



**Ford Coyote Ti-VCT Harness  
558-124 & 558-125**

**INSTALLATION:**

1. The main harness was designed to have a main junction point behind the engine. It is recommended to drape the harness over the engine starting with this point and then start plugging in sensors.
2. The cam phasers at the front of the engine vary based on the model year of the engine and are the difference between the 558-124 and 558-125 harness.

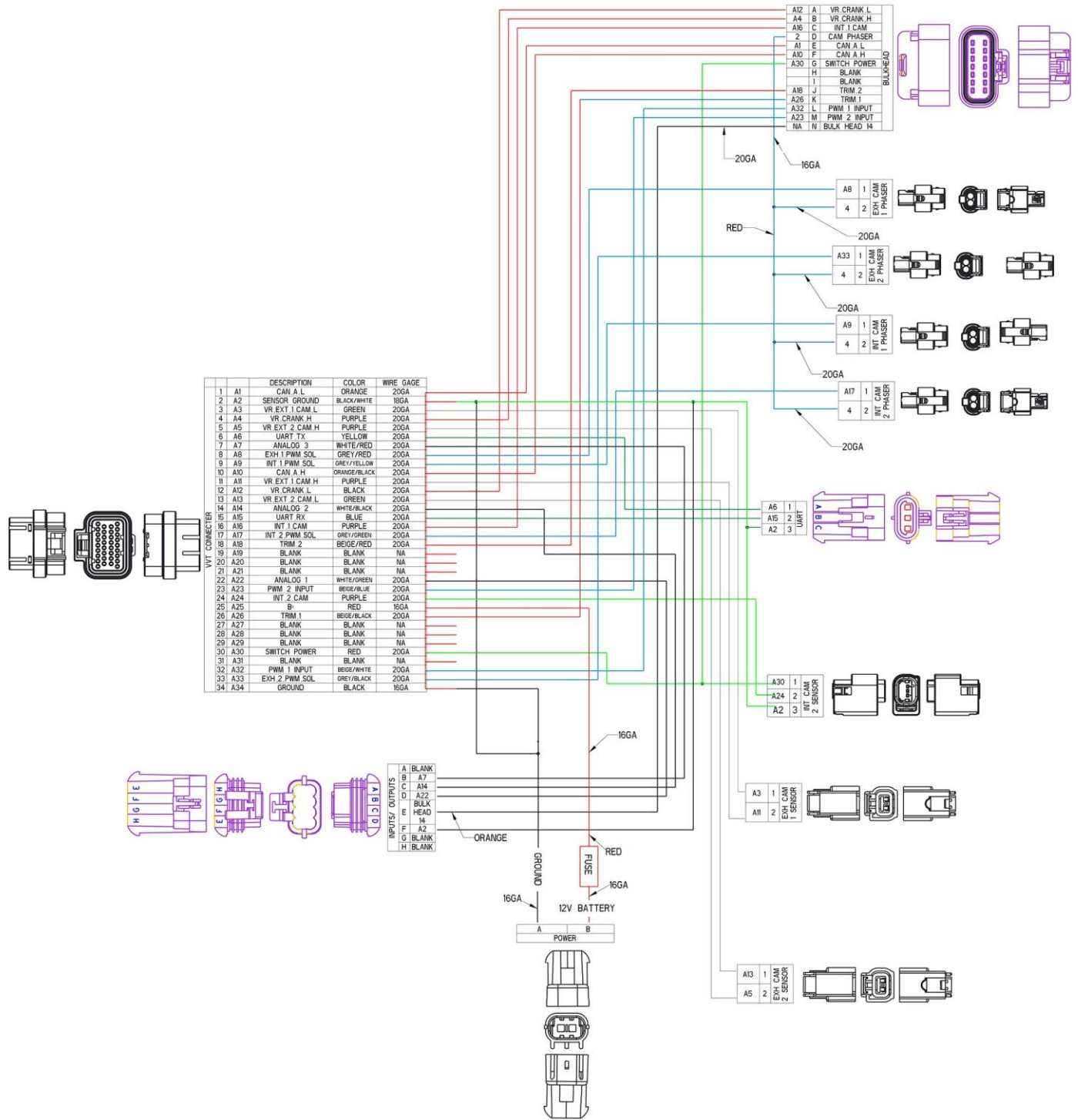


**EARLY – 558-124**

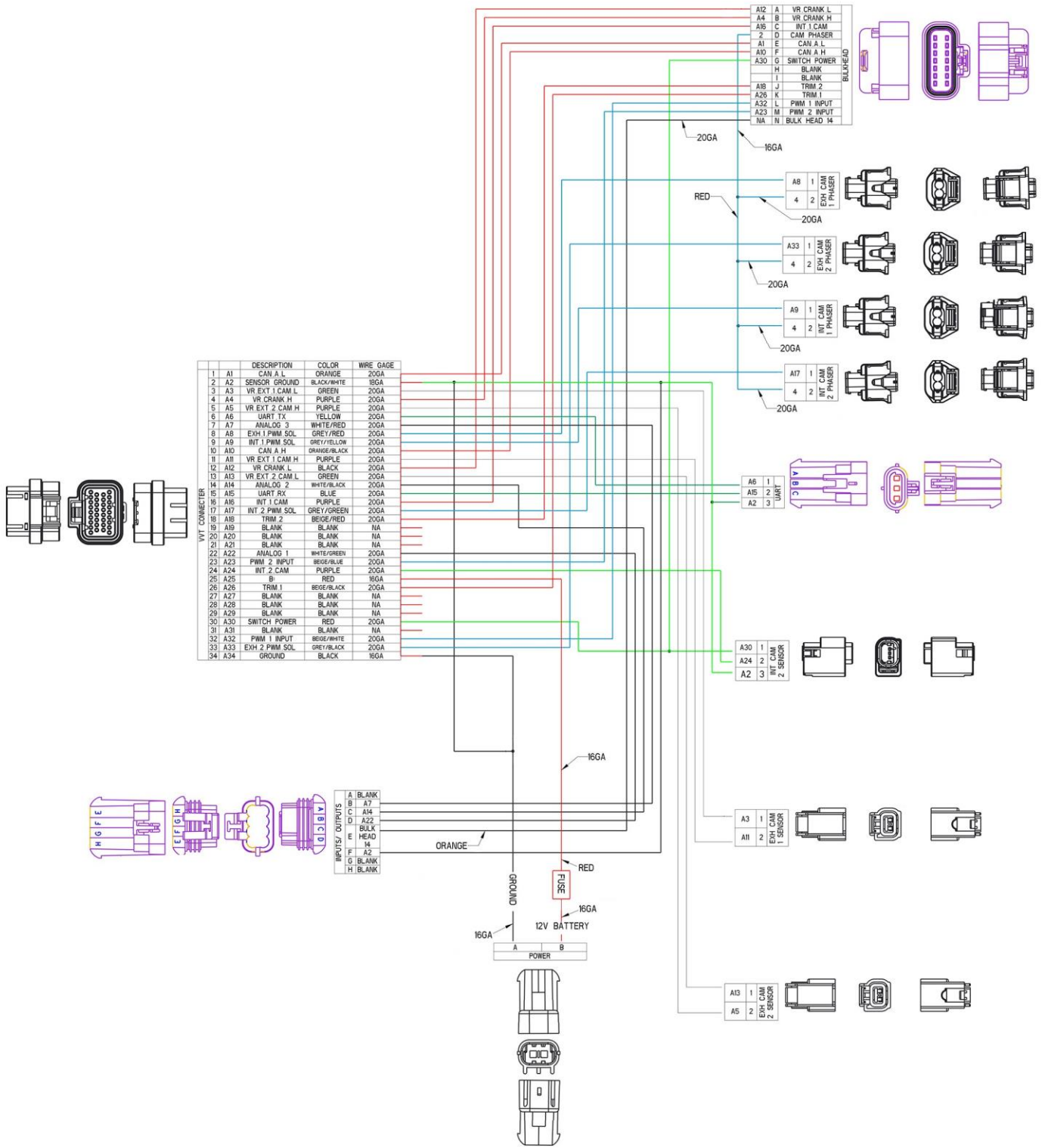


**LATE – 558-125**

3. There are three cam sensor connectors on the harness which correspond to the cam sensors on the back of each head. The passenger side intake cam connector is not included in this harness as it is plugged into the 558-110 or 558-122 main harness.
4. The “Power” connector is designed to be plugged directly into a 558-319 power harness without modification.
5. The “bulkhead” connector plugs into the “VVT” connector on either the 558-110 or 558-122 Coyote main harness.
6. There are two additional connectors that are not used and should remain capped.
  - The UART connector is meant for reflashing the Holley Ti-VCT Controller should an update ever be needed.
  - The Inputs/Outputs connector is for future expansion and is not currently used.



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