



2012-2013 Polaris RZR 900 XP Z-Fi MX Installation Instructions
P/N F514

WARNING!

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

Parts List:

Z-Fi Control Unit

Fuel Harness

Download Z-Fi Mapper Software & Its Instructions from Website

USB Cable

Velcro Patch

Scotchlok (1)

Stickers

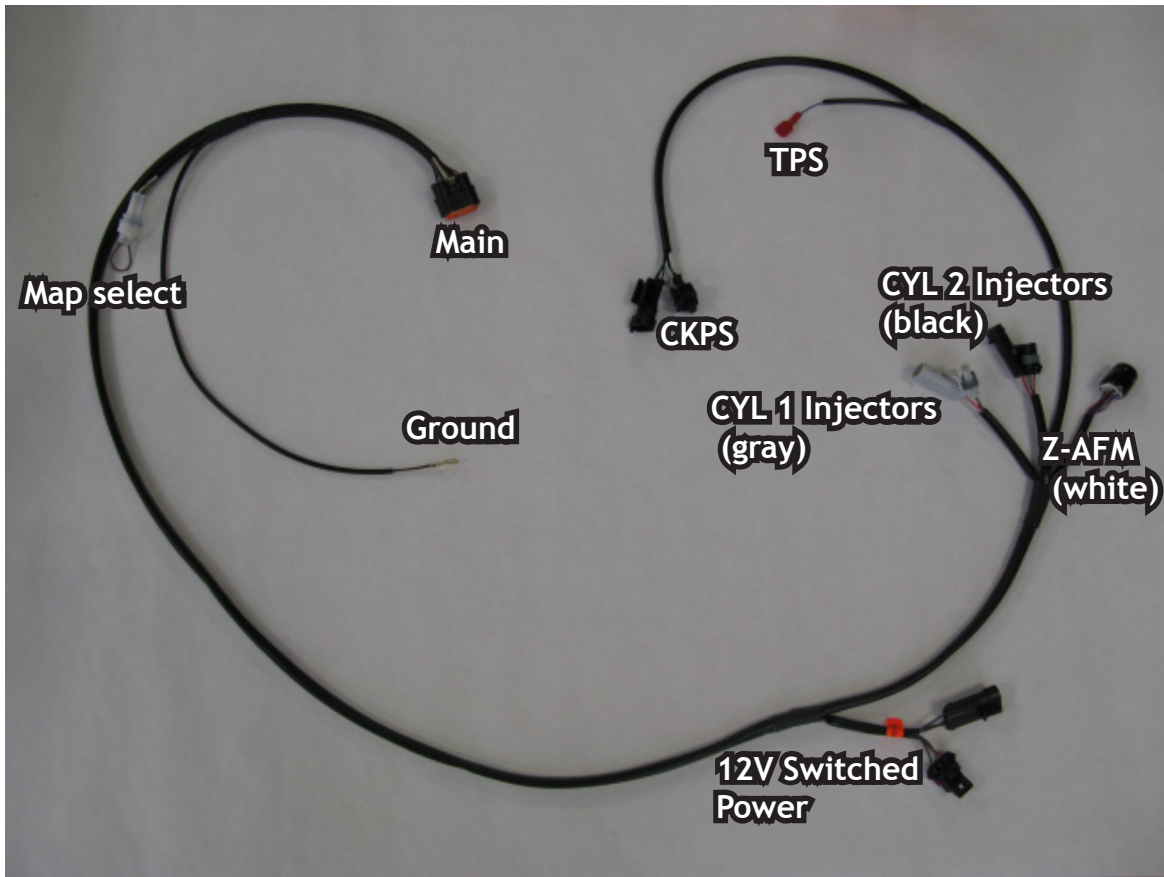


Read through all instructions before beginning installation. This is not a replacement for the ECU. This document is intended for use by qualified technicians. For more specific stock component identification and location information refer to a factory service manual.

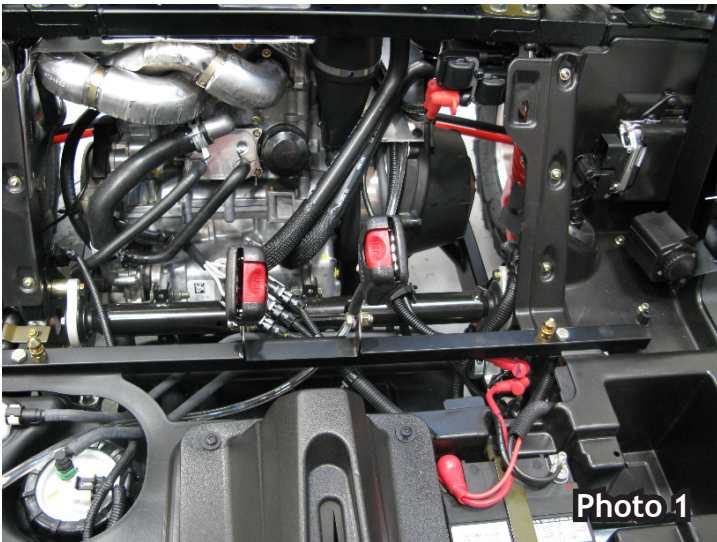
To create the ideal map(s) we recommend using the optimal Z-AFM self-tuning module

15330 Fairfield Ranch Rd., Unit E, Chino Hills, CA 91709 Phone (909) 597-8300 Fax (909)597-5580
www.Bazzaz.net

BAZZAZ HARNESS CONNECTOR IDENTIFICATION



1. Remove the driver & passenger seats, the engine cover panel behind the seats, and air box in the rear payload area in order to gain access to all necessary components (photos 1 & 2).



2. Use the supplied Velcro patch to attach the Z-FiMX control unit inside the storage compartment located under the driver seat. Connect the mating connector of the Bazzaz harness to the Z-FiMX control unit and begin routing the harness into the engine compartment (photo 3).



Photo 3

3. Route the remainder of the Bazzaz harness up the inside of the left vertical frame post (located behind the driver seat), following the routing path of the factory harness. The next two harness connections can be easily made by accessing the factory harness connectors from under the vehicle inside the left rear wheel well (photo 4).

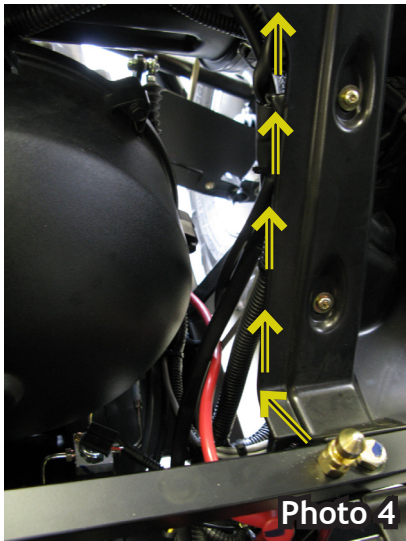


Photo 4

4. Route the lead of the Bazzaz harness identified as “Switched Power” toward the rear of the vehicle and connect the Bazzaz power connector in line with the mating tail light connectors on the factory harness. The factory harness connectors can be found attached to the cross brace of the frame just above the air filter housing (photos 5 & 6).

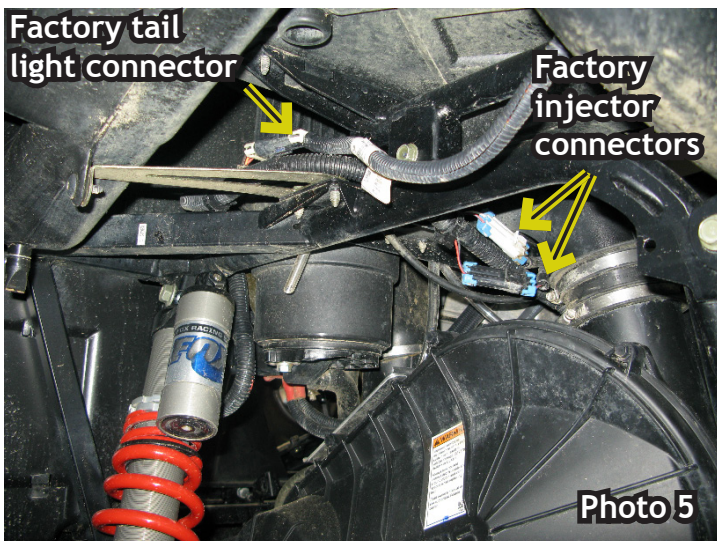


Photo 5

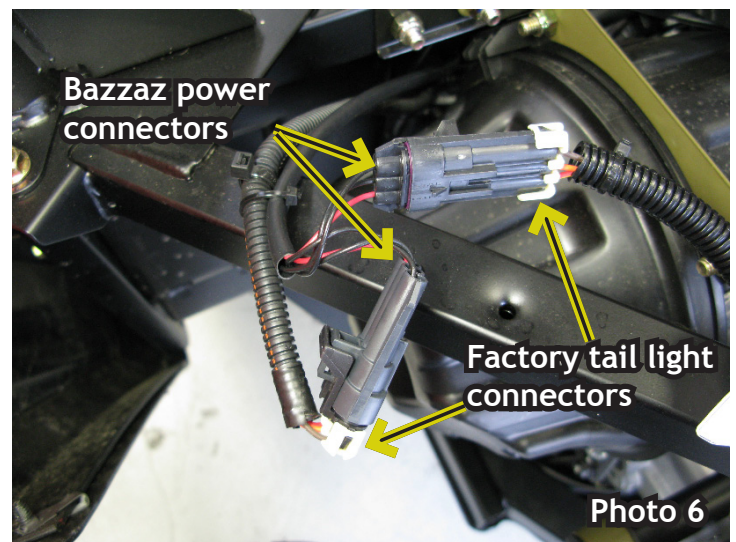
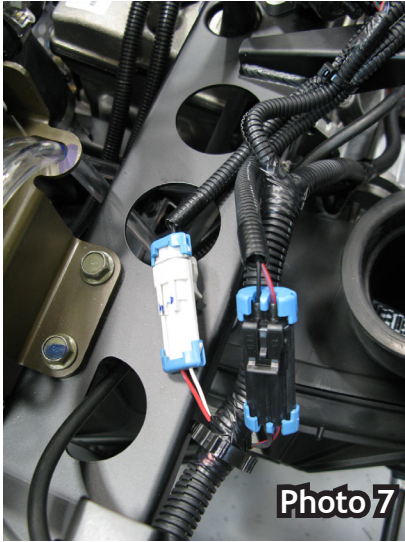
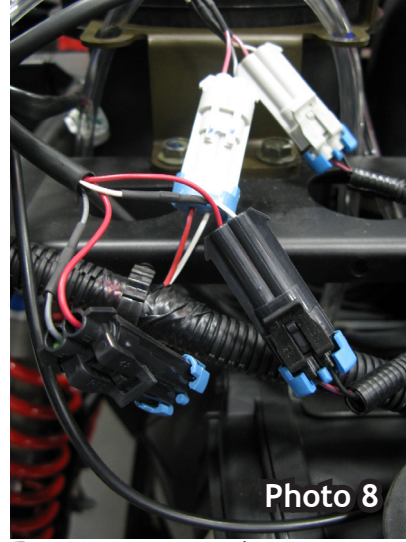


Photo 6

5. Identify the injector connectors of the factory harness, which are located approximately 12 inches closer to the engine than the taillight connector along the same lead of the factory harness. Each cylinder has a set of corresponding injector connectors. The Bazzaz harness contains mating connectors for each cylinder (connectors are color matching to factory harness connectors); connect the corresponding Bazzaz connectors in line with the factory harness connectors for each cylinder (photos 7 & 8).



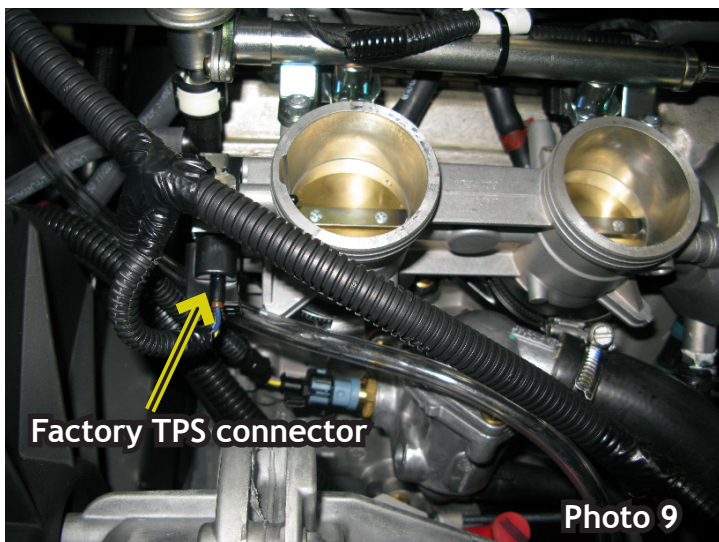
Factory injector connectors



Bazzaz connectors installed inline

6. Route the remainder of the Bazzaz harness containing the throttle position sensor connector through the engine compartment, under the intake to the left side of the throttle bodies. This area is best accessed through the removal of the engine access cover located in the rear payload compartment.

7. Disconnect the factory harness throttle position sensor connector from the throttle body assembly. Crimp on the scotch lok connector supplied with the Bazzaz kit onto the **green wire**. Insert the T-tap connector attached to the blue wire on the Bazzaz harness into the scotch lok. Reinstall the factory harness connector onto the throttle position sensor (photos 9, 10 & 11).



Factory TPS connector

Photo 9

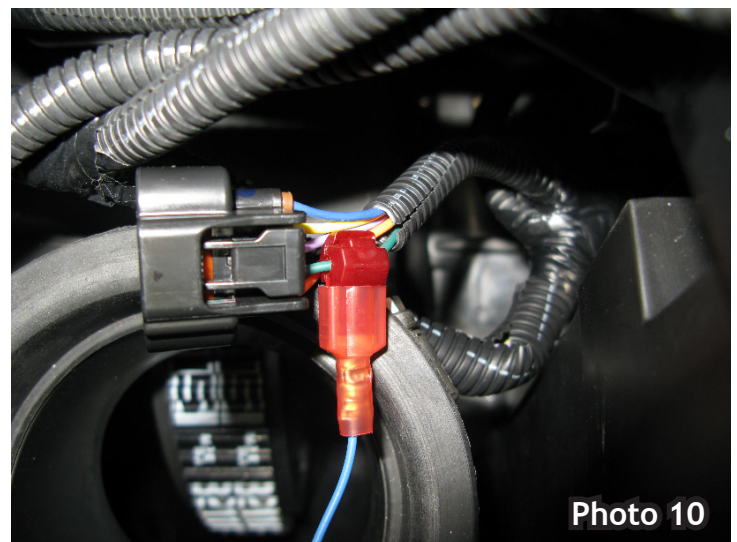


Photo 10

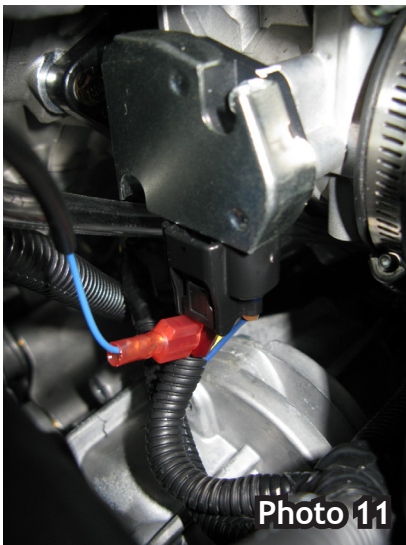


Photo 11

8. Route the remainder of the Bazzaz harness along the factory harness to the Crank Position Sensor. It is located on the right side of the engine. Plug the Bazzaz CKPS connectors in line with the factory Crank Position (photos 12 & 13).

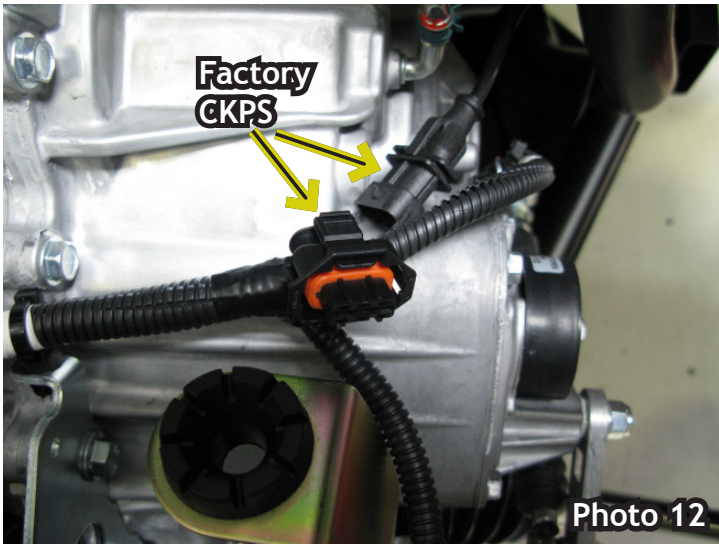


Photo 12

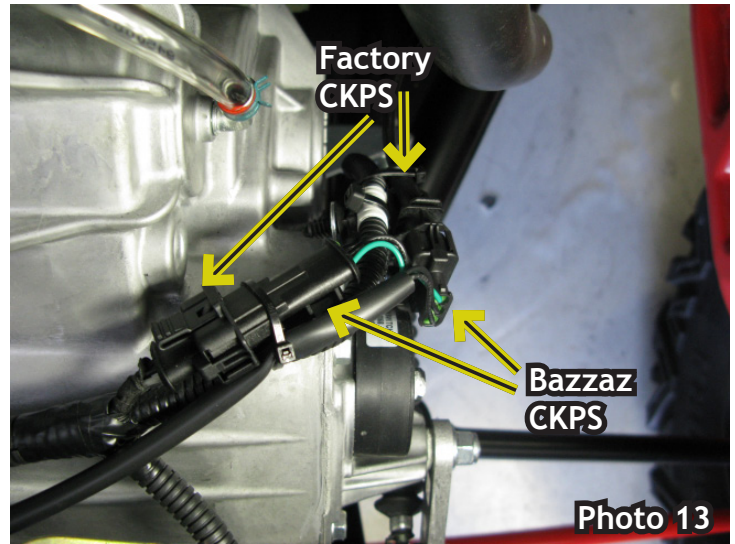


Photo 13

9. Reinstall the components removed in step one of these instructions.

The Bazzaz 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 the 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.

