



2009-2012 Honda CBR600RR Z-BOMB (PN O340)

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

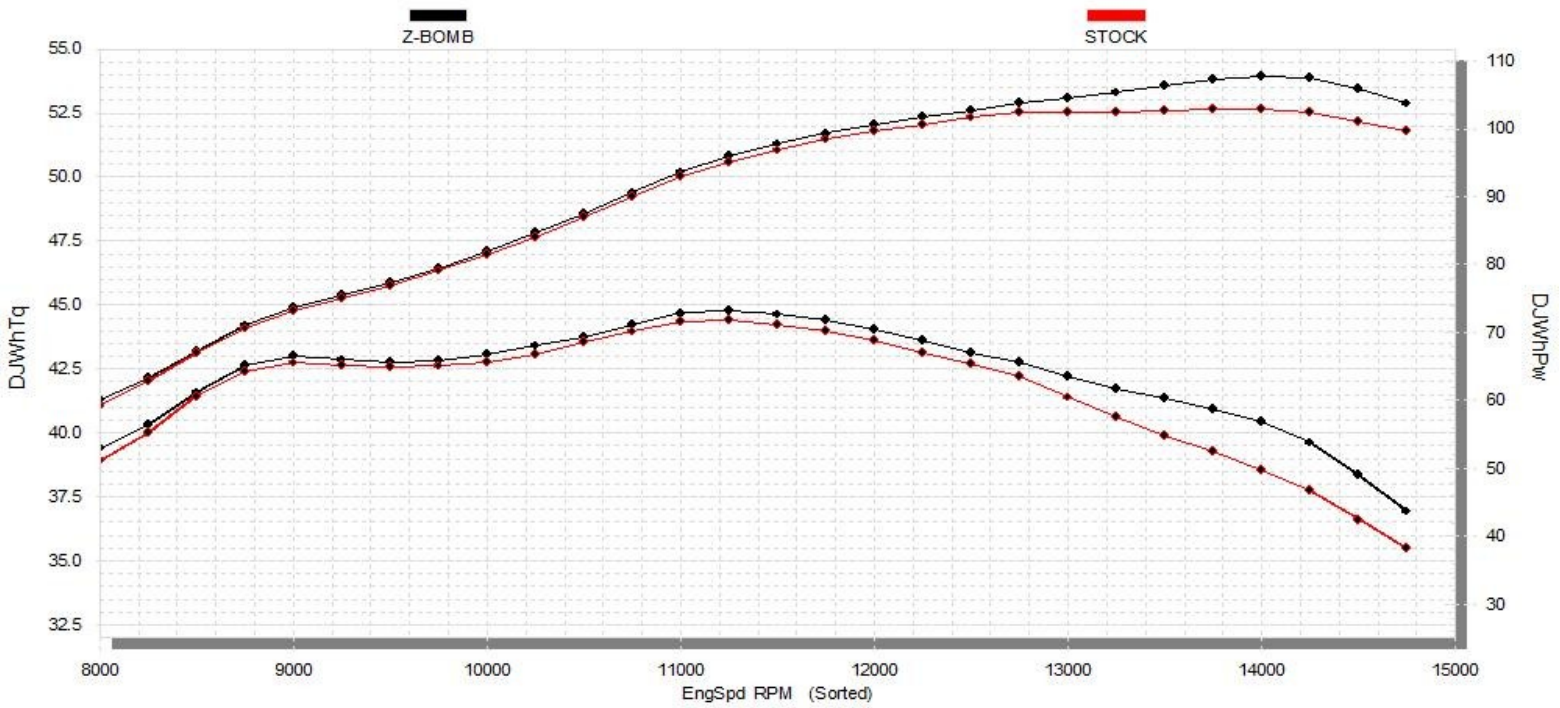
What it does:

Honda limited the power on the 2009-2011 model US spec CBR600RR, so that the peak power is approximately 3 to 5 HP lower than the unlimited version of the ECU, and so that the power peak occurs approximately 1500 RPM earlier. This was done via modified ignition timing values in the stock maps of the US spec ECU.

Designed specifically for the US model 2009-2011 CBR600RR, the Z-BOMB allows US spec bikes to get the full power as designed by Honda. At low and part throttle, the Z-Bomb does not affect the ECU.

When the Z-BOMB is installed the bike will lean out slightly. For the best tune possible, we recommend installing a Z-Fi unit as well.

Z-BOMB TIMING CALIBRATOR
2009 CBR600RR



Installation:

If you are using a fuel control module the Z-BOMB should be installed between the stock harness and fuel module as shown.

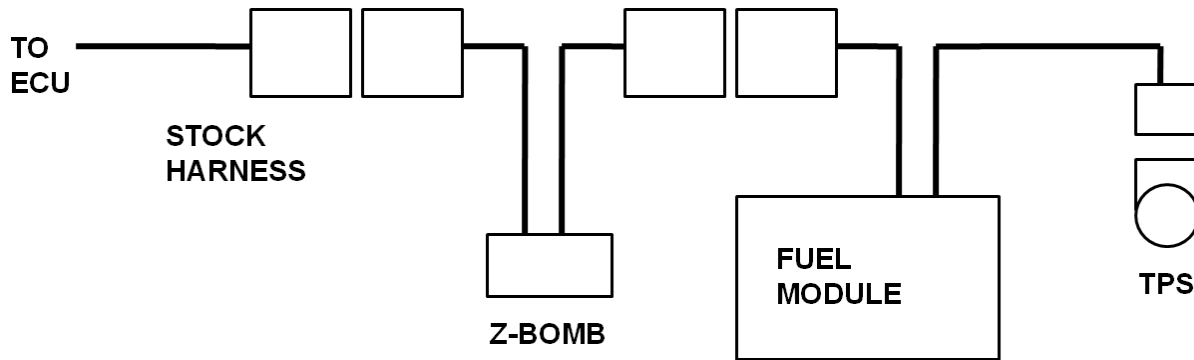


Diagram 1

If you are using the Z-BOMB by itself then it should be installed as follows.

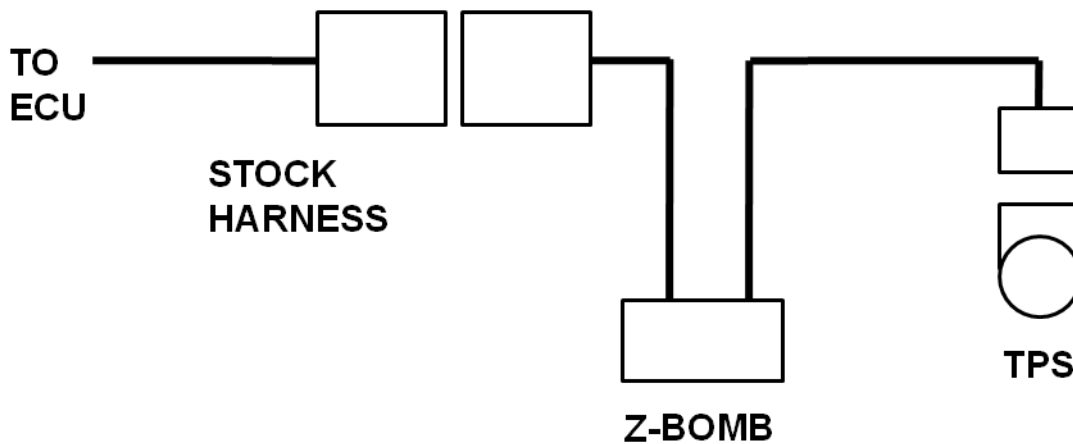


Diagram 2

To install, you will need a flathead screwdriver, 5mm hex wrench and an 8mm T-handle or socket.

1. Remove the left side fairing.
2. Remove 8mm bolt holding ground lug on to mounting bracket. Move bracket aside to gain access to TPS (Throttle Position Sensor) connector (photo 1).

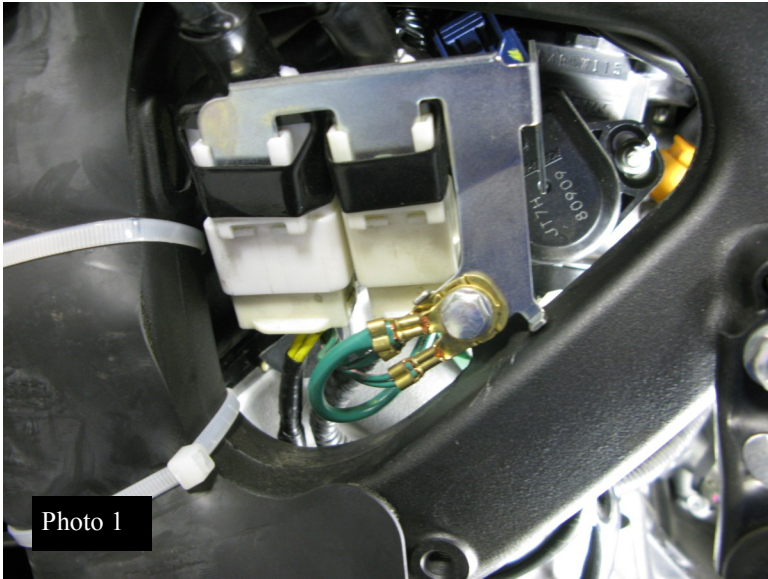


Photo 1

3. Locate TPS which is located on the left side of the throttle bodies. (Photo 2)

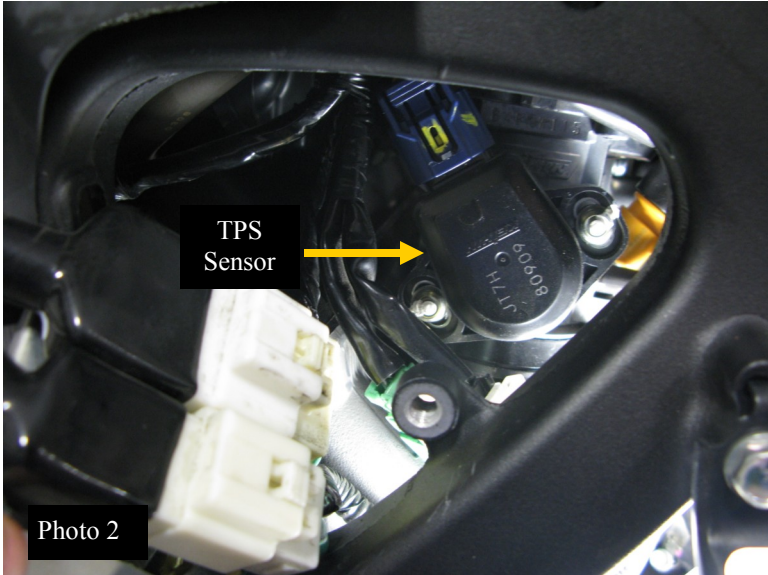


Photo 2

Note: If you are having trouble accessing the TPS as described in the above steps you can remove the seat, tank and cover. Raise the fuel tank and remove the air box to gain access to the TPS sensor.

4. Connect Z-BOMB in-line with stock harness and TPS sensor, using *Diagram 1* or *Diagram 2* as a reference. (Photo 3)

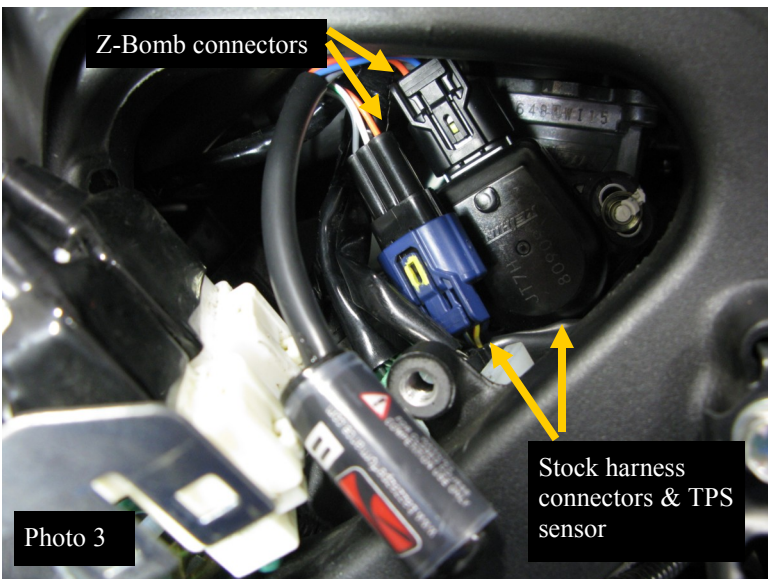


Photo 3

Stock harness connectors & TPS sensor

5. Using supplied zip tie, secure the Z-Bomb in an adequate location free of all moving components. Once Z-Bomb is installed cut off excess zip tie.
6. Reinstall the bracket, ground lug and left side fairing.

Tuning:

For best results we suggest tuning the motorcycle with a Z-Fi EMS system.

Installation of the Z-BOMB to a bike that has already been mapped should only require about +5 % of additional fuel in the 80-100% TPS and 10,500-15,000 RPM range. There is no need to completely re-map the bike, as the Z-BOMB does not affect the ECU at lower throttle and RPM setting.

WARNING!!

This device is intended specifically for the US spec ECU only.

Troubleshooting:

If you have a fuel module installed (e.g. Z-Fi), look at the TPS reading on your fuel module after installing the Z-BOMB. With the key on and the engine not running, the TPS reading should gradually progress from 0-100% as you open the throttle. If it does not do this, remove the Z-BOMB and re-test. If it goes to 100% with the Z-BOMB removed, you may have installed the Z-BOMB incorrectly (see diagram 1). The fuel module needs to be close to the TPS, and the Z-BOMB should connect between the fuel module and the motorcycle harness.

