Z-Fi TC (Traction Control) Installation Instructions
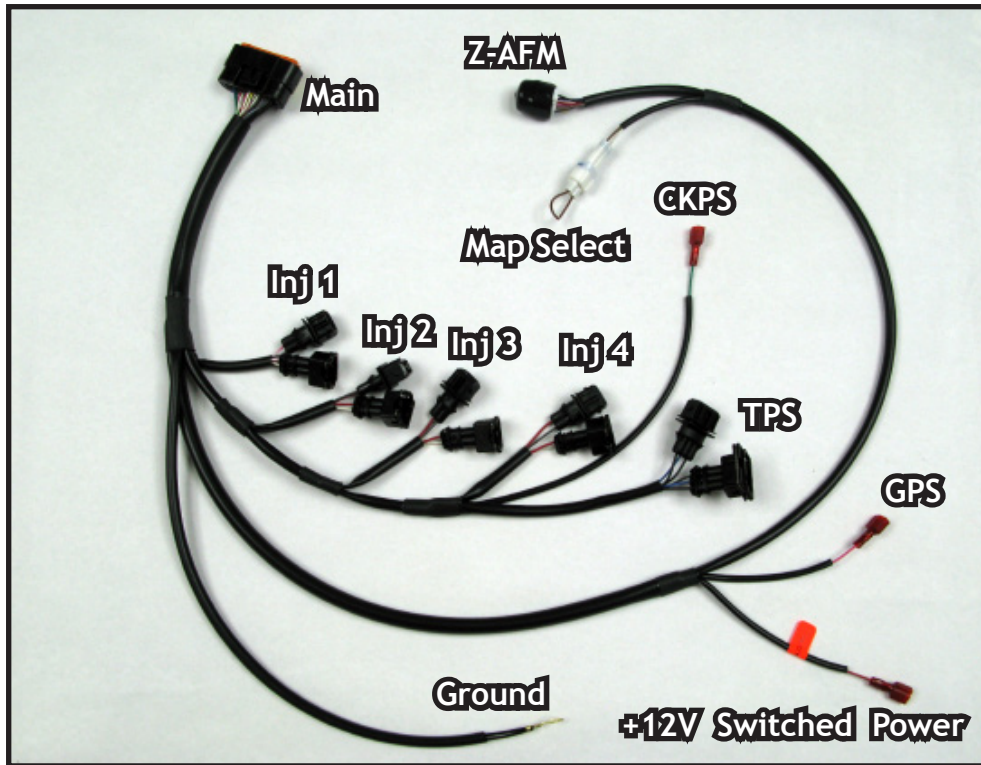## Part # T1050

Parts List:
Z-Fi QS/TC Control Unit
Fuel Harness
Coil Harness
Shift Switch & Mounting Hardware
Scotchlok (7)
Cable Ties
Velcro
USB Cable
Swingarm Stickers
Download Z-Fi Mapper Software at **bazzaz.net**
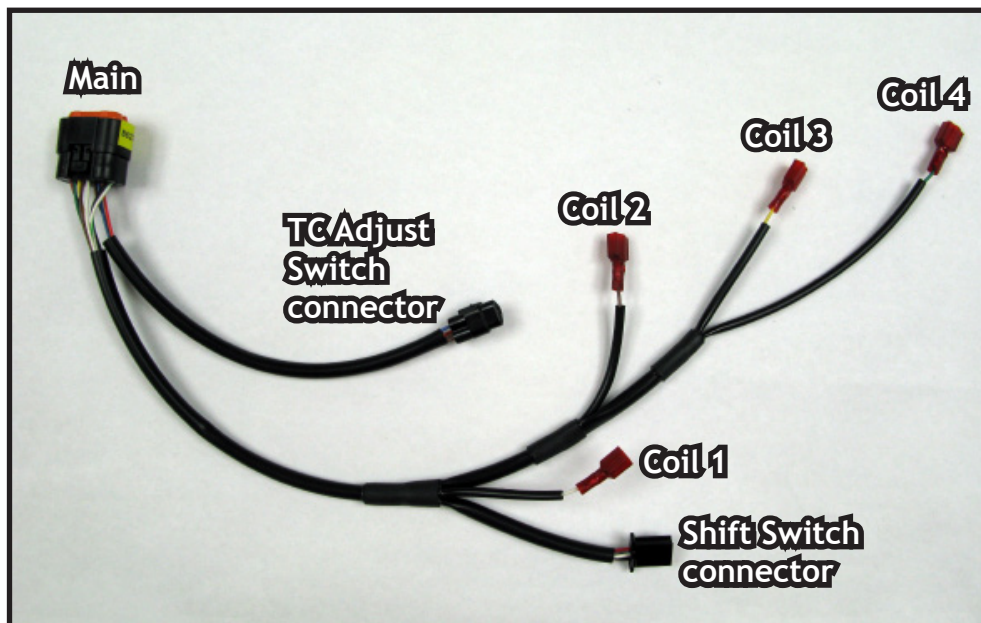Software instructions available at **bazzaz.net**

BAZZAZ HARNESS CONNECTOR IDENTIFICATION

FUEL HARNESS

- Main
- Z-AFM
- Map Select
- CKPS
- Inj 1
- Inj 2
- Inj 3
- Inj 4
- TPS
- GPS
- Ground
- +12V Switched Power

COIL HARNESS

- Main
- TC Adjust Switch connector
- Coil 2
- Coil 3
- Coil 4
- Coil 1
- Shift Switch connector

1. Begin the installation by removing the seat, all side panels, fuel tank, battery, airbox and throttle bodies.

2. Place the **CONTROL UNIT** on the front of the factory ECU, which is found at the front, left side of the motorcycle, and secure with the provided Velcro. Plug the main connector of the Bazzaz **COIL HARNESS** into the control unit and route the harness between the motor and frame, and into the engine compartment.

Ground lug

TPS

Injectors

+12V Switched Power

Coils

GPS

Z-Fi
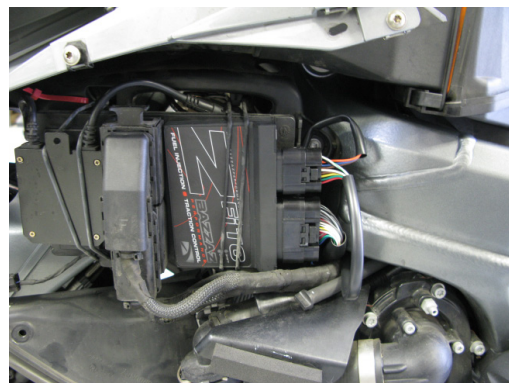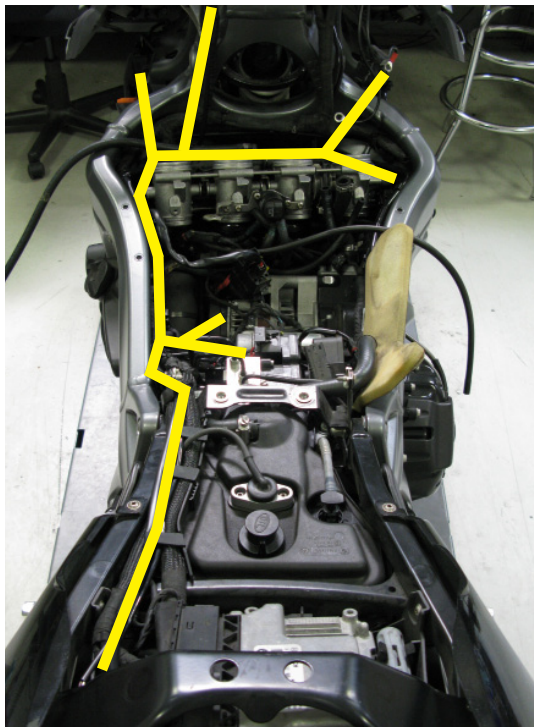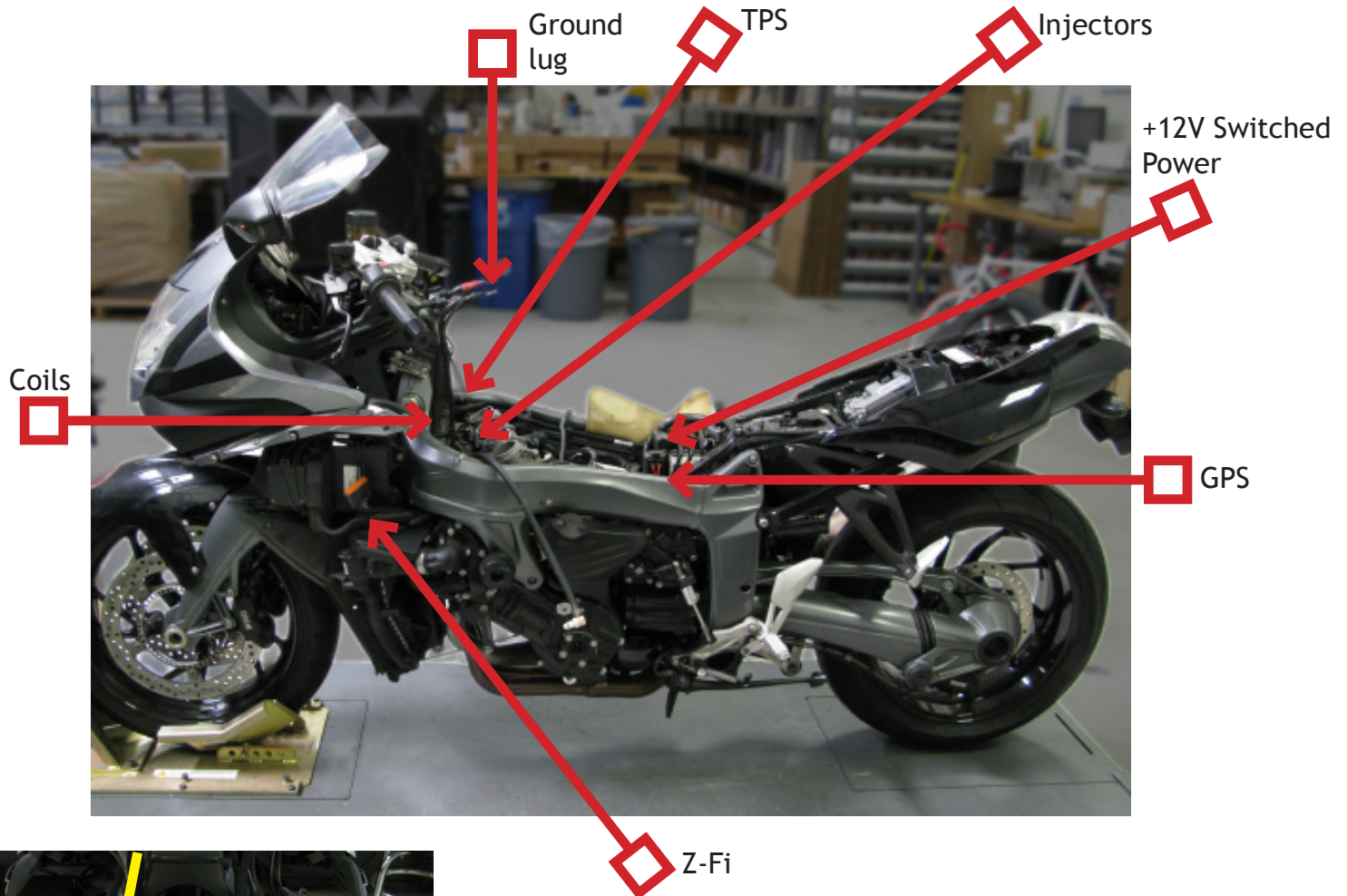
Fuel harness routing shown in yellow. Stock component identification and location shown in red for later reference.

3. Now locate the **COILS** and trim the sheathing back on each factory harness lead that goes to each coil to expose the wiring.

You will now crimp a supplied Scotchlok onto each exposed black signal wire with tracer. After crimping a Scothclok onto each black signal wire with tracer, insert the Bazzaz coil connectors into their respective Scotchlok connectors.

The Bazzaz connector having the <u>white</u> wire is connected with the # 1 factory coil (black/red wire).
The Bazzaz connector having the <u>brown</u> wire is connected with the # 2 factory coil (black/blue wire).
The Bazzaz connector having the <u>yellow</u> wire is connected with the # 3 factory coil (black/brown wire).
The Bazzaz connector having the <u>green</u> wire is connected with the # 4 factory coil (black/yellow wire).

Coil 1

Coil 2

Coil 3

Coil 4
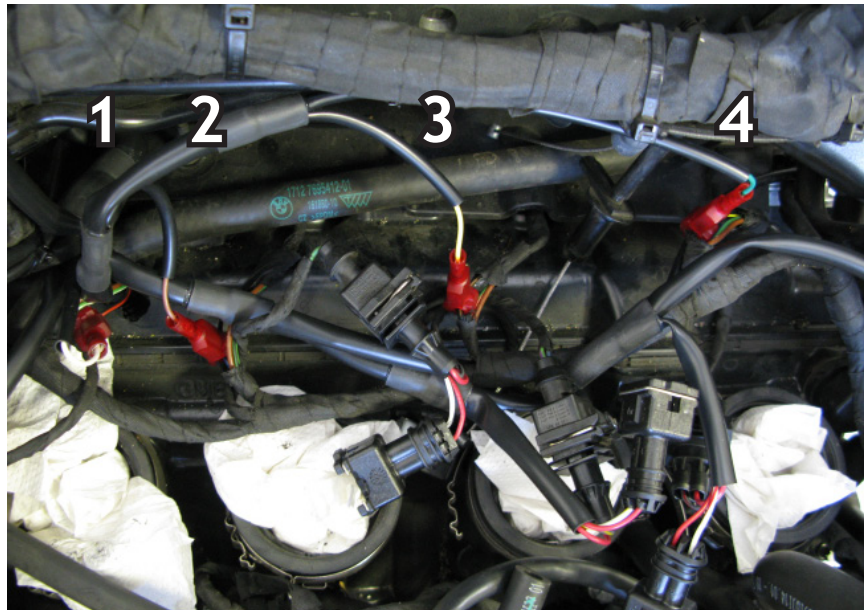
Each photo shows supplied Scotchok crimped onto the factory signal wire.
Bazzaz coil connectors are then inserted into the Scotchok.

4. Next plug the main connector of the Bazzaz **FUEL HARNESS** into the control unit and route the harness into the engine compartment (in the same manner as the coil harness) and locate the factory injectors.

Now you will install the Bazzaz **INJECTOR** connectors, which will be done left to right. Unplug the factory connector from each injector and plug the Bazzaz connectors in-line between the factory injector and connector. Start with the Bazzaz # 1 injector connectors having the pink/white wires.
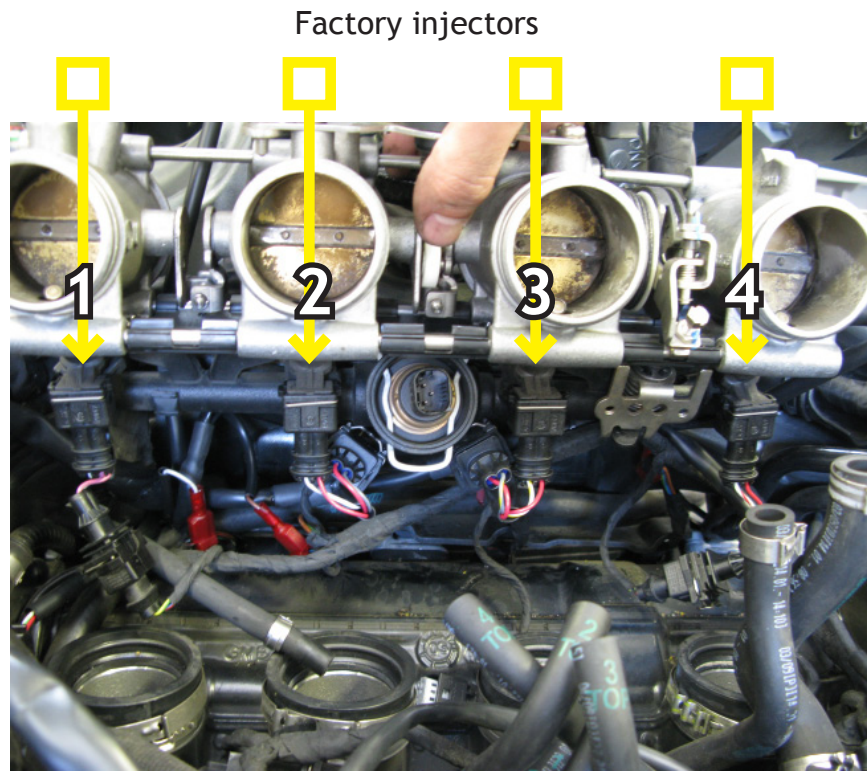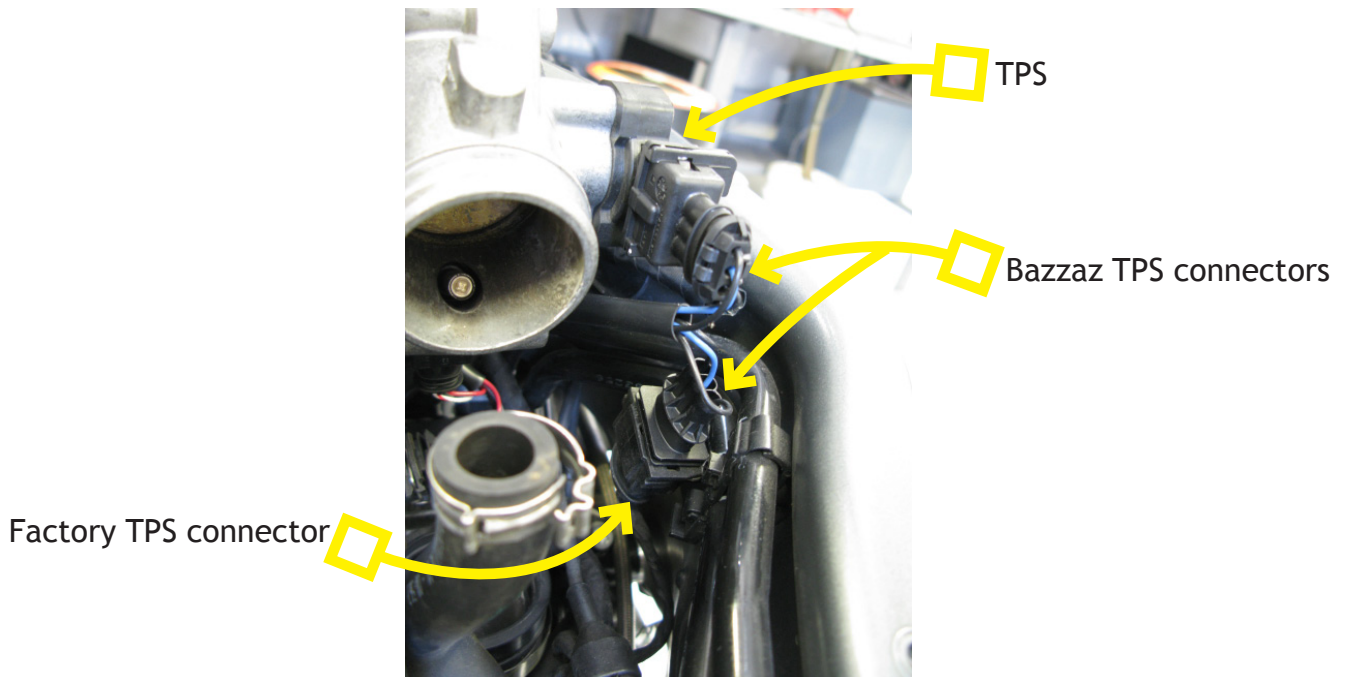
Factory injectors

Photo shows Bazzaz connectors plugged inline between the factory injectors and connectors.

5. Locate the Throttle Position Sensor (**TPS**) on the right side of the throttle bodies and disconnect the factory TPS connector from the sensor. Install the Bazzaz TPS connectors in-line between the factory connector and sensor.

6. Route the Bazzaz Crank Position Sensor (**CKPS**) lead under the plastic engine guard and forward to the 2-pin, factory CKPS connector, found on the right side of the radiator. Crimp a supplied Scotchlok onto the yellow wire of the factory CKPS connector and insert the Bazzaz CKPS connector into the Scotchlok.

Scotchlok crimped onto the yellow wire of the factory CKPS connector
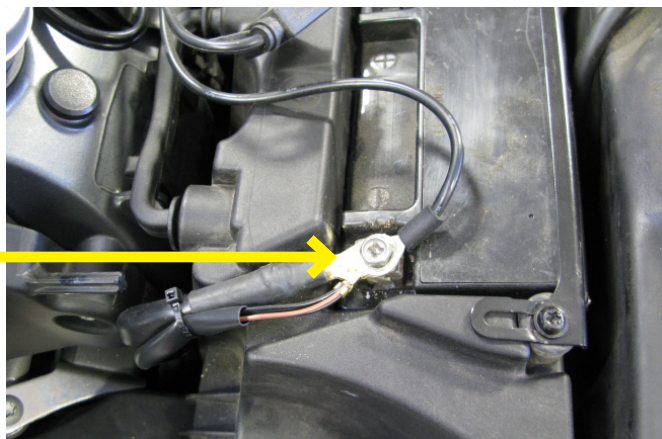
Bazzaz CKPS connector

2-pin, factory CKPS connector hidden in photo
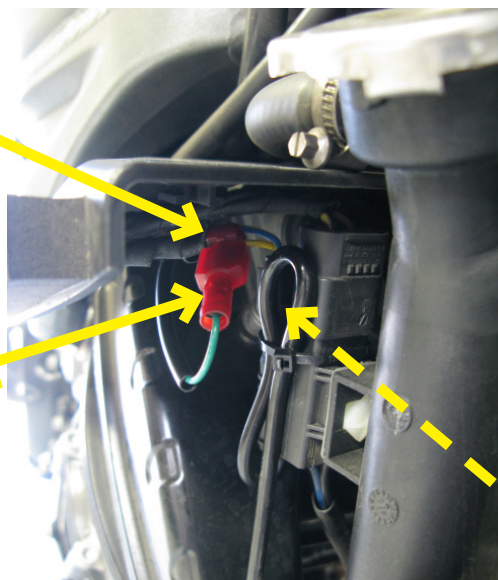
7. Now route the Bazzaz **GROUND** lead up along the same path as the factory harness and to the battery negative lug. Later, in step 12, when you are reinstalling components, you can zip tie in place so that the Bazzaz ground lug is secured in place to the battery with the factory lug.

Bazzaz ground

8. Route the remaining portion of the fuel harness towards the rear of the bike, following the same path of the factory harness, along the left side of the motorcycle. Locate the factory Gear Position Sensor (**GPS**) connector which is to the left of the ABS computer. Now crimp a supplied Scotchlok onto the red wire of the sensor side of the connector (**do not crimp onto the wiring of the factory side of the connector**). Now insert the Bazzaz GPS connector into the Scotchlok.
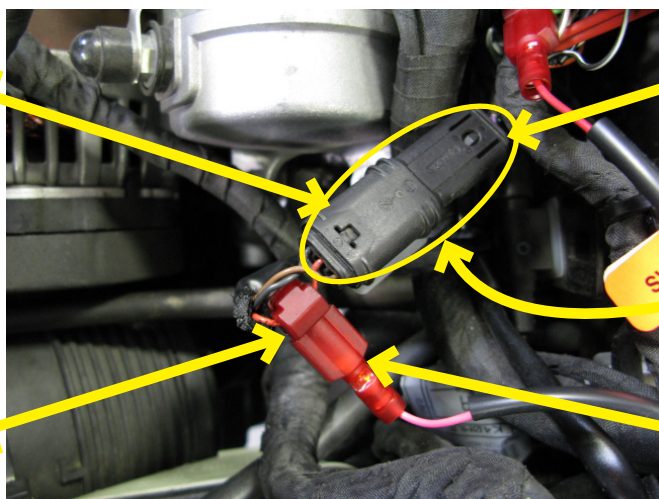
Sensor side of connector

OEM harness side of connector

Factory GPS sensor connector

Scotchlok crimped onto the red wire of the GPS connector (sensor side)

Bazzaz GPS connector

9. Disconnect the ABS computer's main connector, which is behind the alternator. Locate the green wire in the lower left hand corner of the main connector (green wire is just above the white/brown wire). Crimp a supplied Scotchlok onto the green wire and insert the Bazzaz **POWER** connector into the Scotchlok. Reconnect the ABS computer's main connector.

ABS main connector

Bazzaz power connector

Scotchlok crimped onto the green wire of the ABS computer's main connector
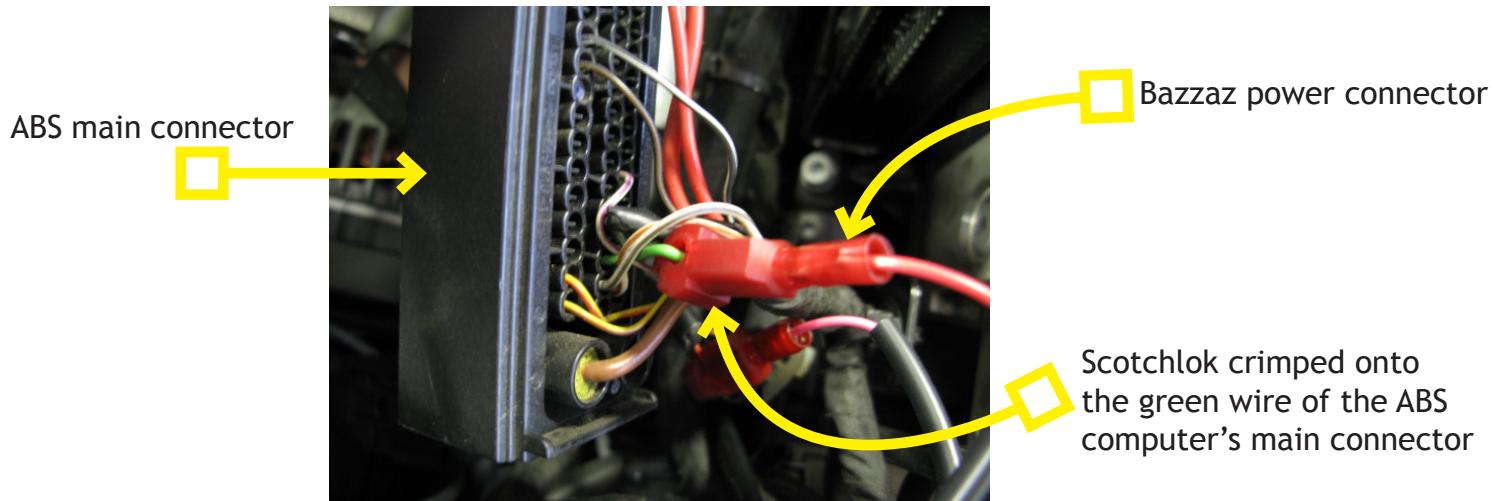
10. Continue to route the remaining portion of the fuel harness containing the Z-AFM and Map Select connectors along the same path as the factory harness and into the tail section, under the rider seat.

11. Now you will begin the installation of the **SHIFT SWITCH** by removing the factory shift switch and installing the Bazzaz shift switch on the shift pedal hiem joint. Then install the Bazzaz **SHIFT ROD** by screwing it into place between the Bazzaz shift switch and the upper shift linkage. Secure components by tightening the 10mm nuts. Route the shift switch connector up to the compartment in front of the battery and connect it to the mating connector on the Bazzaz coil harness.
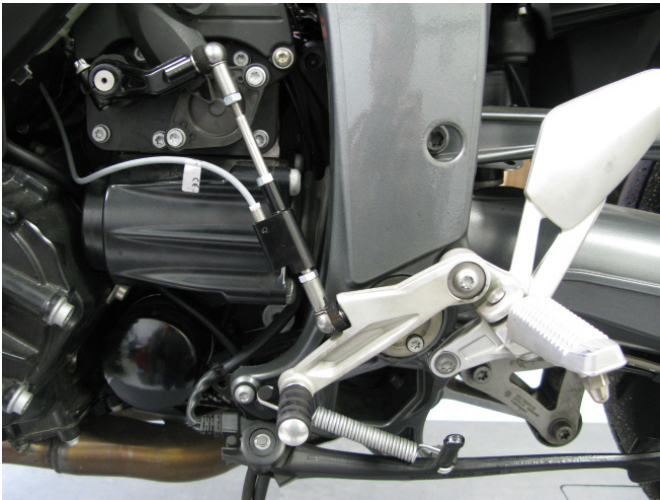

12. To complete the installation, use the supplied cable ties to secure the harnesses neatly along the routing path free of any moving or hot components (which could cause damage or failure of the system). If any problem is found, please carefully follow through the installation steps again. If problem 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.

Don't forget to download the Z-Fi Mapper software from **bazzaz.net** (under the software tab) so that you can adjust your fuel map, QS or TC settings (depending on the product you purchased). You will also need access to the Z-Fi Mapper software if you will be using the Z-AFM self-mapping kit.
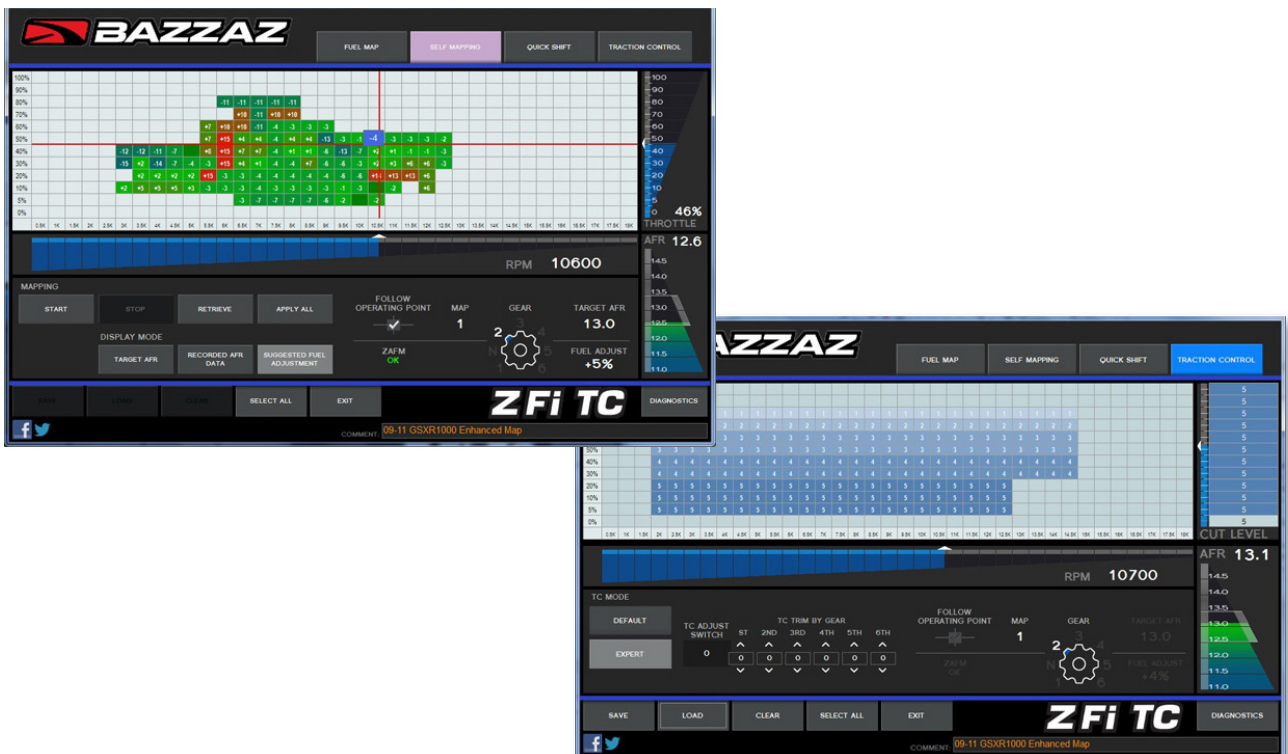
Accessories you may be interested in to ENHANCE your Bazzaz experience

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]

Traction Control / Map Select Switch (for use with Z-Fi TC only)
The Bazzaz TC Adjust Switch is a handlebar-mounted switch for easy, on the fly, traction control adjustments and map switching. Quickly adjust traction control settings (a great way to learn TC), or switch off, using a 10-point dial. Also toggle between two maps held on the Bazzaz unit (e.g. rain map, fuel economy map, etc.) on the fly. [Part No. 127079]

Traction Control Active Light (for use with Z-Fi TC)
TC Active Light illuminates when traction control is engaged. Helpful in determining when and where traction control is being actuated. [Part No.M842]