



2009-2013 Yamaha V-Max 1700  
Z-Fi QS / Z-Fi TC Installation Instructions  
P/N S720S, S720R, T720S, T720R

In order to fit the Bazzaz quickshift, aftermarket rearsets must be used

**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  
Speed Amplifier  
Shift Switch & Mounting Hardware  
Download Z-Fi Mapper Software and its Instructions from website  
Scotchlok (3)  
Cable Ties  
Velcro Patch  
USB Cable  
Swingarm Stickers

Upon installing the system verify you have selected the proper map. The control unit supplied with this kit has been pre-programmed with two fuel maps. Map 1 is intended for use with a slip-on and the factory ECU. Map 2 is for use with a slip-on and the race ECU.



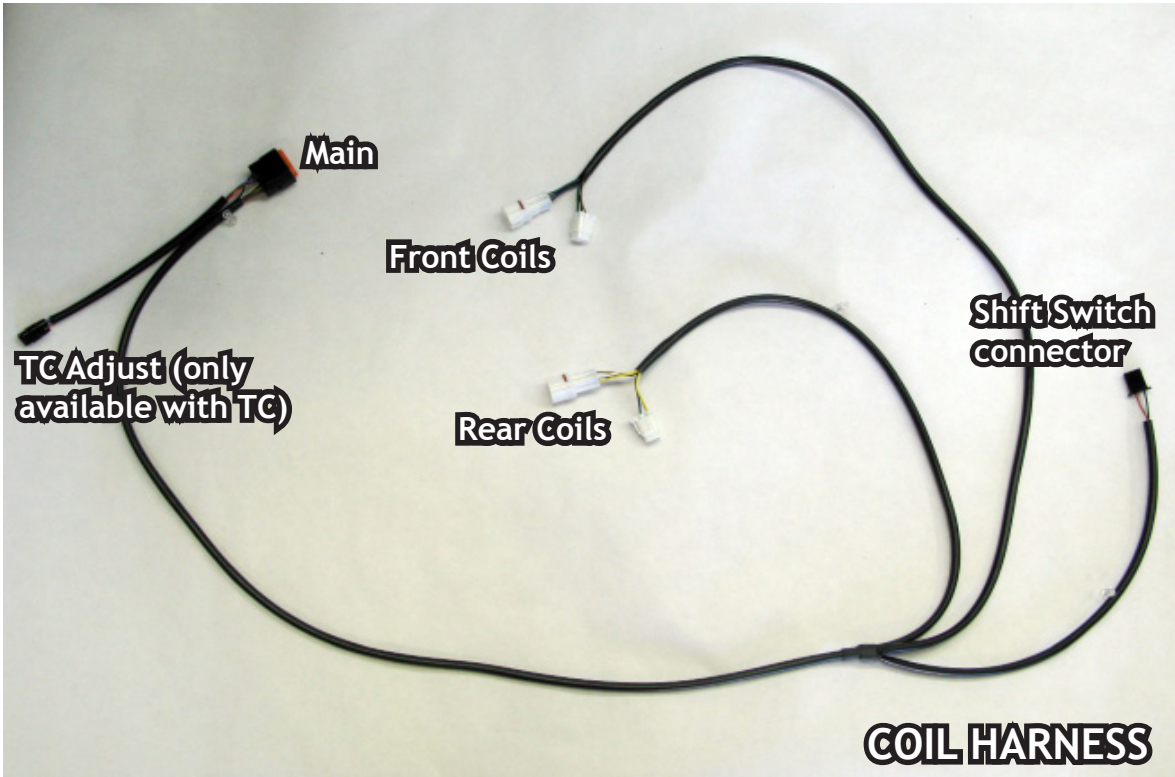
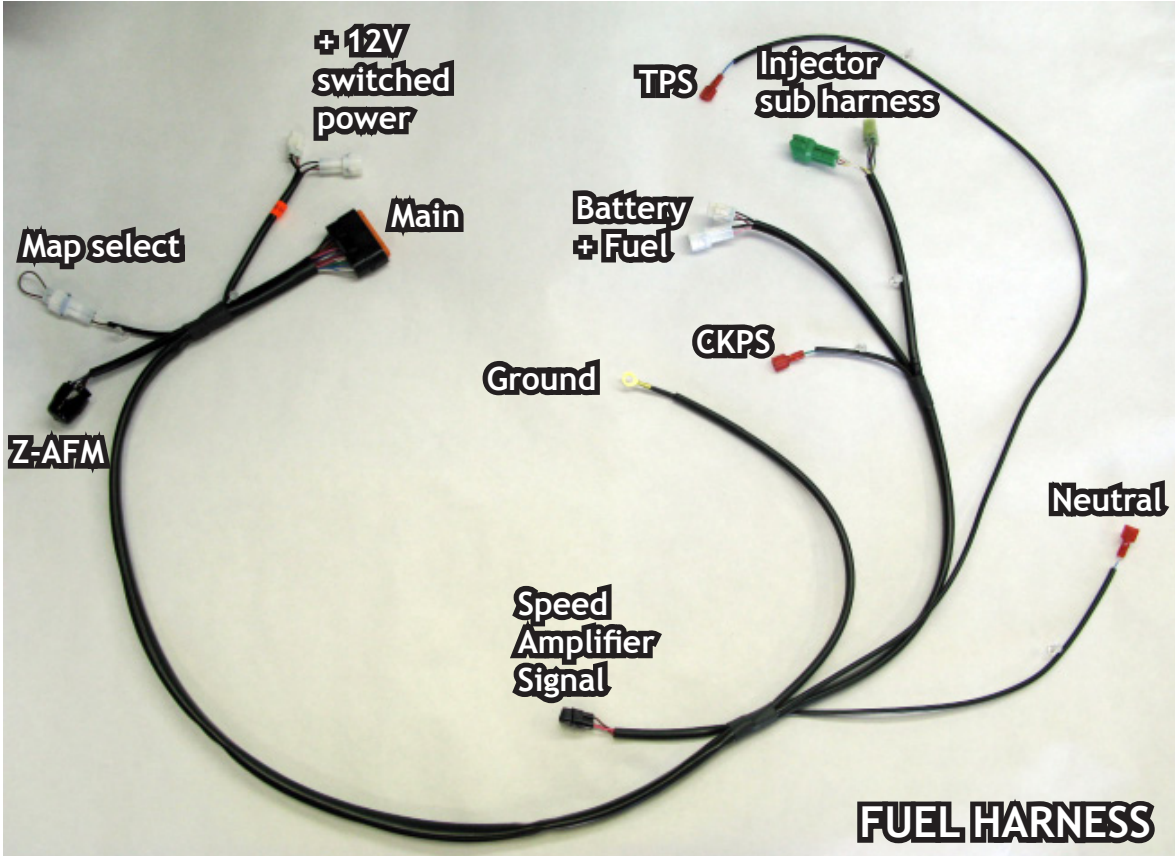
Read through all instructions before beginning installation. This is not a replacement for the ECU. This document is intended for use by qualified technicians. For more specific stock component identification and location information refer to a factory service manual.

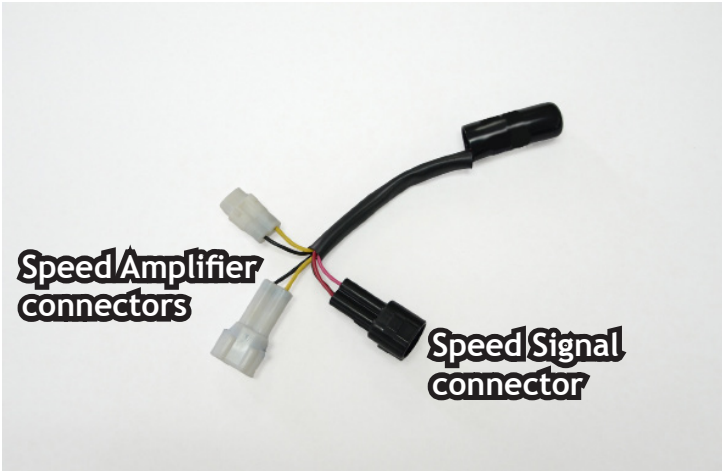
**To create the ideal map(s) we recommend using the optimal Z-AFM self-tuning module**

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

B4161

# BAZZAZ HARNESS CONNECTOR IDENTIFICATION

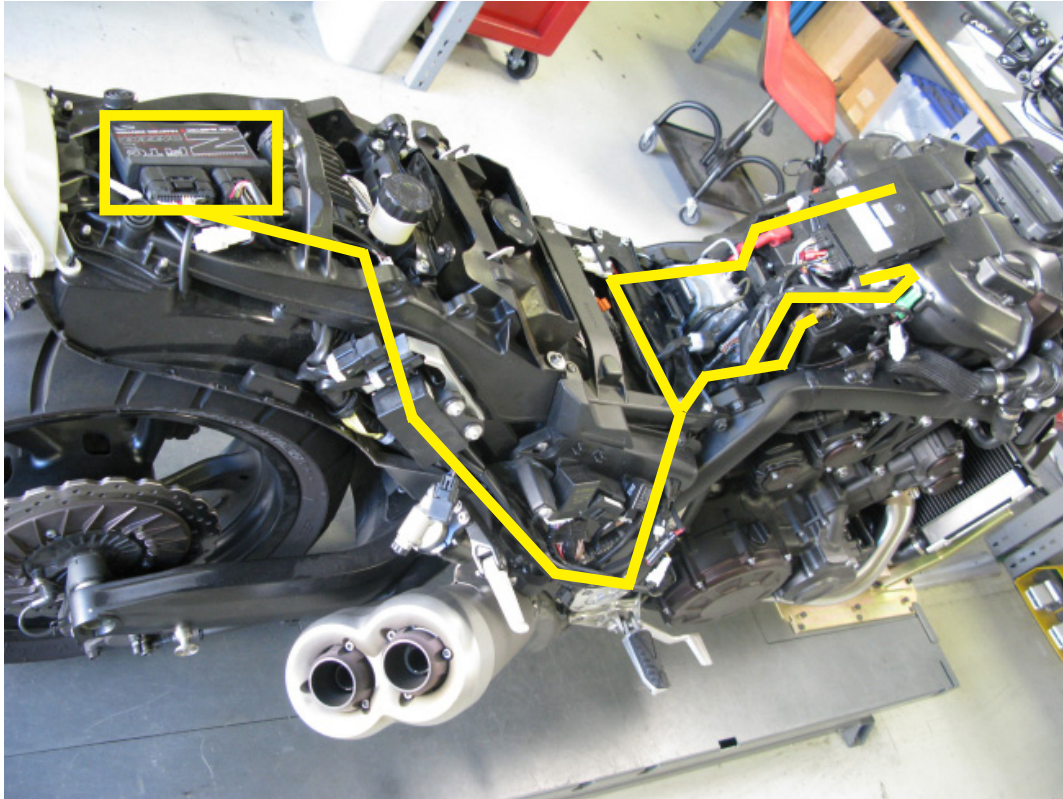




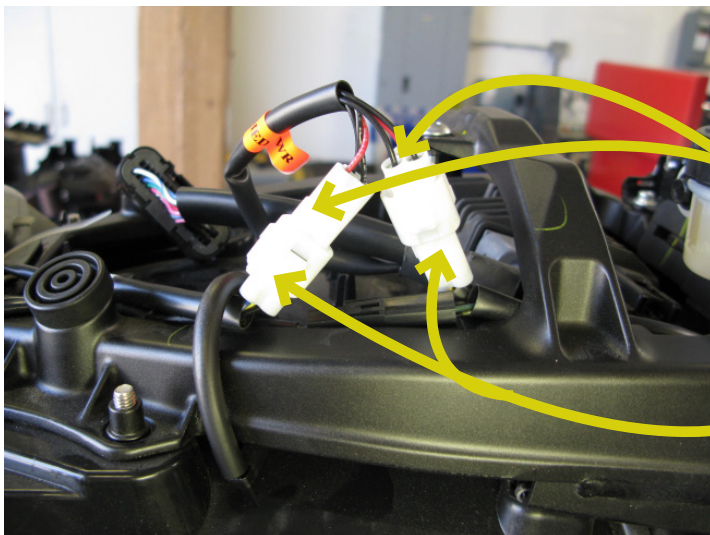
**Speed Amplifier**

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

1. Begin the installation by removing the following components: seats, side covers, airbox cover, key cover, intake covers, airbox and the tail section cover.
2. Mount the control unit in the tail section with the supplied Velcro. Plug the main connector of the fuel harness into the control unit and begin to route the harness down the right side of the sub frame following the factory harness.



3. Locate the factory tail light connector found in the tail section on the right side. Unplug this connector and plug the Bazzaz +12V switched power connectors (orange tag) in line with factory connectors.

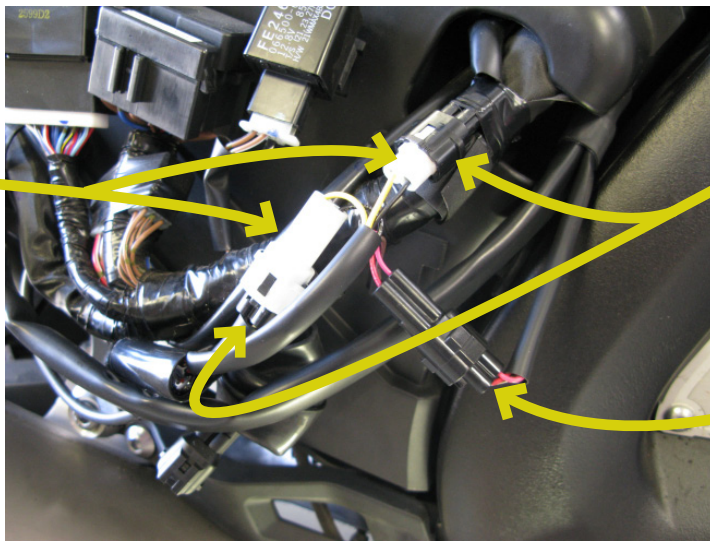


Bazzaz +12V  
switched power  
connectors

factory tail light  
connectors

4. Locate the factory rear wheel speed sensor found on the right side of the bike under the side panel cover. Unplug the sensor and connect the white speed amplifier connectors (speed amplifier supplied in kit) inline with the factory sensor connectors. Then connect the Bazzaz fuel harness speed amplifier connector to the black speed signal connector of the speed amplifier.

Bazzaz speed amplifier connectors

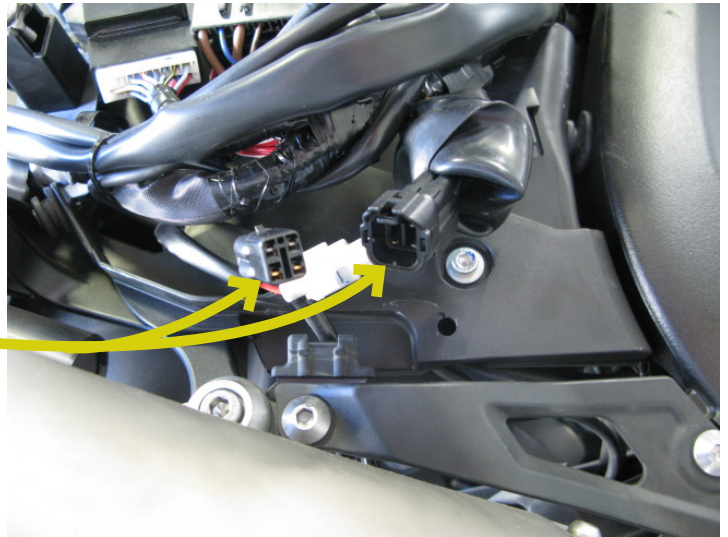


rear wheel speed sensor connectors

Bazzaz speed signal connector

5. While in this area of the bike disconnect the existing O2 sensor connector from the factory harness. This sensor will no longer be used; the wires should be neatly secured away from any moving components. If the O2 sensor is not removed the ECU will continue to change the stock map and the Bazzaz Z-Fi will not take over.

factory O2 connector (unplugged)



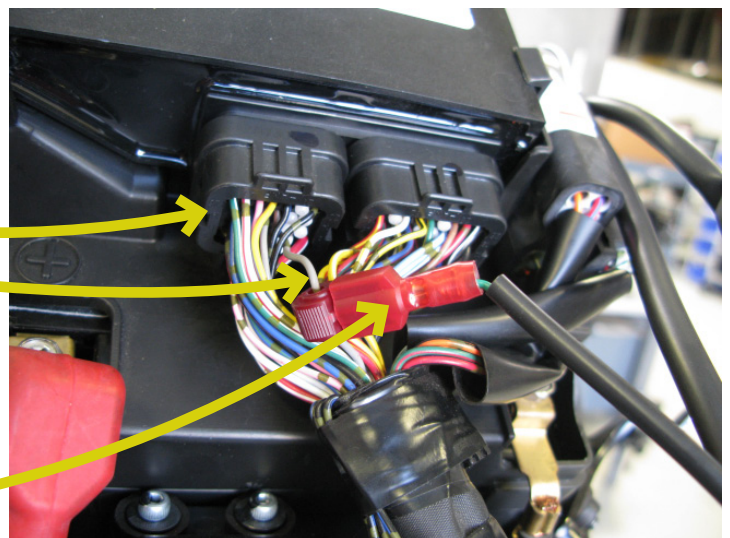
6. Route the remainder of the Bazzaz fuel harness up and continue to follow the factory harness. Take the battery + fuel connectors, injector connectors and CKPS (crank position sensor) connector of the Bazzaz harness and route them up towards the factory ECU.

7. Now unplug the small 26 pin connector from the factory ECU. Find pin # 10 which is the gray wire. Use the supplied scotchlok to crimp onto this **gray wire** and connect the Bazzaz CKPS (red connector with green wire) to the scotchlok. Plug the 26 pin connector back into the factory ECU.

26 pin ECU connector

gray wire # 10

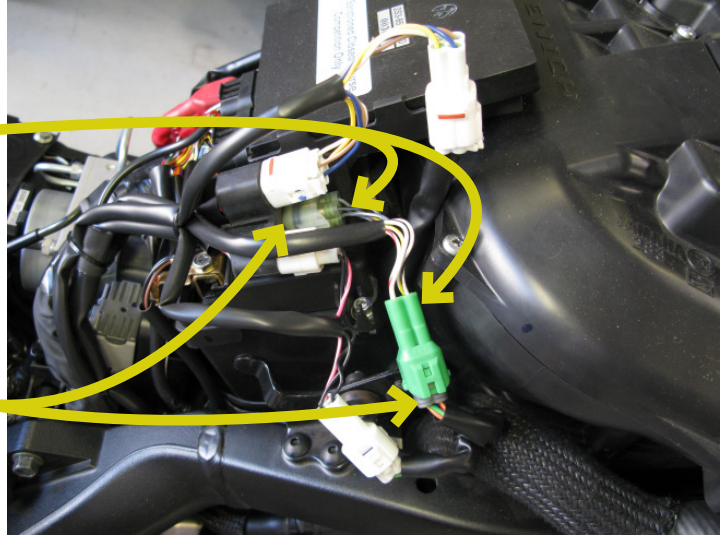
Bazzaz CKPS connector



8. Locate the factory injector sub harness connector mounted on the ride side of the factory ECU; it is a clear connector. Unplug and connect the Bazzaz sub harness connectors in line with the factory connectors.

Bazzaz injector connectors

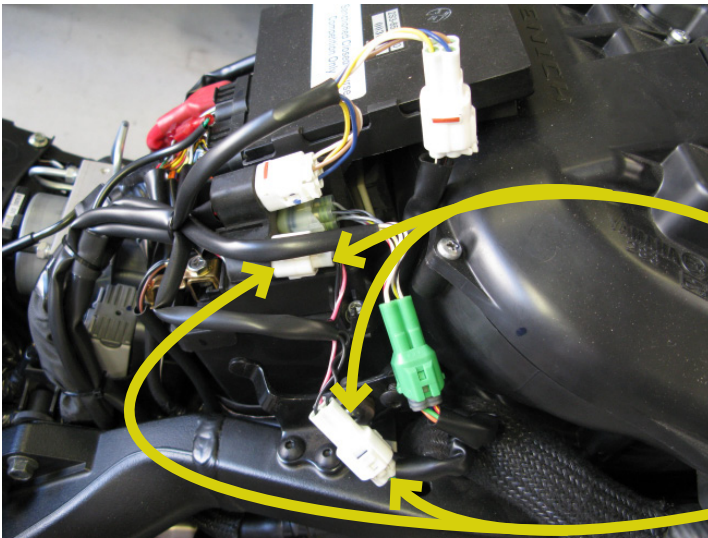
factory injector connectors




9. Locate the factory battery + fuel connector located next to the injector sub harness (white 3 pin connector). Unplug and connect the Bazzaz battery + fuel connectors in line with the factory connectors.

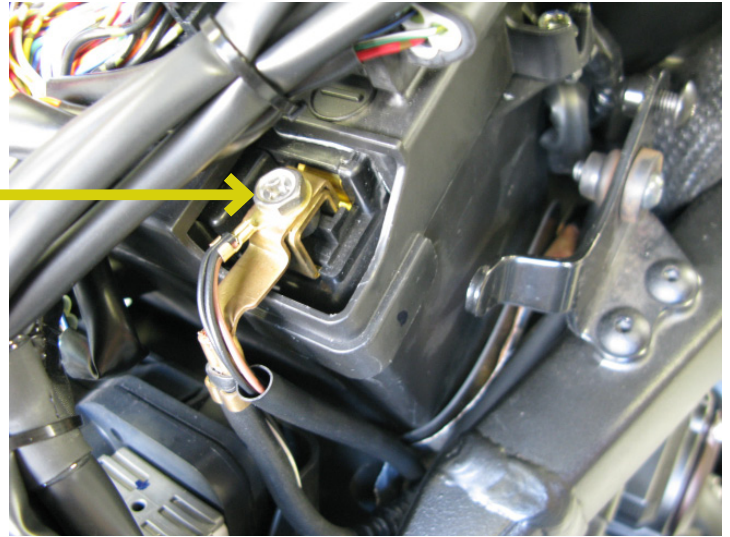
Bazzaz battery + fuel connectors

factory battery + fuel connectors





10. Next, locate the battery negative terminal and attach the Bazzaz ground lug to it.

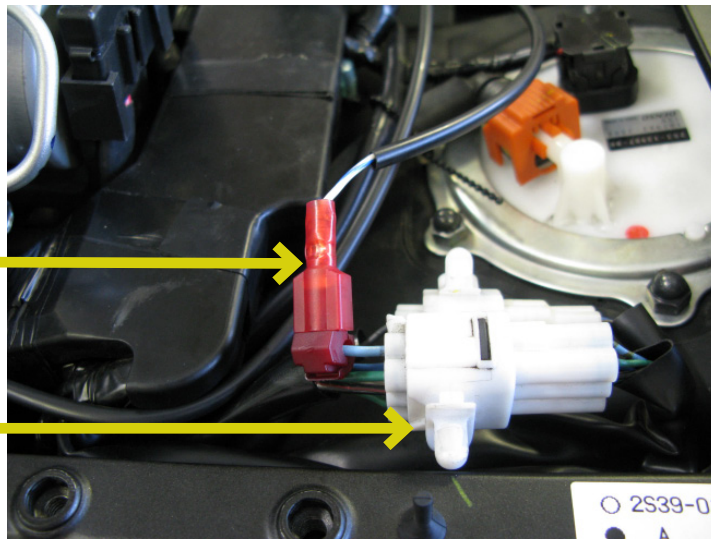
Bazzaz ground lug 




11. Now locate the factory gear position connector found on the left side of the fuel pump attached to the seat bracket. Use the supplied scotchlok and crimp onto the **light blue** wire. Now attach the Bazzaz neutral connector (red connector with white / blue wire) to the scotchlok.

Bazzaz neutral connector 

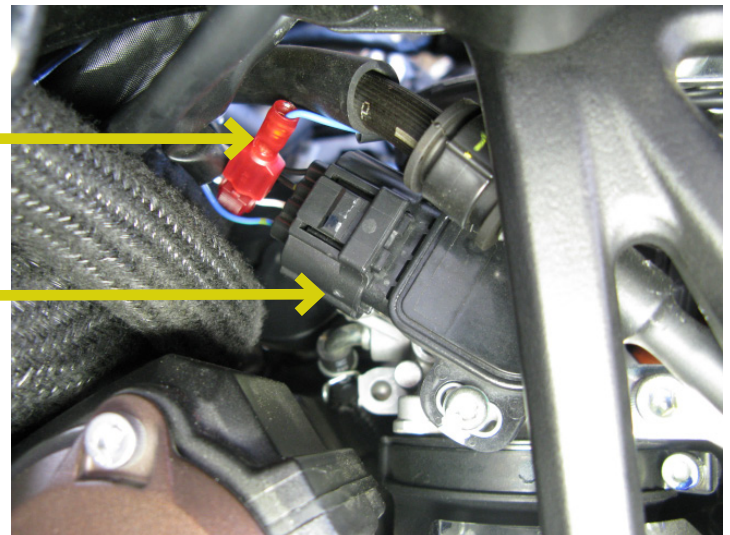
factory gear position connector 



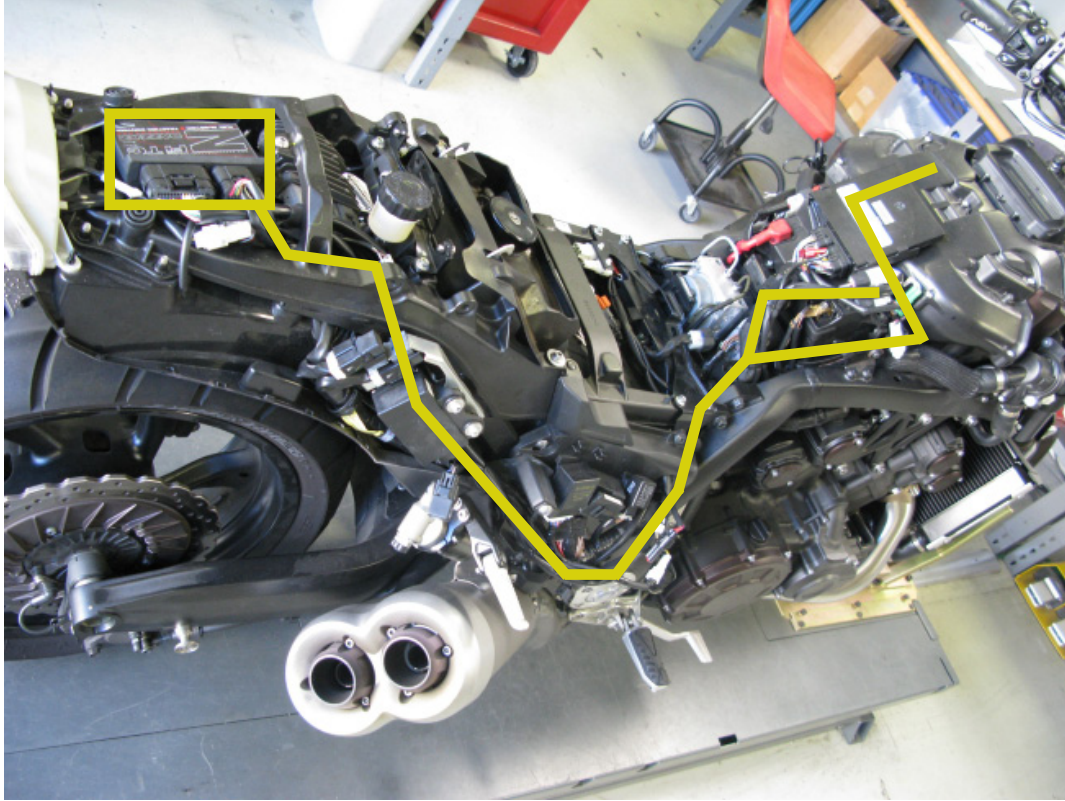
12. Then locate the factory throttle position sensor (TPS) found on the left side of the throttle bodies on cylinder #2. Disconnect and use the supplied scotchlok to crimp onto the **white wire** of the disconnected connector. Attach the Bazzaz TPS connector (red connector with blue wire) from the Bazzaz harness to the scotchlok. Now reconnect the factory connector to the TPS.

Bazzaz TPS connector 

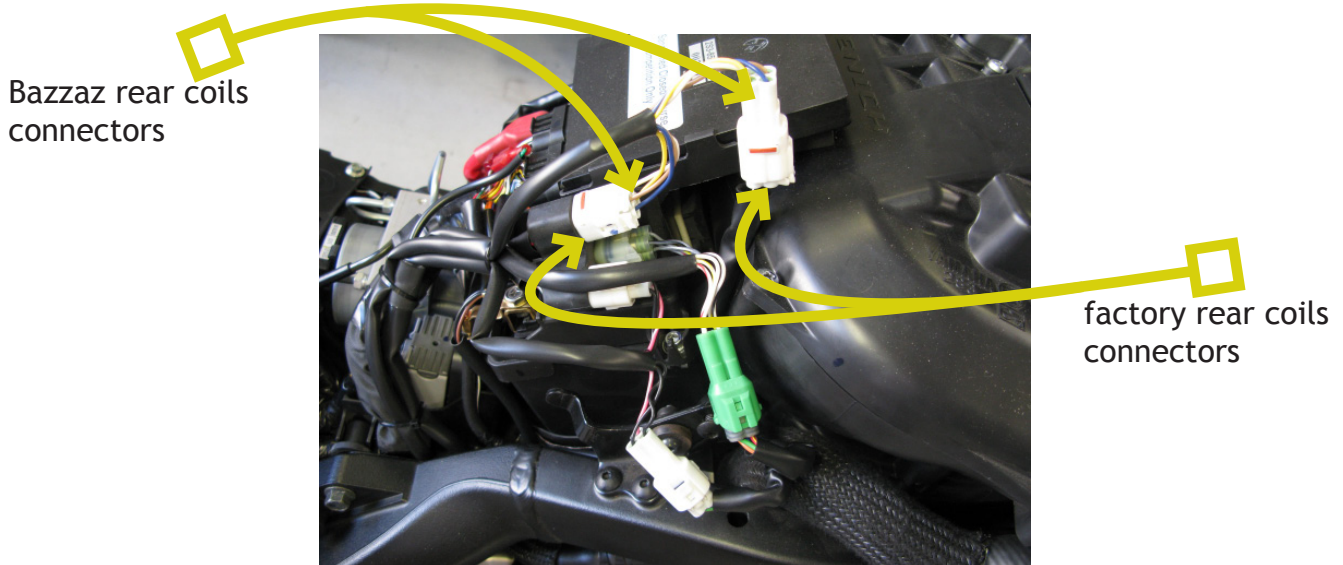
factory TPS 



13. Now you will connect the main connector from the Bazzaz coil harness to the Bazzaz control unit and route the harness along with the fuel harness.

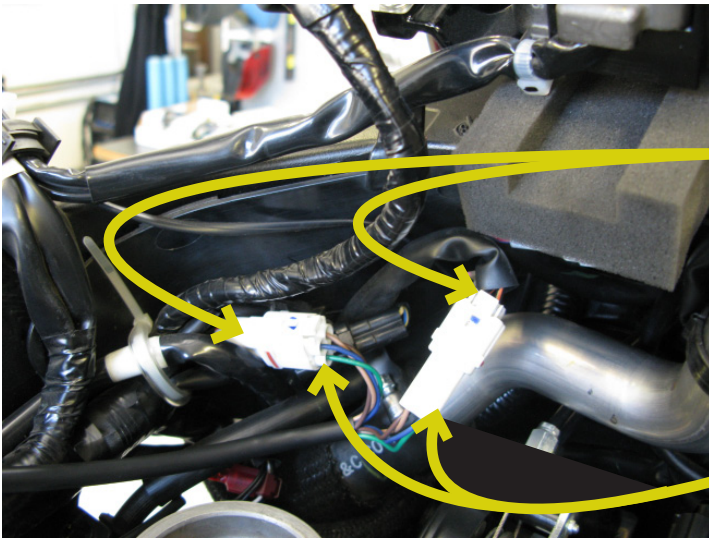


14. Locate the factory rear coil sub harness connector found on the right side of the factory ECU (white 4 pin connector). Unplug this connector and plug the Bazzaz rear coil connectors in line with the factory connectors.



15. Route the shift switch cable on the Bazzaz harness to the left side of the bike and leave for now. Then route the remainder of the harness in front of the battery and up to the factory front coils sub-harness connector (which is located on the left, inside frame rail close to cylinder # 2). Unplug this connector and plug the Bazzaz front coil connectors in line with the factory connectors.





factory front coils connectors

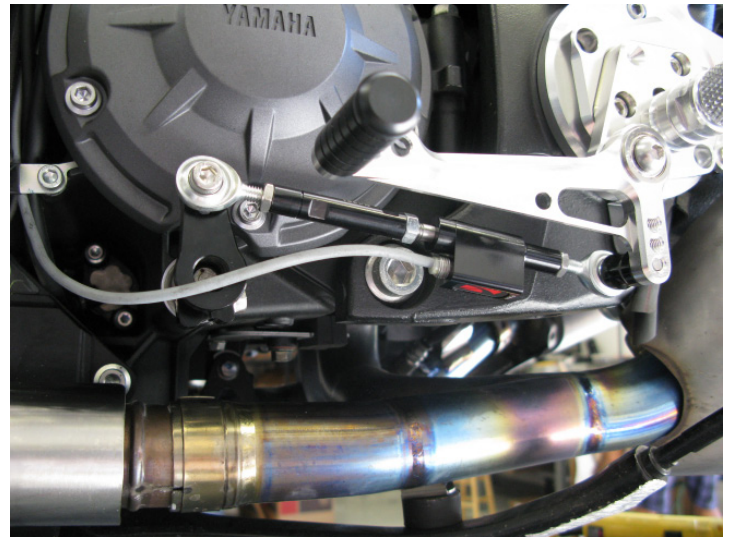
Bazzaz front coils connectors

16. Now you will begin the installation of the shift switch by removing the factory shift rod and installing the Bazzaz shift switch on the front shift linkage using the supplied heim joints on both ends. The supplied shift rod may have to be cut shorter depending on your shift pedal height preference, once correct length is attained install Bazzaz shift rod by screwing it into place between the Bazzaz Shift switch and the rear shift linkage. Secure components by tightening the 10mm nuts. Now route the shift switch sensor cable into the engine compartment and connect it to the mating connector on the Bazzaz coil harness.

Secure excess shift switch cable away from moving parts. Remember, this application requires aftermarket rear sets for both the standard and reverse shift patterns.



Standard pattern (push)



Reverse pattern (pull)

\* SATO rearsets are pictured

17. 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.*

**Upon installing the system verify you have selected the proper map. The control unit supplied with this kit has been pre-programmed with two fuel maps. Map 1 is intended for use with a slip-on and the factory ECU. Map 2 is for use with a slip-on and the race ECU.**

