



MFAadapter Ignition Harness



Overview:

The MFAadapter Bypass Ignition Harness for Holley EFI enables customers running our Plug and Play MFAadapter to run a Holley Dual Sync Distributor. This harness can also be used with our custom Cam and Crank ignition harness for a complete setup. Additionally, we have provided a connection for Points Output which allows you to run a CDI (Capacitive Discharge Ignition) Box with your Dual Sync along with a Tach Output wire to keep your factory tachometer functioning as needed.

ECU Overview:

Terminator X/X Max:



HP/Dominator:



Installation Instructions:

Step 1:

Guide the MFAadapter Bypass Ignition Harness from the engine bay into the passenger compartment, ensuring the end with the loose wires is fed into the passenger area until it reaches your Holley ECU.

Step 2:

Disconnect connectors J1A and J1B from your Holley ECU.

Step 3:

To install or remove connections, you must release the locking tab. This can be done by pressing on the white section located on the underside of the connector (refer to figure 3a). Each loose wire of the MFAadapter Bypass Ignition Harness is marked with the connector and position it should be plugged into (refer to figure 3b).

Figure 3a

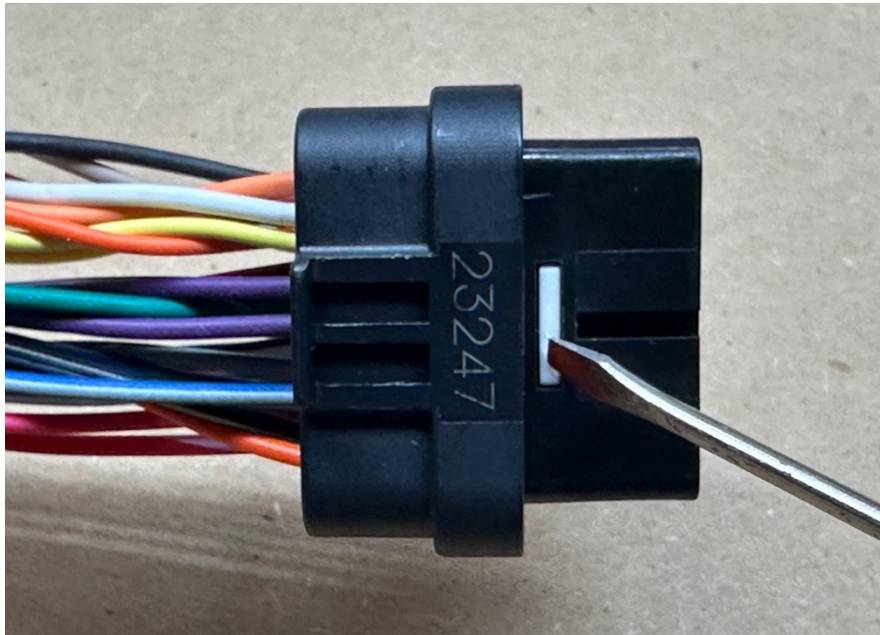


Figure 3b



Step 4:

After installing all wires into their designated positions, ensure they are fully inserted into the connector. Press the locking tab on the top until it is flush. If you encounter resistance and cannot lock it, double-check that all wires are properly seated. Failure to seat them correctly will prevent re-locking into place.

Step 5:

The MFAAdapter Bypass Ignition Harness includes two additional unlabeled loose wires: one Tan (refer to figure 5a) and one White (refer to figure 5b).

The Tan wire serves as your Tach signal wire. To restore the factory tach functionality when transitioning to a Dual Sync or another Ignition setup, you must splice this wire into your tach signal wire. Please consult your vehicle's wiring diagram to locate where to make this connection.

The White wire serves as your Points Output when using a Holley Dual Sync distributor. This wire should be connected to your CDI (Capacitive Discharge Ignition) Box. Please consult your CDI Box reference manual for guidance on where to make this connection.

Figure 5a



Figure 5b

**ECU Configuration:**

You are now prepared to launch your Holley EFI software and adjust your "Ignition Parameters". Consult the installation documentation accompanying your Ignition components to ensure proper setup within the Holley EFI software.