

# INSTALLATION INSTRUCTIONS



# UNLEASH.

THE SMARTEST PERFORMANCE TUNING TECHNOLOGY

**ZFI TC**

FUEL + QUICKSHIFT + TRACTION CONTROL

**MV AGUSTA F3 2013 | BRUTALE 675 2013  
T1641S, T1641R**

## 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 public lands.

### GETTING HELP



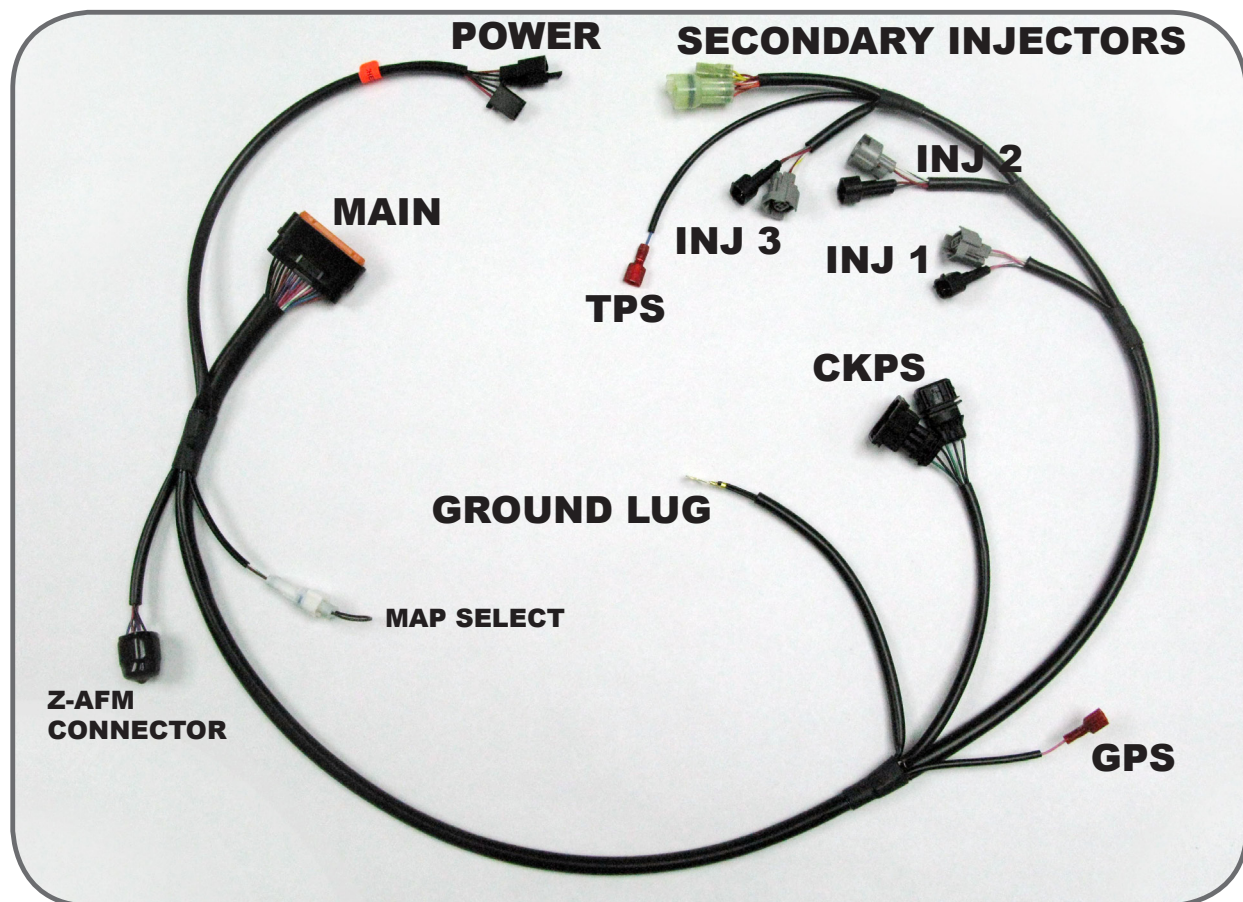
- Factory support is available in the US at 909-597-8300.
- For fastest support outside of the US, find your local importer at [bazzaz.net](http://bazzaz.net).

# 2>IDENTIFY

## INCLUDED PARTS

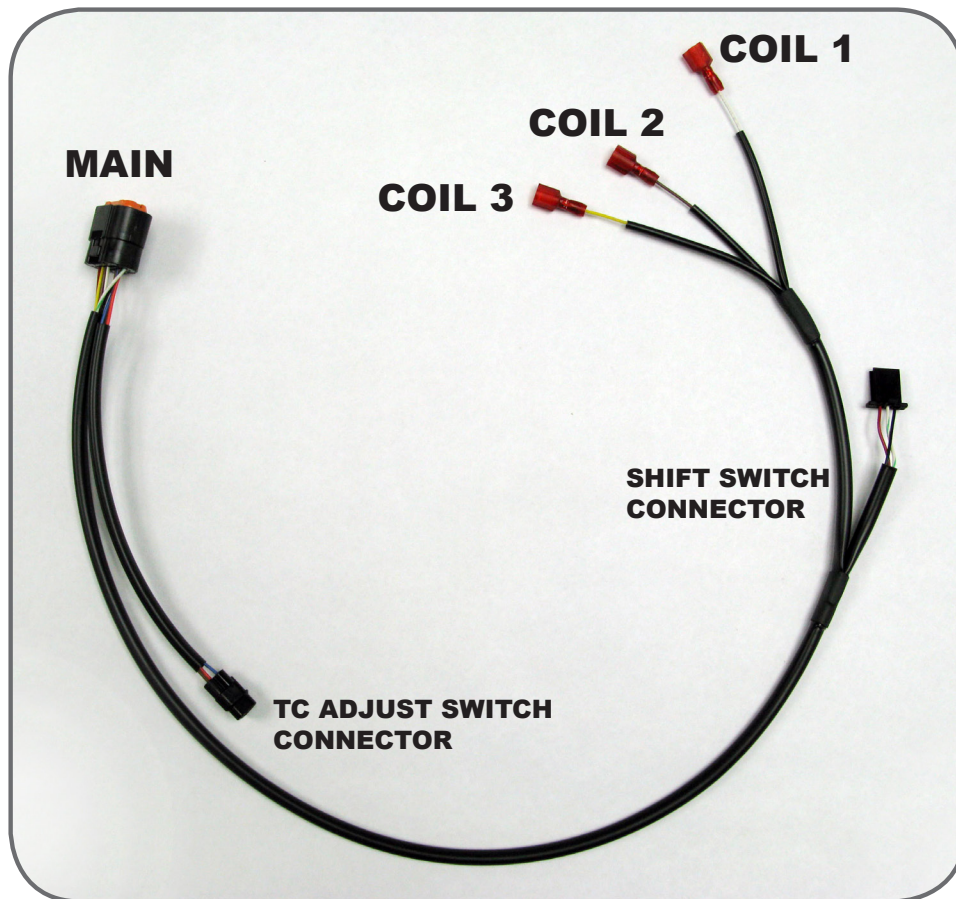
1. Z-Fi TC control unit
2. Fuel harness
3. Coil harness
4. Shift Switch and mounting hardware
5. USB cable
6. Scotchlok (5)
7. Zip ties
8. Velcro

## FUEL HARNESS



# 2>IDENTIFY (CONT.)

## COIL HARNESS



## 3>REMOVE

1. Seats
2. Tail fairings
3. Fuel tank
4. Battery
5. Battery tray
6. Airbox (removal of front fairings may be necessary to remove the airbox)

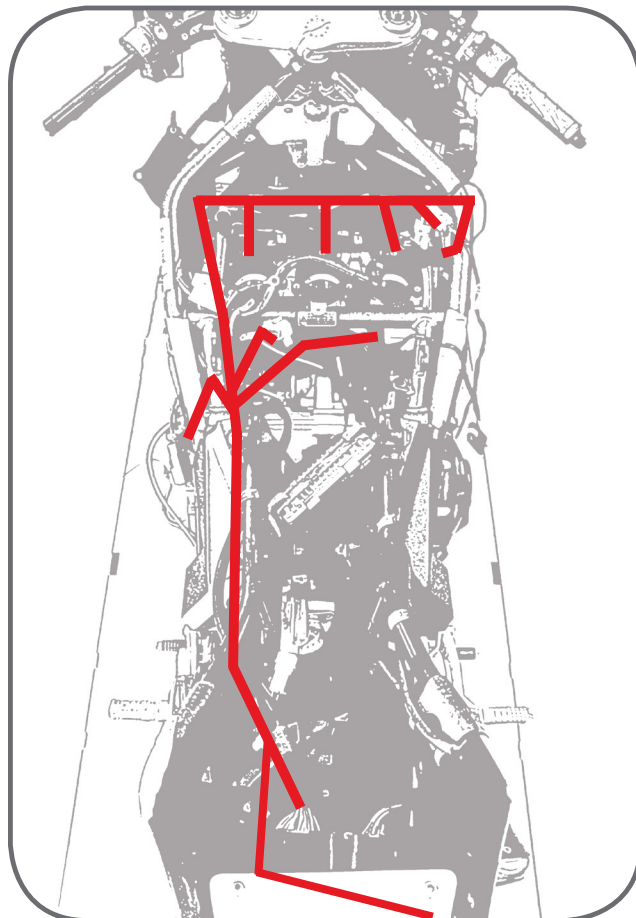
## 4>SECURE

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

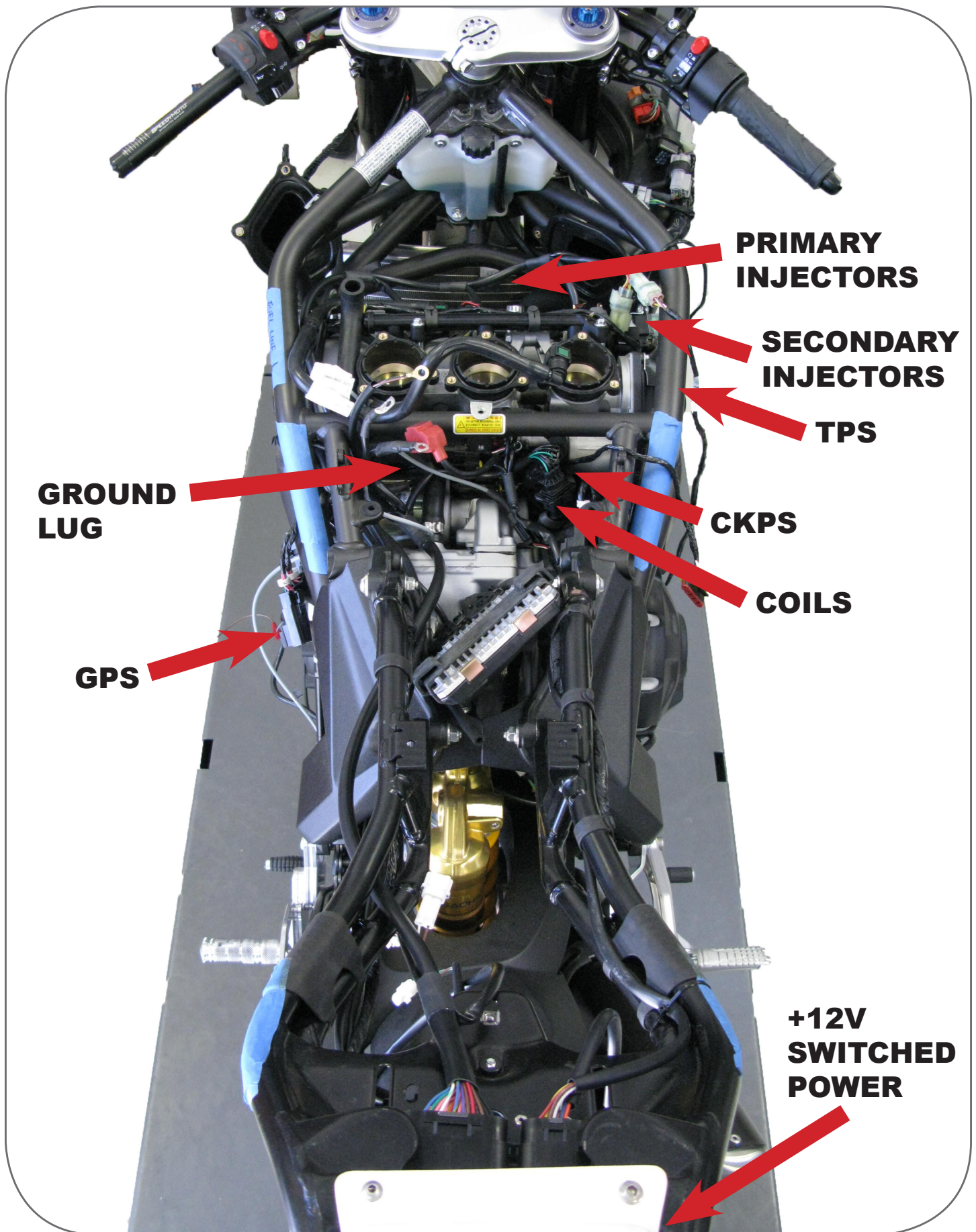
## 5>CONNECT

### 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.







**PRIMARY  
INJECTORS**

**SECONDARY  
INJECTORS**

**TPS**

**GROUND  
LUG**

**CKPS**

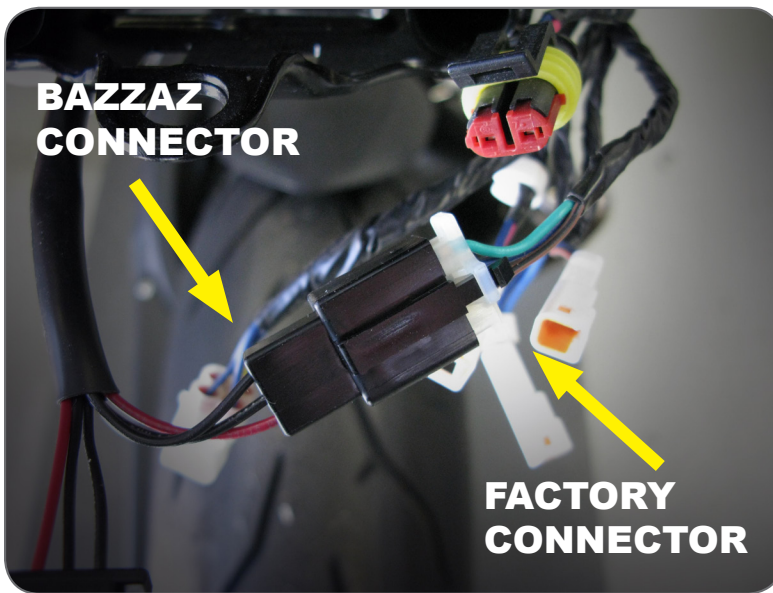
**COILS**

**GPS**

**+12V  
SWITCHED  
POWER**

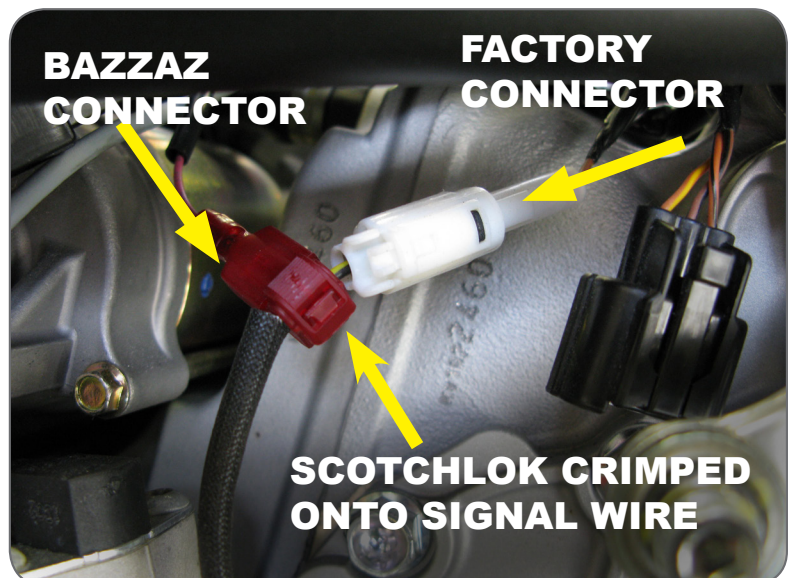
# 5>CONNECT (CONT.)

- ## 5.2
1. Locate the factory tail light connector, found at the rear of the bike.
  2. While removing the tail fairings in section 3, the tail light connector was disconnected.
  3. Connect the Bazzaz +12V switched power connector in-line with the mating factory connector in the tail section of the bike.
  4. The other Bazzaz +12V switched power connector will connect in-line with the factory connector attached to the tail fairing (once it is reinstalled at the end of the installation).



## 5.3

1. Route the Bazzaz harness forward, on the left side of the sub frame. Follow along the same path as the factory harness to the area under the battery tray (which was removed in section 3).
2. Route the Bazzaz Gear Position Sensor (GPS) lead down the left side of the bike, to the white factory single-pin GPS connector.
3. Crimp a supplied Scotchlok onto the GPS **signal** wire.
4. Insert the Bazzaz GPS connector into the Scotchlok.

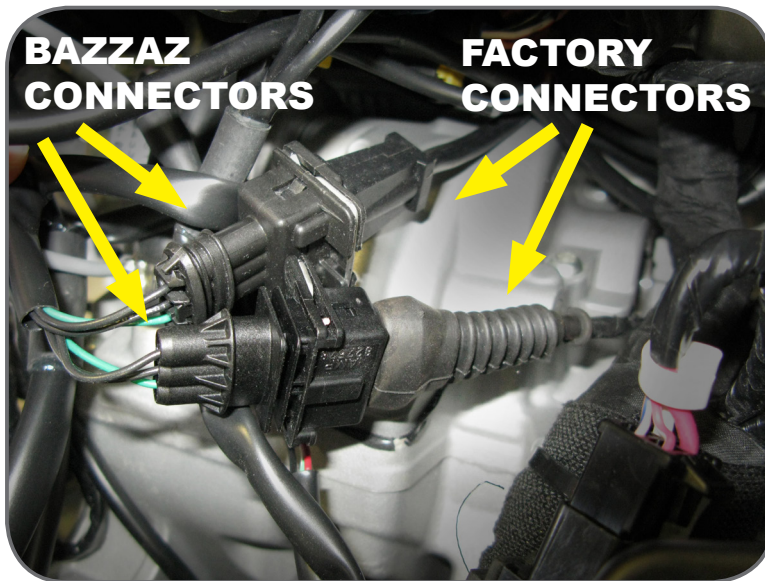




# 5>CONNECT (CONT.)

## 5.4

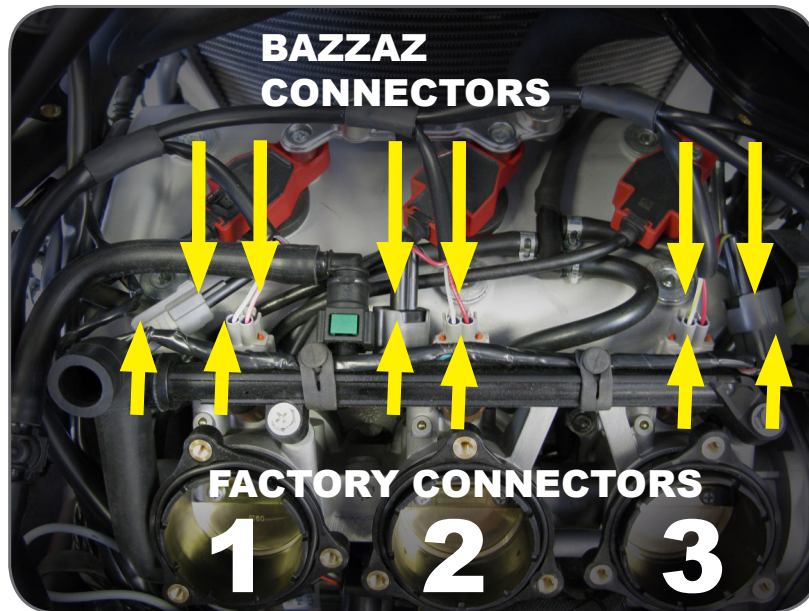
1. Locate the factory Crank Position Sensor (CKPS) connectors, found in the center of the engine compartment.
2. Disconnect the factory CKPS connectors.
3. Connect the Bazzaz CKPS connectors in-line with the factory connectors.



# 5>CONNECT (CONT.)

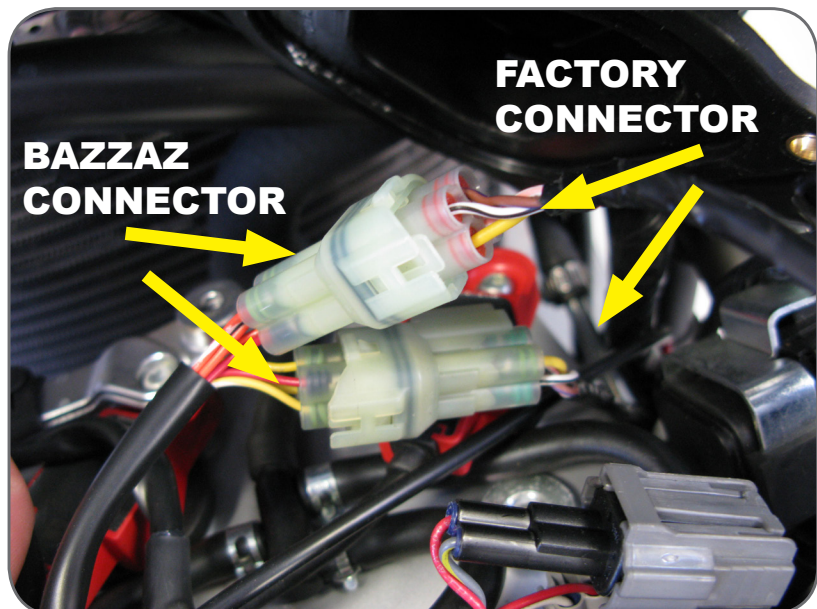
## 5.5

1. Continue to route the Bazzaz fuel harness up the left side of the frame, around to the front of the throttle bodies.
2. From left (left is injector 1) to right, disconnect the factory primary injector connectors from each injector.
3. Connect the appropriate Bazzaz primary injector connectors in-line between each factory injector and connector.



## 5.6

1. Next locate the factory Secondary injector sub-harness connectors, which are on the right side of the throttle bodies.
2. Disconnect the factory sub-harness connectors.
3. Connect the Bazzaz secondary injector connectors in-line with the factory connectors.





# 5>CONNECT (CONT.)

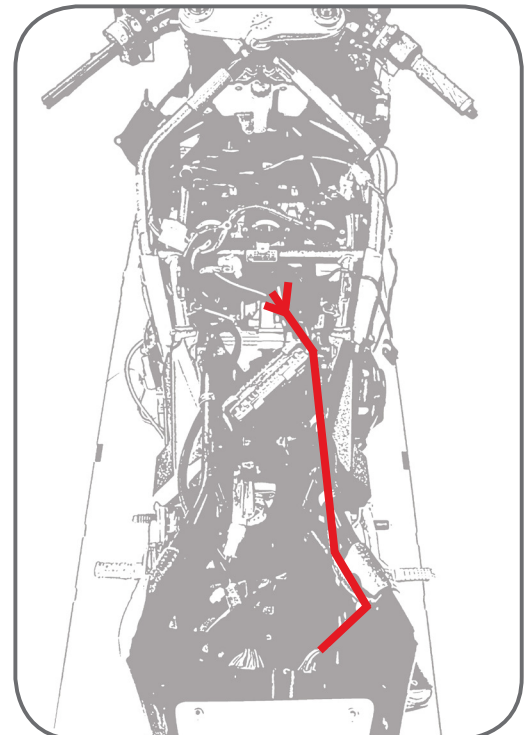
## 5.7

1. Locate the factory Throttle Position Sensor (TPS) near the right side of the throttle bodies.
2. Trace the factory TPS lead back to where it joins the main section of the wiring harness.
3. Carefully trim the sheathing of the TPS lead (near the main section of the wiring harness) to expose and gain access to the wires.
4. Crimp a supplied Scotchlok onto the exposed **purple/green** wire.
5. Insert the Bazzaz TPS connector into the Scotchlok.



## 5.8 COIL HARNESS

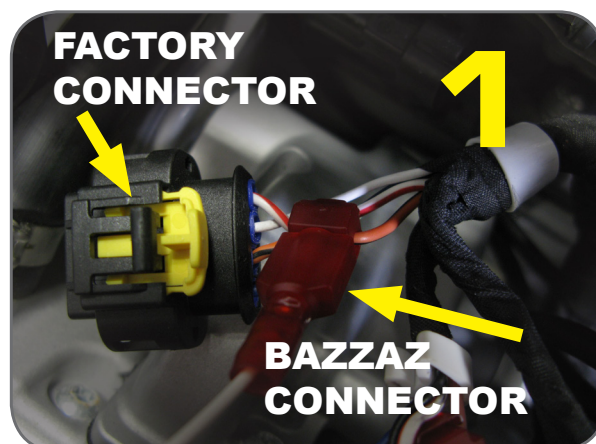
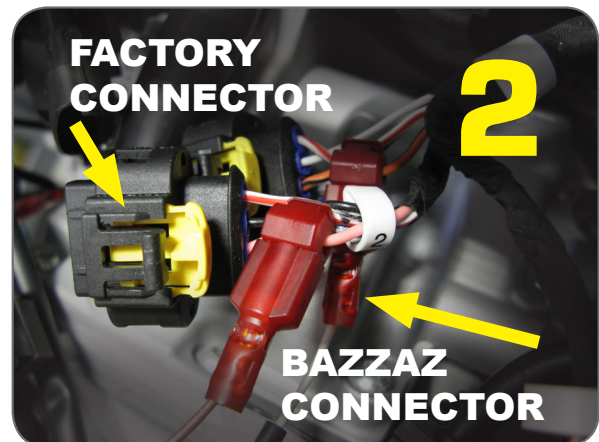
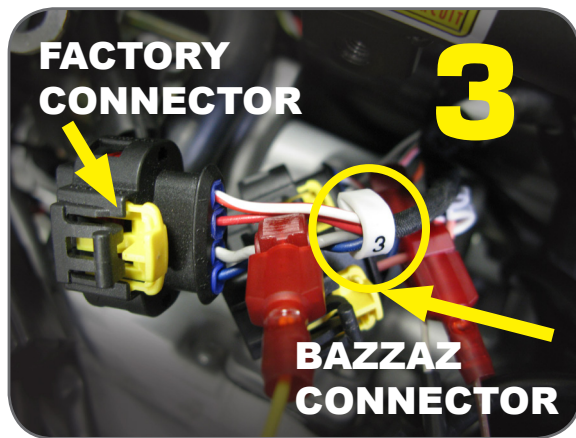
1. Connect the main connector of the Bazzaz coil harness to the control unit.
2. Route the coil harness forward, along the right side of the motorcycle.



# 5>CONNECT (CONT.)

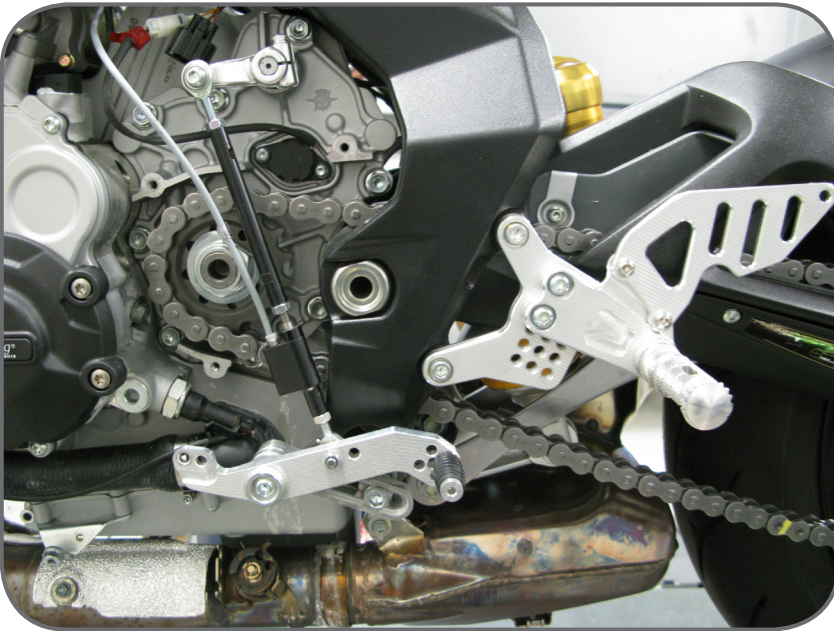
## 5.9

1. Locate the factory coils and connectors, found below the throttle bodies in the engine compartment.
2. Disconnect the coil connectors from each coil and pull them out to gain easier access to them.
3. Working with factory coil #3, crimp a supplied Scotchlok onto the **gray** wire.
4. Insert the Bazzaz coil #3 connector (with the yellow wire) into the Scotchlok.
5. Working with factory coil #2, crimp a supplied Scotchlok onto the **pink** wire.
6. Insert the Bazzaz coil #2 connector (with the brown wire) into the Scotchlok.
7. Working with factory coil #1, crimp a supplied Scotchlok onto the **orange/black** wire.
8. Insert the Bazzaz coil #1 connector (with the white wire) into the Scotchlok.



# 6>QUICKSHIFT

1. Begin the installation of the shift switch by removing the factory shift rod.
2. Install Bazzaz shift switch on the lower shift linkage (the supplied shift rod may have to be cut shorter depending on your shift pedal height preference).
3. Once correct length is attained, install the Bazzaz shift rod by screwing it into place between the Bazzaz Shift switch and the upper shift linkage.
4. Secure components by tightening the 10mm nuts.
5. 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.



# 7>GROUND

1. When re-installing the battery, secure the Bazzaz ground lug to the battery negative terminal.

# 8>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).**



# 9>CHECK



1. In order to check that the system is installed correctly, download the Bazzaz Z-Fi Mapper software at [bazzaz.net](http://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.

## **Also use software to:**

- 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](http://bazzaz.net)

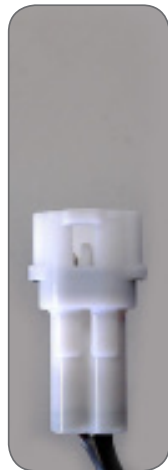
## 10>REINSTALL

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

## 11>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).

# 12>NEXT LEVEL

## MAP SELECT SWITCH

Purchased separately.

**79.95**

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



## ZAFM SELF MAPPER

Purchased separately.

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

O2 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**





**THE SMARTEST PERFORMANCE TUNING TECHNOLOGY**



Proudly made in the  
**United States**

**T1641S, T1641R**