



2010-2013 Honda VFR 1200F
Z-Fi QS / Z-Fi TC Installation Instructions
P/N S350S, S350R, T350S, T350R

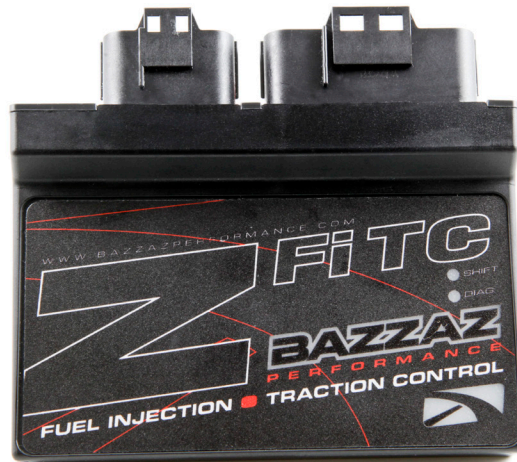
WARNING!

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 TC/QS Control Unit
- Fuel Harness
- Coil Harness
- Speed Amplifier
- Shift Switch & Mounting Hardware
- Download Z-Fi Mapper Software and its Instructions from website
- Scotchlok (4)
- Cable Ties
- Velcro
- USB Cable
- Swingarm Stickers

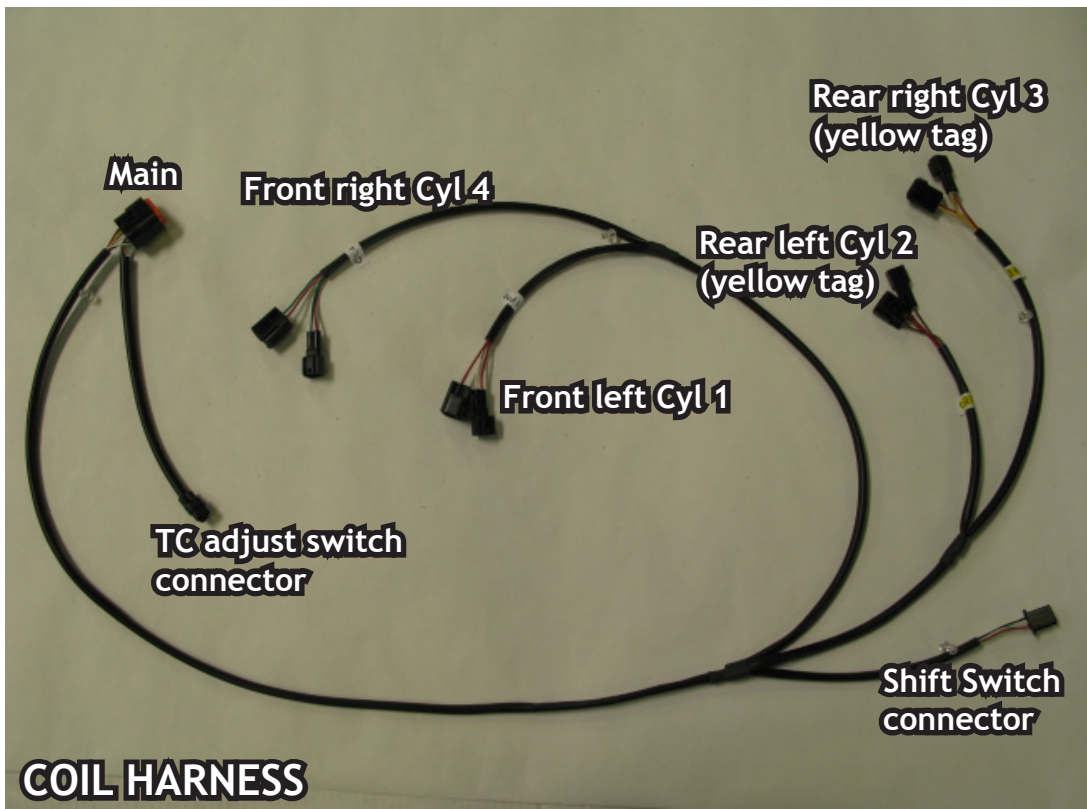
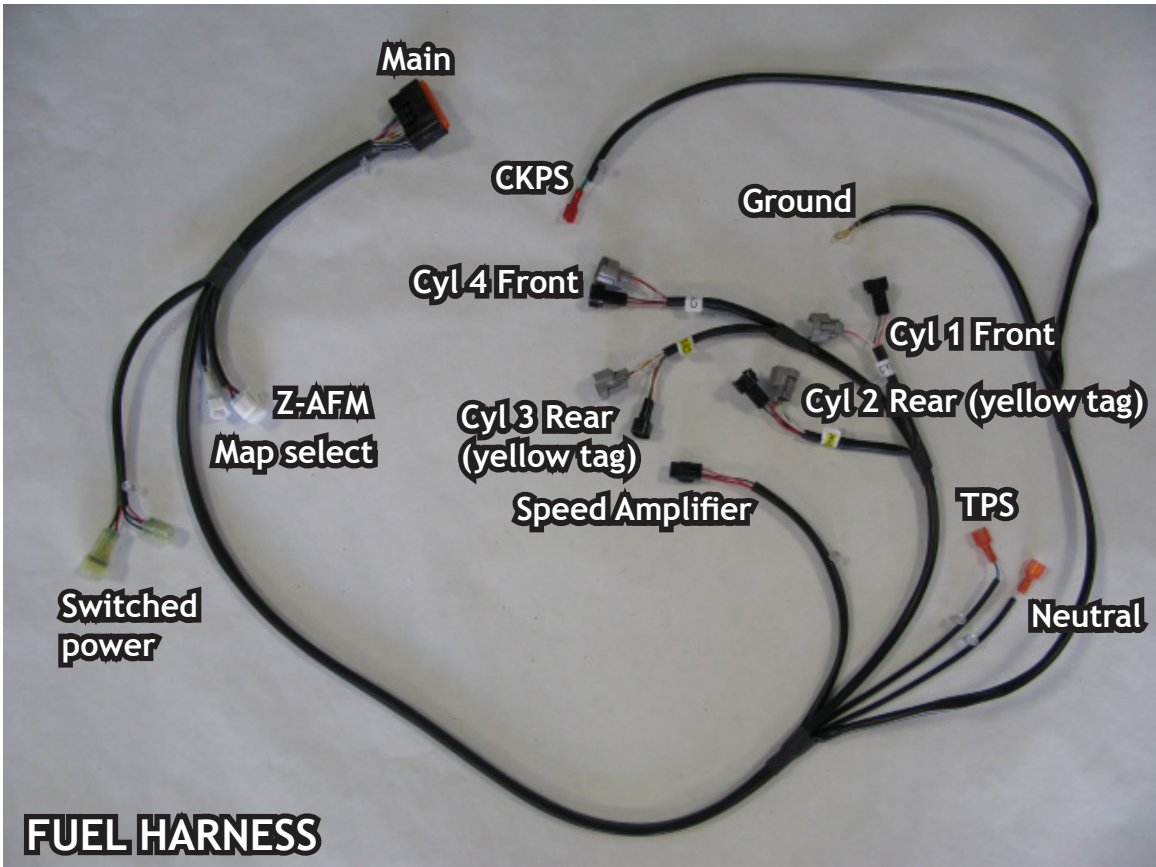


Read through all instructions before beginning installation. This is not a replacement for the ECU. This document is intended for use by qualified technicians. For more specific stock component identification and location information refer to a factory service manual.

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



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

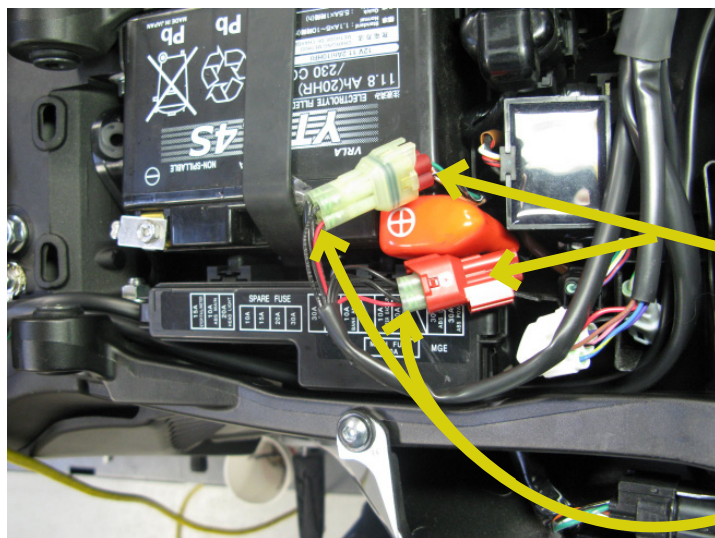
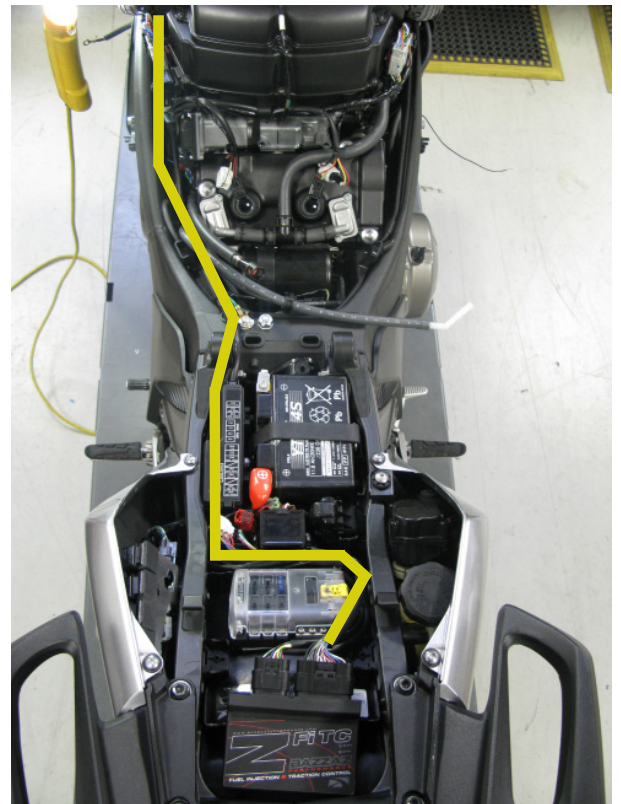
1. Begin the installation by removing the driver seat, left & right tank/air intake covers, left & right side fairings, air box and fuel tank. Also, make sure battery is disconnected.



2. Mount the control unit in tail section using Velcro patch provided. **Note: In order for unit to sit properly in the tail section you will need to cut the plastic rib as in photo.**

3. Plug main connector of the Bazzaz fuel harness to the fuel control unit and begin routing the harness on the right and before the fuse box switch to the left side.

4. Locate the factory diag connector (red connector with dummy plug) at the rear of the fuse panel, plug the Bazzaz +12V switched power in line (orange label).

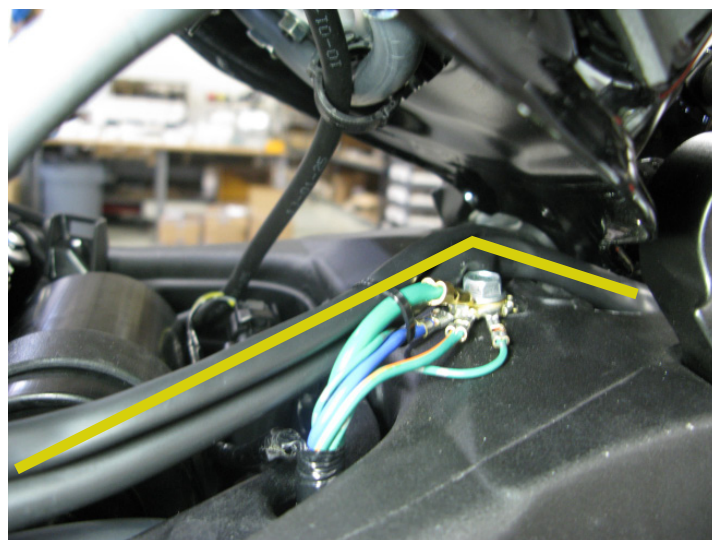
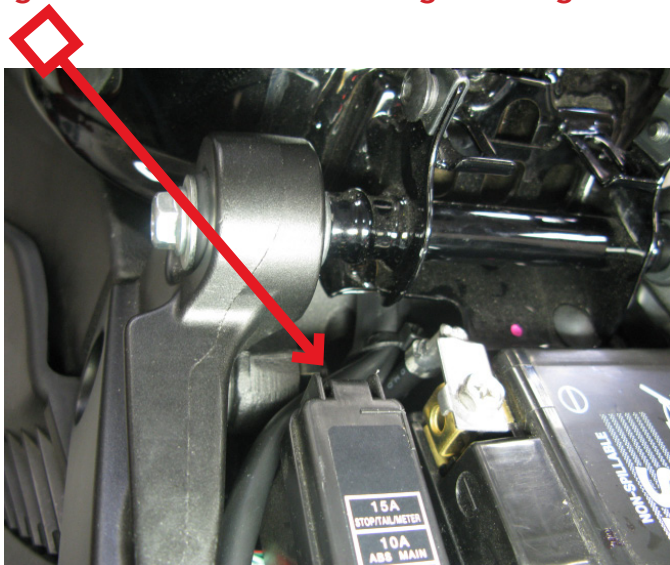


5. Route the remainder of the harness past the fuse panel, up and over the frame rail and along with the factory ground wires.

factory diag connector

Bazzaz switched power connectors

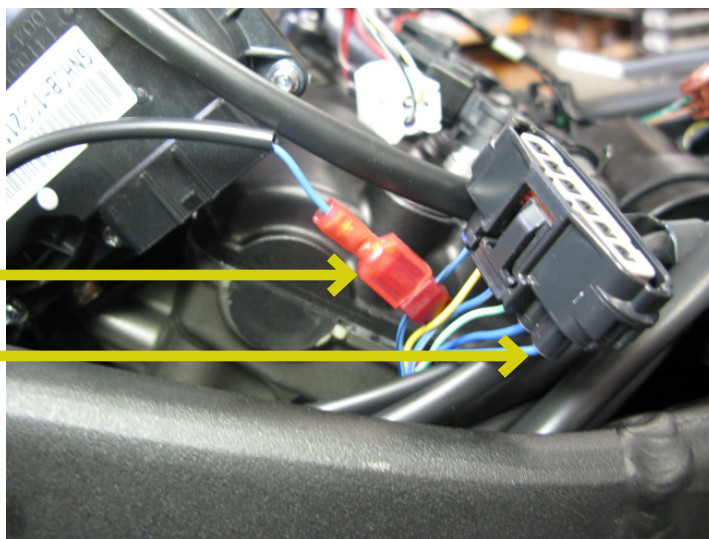
Note: Make sure you secure the Bazzaz harness properly in this area particularly; the fuel tank is a very tight fit and the wires could get damaged.



6. Locate the factory TPS (on the left side of the frame rail close to the rear cylinders) and unplug. Crimp the supplied scotchlok to the **blue / black** wire of the factory connector and connect the **blue** wire from the Bazzaz harness. Plug the factory TPS connector back into the TPS sensor.

Bazzaz TPS 

factory TPS 



7. Locate the factory gear position connector on the inside of the left frame rail above the shift shaft. Crimp the supplied scotchlok to the **light green** wire of the factory harness and connect the **white / blue** wire from the Bazzaz harness.

 Bazzaz neutral



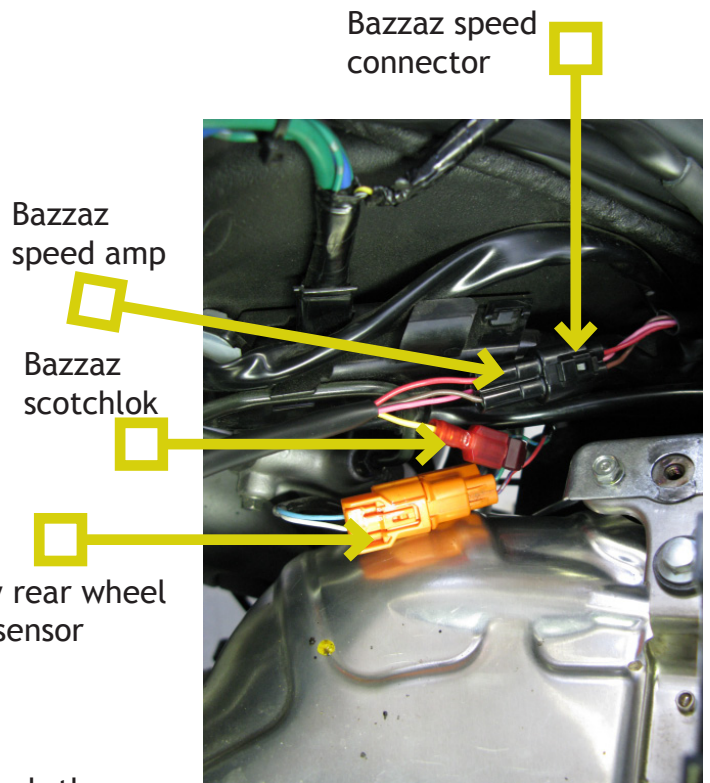
 factory GPS



8. Now locate the factory rear wheel speed sensor (bright orange connector). It can be found on the left frame rail under the main harness (you'll have to remove the charcoal canister tray to access). Use the supplied scotchlok to crimp onto the factory **green/blue** wire. Proceed to connect the **yellow** wire from the Bazzaz speed sensor amp circuit and plug in the Bazzaz speed signal connector.



factory rear wheel speed sensor



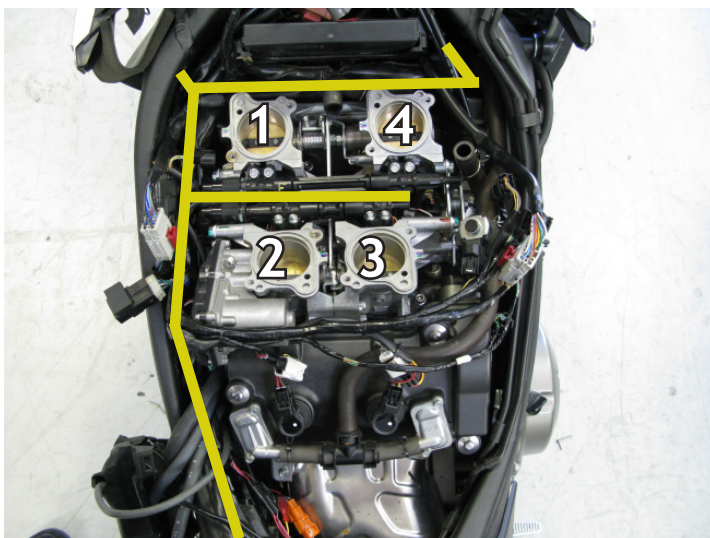
Bazzaz speed amp

Bazzaz scotchlok

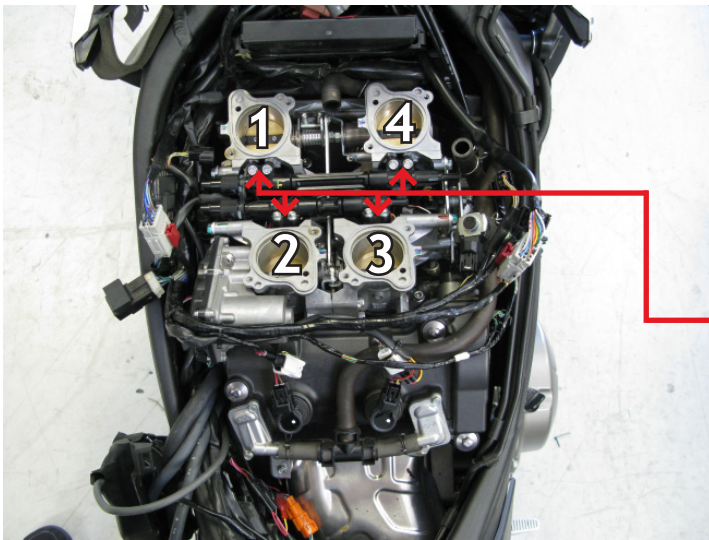
factory rear wheel speed sensor

Bazzaz speed connector

9. Continue to route the remainder of the harness towards the front of the bike on the left side of the frame.



NOTE: THESE STEPS ARE VERY IMPORTANT. IF NOT FOLLOWED PROPERLY IT WILL RESULT IN FUEL PRESSURE FAILURE.

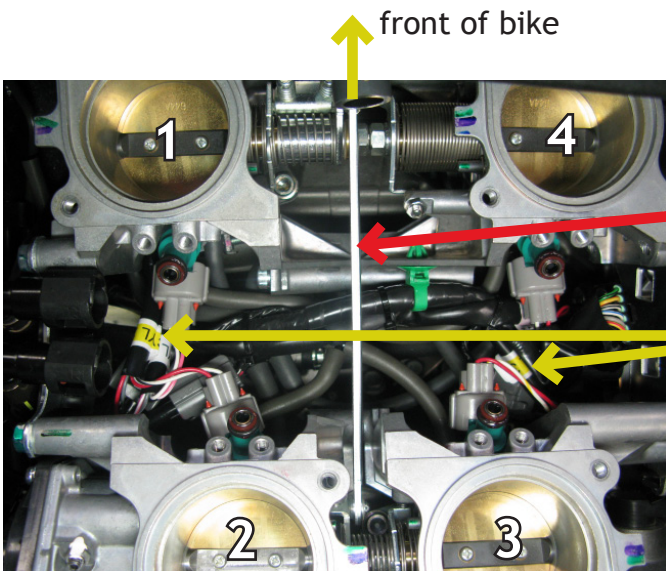


10. Remove the 8 bolts holding the fuel rails down to the throttle bodies. Remember to label the fuel rails front and rear before removing them.

NOTE: Hold the injectors down in place when removing the fuel rails or they will come out with it.

□ remove bolts

11. Route the Bazzaz injectors in between the throttle bodies and plug in line with the corresponding factory injectors (Bazzaz harness will be labeled).

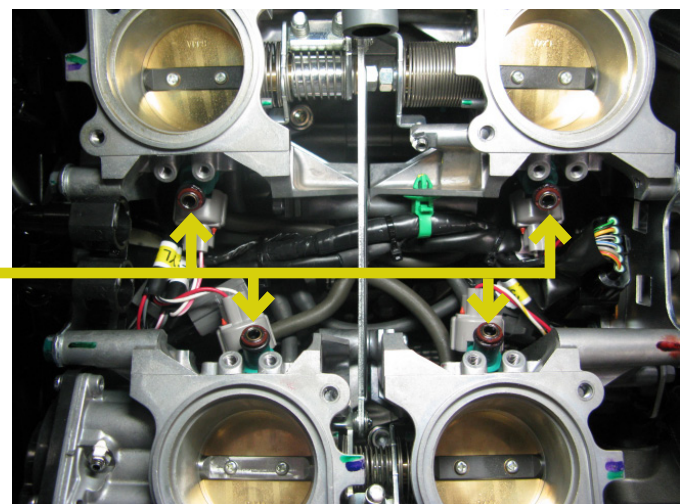


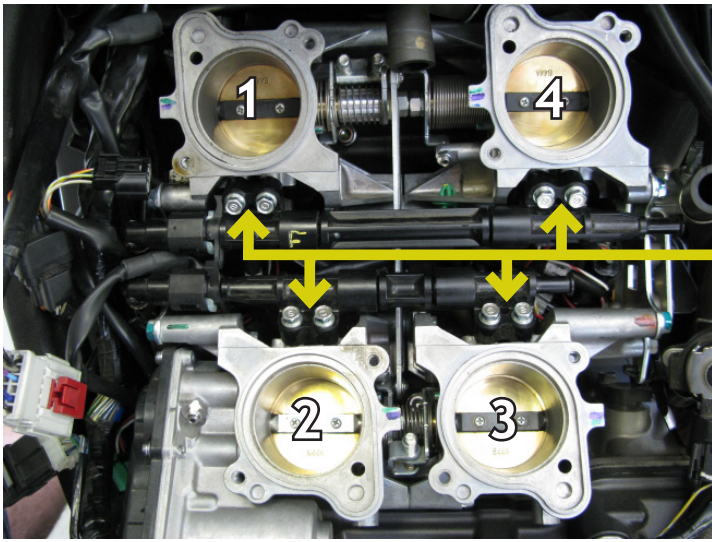
Make sure and secure Bazzaz harness away from the throttle plate linkage.

□ Bazzaz harness is labeled with yellow tags which go to the rear cylinders 2 & 3

12. Reinstall the fuel rails. **Note: before installing the rails use some grease to coat the o-rings on the injectors to ensure proper fitment and function.**

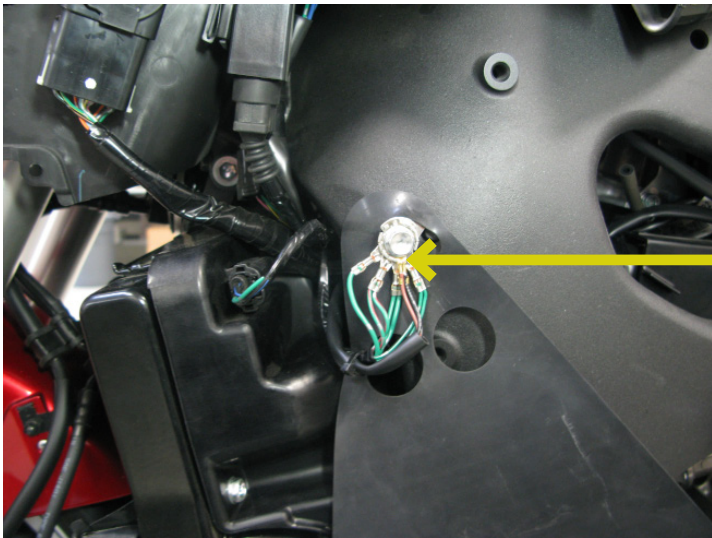
□ apply grease





Torque the 8 bolts that hold the fuel rails down to 5.1 Nm or 3.8 ft lbs.

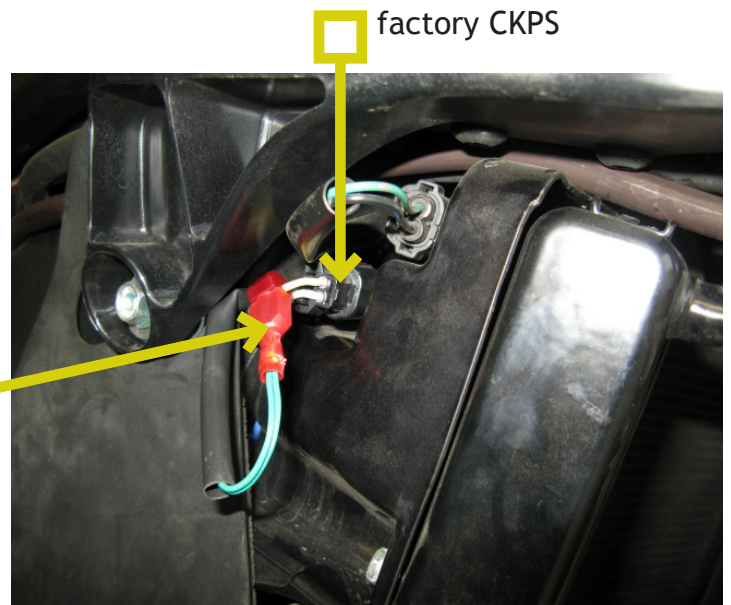
13. Route the remainder of the Bazzaz harness in front of the throttle bodies. Attach the Bazzaz ground lug in the same location of the factory grounds on the left main outside frame rail.



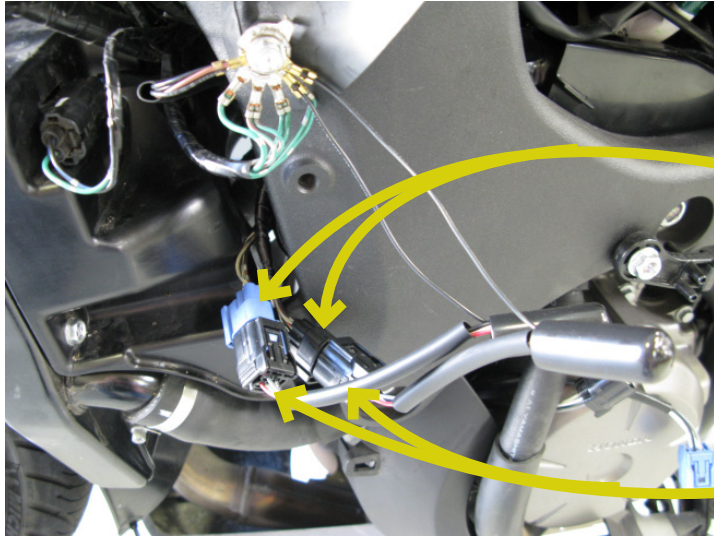
Bazzaz ground lug

14. Locate the factory crank position connector found on the front right side of the bike attached to the radiator fan shroud. The connector is the lower connector with the yellow and white wire. Use the supplied scotchlok and crimp onto the **yellow** wire of the factory harness and plug the **green** wire in from the Bazzaz harness.

Bazzaz CKPS



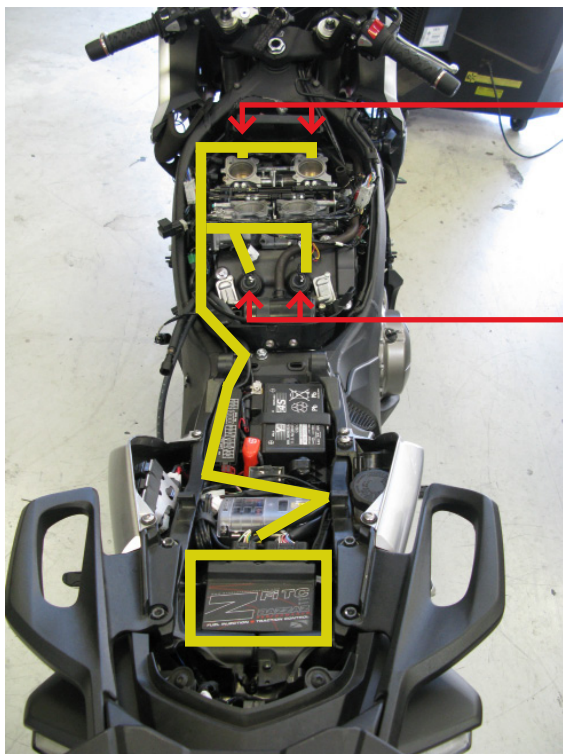
15. Next, locate the factory O2 sensors which are found on the inside of the left frame rail next to the front cylinder head. There are two sensors, one for the front cylinder and one for the rear cylinder. Unplug both stock sensors and plug the Bazzaz O2 eliminators in their place. Secure the Bazzaz O2 eliminator ground lug to a good chassis ground.



factory O2 sensor connectors

Bazzaz O2 eliminators

16. Now connect the main QS/TC connector of the Bazzaz coil harness to the control unit and route the harness following along with the Bazzaz fuel harness towards the front of the bike.



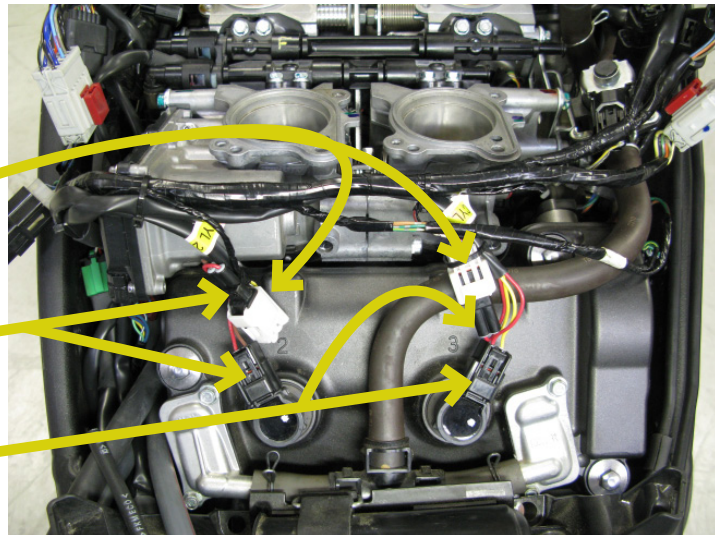
1 & 4

2 & 3

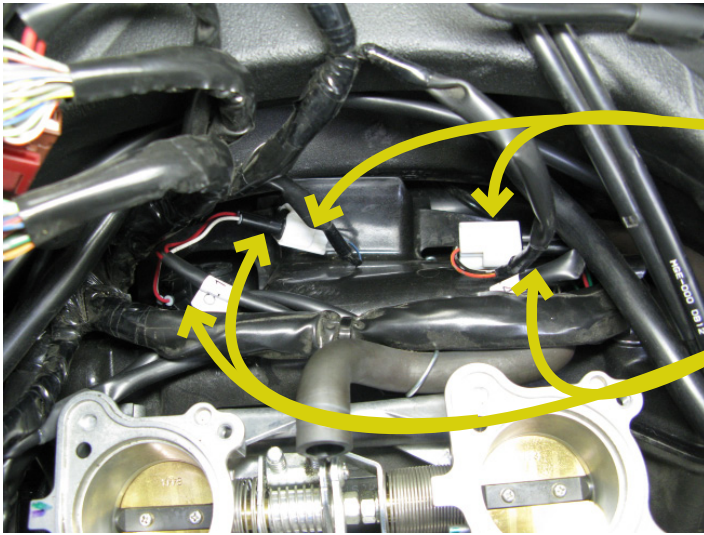
17. Locate the cylinder # 2 on the left rear side (there are numbers on the valve covers for the orientation of the cylinders). Disconnect the factory coil connector and plug in line with the Bazzaz cylinder # 2 rear (yellow tag) coil connectors. Then disconnect the factory coil connector # 3 on the right rear side and plug in line with the Bazzaz cylinder # 3 rear (yellow tag) coil connectors.

factory coil connectors

Bazzaz coil connectors



18. Now locate the cylinder # 1 coil on the left front side. Disconnect the factory coil connector and plug in line with the Bazzaz cylinder # 1 front (white tag) coil connectors. Then disconnect the factory coil connector #4 from the right front side and plug in line with the Bazzaz cylinder # 4 front (white tag) coil connectors.



factory coil 1 & 4 connectors

Bazzaz coil connectors

19. Remove the factory shift rod on the shift linkage and install the supplied shift rod and shift switch. Adjust shift lever to desired height and secure components by tightening 10mm nuts. Gently secure shift switch cable to shift rod with zip ties. Route the remainder of the cable up towards the shift switch connector on the Bazzaz coil harness and connect it with the mating connector. Secure shift switch cable away from any moving components as damage to the cable may cause the shift switch sensor to fail.



standard shift

20. To complete the installation, use the supplied cable ties to secure the Bazzaz and factory harnesses neatly along its 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 department 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 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**. When the map select jumper is disconnected the control unit is operating using **Map 2**.

