2006-2008 BMW HP 2 Eduro Z-Fi Installation Instructions
P/N F1080

WARNING!

USE ONLY IN RACE OR OTHER CLOSED COURSE APPLICATIONS AND NEVER ON PUBLIC ROADS

Z-Fi products do not meet California CARB highway requirements

Parts List:

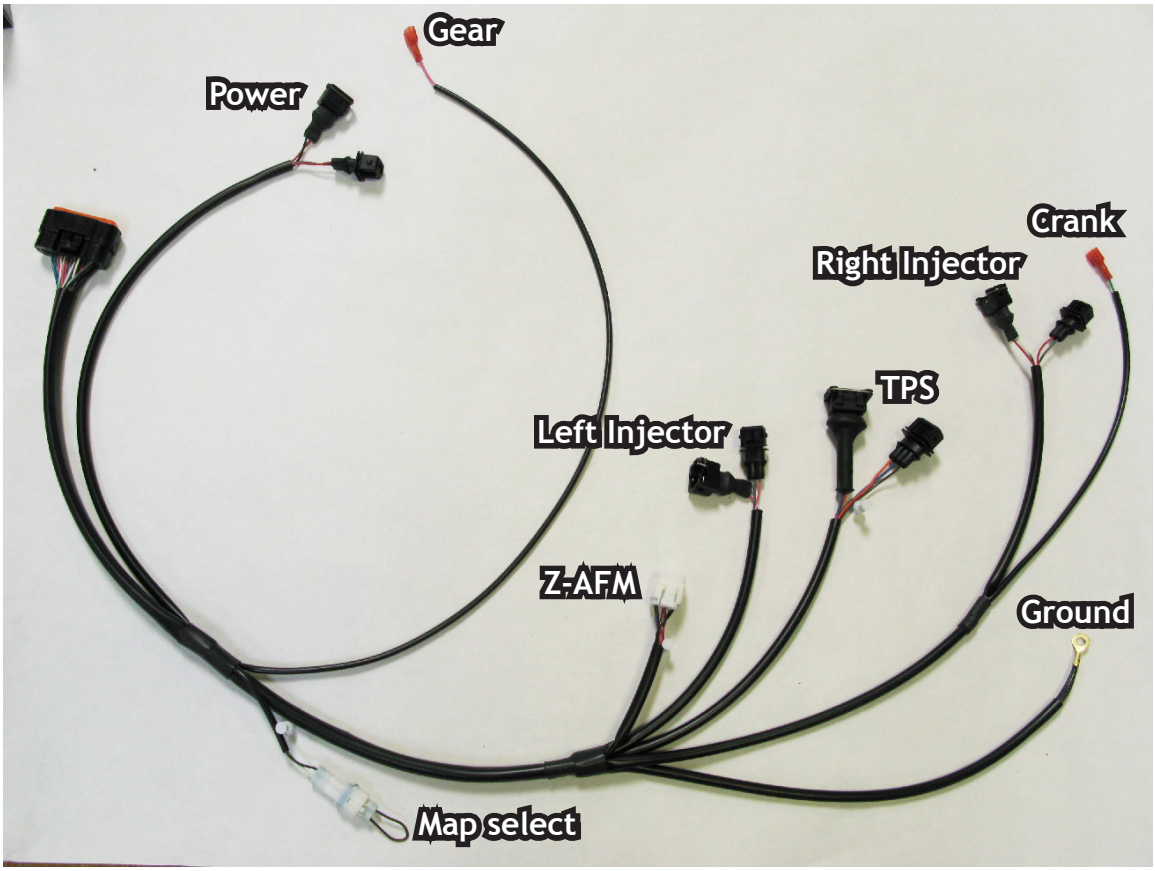
Z-Fi Control Unit
Fuel Harness
Download Z-Fi Mapper Software and Its Instructions from Website
USB Cable
Scotchlok (2)
Swingarm Stickers

Read through all instructions before beginning installation. This is not a replacement for the ECU. This document is intended for use by qualified technicians. For more specific stock component identifition and location information refer to a factory service manual.

To create the ideal map(s) we recommend using the optimal Z-AFM self-tuning module

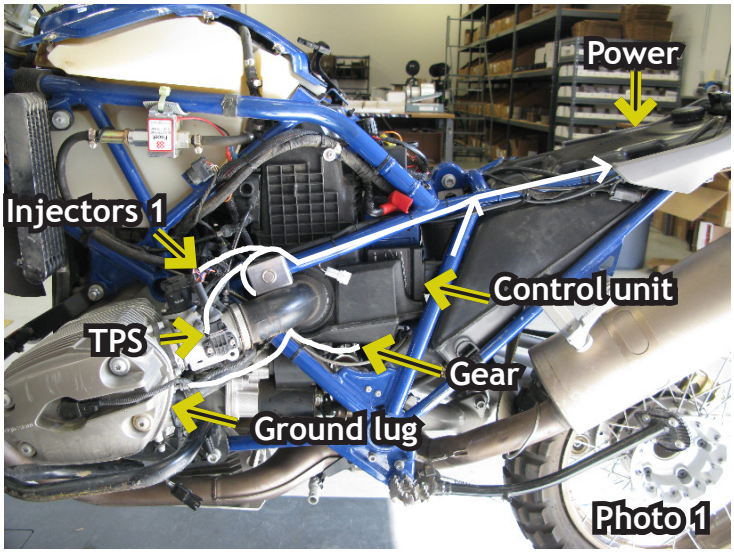
15330 Fairfield Ranch Rd., Unit E, Chino Hills, CA 91709 Phone (909) 597-8300 Fax (909)597-5580
www.Bazzaz.net

BAZZAZ HARNESS CONNECTOR IDENTIFICATION



1. Begin by removing the seat and left side fuel tank cover.

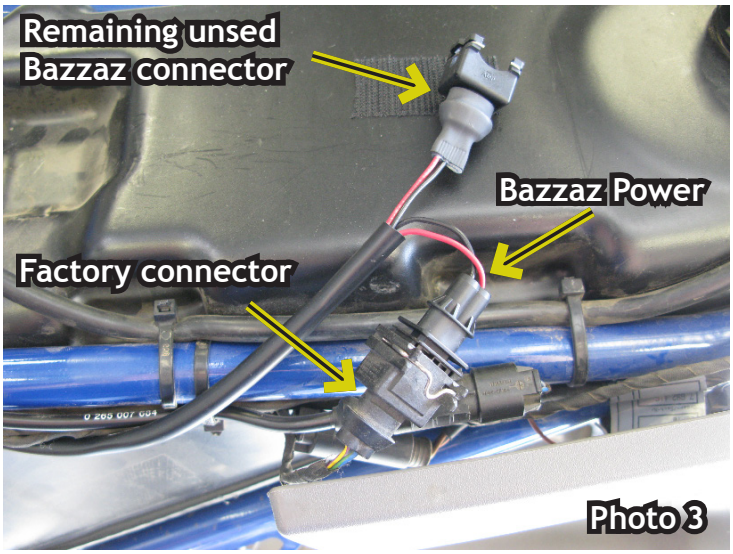
Component location (photo 1).



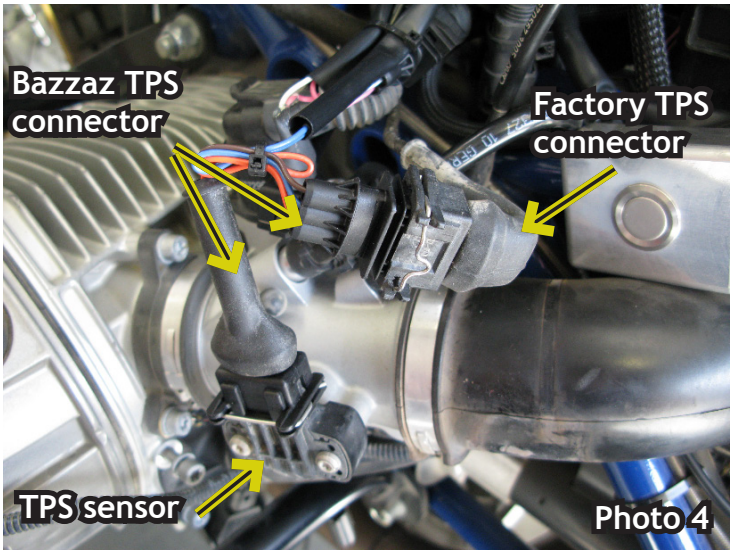
Bazzaz harness routing shown in white

2. Use the velcro patch supplied with the kit to attach the Bazzaz control unit to the left side of the battery. Connect the main connector of the Bazzaz harness to the control unit and begin to route it along the frame to each individual connection point (photo 2).

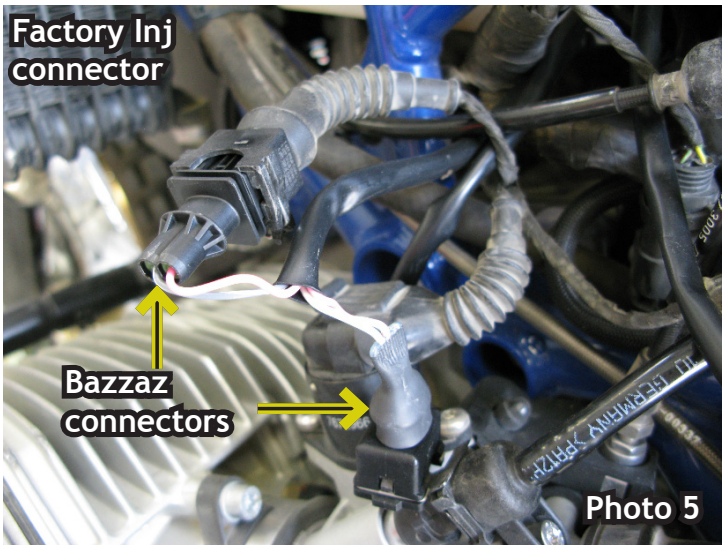
3. Locate the factory harness connector found at the upper left of the sub-frame which is usually unused. The Bazzaz system uses this factory connector as a power source. Connect the mating Bazzaz harness power connector (a remaining Bazzaz connector will remain unused) (photo 3).



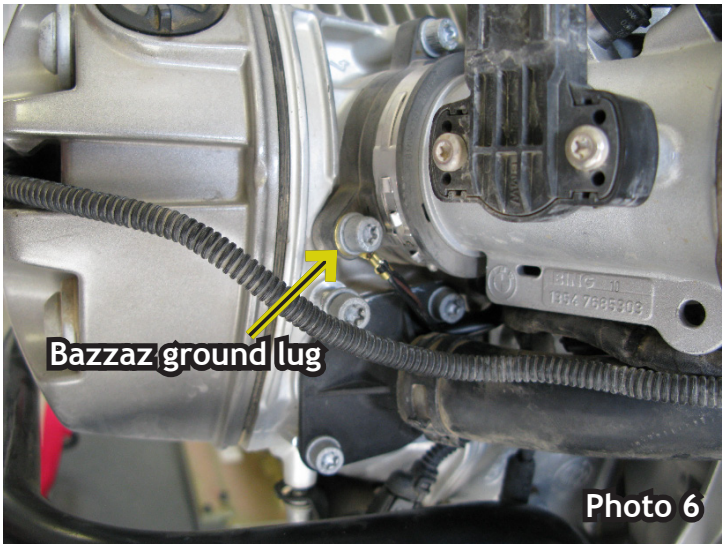
4. Identify the throttle position sensor located on the left side cylinder's throttle body. Disconnect the factory harness connector and connect the mating Bazzaz harness TPS connectors inline (photo 4).



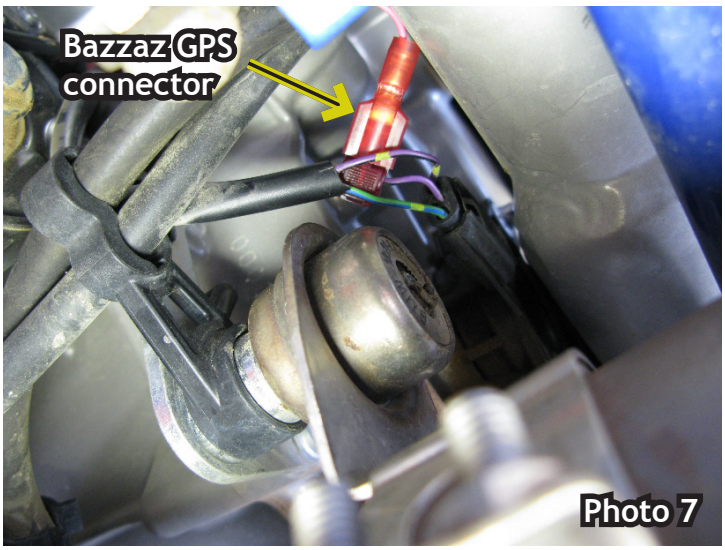
5. Disconnect the factory harness left cylinder injector connector and connect the mating Bazzaz harness connectors inline (photo 5).



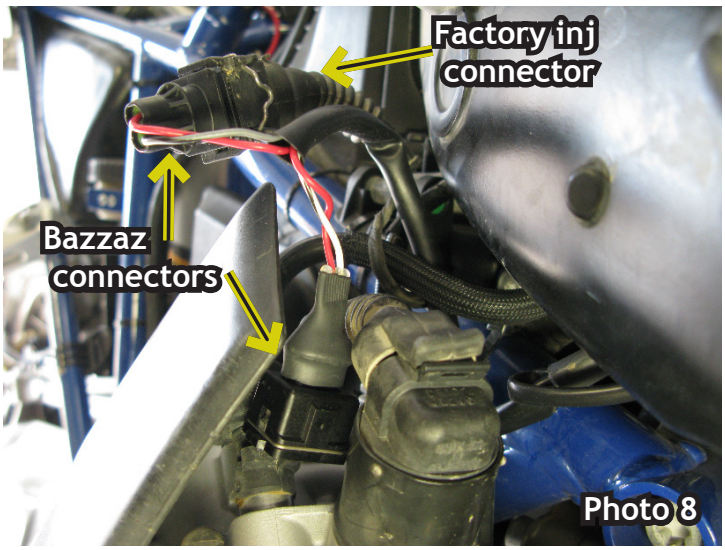
6. Attach the Bazzaz harness ground lug to the engine using one of the existing factory bolts, preferably on the cylinder (photo 6).



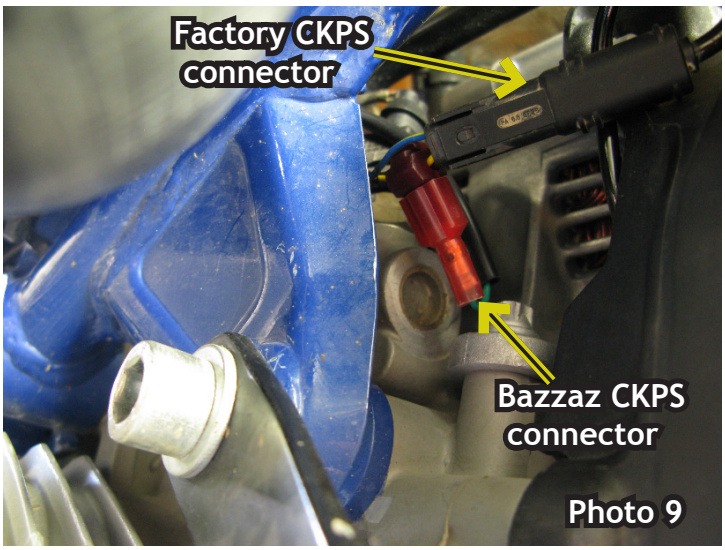
7. Locate the factory harness gear position sensor connection which can be found at the rear of the engine. Pull back the sheathing to expose the individual wires of the factory harness and crimp one of the supplied scotch lok connectors onto the purple/black wire located in the middle slot of the connector. Then insert the T-tap connector attached to the pink wire of the Bazzaz harness (photo 7).



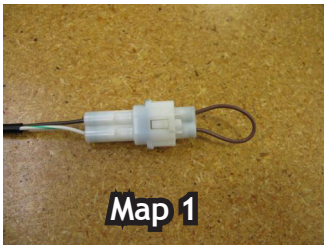
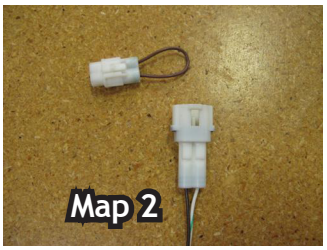
8. Disconnect the factory harness right cylinder injector connector and connect the mating Bazzaz harness connectors inline (photo 8).



9. Locate the factory harness crank position sensor connection which can be found at the front of the bike on the right side between the upper frame rail and the alternator. Pull back the sheathing to expose the individual wires of the factory harness and crimp one of the supplied scotch lok connectors onto the yellow wire of factory connector. Then insert the T-tap connector attached to the green wire of the Bazzaz harness (photo 9).



10. The HP2 is equipped with dual Lambda/O2 sensors which must be bypassed in order allow the Bazzaz system to fully control fuel management. Disconnect the sensors from the mating factory harness connectors and secure them away from any moving or hot components that they may come into contact with which may cause damage.

11. Reinstall the components removed in step one of these instructions.

The Bazzaz controller is capable of storing two maps. These maps can be selected through the use of a map select switch which can be mounted on the handlebar for easy access and can be purchased seperately. Or these maps can be selected by connecting or disconnecting the map select jumper supplied with the kit. When the map selet jumper is connected the control unit is operating using map 1. When the map select jumper is disconnected the contol unit is operating using map 2.