



'11-13 Kawasaki Ninja 250R (Non U.S.) / '13 Kawasaki Z250 (Non U.S.)
2013 Kawasaki Ninja 300 (U.S. model)
Z-Fi QS / TC Installation Instructions
P/N T442S, T442R

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 Control Unit

Fuel Harness

Coil Harness

Shift Switch & Mounting Hardware

Download Z-Fi Mapper Software and its Instructions from website

O2 Eliminator

Scotchlok (1)

Cable Ties

Velcro Patch

USB Cable

Swingarm Stickers

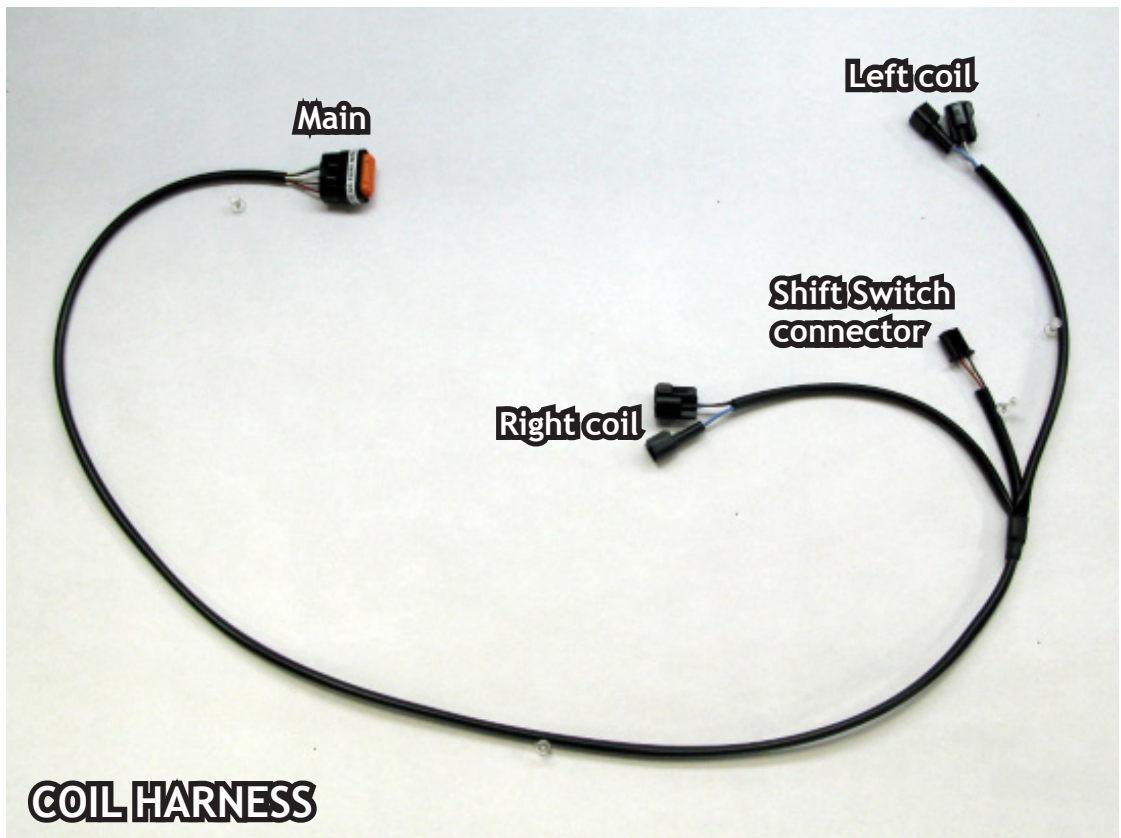
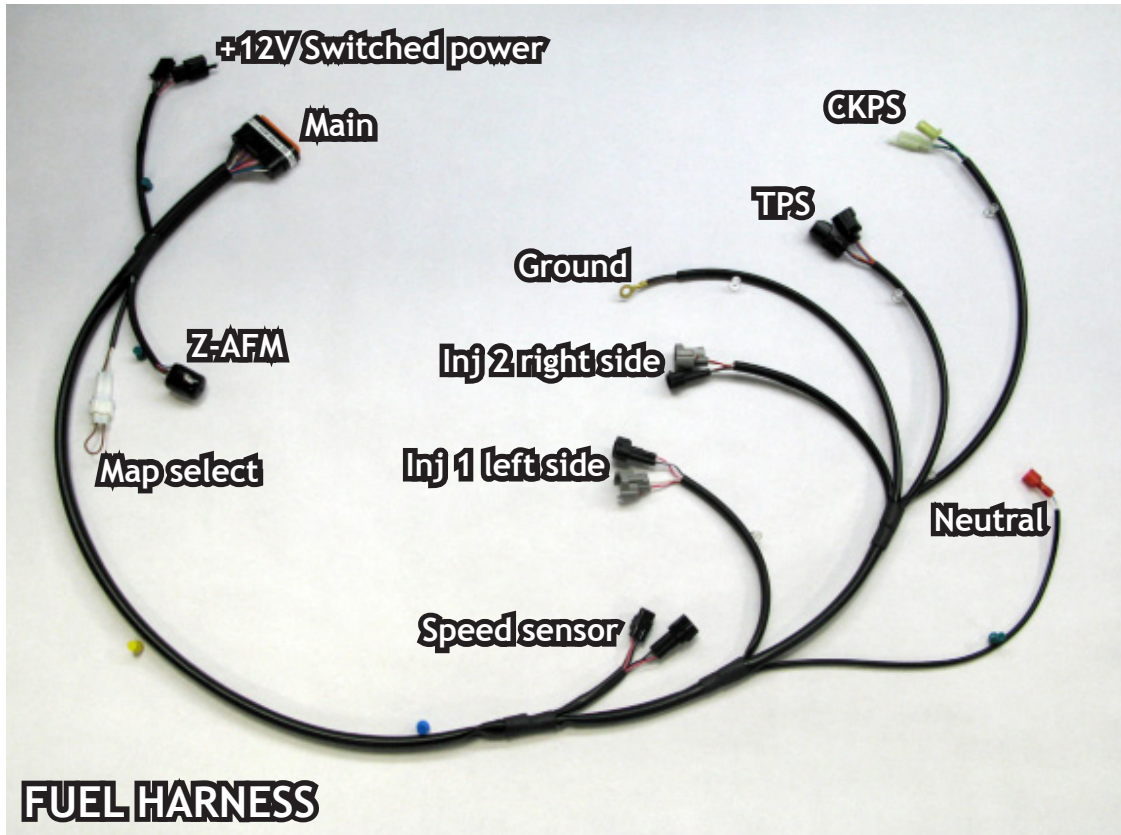


Read through all instructions before beginning installation. This is not a replacement for the ECU. This document is intended for use by qualified technicians. For more specific stock component identification and location information refer to a factory service manual.

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

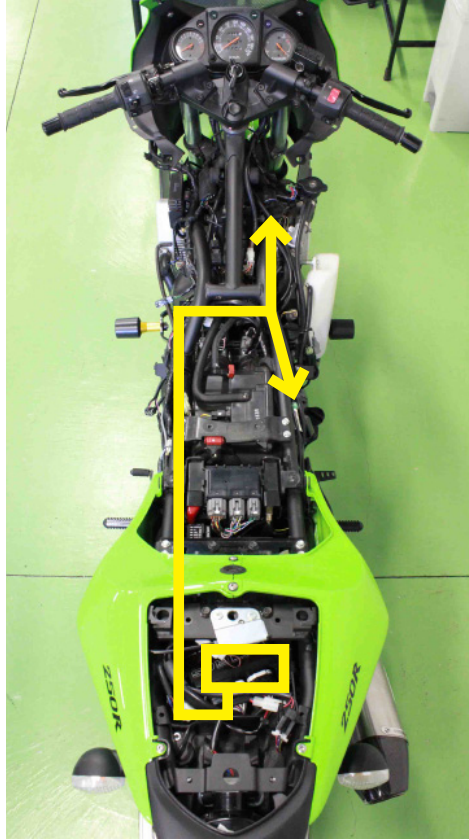
15330 Fairfield Ranch Rd., Unit E, Chino Hills, CA 91709 Phone (909) 597-8300 Fax (909)597-5580
www.Bazzaz.net

BAZZAZ HARNESS CONNECTOR IDENTIFICATION

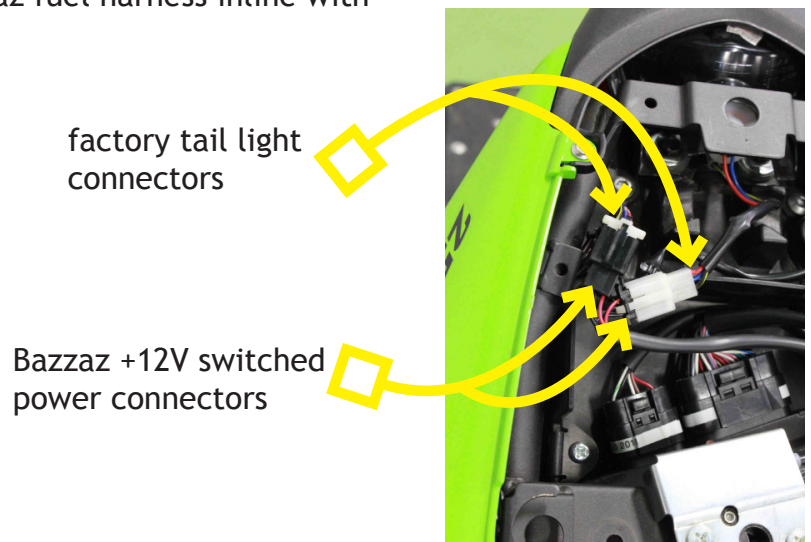


**WE STRONGLY SUGGEST THAT AN EXPERIENCED TECHNICIAN
INSTALL THIS BAZZAZ PRODUCT**

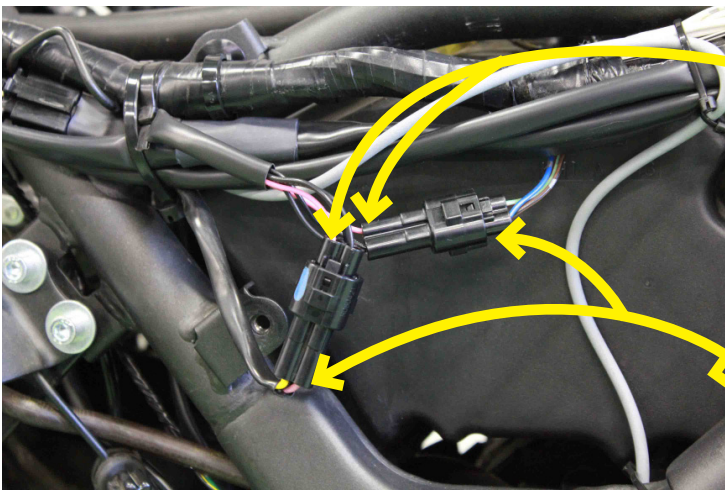
1. Begin the installation by removing the seats, left and right side fairing and the fuel tank; now access the air box and remove it.
2. Place the control unit in the tail of the motorcycle and secure it using the supplied velcro patch. Connect the main connector of the Bazzaz fuel harness into the control unit and begin routing the fuel harness down the left side of the bike.



3. Locate the factory tail light connectors in the tail section of the bike and disconnect them. Connect the +12V switched power connectors of the Bazzaz fuel harness inline with the factory connectors.



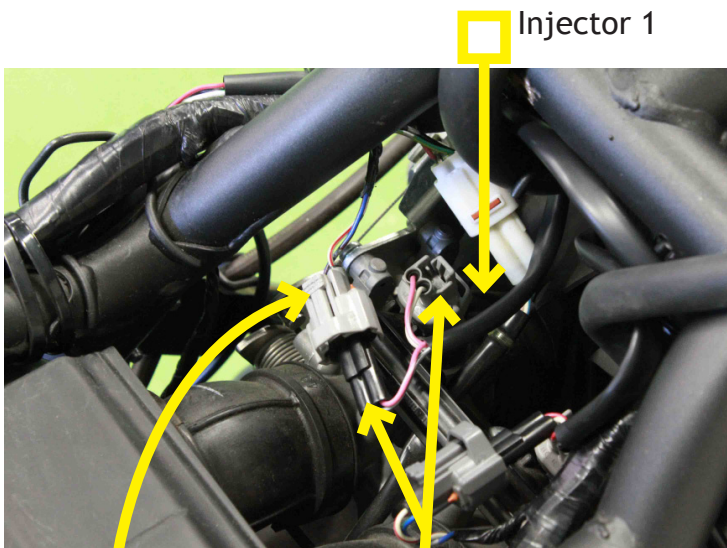
4. Locate the factory speed sensor connectors on the left side of the bike just before the main frame rail and disconnect them. Connect the Bazzaz speed sensor connector's inline with the factory connectors.



Bazzaz speed sensor connectors

factory speed sensor connectors

5. Locate the factory injector connectors and route the section of the fuel harness with the injector connectors towards them. Unplug the factory connectors and plug the Bazzaz connectors inline with them according to the labels. Left will go to injector #1, Right will go to injector #2.



Injector 1

factory injector connector

Bazzaz injector connectors



Injector 2

Bazzaz injector connectors

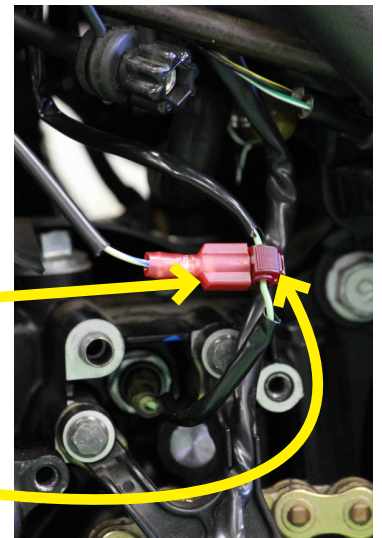
factory injector connector

6. In the same area of the bike, locate the factory neutral sensor lead and cut the sheathing back about 20mm to expose the green wire. Crimp the supplied scotchlok onto the **green** wire and connect the Bazzaz neutral connector (red connector with white/blue wire) to the scotchlok.

Drive sprocket cover will need to be removed to gain access.

Bazzaz neutral connector

Scotchlok crimped onto exposed factory green wire



DISREGARD THE FOLLOWING STEP IF YOUR BIKE DOES NOT HAVE AN O2 SENSOR

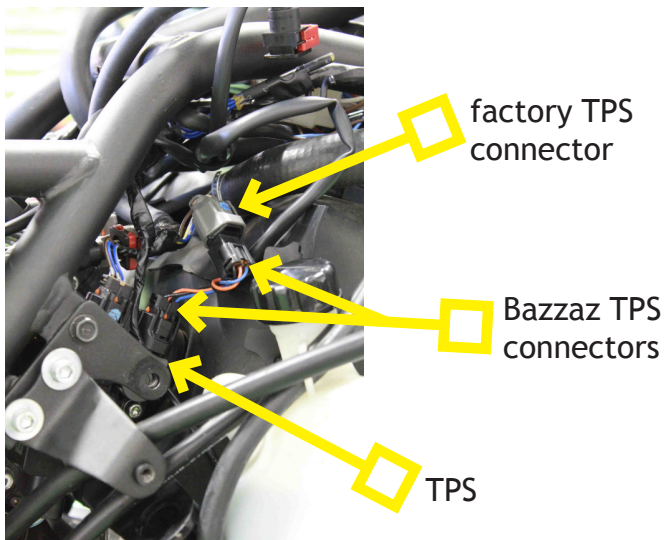
7. Locate the factory o2 sensor connector found on the right side of the bike and disconnect. This sensor will no longer be used; the wires should be neatly secured away from any moving components, or the sensor may be removed and the remaining port/bung in the exhaust can then be plugged. The supplied 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.



8. Route the remainder of the harness to the right side of the bike towards the overflow tank.

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

(Note: There are two connectors that look alike in this area. Make sure you are using the GREY factory connector when connecting with the Bazzaz TPS.

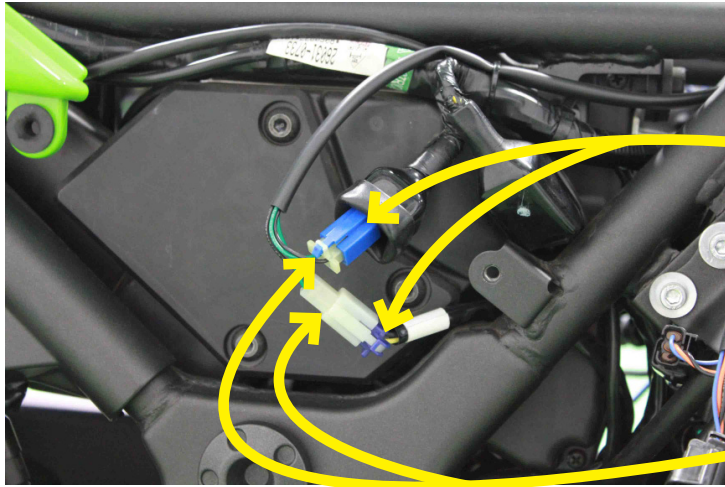


Crank Position Sensor (CKPS).

If installing on the Ninja 250 use step 10(A)

If installing on the Ninja 300 use step 10(B)

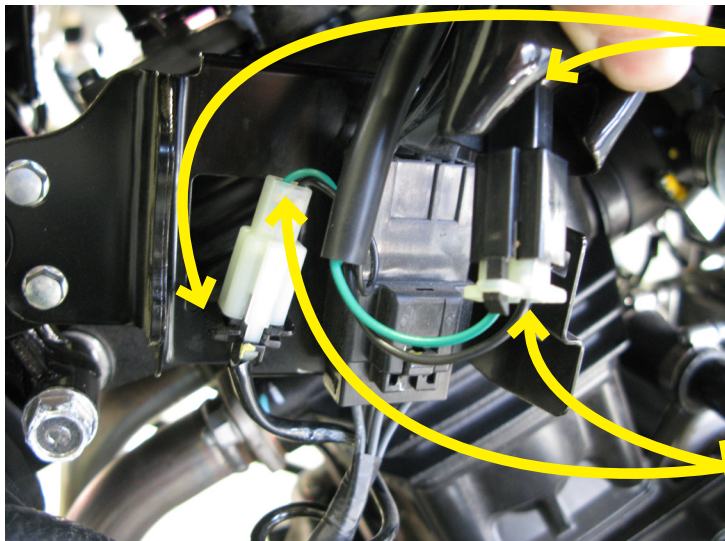
10(A). Locate the blue factory CKPS connectors which are found on the right side of the air box and disconnect them. Connect the Bazzaz CKPS connectors in-line with the factory connectors.



factory CKPS connectors

Bazzaz CKPS connectors

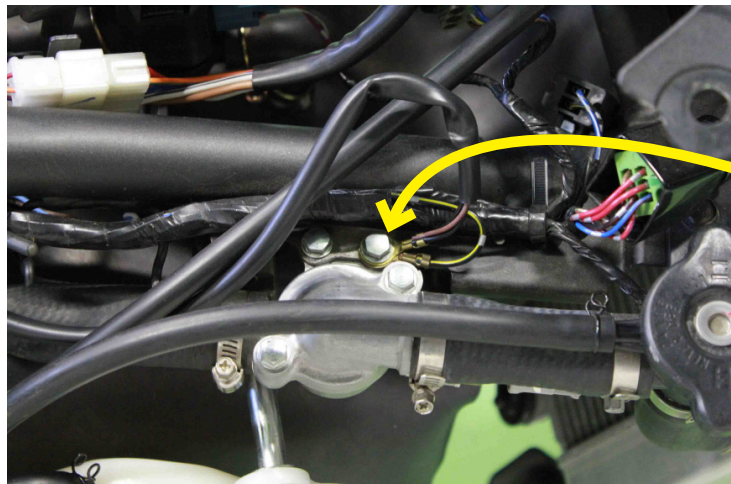
10(B). Locate the black factory CKPS connectors which are found on the left side of the air box and disconnect them. Connect the Bazzaz CKPS connectors in-line with the factory connectors.



factory CKPS connectors

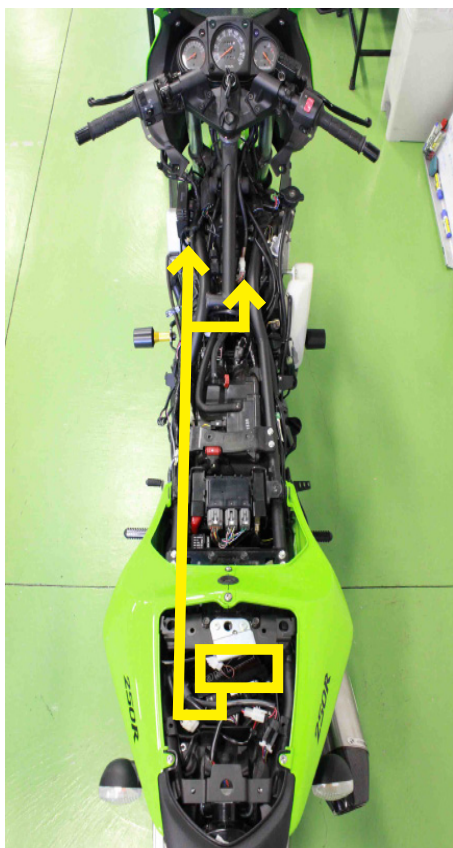
Bazzaz CKPS connectors

11. Next locate a solid chassis ground and attach the Bazzaz ground lug to it.



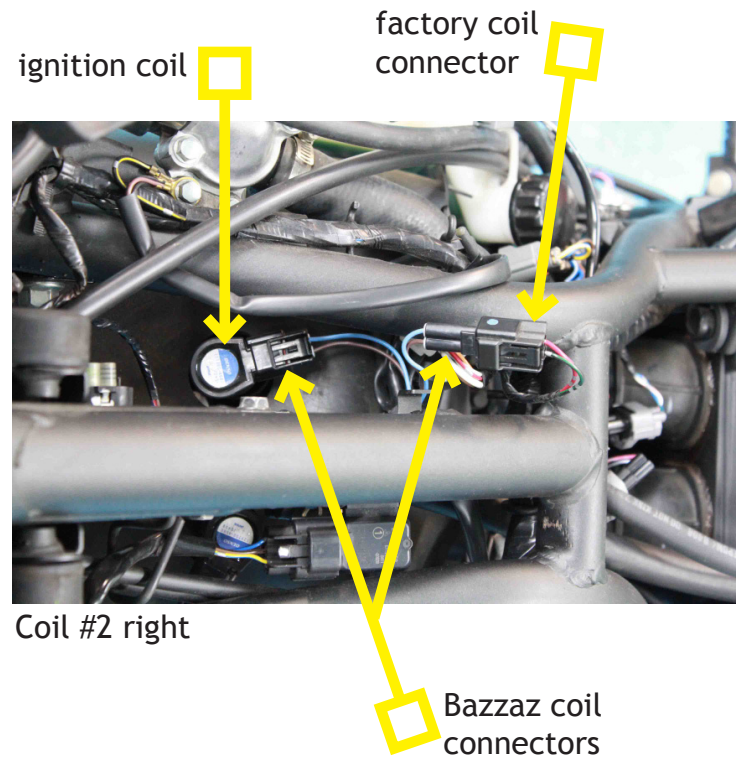
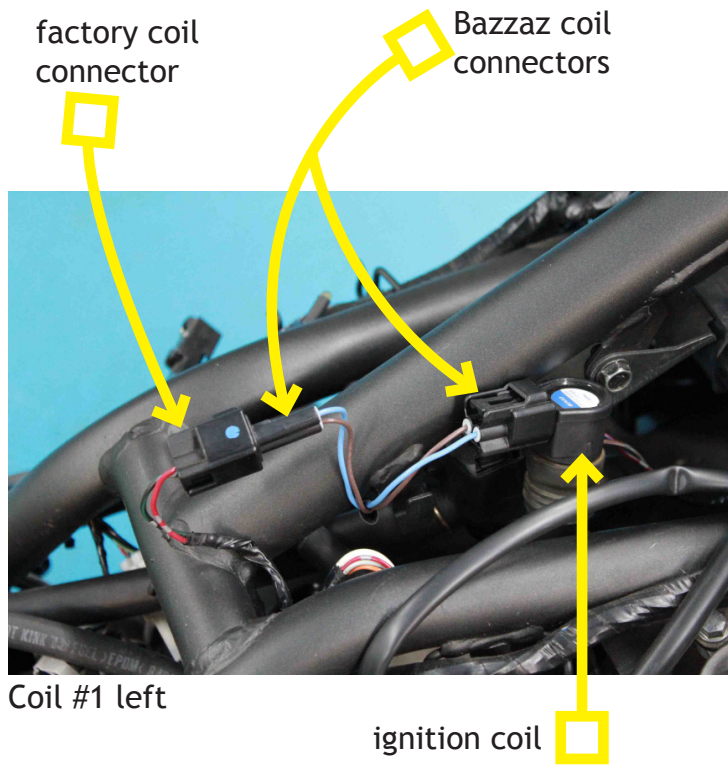
Bazzaz ground

12. 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.

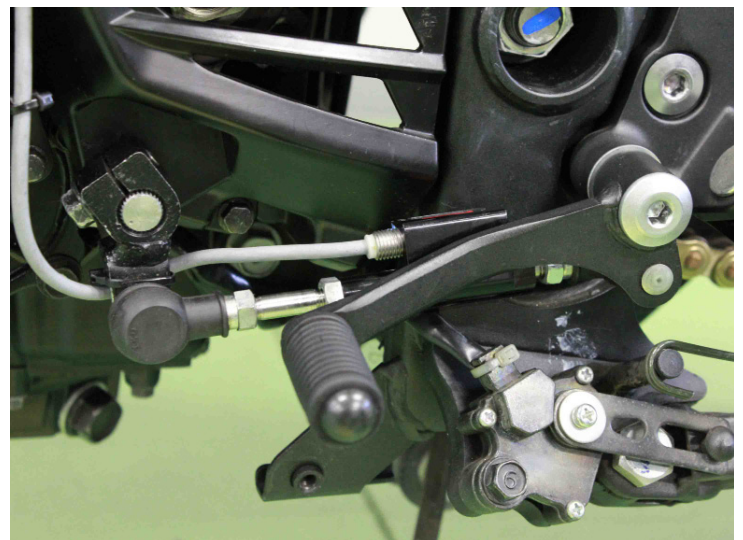
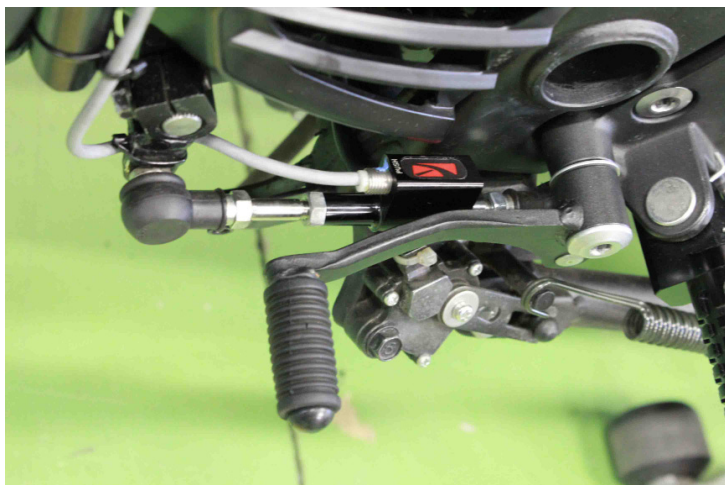


13. Locate the factory coil connectors. Disconnect the factory coil connectors from the ignition coils and connect the Bazzaz coil connectors inline with them according to the labels.

Left (labeled on harness) will go to cylinder #1, Right (labeled on harness) will go to cylinder #2.



14. Now you will begin the installation of the shift switch by removing the factory shift rod. Next install the Bazzaz shift switch onto the rear linkage and install the Bazzaz shift rod between the front 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 to the mating connector on the Bazzaz coil harness. Secure shift switch cable away from any moving components as damage to the cable may cause the shift switch sensor to fail.



15. 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.

Note: Upon installing the system, verify you have selected the proper map to correspond with your model. The controller supplied with this kit has been pre-programmed with two enhanced fuel maps. Map 1 is intended for use on the Ninja 250 and Map 2 for the Ninja 300.

You are able to load and unload maps as needed via the Z-Fi Mapper software.

