

# INSTALLATION INSTRUCTIONS



# UNLEASH.

THE SMARTEST PERFORMANCE TUNING TECHNOLOGY

## HONDA CBR600RR 2013 F347 FUEL CONTROL

# 1 > READ

### WARNINGS > INSTALLING



- We strongly suggest that an experienced technician install this product.
- Read through all instructions before beginning installation.
- This document is intended for use by qualified technicians.
- This is not a replacement for the factory Engine Control Unit (ECU).
- Refer to a factory service manual for more specific stock component identification/location information and removal/assembly procedures.

### WARNINGS > USING



- 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 public lands.

### GETTING HELP



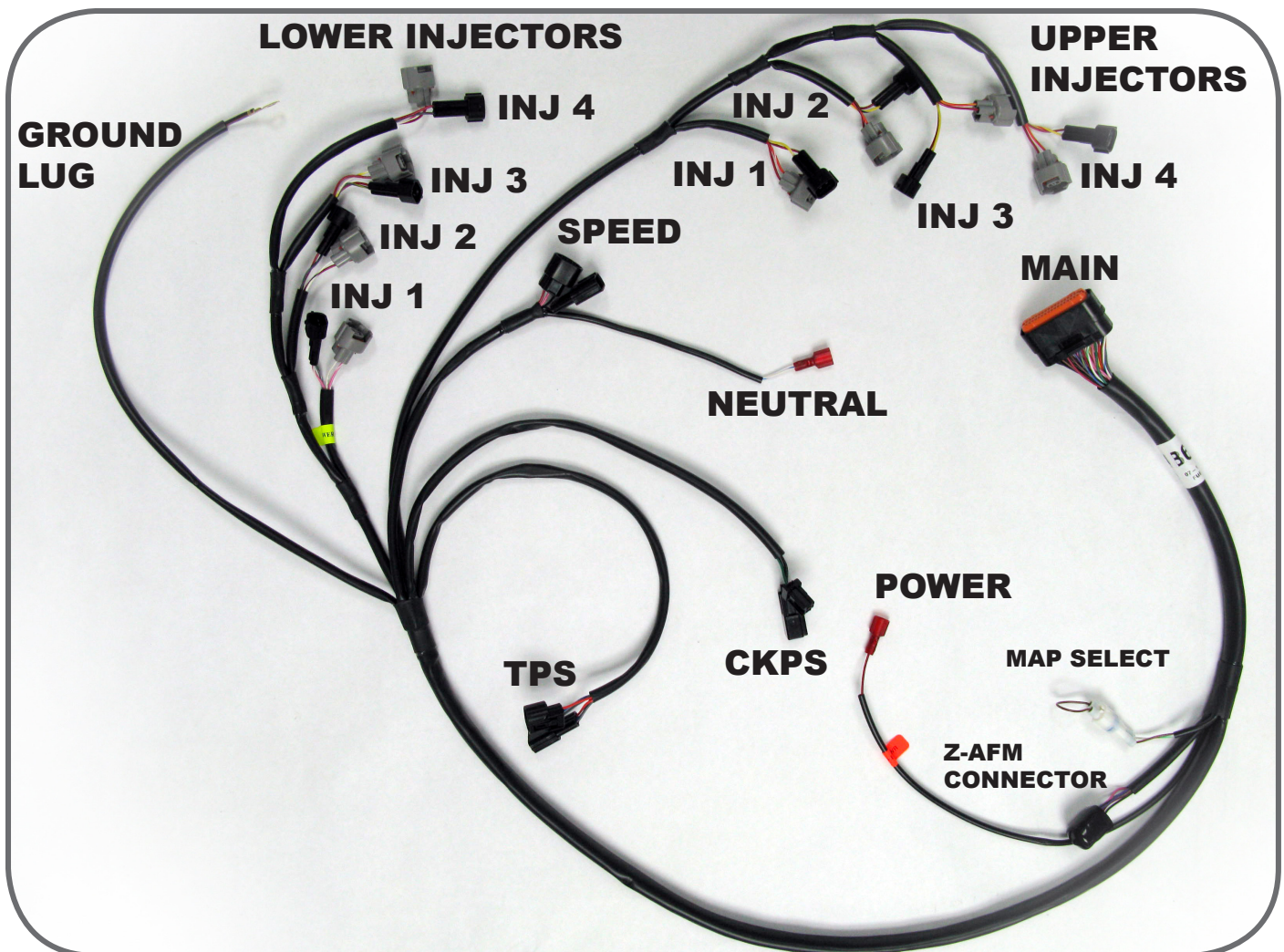
- Factory support is available in the US at 909-597-8300.
- For fastest support outside of the US, find your local importer at [bazzaz.net](http://bazzaz.net).

# 2>IDENTIFY

## INCLUDED PARTS

1. Z-Fi control unit
2. Fuel harness
3. USB cable
4. O2 eliminator
5. Scotchlok (2)
6. Zip ties
7. Velcro

## FUEL HARNESS



## **3>REMOVE**

1. Rider seat
2. Tail section
3. Side fairings
4. Tank cover
5. Tank
6. Airbox

## **4>SECURE**

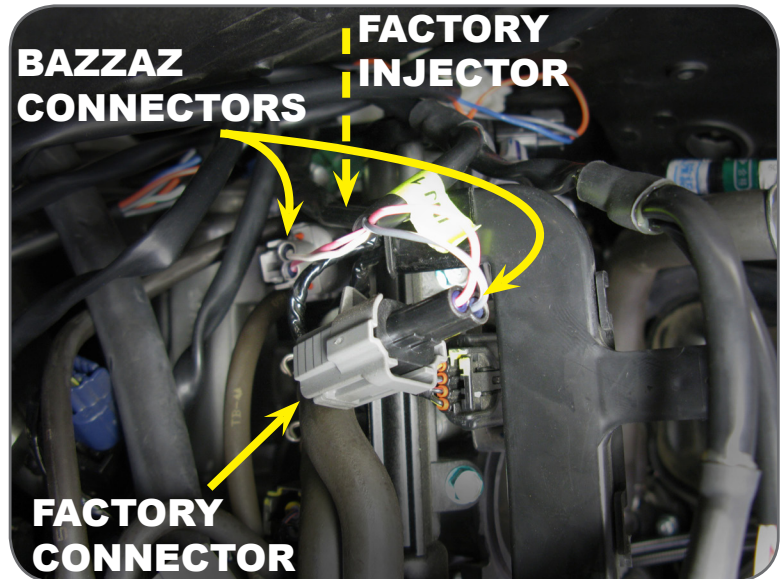
1. Mount the control unit in the tail section of the bike.

## **5>CONNECT**

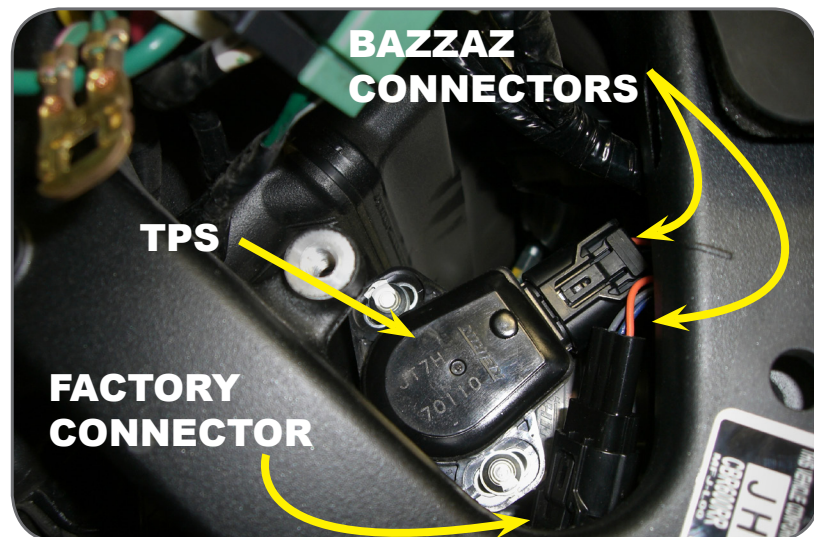
- ### **5.1**
1. Connect the main connector of the Bazzaz fuel harness to the control unit.
  2. Begin by routing the Bazzaz fuel harness down the left side of the bike.

# 5>CONNECT (CONT.)

- 5.2**
1. Route the Bazzaz fuel harness to the engine compartment.
  2. Locate the lower fuel injectors (lower injector 1 shown in photo).
  3. Locate the Bazzaz lower injector connectors (labeled with yellow tag on fuel harness).
  4. Disconnect the factory injector connectors from each injector.
  5. From left to right, install the Bazzaz lower injector connectors in-line, between the factory connectors and injectors.



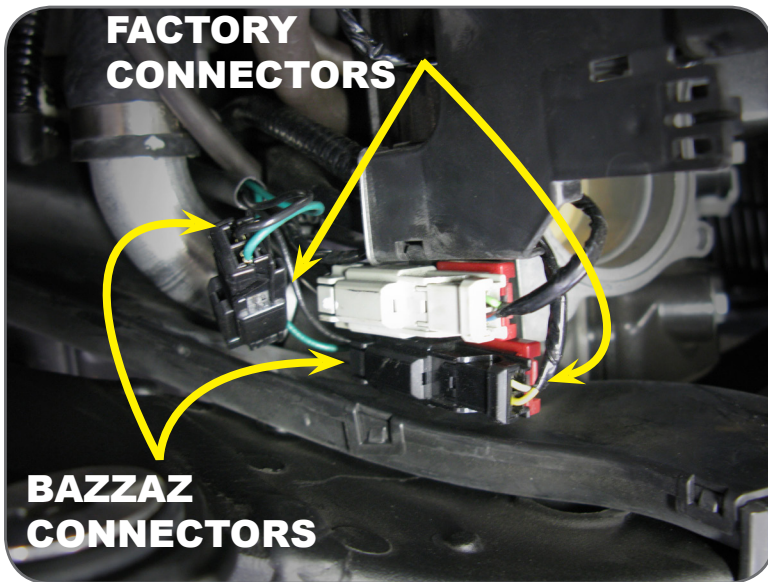
- 5.3**
1. Locate the factory blue Throttle Position Sensor (TPS) connector which can be found on the left side of the throttle bodies.
  2. Disconnect the factory TPS connector from the sensor.
  3. Connect the Bazzaz TPS connectors in-line with the factory connector and sensor.



# 5 > CONNECT (CONT.)

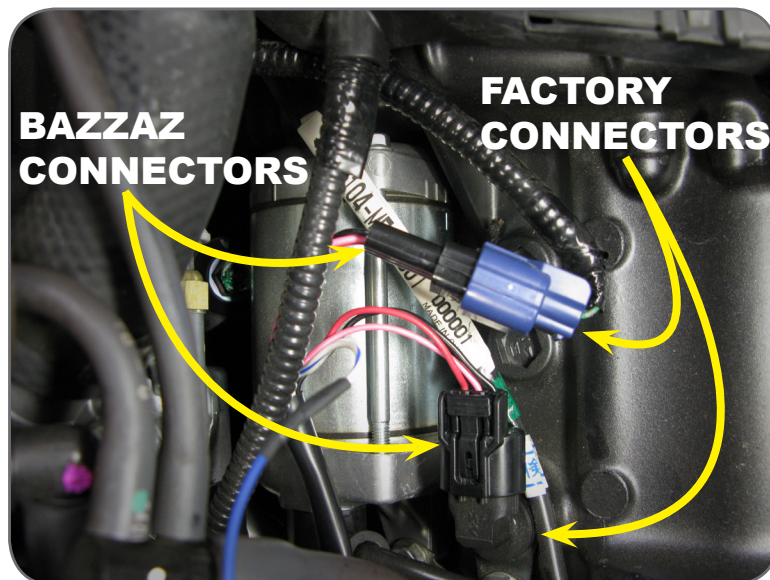
## 5.4

1. Locate the factory black Crank Position Sensor (CKPS) connectors, which can be found on the right side of the bike (on a plastic shroud which was attached to the lower half of the airbox before being removed in step 3).
2. Disconnect the factory CKPS connectors.
3. Connect the Bazzaz CKPS connectors in-line with the factory connectors.



## 5.5

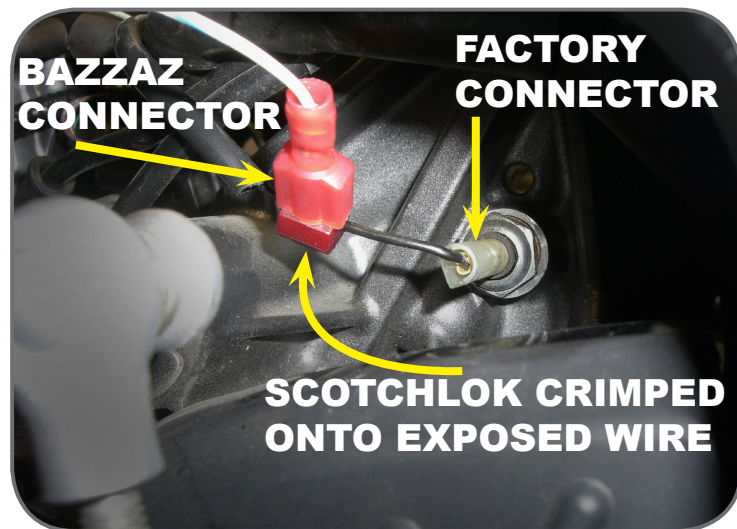
1. Locate the factory blue speed connector which can be found on the top of the engine case, near the starter motor.
2. Disconnect the factory speed connector.
3. Connect the Bazzaz speed connectors in-line with the factory connectors.



# 5>CONNECT (CONT.)

## 5.6

1. Locate the factory neutral connector which can be found on the left side of the motor, near the upper shift knuckle and above the front sprocket cover.
2. Disconnect the factory neutral connector.
3. Make a small cut to the sheathing of the factory neutral connector to expose the wire.
4. Crimp a supplied Scotchlok onto the exposed wire.
5. Connect the Bazzaz neutral connector into the Scotchlok
6. Reconnect the factory neutral connector.



# 6>GROUND

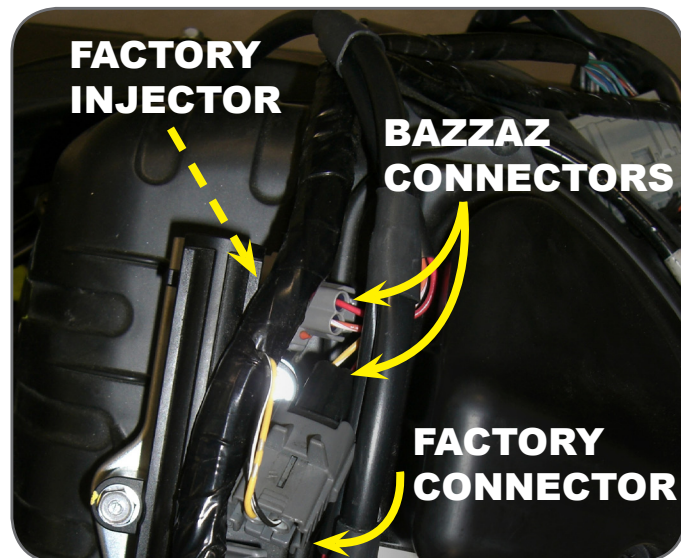


1. Locate the factory ground location on the left side of the bike, near the factory TPS connector and facing towards the outside of the frame.
2. Disconnect the factory 8mm bolt.
3. Install the Bazzaz ground with the factory ground.
4. Reinstall the 8mm bolt.

# 7>CONNECT

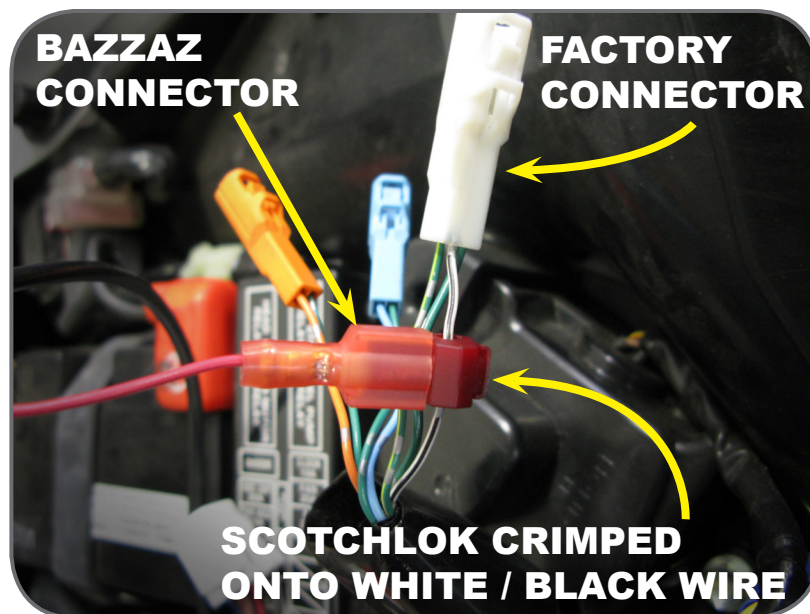
## 7.1

1. Reinstall the factory airbox.
2. Once the factory airbox is completely reinstalled onto the bike, begin to route the Bazzaz upper injector connectors (of the Bazzaz fuel harness) to the top of the airbox.
3. Disconnect the factory injector connectors from each injector.
4. Connect the Bazzaz injector connectors in-line, between each factory connector and injector.



## 7.2

1. Locate the factory white tail light connector found in the tail section of the bike.
2. Separate the white/black wire from the other wires of the taillight connector.
3. Crimp a supplied Scotchlok onto the factory white/black wire.
4. Connect the Bazzaz switched power connector into the Scotchlok.



# 8>O2 SENSOR

1. Locate the factory O2 sensor connector.
2. Disconnect the sensor connector from the factory harness, as it will no longer be used.
3. The wires should 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.
4. Install the Bazzaz O2 eliminator in place of the factory sensor connector.
5. Attach the O2 eliminator ground lug to a solid ground.

# 9>SECURE



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).**



# 10>CHECK



1. In order to check that the system is installed correctly, download the Bazzaz Z-Fi Mapper software at [bazzaz.net](http://bazzaz.net).
2. Plug the USB cable into the control unit and computer.
3. Locate and open the Z-Fi Mapper software.
4. Check that the pre-programmed map matches the model of your bike on the fuel map page within the software. You can switch from map 1 to map 2 by unplugging the map select jumper on the Bazzaz fuel harness. Map 1 will be pre-programmed; depending on your model, there may be a pre-programmed map in the map 2 slot. If map 2 is blank, stock ECU settings are used. Make sure that the jumper is left plugged in or unplugged, depending on which map you choose.
5. Start the vehicle and begin to check that the following inputs read correctly on the fuel map page.
  - RPM - Make sure that the RPM is reading near what the vehicle is idling at.
  - GPS - The vehicle should read neutral (or whichever gear it is in). For motorcycles that use a Gear Position Sensor, the bike does not need to be running to do this. For motorcycles that use a speed sensor, the wheel must be spinning to read gear properly. This can be checked on a dynamometer or by using a rear stand. Use caution when testing componentry.
  - TPS - When throttle is applied, the TPS should read accordingly. Fly-by-wire models must be running to check TPS. Normal cable operated throttles can be checked with just the key on, not running.

## Also use software to:

- View and/or make adjustments to fuel maps
- Activate Z-AFM self mapper (sold separately)
- Save and load new fuel maps
- Re-calibrate throttle position sensor after throttle modifications
- View diagnostics for troubleshooting
- Change quickshift settings
- Make traction control adjustments



If any problem is found, please carefully follow through the installation steps again.



If problem still persists, please contact Bazzaz tech support

- Factory support is available in the US at 909-597-8300.
- For fastest support outside of the US, find your local importer at [bazzaz.net](http://bazzaz.net)

# 11>REINSTALL

After it is determined that everything is correct, reinstall the components removed in step 3.

# 12>USE



**MAP 1**



**MAP 2**

## MAPS

The Bazzaz controller is capable of storing two maps.

Switch maps by connecting or disconnecting the map select jumper supplied with the kit.

Or use the optional handlebar-mounted switch to switch maps on the fly (sold separately).

# 13>NEXT LEVEL



## ZAFM SELF MAPPER

Purchased separately.

Build race-level fuel maps for your specific modifications, fuel type, engine, and atmospheric conditions simply while riding.

O2 sensor mounts into exhaust and control box easily plugs in to any Bazzaz Z-Fi product.

**299.95**

## MAP SELECT SWITCH

Purchased separately.

**79.95**

Switch maps on the fly with this handlebar-mounted switch. Weatherproof toggle and easy installation.





**THE SMARTEST PERFORMANCE TUNING TECHNOLOGY**



Proudly made in the  
**United States**

**F347**