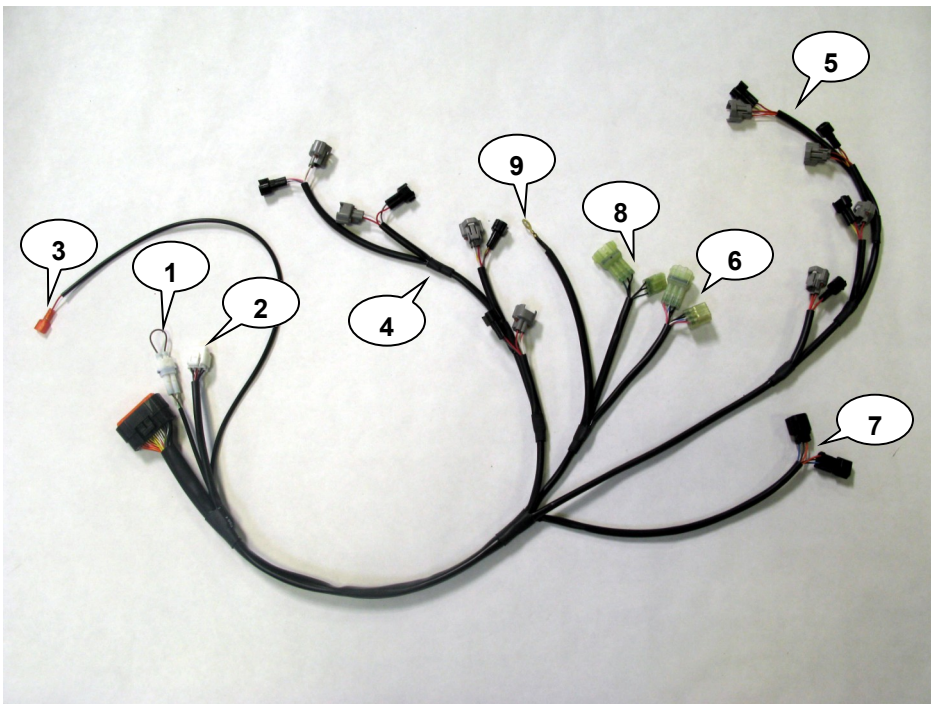**2011-2013 ZX10 Z-FI INSTALLATION INSTRUCTIONS**
P/N F440

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

Z-FI CONTROL UNIT
FUEL HARNESS
DOWNLOAD Z-FI MAPPER SOFTWARE & ITS INSTRUCTIONS FROM WEBSITE
USB CABLE
SCOTCHLOK
VELCRO
SWINGARM STICKERS

(1) MAP SELECT
(2) ZAFM CONNECTOR
(3) SWITCHED POWER (RED TAG)
(4) LOWER INJECTORS (YELLOW TAG)
(5) UPPER INJECTORS
(6) GEAR POSITION
(7) THROTTLE POSTION SENSOR
(8) CRANK POSITION
(9) GROUND LUG

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.

1. To begin installation remove seat, air box and fuel tank.

2. Attach the Z-Fi control unit to the top of the battery using the supplied Velcro patch. Also secure it in place with the long cable tie supplied and attach the main connector to Bazzaz control unit (photo 1). Note: If you are installing on an ABS bike, the control unit will need to be installed further back in the tail section.
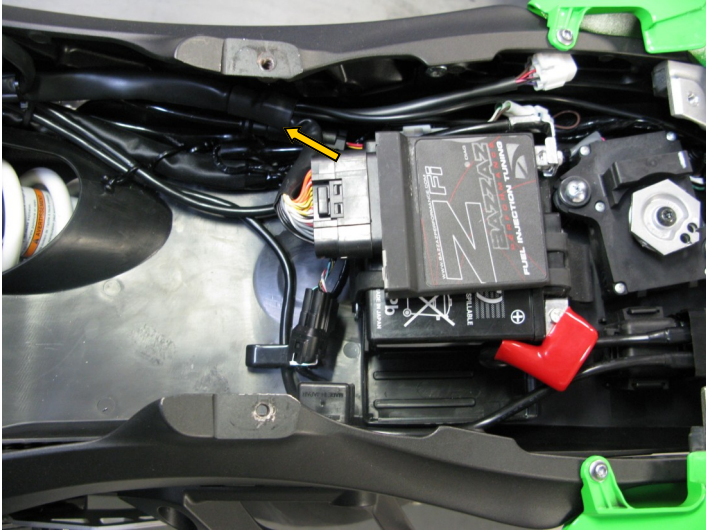

Photo 1

3. The ZX10 has two Throttle Position Sensors (TPS) and corresponding connectors which can both be found on the right side of the throttle bodies. The primary connector is black in color and located under the secondary TPS connector. Plug the Z-Fi harness in-line with the primary TPS. Once the TPS connection has been made the air box can now be installed (photos 2 & 3).
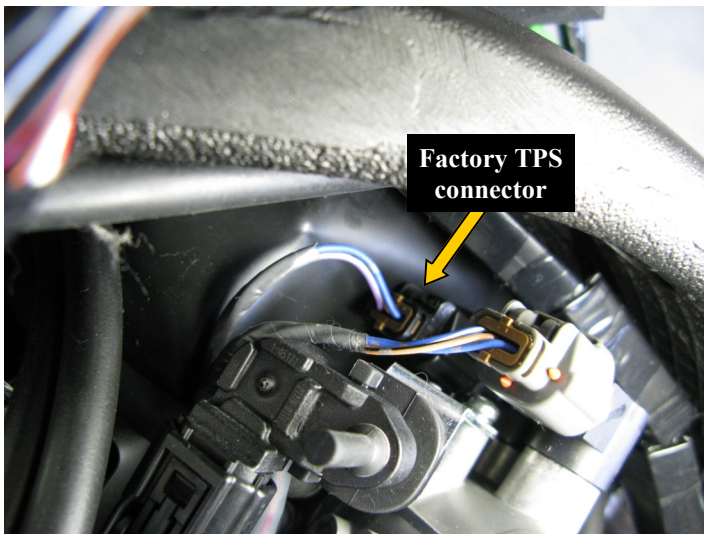

Factory TPS connector

Photo 2

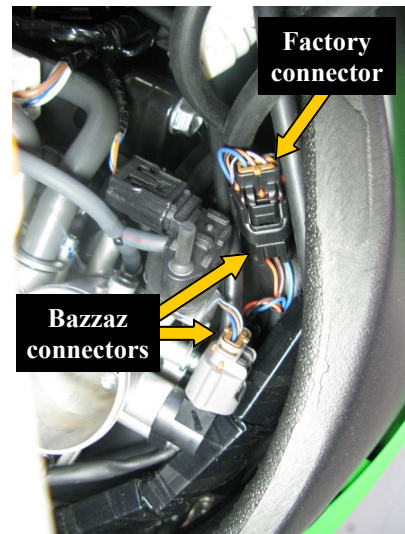Factory connector

Bazzaz connectors

Photo 3

4. Route the fuel harness on the right hand side of the bike and plug the Z-Fi harness in-line with the lower injectors (primary); yellow tag on harness is CYL#1 lower injector. Next plug the Z-Fi harness in-line with the upper injectors (photo 4).

WARNING! Make sure that the Z-Fi harness injector male pins make proper contact with the stock harness injector connectors.
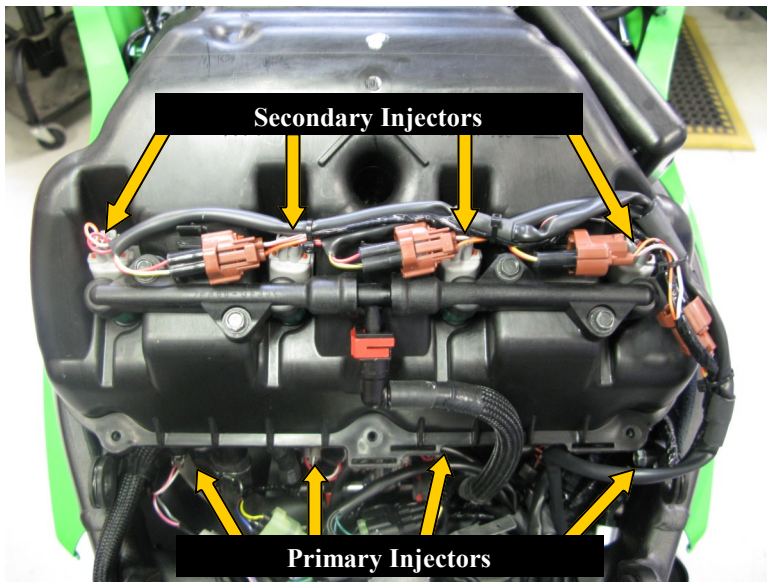
Secondary Injectors

Primary Injectors

Photo 4

5. A metal mounting bracket found at the rear of the air box contains 3 pairs of factory connectors. Here you will find the Crank Position (black connectors on backside of bracket) and Gear Positions (gray connectors on front side of bracket) connectors of the factory harness. Plug the Z-Fi harness in-line with the Crank Position connectors (photos 5 & 6).
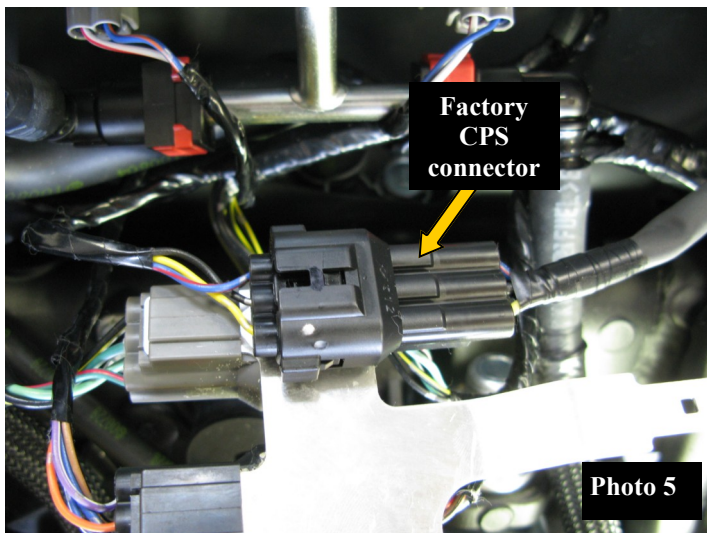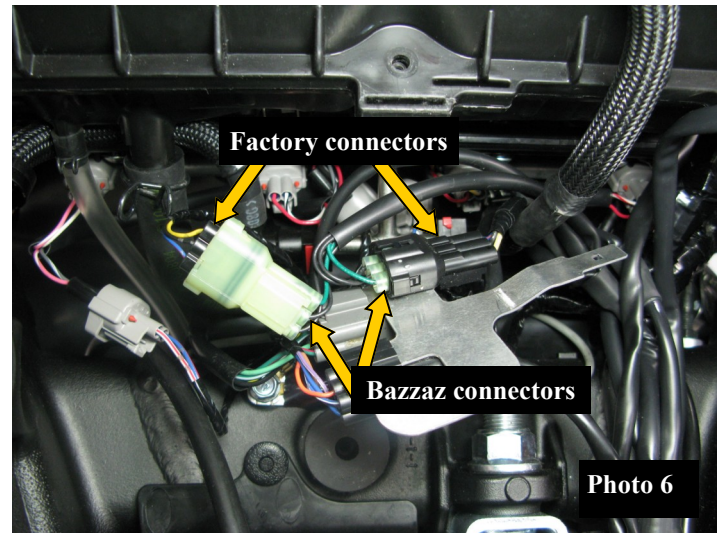

Factory CPS connector

Photo 5

Factory connectors

Bazzaz connectors

Photo 6

6. Plug the Z-Fi harness in-line with the Gear Position Sensor (photos 7 & 8).

Factory Gear connector

Photo 7
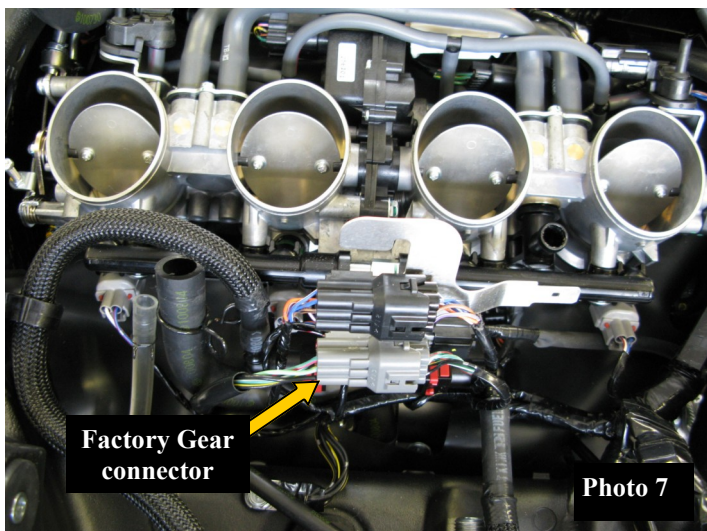

Bazzaz connectors
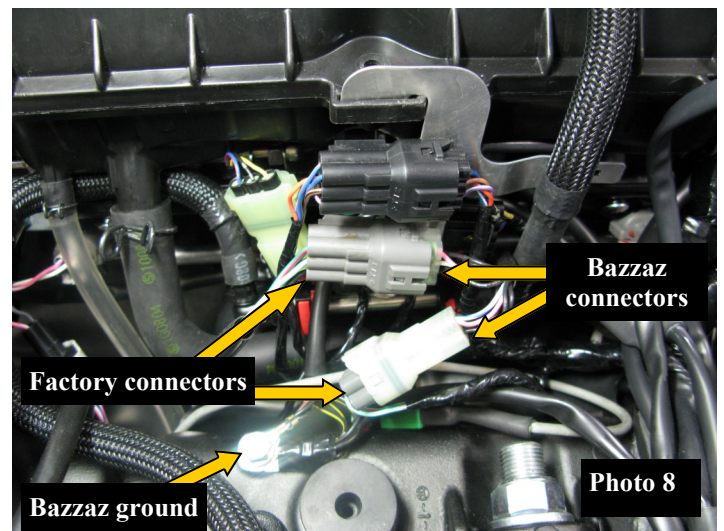
Factory connectors

Bazzaz ground

Photo 8

7. Attach the ground lug from the Z-Fi to the chassis ground using one of the 8mm crank case bolts (photo 8).

8. Locate the blue / black wire of the factory harness tail light connector found in the tail of the bike and use the supplied scotchlok to tap into this wire. Insert the switched power (red tag) T-Tap into the scotchlok (photo 9).

WARNING! Proper alignment of the T-Tap terminal with the scotchlok is critical for proper operation.
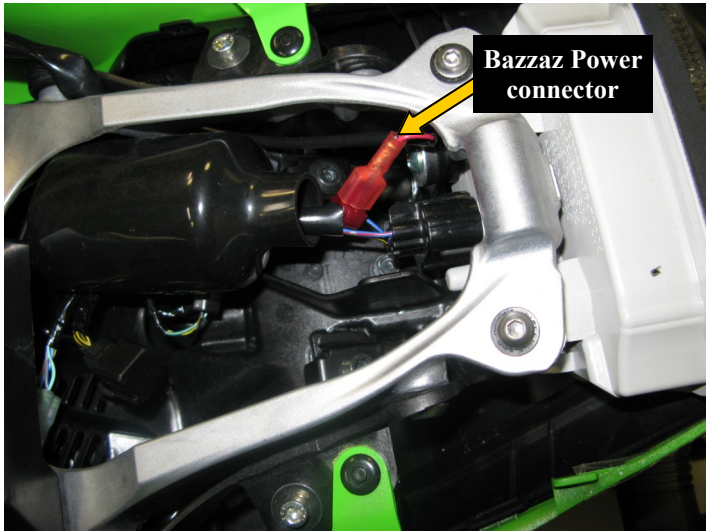

Bazzaz Power connector

Photo 9

9. The installation is near completion; take a moment to neatly secure the harness with the supplied cable ties. Reinstall fuel tank (be careful to make sure Bazzaz harness does not get pinched under the tank) and start bike to verify proper installation and system functionality. 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 1.

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.
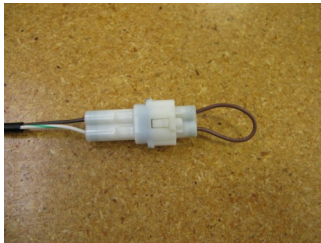
Map 1
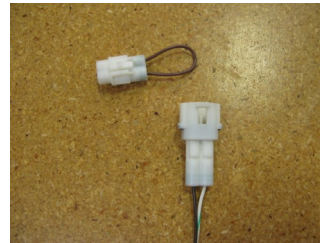
Map 2

__ To create the ideal map(s) we recommend using the optional Z-AFM self-tuning module. *__*