



2009-2013 Yamaha Zuma 125 Z-Fi Installation Instructions
P/N F771

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

Parts List:

Z-Fi Scooter Control Unit

Fuel Harness

Download Z-Fi Mapper Software & Its Instructions from Website

USB Cable

O2 Eliminators (1)

Scotchlok (2)

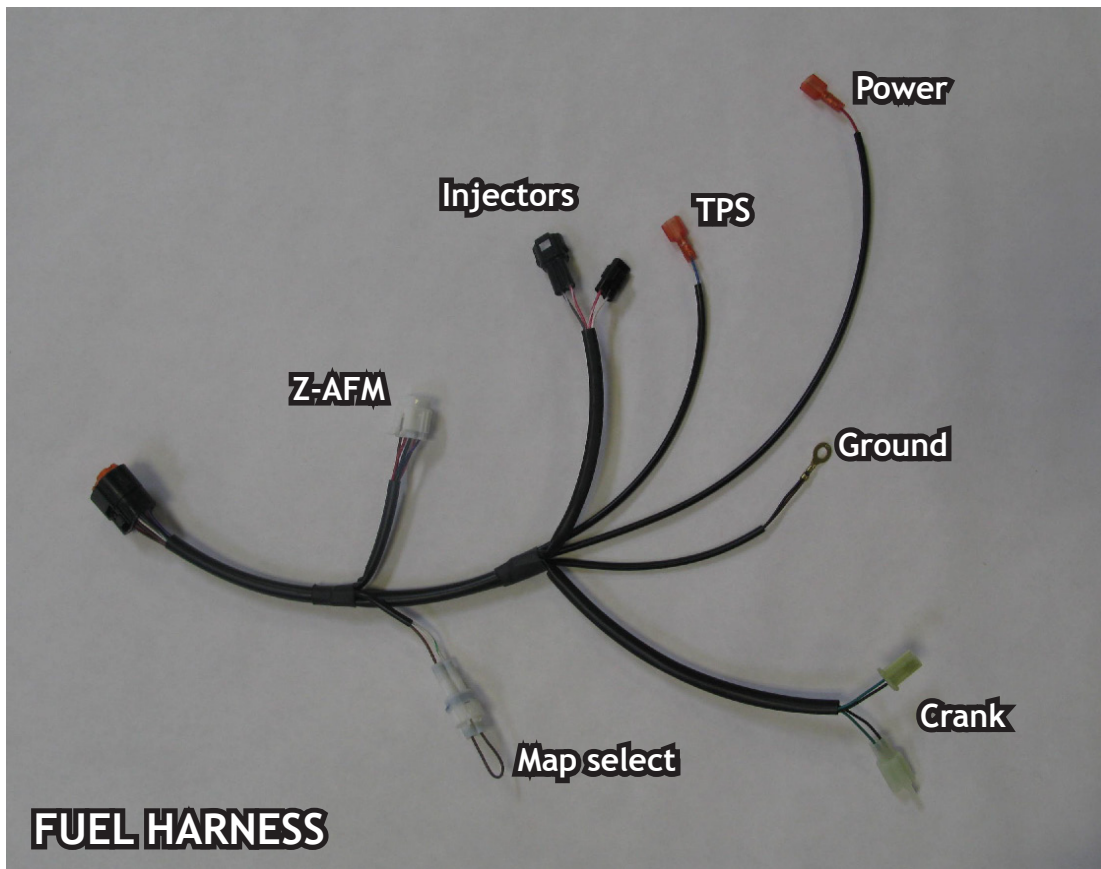
Stickers



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.

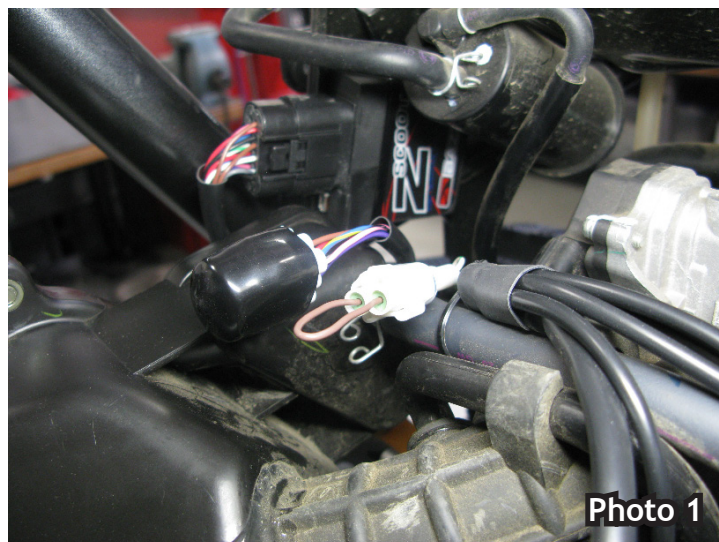
To create the ideal map(s) we recommend using the optimal Z-AFM self-tuning module

BAZZAZ HARNESS CONNECTOR IDENTIFICATION

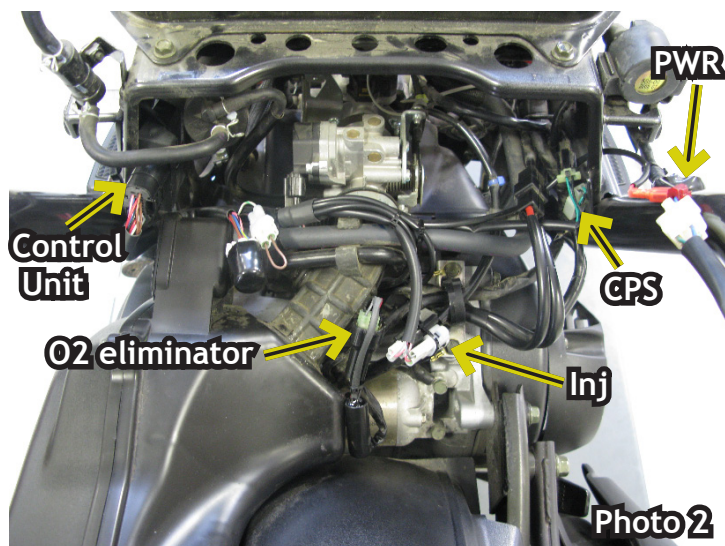


1. Remove the following components: seat, under seat storage compartment and both rear side fairings. Note: It is not completely necessary to remove the seat and storage compartment but it is recommended to remove these components to more easily install the Bazzaz kit.

2. Mount the Z-Fi control unit inside the left frame rail. Secure it in place with the two large cable ties supplied with the Bazzaz kit (photo 1).

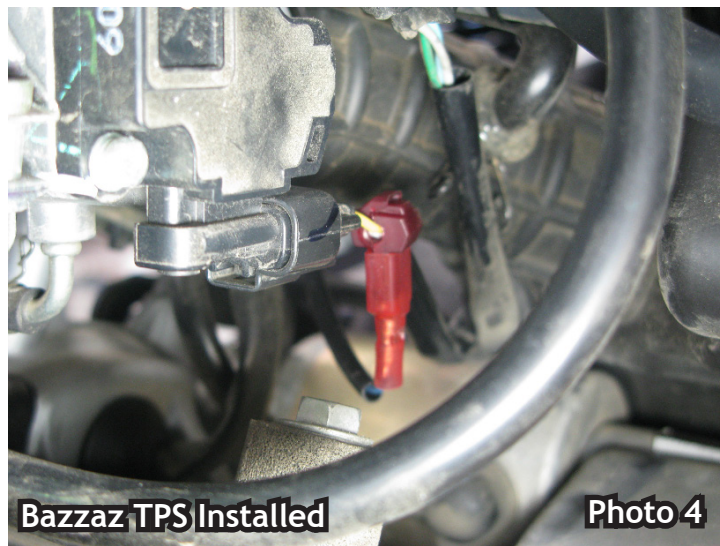
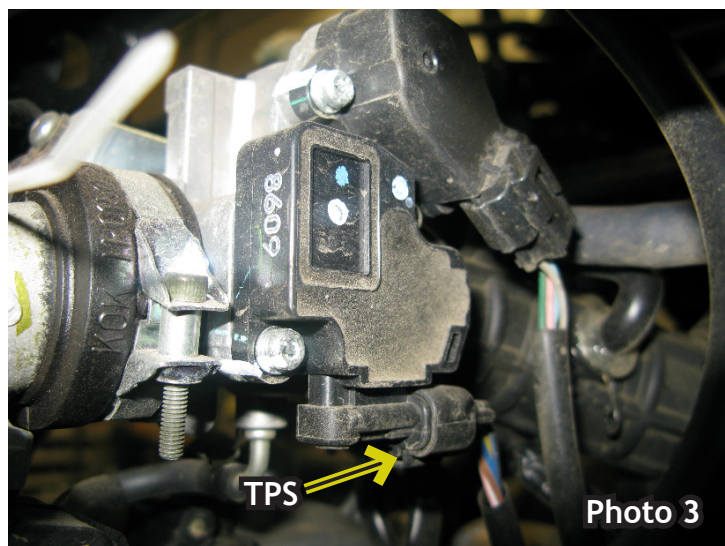


3. This photo displays the general location of the required harness connections and the recommended harness routing path (photo 2).

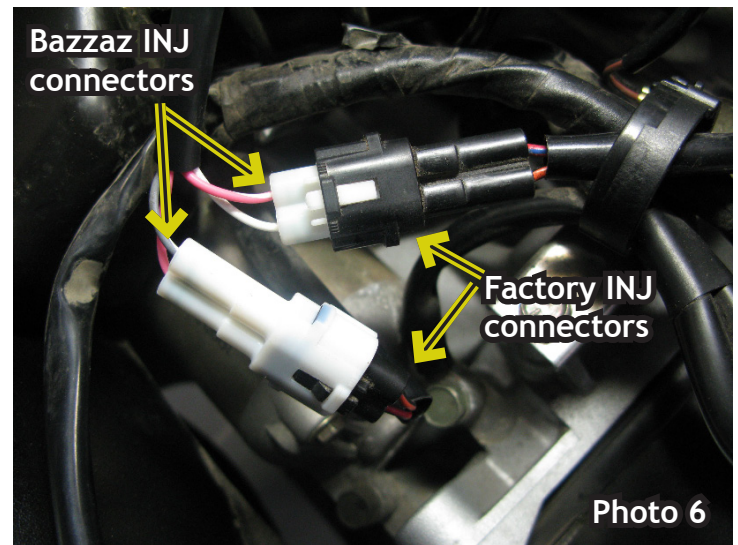
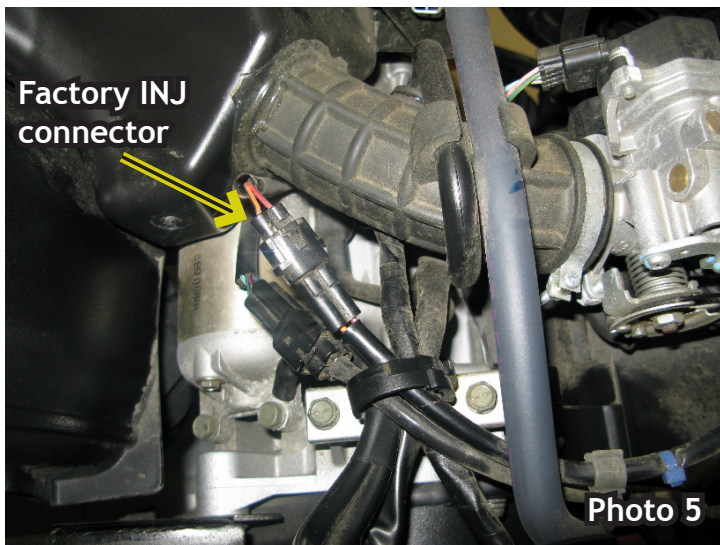


4. Connect the main connector on the Bazzaz harness to the controller and begin making the required connections as you route the harness along the recommended routing path.

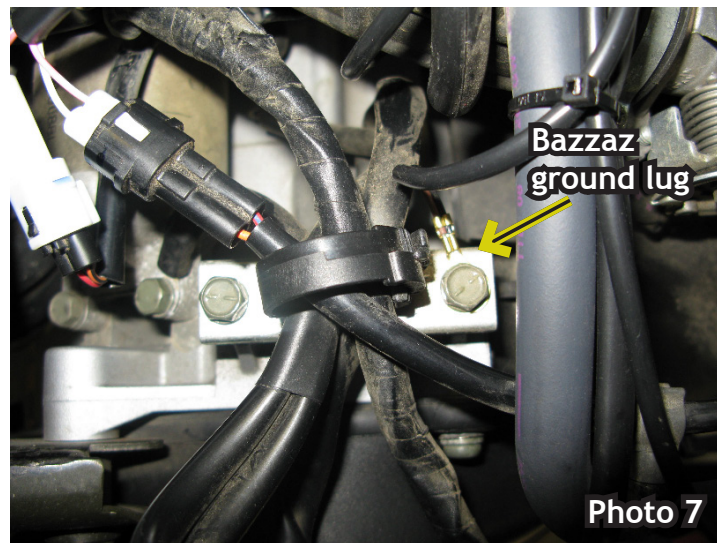
5. Locate the throttle position sensor (TPS) connector which can be found at the bottom of the throttle body assembly. Crimp one of the supplied scotch lok connectors supplied with the Bazzaz kit onto the Yellow wire of the factory harness TPS lead. Then insert the mating T-tap connector attached to the blue wire of the Bazzaz harness into the scotch lok connector (photos 3 & 4).



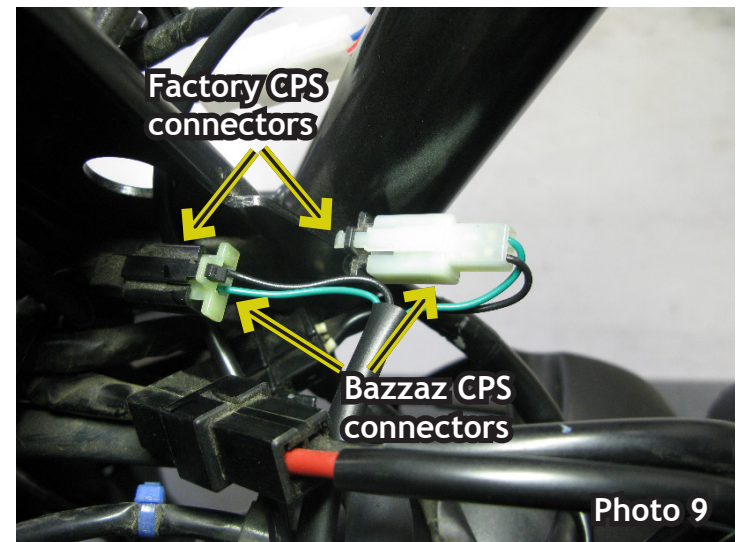
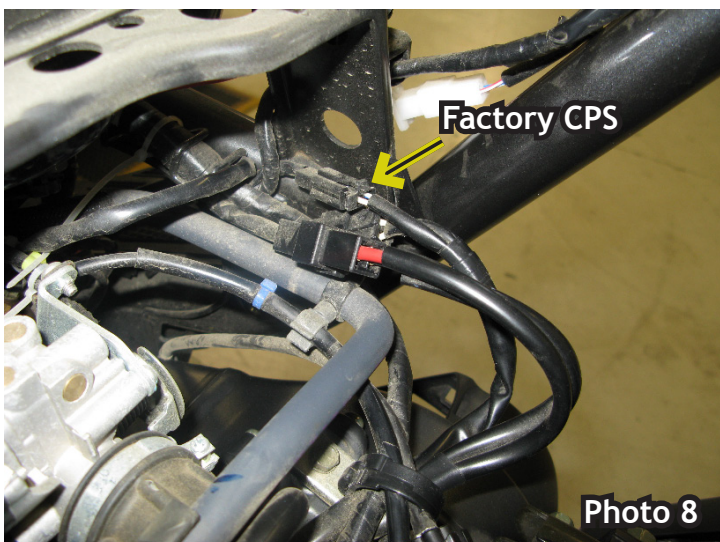
6. Located above the engines starter, the factory injector connectors can be found. Disconnect the factory connectors from one another and install the mating Bazzaz harness injector connectors inline (photos 5 & 6).



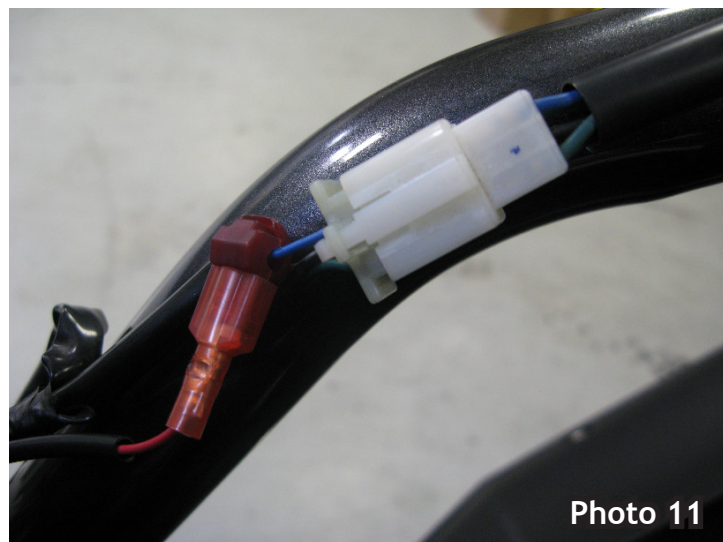
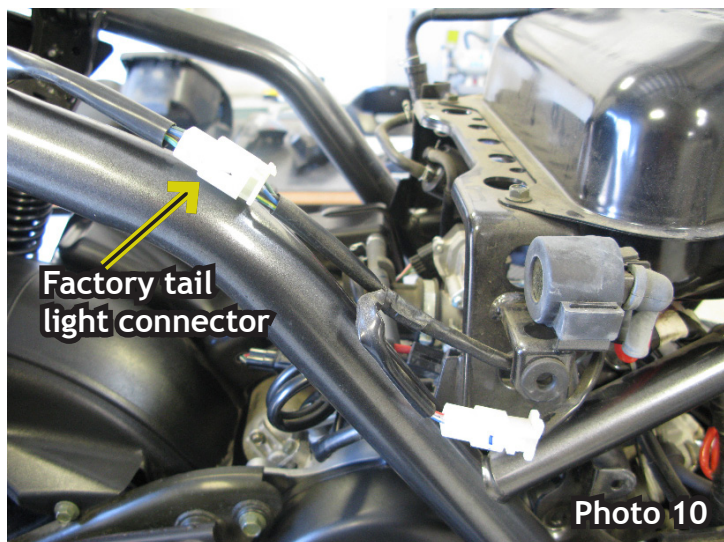
7. Attach the Bazzaz harness ground lug to the engine using one of the existing bolts by removing the bolt and reinstalling it back in place with the ground lug attached. Re-torque the bolt to factory specs (see factory service manual for torque specs) (photo 7).



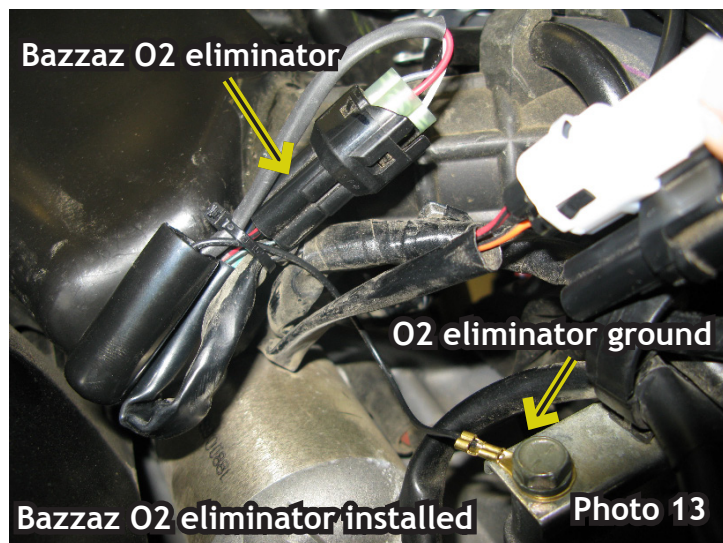
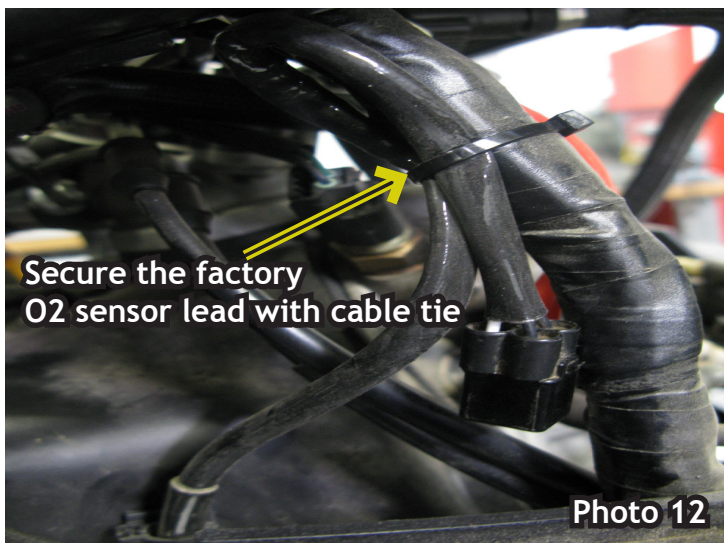
8. Just inside the right frame rail, the factory crank position sensor (CPS) can be found. Disconnect the factory connectors from one another and install the mating Bazzaz harness CPS connectors inline (photos 8 & 9).



9. The Bazzaz kit uses the factory tail light connector as a source of switched 12 volts DC to supply power to the Z-Fi control unit. Locate the factory harness tail light connectors which can be found on the upper right rear frame rail. Crimp one of the supplied scotch lok connectors supplied with the Bazzaz kit onto the Blue wire of the factory harness tail light lead. Then insert the mating T-tap connector attached to the Red wire of the Bazzaz harness into the scotch lok connector (photos 10 & 11).



10. Disconnect the factory O2/ Lambda sensor from its mating factory harness connector and in its place install the O2 eliminator that is supplied with this kit. The Bazzaz eliminator must also be externally grounded, so secure its ground lug to the engine as previously performed with the Bazzaz harness ground lug, using an existing bolt (photos 12 & 13).



11. 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.

