

Holley Sniper EFI

Pre-Programmed Startup Guide

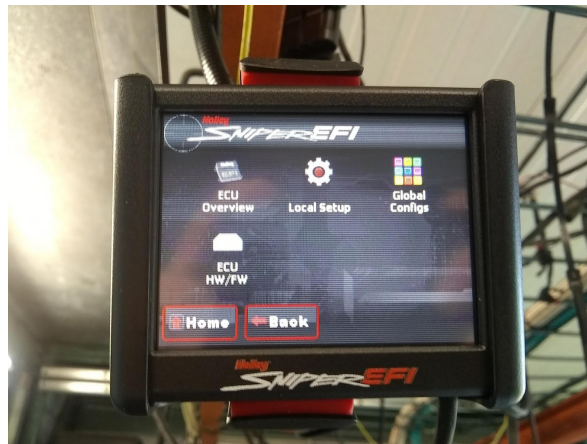
***** **IMPORTANT!!!!** *****

***** Your Holley Sniper System has been Pre-Programmed, Tested, Tuned Specifically to your Engine. Starting a New Global Configuration File or Startup Wizard may accidentally overwrite existing files and delete valuable learned information from your Dyno Testing. *****

*** Please proceed as follows to upload your Engine's Specific File ***



1. Upon powering up Sniper EFI will automatically show Home Screen Menu on Handheld Controller. From here you will select the “FILE” option.



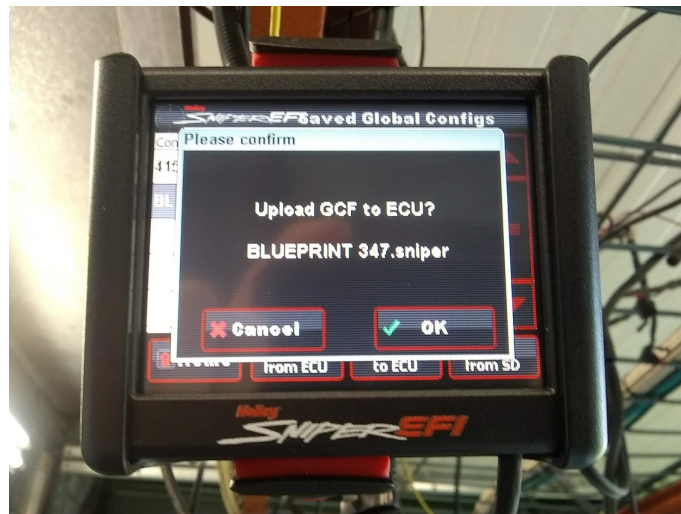
2. After opening “FILE” you will then select “Global Configs”



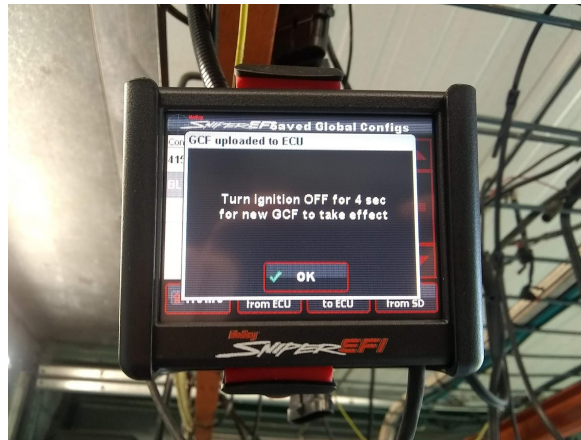
3. From the “Global Configs” menu you will then select your Engine’s File (example: BLUEPRINT 347.sniper) and click “Upload to ECU”.

*******NOTE*******

*****Global Configuration File labeled (Ex: 4150_4_ZBA.sniper) is the initial startup file used to start your engine but contains no learned values from testing. The File Titled “Specific” to your Engine, is your Tuned File and should be left un-modified as a base file for your engine. If modifications are made to this file it is suggested to save changes as a “New Global Config File” and Re-Title to differ from other Files.*****



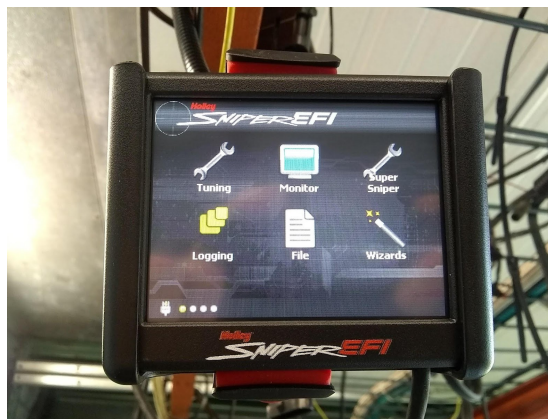
4. After selecting “Upload to ECU” then select “OK”



5. Select “OK” again and then Turn off Ignition for a Minimum of 4 seconds before Powering back on.



6. After powering back up Holley Sniper Handheld will then display “Saved Global Configs” Screen. From here select “Home” in the bottom left corner of the display and proceed below... Your “Tune” has now been Uploaded!!



7. From the “Home” screen you will then select “Monitor”



8. Then Select “Multi-Guage”



9. Select “Sensors”



10. Congratulations!! With the “Multi-Guage” Monitor Display on the Handheld, You are now ready to START YOUR ENGINE!!!

*****IMPORTANT - PLEASE REVIEW*****

Pre-Start/Start-Up Check-List

1. Holley Sniper Power and Ground Wired Direct to Battery. (battery lead's may be shortened but never lengthened!!)
2. Sniper EFI Requires a "CLEAN" Key-On Power Source and "MUST" Differ from Coil or any other High Current Components. This applies to any Timing Control Components as well! (example: Electric Fans , Ignition Coil, CD Box, Alternator, etc.) Remote Relay may be required for some applications.
3. Be sure to Keep all Sniper EFI wiring routed away from any High Current Components. Especially Spark Plug Wires and Alternator!! (High Draw Components tend to give off Radio Frequency Interference when in operation and can cause interference in the Sniper Systems Communication with the Engine Sensors.) Shielded loom may be used to help prevent R.F.I. in certain applications.
4. The "Blue" Fuel Pump Wire must go directly to Fuel Pump (Inertia Switch can be Spliced inline)
5. Verify Engine is Receiving 60 psi of Fuel Pressure with Key ON.
6. After starting Engine Verify Engine is Receiving a "Minimum" of 60 psi Fuel Pressure while Engine is Running. (Adjust Handheld Settings to "ANY" Increase in Pressure.)
7. With Air Filter on, "Multi-Gauge" Monitor Open, and Engine Running. Allow Engine to warm-up until a "Minimum" Value of 165 Degrees is shown on your "CTS, F" box located on the "Multi-Gauge" Monitor Screen.
8. At 165 Degrees (F) your Engine is now in Closed Loop.
9. With Air Filter on you will now want to Verify that your Engine is Receiving the Proper Amount Idle Air (or IAC Pos % as shown on Display) for your setup. This "Value" should be somewhere between 5-10% in the IAC Pos % box of your "Multi-Gauge" Monitor. If value is above 10% Adjust Idle Speed Screw to open Throttle Blades until Proper IAC % is achieved. If "Value" is less than 5%, use Idle Speed Screw to then open Throttle Blades until proper IAC % is shown. (This "Value" will always fluctuate with Engine Running, so the "Rule of Thumb" is to aim for 7-8%)
10. After Reviewing and Verifying this Check-List you are now ready to get out and enjoy your Engine!

