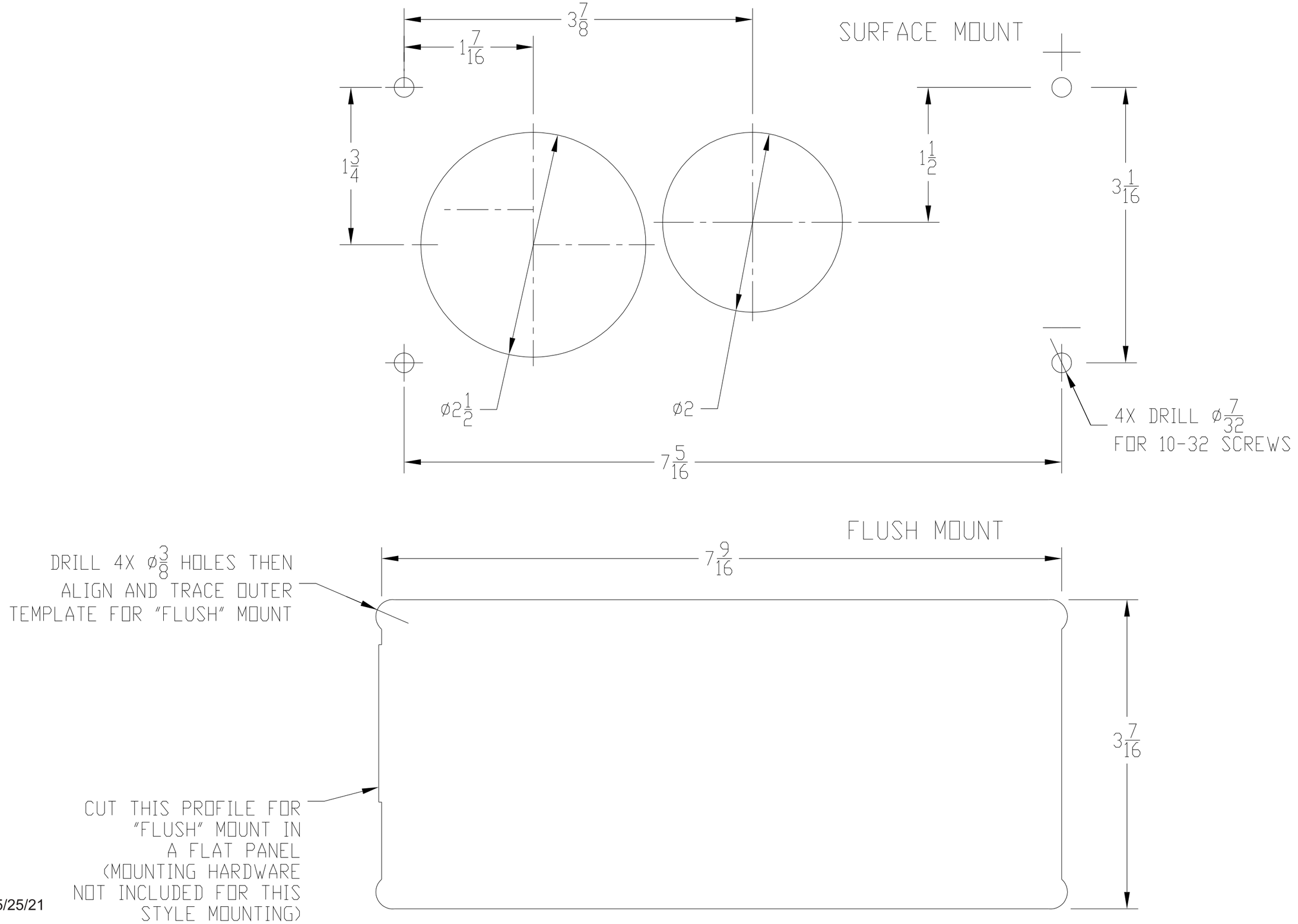
Firmware Upgrade

New or additional features developed by Holley can be added to the Pro Dash by updating firmware. These updated firmware files can be obtained by contacting tech service (270-781-9741 or 1-866-464-6553) or they may be downloaded from our website (https://www.holley.com/support/resources/#Fuel_Injection).

To perform a firmware update, follow these steps:

1. Extract the contents of the firmware .zip file onto the included USB flash drive (unzip files and put on USB flash drive). Always use the included USB flash drive as others may not work properly. There is a firmware update document included in the .zip file, please review it for any special instructions.
2. Connect the USB flash drive to the USB cable on the Pro Dash.
3. Select 'Update Firmware' from the Configuration menu and follow the on screen prompts. The firmware will automatically update.
4. Verify the version number using the About button after turning the dash off and on again.





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Revision Date: 05/25/21

ELECTRONIC FUEL INJECTION

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

CONTENTS:

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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 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 (spice). 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).

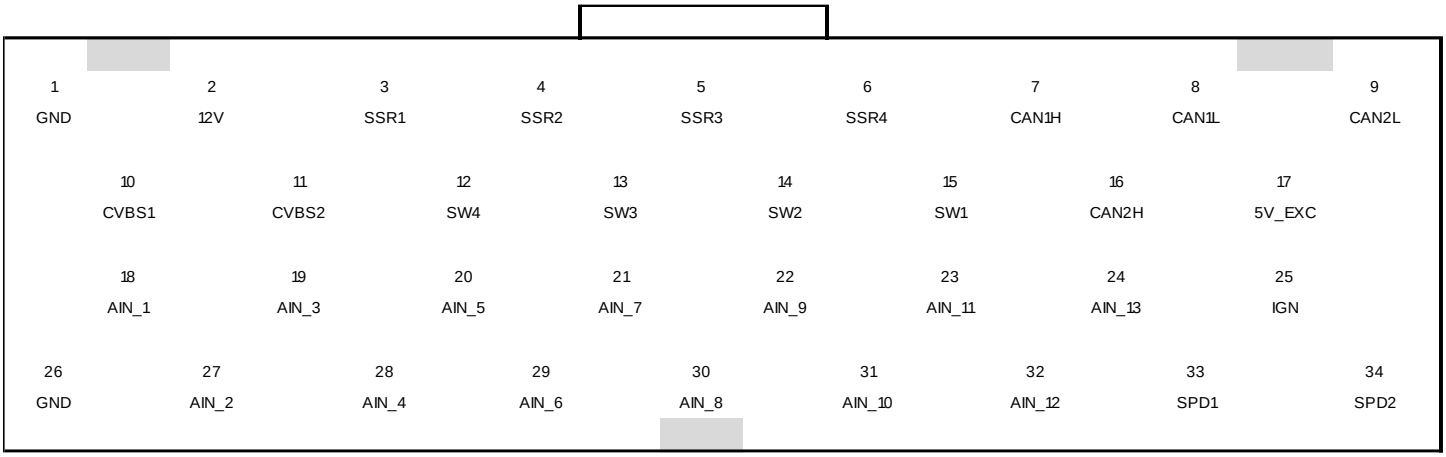
Frequency – Displays input in Hertz (pulses per second)

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:

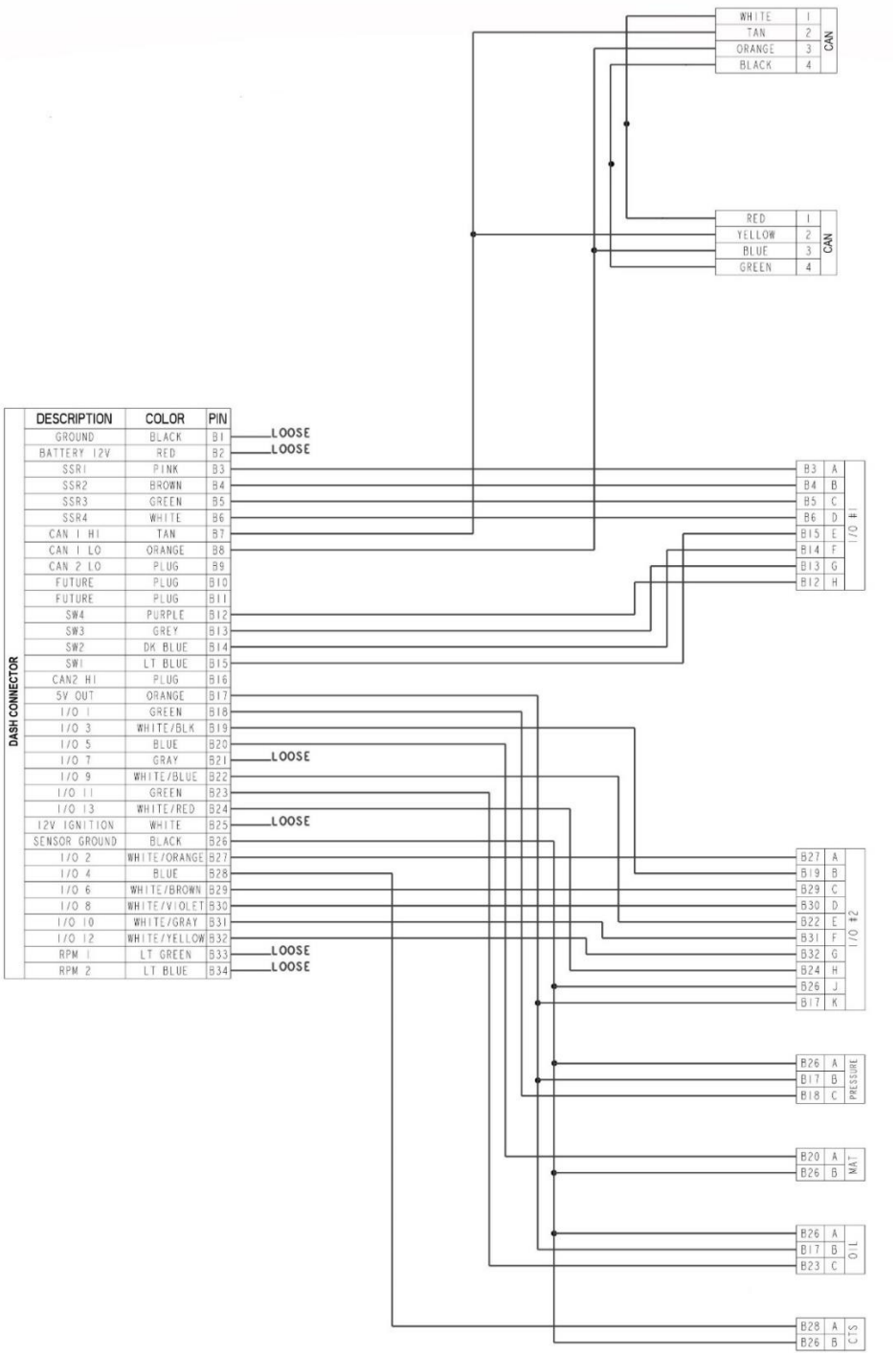
1. The 12V main power input (pin 2) also provides backup for the internal clock and GPS.
2. IGN (pin 25) needs to be connected to 12V to turn on the unit (low current input).
3. 5V_EXC is used to power sensors, 450mA max.
4. CVBS inputs are reserved for future use.

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:

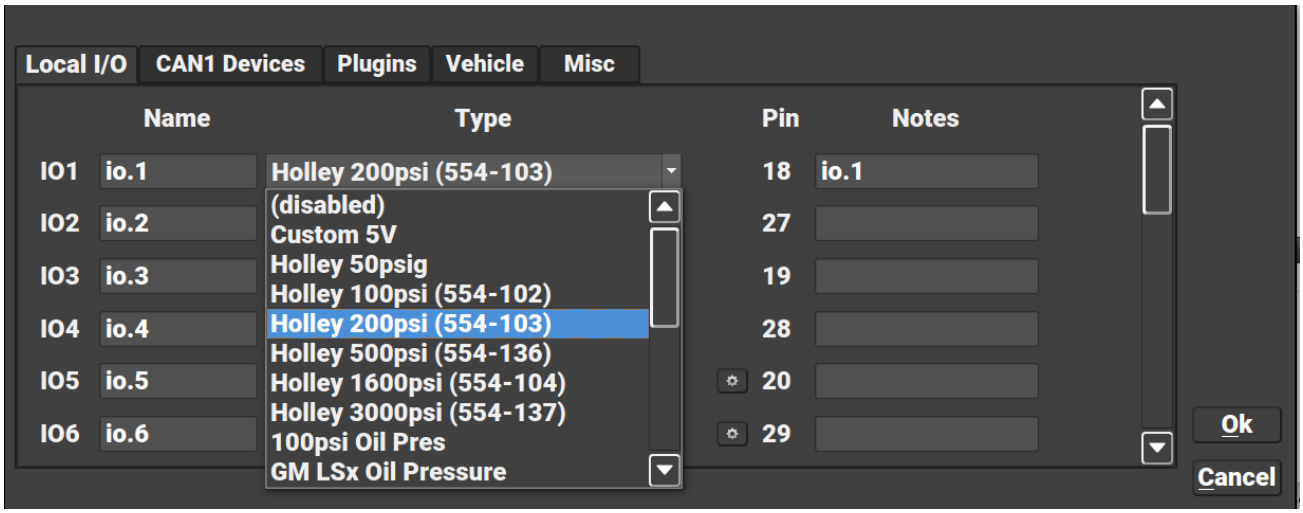
- How to tie the B17 5 volt sensor output together to multiple analog 5 volt sensors
- How to tie the B26 sensor ground output together to multiple analog 5 volt sensors and thermistor sensors
- I/O #1 and I/O #2 are used as bulkhead connectors. The use of any type of bulkhead connector can help sometimes 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:

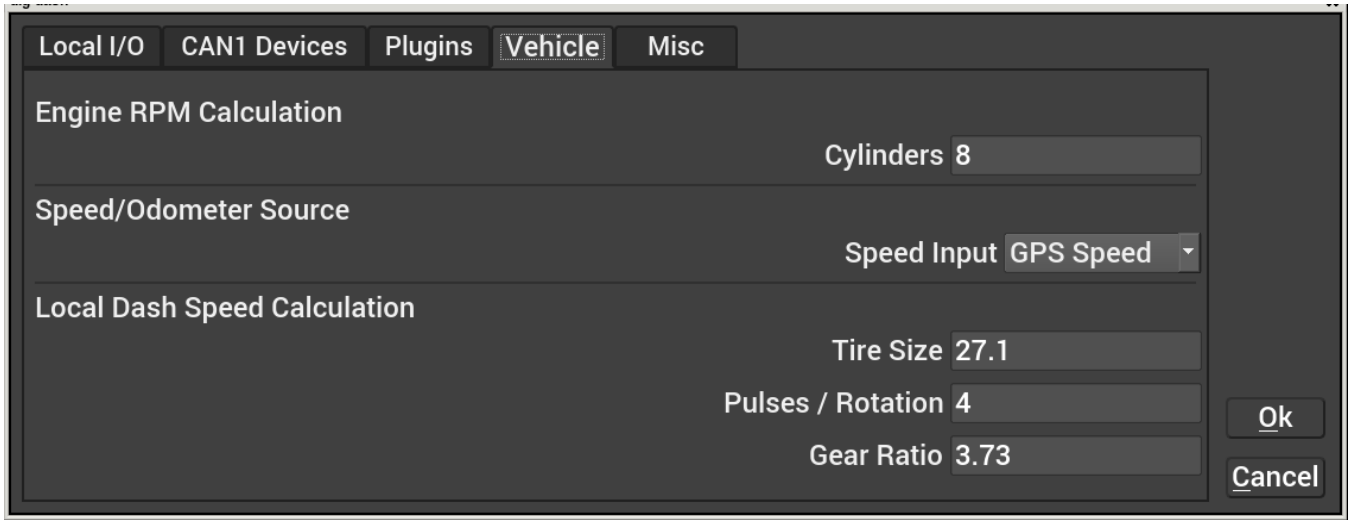
- Scroll through screens
- Take a screenshot
- Start data logging (to the dash, or USB flash drive if inserted)

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.



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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