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Holley Commander 950 Universal 4 Cylinder Fuel Injection Kit

Sanford, Florida, 04/26/2005 – The Holley Commander 950 ECU provides a high level of tuning flexibility to control engines from mild to wild. From stock, naturally aspirated engines, to high horsepower turbocharged engines, the Commander 950 gives you the power to precisely tune all functions of an engine.

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The Commander 950 allows for real-time tuning of all parameters. The Windows-based software is simple to use for the beginner and has all the features necessary for experienced tuners. The Holley software included is Windows-based. It is designed for beginning users or expert tuners. The software is compatible with Windows 3.1, 95, 98, 2000, ME, and XP operating systems. A computer with a 9-pin serial port is required. The software allows real-time tuning whether on the dyno or tuning on the street.

All sensor data is viewable from both the fuel and ignition timing maps which makes tuning easier. The fuel and ignition timing maps can both be viewed in graphical form, which helps to better visualize the data. Hot keys allow for quick navigation between screens.

Components included in the Commander 950 Kit are:

- Commander 950 ECU
- Commander 950 Software with Race Upgrade
- Commander 950 Main Wire Harness
- Commander 950 Injector Wire Harness
- Commander 950 Communications Cable
- 1 Bar MAP Sensor
- O2 Sensor & Weld Bung
- Intake Air Temperature Sensor
- Coolant Temperature Sensor

Commander 950 Features

- Works with 4, 6 (even fire), and 8-cylinder engines.
- Can operate as a speed density system
 - Uses engine vacuum to sense engine load.

- Best for street-driven vehicles.
- Achieves optimum response and driveability.
- Can operate in Alpha-N mode
 - Uses throttle position as indication of engine load.
 - .Use with engine with low manifold vacuum due to radical cams.
- 16 x 16 Fuel and Ignition timing maps.
- Compatible with 1, 2 or 3 bar MAP sensors
- . Naturally aspirated engines.
 - .Blown and turbocharged engines.
- Compatible with GM knock sensor.
- Operates in open or closed loop
 - Full control of closed loop parameters.
- Works with port fuel injection
 - .Controls up to 8 high impedance injectors.
 - .Controls up to four low impedance injectors.
- Full Tuning Control of:
 - Startup and warm-up fuel enrichment.
 - .Acceleration fuel enrichment based on MAP and TPS sensors.
 - Programmable RPM scale.
- .Data-logger is included with the software.
 - Will log data between 24 seconds and 2.5 minutes depending on sampling rate. Logs up to 13 inputs including two spare 0-5v inputs

- Programmable load scale:
 - Allows for the 16 load points to be defined by the user whether speed density or Alpha-N is chosen. Allows for resolution where it is needed. Great feature for supercharged and Alpha-N engines.
- Programmable inputs and outputs:
 - Allows some of the inputs and output lines to perform different functions, such as timing retard, a wastegate control, RPM-activated switches, etc.
- Programmable O2 voltage:
 - 4 x 4 matrix allows user to program in target closed loop O2 voltage from 0-5 volts depending on RPM and engine load.
- Programmable O2 compensation limits:
 - 4x4 matrix with separate (+) and (-) limits allows user to define closed loop compensation limits.
- O2 signal inversion:
 - This feature lets you run an aftermarket wideband O2 sensor or a regular narrowband O2 sensor with the Commander 950. Many aftermarket wideband sensors have an output of 0-5 volts from rich to lean and a regular sensor has an output of 0-1 volt from lean to rich.
- Wideband O2 operation:

- The previous three features make it possible to use a wideband O2 sensor and amplifier with the Commander 950 and run closed loop or use it to datalog actual A/F ratio during a run.
- RPM to 12750:
 - Allows for peak engine RPM of 12,750 as compared to the standard software of 8,150 RPM.
- Deceleration Fuel Cutoff:
 - Shuts fuel off when decelerating for better emissions and fuel economy.
- Fuel pulse strategy:
 - Allows selection of firing the injectors once per revolution or once every two revolutions. Allows for better idle control with very large injectors.
- .ECU size is 5.5" x 4.75" x 2.0".

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