



2010-2013 Triumph Tiger 800  
Z-Fi QSTC Installation Instructions  
P/N S1580S, S1580R, T1580S, T1580R

**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 TC/QS Control Unit

Fuel Harness

Coil Harness

Shift Switch & Mounting Hardware

Download Z-Fi Mapper Software and its Instructions from website

O2 Eliminator

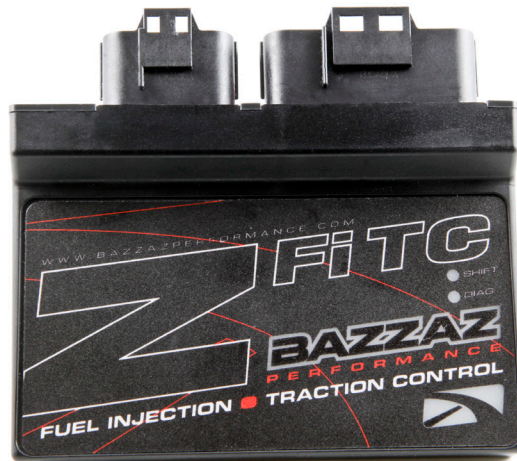
Scotchlok (2)

Cable Ties

Velcro Patch

USB Cable

Swingarm Stickers



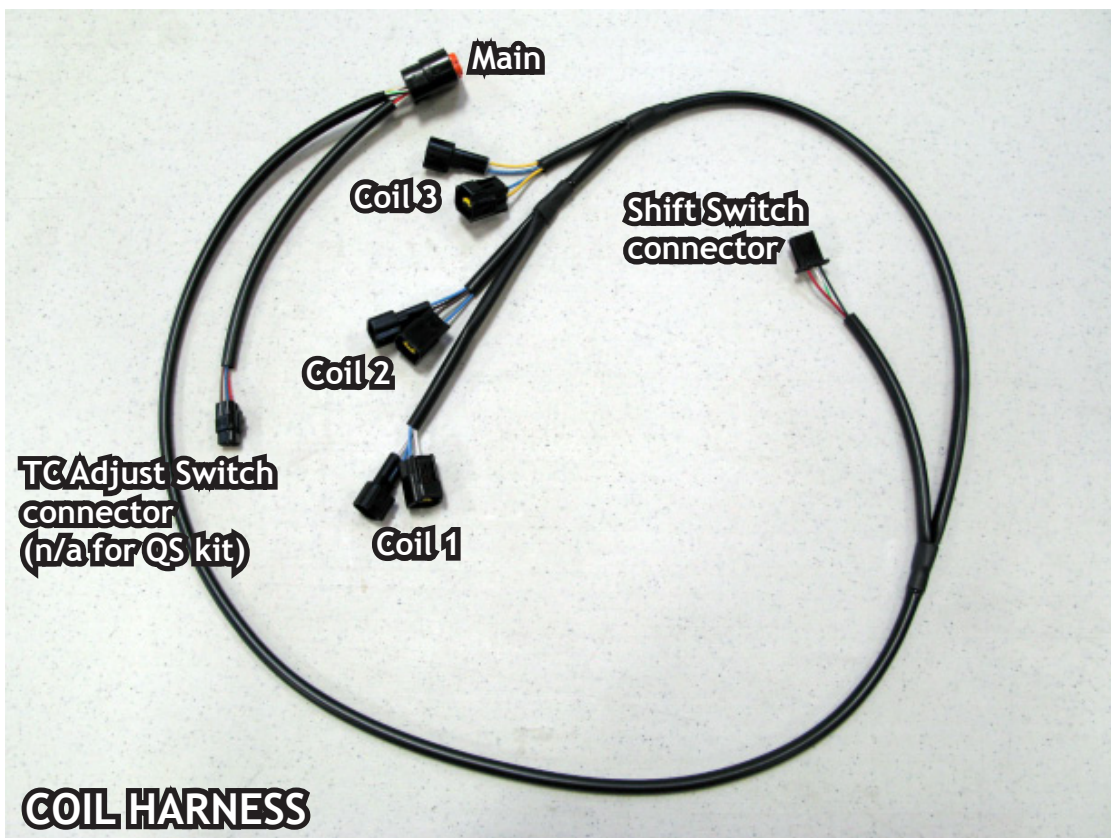
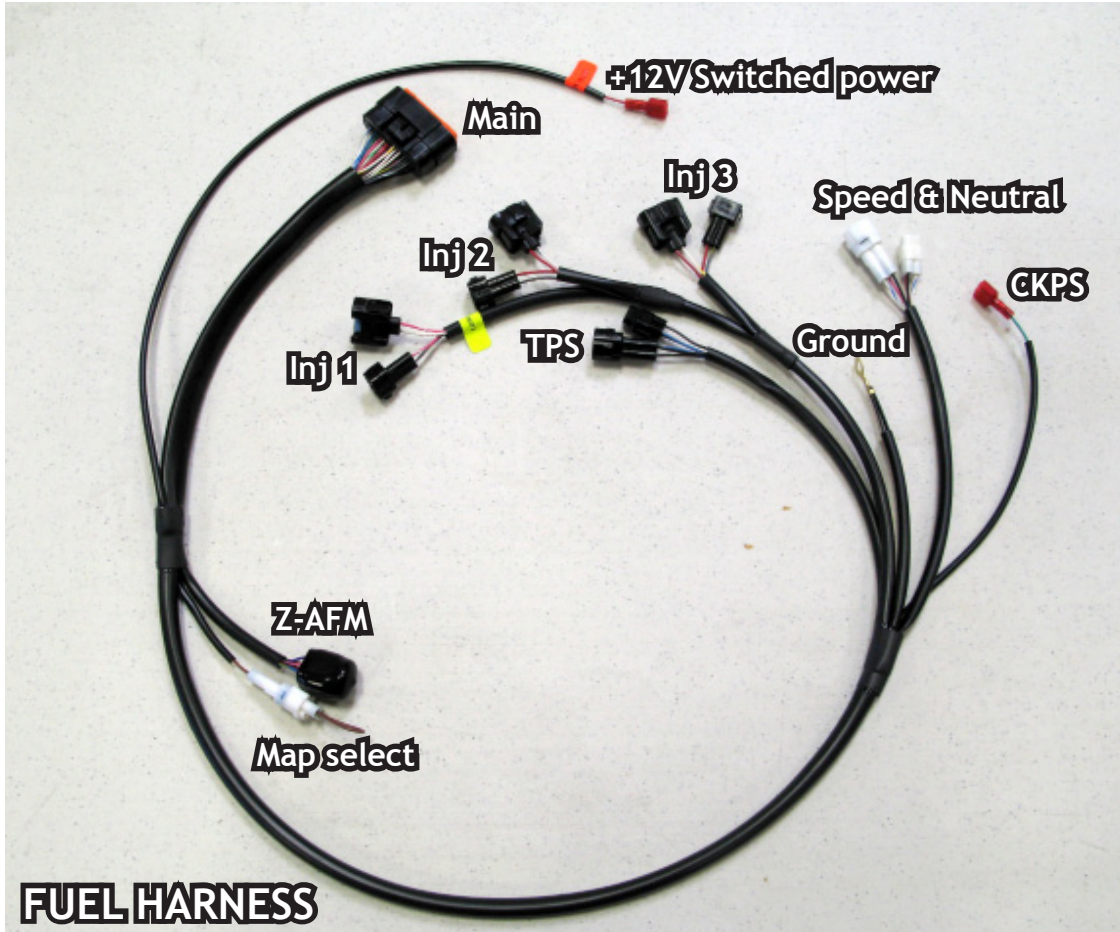
Read through all instructions before beginning installation. This is not a replacement for the ECU. This document is intended for use by qualified technicians. For more specific stock component identification and location information refer to a factory service manual.

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

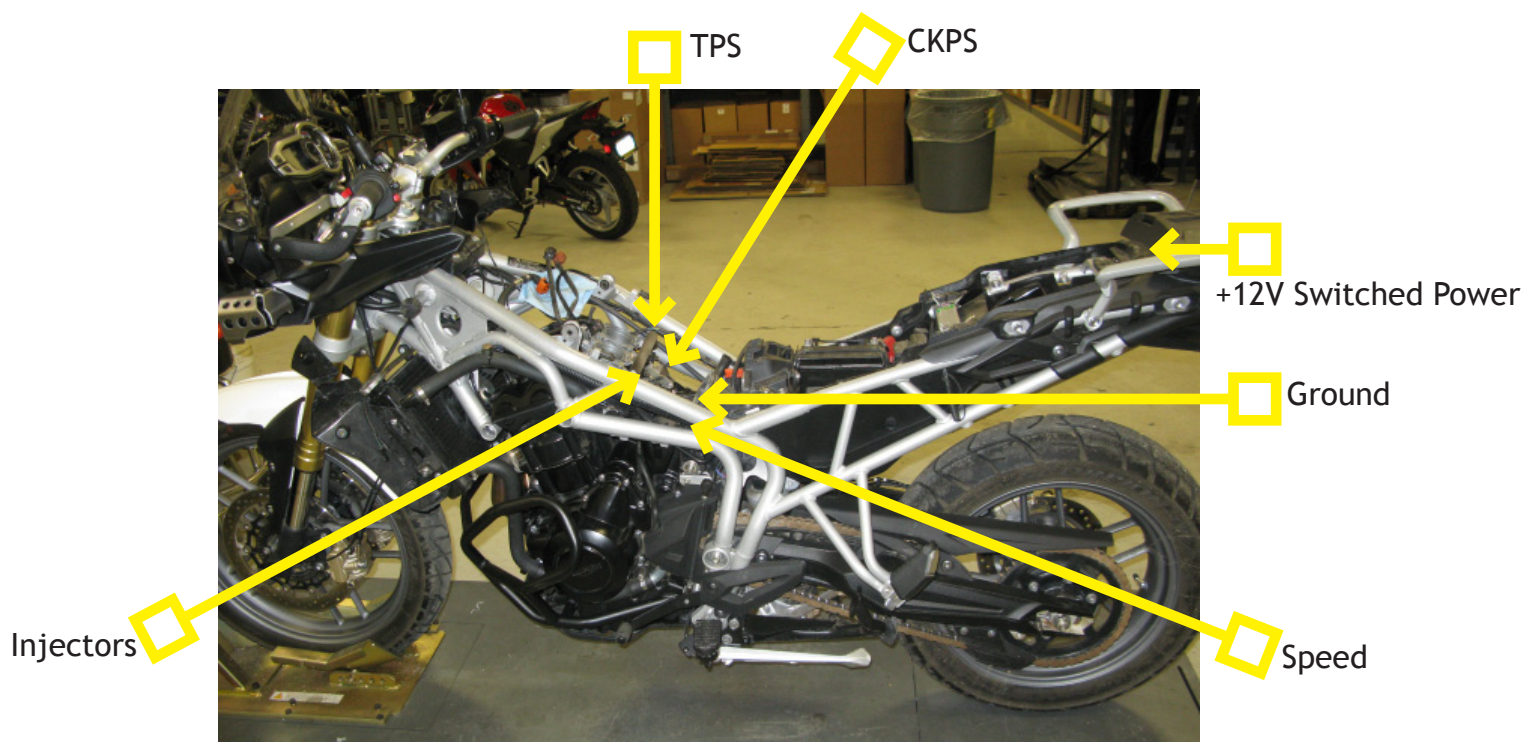
15330 Fairfield Ranch Rd., Unit E, Chino Hills, CA 91709 Phone (909) 597-8300 Fax (909)597-5580  
www.Bazzaz.net

# BAZZAZ HARNESS CONNECTOR IDENTIFICATION

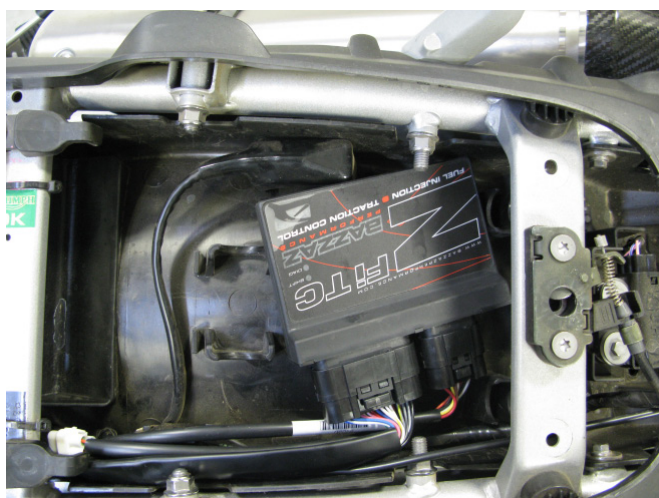
WE STRONGLY SUGGEST THAT AN EXPERIENCED TECHNICIAN  
INSTALL THIS BAZZAZ PRODUCT



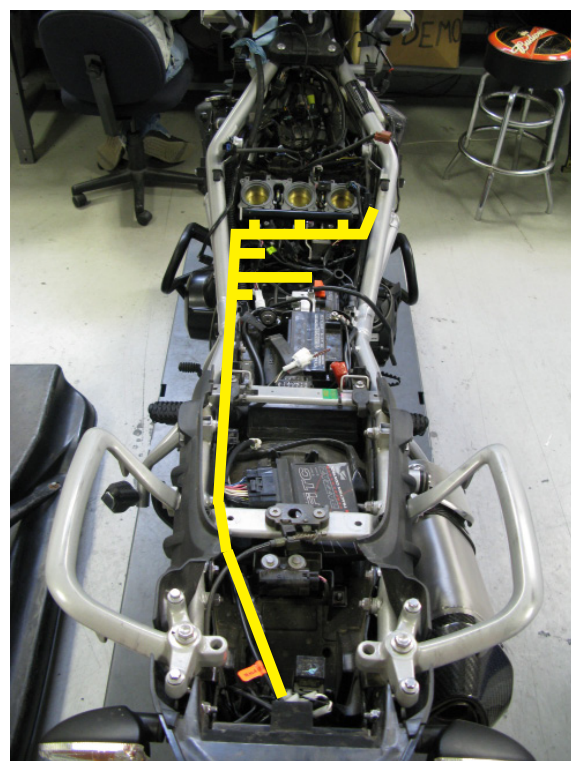
1. Begin the installation by removing the seats, side panels, fuel tank and rear luggage rack; then remove the airbox, front seat mount / ABS unit cover, and air intake.



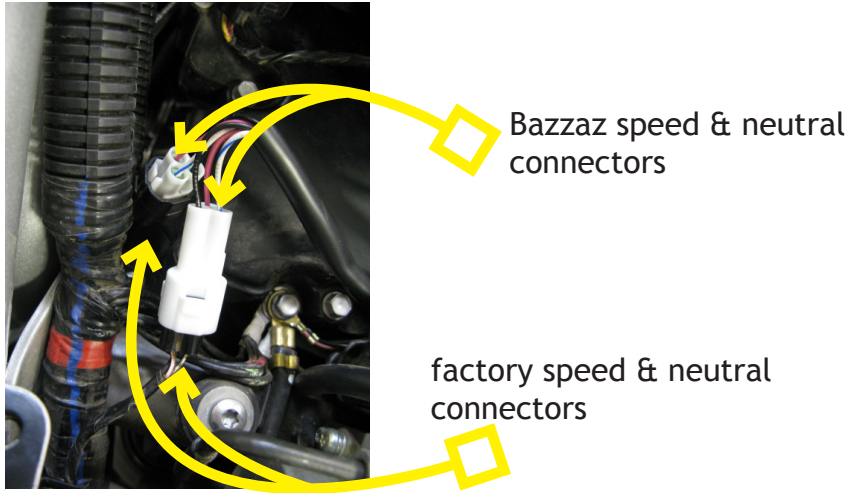
2. Place the control unit in the tail section of the motorcycle, under the passenger seat, and secure it using the supplied Velcro patch.



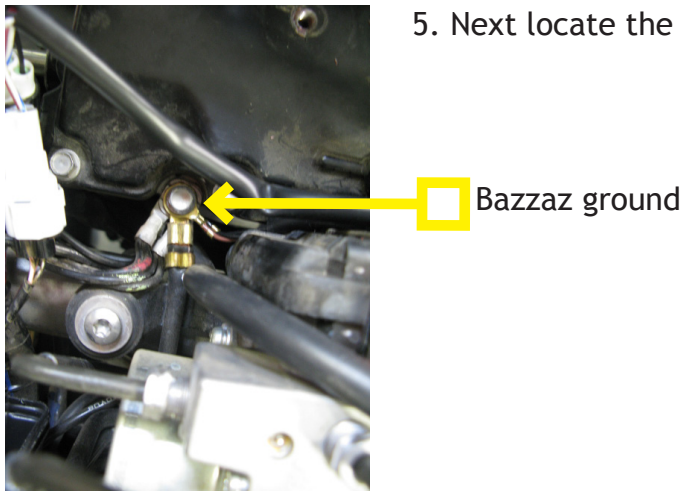
3. Connect the main connector of the Bazzaz fuel harness into the control unit and begin routing the fuel harness towards the front of the motorcycle. Continue routing the harness under the support bar and along the left side of the frame.



4. Locate the factory speed & neutral connectors (black connectors) found where the subframe joins the frame on the left side of the bike. Disconnect the connectors. Connect the Bazzaz speed & neutral connectors of the Bazzaz fuel harness inline with the factory connectors.

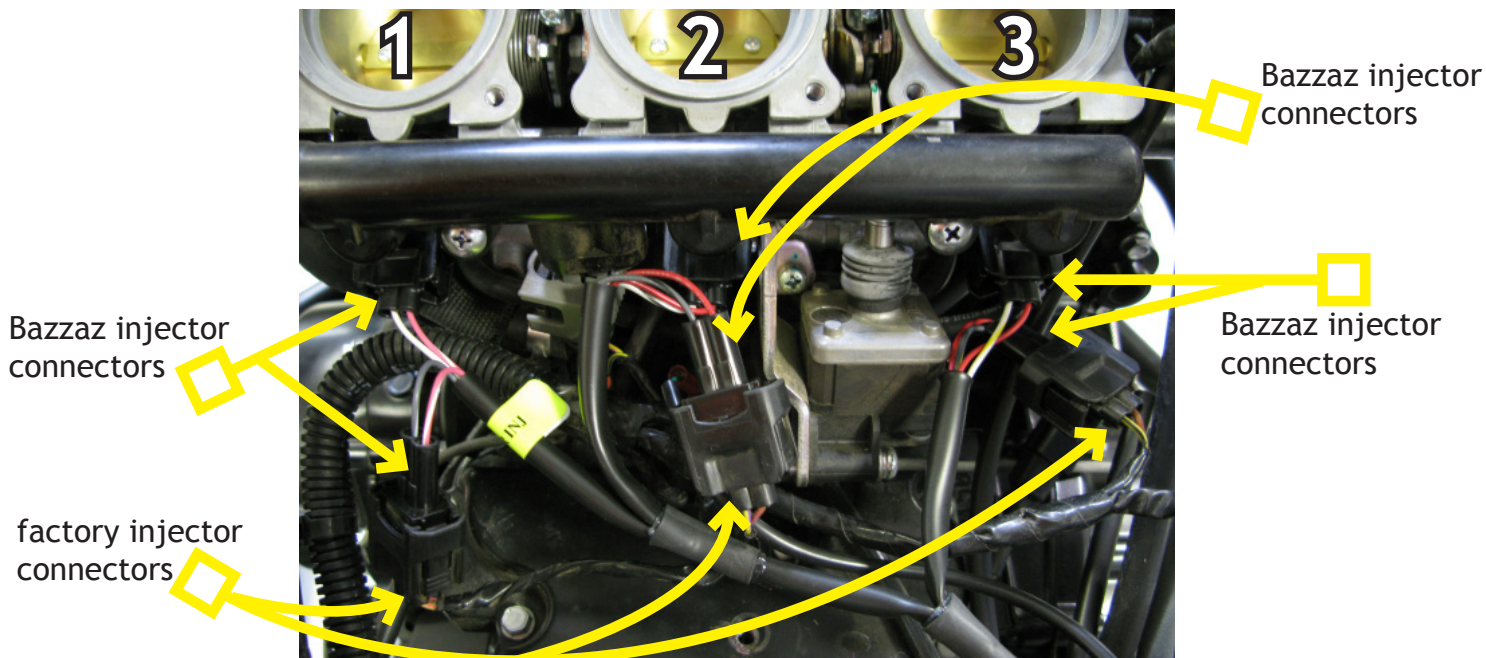


5. Next locate the factory ground lug and attach the Bazzaz ground lug to it.

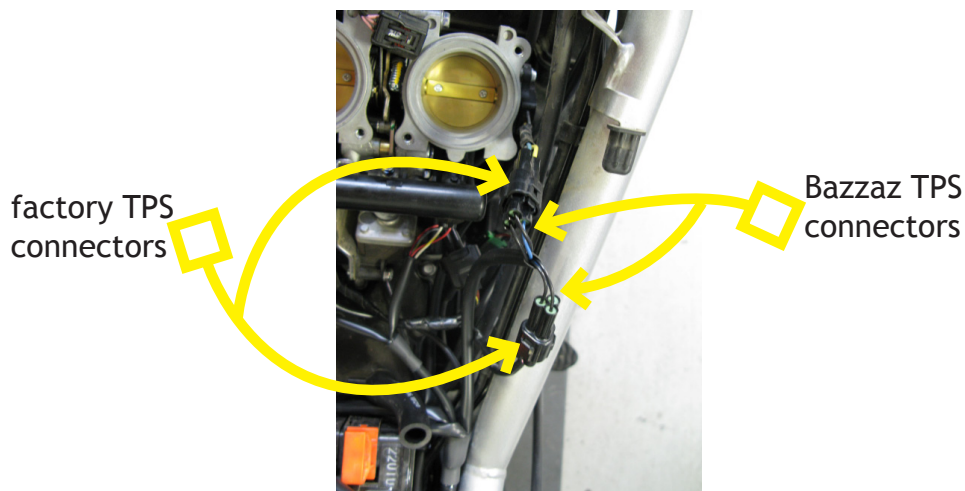


6. Route the rest of the fuel harness over to the right side of the motorcycle and forward to the injectors.

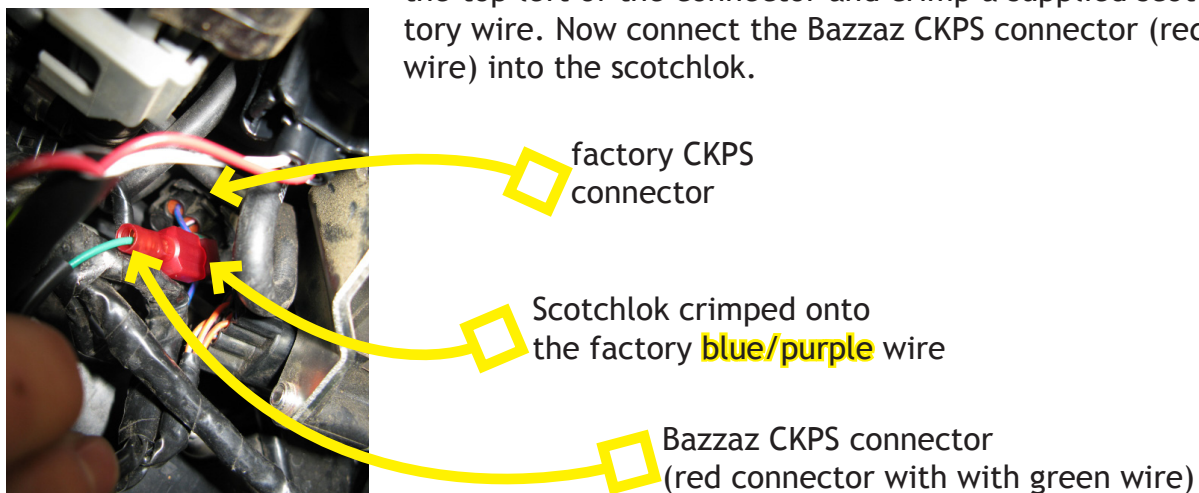
From right to left disconnect the factory injector connectors. Now plug the Bazzaz injector connectors in line between the factory connectors and injectors. End on the left with the Bazzaz lead that has the neon yellow tag attached to it.



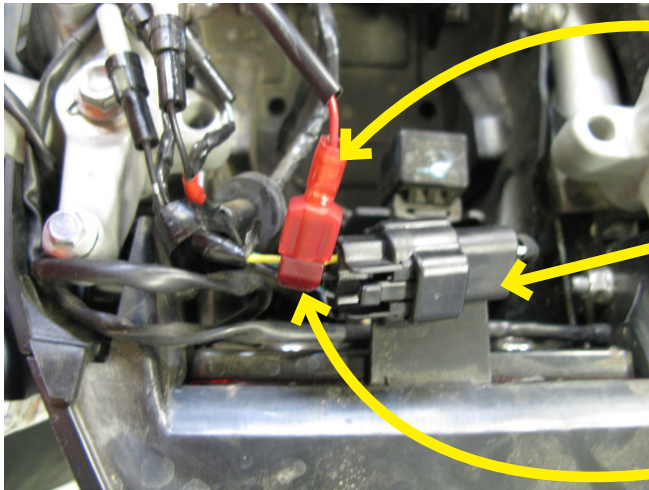
7. Now locate the factory TPS (Throttle Position Sensor) connectors found on the right side of the throttle bodies and disconnect. Connect the Bazzaz TPS connectors inline with the factory connectors.



8. Next locate the factory CKPS (Crank Position Sensor) connector which is found under the middle injector. You are looking for a black connector with five wires coming from it. Locate the **blue/purple** wire at the top left of the connector and crimp a supplied scotchlok onto this factory wire. Now connect the Bazzaz CKPS connector (red connector with green wire) into the scotchlok.



9. Locate the factory tail light connector (black connector) in the very rear tray of the motorcycle. Find the **yellow** wire from the connector and crimp a supplied scotchlok onto it. Connect the Bazzaz +12V Switched Power connector (red connector with red wire) into the scotchlok.

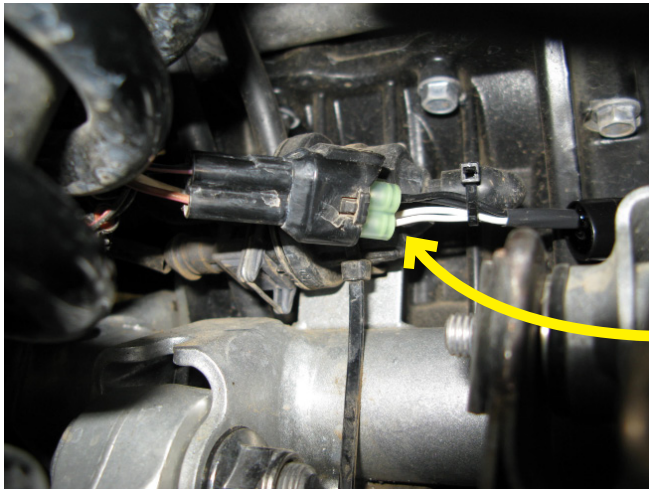


Bazzaz +12V switched power connector (red connector with with red wire)

factory tail light connector

Scotchlok crimped onto the factory **yellow** wire

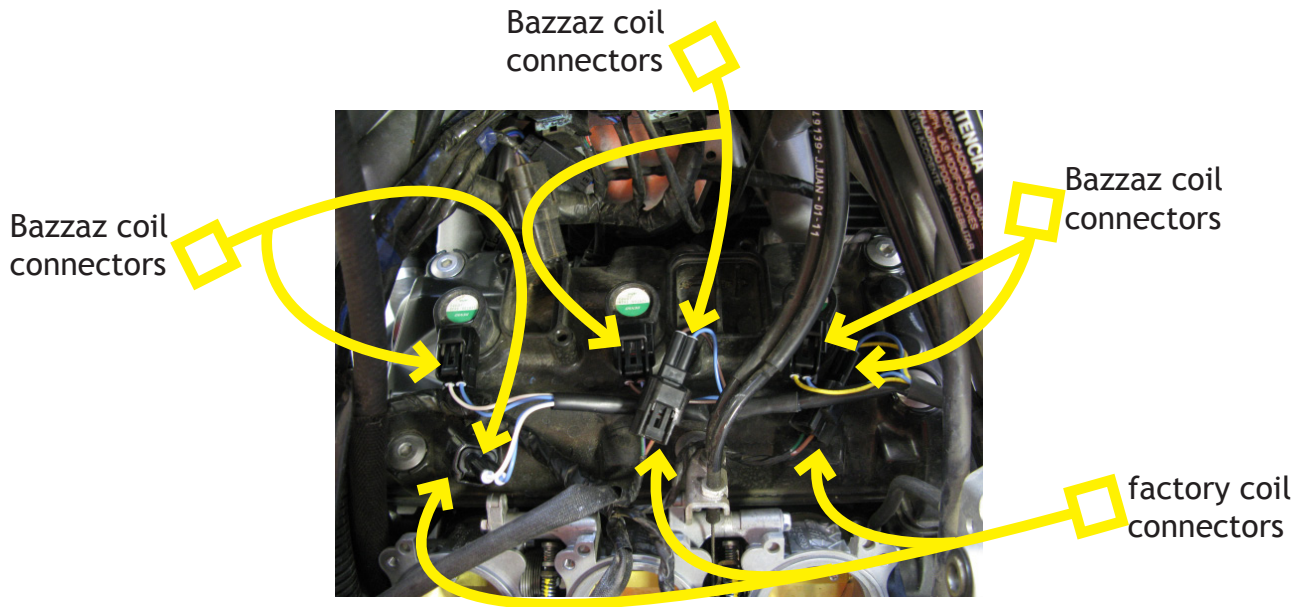
10. Locate the factory o2 sensor connector found on the right side of the bike and disconnect. This sensor will no longer be used; the wires should be neatly secured away from any moving components, or the sensor may be removed and the remaining port/bung in the exhaust can then be plugged. The supplied O2 eliminator must be connected in place of the O2 sensor connector to avoid triggering a fault code (FI light). Connect the Bazzaz O2 eliminator in place of this sensor and secure it to the same location made available due to the removal of the sensor connector.



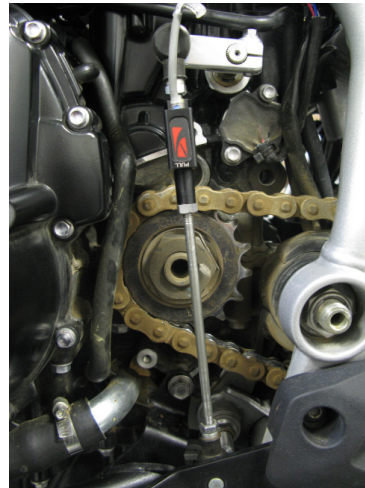
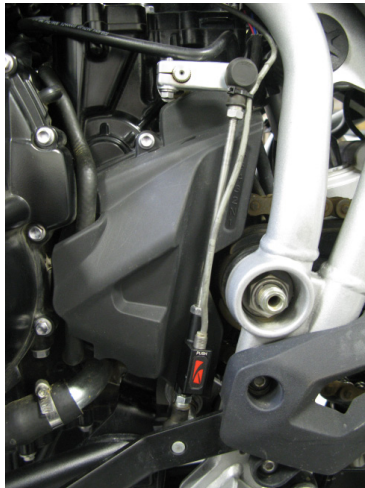
Bazzaz O2 eliminator

11. Now you are ready to install the coil harness. Begin by plugging the main connector of the coil harness into the Bazzaz unit. Then route the coil harness along the same path as the Bazzaz fuel harness, up along the right side of the throttle bodies to the front of the engine where the coils are located.

12. From right to left, disconnect the factory coil connector from each coil and plug the Bazzaz coil connectors in line between the factory connectors and coils.



13. Now you will begin the installation of the shift switch by removing the factory shift rod. Next install the Bazzaz shift switch onto the lower linkage and install the Bazzaz shift rod between the upper linkage and the shift switch (the Bazzaz shift rod may have to be cut shorter depending on your shift pedal height preference). Adjust foot pedal to preferred height and secure components by tightening the 10mm nuts. Now route the shift switch sensor up to the compartment in front of the battery and connect it to the mating connector on the Bazzaz Coil Harness. For reverse shifting it will be necessary to remove the plastic front sprocket guard, flip the upper shift linkage 180 ° and install the shift switch on the upper linkage instead of the lower.



14. To complete the installation, use the supplied cable ties to secure the Bazzaz and factory harness neatly along its 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 installation steps again. If problem still persists, please call Bazzaz tech support department at 909-597-8300. After it is determined that everything is correct reinstall all the components removed in step one and the installation will be complete.

The Bazzaz controller is capable of storing two maps. 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. 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.

