INSTALLATION INSTRUCTIONS

BAZZAZ

UNLEASH.

THE SMARTEST PERFORMANCE TUNING TECHNOLOGY

Z-Fi TC

FUEL + QUICKSHIFT + TRACTION CONTROL

HONDA CB1100 2013
T391S, T391R

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

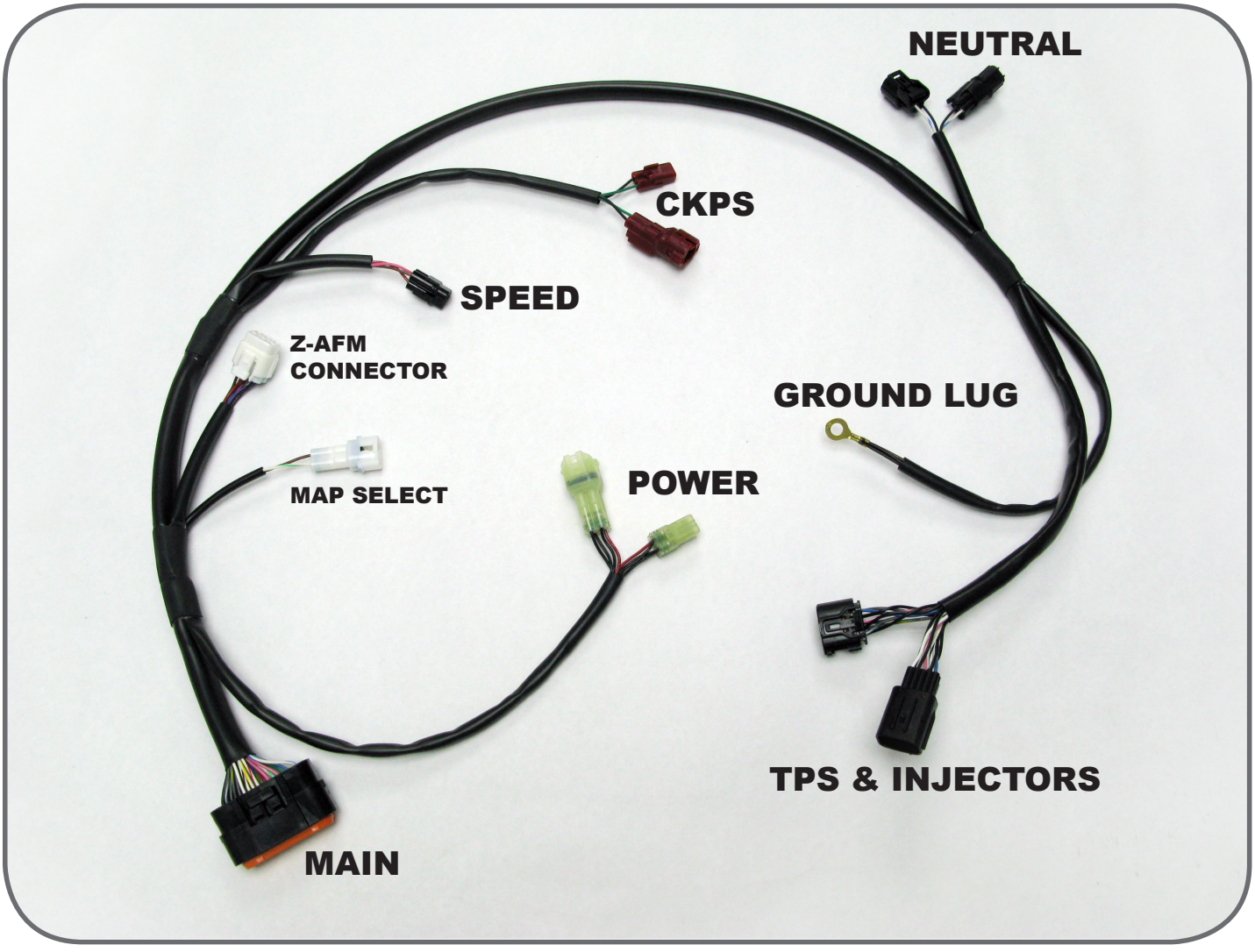
- Factory support is available in the US at 909-597-8300.
- For fastest support outside of the US, find your local importer at bazzaz.net.

2>IDENTIFY

INCLUDED PARTS

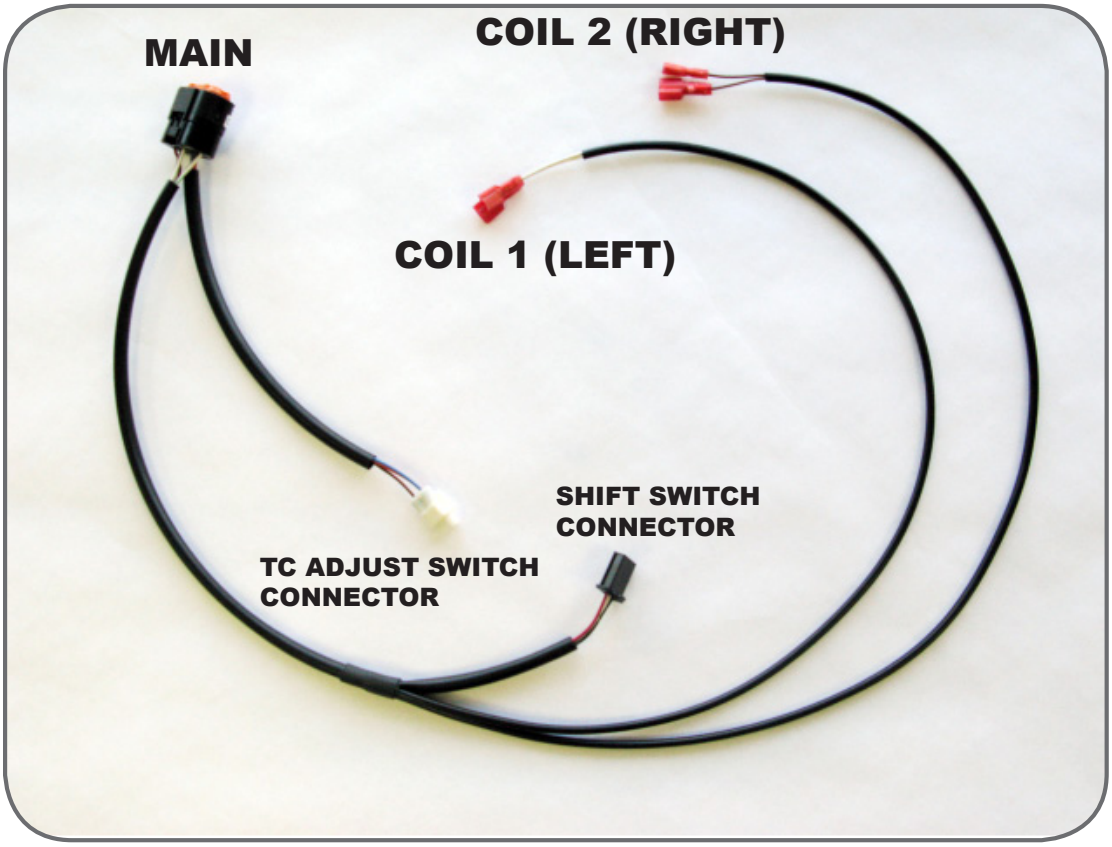
1. Z-Fi TC control unit
2. Fuel harness
3. Coil harness
4. Shift Switch and mounting hardware
5. USB cable
6. Speed Amplifier
7. O2 eliminator
8. Scotchlok (1)
9. Zip ties
10. Velcro

FUEL HARNESS

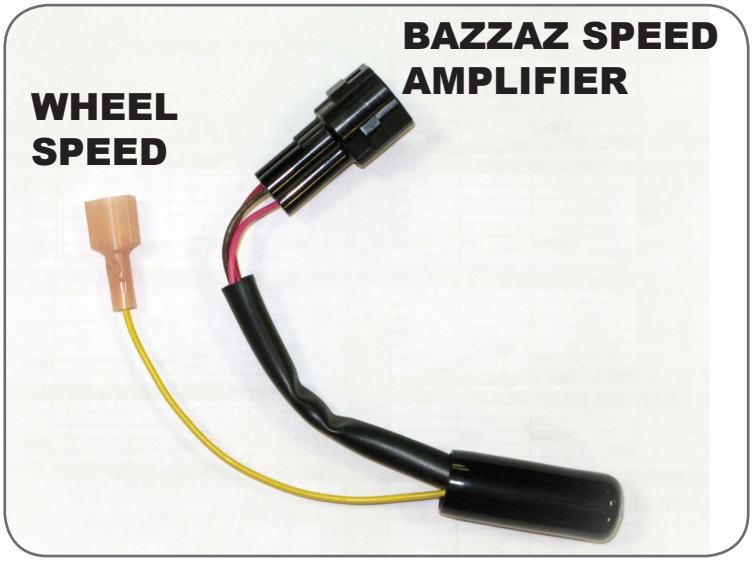


2>IDENTIFY (CONT.)

COIL HARNESS



BAZZAZ SPEED AMPLIFIER

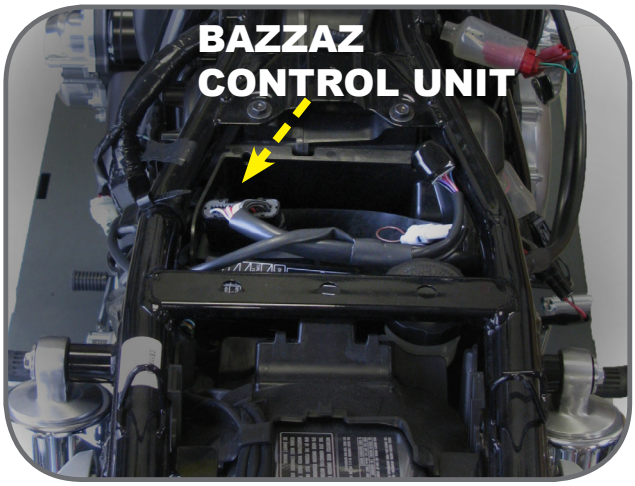


3>REMOVE

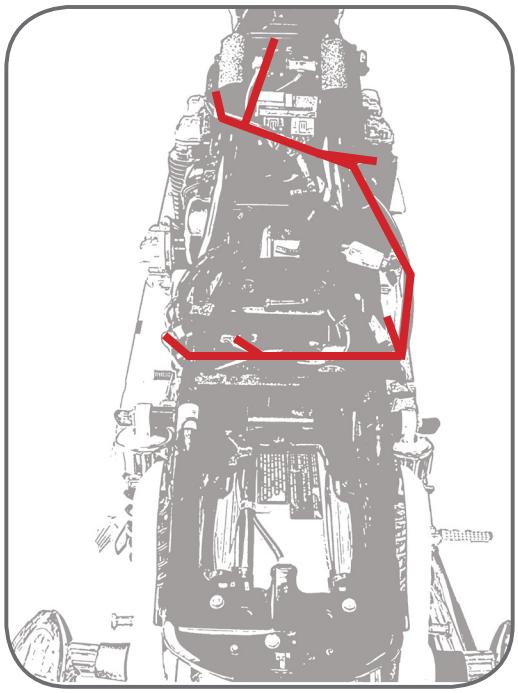
1. Seat
2. Fuel tank
3. Side panels

4>SECURE

1. Place the control unit in the battery tray, against the battery; the rubber strap around the battery can be used to secure the control unit.

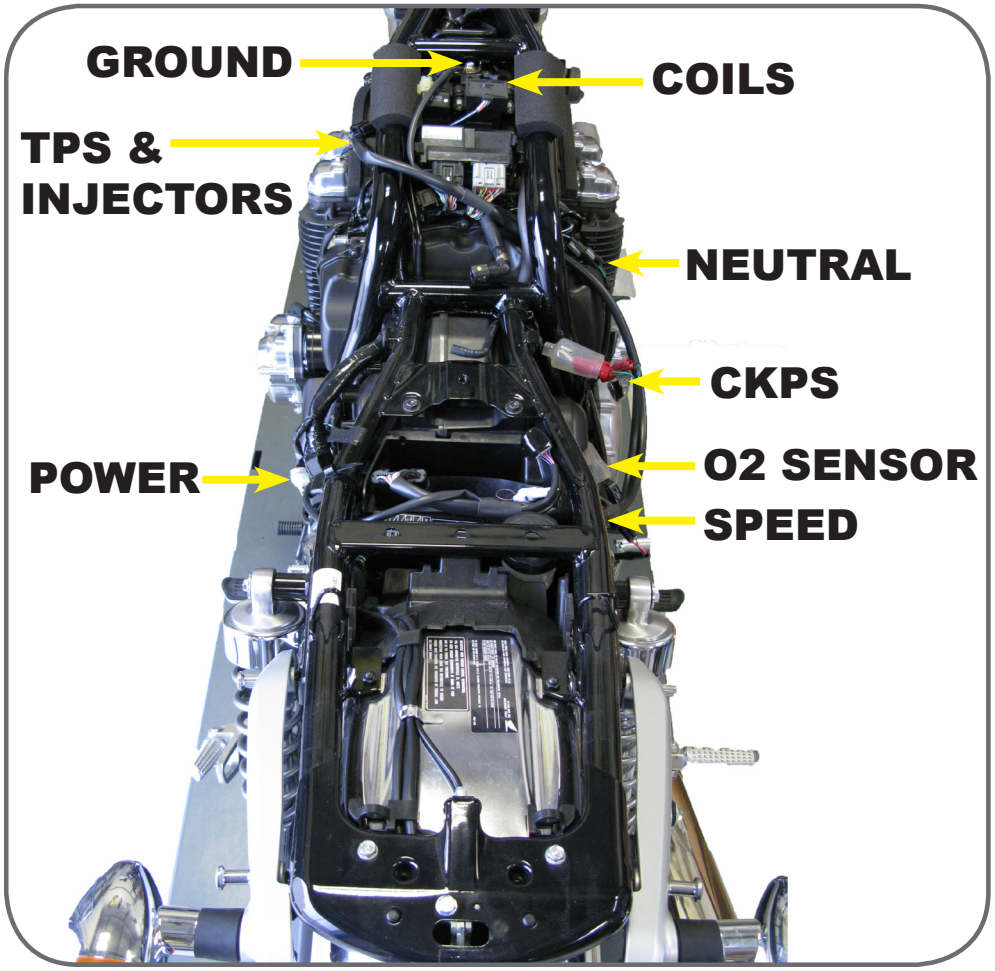


5>CONNECT



5.1

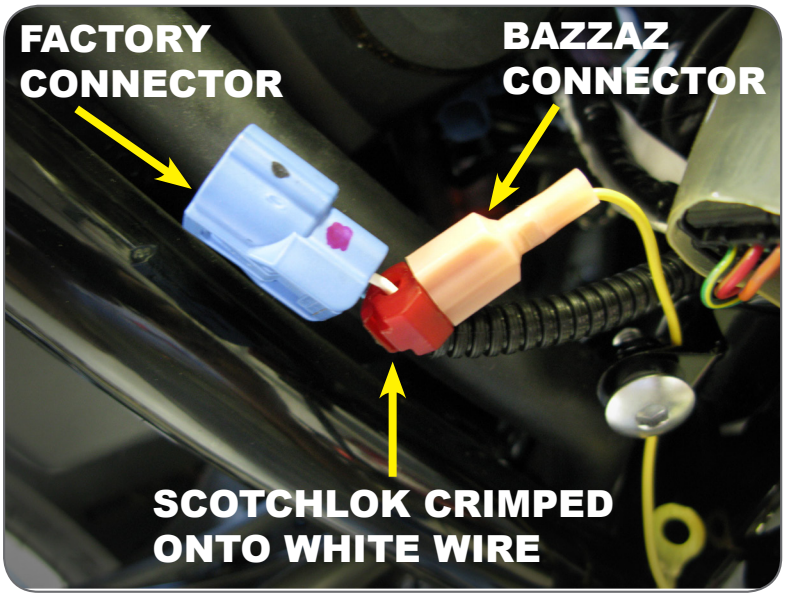
1. Connect the main connector of the Bazzaz fuel harness to the control unit.
2. Route the fuel harness to the right side of the motorcycle.

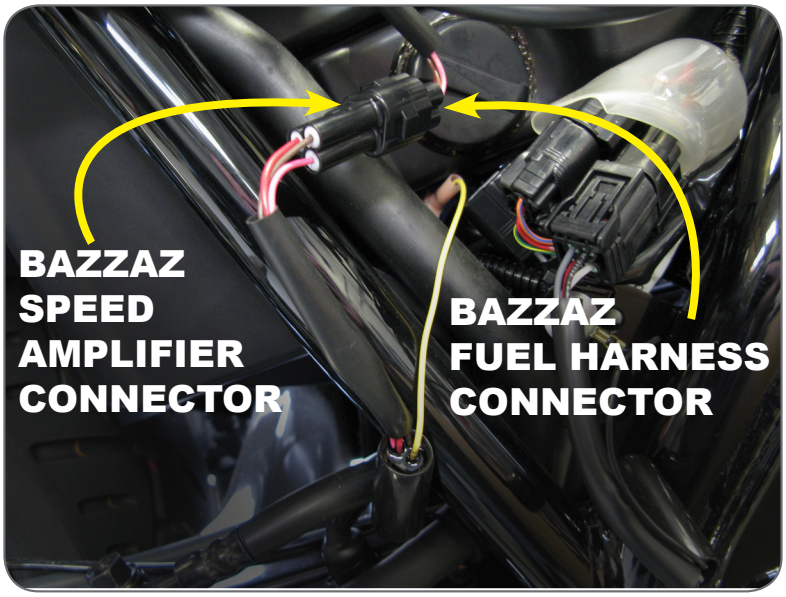


5>CONNECT (CONT.)

5.2

1. Locate the blue factory rear wheel speed sensor connector, found under the airbox on the right side of the motorcycle.
2. Disconnect the wheel speed sensor connector from the factory harness for ease of access.
3. Crimp a supplied Scotchlok onto the white wire of the disconnected factory wheel speed sensor connector.
4. Locate the speed amplifier provided in the Bazzaz kit.
5. Insert the mating (red) connector of the speed amplifier into the Scotchlok.
6. Connect the Bazzaz speed connector from the Bazzaz fuel harness in-line with the Bazzaz speed amplifier connector.
7. Reconnect the wheel speed sensor connector to the factory harness.

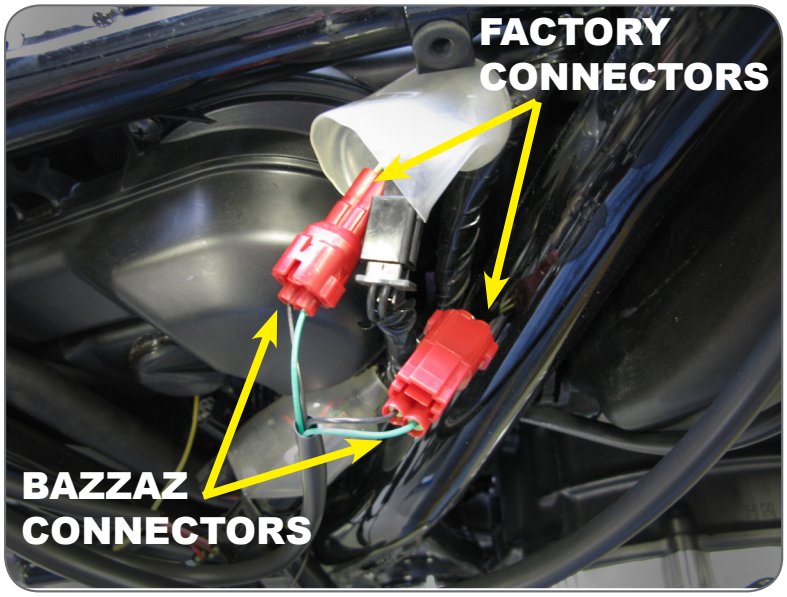




5>CONNECT (CONT.)

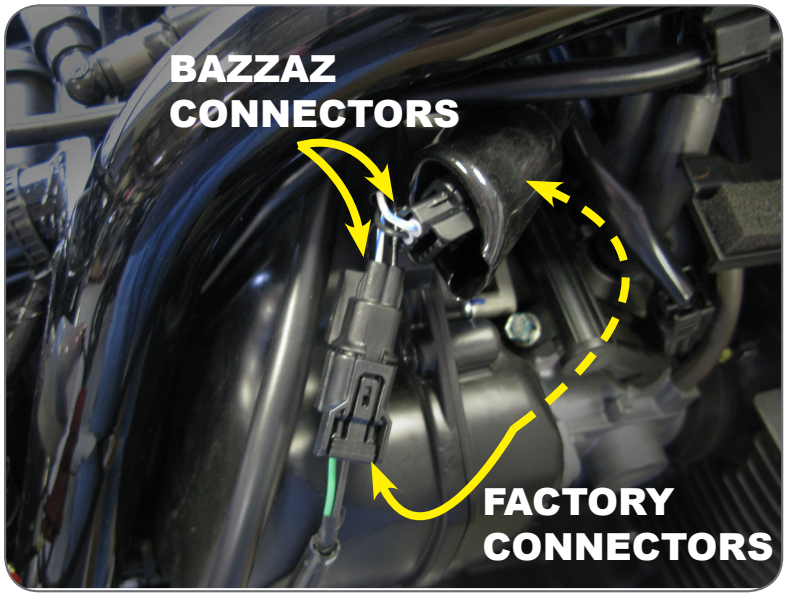
5.3

1. Continue routing the Bazzaz fuel harness along the same path as the factory harness, up to the red factory Crank Position Sensor (CKPS) connectors.
2. Disconnect the factory CKPS connectors.
3. Connect the Bazzaz CKPS connectors in-line with the factory connectors.



5.4

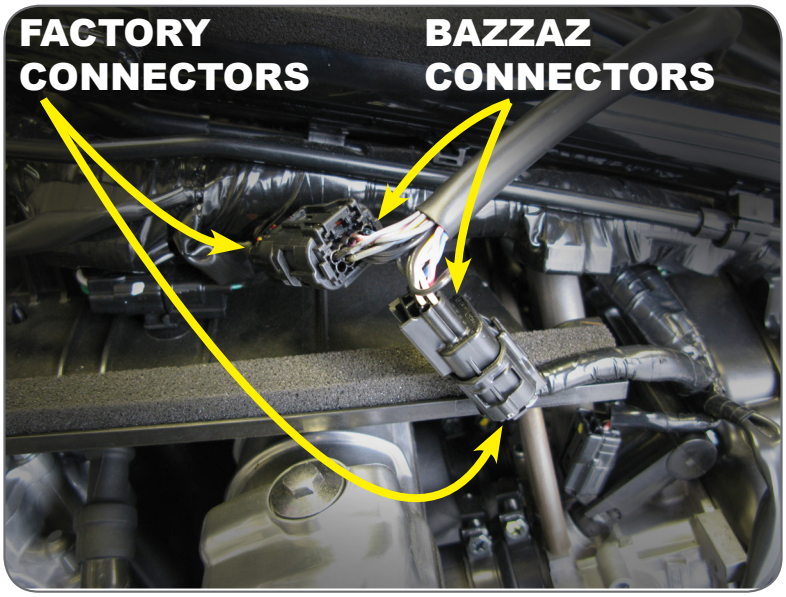
1. Route the fuel harness forward, to the factory neutral sensor connectors which are found above the throttle bodies on the right side.
2. Disconnect the factory neutral connectors.
3. Connect the Bazzaz neutral connectors in-line with the factory connectors.



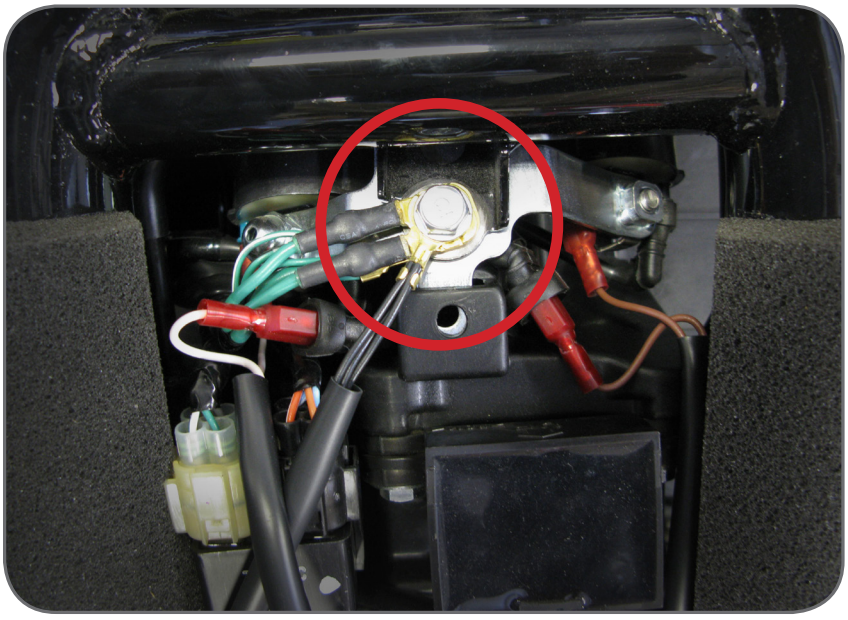
5>CONNECT (CONT.)

5.5

1. Route the remainder of the harness across to the left side of the motorcycle, under the frame if possible.
2. Locate the large 10-pin subharness connectors (which are for the injector and Throttle Position Sensor), found between the plastic shroud and frame.
3. Disconnect the factory 10-pin subharness connectors.
4. Connect the Bazzaz 10-pin connectors in-line with the factory 10-pin connectors.



6>GROUND

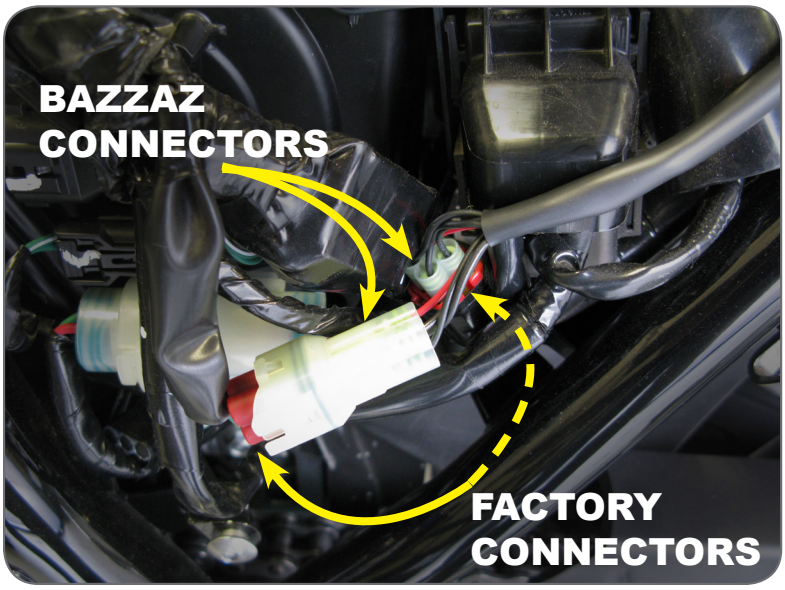


1. Route the Bazzaz ground lug up to the factory ground lug, found above and between the two coil packs.
2. Secure the Bazzaz ground lug with the factory ground lug.

7>CONNECT

7.1

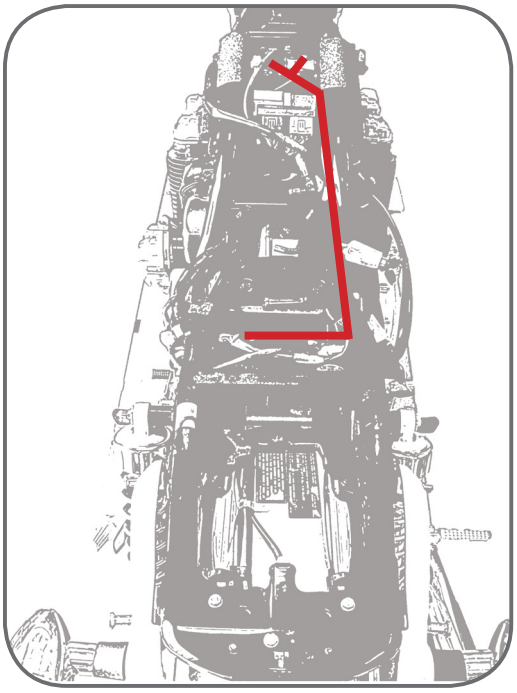
1. Locate the factory red diagnostic connector (with a red cap on it), found on the left side of the motorcycle, on the outside of the battery tray.
2. Remove the cap.
3. Connect the Bazzaz power connector into the factory connector.
4. Connect the cap onto the other Bazzaz Power connector.

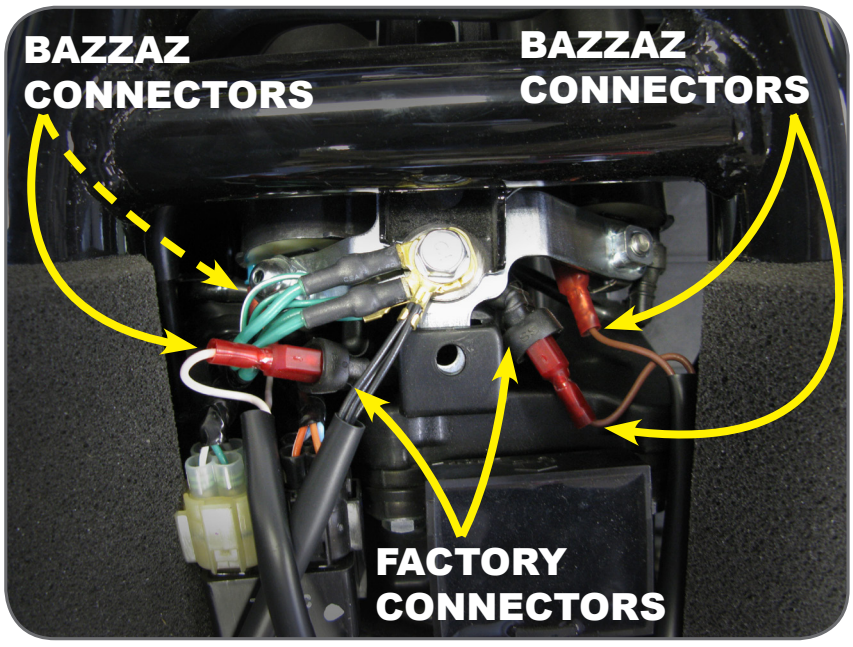


7>CONNECT (CONT.)
COIL HARNESS

7.2

1. Connect the main connector of the Bazzaz coil harness to the Bazzaz control unit.
2. Route the coil harness along the right side of the frame, to the front of the motorcycle where the Bazzaz ground lug was installed.
3. Locate the 2 coil packs which can be hard to see in the photo. A bracket with the ground lugs runs across the top of the coil packs.
4. Each coil pack has 2 spade posts, one with a green collar and the other with a black collar.
5. The spade post with the green collar (on the left side of each coil pack) is the one that you will be working with.
6. Disconnect the factory coil connector on each coil pack (has a rubber boot around the connector) from the spade post with the green collar.
7. Connect the Bazzaz coil connectors in-line with the factory connector and spade post on each coil pack.





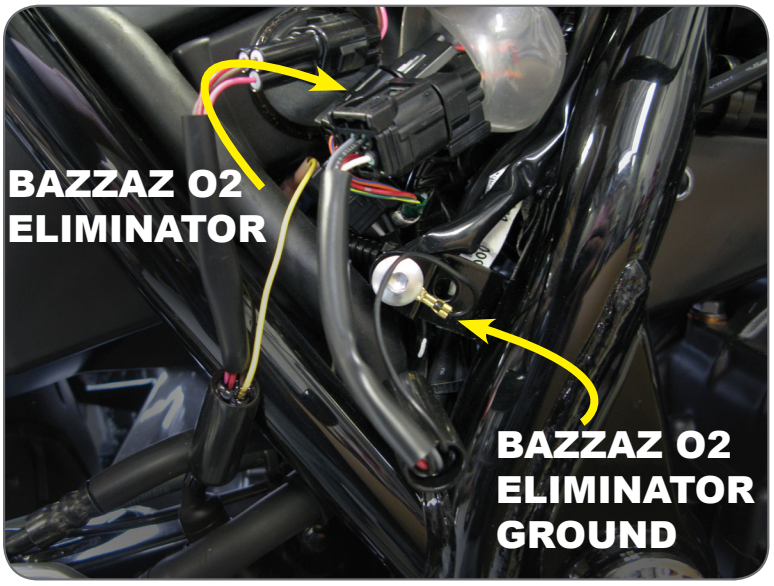
8>QUICKSHIFT

This bike requires the use of aftermarket rearsets to use the Bazzaz quick shift function; at the time of design no such rearsets were available.

1. Before installing the Bazzaz shift switch, be sure that the action of up shifting will put force on the shift switch in the correct direction (either push or pull, depending on the shift switch).
2. Install the Bazzaz shift switch between the two heim joints, utilizing the supplied shift rod if additional length is required.
3. Once the correct length is attained, secure the components by tightening the 10mm nuts.
4. Now route the shift switch sensor connector up to the compartment in front of the battery.
5. Connect the shift switch connector to the mating connector on the Bazzaz coil harness.

9>O2 SENSOR

Locate the factory O2 sensor connector, which is found in a rubber shroud, near the location of the rear wheel speed sensor connector.
Disconnect the sensor connector from the factory harness, as it 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.
Install the Bazzaz O2 eliminator in place of the factory sensor connector.
Attach the O2 eliminator ground lug to a solid ground.



10>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).

11>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.

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.

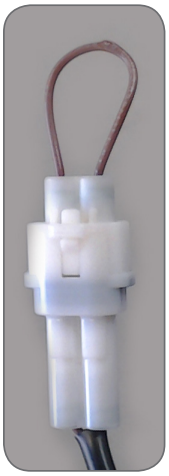
If problem still persists, please contact Bazzaz tech support

- 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

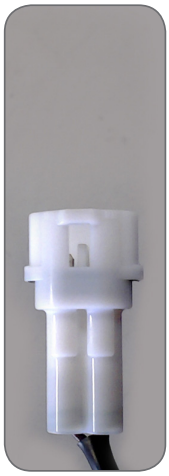
12>REINSTALL

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

13>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).

14>NEXT LEVEL

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

BAZZAZ®

POWER • INJECTED

THE SMARTEST PERFORMANCE TUNING TECHNOLOGY

Proudly made in the
United States

T391S, T391R