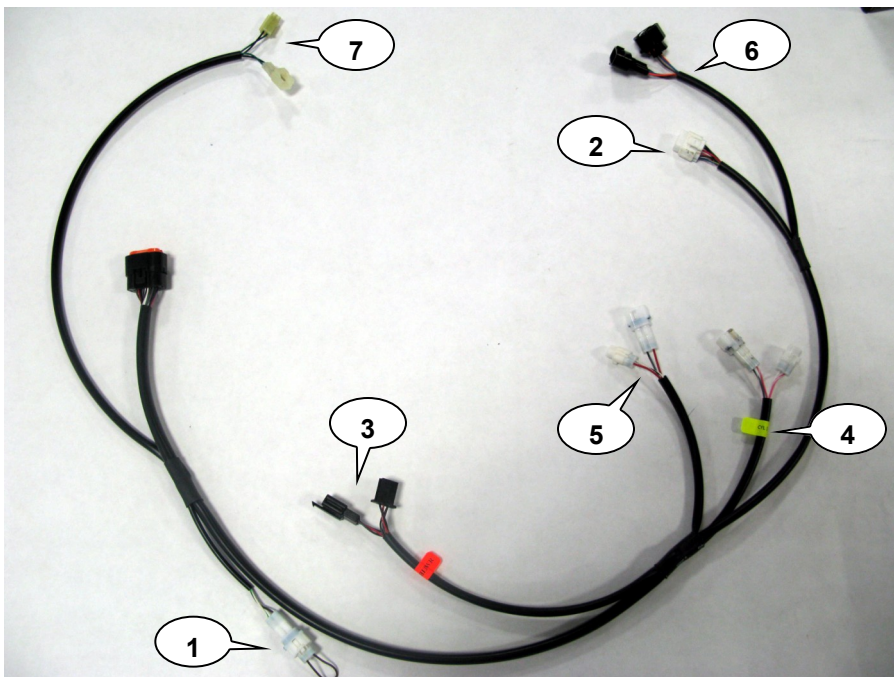**2008-2013 YAMAHA TMAX Z-FI INSTALLATION INSTRUCTIONS**
P/Ns F770

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) LEFT INJECTORS (YELLOW TAG)
(5) RIGHT INJECTORS
(6) THROTTLE POSTION SENSOR
(7) CRANK POSITION

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. Prior to installing the Bazzaz product the following components must be removed in the following order: front upper panel, front lower inner & outer panels, upper handlebar cover, side center panels, side footrest board mat & cover, side cowling, side footrest board and storage compartment.

2. Once the necessary components have been removed, begin the installation by first mounting the control unit to the left of the battery using the supplied Velcro patch by attaching mating sides to the back of the control unit and the side of the battery. Reinforce the mounting with the long cable tie supplied by placing it around the control unit and battery mounting bracket (photos 1 & 2).


Photo 1

Bazzaz Control Unit

Photo 2
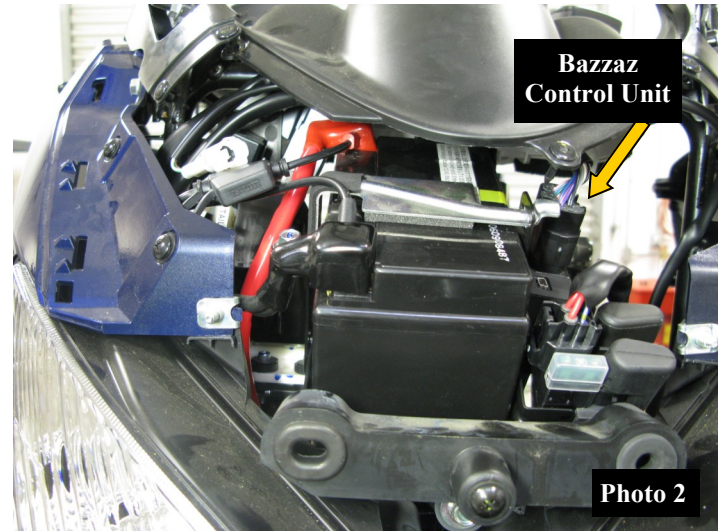
3. Plug the main connector of the Bazzaz harness into the control unit. At this time connect the CPS connector of the Bazzaz harness in line with the factory harness connectors located inside the front fairing attached to a bracket found near the left fork tube (photos 3 & 4).

Factory CPS Connector

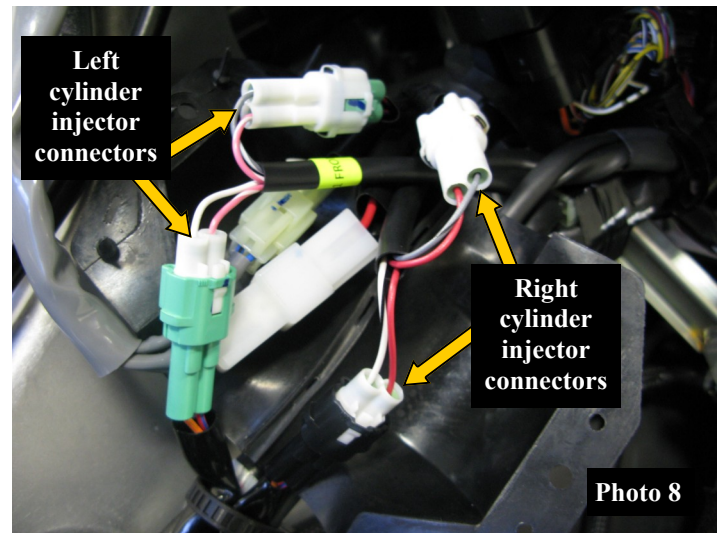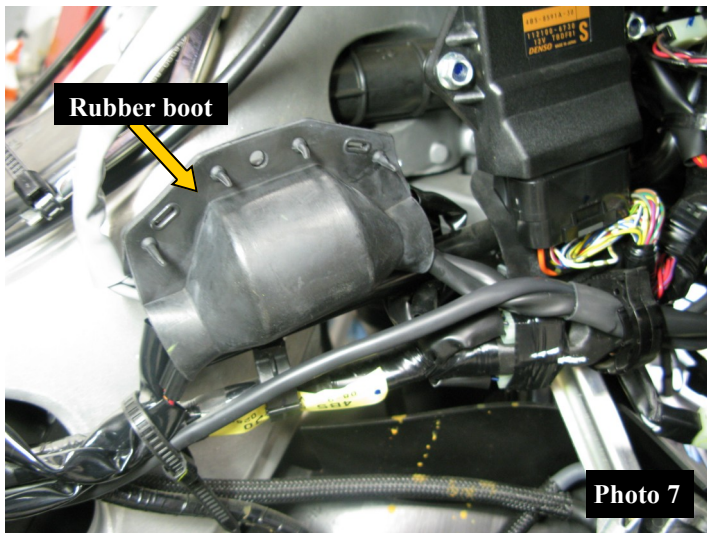Photo 3

Bazzaz CPS Connectors

Photo 4
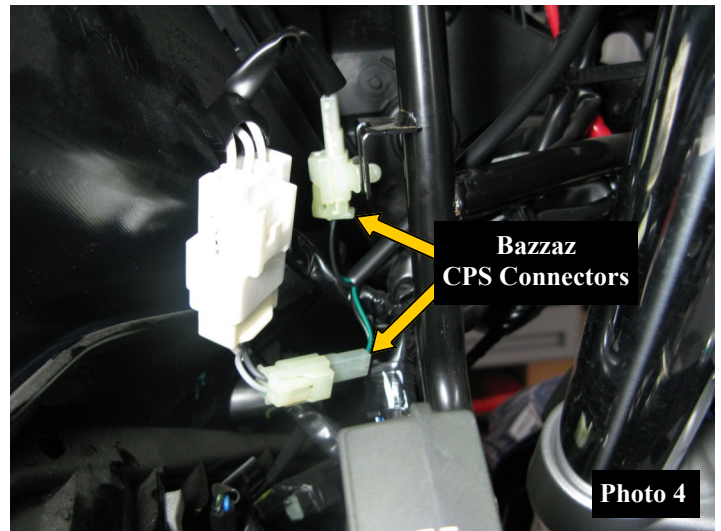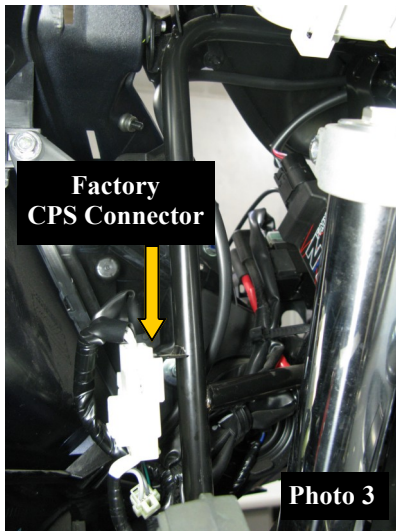
The remaining connections will be made on the right side of the scooter. Route the remainder of the harness up and over the battery on the right side of the scooter and down along a similar path of the factory harness.

4. Near the factory ECU locate the unused clear 3 pin connector of the factory harness. Connect the mating Power/Ground connector of the Bazzaz harness. Note: Once this connection is made there will be a remaining connector of the Bazzaz harness left unused (photos 5 & 6). *Small yellow arrows show routing.*

Bazzaz PWR/Ground Connection — Photo 5

Factory connector — Bazzaz connectors — Photo 6
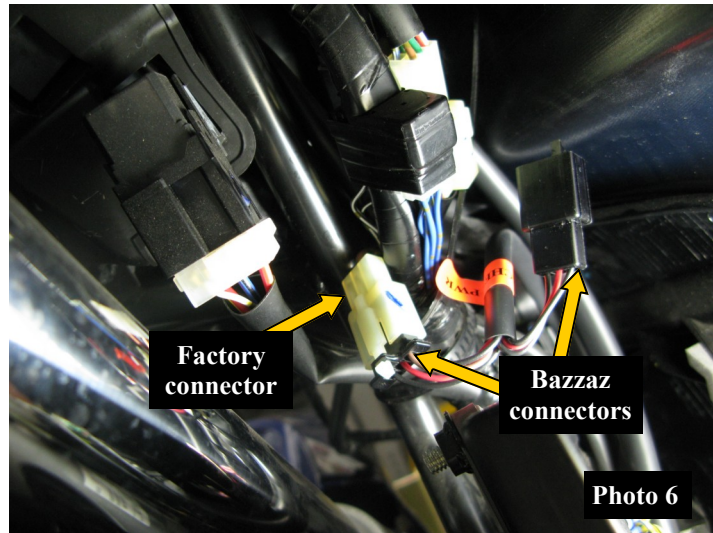
5. Locate the rubber boot in which multiple factory connectors are found. Open the boot and identify the injector connectors which are green (left cylinder injector) and black (right cylinder injector). Connect the corresponding injector connectors of the Bazzaz harness which are labeled with the color of the factory harness connector they are to be connected (photo 7 & 8).

Rubber boot — Photo 7

Left cylinder injector connectors — Right cylinder injector connectors — Photo 8

6. Locate the TPS connector found on the end of the throttle bodies' right side. Disconnect the factory harness connector and install the corresponding Bazzaz harness TPS connectors in line (photos 9 & 10).

Factory
TPS connector

Photo 9

Factory
connector

Bazzaz
TPS connectors

Photo 10
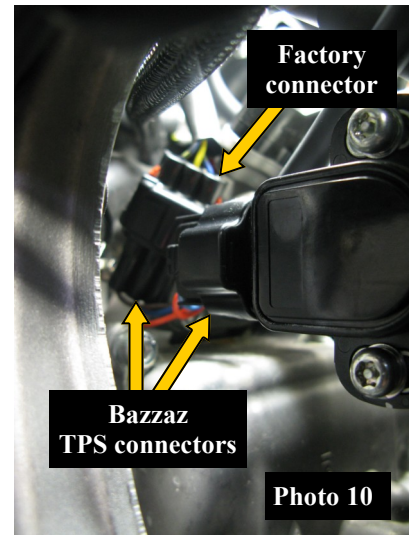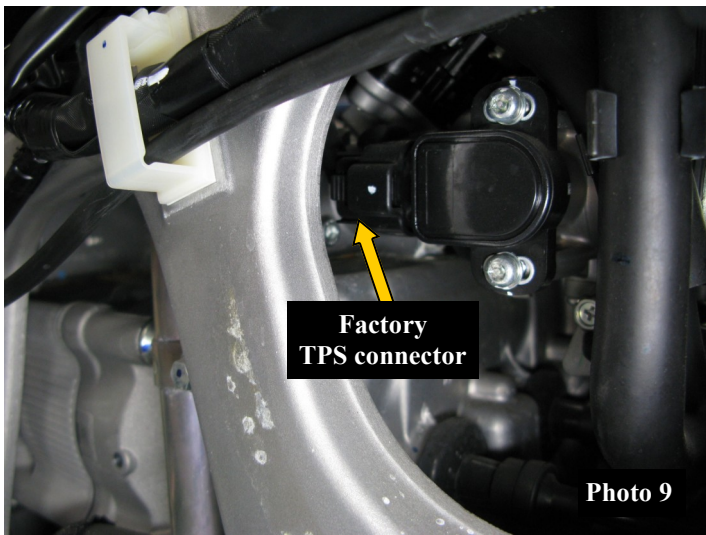
7. The factory oxygen sensor will no longer be used; it must be disconnected or removed. It is located in the exhaust pipe in front of the silencer.

8. The installation is near completion. Take a moment to neatly secure the harness along its routing path free of any moving or hot components which may cause damage to the product. Start the vehicle for a short time to verify proper installation and operation of the system. Next, reinstall in reverse order of removal, 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.
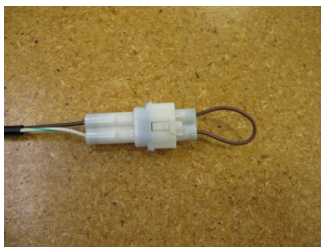
Map 1
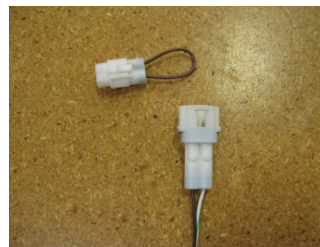
Map 2

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