

INSTALLATION INSTRUCTIONS



UNLEASH.

THE SMARTEST PERFORMANCE TUNING TECHNOLOGY

ZFI TC

FUEL + QUICKSHIFT + TRACTION CONTROL

**HONDA GROM 2014
T393S, T393R**

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.

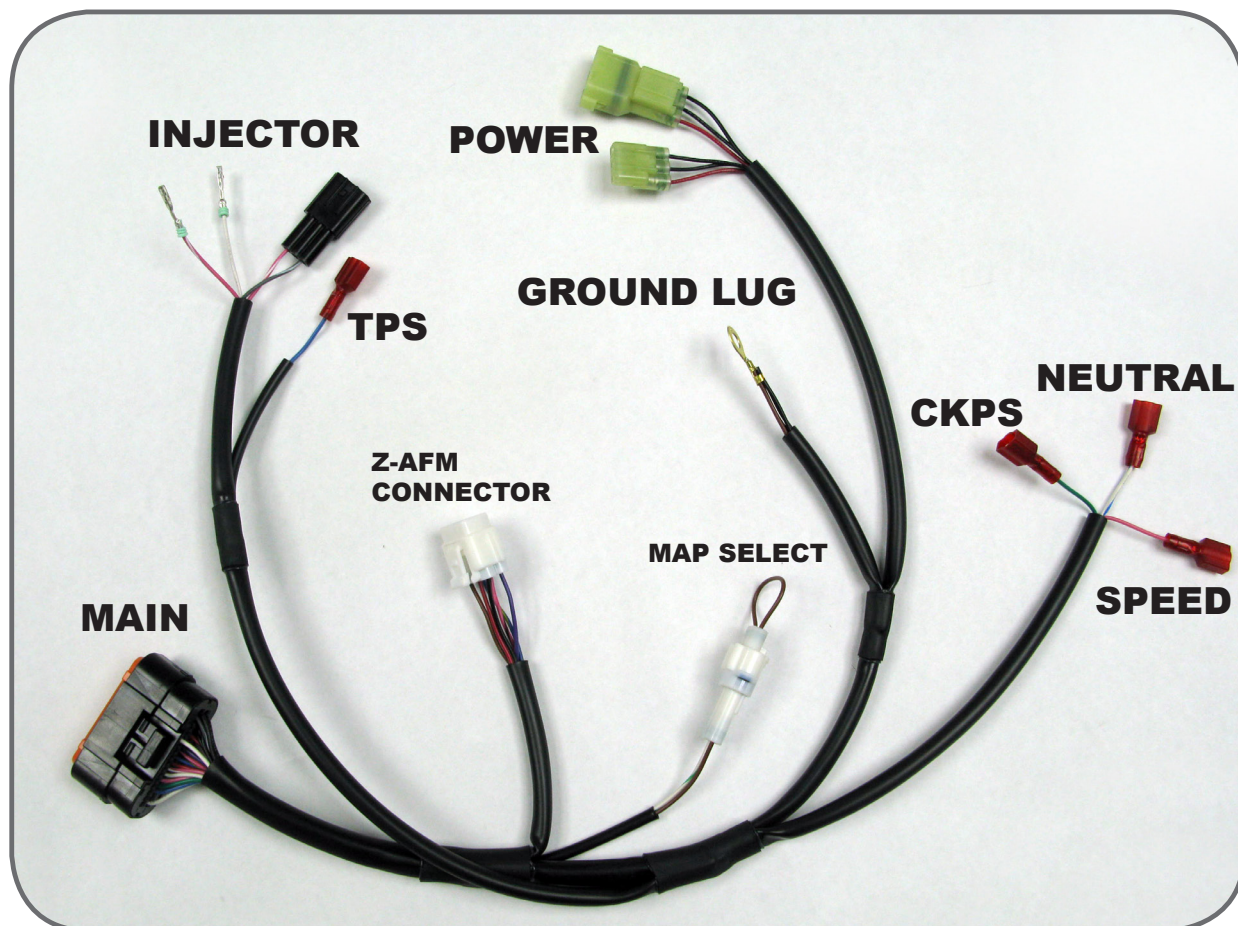
INSTALLATION INSTRUCTIONS

2>IDENTIFY

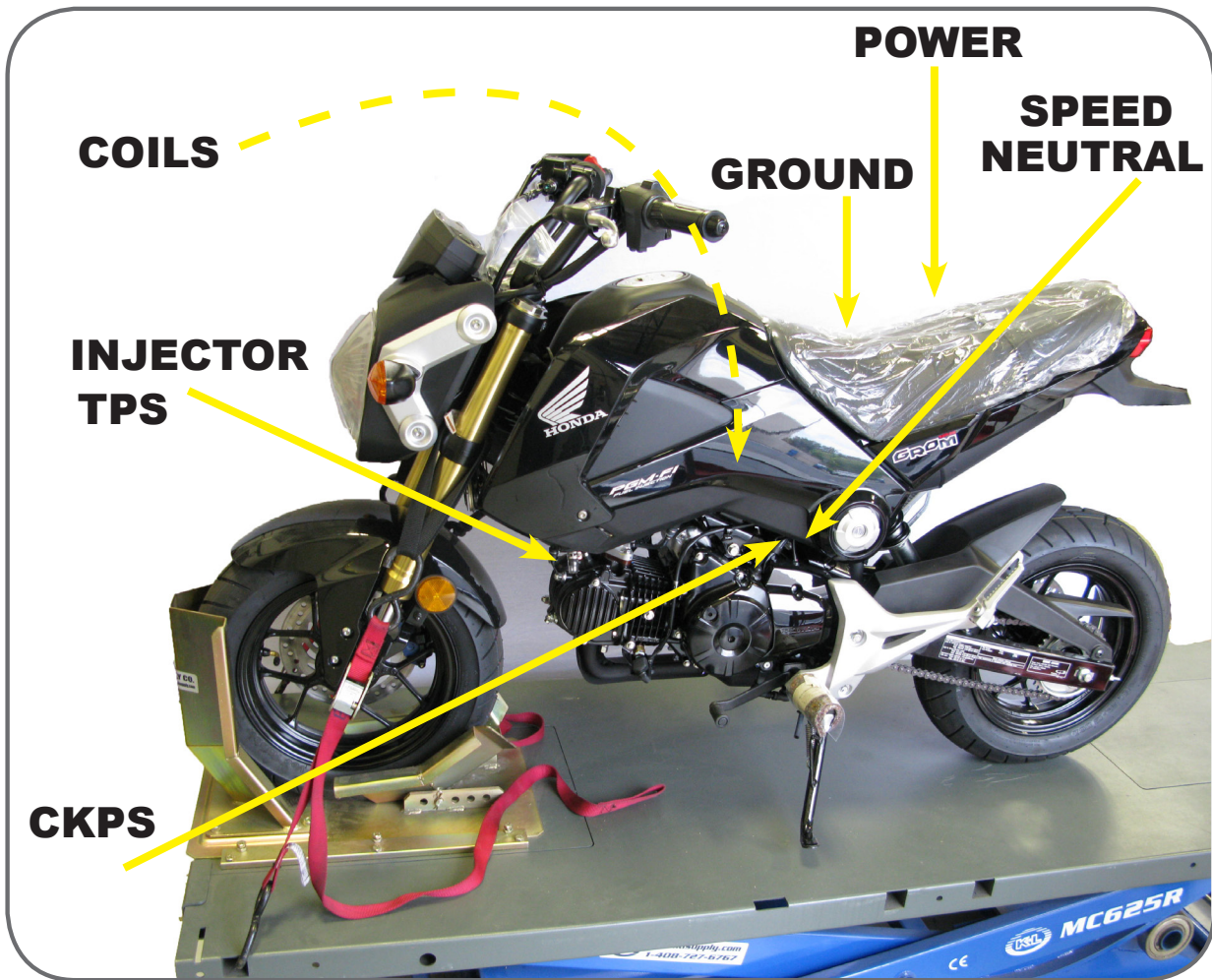
INCLUDED PARTS

1. Z-Fi TC control unit
2. Fuel harness
3. Coil harness
4. Shift switch
5. USB cable
6. Three-pin connector
7. Scotchlok (4)
8. Zip ties
9. Velcro

FUEL HARNESS



2> IDENTIFY (CONT.)

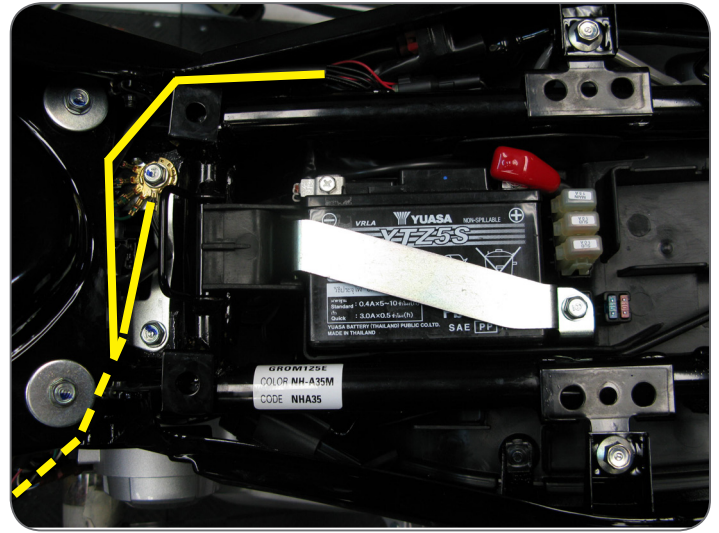
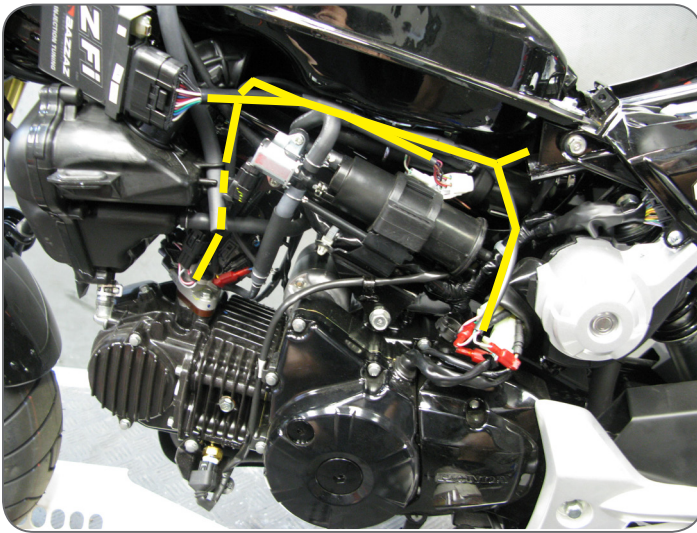


3> REMOVE

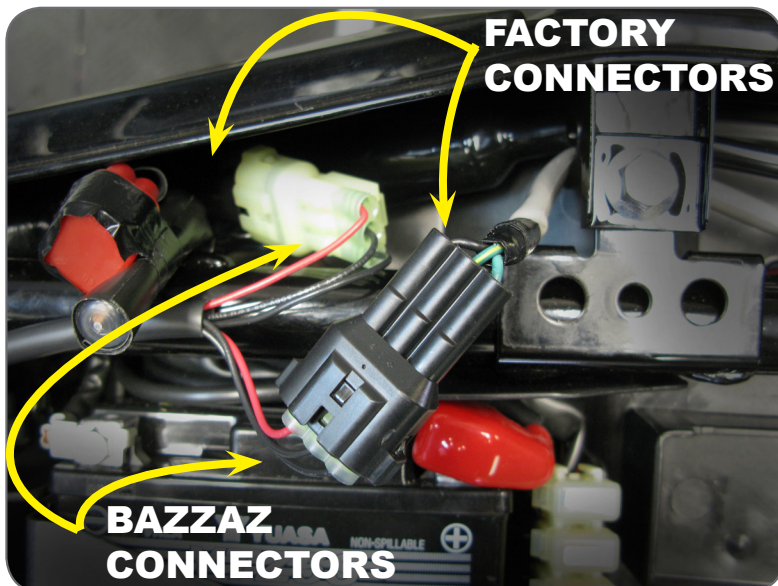
1. Seat
2. Left side panel
3. Right side panel

4>ROUTE

1. Begin routing the Bazzaz fuel harness along the bottom left side of the fuel tank.
2. Route the Bazzaz injector and Throttle Position Sensor (TPS) leads down to the factory throttle body.
3. Route the Bazzaz Crank Position Sensor (CKPS), neutral, and speed connector leads towards the top of the front sprocket cover.
4. Route the remaining lead back towards the factory ground location; behind the fuel tank and towards the tail section, along the right side of the bike.
5. Let the fuel harness hang in position.



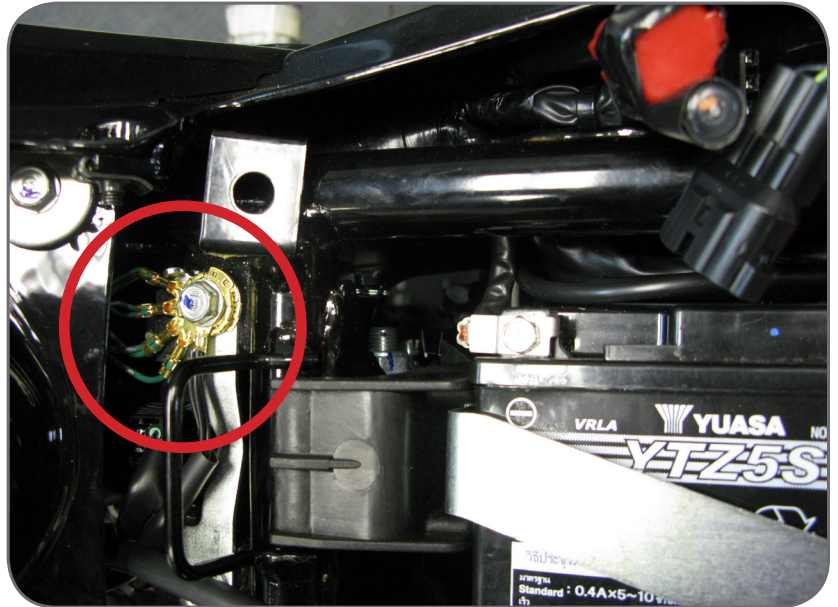
5>CONNECT



1. Locate the factory black three-pin tail light connectors (near the factory diagnostic connector) in the tail section of the bike.
2. Disconnect the factory tail light connectors.
3. Connect the Bazzaz switched power connectors in-line with the factory connectors.

6>GROUND

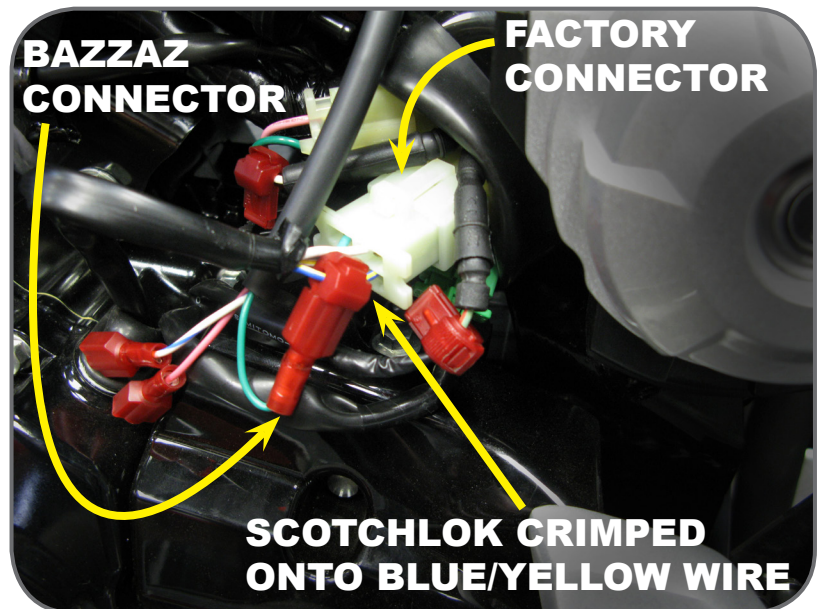
1. Locate the factory ground location near the back of the fuel tank.
2. Remove the factory 10mm bolt.
3. Connect the Bazzaz ground lug with the factory grounds.
4. Replace factory bolt.



7>CONNECT

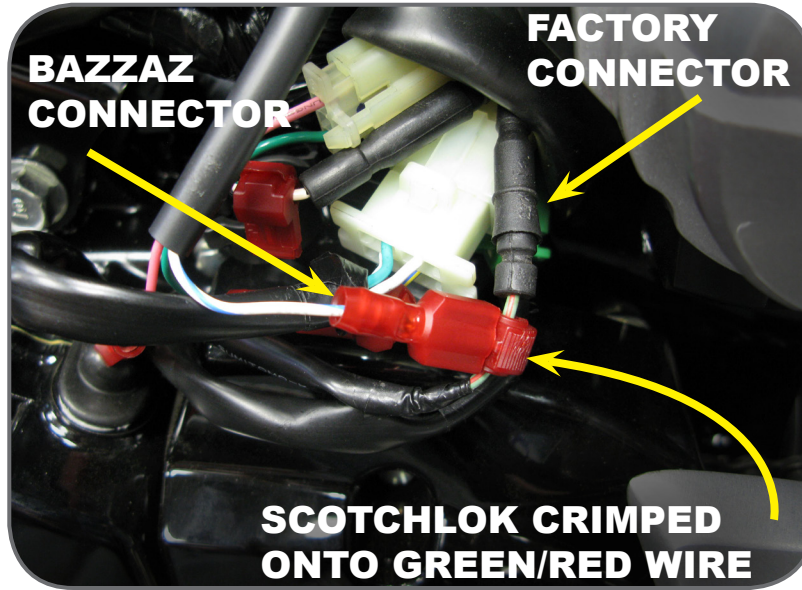
7.1

1. Locate the factory black rubber boot which can be found above the front sprocket cover, on the left side of the bike.
2. Begin to push the black rubber boot up, revealing several connectors.
3. Locate the factory CKPS connector which is a four-pin natural color connector.
4. Separate the blue / yellow wire of the factory CKPS connector away from the other wires.
5. Crimp a supplied Scotchlok onto the **blue / yellow** wire.
6. Connect the Bazzaz CKPS connector into the Scotchlok.



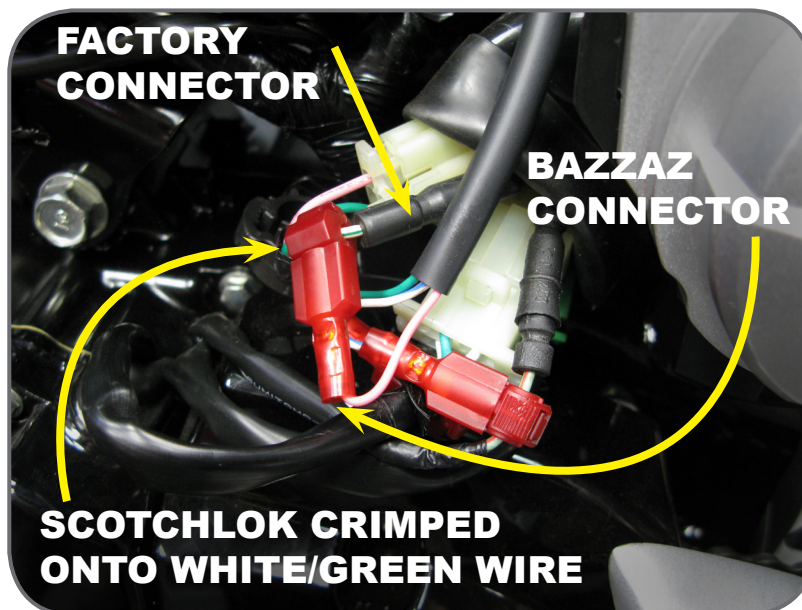
7>CONNECT (CONT.)

- 7.2**
1. Locate the factory neutral connector, which has a single green / red wire and is inside the rubber boot.
 2. Crimp a supplied Scotchlok onto the **green / red** wire of the factory neutral connector.
 3. Connect the Bazzaz neutral connector into the Scotchlok.

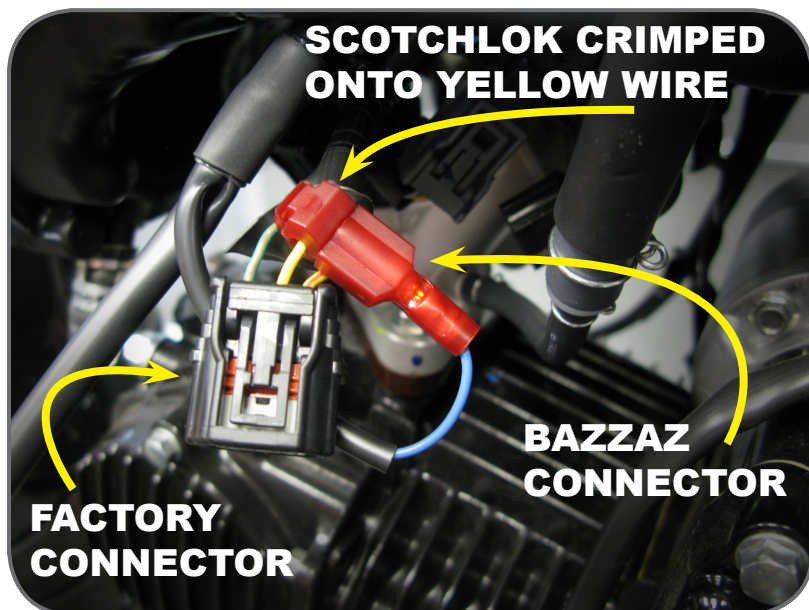


7.3

1. Locate the factory speed connector, which has a single white / green wire and is inside the rubber boot.
2. Crimp a supplied Scotchlok onto the **white / green** wire.
3. Connect the Bazzaz speed connector into the Scotchlok.

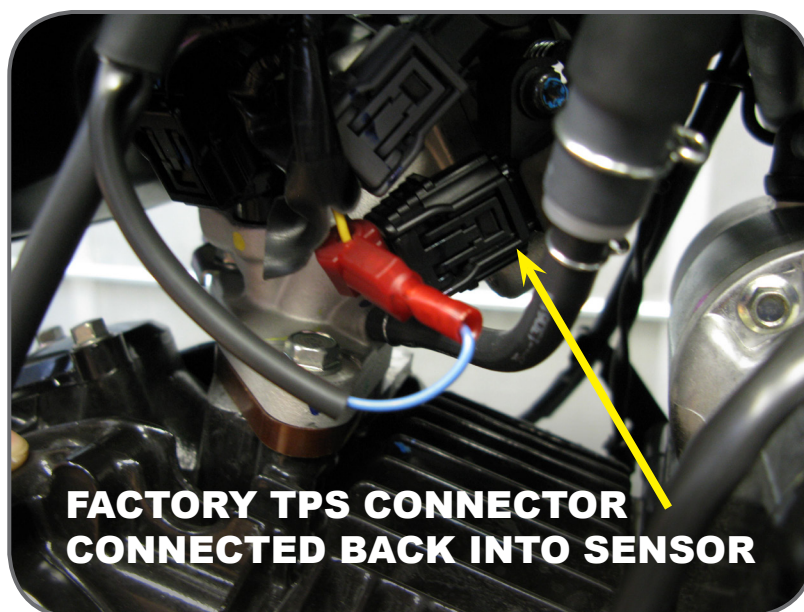


7>CONNECT (CONT.)



7.4

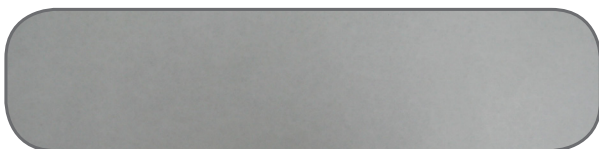
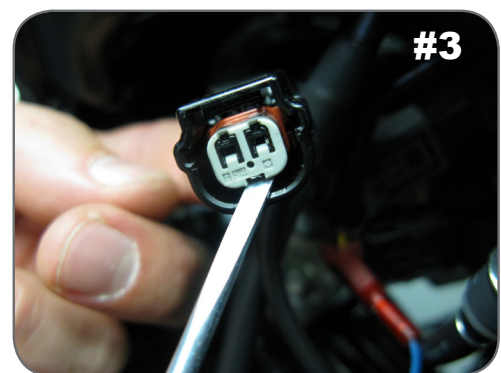
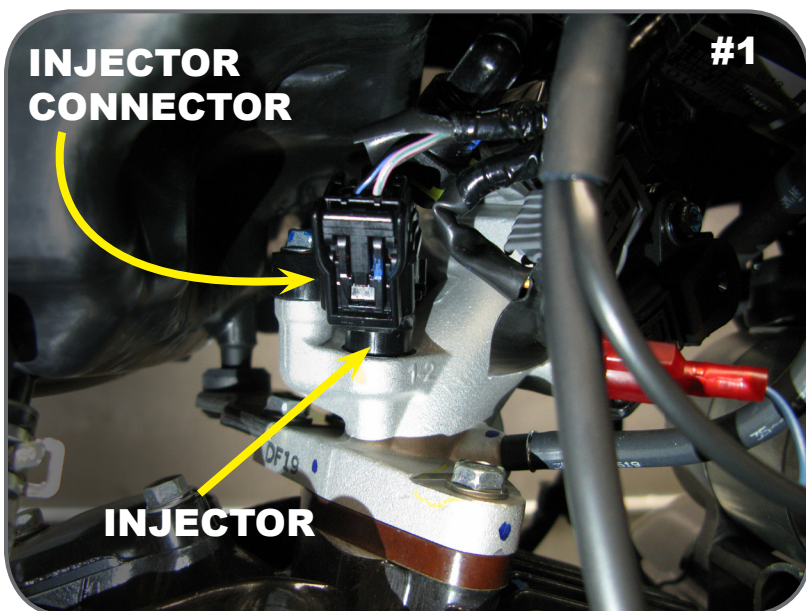
1. Locate the factory black three-pin TPS connector, located on the left side of the throttle body
2. Disconnect the factory TPS connector from the sensor.
3. Crimp a supplied Scotchlok onto the **yellow** wire of the disconnected factory TPS connector.
4. Connect the Bazzaz TPS connector into the Scotchlok
5. Reconnect the factory TPS connector to the sensor.



8>INJECTOR

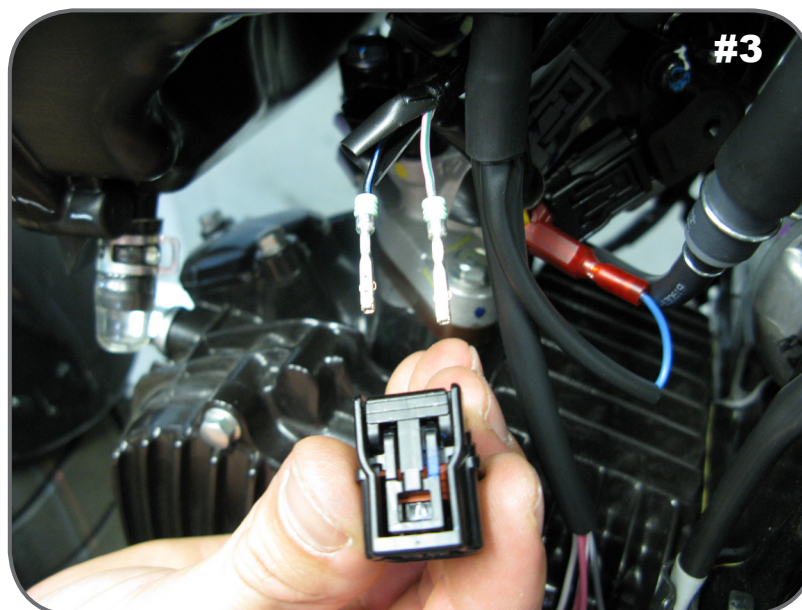
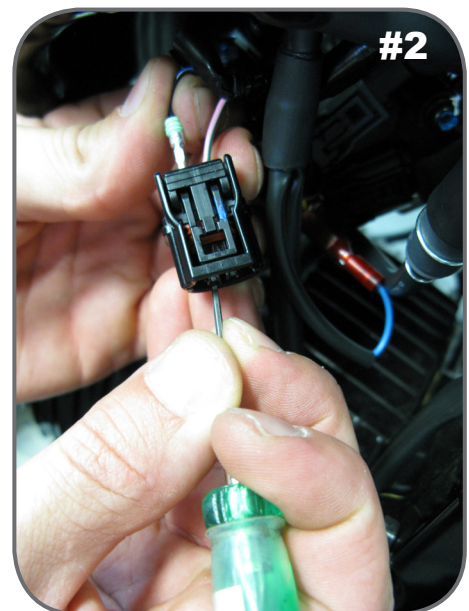
For this section you will need to de-pin the factory injector connector and remove it from the factory harness. The supplied three-pin connector will then need to be installed in its place. Finally, the de-pinned factory connector will be installed onto the Bazzaz fuel harness.

- 8.1**
1. Locate the factory black two-pin injector connector found on the throttle body, at the front of the bike.
 2. Disconnect the factory injector connector from the injector.
 3. Pop off the connector's grey lock using a small pick or flathead screwdriver and put aside for now. To do this you will need to use light pressure prying outward in the shown position.



8> INJECTOR (CONT.)

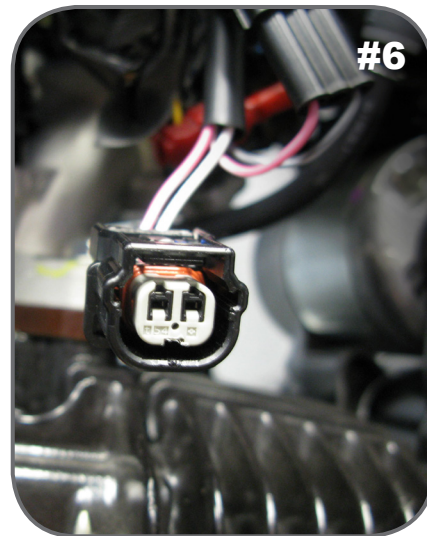
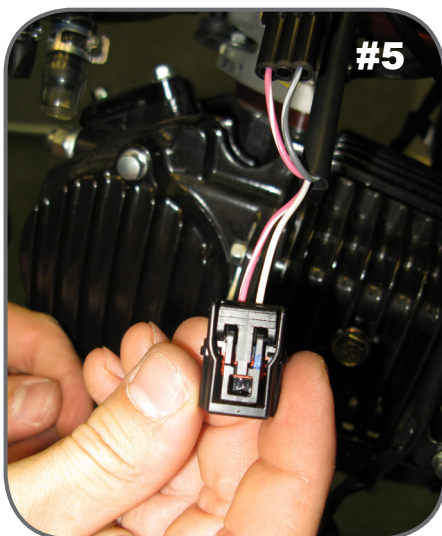
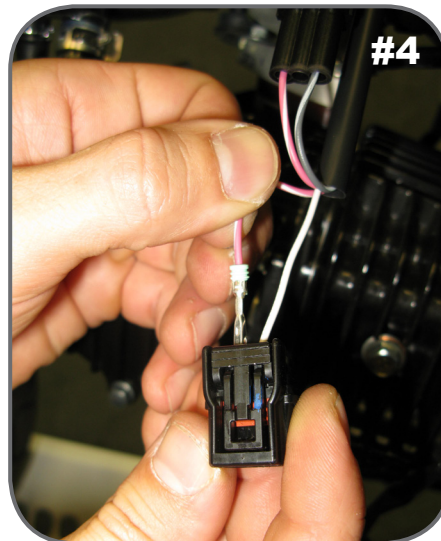
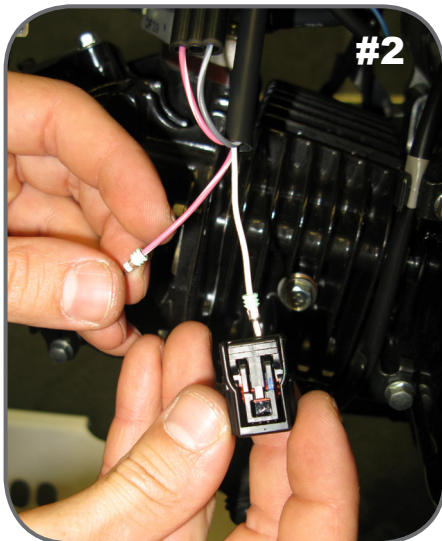
- 8.2**
1. Using a small pick or jeweler's flat head screwdriver, with the factory injector connector's locking tab facing up, begin to slide the small tool inside the connector, just beneath the factory terminal until it stops.
 2. Slightly pry downward while lightly pulling on the wire until it begins to come out of the back of the connector.
 3. Do this for the other wire as well until the connector has been removed.



8> INJECTOR (CONT.)

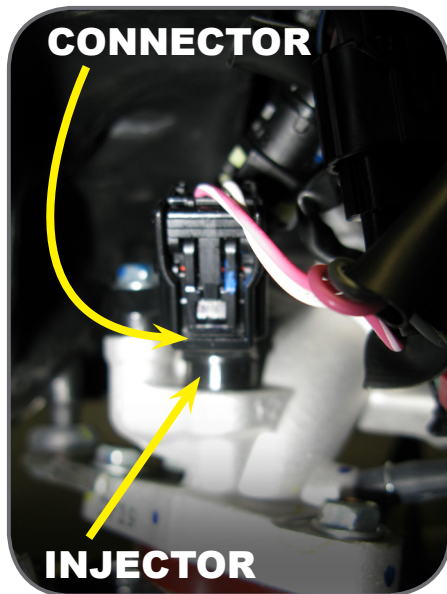
8.3

1. Using the factory injector connector you just removed, you will install this connector onto the Bazzaz fuel harness injector lead that is missing a connector.
2. Place the terminal attached to the white wire of the Bazzaz harness into the right side of the connector, making sure to place the flat side of the terminal facing up.
3. Push the terminal into the connector. You must hear a light click to know that the terminal has been installed correctly and is securely in place.
4. Place the terminal attached to the pink / white wire of the Bazzaz harness into the left side of the connector, making sure to place the flat side of the terminal facing up.
5. Push the terminal into the connector. You must hear a light click to know that the terminal has been inserted correctly and is securely in place.
6. Replace the grey locking tab.



8>INJECTOR (CONT.)

8.4



1. Connect the newly installed connector in-line with the factory injector.

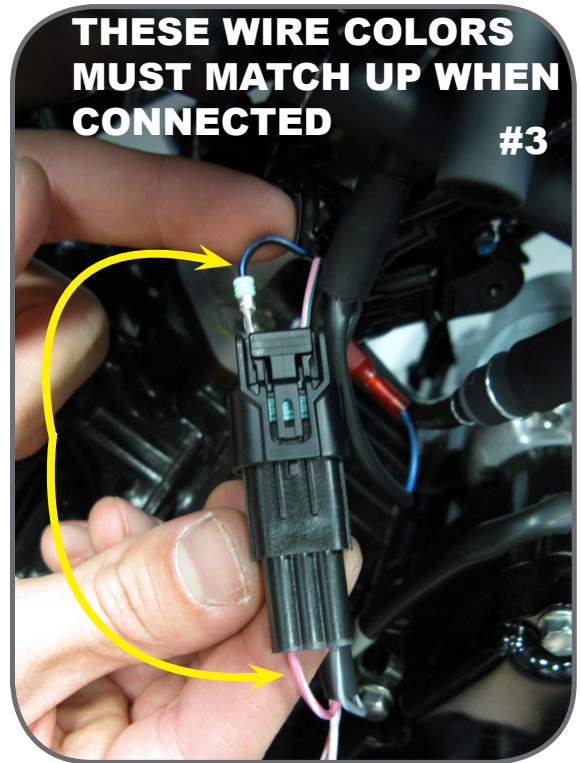
8.5

Using the supplied Bazzaz connector, you will install the factory injector terminals into this connector. The supplied connector is a three-pin connector, but you will only be using the two outside positions.

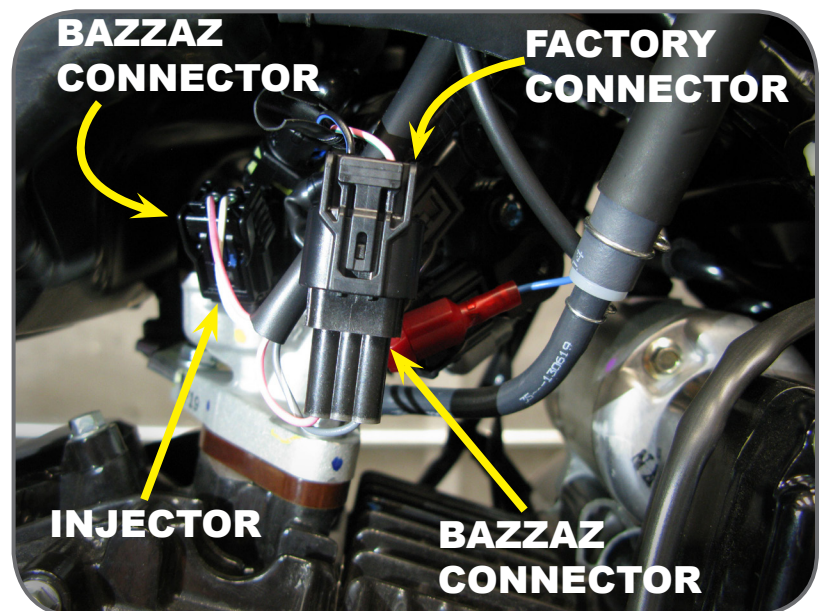
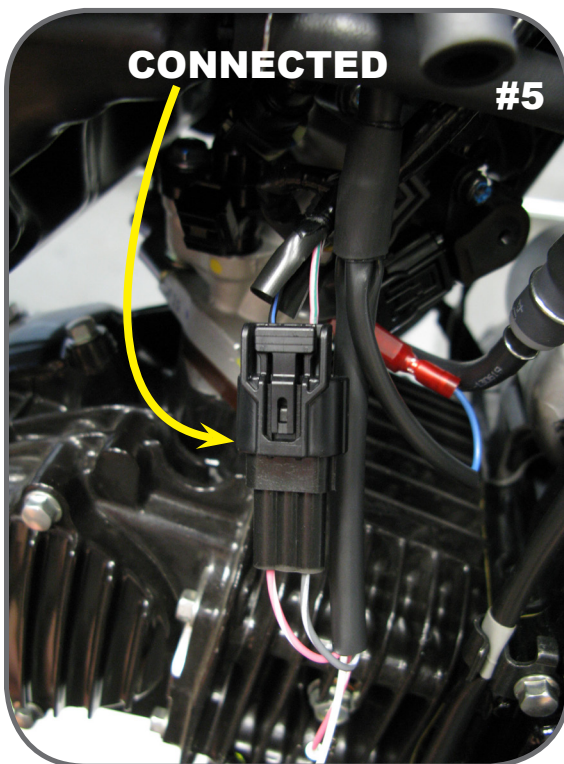


1. Place the terminal attached to the pink / green wire of the factory harness into the right side of the supplied connector, making sure to place the flat side of the terminal facing up. This should match up to the gray wire when it's ready to be plugged in with the Bazzaz injector connector.
2. Push the terminal into the connector. You must hear a light click to know that the terminal has been installed correctly and are securely in place.
3. Place the terminal attached to the black / blue wire of the factory harness into the left side of the supplied connector, making sure to place the flat side of the terminal facing up. This should match up to the pink / white wire when it's ready to be plugged in with the Bazzaz injector connector.
4. Push the terminal into the connector. You must hear a light click to know that the terminal has been installed correctly and are securely in place.
5. Connect the newly installed connector in-line with the Bazzaz injector connector on the fuel harness.

8>INJECTOR (CONT.)



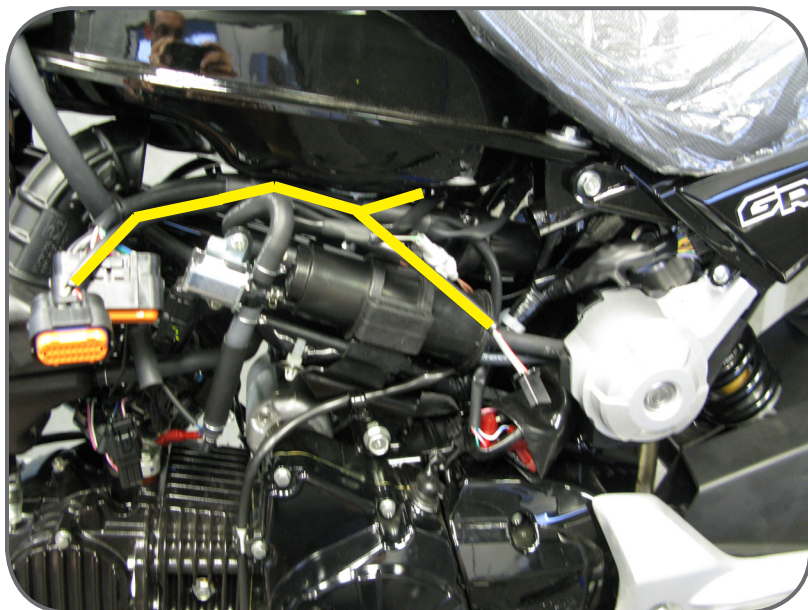
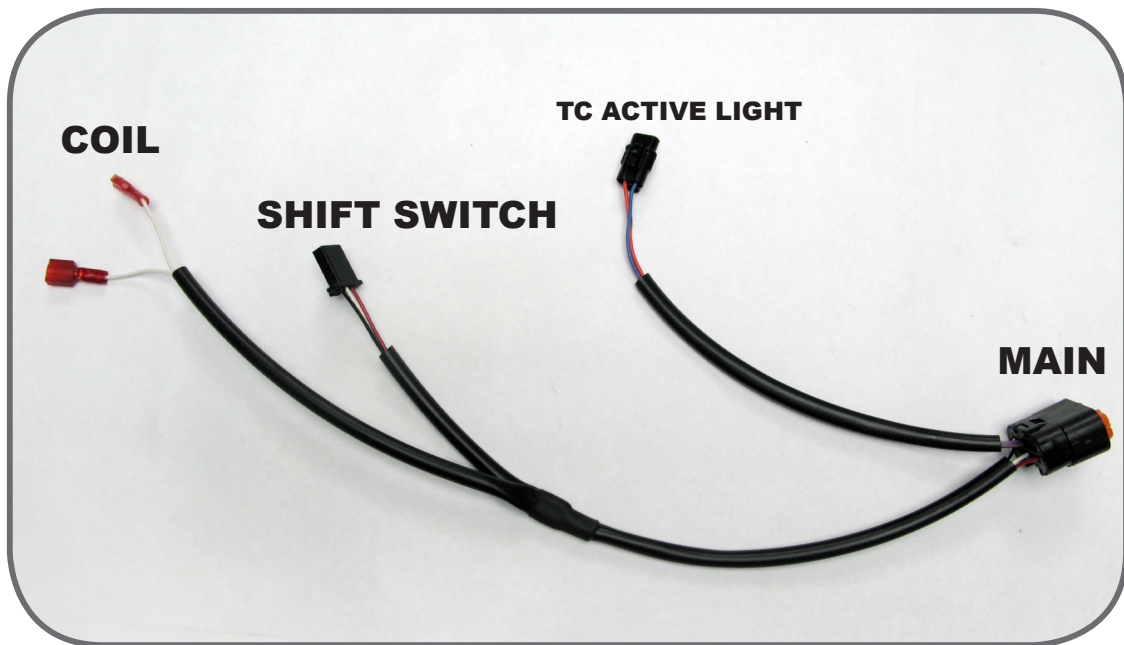
FINAL CONNECTION LOOKS LIKE THIS



9>CHECK

1. Check to make sure the installation was done correctly by connecting the control unit to the main connector of the Bazzaz harness.
2. Verify that the bike starts.

10>CONNECT COIL HARNESS

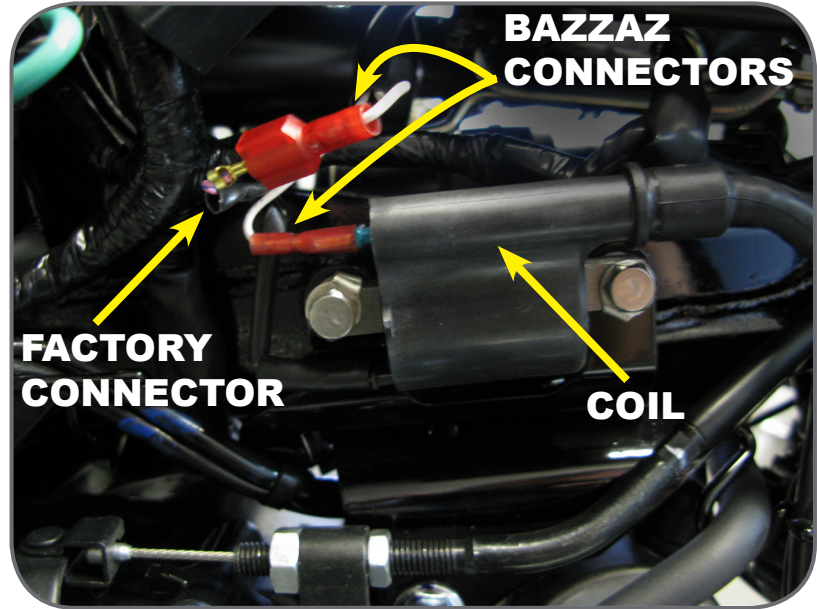


10.1

1. Connect the main connector of the Bazzaz coil harness to the control unit.
2. Route the Bazzaz coil harness along the same path as the Bazzaz fuel harness.

10>CONNECT (CONT.)

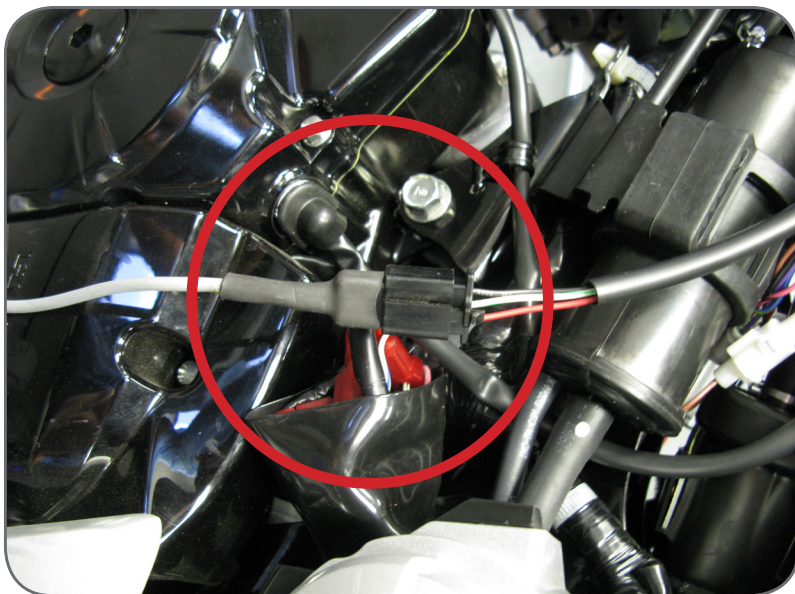
- 10.2**
1. Route the Bazzaz coil connectors beneath the rear of the fuel tank, towards the factory ignition coil, on the right side of the bike.
 2. Disconnect the factory coil connector from the coil.
 3. Connect the Bazzaz coil connectors in-line with the factory coil connector and coil.



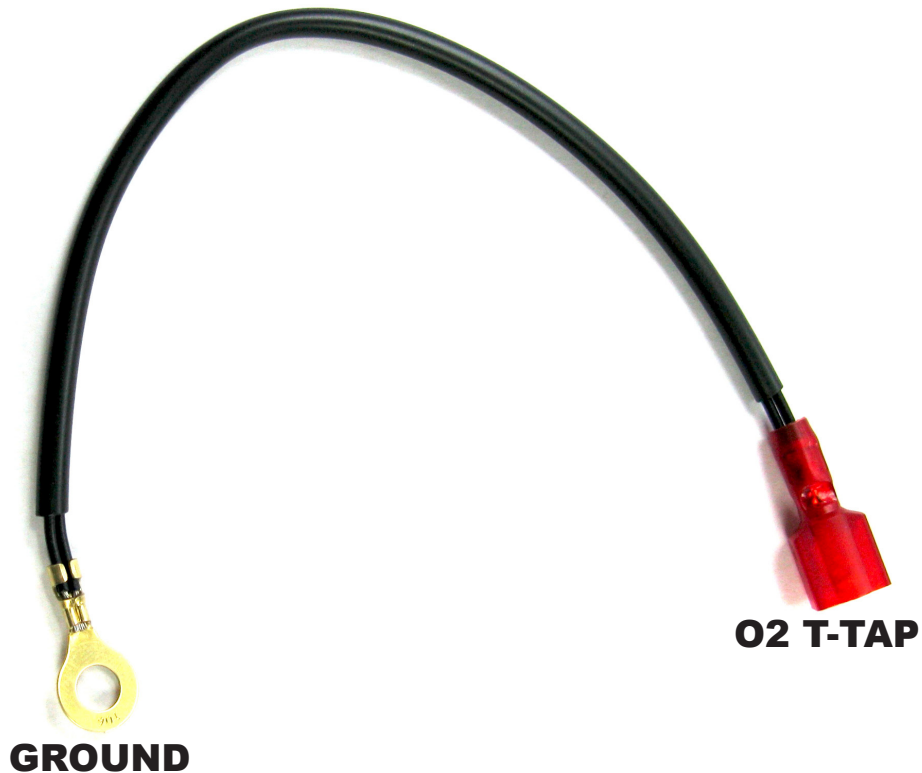
11>QUICKSHIFT

Aftermarket rearsets required to use quick shift function.

1. Installation of the supplied shift switch will vary depending on brand of rearsets used.
2. Adjust the foot pedal to preferred height and secure components.
3. Route the Bazzaz shift switch connector to the mating connector of the Bazzaz coil harness and plug in-line.



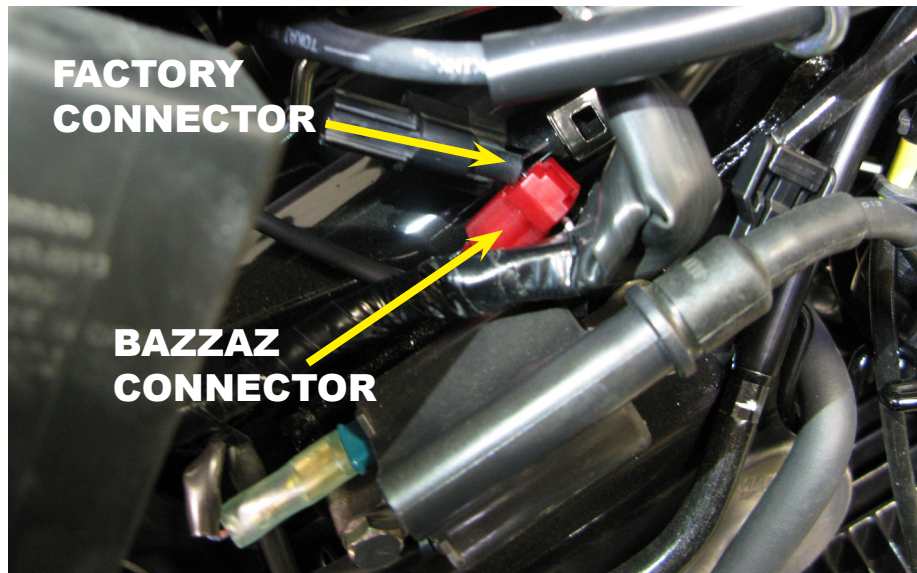
12>02 ELIMINATOR



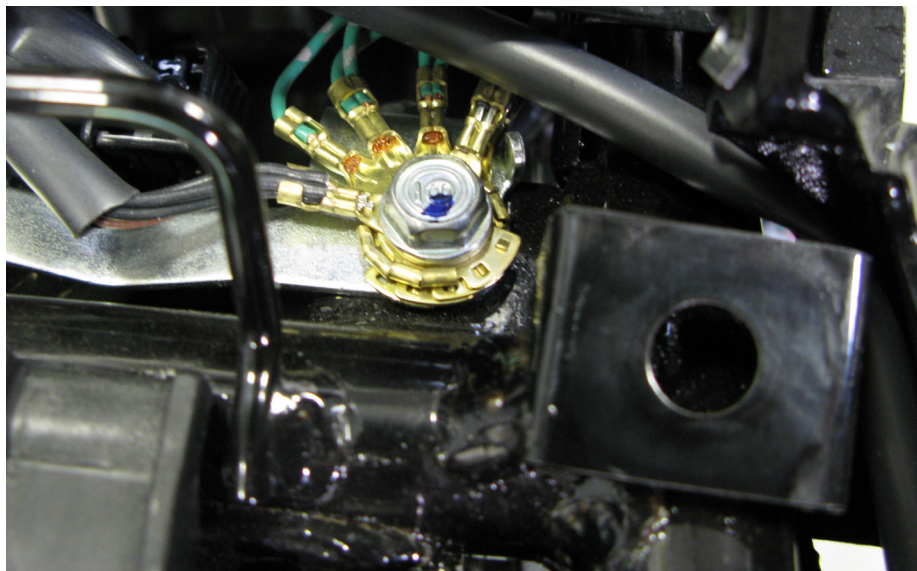
Part number B6322

1. Find the stock AFR sensor, unplug it from the stock Honda OEM harness. Stow it away neatl on the bike using zip ties.
2. Using the supplied Scotch Lok, clamp on to the single wire leading from the connector to the OEM harness that the AFR Sensor plugged into. This wire will be Black/White.

12>O2 ELIMINATOR (CONT.)



3. Take the B6322 O2 Eliminator, pictured above and plug it into the scotch Lok.



4. Take the other end of the B6322 O2 Eliminator and run it to the OEM grounding port.
5. Your Bazzaz system should now operate as it should.

13>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).

14>REINSTALL AND CONNECT

1. After it is determined that everything is correct, reinstall the components removed in step 3.
2. Mount the Z-Fi TC control unit to the inside left panel and secure with velcro.
3. Connect the main connector of the Bazzaz fuel harness into the control unit.



15>CHECK

1. In order to check that the system is installed correctly, download the Bazzaz Z-Fi Mapper software at 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

16>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).

17>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

18>NEXT LEVEL (CONT.)

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



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Proudly made in the
United States

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