Z-Fi Installation Instructions
Part # F640

May result in the activation of the FI light (indicating injector fault) but does NOT cause actual running issues

Parts List:
Z-Fi Control Unit
Fuel Harness
Scotchlok (1)
Cable Ties
Velcro
USB Cable
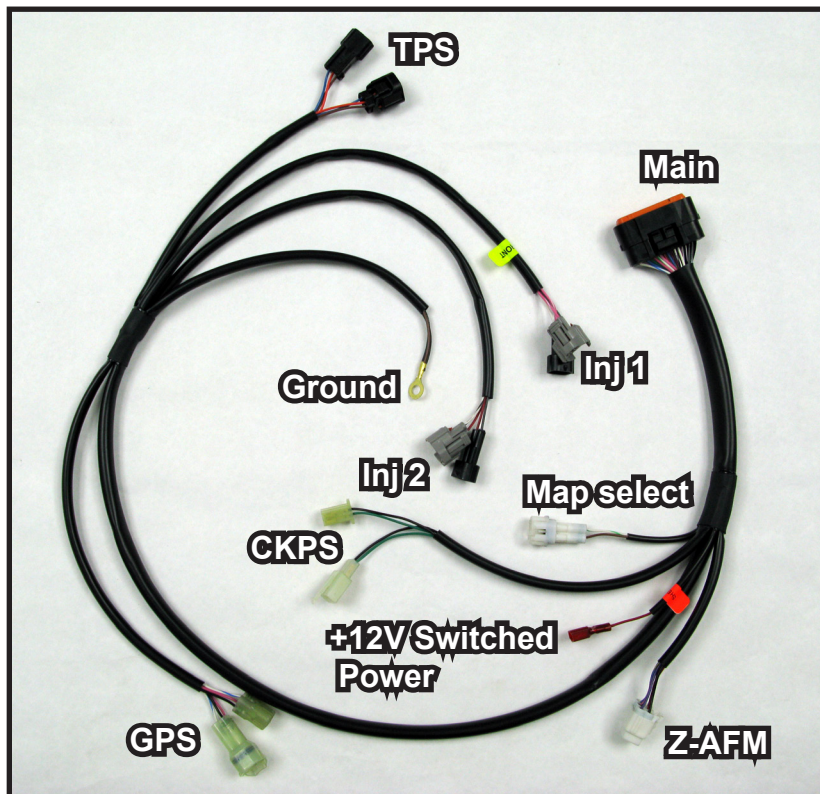Swingarm Stickers
Download Z-Fi Mapper Software at **bazzaz.net**
Software instructions available at **bazzaz.net**

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

BAZZAZ HARNESS CONNECTOR IDENTIFICATION

FUEL HARNESS

1. Begin the installation by removing the seats, fuel tank and airbox.

+12V Switched Power   CKPS   GPS   TPS   Ground   Injectors 1 & 2
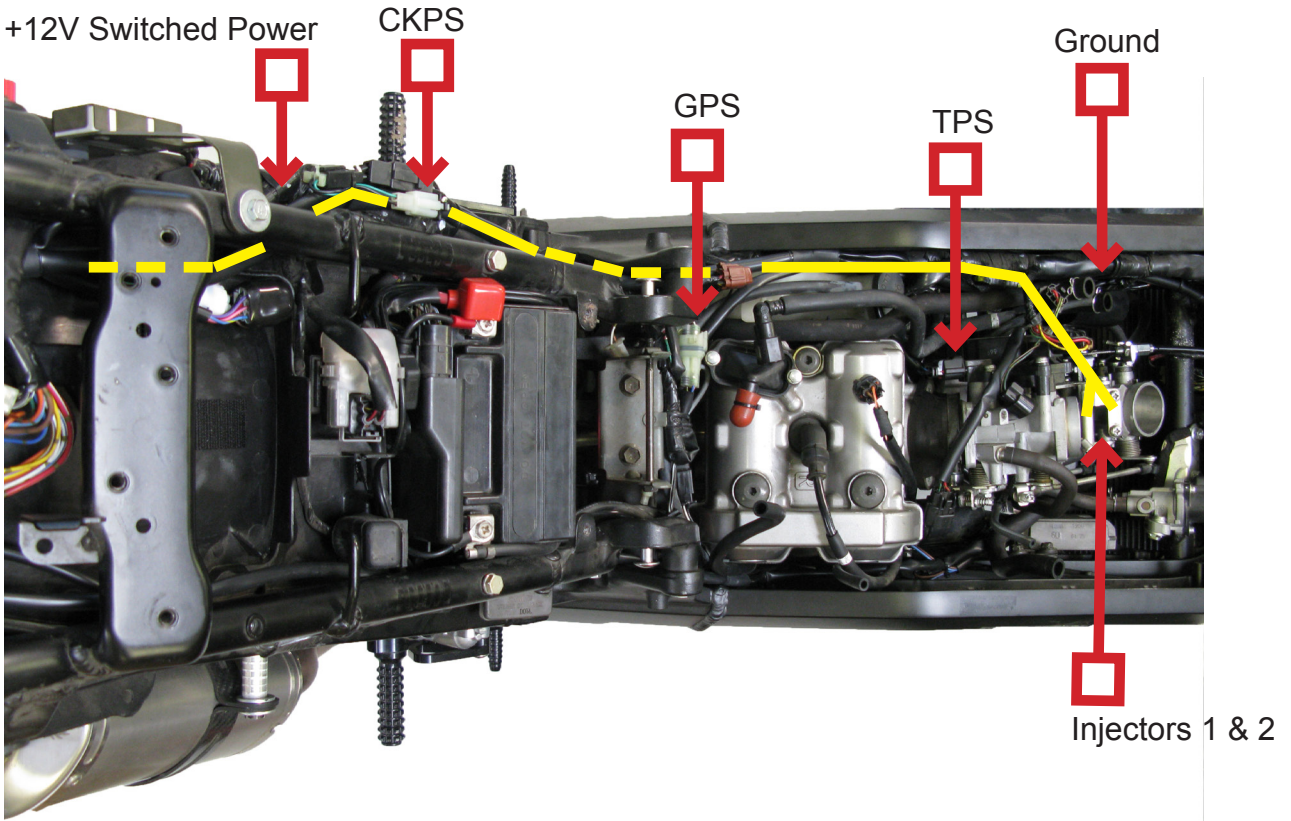
Harness routing shown in yellow.
Stock component identification and location shown for reference.

2. Place the Bazzaz **CONTROL UNIT** in the back of the tail section. Secure the control unit to the under tray with the supplied velcro.
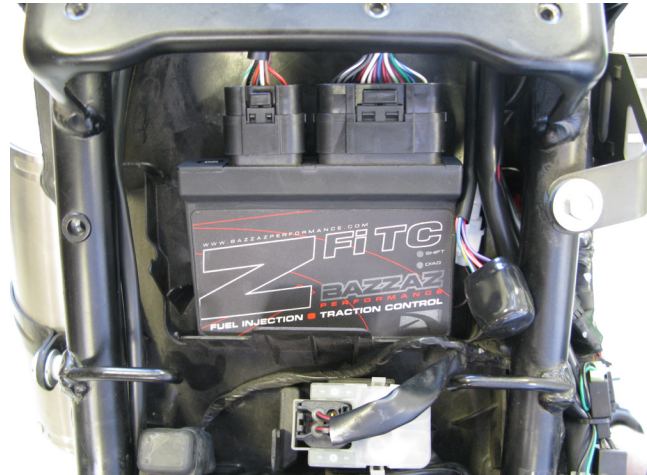

3. Connect the main connector of the Bazzaz **FUEL HARNESS** to the control unit. Begin routing the harness towards the engine compartment and down the left side.

4. Locate the factory Crank Position Sensor (CKPS) connectors found on the outside of the subframe (on the left side near the starter relay). Disconnect the factory CKPS connectors and connect the Bazzaz **CKPS** connectors in-line with the factory connectors.

Bazzaz CKPS connectors

Factory CKPS connectors
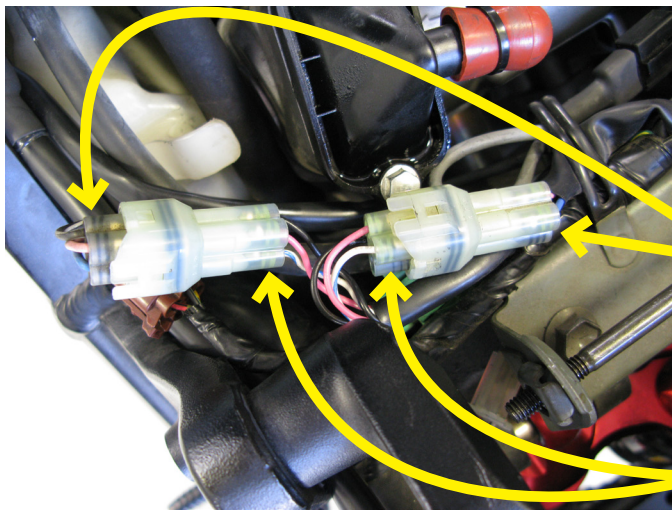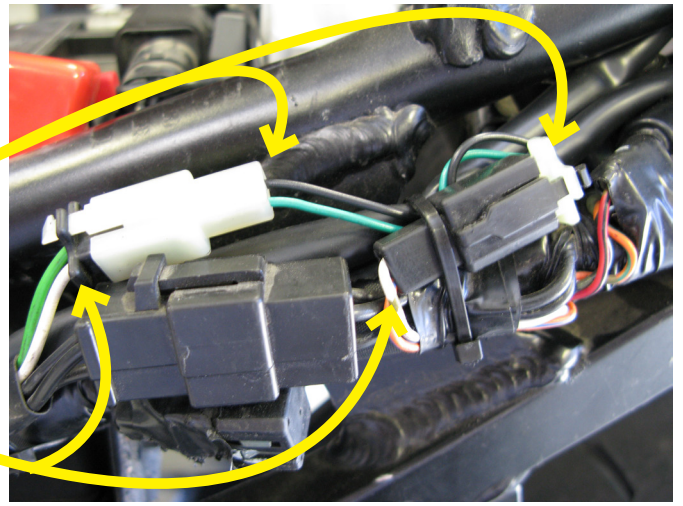
5. Next, locate the factory Gear Position Sensor (GPS) connectors, which can be found near the factory fuel pump connector. Disconnect the factory GPS connectors and connect the Bazzaz **GPS** connectors in-line with the factory connectors.

Factory GPS connectors

Bazzaz GPS connectors

6. Locate the factory Throttle Position Sensor (TPS) and connector which can be found on the left side of the rear throttle body. Disconnect the factory TPS connector from the sensor and connect the Bazzaz **TPS** connectors in-line between the factory connector and sensor.

Bazzaz TPS connectors
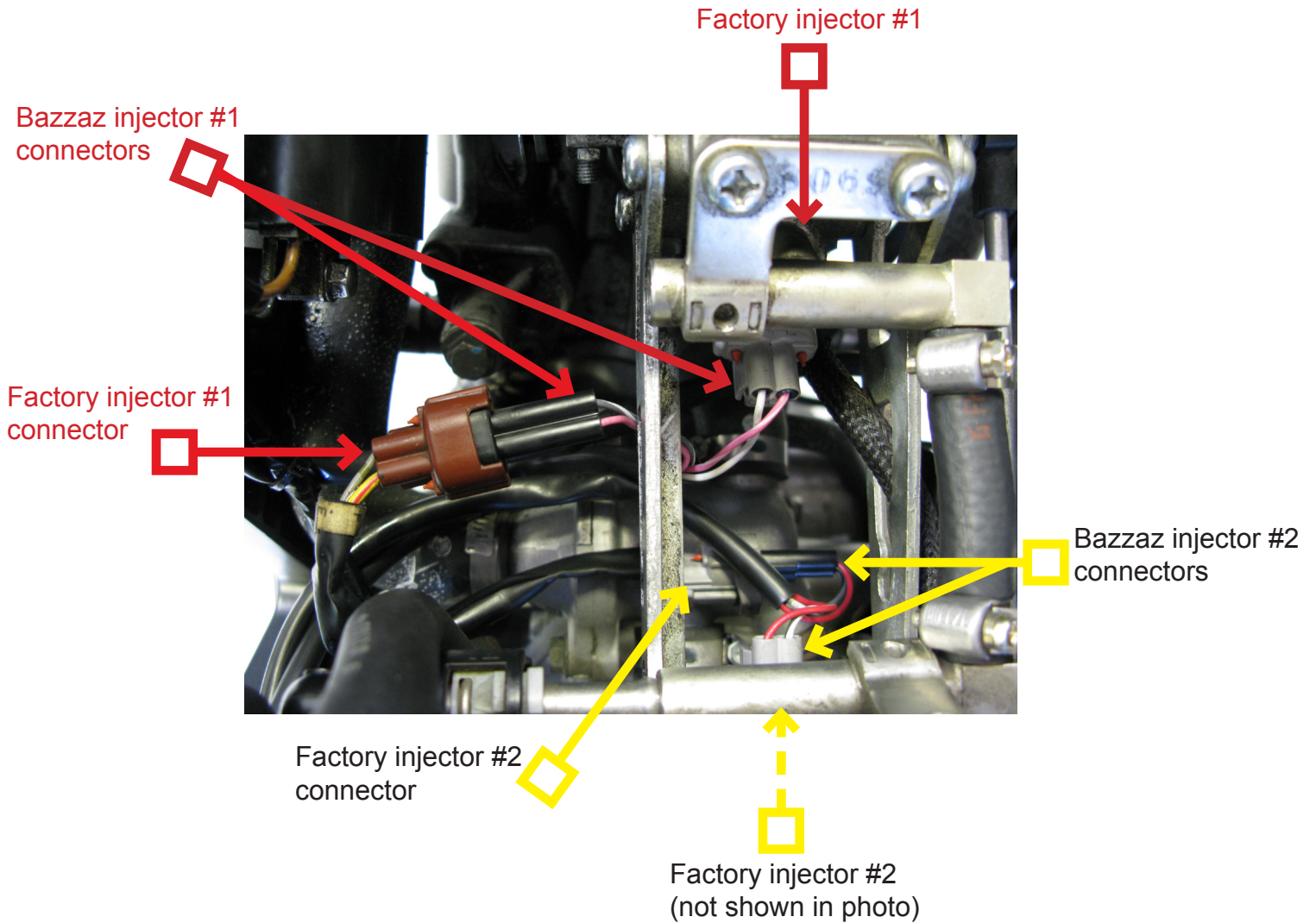
Factory TPS

Factory TPS connector
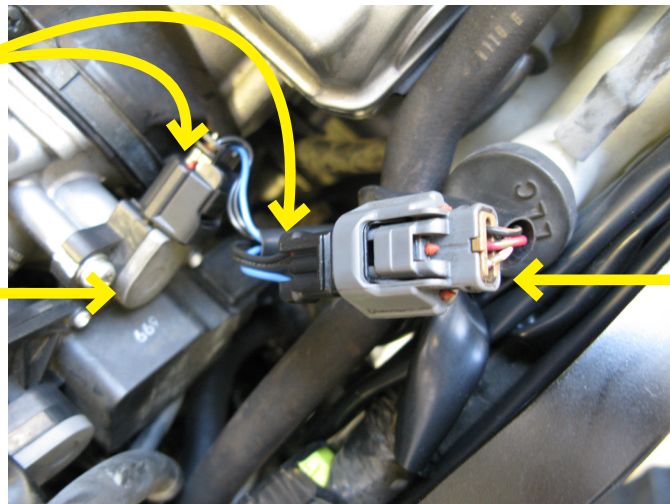
7. Next, route the remaining leads from the fuel harness to the front of the bike. Locate the 10mm bolt on the inside of the left frame rail, near the front cylinder ignition coil. Unbolt the 10mm bolt and install the Bazzaz **GROUND** lug. Reinstall the factory 10mm bolt.

Ground

8. Continue routing both Bazzaz injector leads to the center of the throttle bodies, between the cylinders. The injector #1 lead of the Bazzaz harness (has the connector with the pink/white wire) will go to **INJECTOR #1** (front cylinder).

Disconnect the factory front cylinder injector connectors and connect the Bazzaz injector #1 connectors in-line with the factory connectors. Repeat the same process with **INJECTOR #2** (rear cylinder).

Factory injector #1

Bazzaz injector #1 connectors

Factory injector #1 connector

Bazzaz injector #2 connectors

Factory injector #2 connector

Factory injector #2 (not shown in photo)

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9. To finish the installation of the fuel harness, locate the factory diagnostic connector which can be found near the factory CKPS connector, in the tail section on the left side. Using the supplied Scotchlok, crimp onto the ==orange/white== wire of the factory diagnostic connector and insert the Bazzaz **+12V SWITCHED POWER** connector into the Scotchlok.

Scotchlok crimped onto orange/white wire of factory diagnostic connector

+12V Switched Power connector
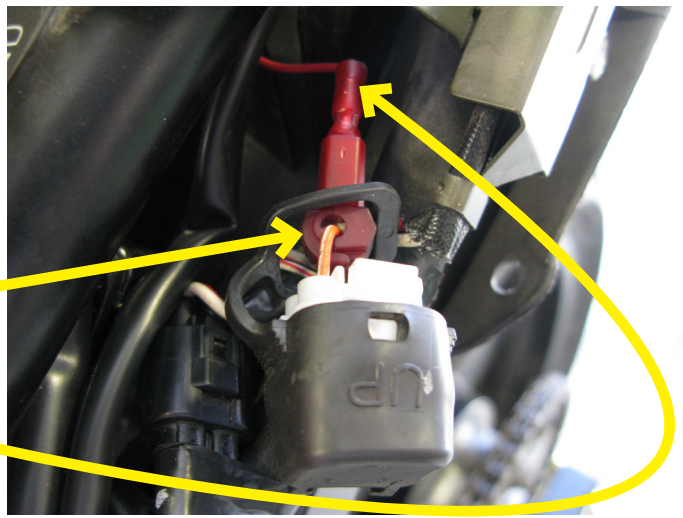
10. To complete the installation, use the supplied cable ties to secure the harnesses neatly along the routing path free of any moving or hot components (which could cause damage or failure of the system). If any problem is found, please carefully follow through the installation steps again. If problem still persists, please call **Bazzaz tech support at (909) 597-8300**. After it is determined that everything is correct, reinstall the components removed in step one and the installation will be complete.

The Bazzaz control unit is capable of storing two maps. These maps can be selected by connecting or disconnecting the map select jumper on the fuel harness (or you can switch maps on the fly with the handle bar mounted map select switch, sold separately). 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.

The control unit is pre-programmed from the factory with an enhanced map in the map 1 position. The map 2 position is using the stock ECU map. You are able to load and unload maps as needed via the Z-Fi Mapper software.

Map 1

Map 2
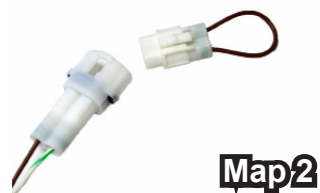
Don't forget to download the Z-Fi Mapper software from **bazzaz.net** (under the software tab) if you wish to adjust your fuel map. You will also need access to the Z-Fi Mapper software if you will be using the Z-AFM self-mapping kit.
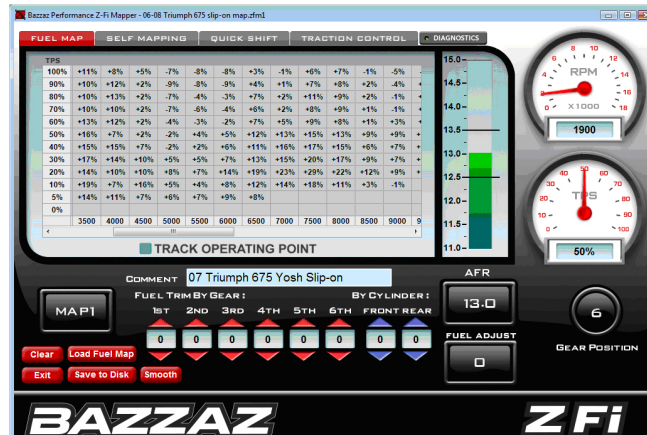
Accessories you may be interested in to ENHANCE your Bazzaz experience

Z-AFM™ | Tuning Technology (for use with all Bazzaz fuel control units)
Quickly collect data to build ideal, self-made fuel maps while riding. [Part No. 127062]

Map Select Switch (for use with the Z-Fi, Z-Fi MX, Z-Fi QS and Z-Fi TC)
The Bazzaz Map Select Switch is a handlebar-mounted switch for convenient toggling between two maps held on the Bazzaz unit. For example, rider can toggle between a fuel efficient map, rain map, or a full power map. [Part No. 127078]