



NOTE: Some of the OEM GEN III HEMI Sensor mating connectors are no longer available. For this reason the harnesses have been updated to use Holley Sensors. Any harnesses and kits manufactured after March 20th, 2024 will have the updated harness. These harnesses do not plug into the factory sensors for:

- Coolant Temperature
- Manifold Air Temperature
- MAP Sensor

Harness Revision Compatibility (Tag on harness near the ECU Connectors to Identify the P/N) :

OEM Sensors : 271R1045-2A & 271R1046-2A

Holley Sensors : 271R1045-3A & 271R1046-3A

Coolant Temperature: The provided coolant temperature sensor is 3/8's NPT thread and uses the "Holley CTS" calibration.



Manifold Air Temperature: The provided manifold air temperature sensor is push in using a grommet and uses the "Holley MAT" calibration.



MAP Sensor: The new MAP Sensor connector mates with a 538-24 Holley 1 Bar Map Sensor. Other map sensors may be used using adapters. The new MAP sensor is not provided and must be purchased separately. Alternatively the on Board Map Sensor to the Terminator X or Terminator X Max ECU can be used. The engine will not run properly unless a map sensor is plugged in **OR** the Internal ECU MAP sensor is used and configured properly.

Crank Sensor Note: For GEN 3 HEMI applications using a 558-116 Late harness or Terminator X Kit for 2013+ applications you **MUST** use a Chrysler 514-9230-AA crank sensor. This sensor **MUST** be used when utilizing a 60-2 Ignition Strategy. This sensor is standard on 2009-12 Chrysler/Dodge/Jeep applications and is a direct replacement in 2013+ engines. See comparison image to the right.



APPROVED

DO NOT USE

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