



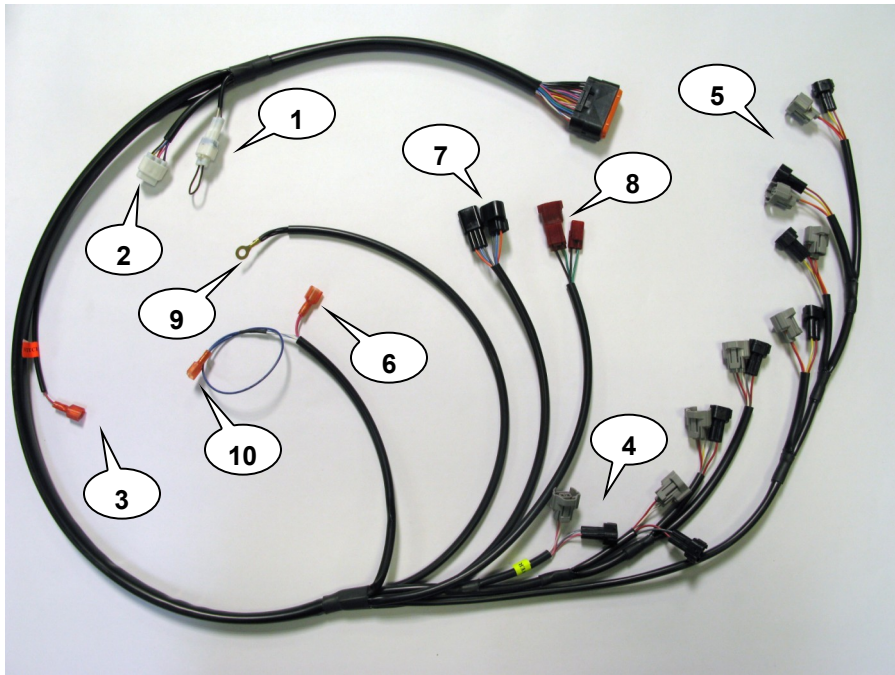
2009-2011 CBR1000RR Z-Fi TC / Z-Fi QS INSTALLATION INSTRUCTIONS
P/Ns S341S, S341R, T341S, T341R

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

**Z-Fi TC/QS CONTROL UNIT
FUEL HARNESS
COIL HARNESS
SHIFT SWITCH & MOUNTING HARDWARE
DOWNLOAD Z-Fi MAPPER SOFTWARE & ITS INSTRUCTIONS FROM WEBSITE
USB CABLE
SCOTCHLOK
SWINGARM STICKERS**



- (1) MAP SELECT**
- (2) ZAFM CONNECTOR**
- (3) SWITCHED POWER (RED TAG)**
- (4) LOWER INJECTORS (YELLOW TAG)**
- (5) UPPER INJECTORS**
- (6) SPEED SENSOR**
- (7) THROTTLE POSITION SENSOR**
- (8) CRANK POSITION**
- (9) GROUND LUG**
- (10) NEUTRAL DETECT**

Read through all instructions before beginning installation.
This is not a replacement for the ECU.

**WE STRONGLY SUGGEST THAT AN EXPERIENCED TECHNICIAN
INSTALL THIS BAZZAZ PRODUCT**

1. Remove rider and passenger seats, fuel tank cover, fuel tank and air box.
2. Place the Z-Fi TC/QS control unit in the tail section of the bike.
3. Plug in main connector on Bazzaz harness to control unit. Route the fuel harness on the left hand side of the bike. May require enlarging of hole in tail section. (Photo 1)



Enlarge existing hole to allow Bazzaz harness to pass through into bikes tail section.

Photo 1

4. Plug the Z-Fi harness in-line with the lower injectors; yellow tag on harness is CYL#1 lower injector.

WARNING! Make sure that the Z-Fi harness injector male pins make proper contact with the stock harness injector connectors.

5. Plug the Z-Fi harness in-line with the upper injectors. (Photo 2)

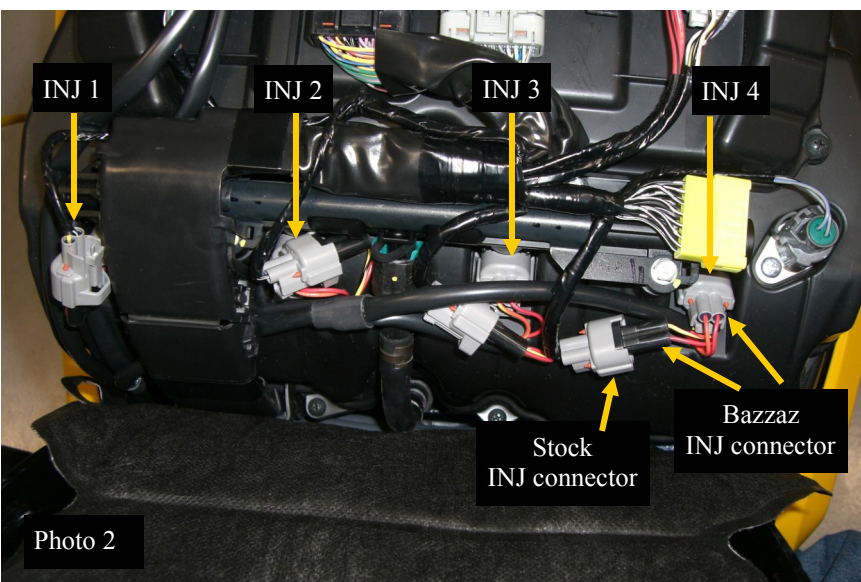
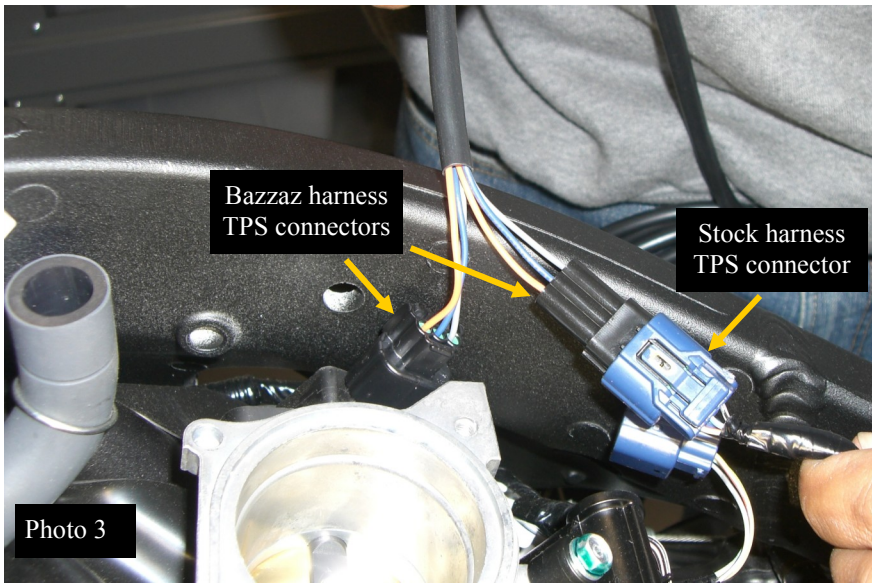


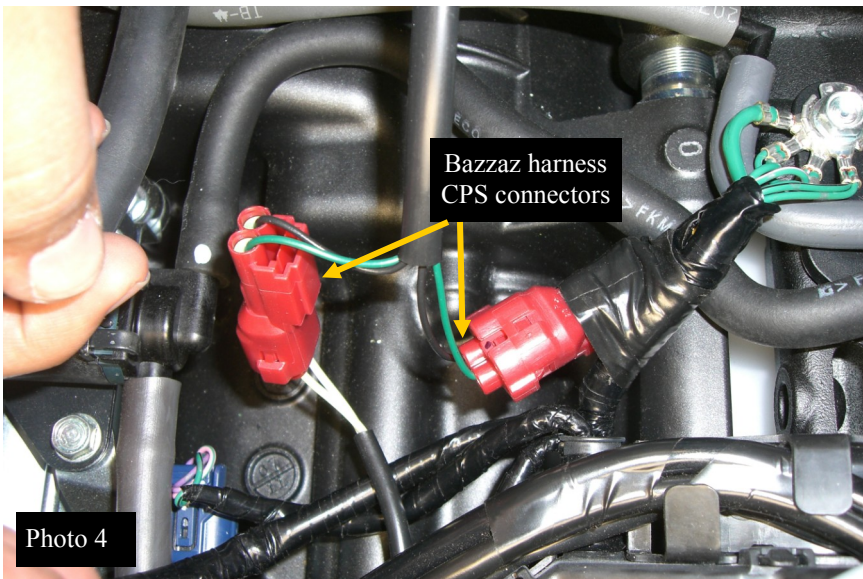
Photo 2

WARNING! Make sure that the Z-Fi harness injector male pins make proper contact with the stock harness injector connectors.

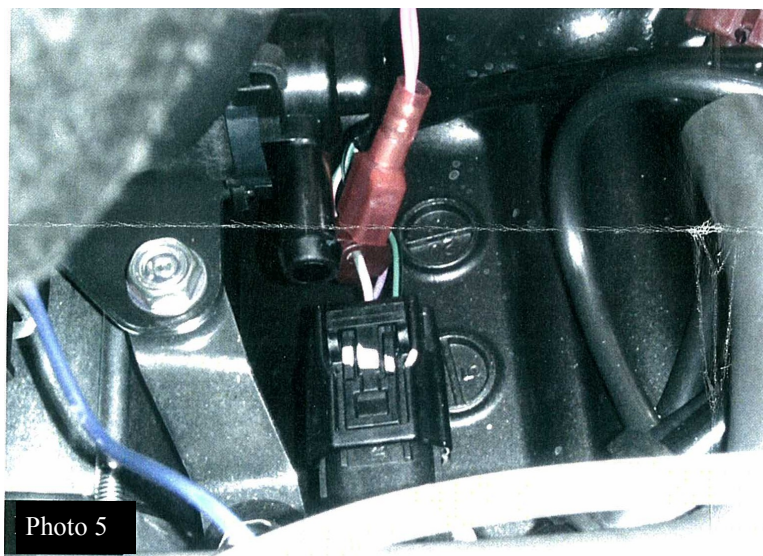
6. Plug the Z-Fi harness in-line with the Throttle Position Sensor and stock TPS harness connector. (Photo 3)



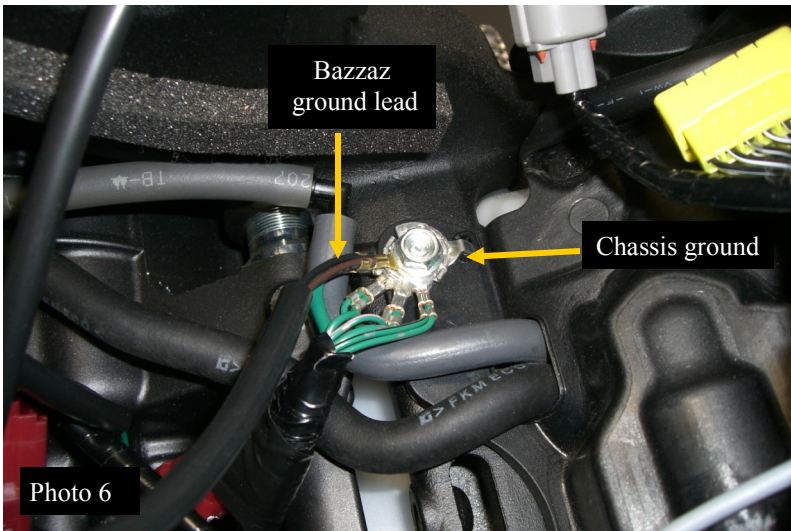
7. Plug the Z-Fi harness in-line with the stock Crank Sensor connectors. (Photo 4)



8. Using the supplied scotchlok, crimp onto pink/green wire in the center of stock Speed Sensor connector (Photo 5). Then insert T-Tap with pink wire from Bazzaz harness into scotchlok.



9. Attach the ground lug from the Z-Fi to the chassis ground. (Photo 6)

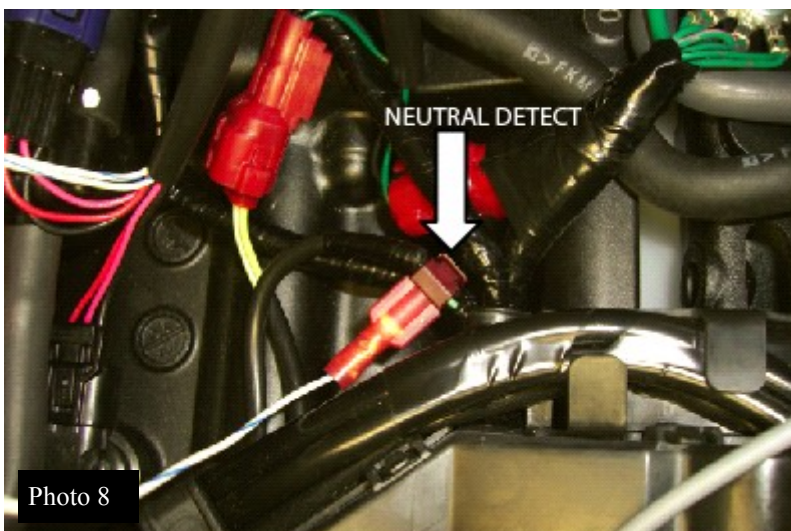


10. Locate the black/white wire on the tail light connector located in the tail section. Use the supplied scotchlok to crimp onto this wire (Photo 7). Insert T-Tap with red wire into scotchlok labeled with orange switch power tag.



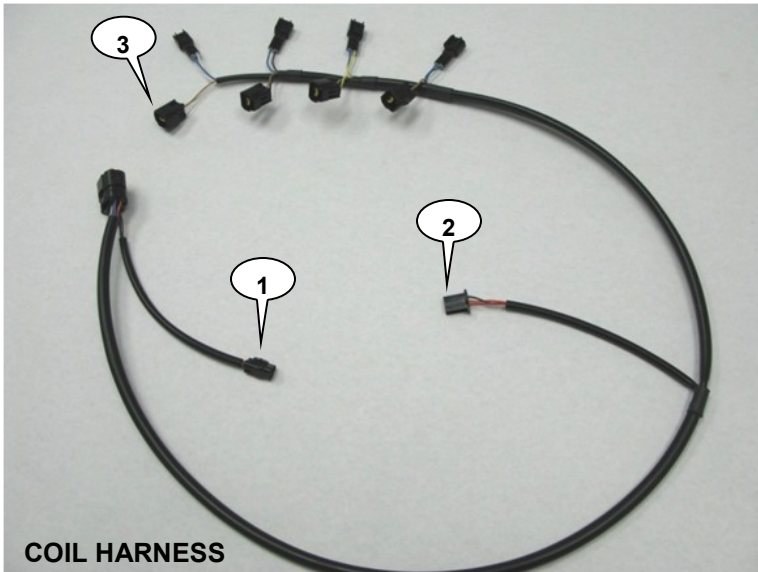
WARNING! Proper alignment of the T-TAP terminal with the scotchlok is critical for proper operation.

11. Locate the Neutral Detect wire (light green) which can be found near Speed Sensor connector. Using supplied scotchlok, crimp light green wire. Insert the neutral detect (T-Tap) into the scotchlok (Photo 8)



WARNING! Proper alignment of the T-TAP terminal with the scotchlok is critical for proper operation.

12 Route the coil harness on the right hand side of the bike. Plug the Z-Fi harness in-line with the coils.



- (1) TC adjust switch connection (n/a for Z-Fi QS)
- (2) Shift switch connection
- (3) Coil #1

13. Install the Quick shifter. (Photo 9)



- A) Remove the stock shift rod. (Photo 9)
- B) In place of the stock rod, install the Bazzaz shift switch on the rear shift linkage. (Photo 9)
- C) Install the supplied replacement shift rod by screwing it into place between the Bazzaz shift switch and front shift linkage. (Photo 9)
- D) Secure components by tightening 10mm nuts. (Photo 9)
- E) Route shift switch sensor cable into engine compartment and connect it with mating connector on the Bazzaz coil harness. Secure shift switch cable away from any moving components as damage to the cable may cause shift switch sensor failure. (Photo 9)

14. If any problem is found, please carefully follow through the installation steps again. If problem still persists, please call Bazzaz tech support department at (909) 597-8300.

15. Re-install items removed in step 1.

The Bazzaz Z-Fi 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 separately. Or these maps can be selected by connecting or disconnecting the map select jumper supplied with kit. When the map select jumper is connected the control unit is operating using map 1 (photo 10). When the map select jumper is disconnected the control unit is operating using map 2. (Photo 11).

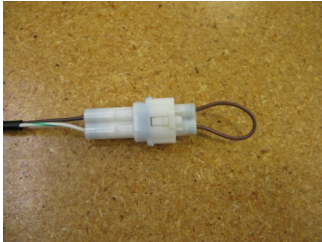


Photo 10

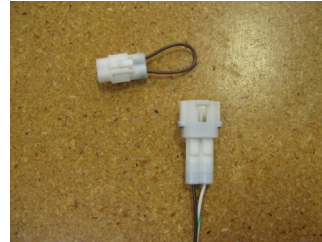


Photo 11

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