



2008-2013 Honda CBR1000RR Z-BOMB404

WARNING!

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

What it does:

Honda limited the power on the model US spec CBR1000RR, so that the peak power is approximately 6 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 CBR1000RR, 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.

Installation:

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

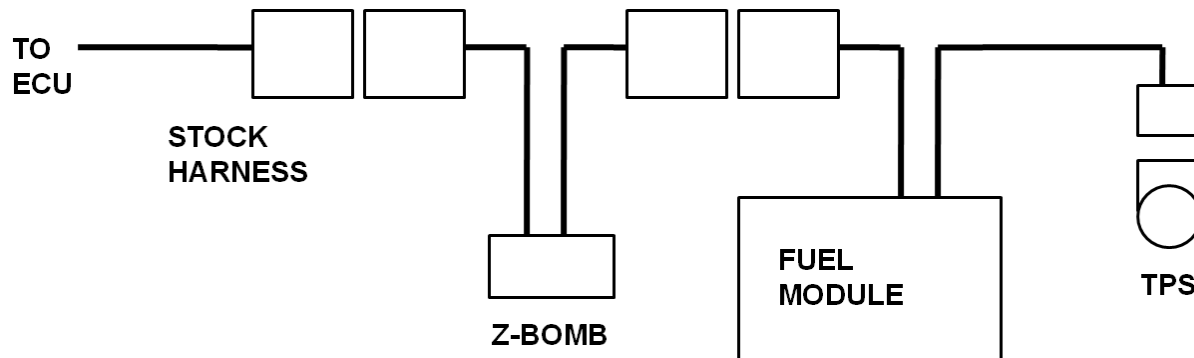


Diagram 1

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

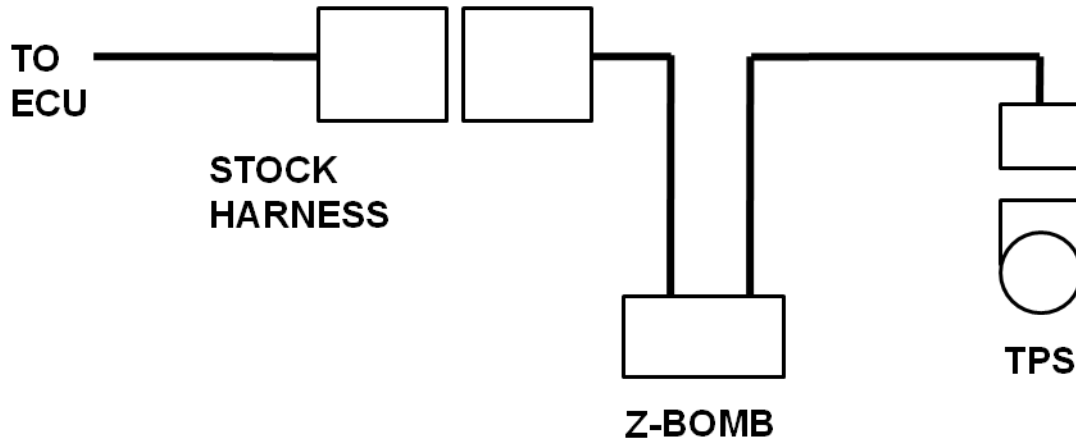


Diagram 2

To install, you will need a Phillips screwdriver and 5mm hex wrench.

- 1) Remove seat.
- 2) Remove gas tank cover. Prop tank up.
- 3) Connect Z-BOMB in-line with stock harness and TPS sensor, using *Diagram 1* or *Diagram 2* as a reference (see Figure 1 below).

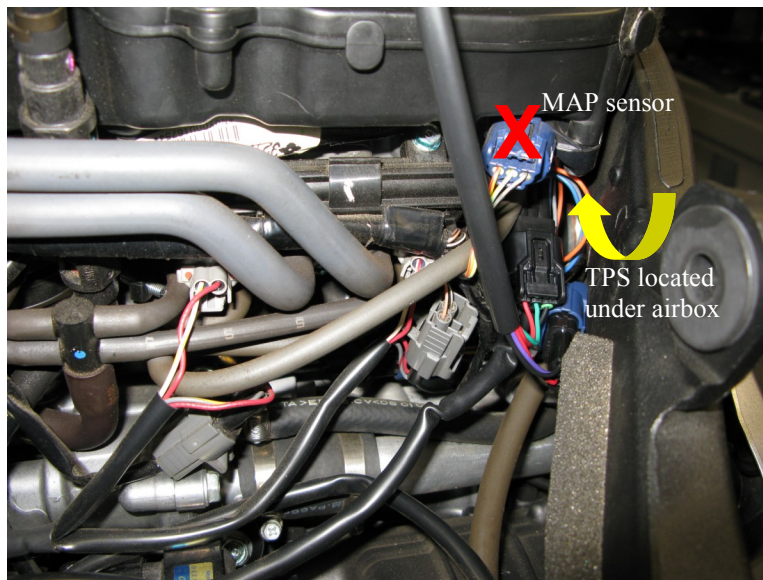


Figure 1

- 4) TPS (Throttle Position Sensor) is located under the airbox. Do not mistake MAP (Manifold Air Pressure) sensor for TPS.

- 5) Using supplied zip tie, attach Z-Bomb to the airbox on the right side (see Figure 2). Make sure that there is clearance for the gas tank cover to properly go back on. Once Z-Bomb is installed cut off excess zip tie.

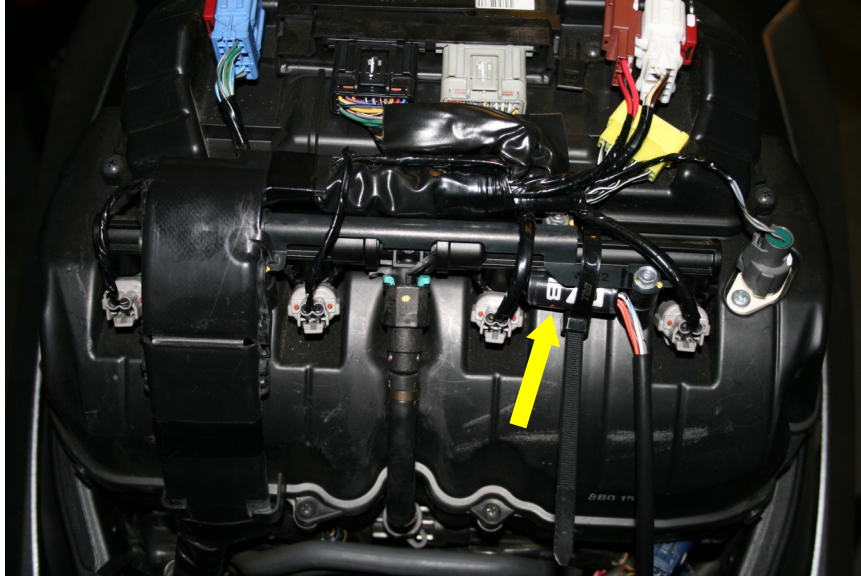


Figure 2

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 90-100% TPS and 10,500-13,000 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!!

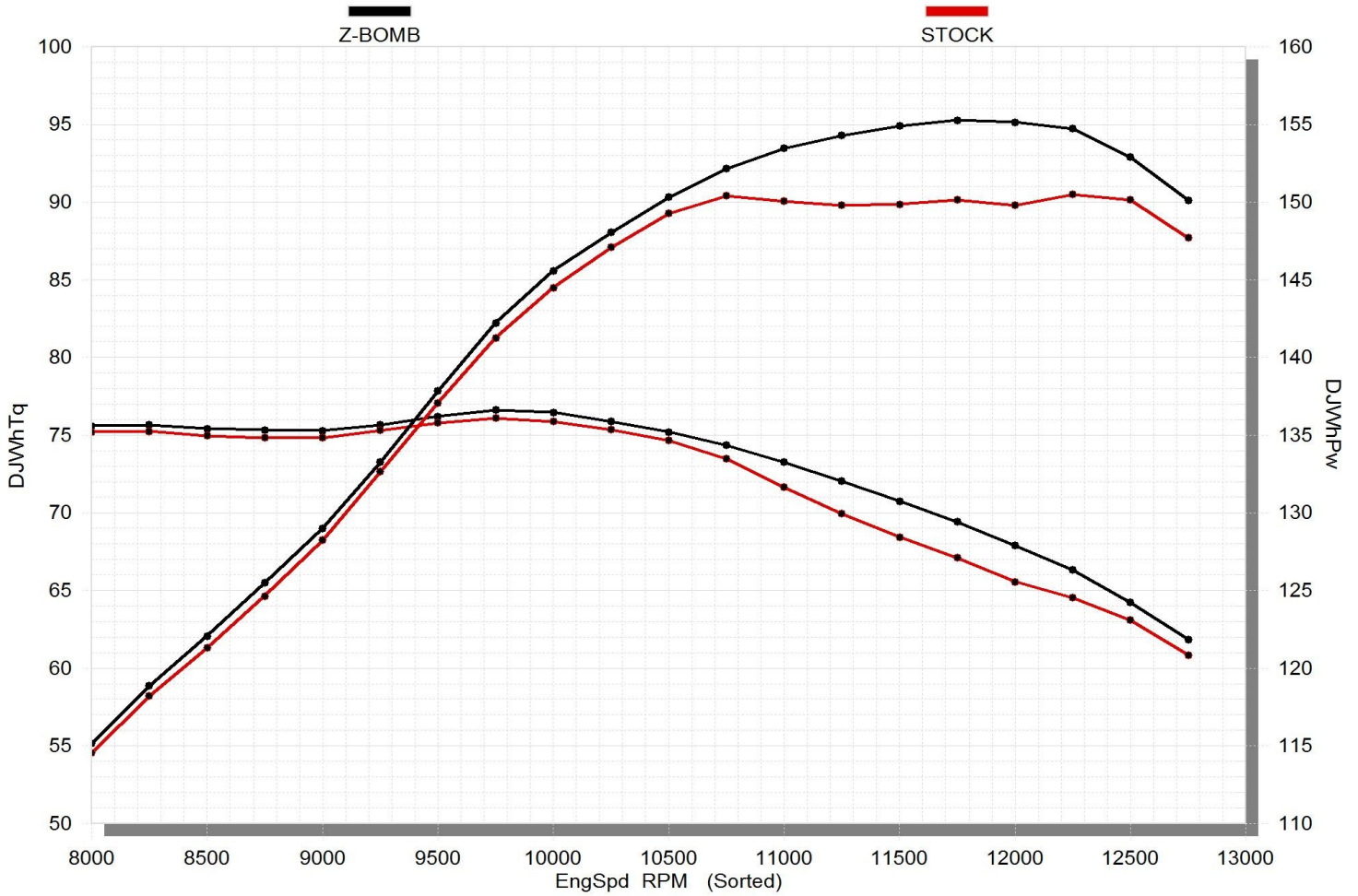
This device is intended specifically for the US spec ECU only.

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.

Z-BOMB TIMING CALIBRATOR

2008 CBR1000RR



09/30/08

Bazzaz Performance
SuperFlow WinDyn™ V2.7

10:32:29



INTEGRATING Z BOMB WITH OTHER BAZZAZ PRODUCTS

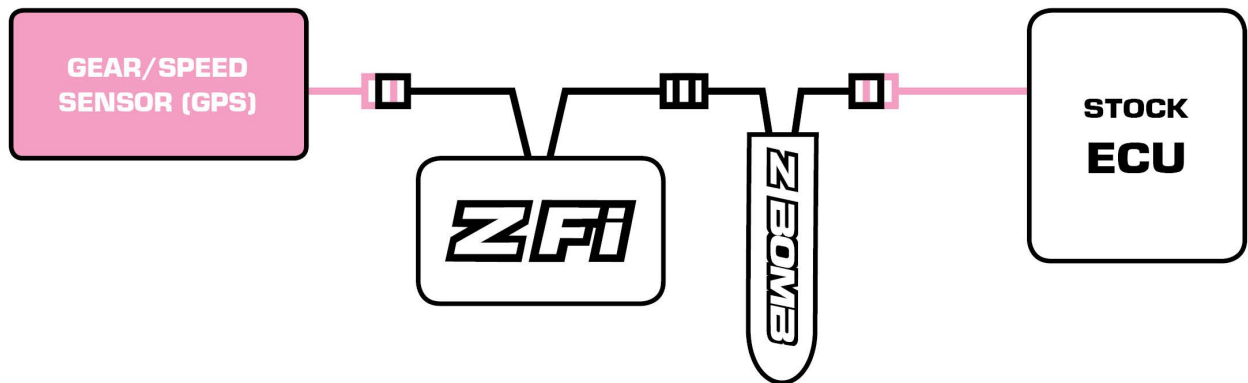


The fuel, quick shift, and/or traction control products need to read the *unchanged gear or throttle information* to function properly, depending on make of bike.

Therefore, the **Z-Bomb**, which will change that information, needs to be plugged in-line **after** the other Bazzaz product(s). See illustrations.



SUZUKI Z-BOMB INSTALLATION



HONDA Z-BOMB INSTALLATION

