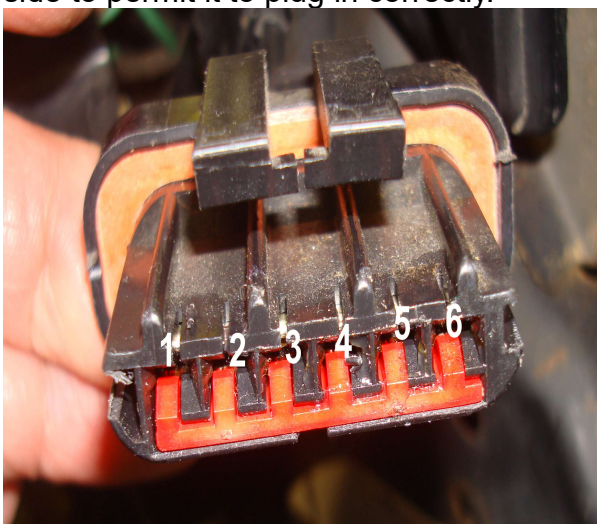
Ford TFI modules for '78 – '79 GL1000 ignition.

TFI “A” driven by left points and drives left coil for cylinders 1 and 2:
pins 1&4 to Gnd
pin 2 to female 6 pin 1 (controls left coil saturation)
pins 3&6 to male 6 pin 4 (12 volt power to TFI)
pin 5 to male 6 pin 1 (left point to trigger TFI A)

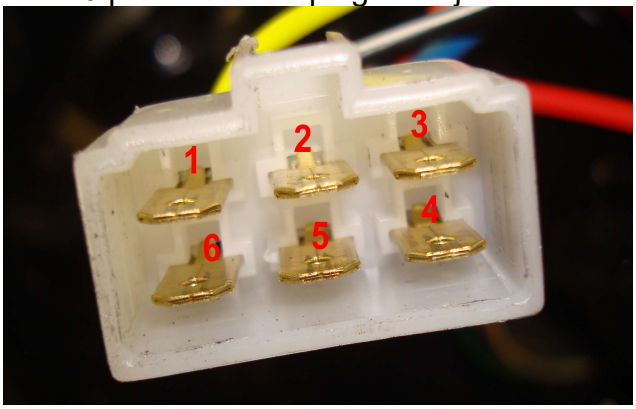
TFI “B” driven by left points and drives left coil for cylinders 3 and 4:
pins 1&4 to Gnd
pin 2 to female 6 pin 3 (controls right coil saturation)
pins 3&6 to male 6 pin 6 (12 volt power to TFI)
pin 5 to male 6 pin 3 (right point to trigger TFI B)

male 6 pin 2 to male 6 pin 5 (bypasses ballast resistor)
male 6 pin 4 to female 6 pin 4 male 6 pin 6 to female 6 pin 6 (continues 12 volt power to coils)

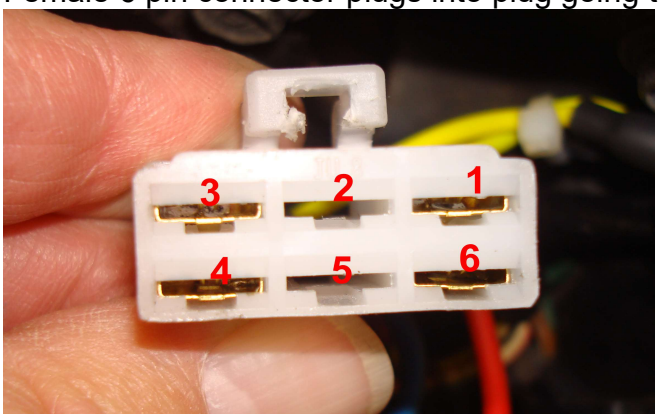
TFI connector – I bought the wrong one (for a Mustang) and had to cut a key slot on the other side to permit it to plug in correctly.



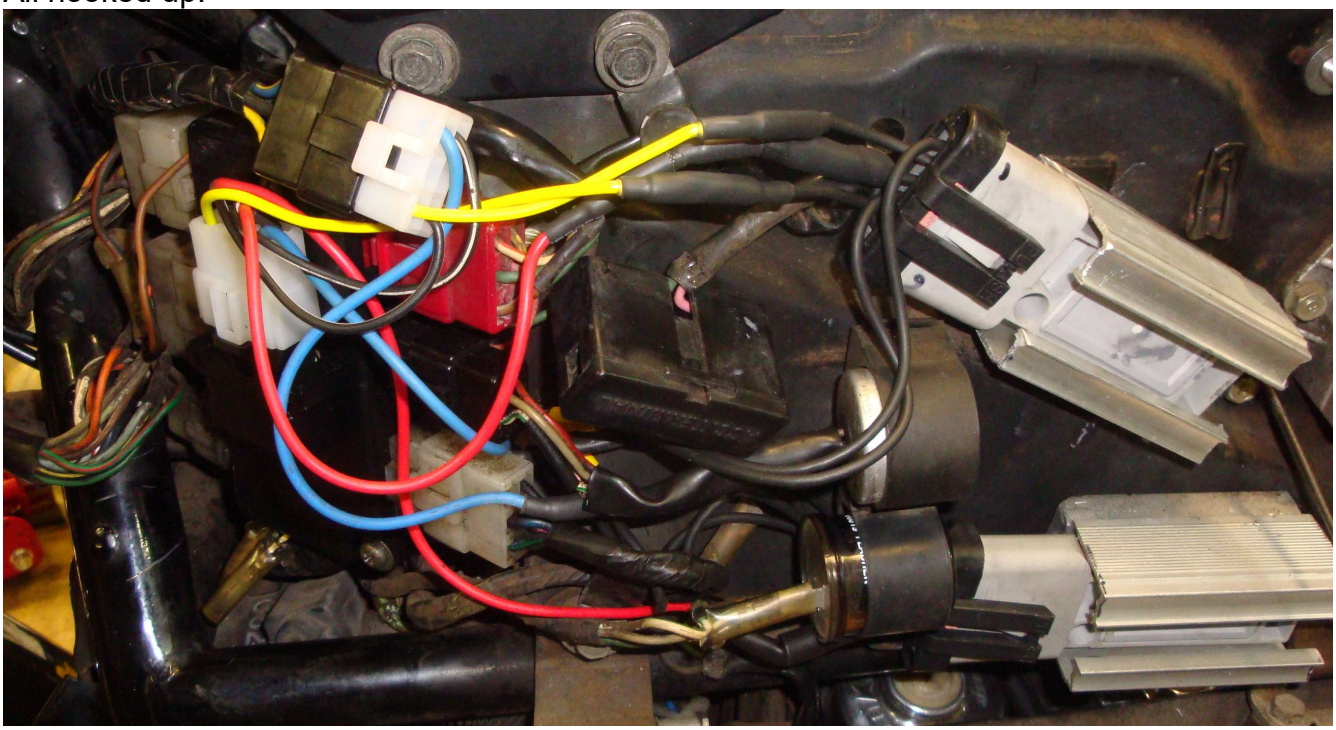
Male 6 pin connector plugs into junction box



Female 6 pin connector plugs into plug going to coils



All hooked up:



TFI modules are LX226 compatible units from Chinabay and the connectors were Mustang (I made a mistake there and had to cut a slot on the opposite side of the inner part to permit them to the non-Mustang TFIs). Honestly, I recommend getting these from a salvage yard. Look up the LX226 and you will find a ton of Ford vehicles – Econolines, trucks, Taurus – and you can get heat sink modules and connectors together.

The 6 pin connectors are from http://vintageconnections.com.

I'm sure this can be done on a '75-'77, but not quite as easily ('78-'79 has everything there on one plug) and I don't have one to test it on (yet).

If you want to read more about cars this mod is used on (and where I got the idea) see http://www.gofastforless.com/

Don't forget to disconnect the condensers!