# 2002-2014 Honda ST1300
## Z-Fi QS / Z-Fi TC Installation Instructions
## P/N T351

### 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
Scotchlok (3)
O2 Eliminators (2)
Cable Ties
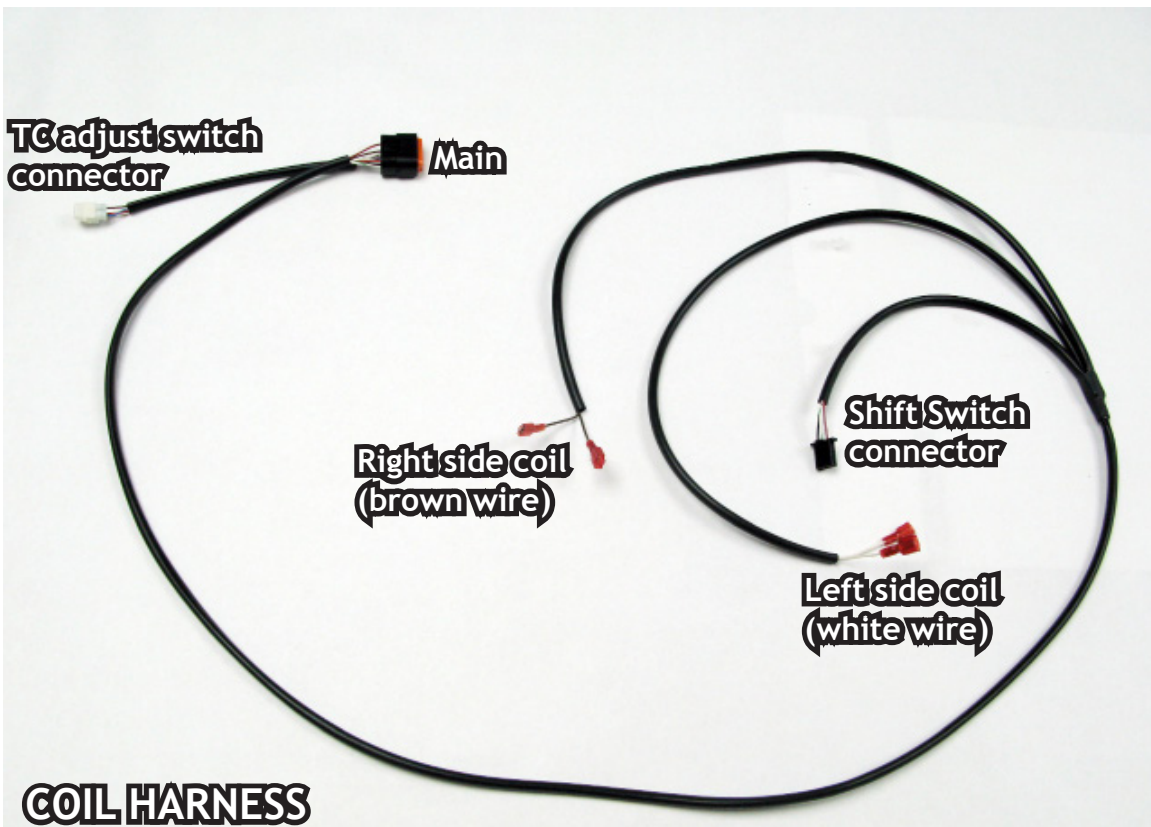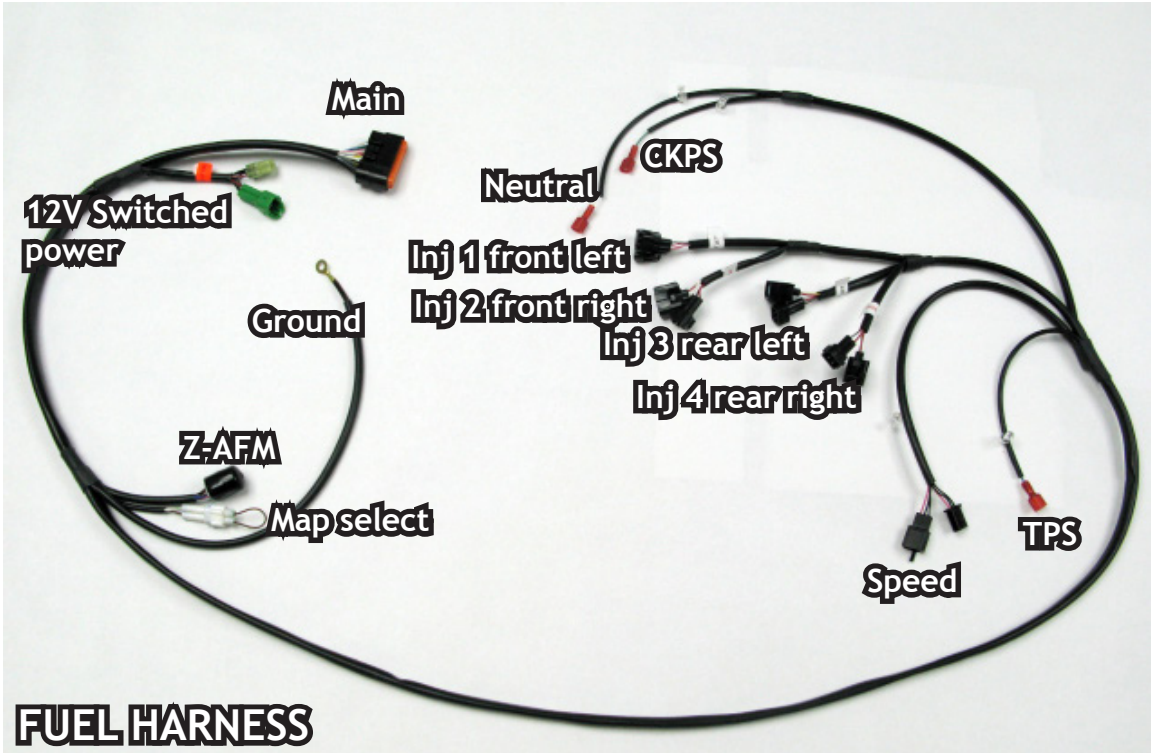Velcro Patch
USB Cable
Swingarm Stickers

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 identifition 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*

# BAZZAZ HARNESS CONNECTOR IDENTIFICATION

Main

CKPS

12V Switched power

Neutral

Inj 1 front left

Inj 2 front right

Ground

Inj 3 rear left

Inj 4 rear right

Z-AFM

Map select

TPS

Speed

**FUEL HARNESS**

TC adjust switch connector

Main

Right side coil (brown wire)

Shift Switch connector

Left side coil (white wire)

**COIL HARNESS**

1. Begin the installation by removing the seats. Also remove left & right side fairings and then prop up the fuel tank but do not remove it. Now you will be able to access the airbox and remove it.

2. Mount the control unit in tail section, on top of the factory ECU, utilizing the factory rubber strap and using Velcro patch provided.

3. Plug the main connector form the harness to the control unit. Route the harness on the right side of the bike then come across to the left side of the bike at the rail that holds the driver's seat in place.
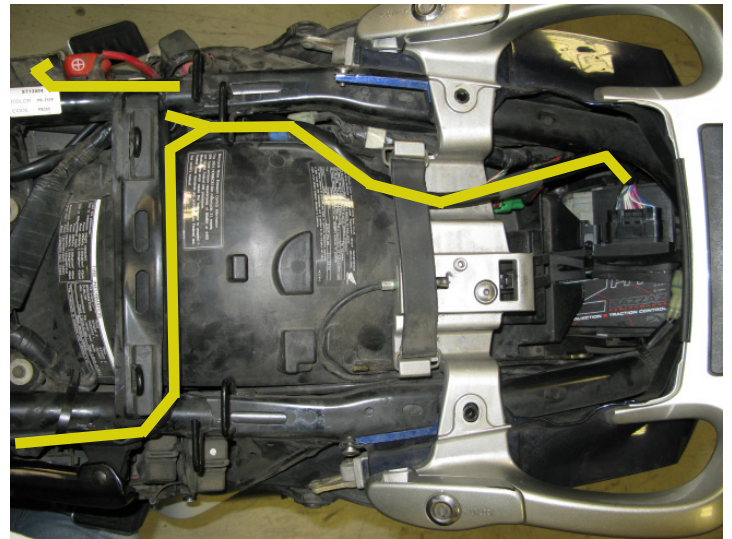


factory diagnostic connectors
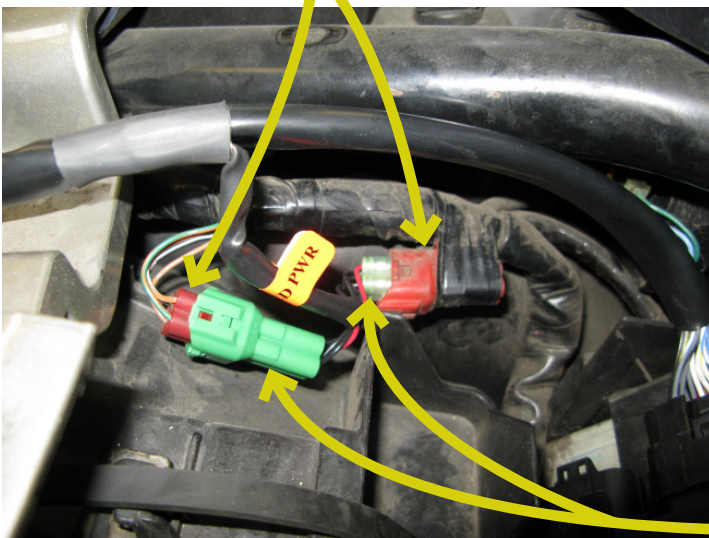


4. Locate the factory diagnostic connectors in the tail section of the bike and disconnect. Connect the Bazzaz +12V switched power connectors (orange tag) in line with factory connectors.

Bazzaz +12V Switched power connectors

5. Route the Bazzaz ground lug along the right side of the bike and attach it to the negative terminal of the battery.
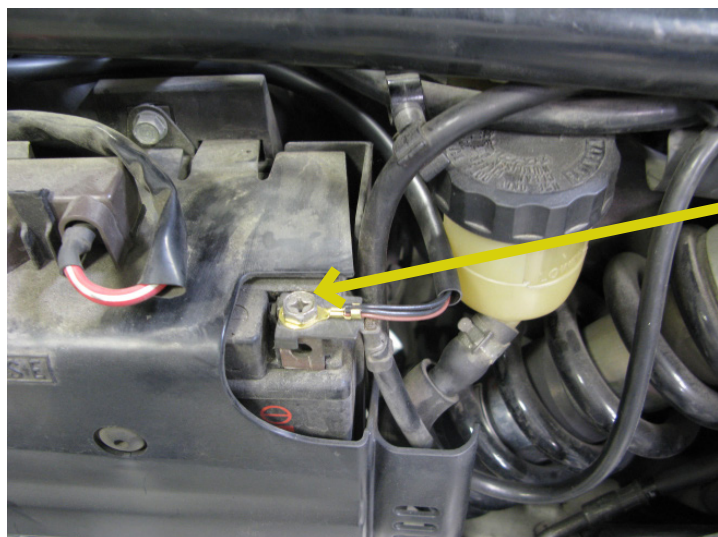

Bazzaz ground lug

6. Route the remainder of the Bazzaz harness following along the factory harness on the left side while using the factory cable ties. Gently push the connectors through the opening between the frame and the main harness. (Note: you may need to temporarily remove the pair valve system to make installation easier; or a pair valve eliminator kit is available and sold separately if you would like to permanately remove it).
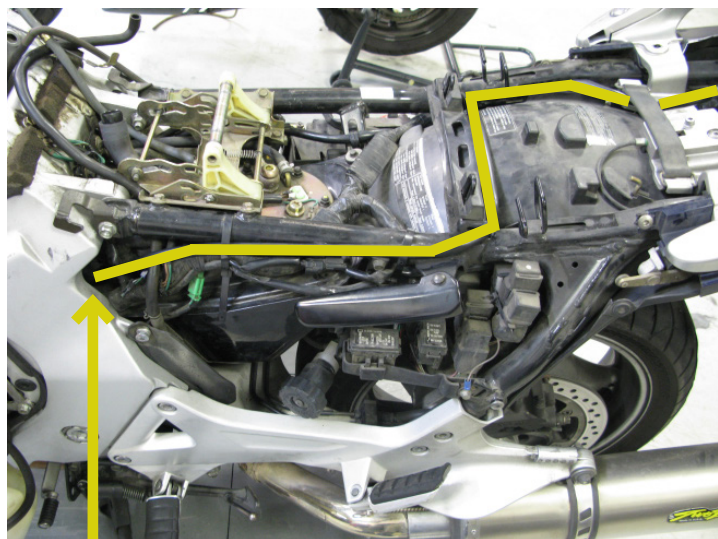

Push connectors through opening
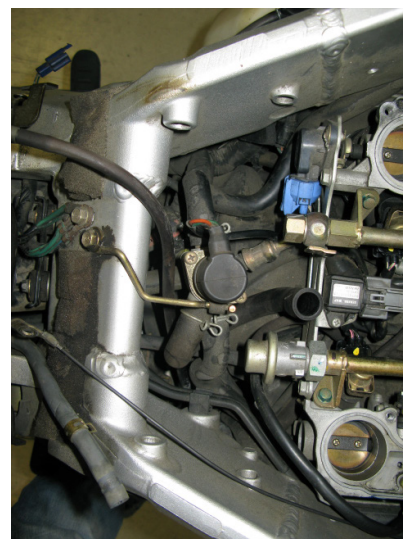

Pair valve system

7. Locate the TPS (Throttle Position Sensor) which is found on the #3 cylinder throttle body and disconnect the factory harness connector (light blue connector) from the sensor. Identifiy the light green wire of the connector and crimp the supplied scotchlok onto it. Now insert the Bazzaz TPS connector into the scothclok and plug the factory TPS connector back into the sensor. (Note: the cylinder heads have #'s scribed into them on top of the valve covers so you can see that 1 and 3 are on the left side and 2 and 4 are on the right side.)
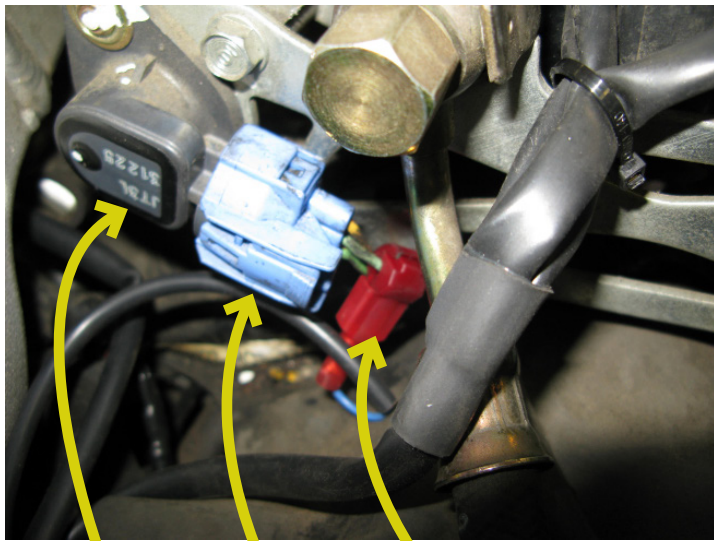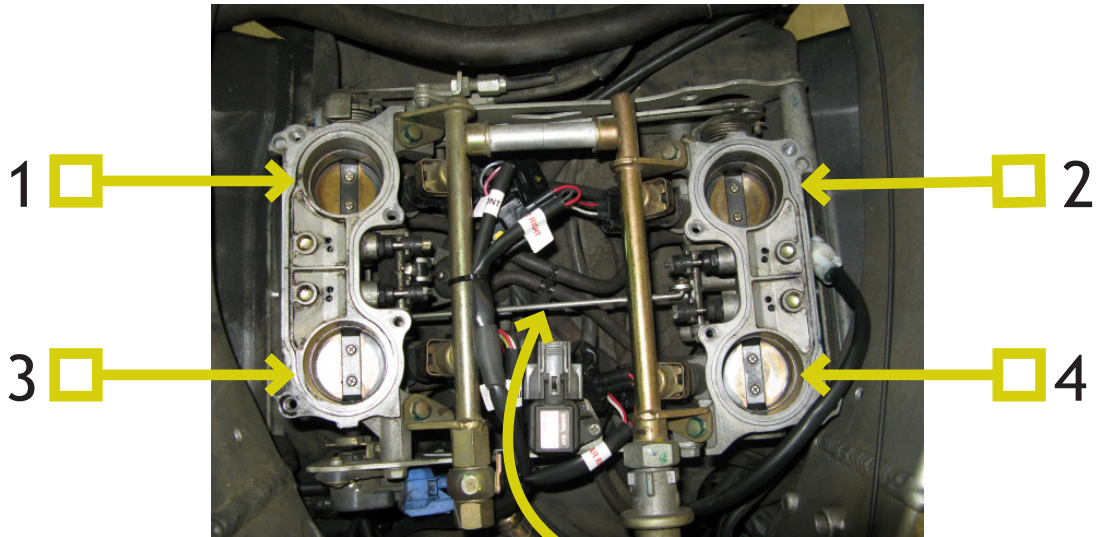
factory
TPS

factory
TPS connector

Bazzaz
TPS connector
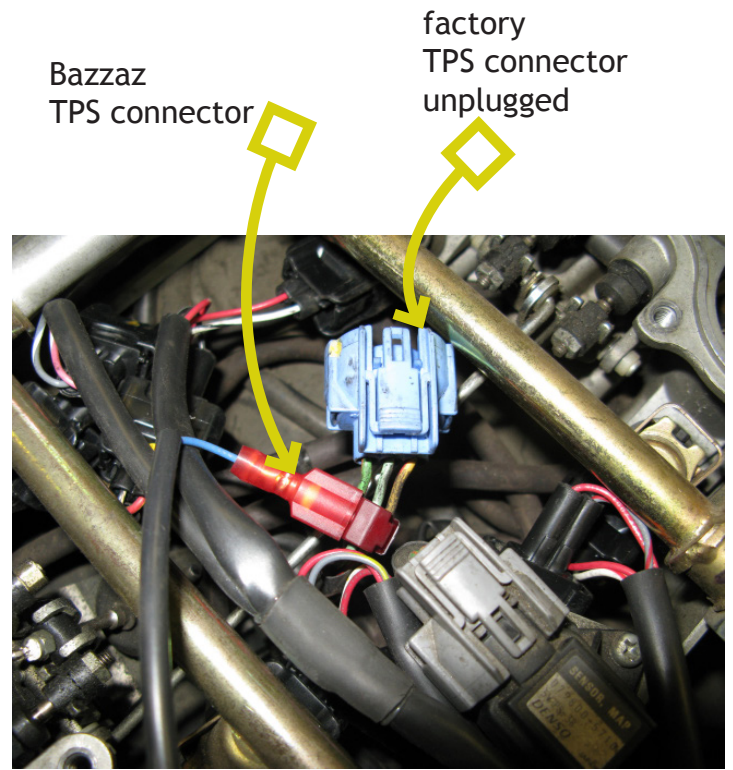
Bazzaz
TPS connector

factory
TPS connector
unplugged

8. Locate and disconnect the factory injectors and plug the Bazzaz injector connectors inline according to the labels. Front left will go to cylinder #1, front right will go to cylinder #2, rear left will go to cylinder #3, and rear right will go to cylinder #4. (Note: Be sure to use cable ties and keep the Bazzaz harness away from the accelerator pump linkage.)

**Front of Bike**



1
3
2
4

Accelorator
pump linkage

9. Locate the vehicle speed sensor which is found on the right side of the bike behind the charcoal canister. (Note: It will be easier for you to get to if you remove the charcoal canister temporarily.) Disconnect and then connect to the Bazzaz SPD wire in line with the factory connectors (make sure it's the black factory connector and not the clear one).

10. While you're in this area unplug the factory O2 sensor connector and plug the in Bazzaz O2 eliminator in its place (leaving the factory O2 sensor unplugged).
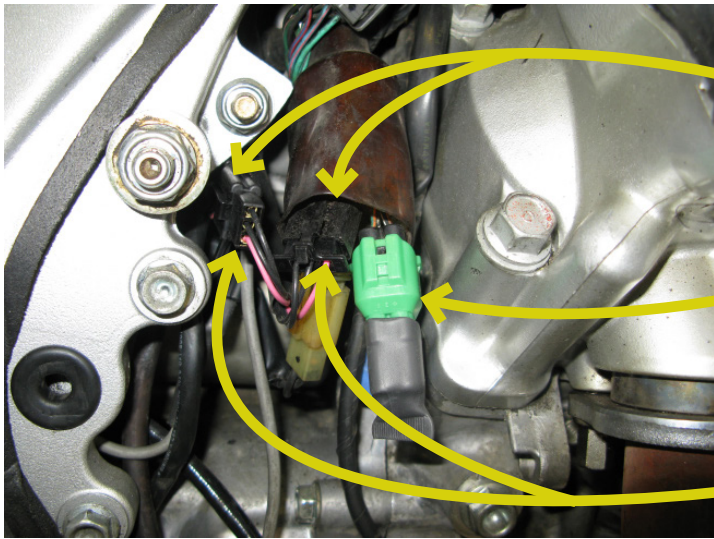
factory Speed connectors

Bazzaz O2 eliminator

Bazzaz Speed connectors

11. Locate the 2nd factory O2 sensor connector (found on the left side of the bike just behind cylinder #3) and unplug it. Plug the Bazzaz O2 eliminator in its place (leaving the factory O2 sensor unplugged).

Bazzaz O2 eliminator

12. Continue routing the remainder of the Bazzaz harness, following along the factory harness, and locate the large clear connector that goes to the dash cluster. Next, locate the factory neutral wire (light green /red wire) on this connector. Crimp the supplied scotchlok onto this light green /red wire and insert the Bazzaz neutral connector (with white/blue wire) into the scotchlok.
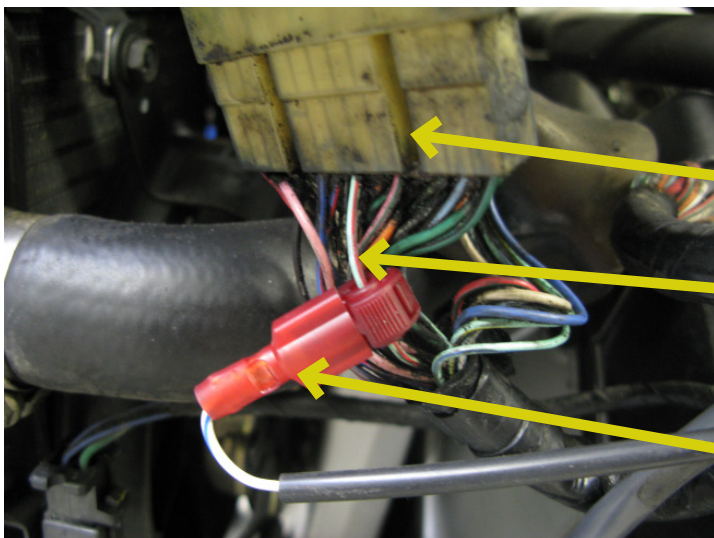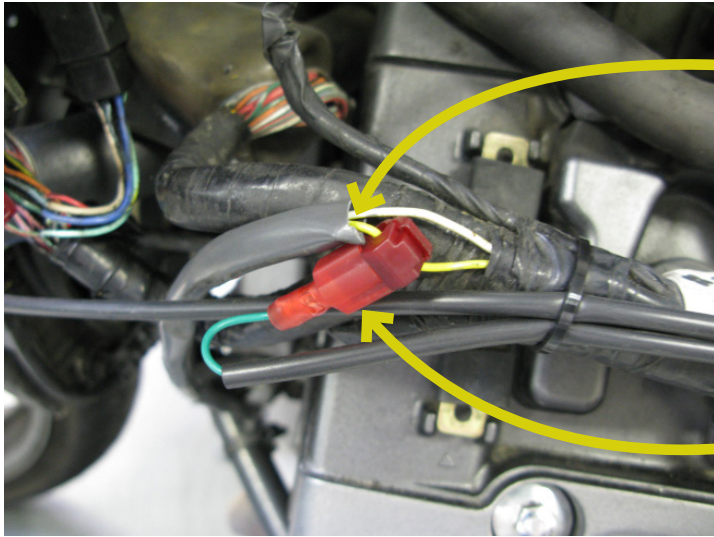
factory clear connector

factory neutral wire (light green / red wire)

Bazzaz neutral connector

13. Now locate the CKPS (crank position sensor) which is found on the front of the engine. Follow it back up to where it breaks off of the main harness and cut the sheathing back about twenty millimeters exposing the two factory CKPS wires. Crimp the supplied scotchlok onto the exposed factory yellow wire and insert the Bazzaz CKPS connector into the scotchlok.
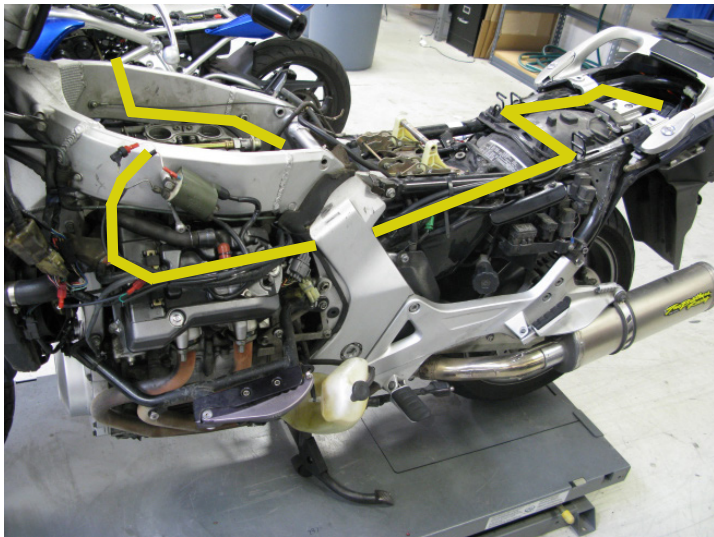


Two factory CKPS wires
(crimp onto the yellow wire)

Bazzaz CKPS
connector

14. Now you are ready to install the coil harness.

Begin by plugging the main connector of the coil harness into the Bazzaz unit. Route the coil harness along with the Bazzaz fuel harness.

15. Route the left side coil connectors (red connectors with white wires) of the Bazzaz harness to the left side coil.

Disconnect the factory coil connector (black connector with yellow/blue wire) from the coil terminal with the green base. Insert the Bazzaz left side coil connectors in line with the factory connector and coil terminal.  (Note: you may need to apply some lube to the rubber boot on the factory coil connector to enable the Bazzaz connector to plug into it.)



factory coil connector

coil terminal

Bazzaz left side coil connectors
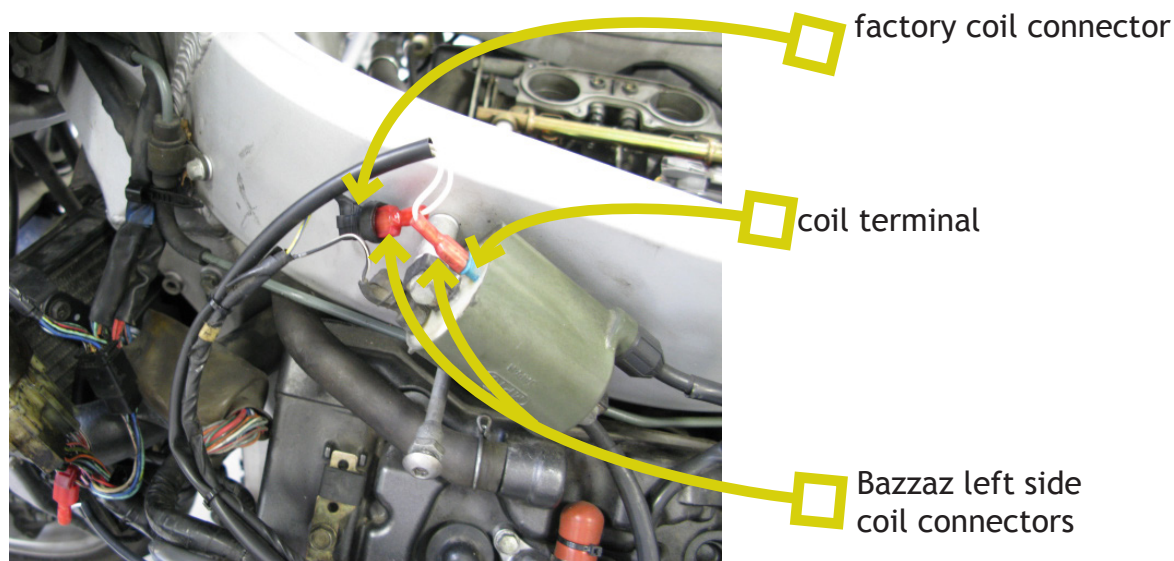
16. Route the right side coil connectors (red connectors with brown wires) of the Bazzaz harness to the right side coil.

Disconnect the factory coil connector (black connector with blue/yellow wire) from the coil terminal with the green base. Insert the Bazzaz right side coil connectors in line with the factory connector and coil terminal.  (Note: you may need to apply some lube to the rubber boot on the factory coil connector to enable the Bazzaz connector to plug into it.)



coil terminal

factory coil connector

Bazzaz right side coil connectors
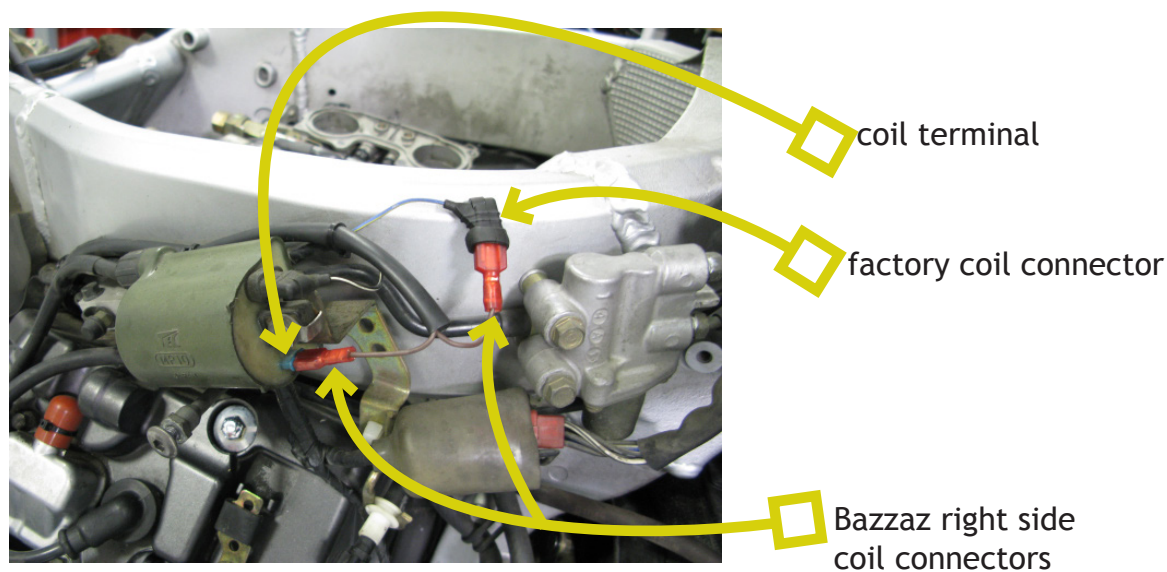
17. Now you will begin to mount the shift switch.  First remove the stock shift rod with the splined part from the shift shaft.  Install the provided shift rod to the shift switch. Then install the shift rod ball joint with the splines on it to the shift switch.  Do this step entirely on the bench and tighten everything. Once everything is tight proceed to install the shift switch assembly to the shift lever linkage at the top. Tighten the top ten mm nut and install the splinned part back on the shift shaft.

Gently secure shift switch cable with zip ties. Route the remainder of the cable towards the shift switch connector on the Bazzaz coil harness and and connect it with the mating connector. Secure shift switch cable away from any moving components as damage to the cable may cause the shift switch sensor to fail.

18. To complete the installation, use the supplied cable ties to secure the Bazzaz and factory harnesses 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 the 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 the components removed in step one and the installation will be complete.

*The Bazzaz Z-Fi controller is capable of storing two maps. These maps can be selected through the use of a 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 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**.


Map 1


Map 2