



HP EFI SMART COIL HIGH POWER SUB HARNESS P/N 558-318

Overview

PN **558-318** contains two terminated harnesses designed for use with Holley HP Smart Coils (PN **556-112**) used on 8 cylinder engines. One end plugs directly into the Holley smart coil. The other end is terminated with a 7-pin Metri-Pack connector and three loose 12 gauge wires. The 7-pin connector plugs into the Holley Universal Coil-On-Plug harness (PN **558-307**, not included), Holley LSx main harnesses or factory GM LSx harnesses. The layout of the harness is similar to factory GM LSx coil harnesses with some added length for coil mounting flexibility.

Installation

1. The coil connectors are marked based on engine type (GM/Others with 1-3-5-7 and 2-4-6-8 cylinder banks and Ford with 1-2-3-4 and 5-6-7-8 cylinder banks). Install these as marked. The 7 pin Metri-Pack connectors (it has 8 cavities and 5 are populated) are labeled "GM EVEN" and "GM ODD". The "GM EVEN" plugs into the "DIS CONNECTOR EVEN" on the **558-307** harness or "IGNITION EVEN" on Holley LSx main harnesses. The "GM ODD" goes into corresponding "ODD" connectors on these harnesses.
2. 12 gauge BROWN ground wire – This ground **MUST** go to the cylinder head that the coil is discharging to. This connection should be independent of other grounds. Do **NOT** connect this ground wire to sheet metal, or other locations that may not have a solid ground path to the battery. If this wire needs to be extended, use 10-12 gauge wire and appropriate connectors.
3. 12 gauge BLACK ground wire – This high current ground should go to the battery or to a ground stud that is directly connected to the battery. This connection should be independent of other grounds and as close to the battery as possible. Do **NOT** ground on sheet metal, etc. If this wire needs to be extended, use 10-12 gauge wire and appropriate connectors.
4. 12 gauge RED power wire – Do **NOT** connect directly to the battery. Install with fused relay(s) as described below
 - A) 5msec of dwell or less can be wired with a single fused 40A relay for 8 coils
 - B) Over 5msec of dwell should use a single fused 70A+ relay for 8 coils or two 40A relays with 4 coils on each.

Note: Relays must be triggered by RPM activated output (i.e. Fuel Pump Output)

Connector Pinouts

These are pre-terminated.

Coil Connectors

- **Pin A** – Coil Trigger – Connect to individual ECU EST Outputs. EST A should go to cylinder #1, EST B to cylinder #2, etc.
- **Pin B** – Coil Trigger Ground (Black w/ white tracer) – These can be all tied together and go to Pin B14 (EST Ground Output).
- **Pin C** – Ground to Cylinder Head (Brown) – This ground **MUST** go to the cylinder head that the coil is discharging to. It is recommended to tie each cylinder bank together. Do **NOT** connect any other grounds to this point. This **MUST** be the only ground in this location.
- **Pin D** – Battery Ground (Black) – This high current ground should go to the battery or to a ground stud that is directly connected to the battery. Do **NOT** ground on sheet metal, etc.
- **Pin E** – High current switched +12V Power (Red) – Do **NOT** connect directly to the battery. On applications with 5msec of dwell or less, it is recommended to install to a fused 40A relay source to power all 8 coils. On applications over 5msec, it is recommended to use a single fused 70A+ relay for 8 coils or two 40A relays with 4 coils on each.
Note: Relays must be triggered by RPM activated output (i.e. Fuel Pump Output)

Metripak Connector Pinouts

This information is contained with the **558-307** harness. If you do not have these instructions, they can be found on www.holley.com, under "Technical", then "Instruction Sheets", and type in **558-307**.

Technical Support
1-270-781-9741 or 1-866-464-6553
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