

# INSTALLATION INSTRUCTIONS



# UNLEASH.

THE SMARTEST PERFORMANCE TUNING TECHNOLOGY

**ZFI QS** FUEL + QUICKSHIFT

**ZFI TC** FUEL + QS + TRACTION CONTROL

**HONDA NC700X, 2012-2013  
S380S, S380R, T380S, T380R**

## 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 highways.

### GETTING HELP



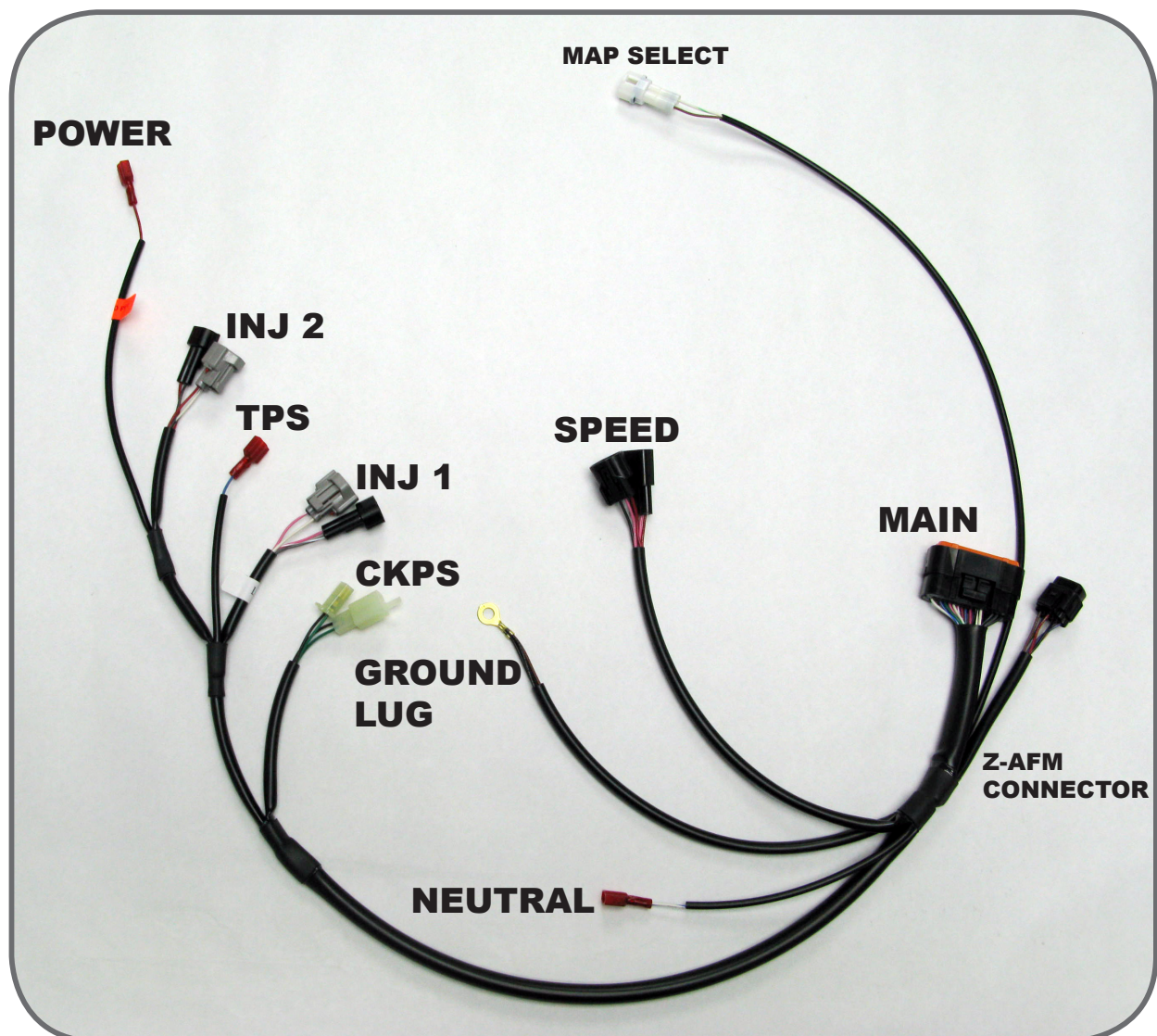
- Factory support is available in the US at 909-597-8300.
- For fastest support outside of the US, find your local importer at [bazzaz.net](http://bazzaz.net).

# 2>IDENTIFY

## INCLUDED PARTS

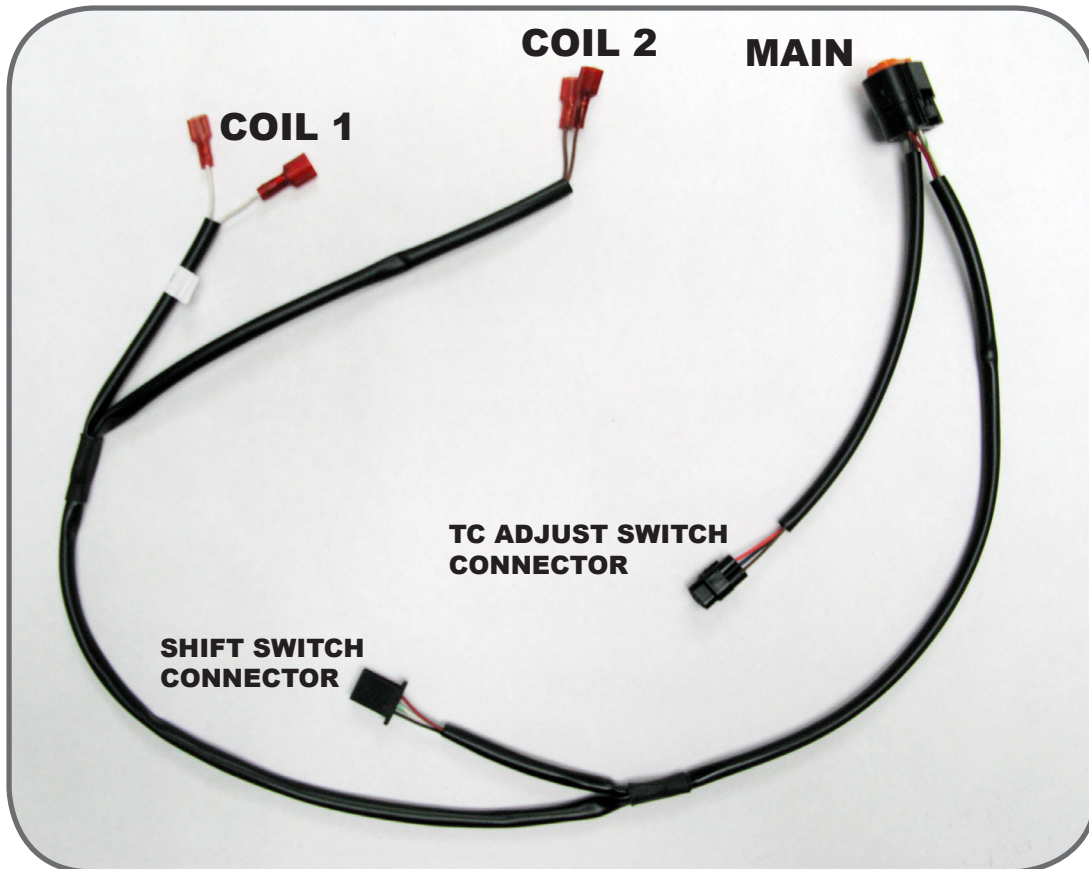
1. Z-Fi QS/TC control unit
2. Fuel harness
3. Coil harness
4. Shift Switch and mounting hardware
5. USB cable
6. Scotchlok (3)
7. Zip ties
8. Velcro

## FUEL HARNESS



# 2>IDENTIFY (CONT.)

## COIL HARNESS



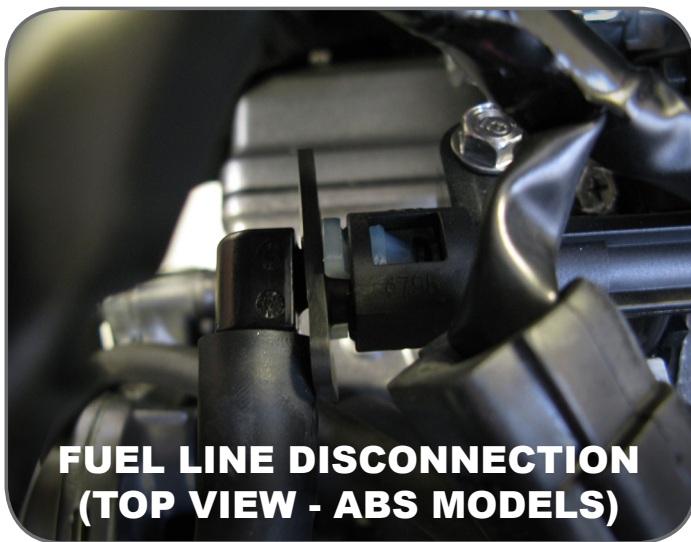


# 3> REMOVE

1. Rider seat
2. Left & right side fairings
3. Storage compartment (including all small attached fairings)
4. Battery box
5. Airbox

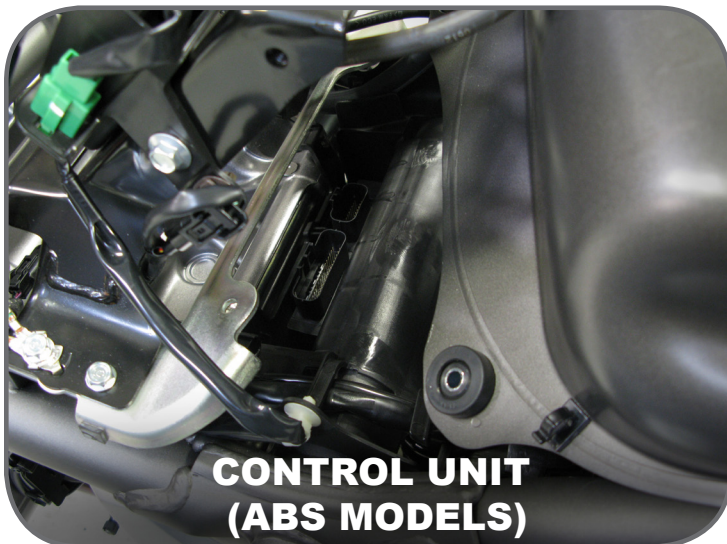
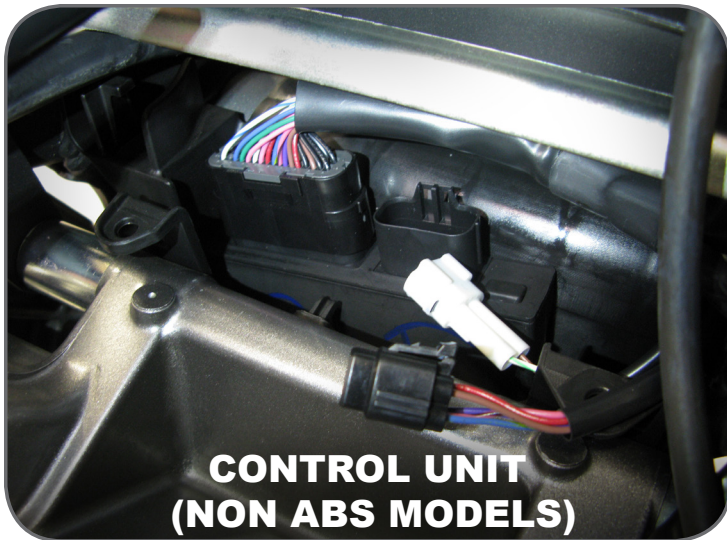
## **ABS MODELS ALSO REMOVE THE FOLLOWING:**

1. Remove the passenger seat.
2. Loosen the tail section fairings and begin to free the gas tank (so it can be slid up and back enough to secure the control unit in place).
3. You must disconnect the factory fuel line from the fuel rail and all secure points to free the gas tank.



# 4>SECURE

1. Mount the control unit in the factory plastic tray, securing it with the Velcro provided.

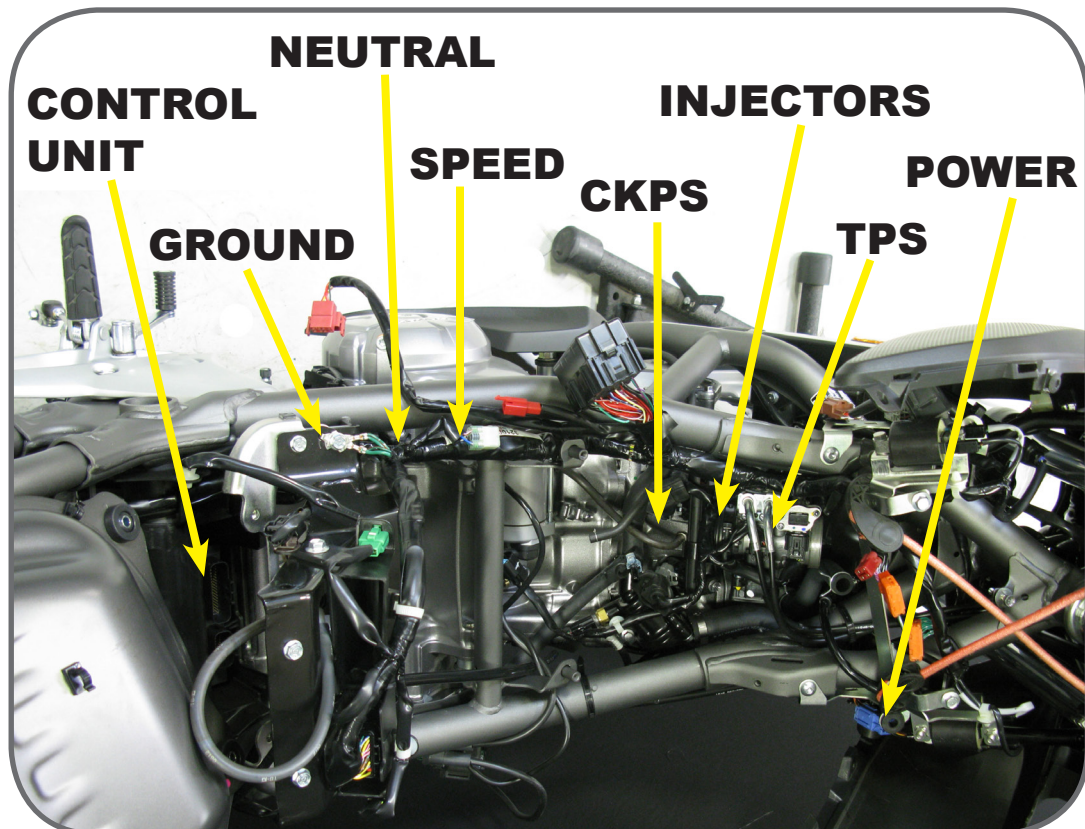
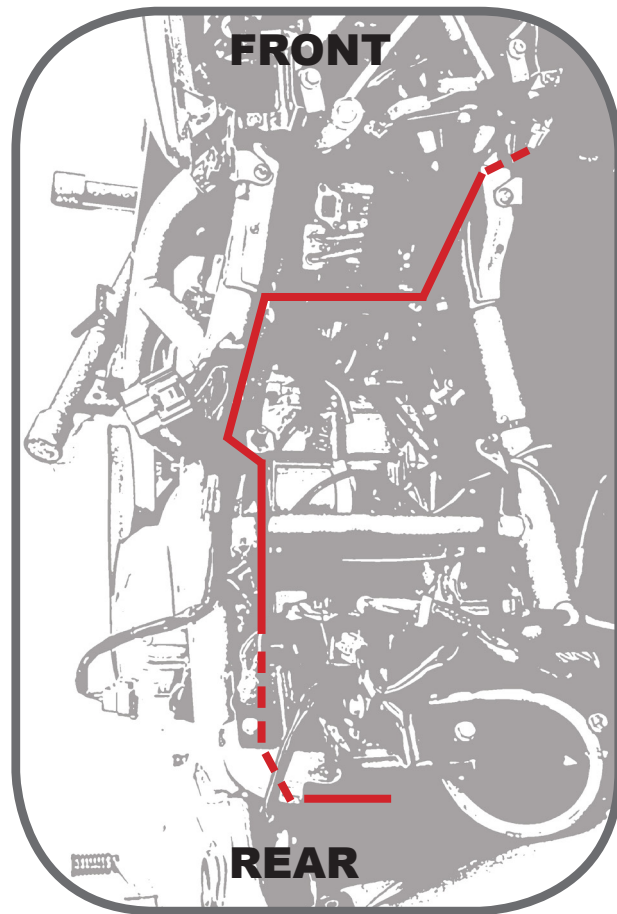




# 5>CONNECT

## 5.1

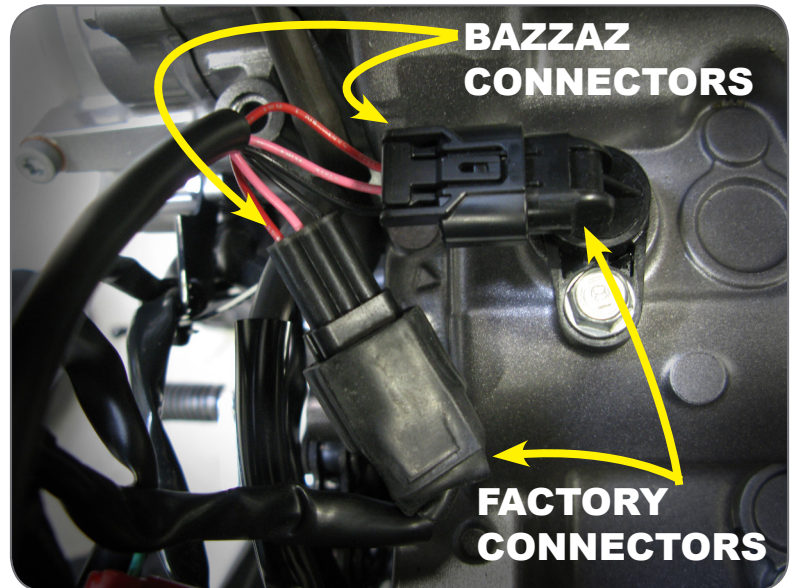
1. Connect the main connector of the Bazzaz fuel harness to the control unit.
2. Begin routing the harness forward, along the left side frame rail.



# 5>CONNECT (CONT.)

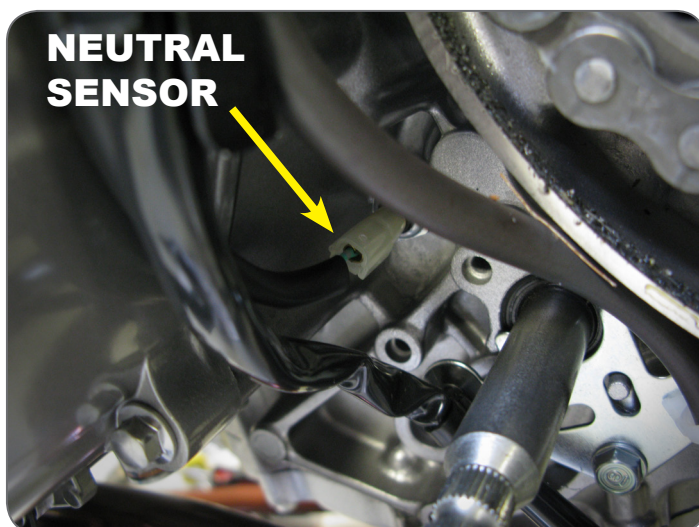
## 5.2

1. Locate the factory speed connectors, which can be found on top of the crankcase and on the left side (covered by a black rubber boot).
2. Disconnect the factory speed connectors.
3. Connect the Bazzaz speed connectors in-line with the factory connectors.



## 5.3

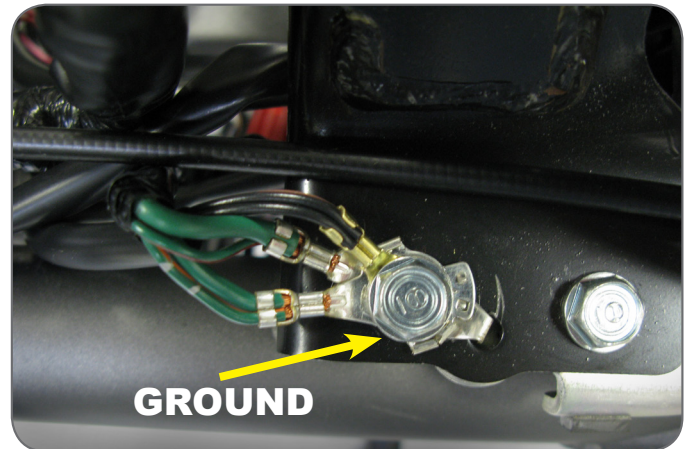
1. Locate the factory neutral sensor (has light green wire), which can be found behind the front sprocket cover and near the shift shaft.
2. Follow the wire from the sensor to just before the main harness.
3. With caution, use a razor blade to open the sheathing just enough to expose the light green wire of the factory neutral sensor.
4. Crimp a supplied Scotchlok onto the **light green** wire.
5. Insert the Bazzaz neutral connector into the Scotchlok.





# 6>GROUND

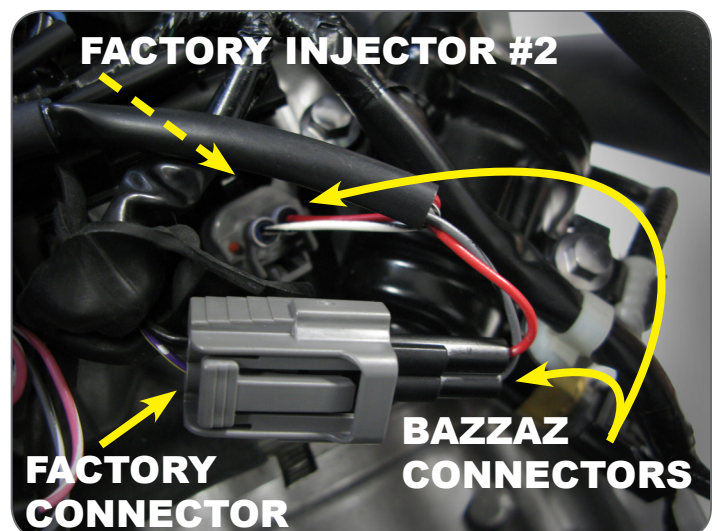
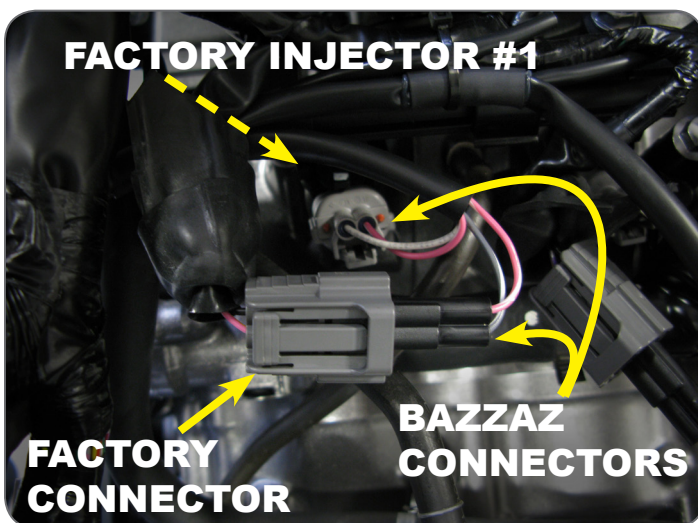
1. Locate the factory ground, which can be found near the factory speed sensor, along the rear storage mounting bracket.
2. Unbolt the factory 10mm bolt.
3. Install the Bazzaz ground lug.
4. Reinstall the factory ground bolt.



# 7>CONNECT

## 7.1

1. Continue routing the harness forward, towards the factory injectors which will have a black rubber boot covering them.
2. Disconnect the factory connectors from the two injectors. Left is injector #1 and right is injector #2.
3. Connect the Bazzaz injector #1 connectors in-line, between the factory injector #1 and connector.
4. Repeat process for injector #2.

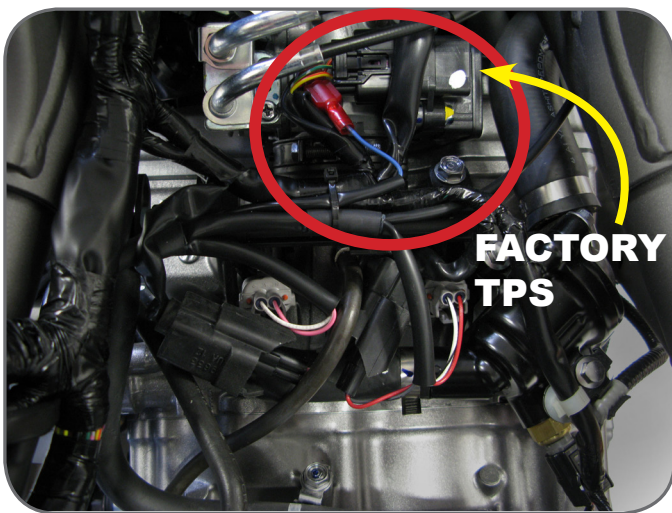




# 7>CONNECT (CONT.)

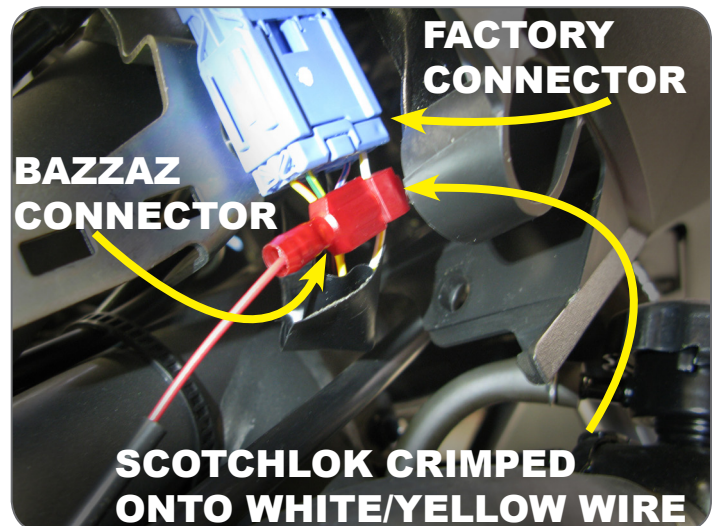
## 7.2

1. Locate the factory Throttle Position Sensor (TPS) and connector, which is centered above the factory injectors.
2. Disconnect the factory TPS connector from the sensor.
3. Separate the red/yellow wire of the TPS connector from the other wires.
4. Crimp a supplied Scotchlok onto the **red/yellow** wire.
5. Insert the Bazzaz TPS connector into the Scotchlok.
6. Reconnect the factory TPS connector to the sensor.



## 7.3

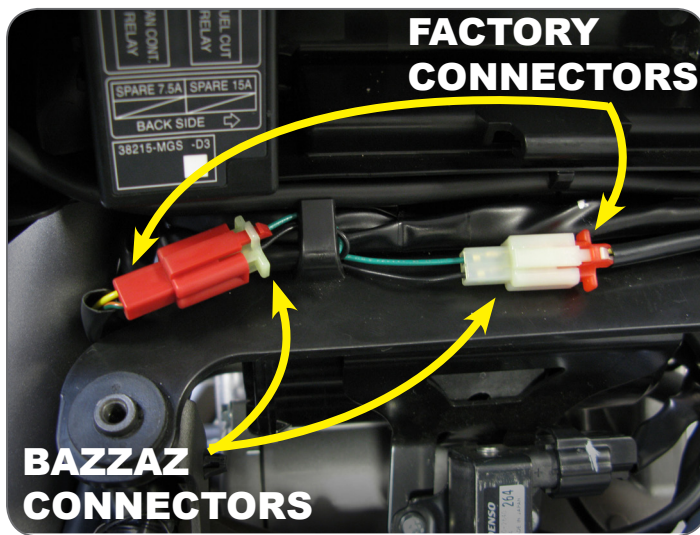
1. Route the remaining Bazzaz +12V switched power lead to the right side of the bike and up to the right handle bar switch connector (blue connector), found on the outside of the frame.
2. Separate the white/yellow wire of the handle bar switch connector from the other wires.
3. Crimp a supplied Scotchlok onto the **white/yellow** wire.
4. Insert the Bazzaz +12V switched power connector into the Scotchlok.



# 7>CONNECT (CONT.)

## 7.4

1. Reinstall the battery box assembly that was unassembled in step 3.
2. Locate the red factory Crank Position Sensor (CKPS) connectors located in the front of the battery.
3. Disconnect the factory CKPS connectors.
4. Connect the Bazzaz CKPS in-line with the factory connectors.



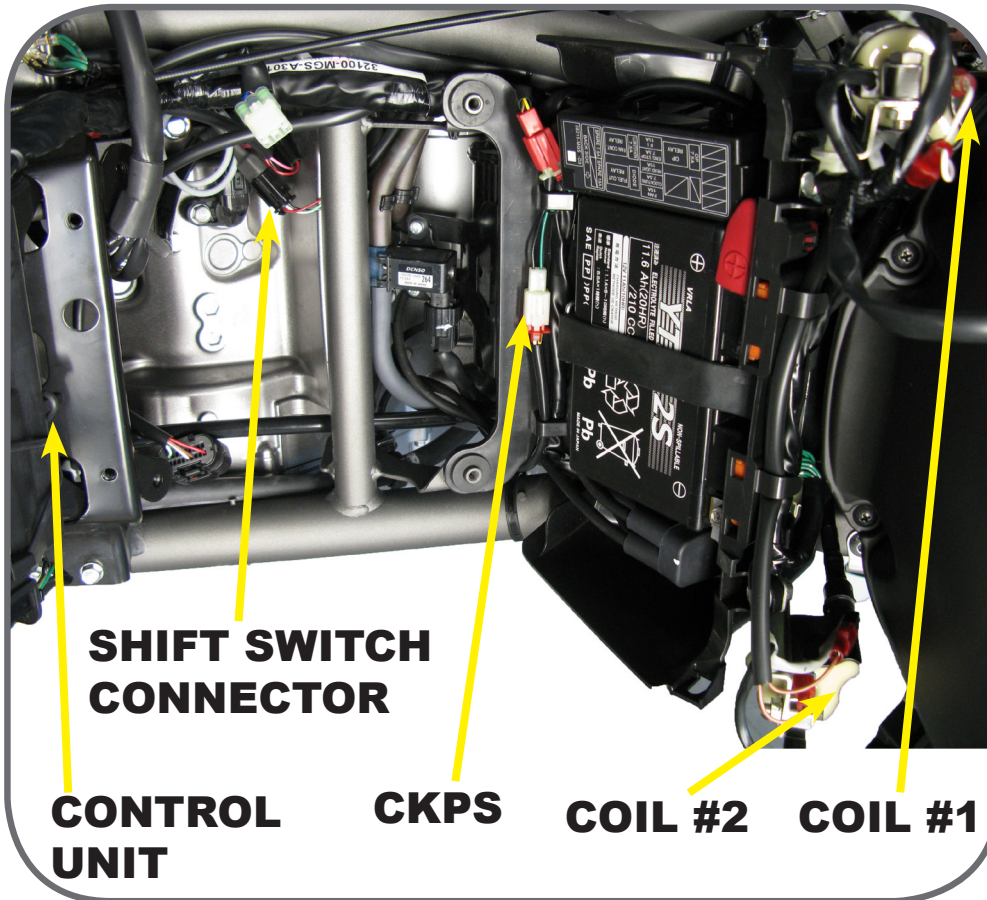
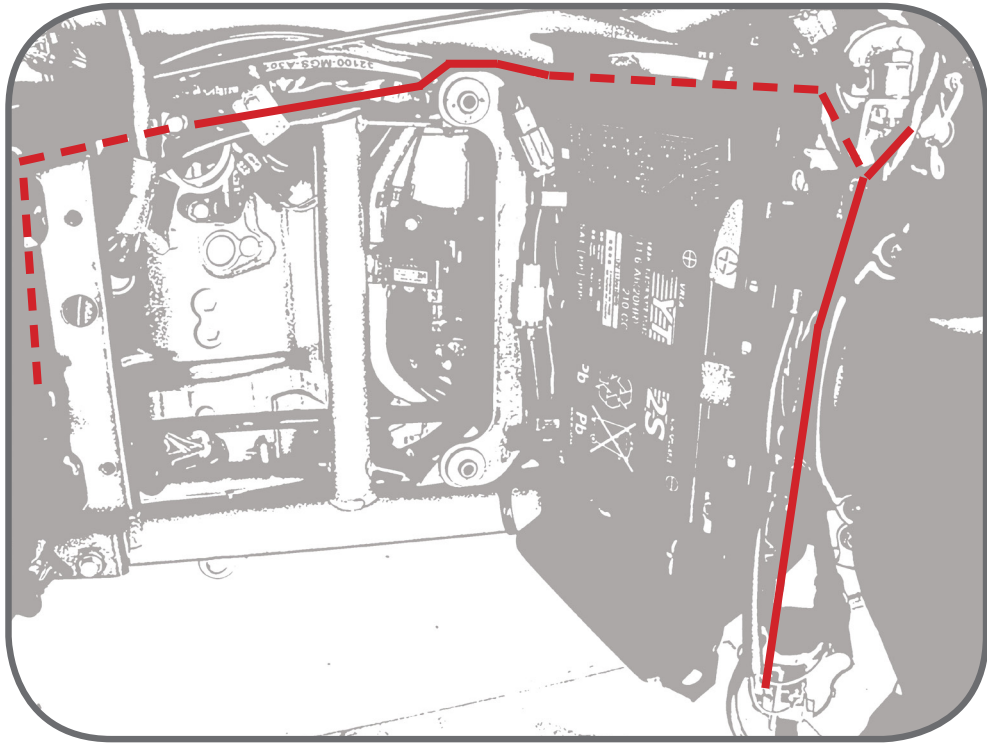
## 7.5

# COIL HARNESS

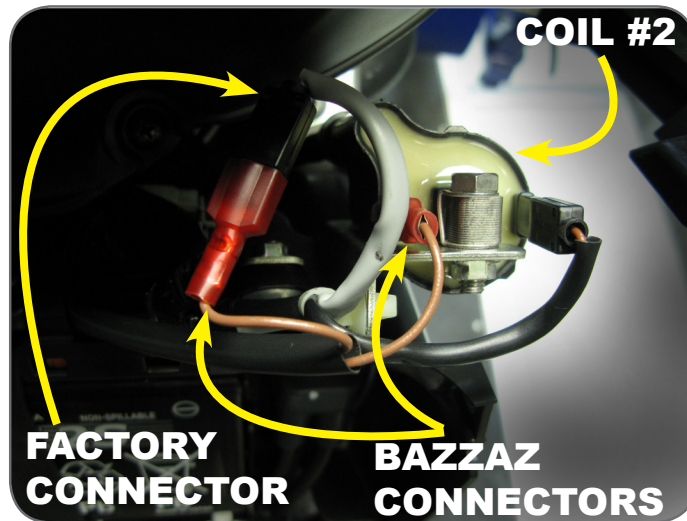
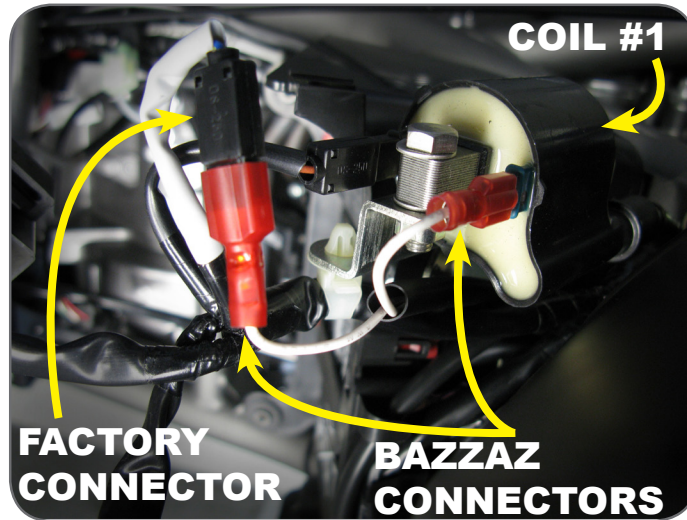
1. Connect the main connector of the Bazzaz coil harness to the control unit.
2. Route the coil harness forward and on the left side of the bike, along the same path as the Bazzaz fuel harness.
3. Route the coil harness beneath and behind the battery box, up to the coils.
4. Disconnect the coil connector from coil #1. Make sure you are disconnecting the connector that has the GRAY sheathing. Do not disconnect the other connector attached to the coil.
5. Connect the Bazzaz #1 coil connectors in-line, between factory coil #1 and its connector.
6. Repeat the process for coil #2, making sure to disconnect the connector that has the GRAY sheathing as well.



# 7>CONNECT (CONT.)



# 7>CONNECT (CONT.)

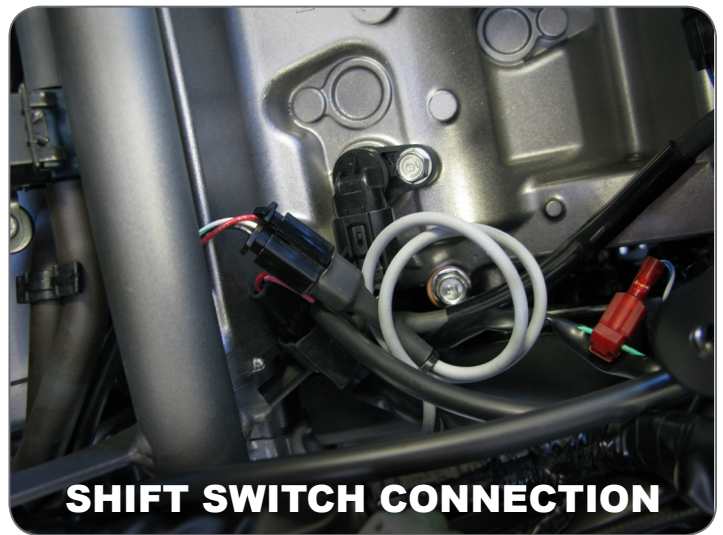
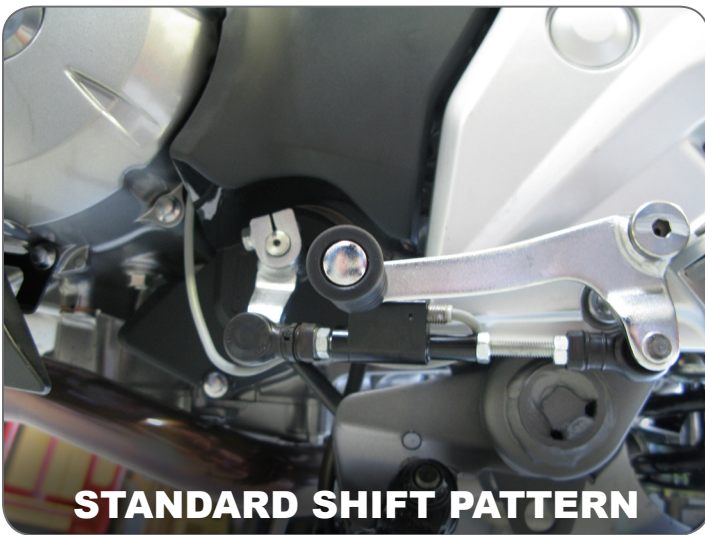




# 8>QUICKSHIFT

## AFTERMARKET REARSETS NEEDED FOR REVERSE SHIFT

1. Remove the factory shift rod from the motorcycles shift linkage.
2. Install the Bazzaz shift switch on the front shift linkage.
3. Adjust the foot pedal to preferred height and secure components by tightening the 10mm nuts (Bazzaz female shift rods are manufactured to fit multiple applications and can be cut at 10mm intervals on either end to shorten for proper positioning).
4. Route the shift switch connector up to the compartment in front of the battery and connect it to the mating connector on the Bazzaz coil harness.



# 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. This is done by switching from map 1 to map 2 by unplugging the map select jumper on the Bazzaz fuel harness. Map 1 will be pre-programmed and, depending on your model, there may be a pre-programmed map in the map 2 slot. Make sure that the jumper is left plugged in or unplugged, depending on which map you choose. If map 2 is blank, stock ECU settings are used.
5. Start the vehicle and begin to check that the following inputs read correctly on the fuel map page. Use precaution when testing componentry. It's not necessary to put vehicle in gear while under load.
  - 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).
  - TPS - When throttle is applied, the TPS should read accordingly.

## Use software to also:

- 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

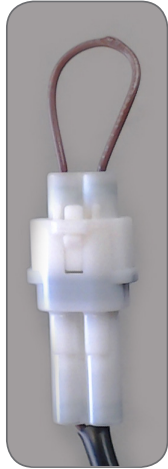
- Factory support is available in the US at 909-597-8300.
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# 11>REINSTALL

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

## MAP SELECT SWITCH

Purchased separately.

**79.95**

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



## 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/ TC ADJUST SWITCH

Purchased separately.

**129.95**

Switch maps on the fly with this handlebar-mounted switch. Quickly adjust traction control settings using a 10-point dial. Weatherproof toggle and easy installation.



## TC ACTIVE LIGHT

Purchased separately.

Illuminates when traction control is engaged. Helpful in determining when and where traction control is being actuated.

**79.95**

# >NOTES

# >NOTES





**THE SMARTEST PERFORMANCE TUNING TECHNOLOGY**



Proudly made in the  
**United States**

**S380S, S380R, T380S, T380R**