



2010-2013 Yamaha Super Tenere
Z-Fi Installation Instructions
P/N F781

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 Control Unit
Fuel Harness

Download Z-Fi Mapper Software at www.bazzaz.net
Software instructions available at www.bazzaz.net

Scotchlok (5)
Cable Ties
Velcro
USB Cable
Swingarm Stickers

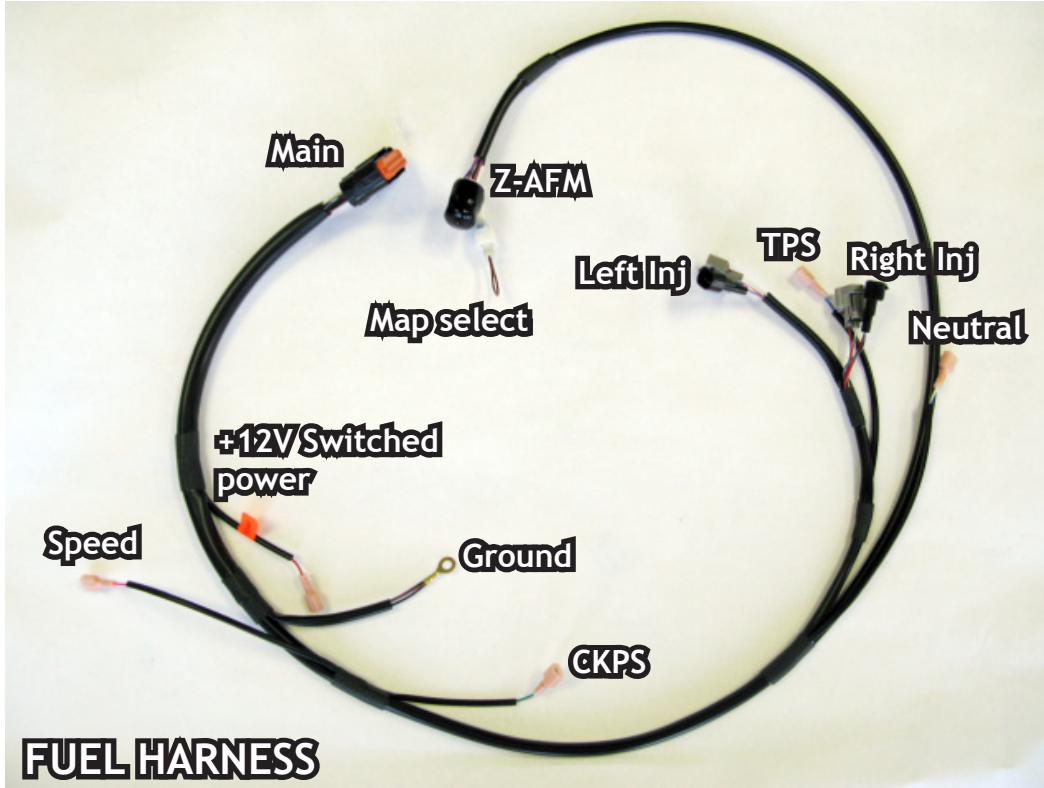


Read through all instructions before beginning installation. This is not a replacement for the ECU. This document is intended for use by qualified technicians. For more specific stock component identification and location information refer to a factory service manual.

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

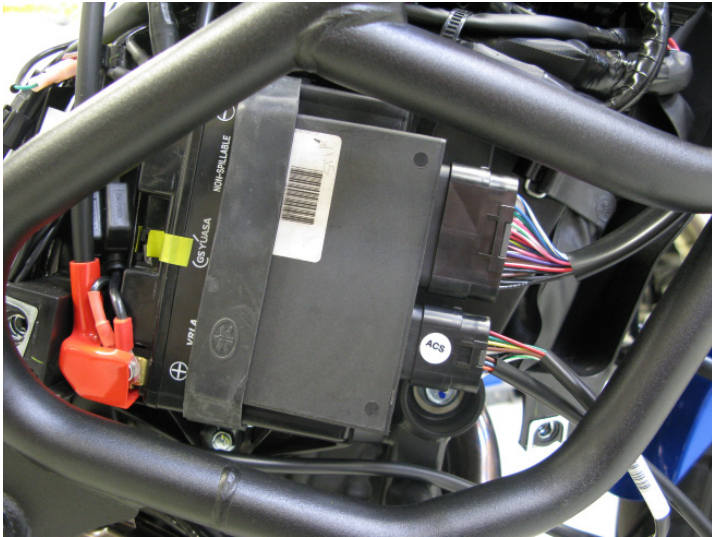
15330 Fairfield Ranch Rd., Unit E, Chino Hills, CA 91709 Phone (909) 597-8300 Fax (909) 597-5580
www.Bazzaz.net

BAZZAZ HARNESS CONNECTOR IDENTIFICATION

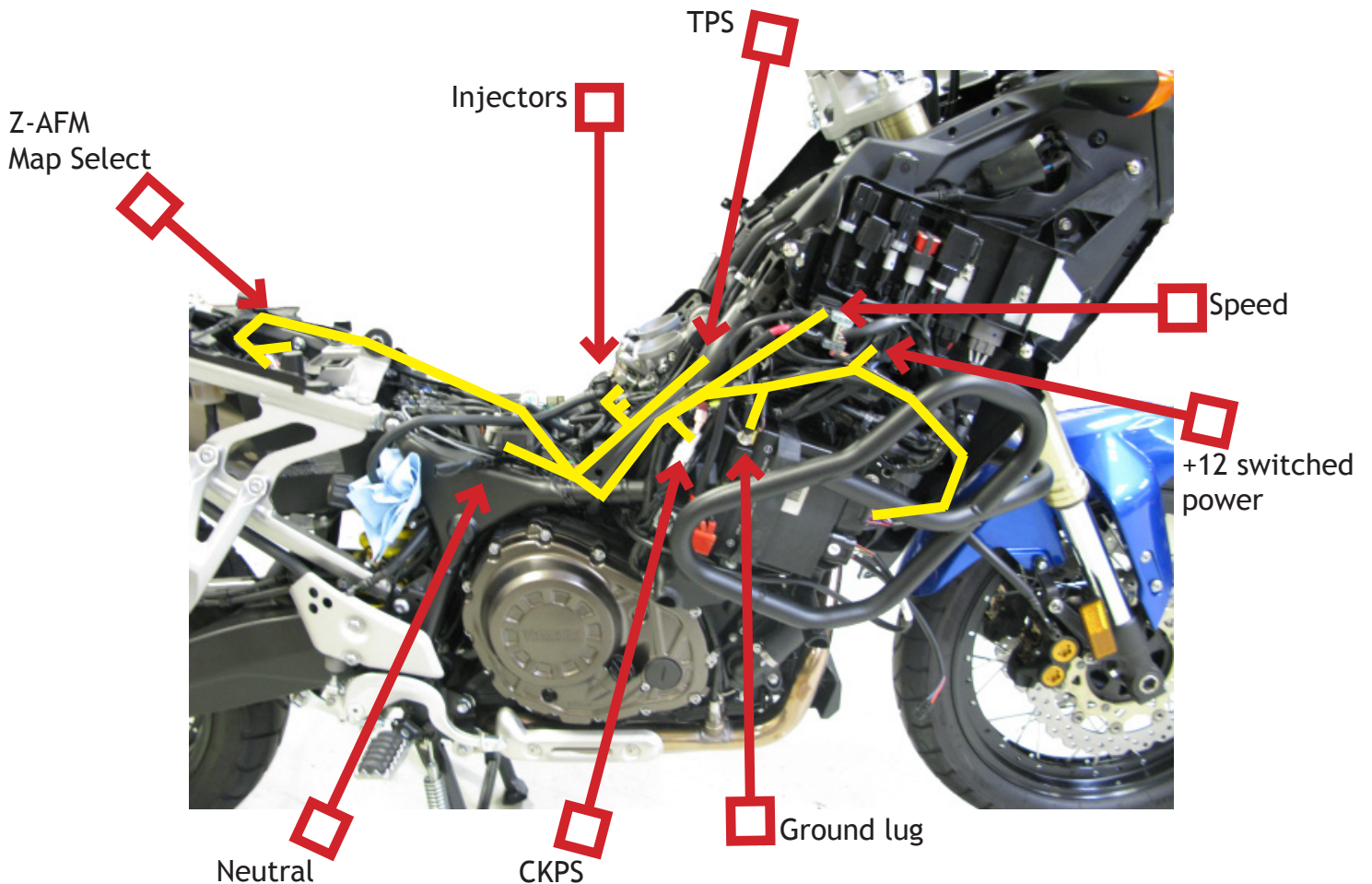


**WE STRONGLY SUGGEST THAT AN EXPERIENCED TECHNICIAN
INSTALL THIS BAZZAZ PRODUCT**

1. Begin the installation by removing the the rider seat, side panels, gas tank and airbox. Place the Bazzaz control unit on top of the battery, with the back of the control unit facing out. The rubber battery strap should hold the control unit, but using the supplied Velcro patch may be necessary.



2. Connect the main connector of the Bazzaz fuel harness to the control unit and route the harness up and towards the back as pictured.



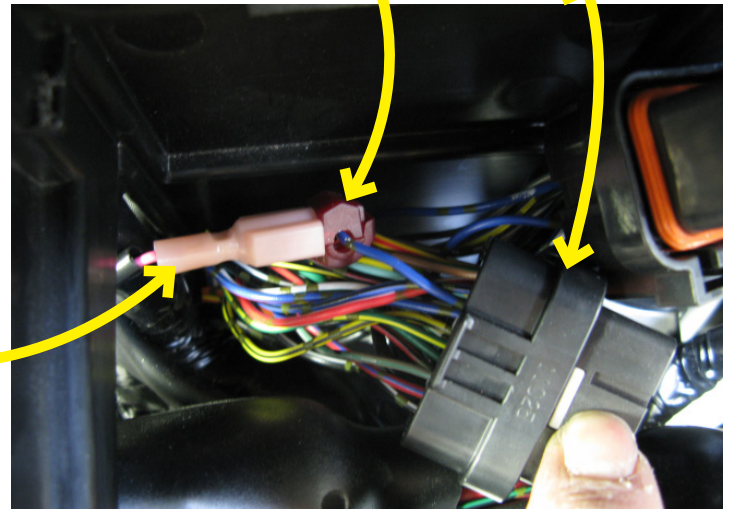
3. Next remove the relays on the plastic cover that conceals the stock ECU; remove the plastic cover and disconnect the ECU. Locate the larger of the two ECU connectors (18 pin connector) which is on the left side. Crimp a supplied scotchlok onto the **blue** wire (pin #7) of this connector and insert the Bazzaz speed connector (red connector with pink wire) into the scotchlok.



Scotchlok crimped onto the blue factory wire

ECU connector (18 pin connector)

Bazzaz speed connector

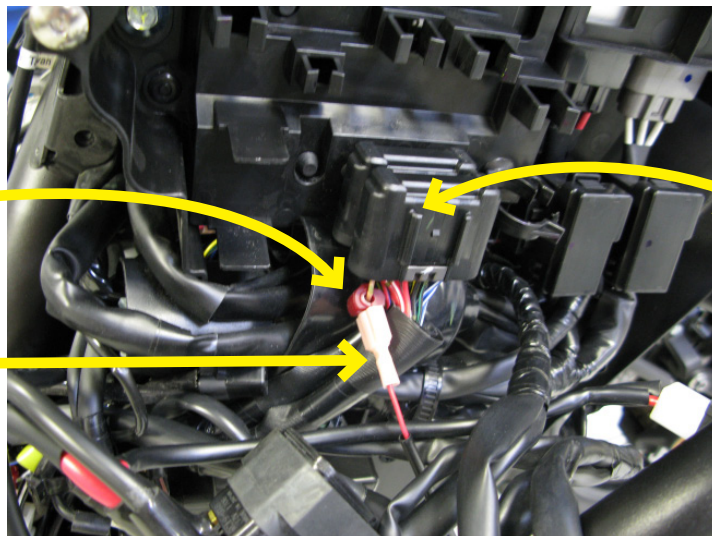


4. Replace the ECU and cover, but before replacing the relays locate the brown wire on the outer joint connector. Crimp a supplied scotchlok onto the **brown** wire of this connector and insert the Bazzaz +12 switched power connector (red connector with red wire) into the scotchlok.

Now put all relays back into their original positions.

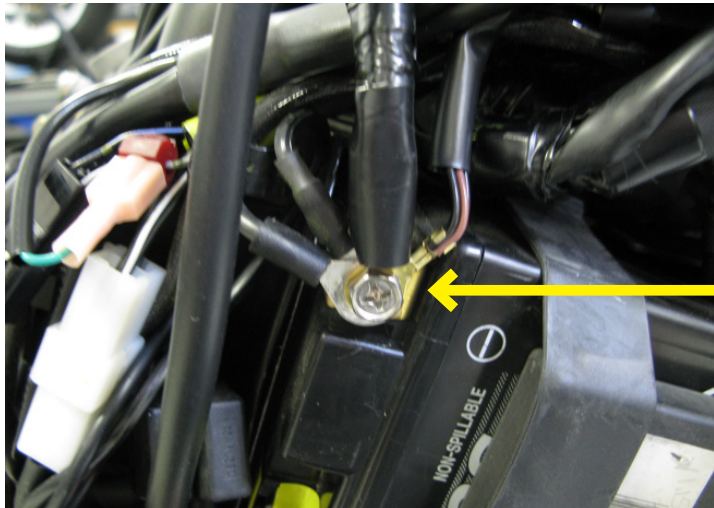
Scotchlok crimped onto the brown factory wire

Bazzaz +12 switched power connector



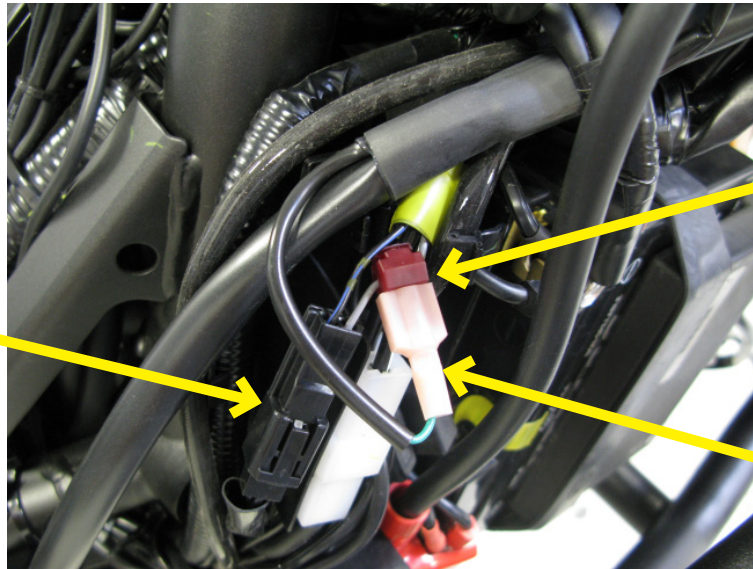
Outer joint connector

5. Attach the Bazzaz ground lug to the battery negative terminal.



Bazzaz ground

6. Locate the black factory CKPS connector located to the left of the battery negative terminal. Crimp a supplied scotchlok onto the **gray** wire of the connector and insert the Bazzaz CKPS connector (red connector with green wire) into the scotchlok.



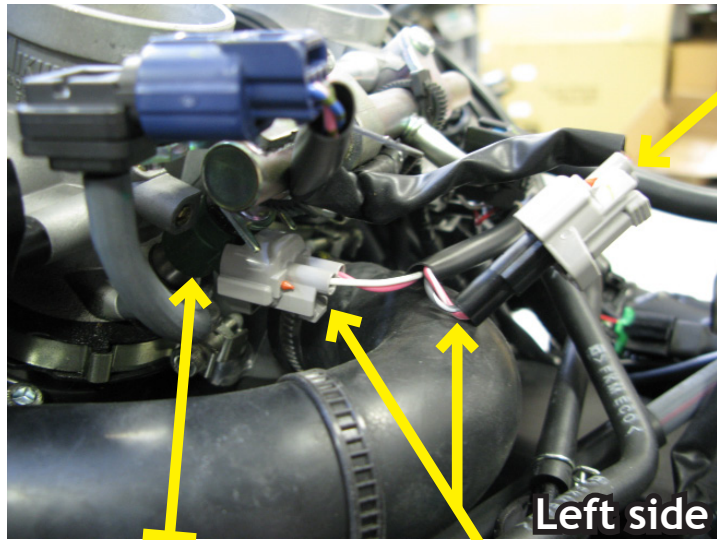
Scotchlok crimped onto the gray wire of the factory CKPS connector.

Factory CKPS connector

Bazzaz CKPS connector

7. Route the Bazzaz harness down and along the same path as the factory harness, under the frame and into the engine compartment. Disconnect the right side factory injector connector and plug the Bazzaz injector connectors (with the red wires) in-line between the factory connector and injector.

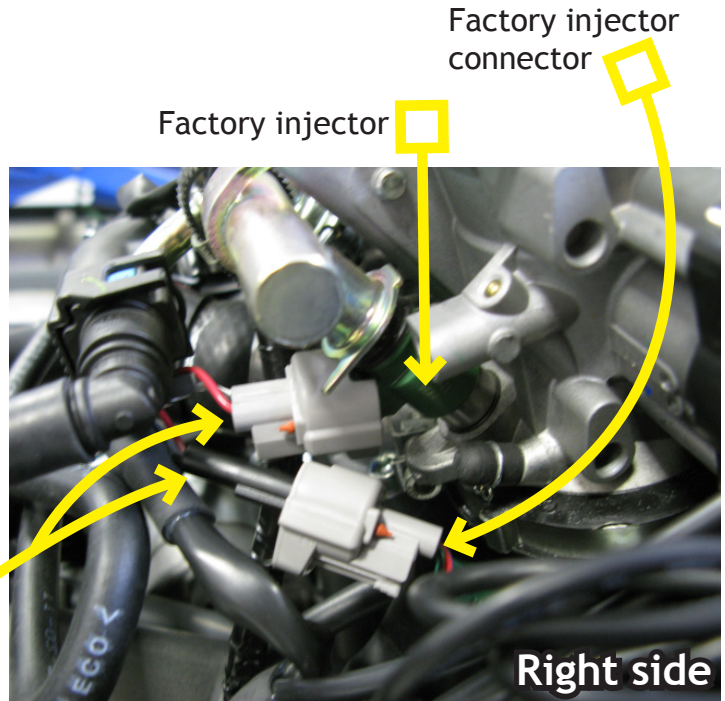
Now route the remaining Bazzaz injector connector set (with the pink/white wires), over to the left side injector. Disconnect the left side factory injector connector and plug the Bazzaz injector connectors in-line between the factory injector and connector.



Factory injector

Bazzaz injector connectors

Left side

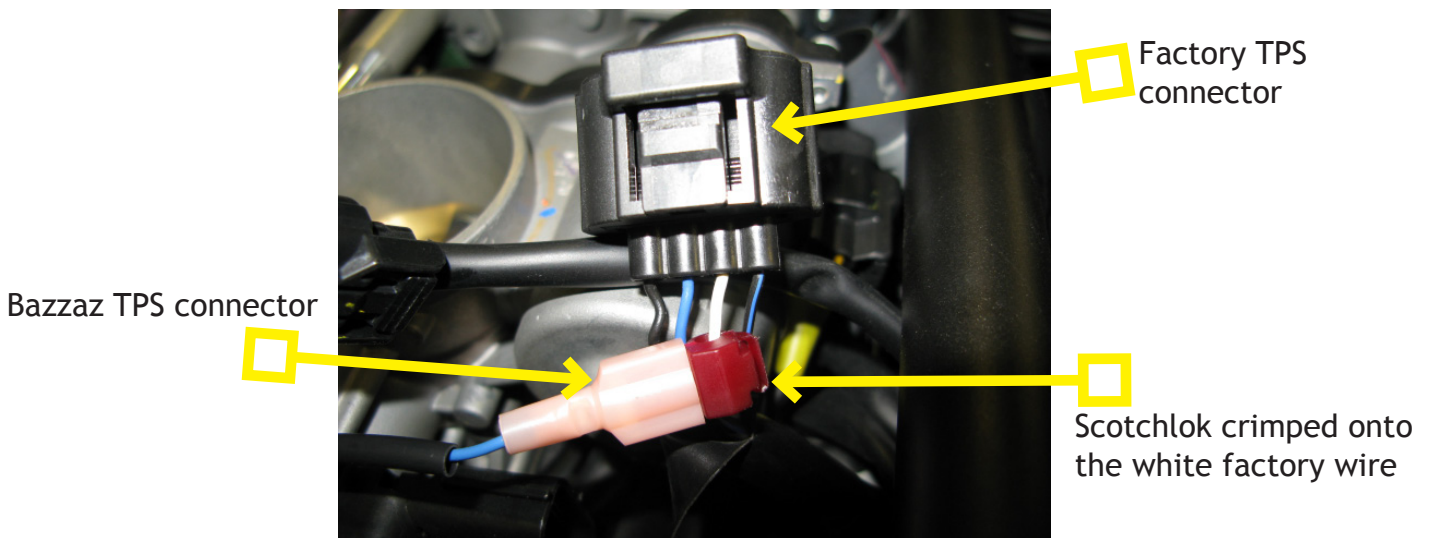


Factory injector

Factory injector connector

Right side

8. Disconnect the factory TPS connector, located on the right side of the throttle bodies. Crimp a supplied scotchlok onto the **white** wire of the factory connector and insert the Bazzaz TPS connector (red connector with blue wire) into the scotchlok. Connect the factory TPS connector back into place.

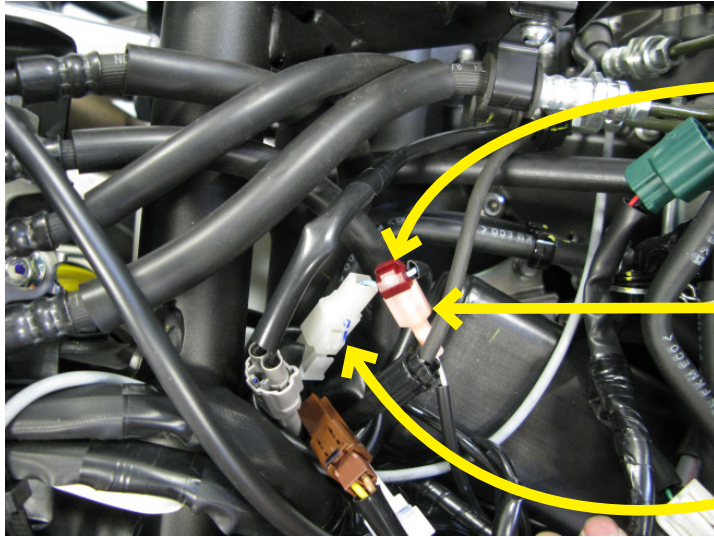


Factory TPS connector

Bazzaz TPS connector

Scotchlok crimped onto the white factory wire

9. Now locate the white factory neutral connector which is located near the charcoal canister. Crimp a supplied scotchlok onto the **light blue** wire of the factory connector and insert the Bazzaz neutral connector (red connector with white/blue wire) into the scotchlok.

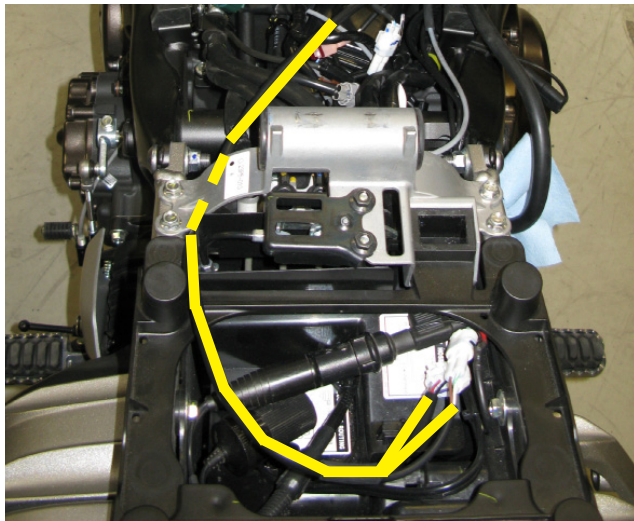


□ Scotchlok crimped onto the light blue factory wire

□ Bazzaz neutral connector

□ Factory neutral connector

10. Route the remaining portion of the Bazzaz fuel harness, containing the Z-AFM and map select connectors, to the tail of the motorcycle under the rider seat.



11. Next you will need to disconnect the factory O2 sensors. The O2 sensor connectors are located near the relays, and can easily be found by tracing each of the two O2 sensor wires up from where the sensors are mounted in the exhaust. These sensors will no longer be used; the wires should be neatly secured away from any moving components, or the sensors may be removed and the remaining port/bung in the exhaust can then be plugged.

12. To complete the installation, use the supplied cable ties to secure the harness 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 these maps can be selected through the use of the map select switch which can be mounted on the handlebar for easy access and can be purchased 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 a slip-on 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.

