

This is a detailed illustrated instruction guide that will help you fix the problem that has plagued our foxes for years. The TFI ignition was mounted on the distributor where the heat is too much for the TFI to handle. Remote mounting the TFI module is the best thing you can do for your ignition system in a high heat condition.

Buyer is responsible for all wiring done on the vehicle. FatFoxx.Com LLC. Is not responsible for ANY wiring issues involved at any, and ALL, levels of this relocation. The kit is customizable and the PIP harness can be cut to any length that you prefer as the installer. If you need help with your wiring (although it is pretty straight forward) you can call me @ 423-785-7412. Ask for Ray Blankenship.

The items in the kit include but are not limited to:

- 1 Front Mount Heat sink
- 3 wires (red/lt blue – red/lt green – orange/yellow) cut at 41”
- 1 PIP cable (black, red, blue, plus drain wire (grounded on one end only) cut at 9’6”
- 3 male flat stake-ons
- 3 female automotive stake-ons
- 6 pieces of 1/8” heat shrink (2 green for R/ltG, 2 blue for R/ltB, 2orange for O/Y)
- 7 1/4” heat shrink for PIP harness (2 black, 2 red, 2 blue, 1 green)
- 1 Ring terminal (for attaching PIP ground to distributor)
- 1 4mm socket head bolt (for grounding PIP drain wire to distributor)
- 1 M-6 1-20 bolt for mounting front mounted heat sink only (some vehicles may be different size)
- 1 4mm mushroom head bolt and tie wrap for securing PIP harness to Distributor

## **READ ALL INSTRUCTIONS FIRST**

Take this upgrade one wire at a time. Wrongful wiring on the system could damage your cars computer and cause costly repairs. Just follow the directions.

### **STEP ONE: REMOVE NEGATIVE BATTERY CABLE**

**STEP TWO:** removing factory wiring harness and rerouting

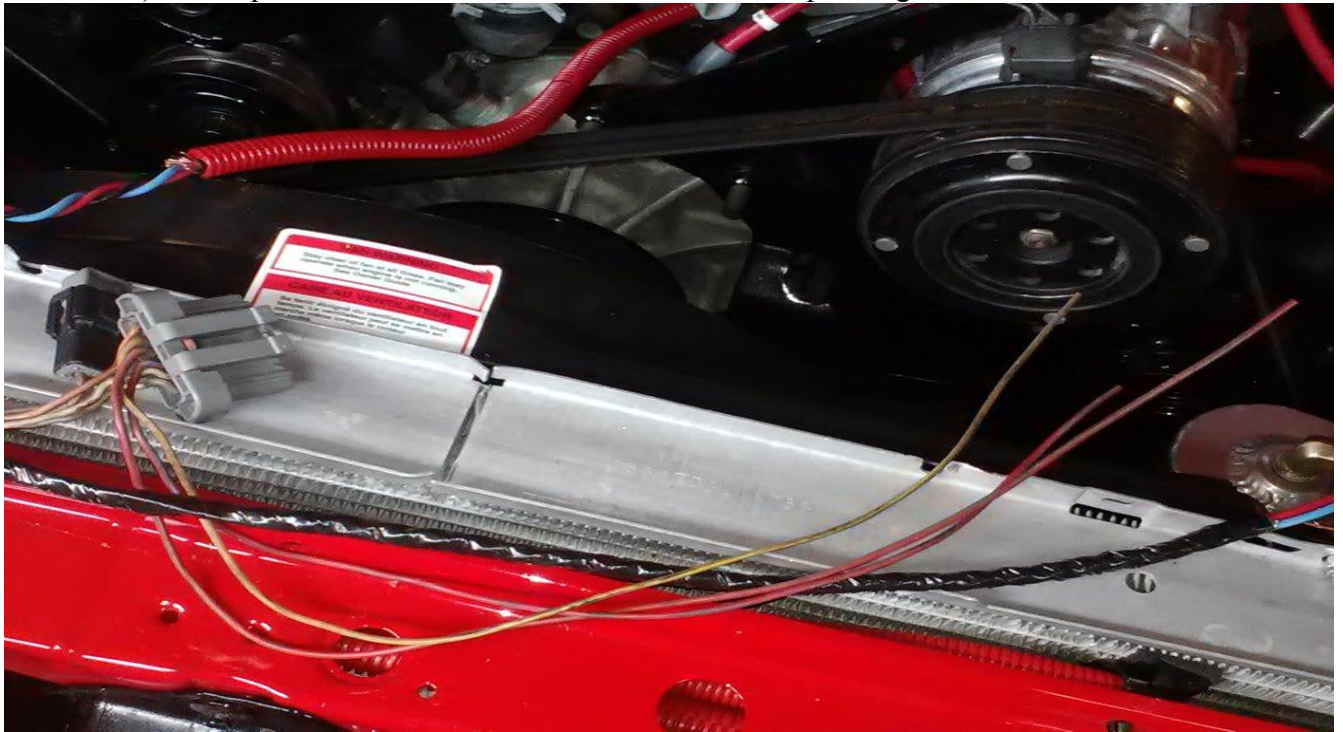
Remove the factory harness that runs to the distributor. Pull the wiring harness that runs underneath the upper intake and lay it out where you can pull the wires out of the factory flex loom. The main harness that runs along the firewall will need to be exposed and opened up to cut certain wires and pull existing wires out to be re-routed to the passenger side fender.

Once you have the wires out notice that there is a bundle of wires that are shielded with aluminum foil wrapped around them. These wires need to be routed to the passenger side. Make sure these wires are protected from touching any type of metal. Flex loom is required after completion of the wire relocation. **FAILURE TO DO THIS WILL HAVE DIRE**

## CONSEQUENCES.

### STEP THREE: Extending necessary wiring

You will notice that the remaining three non-shielded wires in the TFI harness come from the driver's side. These should be Red/Lt Blue, Red/Lt Green, and Orange/Yellow. Be sure these wires went to the distributor TFI plug. These wires will need to be extended using the supplied extra wire. Pull the slack toward the passenger side and stagger cut the wires (I cut the wires closer to the passenger's side near where the brake lines bend for the aftermarket proportioning valve (see illustration). Slide provided heat shrink over wires with corresponding colors.



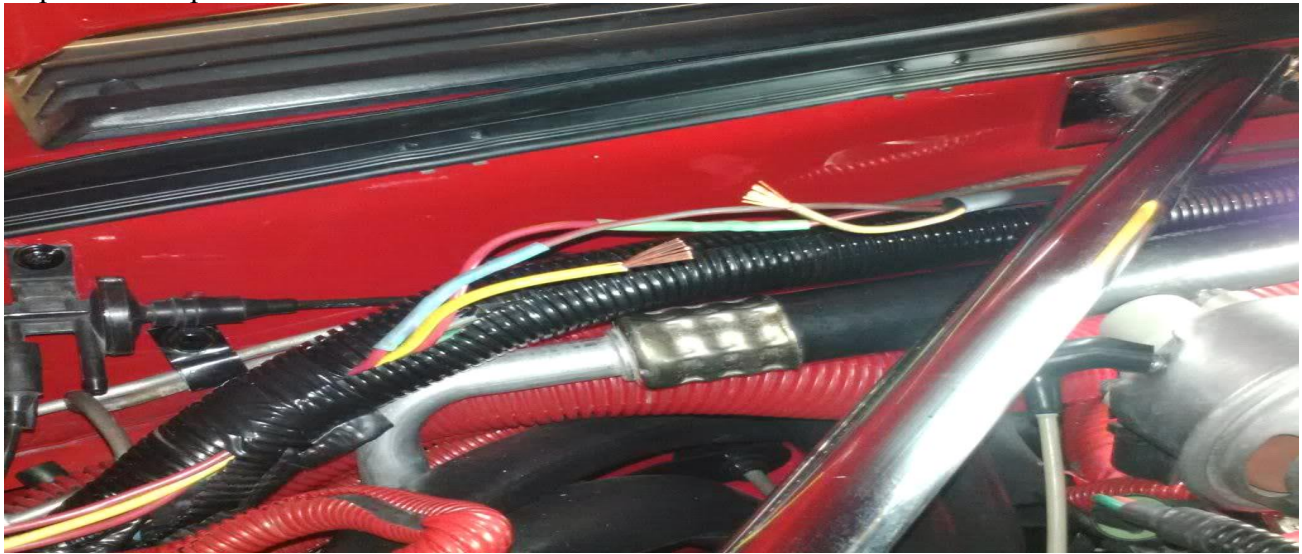
Splice the new wires starting at the firewall side and then the TFI plug end.

### SPLICING WIRES:

Using wire strippers strip out 3/4" or insulation from both the factory wires and the FatFox extension wires. Fan the strands of the wire out where they can be interlaced (like interlacing your fingers). Interlace the strands making sure to distribute the wires equally and then twist them so it looks like one wire (see illustration). Next take your soldering iron and place on the exposed wire and solder the connection. Make sure that you do not leave any un-soldered frayed wires. This is critical to the heat shrink process (frayed wires will pierce the heat shrink). Next slide the heat shrink over the wire and heat it with a heat gun or soldering iron until the wrap shrinks. (Be careful not to overheat the heat shrink, especially around the exposed wire section as

this could cause the heat shrink to blow out and expose the connection. Just go easy!) Solder the shield together and don't heat shrink these splices.

Repeat this step until all 6 connections are made.



#### STEP FOUR: Wiring Distributor.

The PIP harness should be wired next. Making sure the bare copper drain wire is on the distributor side run the wires along the same routing as the original TFI harness. Use the green heat shrink for the drain wire. Bend the remaining three wires 90 degrees so they will go into the female connectors on the PIP and cut them all even. Take the supplied ¼" heat shrink and slide it over the wires, matching the colors. Next strip ¼ inch of insulation from each wire and crimp on the male stake on connectors. Pull the heat shrink up to the connector leaving the flat end exposed and heat the shrink to make a water tight seal.

Remove the distributor as per the Ford manual, be sure to mark it so timing can be set correctly.

Looking at the 3 female pins in the distributor... connect the PIP harness from left to right BLACK RED BLUE. (It's your responsibility for the wiring to match the on the TFI and Distributor!!) **Check for looseness in the connections and if necessary crimp the female connectors to aid the continuity of the connection.** (Don't overdo it).

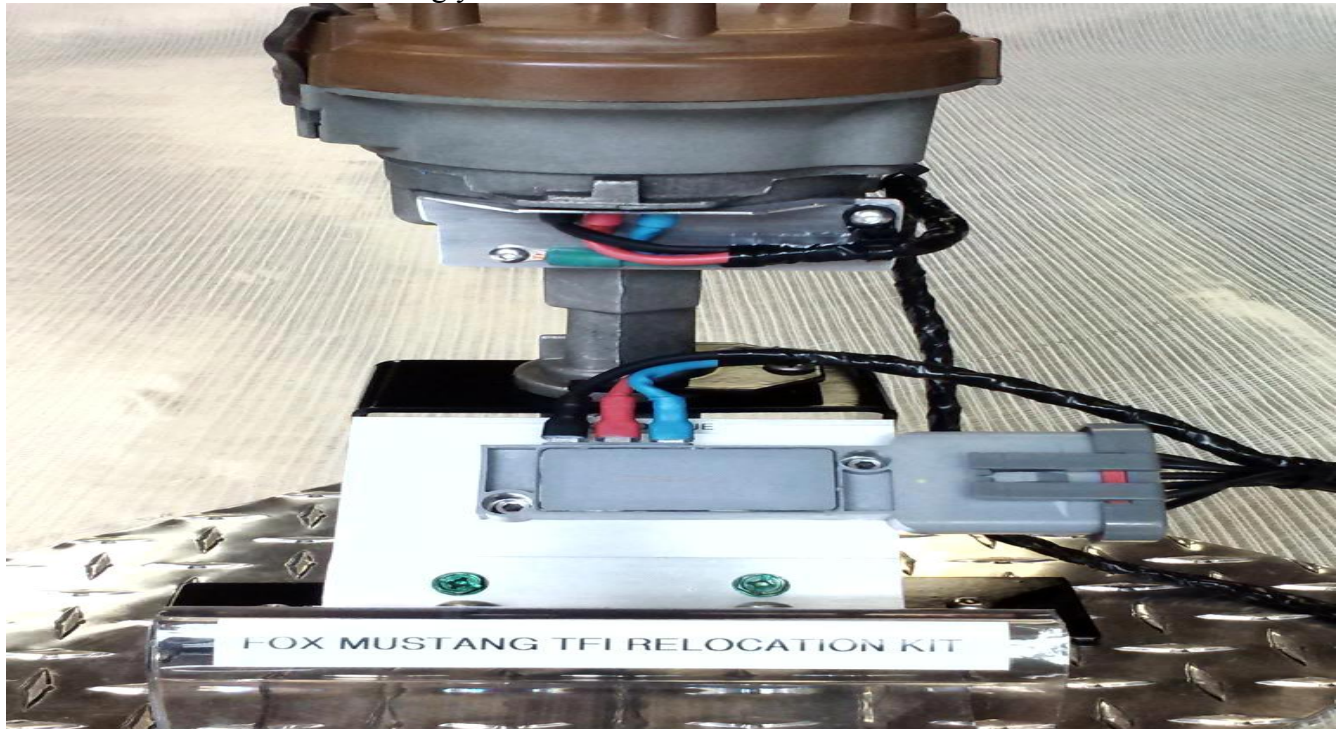


Next apply some dielectric grease (provided) to both the female and male connectors and slide the connectors together.

Cut the drain wire so it will reach the far left hole in the distributor, take the supplied ring terminal and crimp it onto the drain wire. Cover this connector with the green heat shrink and heat the shrink. Using the 4mm socket head bolt attach the ring terminal to the distributor. (Make sure not to over tighten the bolt. It will not take much to torque it down)

Using the supplied tie wrap and 4mm mushroom head bolt secure the PIP harness to the remaining right hole in the Distributor.

Reinstall the Distributor following your favorite Ford Manual.



#### **STEP FIVE:** Wiring TFI module

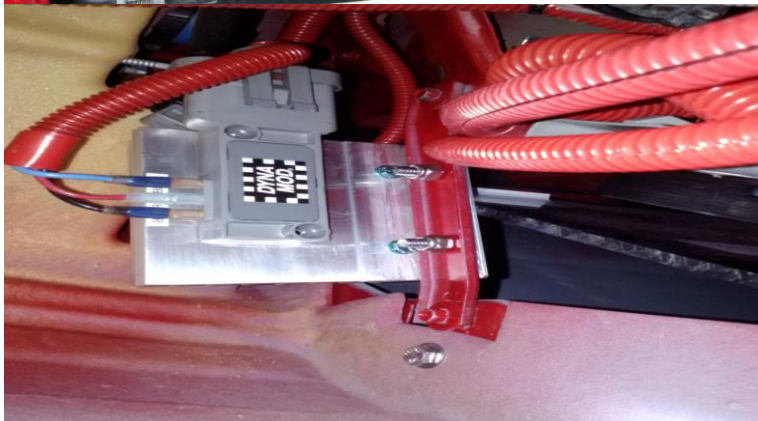
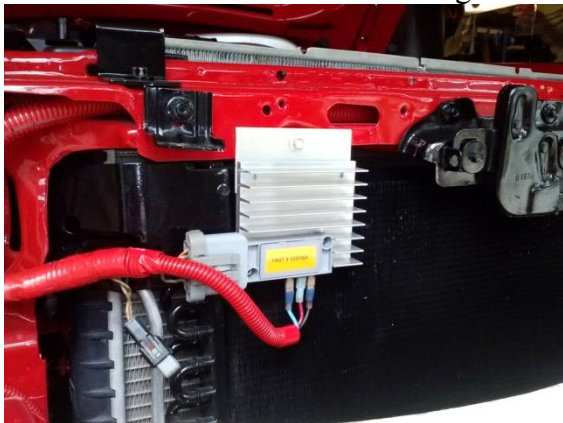
First take some HEAT SINK GREASE (Artic Silver, provided) and apply a thin layer to the module and completely coat the heat sink side (flat metal rectangle) this helps dissipate the heat generated by the TFI module to keep it cool. Next mount the TFI to the heat sink with the factory bolts that held it to the distributor. Attach the factory harness to the TFI.

Next take the PIP harness and stretch it to the length needed (this will depend entirely on your mounting location. (See step six before cutting) As before, cut the three colored wires even (the drain wire will remain taped in the harness and does not connect to the TFI module or heat sink!) strip 1/4" of insulation from each and slide the corresponding heat shrink over the wires. Crimp the female connectors to the exposed wire and heat the shrink over the connectors. Be sure to use electrical tape and wrap the shield wire back into the harness if you exposed it cutting the harness to length so that it will NOT TOUCH ANY METAL.

Coat the female and male connectors with dielectric grease and attach them to the TFI (From left to right BLACK, RED, BLUE.) the heat sink is marked blk, red, blue but again YOU are responsible for making sure the connections are correct on both the Distributor and TFI side of the PIP harness! CHECK IT AGAIN.

#### **STEP SIX:** mounting the heat sink

It is up to you as the installer to find a suitable mounting location for the heat sink. Ford mounted the TFI under the factory air box on 94-95 5.0 mustangs. Another good place is the passenger's side inner fender brace that holds the fender to the chassis of the car. With the front mounted kit (423706A and B) you mount it next to the hood latch. Make sure to OHM the heat sink out to ground to make sure you have a proper ground. REMEMBER: Where ever you place the heat sink try to make it relatively easy to access it as you will need to be able to access the spout connector in order to set base timing.



#### **STEP SEVEN:** Finish!

Tidy up the cables and wires with flex loom (be sure no drain wires are touching any metal) for a professional look. **Double Check The PIP Wiring To Make Sure It Matches Up To The Photo Above.** Re attach the negative battery cable and start the car. Set the timing and you are on your way! You can check out our other products such as our 3G alternator wiring kits made with premium Rockford Fosgate 4AWG cable. Go to [www.fatfoxx.com](http://www.fatfoxx.com) to order. If you have any

questions about our products or have a technical question call us @ 423-785-7412 Ask for Ray.

