



BMW F800GS 2008-2013

Z-Fi Installation Instructions Part # F1082



Parts List:

Z-Fi Control Unit

Fuel Harness

Cable Ties

Velcro

Scotchlok (1)

USB Cable

Swingarm Stickers

Download Z-Fi Mapper Software at www.bazzaz.net

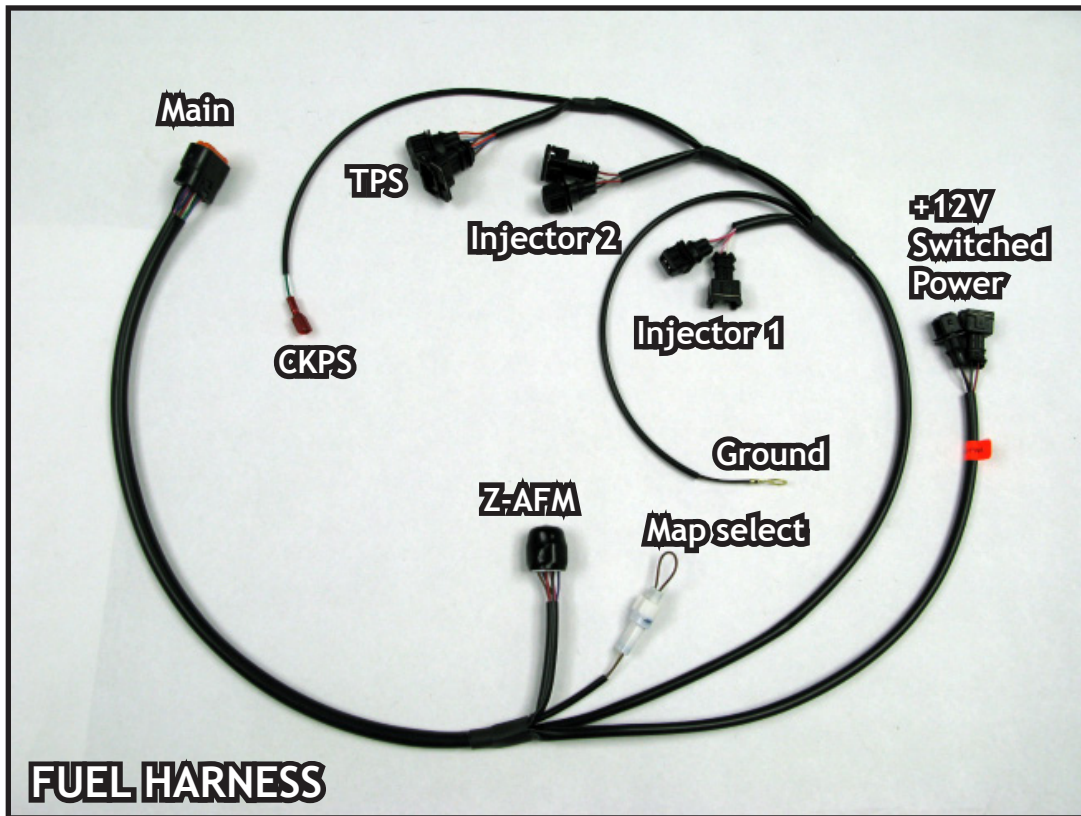
Software instructions available at www.bazzaz.net

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

Z-Fi products are not certified by the California Air Resource Board (CARB) for use on CA highways

Contact Bazzaz tech support at 909-597-8300 for questions

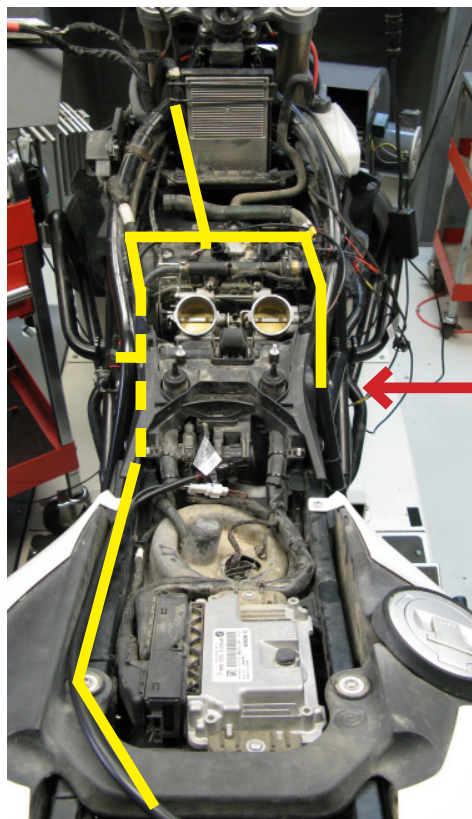
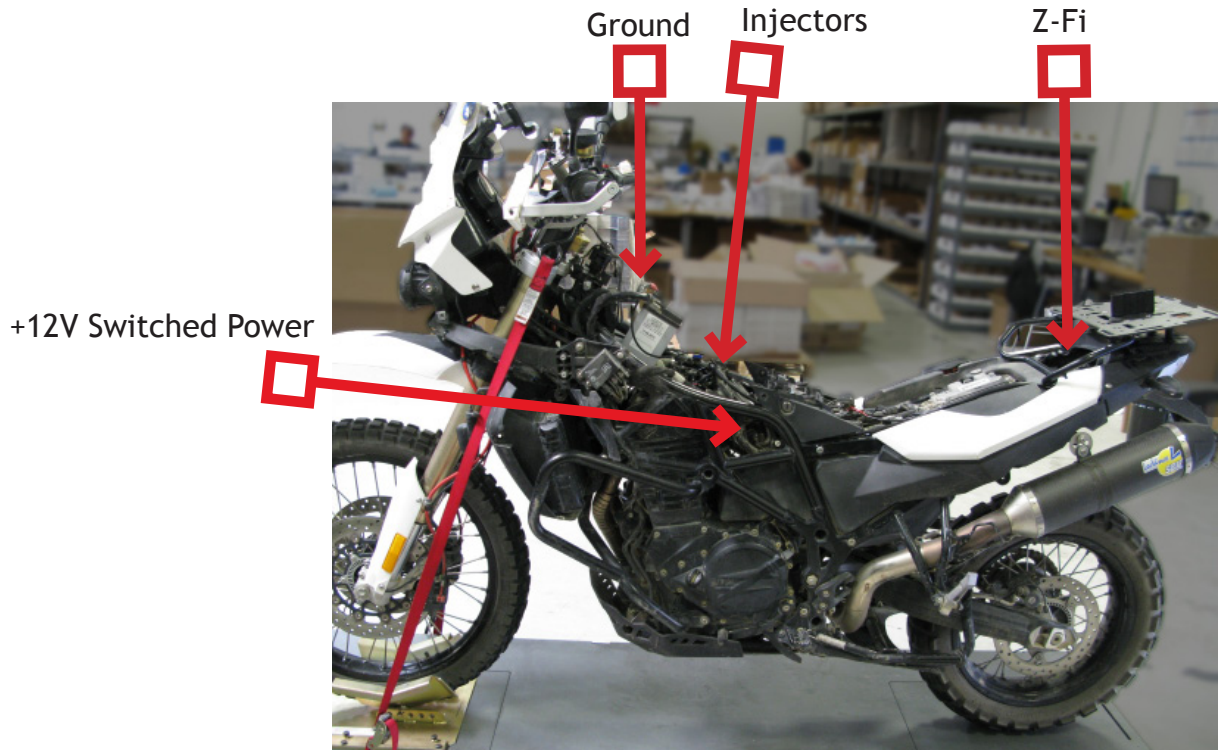
BAZZAZ HARNESS CONNECTOR IDENTIFICATION



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

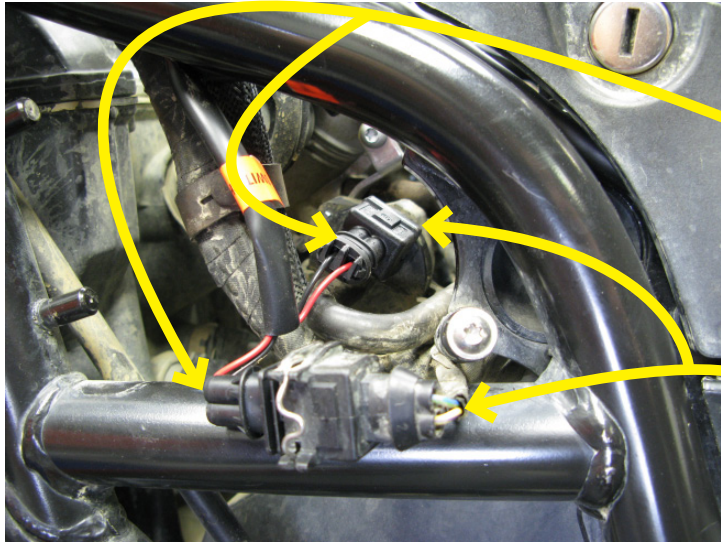
WE STRONGLY SUGGEST THAT AN EXPERIENCED TECHNICIAN INSTALL THIS BAZZAZ PRODUCT

1. Begin the installation by removing the seat, all side panels and airbox.
2. Using the supplied Velcro patch, secure the Bazzaz **CONTROL UNIT** in the tail section of the bike and connect the main connector of the Bazzaz **FUEL HARNESS** to the control unit. Begin routing the harness forward, towards the engine, on the left hand side of the frame; then under the center plastic piece and into the engine compartment.



fuel harness routing shown in yellow; stock component identification and location shown in red for reference

3. Locate the air solenoid on the left side of the motorcycle which was attached to the small hoses on the rear of the airbox. Disconnect the factory connector from the solenoid and plug the Bazzaz +12V SWITCHED POWER connectors in-line with the factory solenoid connectors.

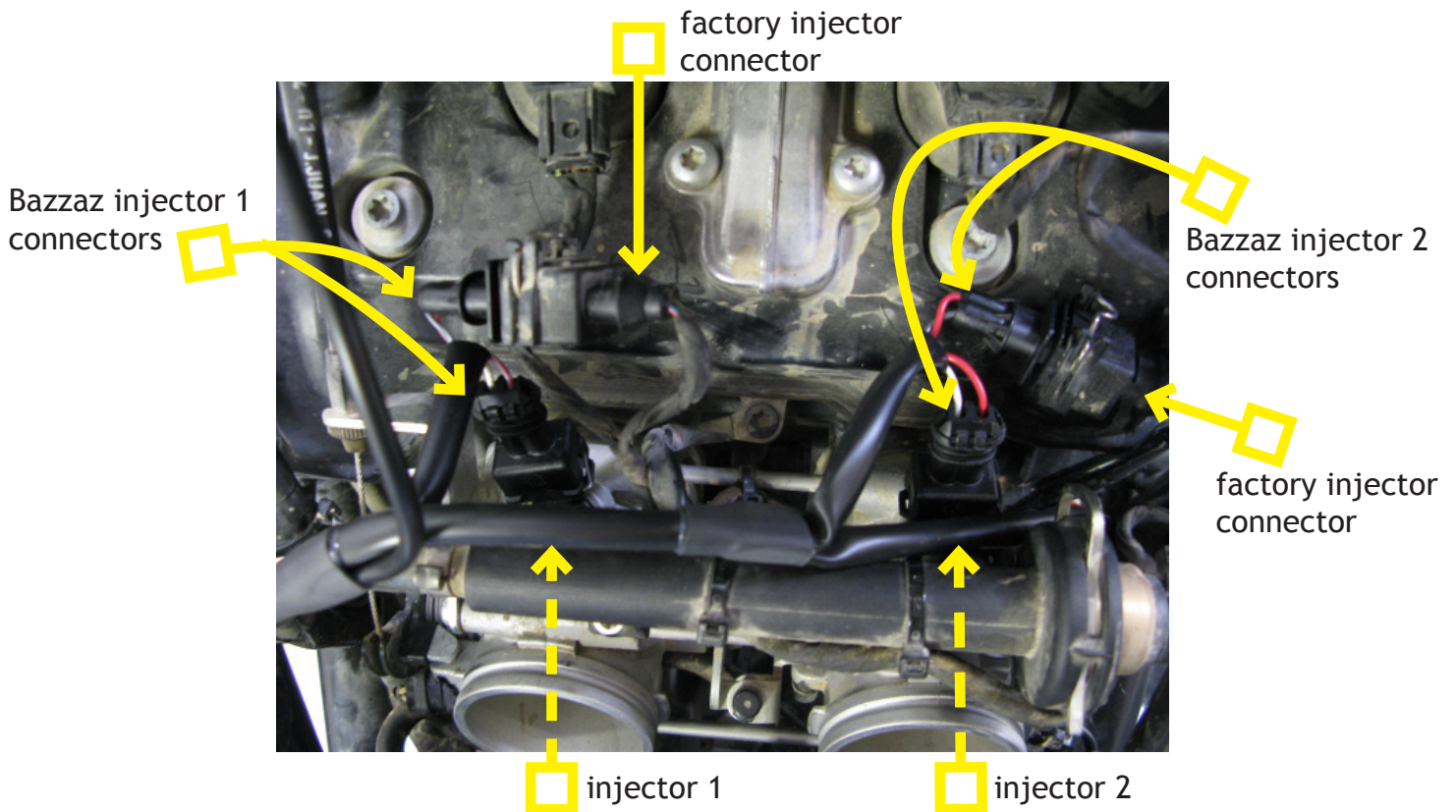


Bazzaz +12V switched power connectors

factory solenoid connectors

4. Continue to route the remaining portion of the Bazzaz harness up to the top of the throttle bodies. Disconnect the **LEFT SIDE (injector 1)** factory injector connector from the injector. Install the Bazzaz injector connectors in-line with the factory connector and injector.

Repeat process for the **RIGHT SIDE (injector 2)**.



factory injector connector

Bazzaz injector 1 connectors

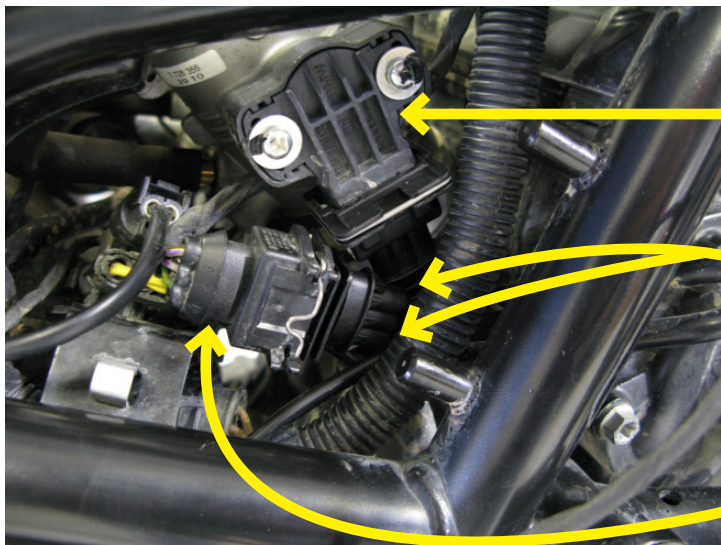
Bazzaz injector 2 connectors

factory injector connector

injector 1

injector 2

5. Start routing the Bazzaz harness down the right side of the motorcycle, behind the frame. Locate the factory Throttle Position Sensor (TPS) connector. Disconnect the factory TPS connector from the sensor and connect the Bazzaz TPS connectors in-line with the factory connector and sensor.



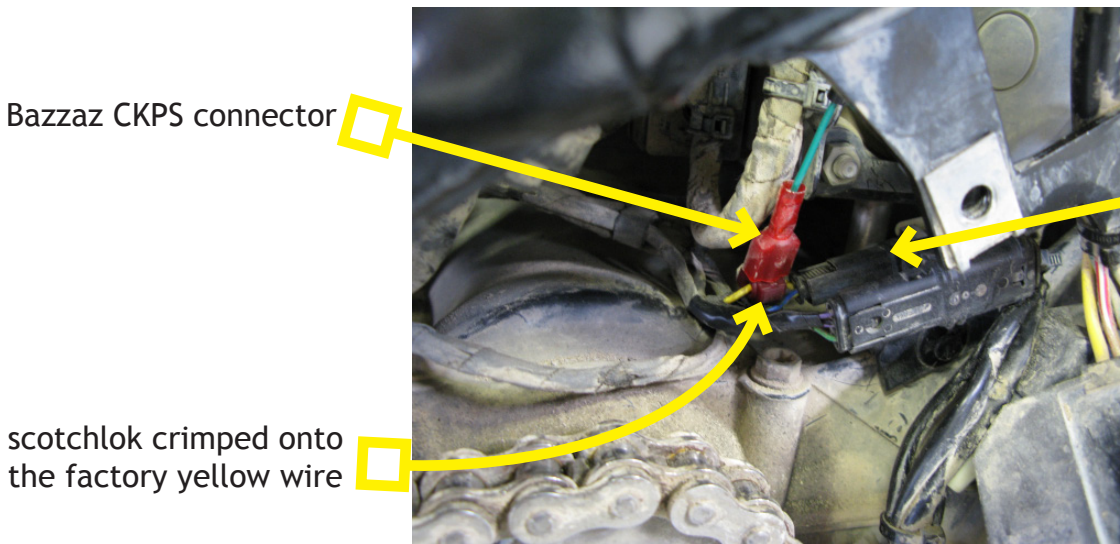
TPS

Bazzaz TPS connectors

factory TPS connector

6. Locate the black factory CKPS connector, found behind the regulator/rectifier (it may be necessary to remove the regulator/rectifier and the sprocket cover to gain access to the CKPS connector).

Crimp a supplied scotchlok onto the **yellow** wire of the factory CKPS connector and insert the Bazzaz CKPS connector into the scotchlok.

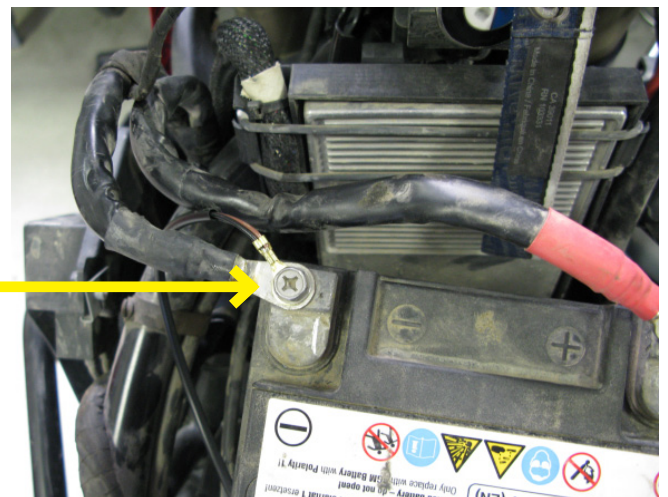


Bazzaz CKPS connector

factory CKPS connector

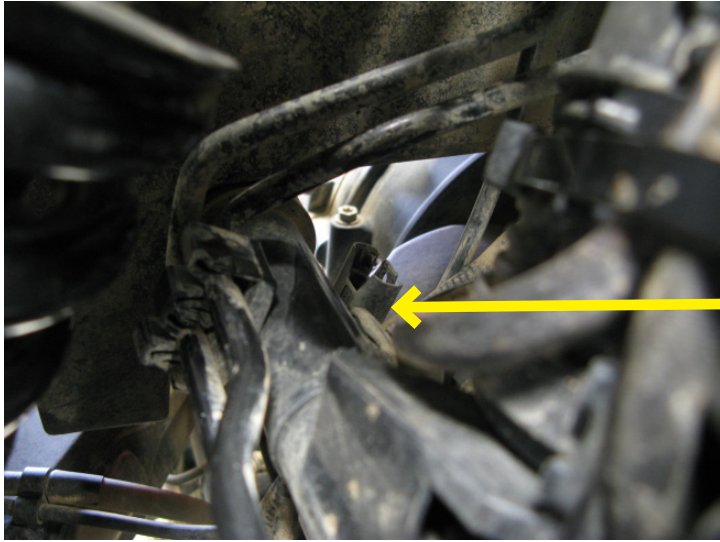
scotchlok crimped onto the factory yellow wire

7. Now route the Bazzaz **GROUND** lug forward to the front of the bike, so it will run beneath the airbox. Reinstall the airbox and battery and then secure the Bazzaz ground lug to the Battery negative terminal.



Bazzaz ground

8. Now you will need to eliminate the **FACTORY O2 SENSOR**. The connector for the sensor is a flat four pin connector, found attached to the frame in front of the rear shock. Disconnect the connector; the wires should then be neatly secured away from any moving components, or the sensor may be removed and the remaining port/bung in the exhaust can then be plugged.



factory O2 connector

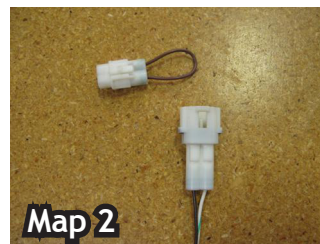
9. To complete the installation, use the supplied cable ties to secure the harness neatly along the routing path free of any moving or hot components (which could cause damage or failure of the system). If any problem is found, please carefully follow through the installation steps again. If problem still persists, please call **Bazzaz tech support at (909) 597-8300**. After it is determined that everything is correct, reinstall the components removed in step one and the installation will be complete.

The Bazzaz control unit is capable of storing two maps. These maps can be selected by connecting or disconnecting the map select jumper on the fuel harness (or you can switch maps on the fly with the handle bar mounted map select switch, sold separately). When the map select jumper is connected, the control unit is operating using map 1. When the map select jumper is disconnected, the control unit is operating using map 2.

The control unit is pre-programmed from the factory with an enhanced map in the map 1 position. The map 2 position is using the stock ECU map. You are able to load and unload maps as needed via the Z-Fi Mapper software.

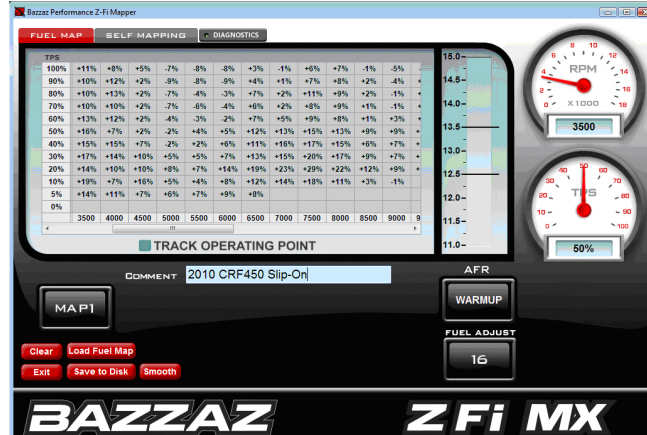


Map 1



Map 2

Don't forget to download the Z-Fi Mapper software from www.bazzaz.net (under the software tab) if you wish to adjust your fuel map. You will also need access to the Z-Fi Mapper software if you will be using the Z-AFM self-mapping kit.



Accessories you may be interested in to ENHANCE your Bazzaz experience

Z-AFM™ | Tuning Technology (for use with all Bazzaz fuel control units)

Quickly collect data to build ideal, self-made fuel maps while riding. [Part No. 127062]



Map Select Switch (for use with the Z-Fi, Z-Fi MX, Z-Fi QS and Z-Fi TC)

The Bazzaz Map Select Switch is a handlebar-mounted switch for convenient toggling between two maps held on the Bazzaz unit. For example, rider can toggle between a fuel efficient map, rain map, or a full power map. [Part No. 127078]

