INSTALLATION INSTRUCTIONS

BAZZAZ

UNLEASH.

THE SMARTEST PERFORMANCE TUNING TECHNOLOGY

Z-Fi QS FUEL + QUICKSHIFT

Z-Fi TC FUEL + QS + TRACTION CONTROL

EBR 1190RS 2012
S1340S, S1340R, T1340S, T1340R

1>READ

WARNINGS > INSTALLING

- We strongly suggest that an experienced technician install this product.
- Read through all instructions before beginning installation.
- This document is intended for use by qualified technicians.
- This is not a replacement for the factory Engine Control Unit (ECU).
- Refer to a factory service manual for more specific stock component identification/location information and removal/assembly procedures.

WARNINGS > USING

- 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.

GETTING HELP

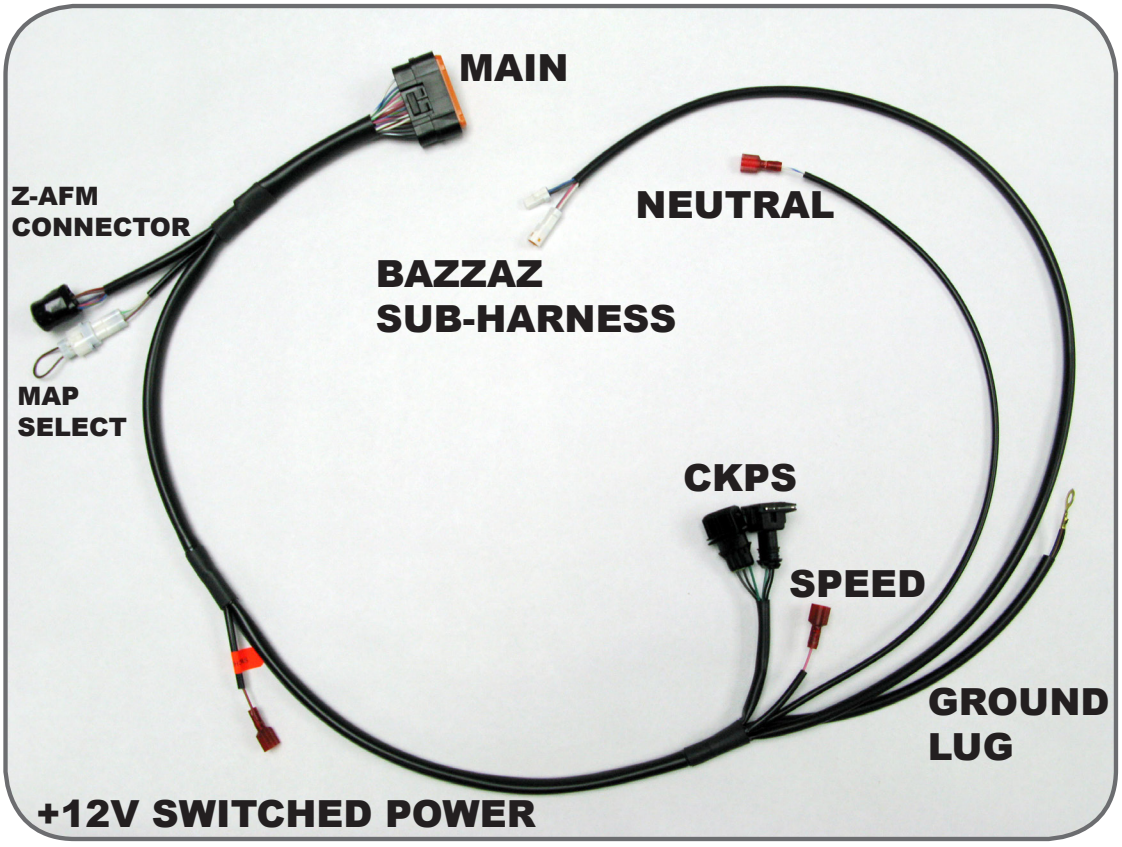
- Factory support is available in the US at 909-597-8300.
- For fastest support outside of the US, find your local importer at bazzaz.net.

2>IDENTIFY

INCLUDED PARTS

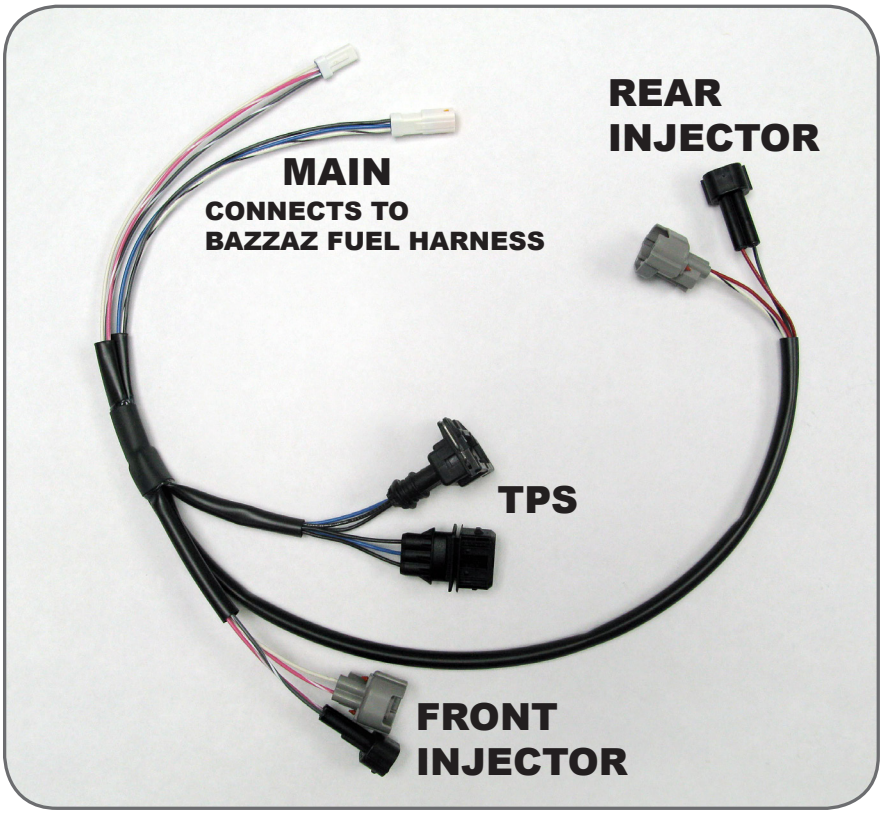
1. Z-Fi QS/TC control unit
2. Fuel harness
3. Fuel sub-harness
4. Coil harness
5. Shift Switch and mounting hardware
6. USB cable
7. Scotchlok (3)
8. Zip ties
9. Velcro

FUEL HARNESS

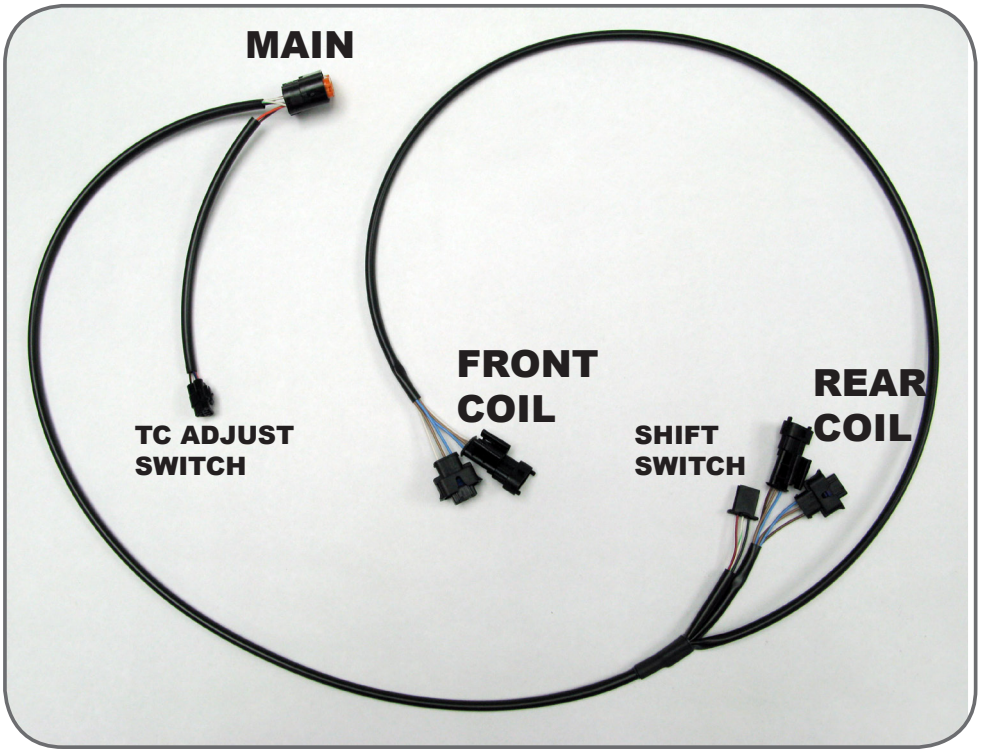


2>IDENTIFY (CONT.)

FUEL SUB-HARNESS



COIL HARNESS

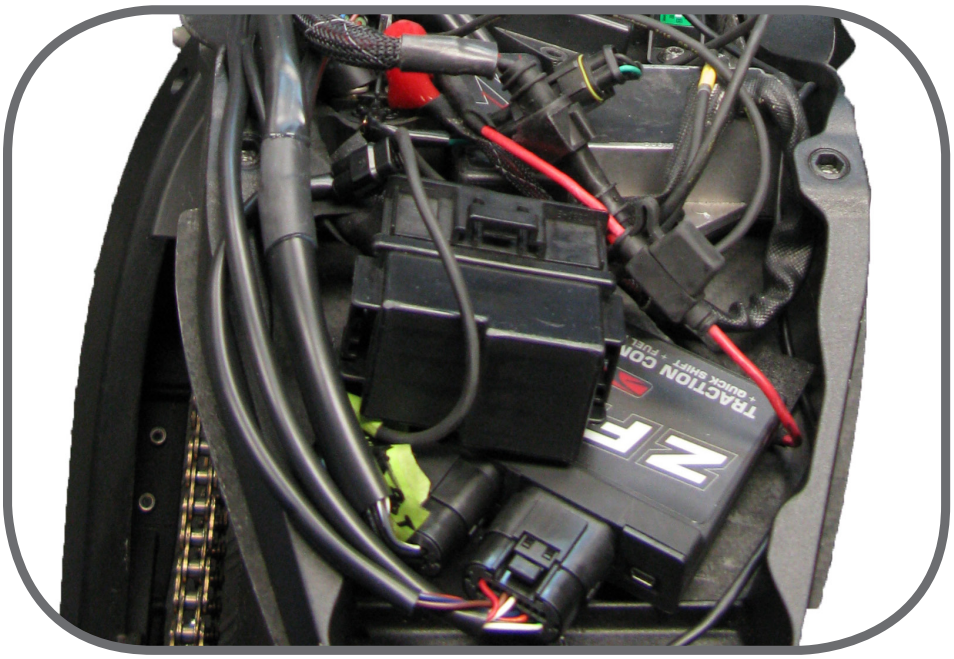


3>REMOVE

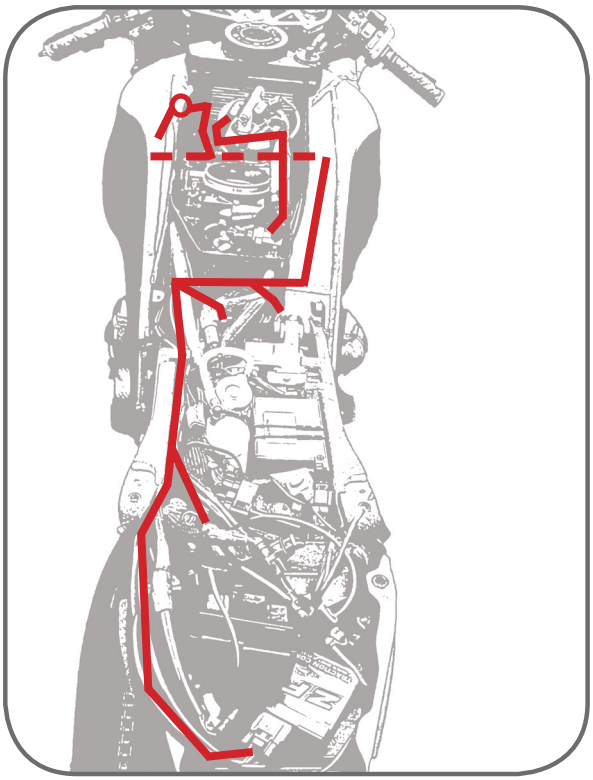
1. Side fairings
2. Lower fairing
3. Tail fairing
4. Airbox fairing
5. Airbox lid

4>SECURE

1. Mount the control unit in the tail section of the motorcycle, using the supplied Velcro.

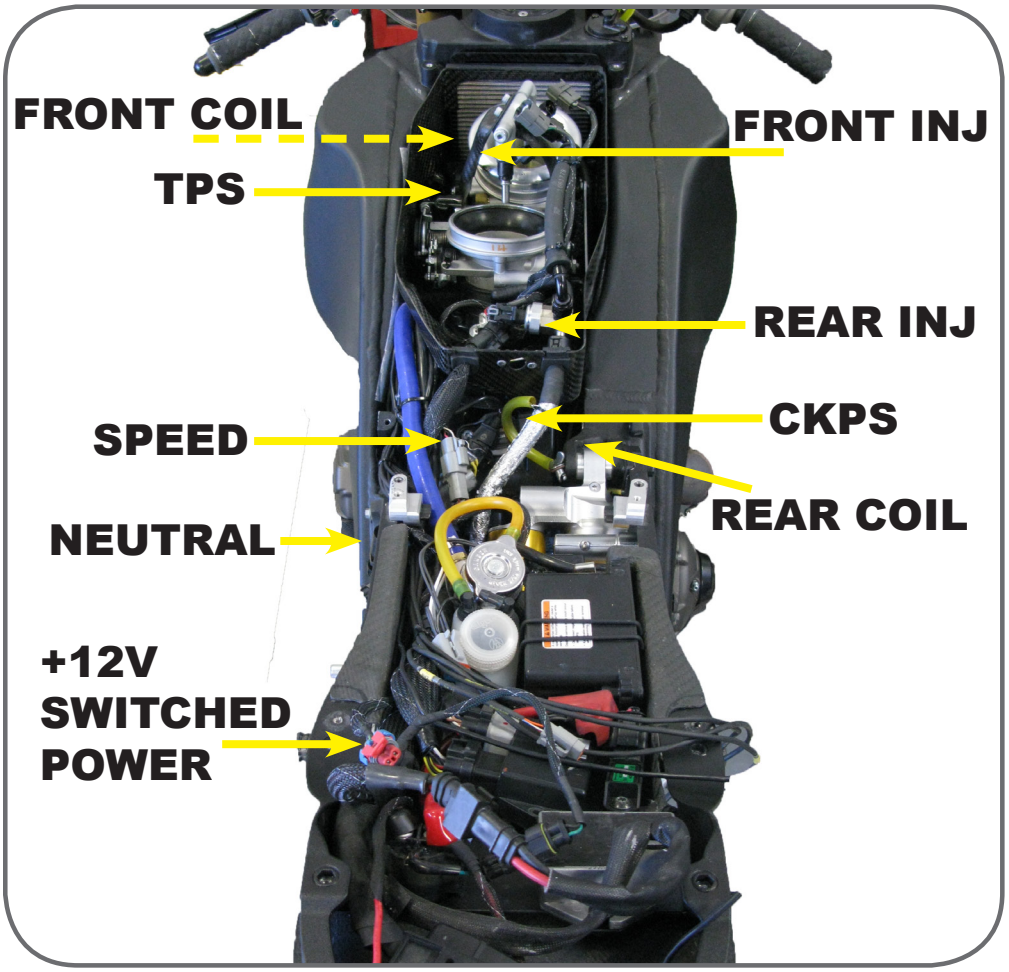


5>CONNECT



5.1

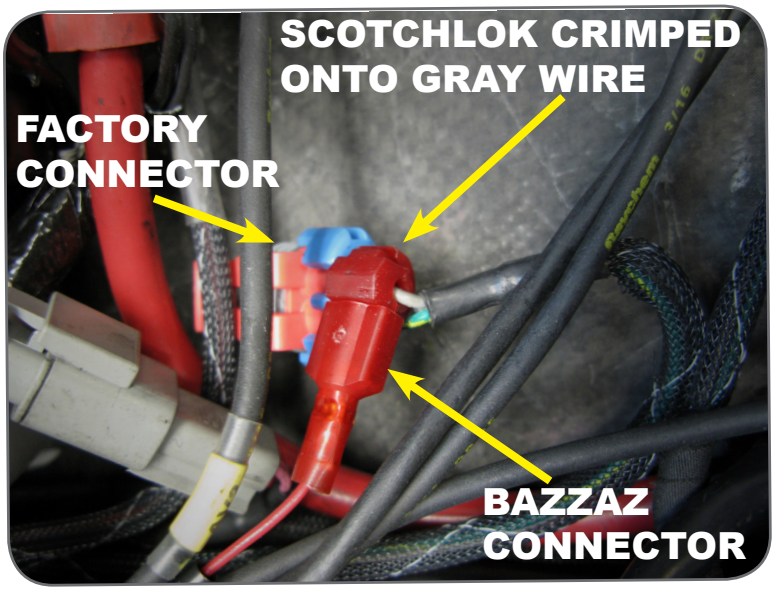
1. Connect the main connector of the Bazzaz fuel harness to the control unit.
2. Begin routing the harness forward, on the inner left side of the subframe, to the back of the airbox.



5>CONNECT (CONT.)

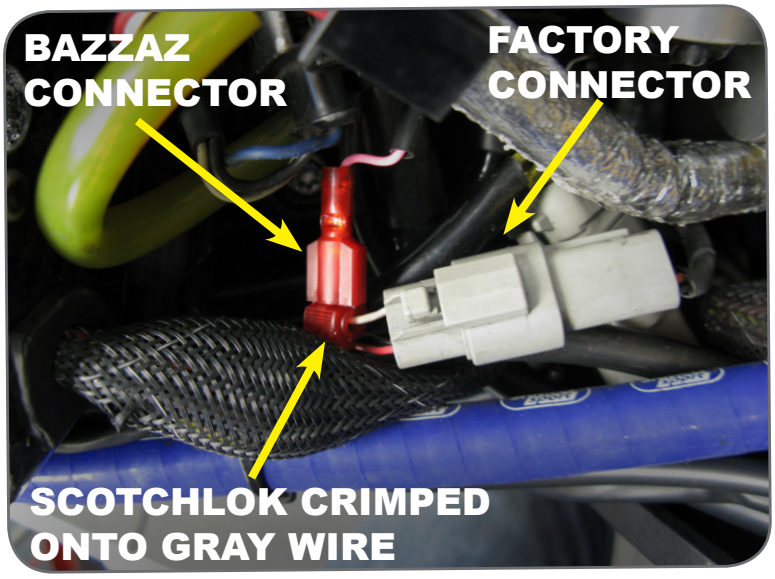
5.2

1. Locate the factory two-pin connector (red connector) found just behind the factory ECU.
2. Crimp a supplied Scotchlok onto the gray wire of the factory two-pin connector.
3. Insert the Bazzaz +12V switched power connector into the Scotchlok.



5.3

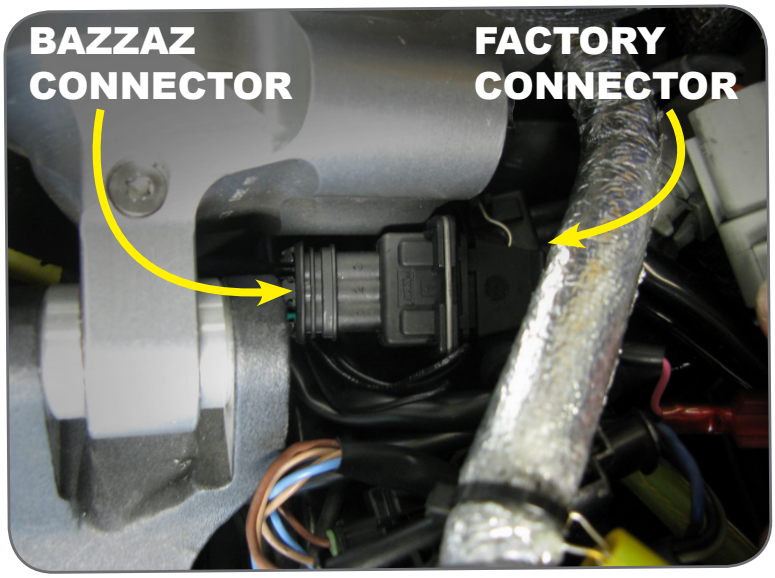
1. Locate the factory speed sensor connector (gray connector) found just behind the airbox.
2. Crimp a supplied Scotchlok onto the white wire of the factory speed sensor connector.
3. Insert the Bazzaz speed connector into the Scotchlok.



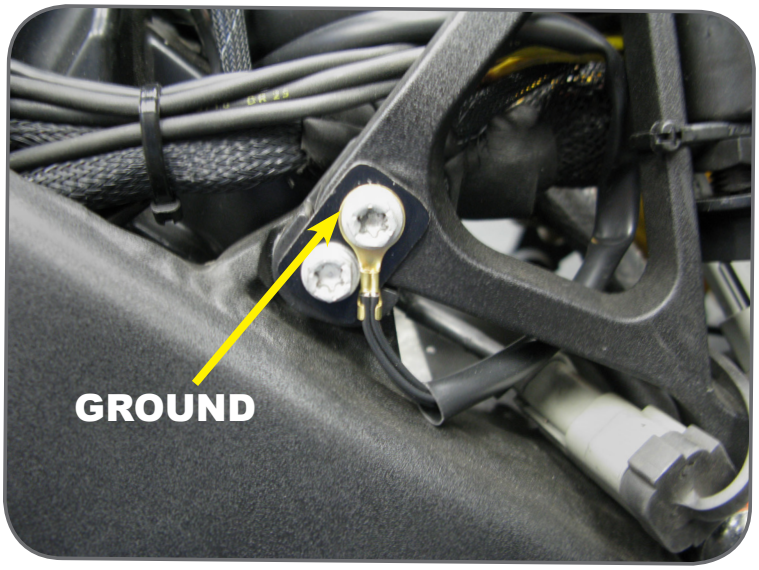
5>CONNECT (CONT.)

5.4

1. Locate the factory Crank Position Sensor (CKPS) connectors, found right next to the speed connector.
2. Disconnect the factory CKPS connectors.
3. Connect the Bazzaz CKPS connectors in-line with the factory connectors (only 1 set of connectors can be seen in the photo below).



6>GROUND



1. Attach the Bazzaz ground lug to a suitable chassis ground.

7>CONNECT

7.1

1. Locate the brown neutral sensor wire, found above the front sprocket.
2. Crimp a supplied Scotchlok onto the brown neutral sensor wire.
3. Insert the Bazzaz neutral connector into the Scotchlok.

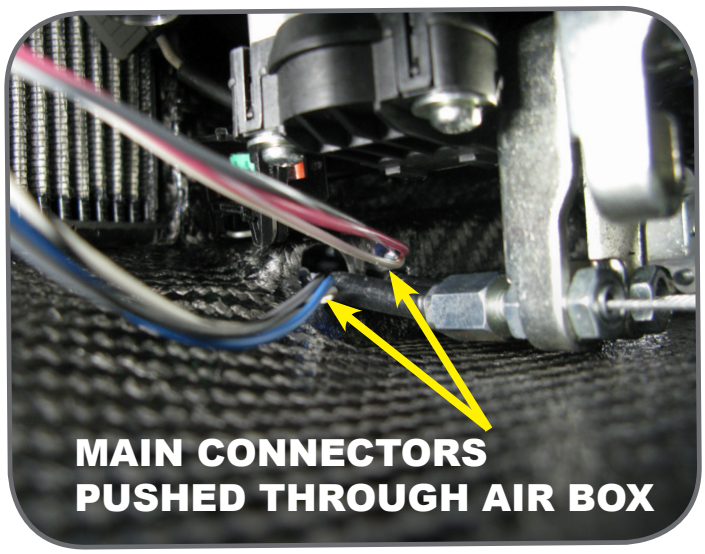
7.2

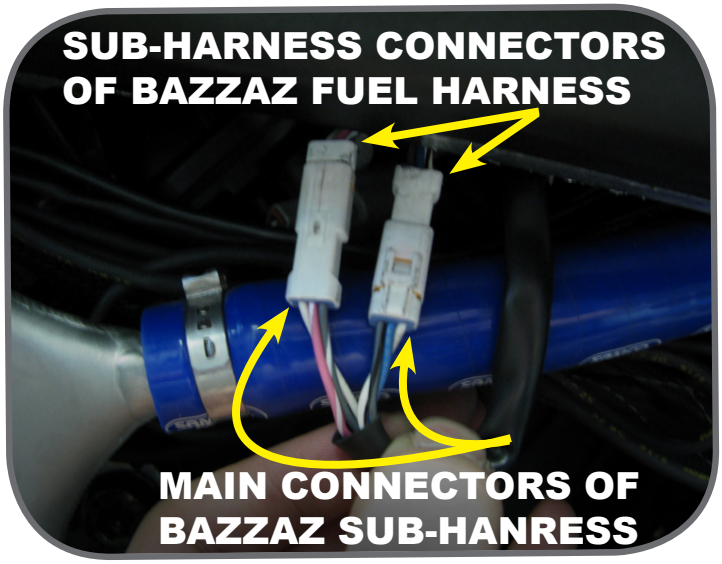
1. Route the remaining portion of the Bazzaz fuel harness to the right side of the motor, in between the frame and the motor. Then route the harness back to the left side of the motor, between the front and rear cylinder.

SUB-HARNESS

7.3

1. Set the Bazzaz fuel sub-harness in the airbox.
2. Push the 2 main connectors (white, three-pin connectors) of the Bazzaz fuel sub-harness through the holes of the airbox that the throttle cables are routed through.
3. Connect the main connectors of the Bazzaz fuel sub-harness in-line with the sub-harness connectors of the Bazzaz fuel harness.

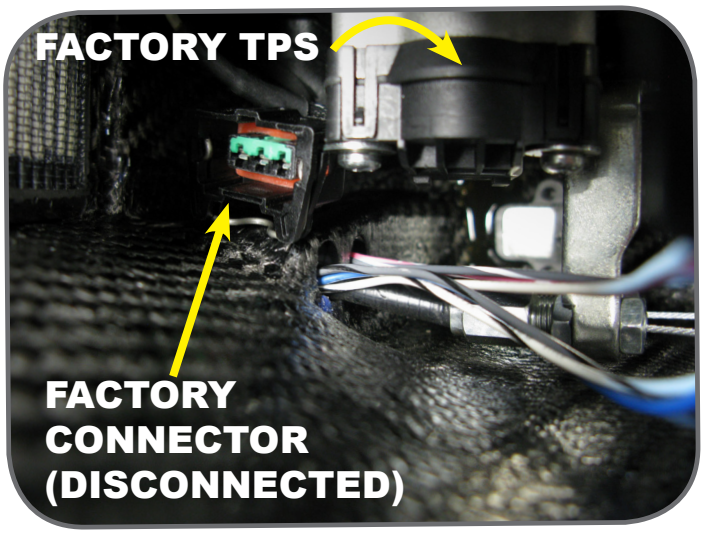


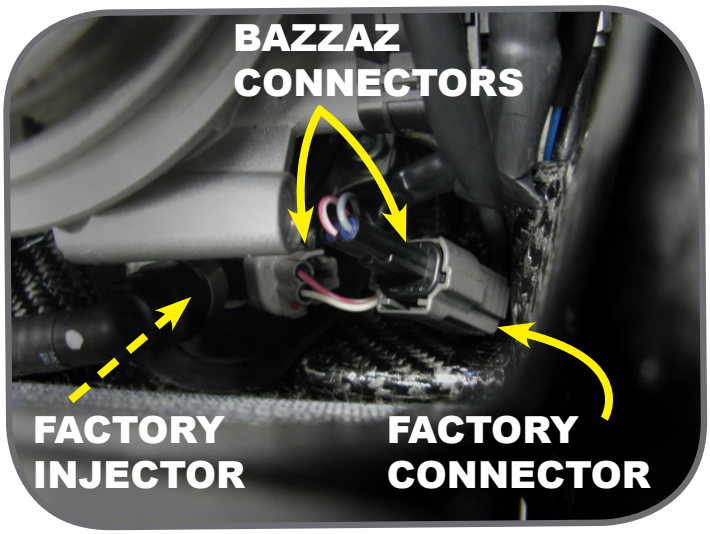


7>CONNECT (CONT.)

7.4

1. Locate the factory Throttle Position Sensor (TPS) and connector found in the airbox.
2. Disconnect the factory TPS connector from the sensor.
3. Connect the Bazzaz TPS connectors in-line, between the factory connector and sensor (photo below does not show Bazzaz connectors plugged in-line with the factory sensor and connector).





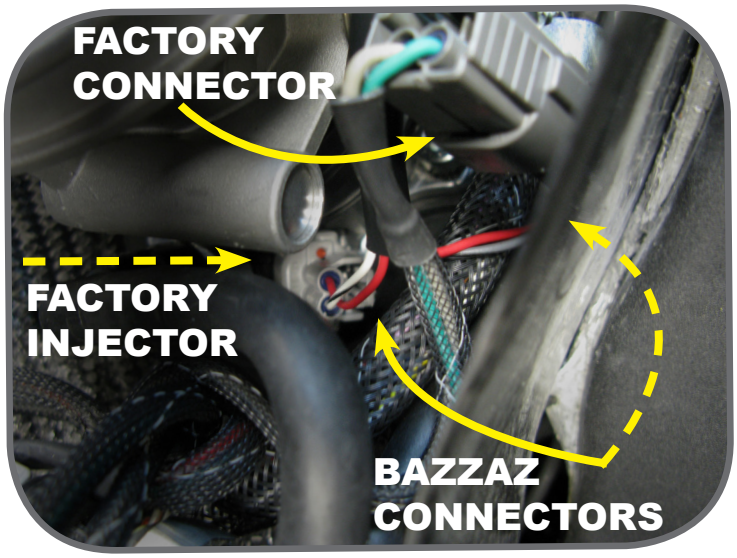
7.5

1. Locate the front lower injector also found in the airbox.
2. Disconnect the factory front injector connector from the injector.
3. Connect the Bazzaz front injector connectors in-line between the factory connector and injector.

7>CONNECT (CONT.)

7.6

1. Route the Bazzaz rear injector connectors through the throttle bodies, to the rear lower injector.
2. Disconnect the factory rear injector connector from the injector.
3. Connect the Bazzaz rear injector connectors in-line between the factory connector and injector.

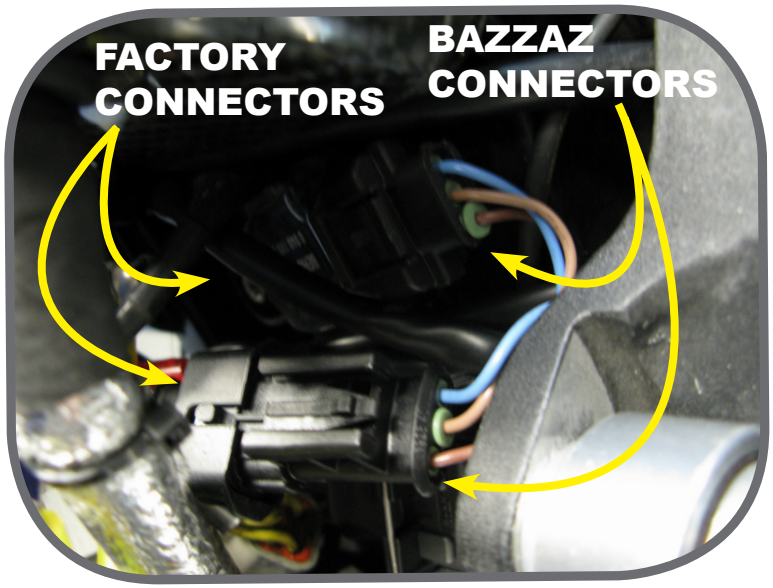


COIL HARNESS

7.7

1. Connect the main connector of the Bazzaz coil harness to the control unit.
2. Route the coil harness forward, along the left side of the subframe.

7>CONNECT (CONT.)



7.8

1. Locate the factory rear ignition stick coil, found under the CKPS connectors.
2. Disconnect the factory coil connector from the coil.
3. Connect the Bazzaz rear coil connectors in-line, between the factory coil connector and coil.

7.9

1. Route the remaining portion of the coil harness forward, along the right side of the motor.
2. To gain access to the factory front ignition coil, it will be necessary to remove the ram air intake duct and the air filter.
3. Disconnect the factory coil connector from the coil.
4. Connect the Bazzaz front coil connectors in-line, between the factory coil connector and coil.
5. Reinstall the ram air intake duct and air filter.

8>QUICKSHIFT

1. Remove the factory shift rod from the motorcycles shift linkage.
2. Install the Bazzaz shift switch on the rear shift linkage.
3. Adjust the foot pedal to preferred height and secure components by tightening the 10mm nuts (Bazzaz female shift rods are manufactured to fit multiple applications and can be cut at 10mm intervals on either end to shorten for proper positioning).
4. Route the shift switch connector to the mating connector on the Bazzaz coil harness and plug in-line.

9>SECURE

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).

10>CHECK

1. In order to check that the system is installed correctly, download the Bazzaz Z-Fi Mapper software at bazzaz.net.
2. Plug the USB cable into the control unit and computer.
3. Locate and open the Z-Fi Mapper software.
4. Check that the pre-programmed map matches the model of your bike on the fuel map page within the software. You can switch from map 1 to map 2 by unplugging the map select jumper on the Bazzaz fuel harness. Map 1 will be pre-programmed; depending on your model, there may be a pre-programmed map in the map 2 slot. If map 2 is blank, stock ECU settings are used. Make sure that the jumper is left plugged in or unplugged, depending on which map you choose.
5. Start the vehicle and begin to check that the following inputs read correctly on the fuel map page.

- RPM - Make sure that the RPM is reading near what the vehicle is idling at.
- GPS - The vehicle should read neutral (or whichever gear it is in). For motorcycles that use a Gear Position Sensor, the bike does not need to be running to do this. For motorcycles that use a speed sensor, the wheel must be spinning to read gear properly. This can be checked on a dynamometer or by using a rear stand. Use caution when testing componentry.
- TPS - When throttle is applied, the TPS should read accordingly. Fly-by-wire models must be running to check TPS. Normal cable operated throttles can be checked with just the key on, not running.

Use software to also:

- View and/or make adjustments to fuel maps
- Activate Z-AFM self mapper (sold separately)
- Save and load new fuel maps
- Re-calibrate throttle position sensor after throttle modifications
- View diagnostics for troubleshooting
- Change quickshift settings
- Make traction control adjustments

If any problem is found, please carefully follow through the installation steps again.

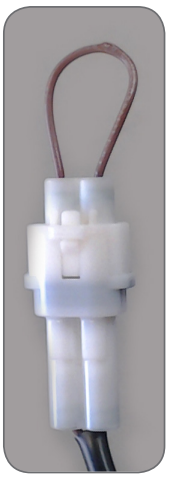
If problem still persists, please contact Bazzaz tech support

- Factory support is available in the US at 909-597-8300.
- For fastest support outside of the US, find your local importer at bazzaz.net

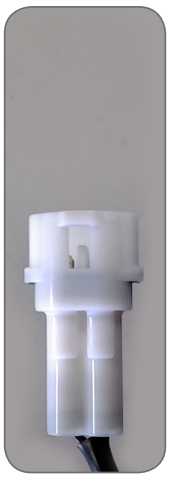
11>REINSTALL

After it is determined that everything is correct, reinstall the components removed in step 3.

12>USE



MAP 1



MAP 2

MAPS

The Bazzaz controller is capable of storing two maps.

Switch maps by connecting or disconnecting the map select jumper supplied with the kit.

Or use the optional handlebar-mounted switch to switch maps on the fly (sold separately).

13>NEXT LEVEL

MAP SELECT SWITCH

Purchased separately. **79.95**

Switch maps on the fly with this handlebar-mounted switch. Weatherproof toggle and easy installation.

Z AFM SELF MAPPER

Purchased separately.

Build race-level fuel maps for your specific modifications, fuel type, engine, and atmospheric conditions simply while riding.

02 sensor mounts into exhaust and control box easily plugs in to any Bazzaz Z-Fi product.

299.95

MAP SELECT/
TC ADJUST SWITCH

Purchased separately. **129.95**

Switch maps on the fly with this handlebar-mounted switch. Quickly adjust traction control settings using a 10-point dial. Weatherproof toggle and easy installation.

TC ACTIVE LIGHT

Purchased separately.

Illuminates when traction control is engaged. Helpful in determining when and where traction control is being actuated.

79.95

NOTES

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BAZZAZ®

POWER • INJECTED

THE SMARTEST PERFORMANCE TUNING TECHNOLOGY

Proudly made in the
United States

S1340S, S1340R, T1340S, T1340R