

INSTALLATION INSTRUCTIONS



UNLEASH.

THE SMARTEST PERFORMANCE TUNING TECHNOLOGY

ZFI | ZFI TC

**KAWASAKI VN1700 | 2013-2014
F422 / T422**

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 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



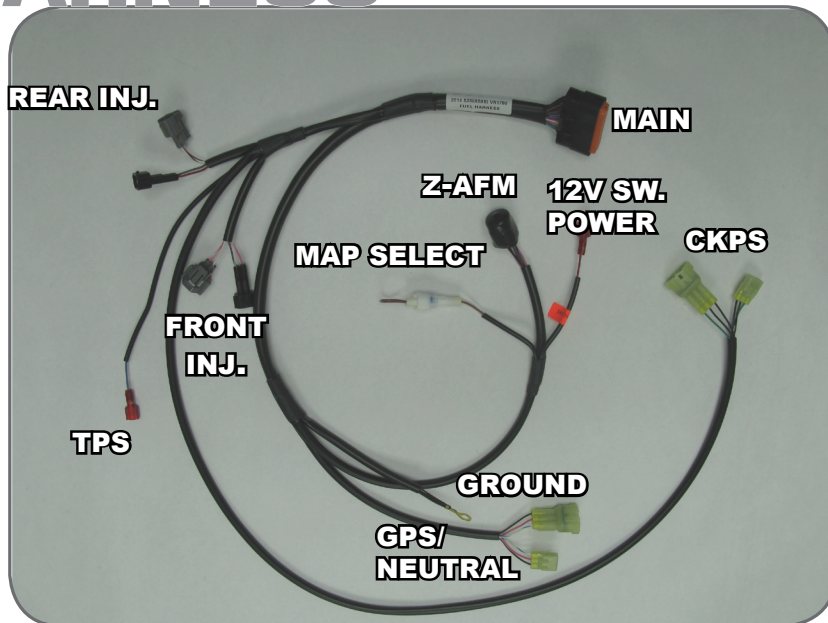
- Factory support is available in the US at 909-597-8300.
- For fastest support outside of the US, find your local importer at bazzaz.net.

2>IDENTIFY

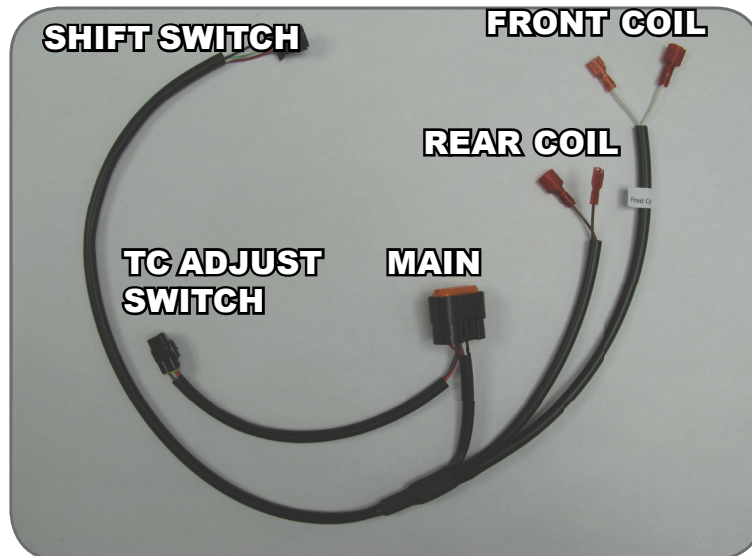
INCLUDED PARTS

1. Z-Fi or Z-Fi TC Control Unit
2. Fuel Harness
3. Coil Harness (If installing Z-Fi TC)
4. Shift Rod (If installing Z-Fi TC)
5. Shift Switch (If installing Z-Fi TC)
6. USB Cable
7. Zip Ties
8. Velcro
9. Software can be downloaded at Bazzaz.net

FUEL HARNESS

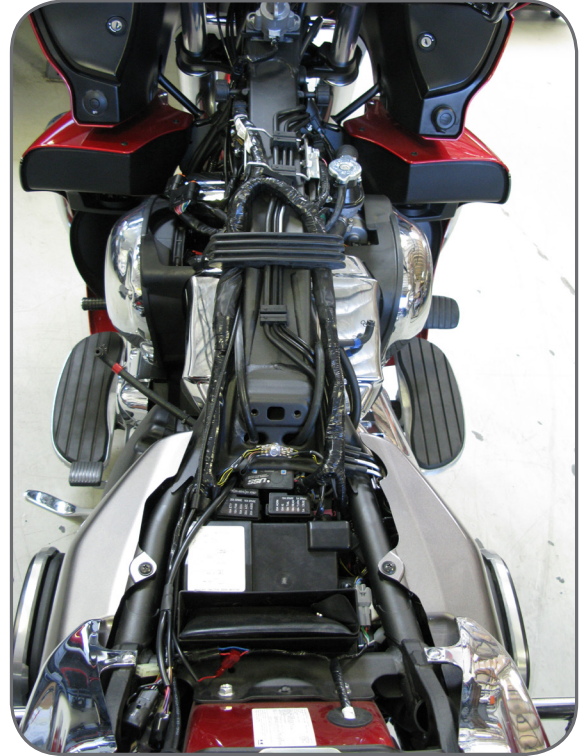
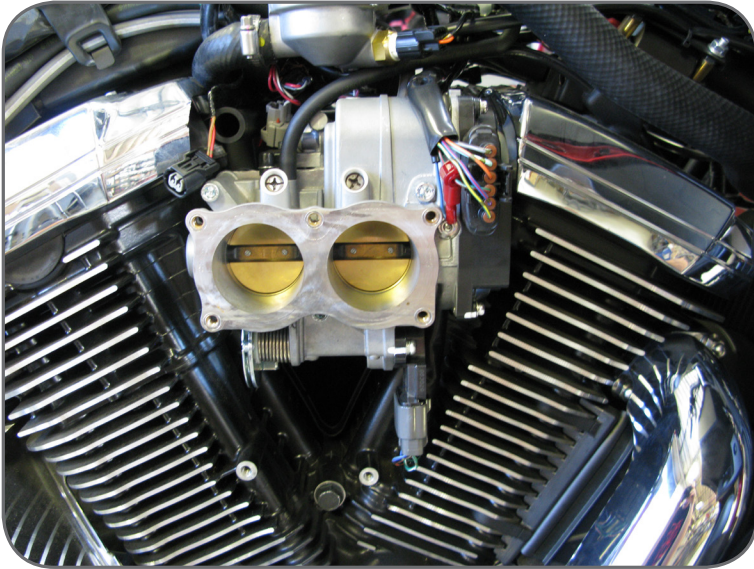


COIL HARNESS (FOR USE WITH Z-FI TC ONLY!)



3>REMOVE

1. Rider and Passenger Seal
2. Fuel Tank
3. Right Side of Airbox and Cover
4. Left Side of the Battery Box Tray



4>SECURE

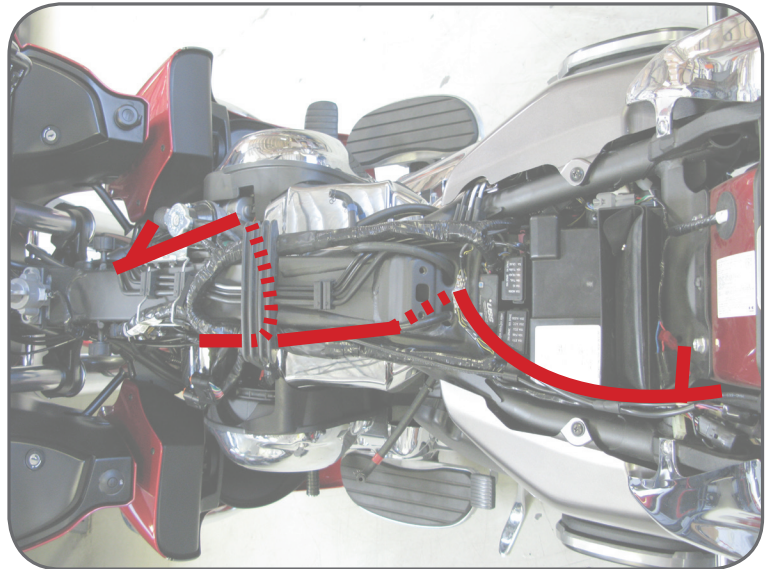
1. Begin by securing the Bazzaz control unit to the bottom of frame rail over the front cylinder.



5>CONNECT

5.1

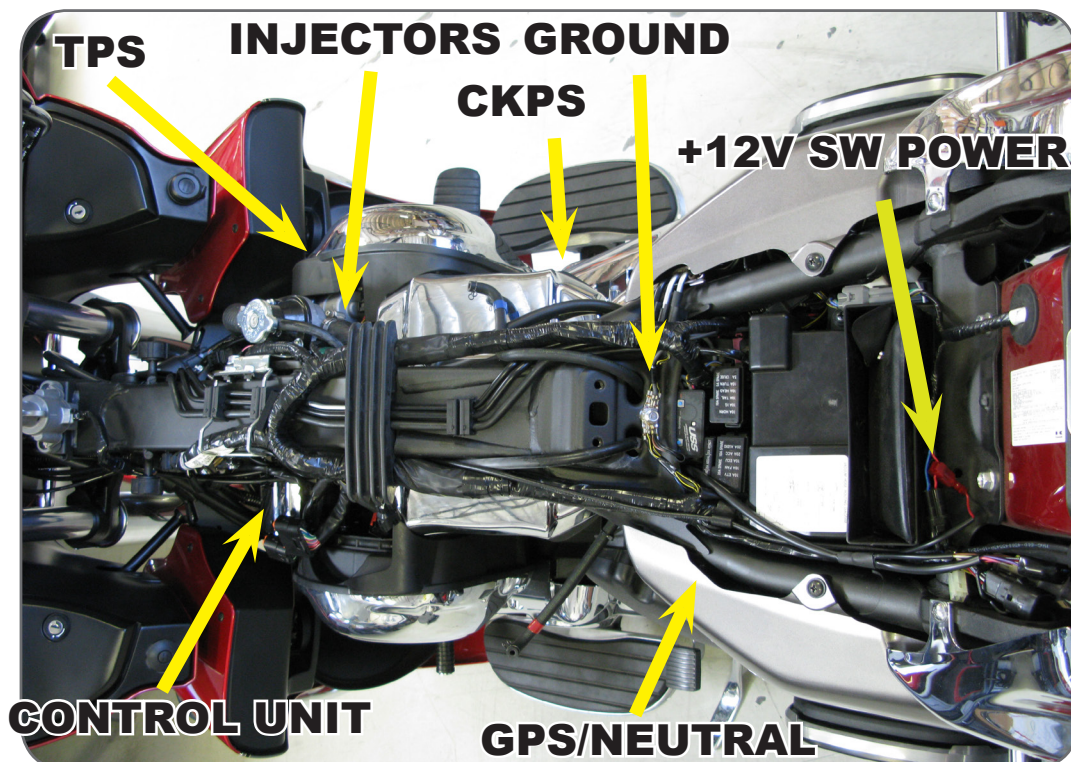
1. Connect the Bazzaz fuel harness to the control unit and begin to route the injector/ CKPS connectors towards the right of the bike.
2. Route the remaining harness towards the rear of the bike towards the battery compartment.



5>CONNECT

5.2

ITEM LOCATION:

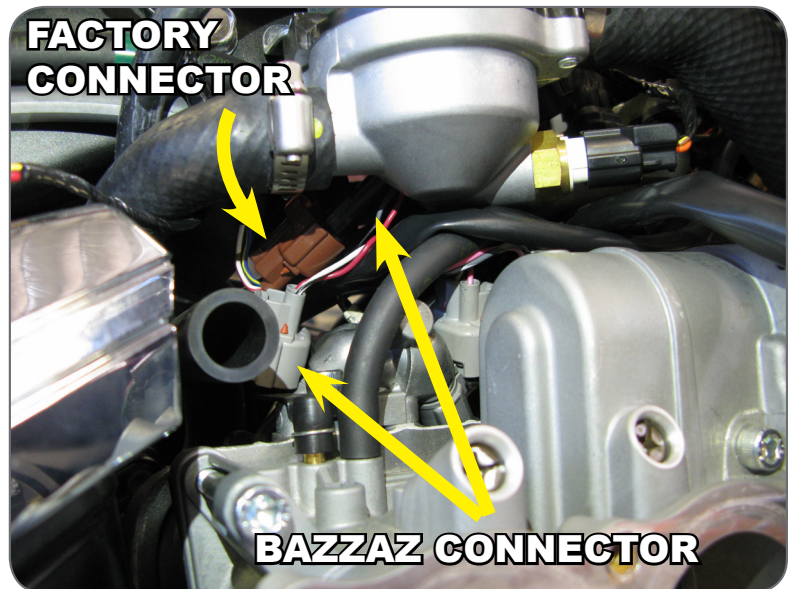


5>CONNECT (CONT.)

5.3

1. Locate the factory injectors found on the right hand side of the bike between the two cylinders.
2. Connect the Bazzaz front cylinder injector in line with the factory grey injector connector.
2. Repeat step 2 with the factory brown rear injector connector.

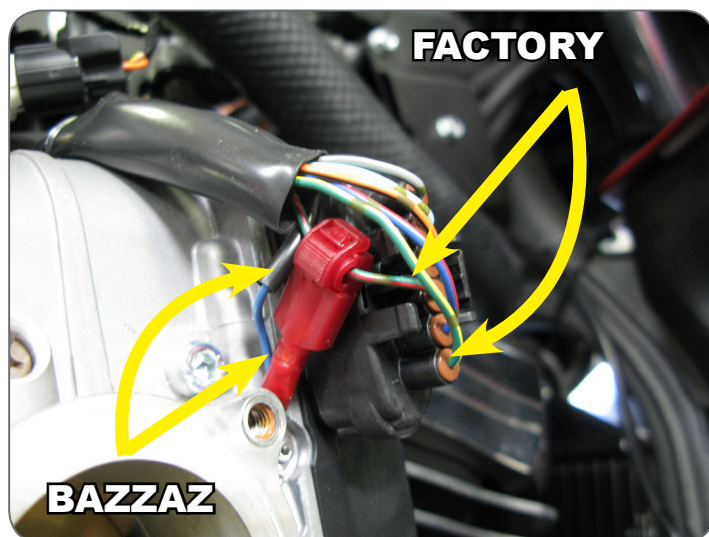
Note: The Bazzaz front injector connector will be labeled for the front cylinder injector.



5>CONNECT (CONT.)

5.4

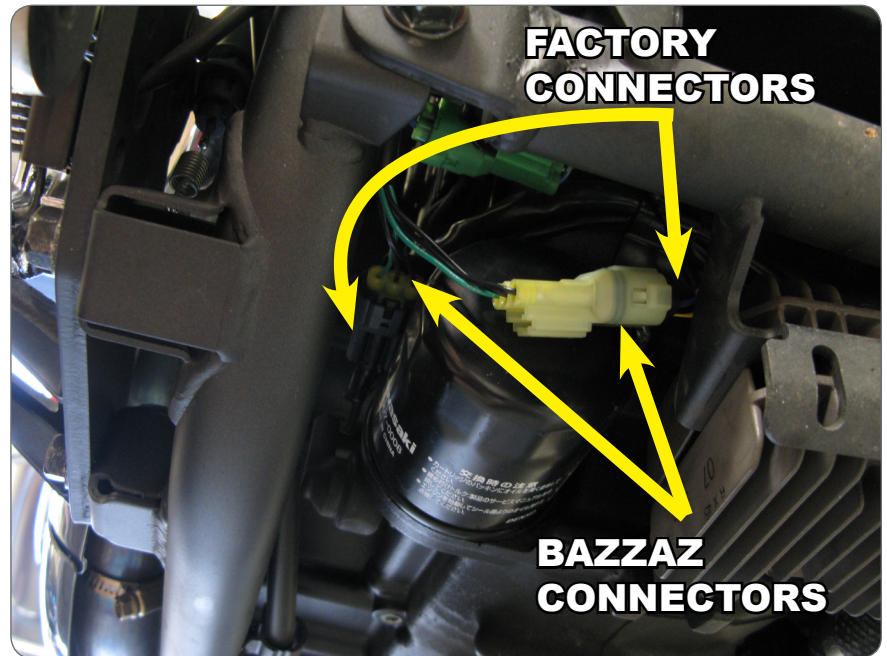
1. Locate the factory TPS connector and sensor, which is located behind the right side airbox and cover.
2. Separate the factory green/red wire.
3. Use the supplied scotchlok to crump onto the green/red wire, and connect the Bazzaz TPS connector.



5>CONNECT (CONT.)

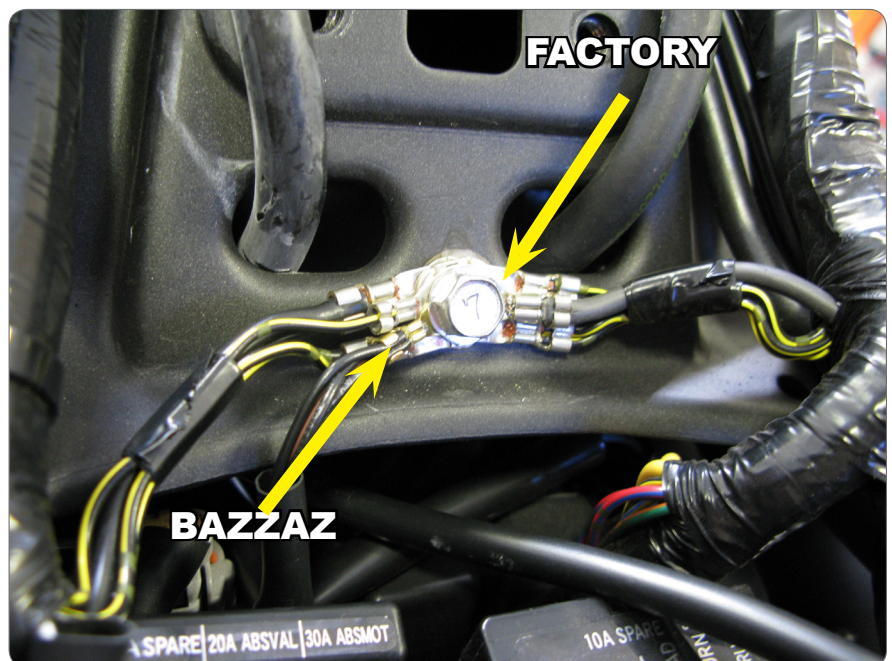
5.5

1. Begin to route the Bazzaz CKPS connector towards the front of the bike.
2. Route down the right hand side of the bike down the frame rail towards the factory oil filter.
3. Locate the factory CKPS connector, which is mounted on a bracket.
4. Disconnect the factory CKPS connectors and install the Bazzaz CKPS connectors inline.



5.6

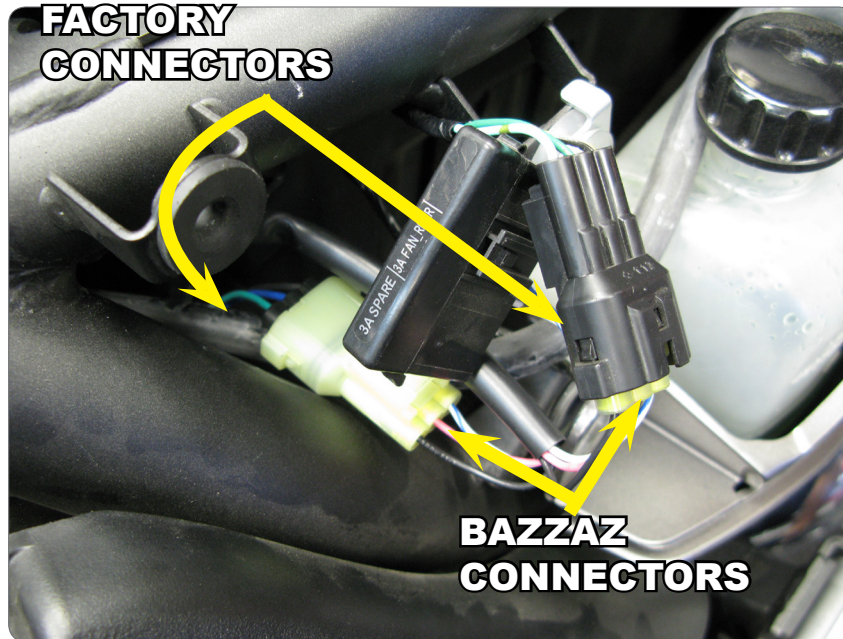
1. Locate the factory ground location, which can be found under the rider seat, below where the rear of the tank mounts.
2. Remove the factory 10mm bolt and install the Bazzaz ground lug.
3. Retighten the factory ground bolt.



5>CONNECT (CONT.)

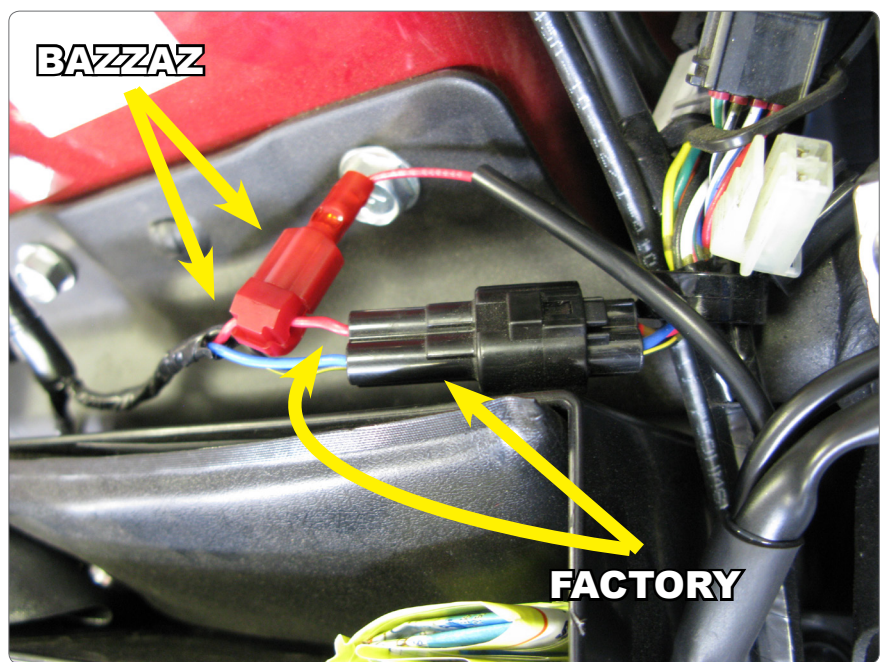
5.7

1. Locate the factory GPS/Neutral connector, which can be found on the left hand side of the bike near the factory battery box.
2. Disconnect the factory GPS/Neutral connector and install the Bazzaz GPS/Neutral connector inline.



5.8

1. Locate the factory taillight connector, which can be found behind the factory battery box and tool kit.
2. Separate the factory red wire from the rest.
3. Use the supplied scotchlok to crimp onto the factory red wire.
4. Connect the Bazzaz +12v switch power connector.



SECTION 6>CONNECT, AND 7>QUICKSHIFT ARE FOR USE WITH THE BAZZAZ Z-FI TC ONLY!! FOR Z-FI, PLEASE SKIP FORWARD TO SECTION 11>SECURE.

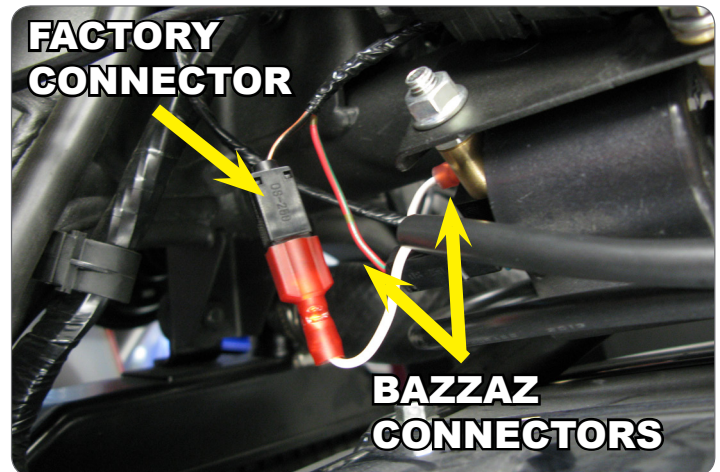
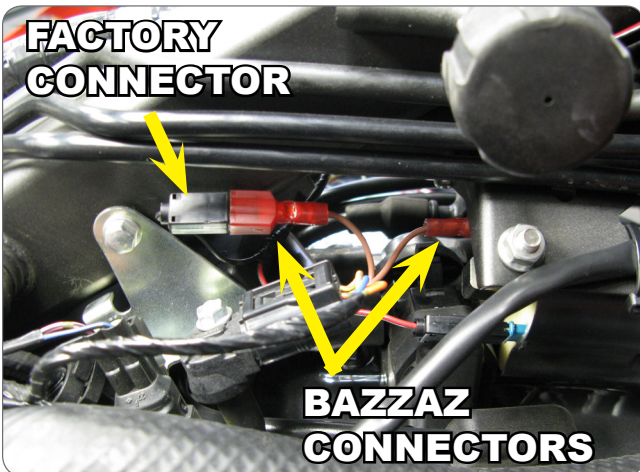
6>CONNECT

(FOR USE WITH Z-FI TC ONLY!)

6.1

1. Connect the Bazzaz coil harness to the Bazzaz control unit and begin routing the shift switch lead to the rear of the bike.
2. The remaining coil leads route towards the factory coils.
3. Locate the factory front ignition coil, and disconnect the factory black/orange wire from the coil, and install the Bazzaz coil connectors inline.
4. Next, disconnect the factory rear coil black wire from the coil.
5. Install the Bazzaz coil connectors inline.

NOTE: The Bazzaz coil connectors will be labeled for the front coil.



7>QUICKSHIFT

7.1

1. Remove the factory shift rod, then install the Bazzaz shift switch on the rear linkage.
2. The supplied shift rod may need to be cut shorter depending on your shift pedal height preference. Once the correct length is attained, install the Bazzaz shift rod by screwing it into place between the Bazzaz shift switch and the front shift linkage.
3. Secure components by tightening the 10mm nuts.
4. Route the shift switch sensor up to the mating connector on the Bazzaz coil harness.



11>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)**.

7>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



If any problem is found, please carefully follow through the installation steps again.



If problem still persists, please contact Bazzaz tech support

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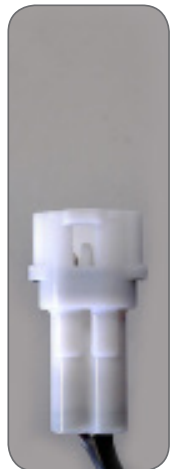
13>REINSTALL

After it is determined that everything is correct, reinstall the components removed in step 3.

14>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.

15>NEXT LEVEL

MAP SELECT SWITCH

Purchased separately.

Switch maps on the fly with this handlebar-mounted switch.

Weatherproof toggle and easy installation. **79.95**



MAP SELECT/TC ADJUST SWITCH

Purchased separately.

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. **129.95**



SELF MAPPER

Z AFM

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**





THE SMARTEST PERFORMANCE TUNING TECHNOLOGY



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United States

F422/T422