



Kawasaki ZX10R 2004-2005

Z-Fi QS (Quickshift) / Z-Fi TC (Traction Control) Installation Instructions Part #'s S447S, S447R, T447S, T447R



Parts List:

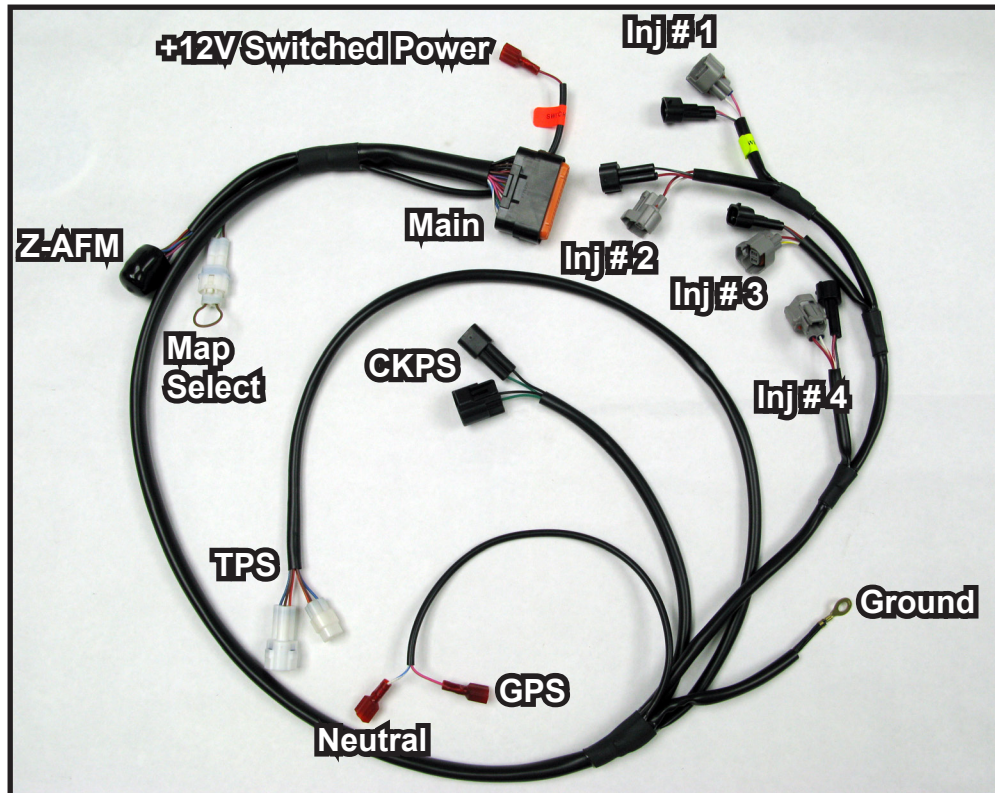
Z-Fi QS/TC Control Unit
Fuel Harness
Coil Harness
Shift Switch & Mounting Hardware
Scotchlok (3)
Cable Ties
Velcro
USB Cable
Swingarm Stickers
Download Z-Fi Mapper Software at **bazzaz.net**
Software instructions available at **bazzaz.net**

USE ONLY IN RACE OR OTHER CLOSED COURSE APPLICATIONS AND NEVER ON PUBLIC ROADS

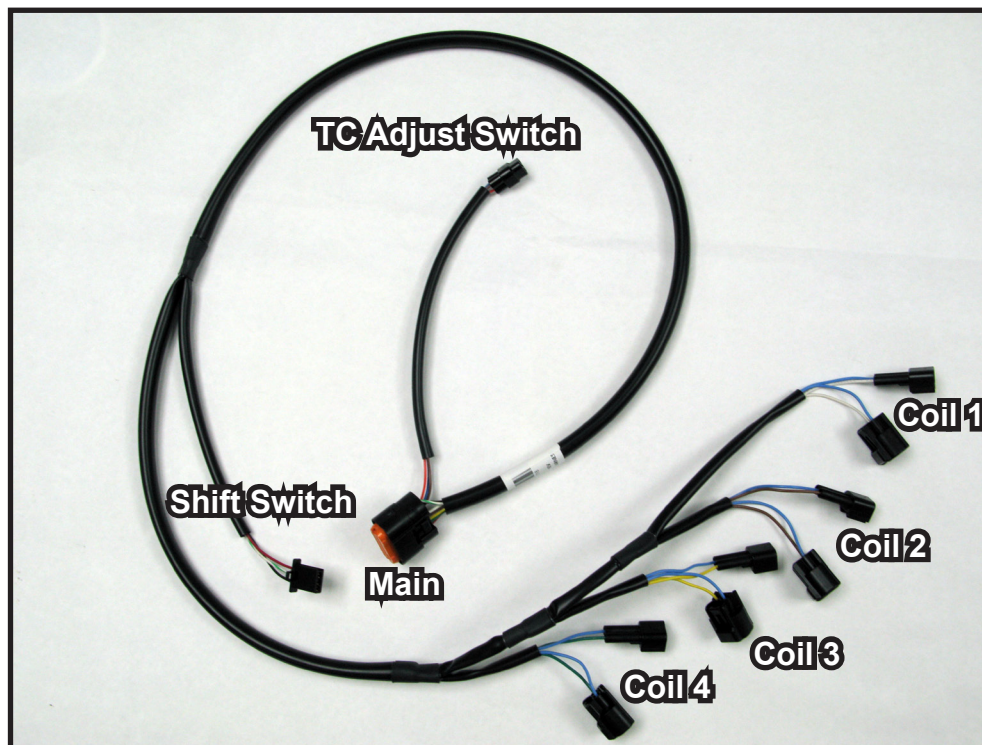
Z-Fi products are not certified by the California Air Resource Board (CARB) for use on CA highways

Contact Bazzaz tech support at 909-597-8300 for questions

BAZZAZ HARNESS CONNECTOR IDENTIFICATION



FUEL HARNESS

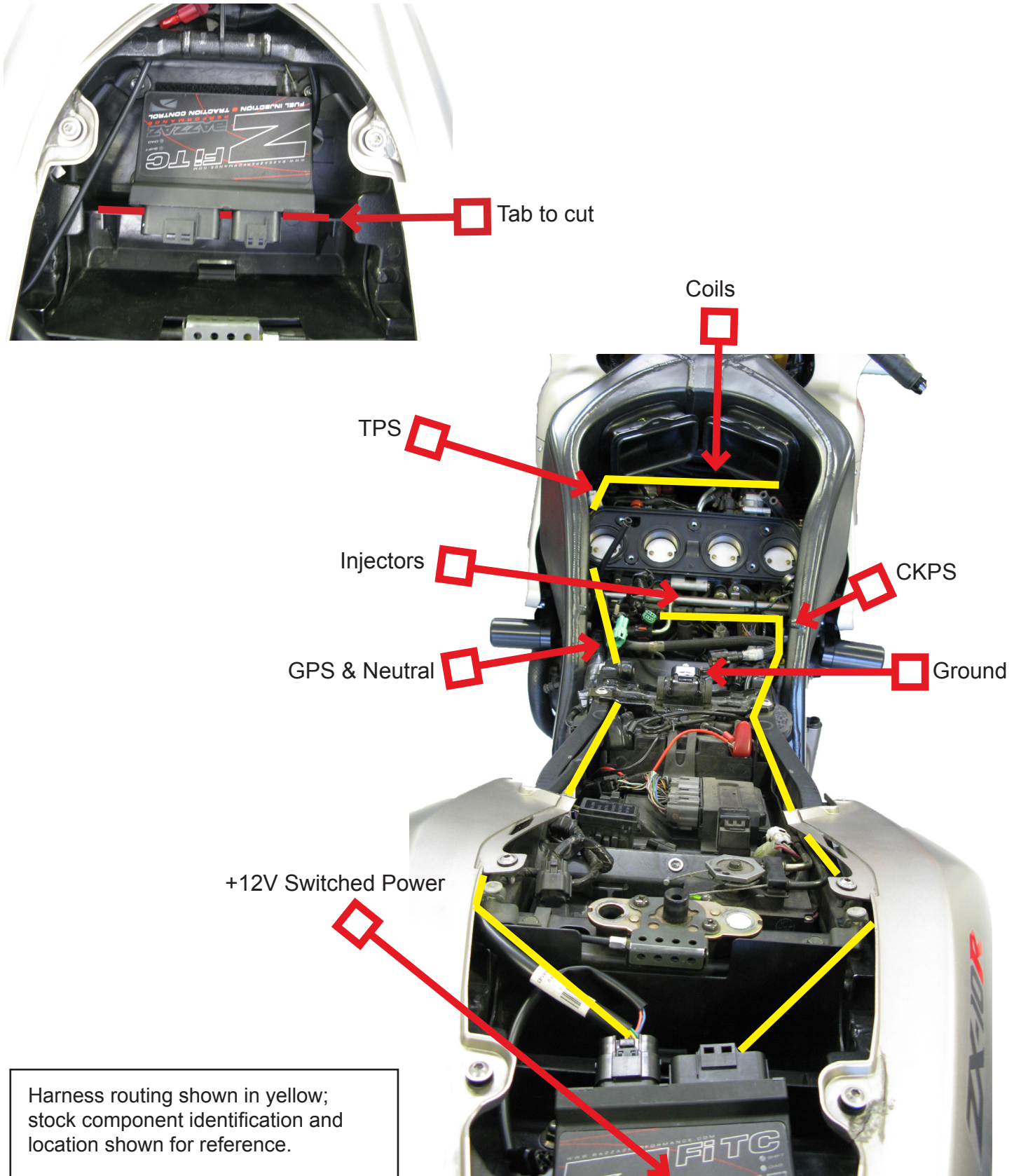


COIL HARNESS

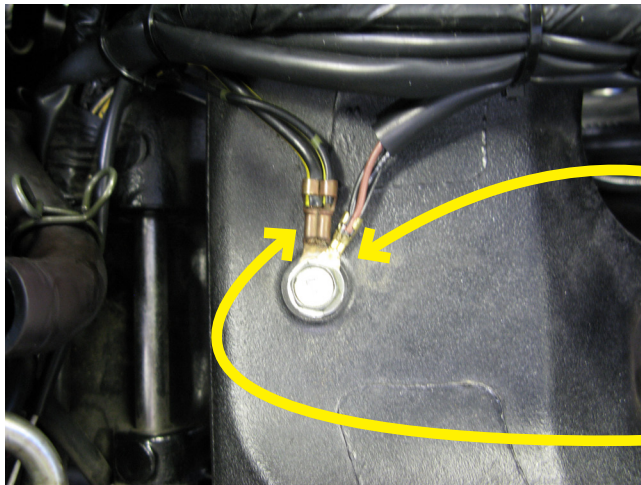
Read through all instructions before beginning installation. This is not a replacement for the ECU. This document is intended for use by qualified technicians. Refer to a factory service manual for more specific stock component identification and location information.

WE STRONGLY SUGGEST THAT AN EXPERIENCED TECHNICIAN INSTALL THIS BAZZAZ PRODUCT

1. Begin the installation by removing the seats, fuel tank and airbox.
2. Place the **CONTROL UNIT** in the back of the tail section. You will need to cut the plastic dividing tab on the under tray so that the control unit will lay flat. Secure the control unit with the Velcro supplied in kit.



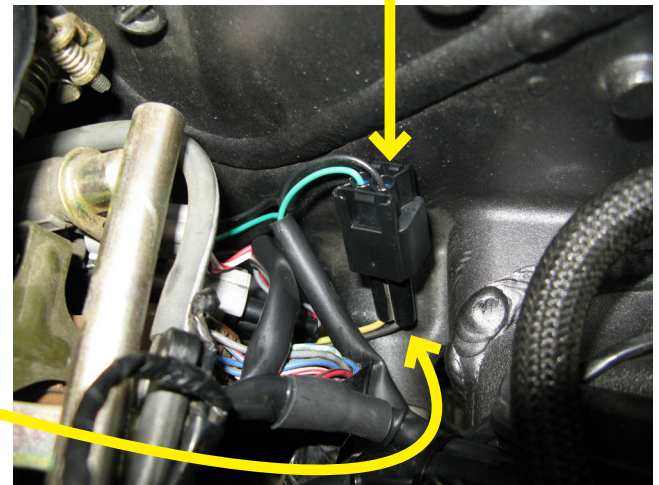
3. Connect the main connector of the Bazzaz **FUEL HARNESS** to the control unit and begin to route the harness towards the engine compartment, on the right side of the bike. Locate the factory ground found on the frame. Remove the 10mm bolt with the factory grounds and install the Bazzaz **GROUND** lug. Reinstall the 10mm bolt.



Bazzaz ground

Factory ground

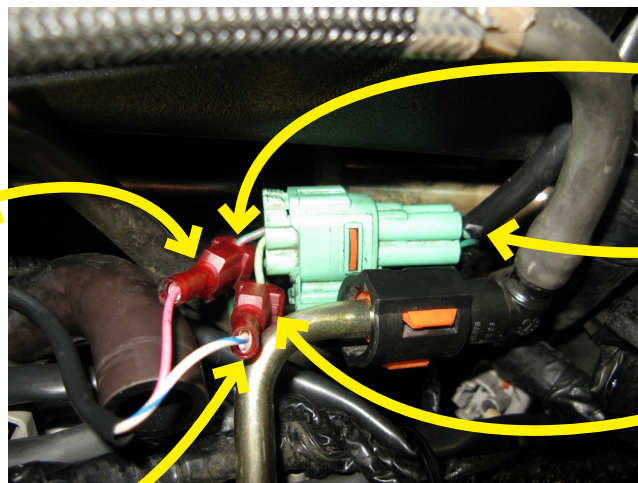
4. Locate the factory CKPS connectors, which can be found on the right side of the bike, beneath the fuel rail and near injector # 4. Disconnect the factory CKPS connectors and connect the Bazzaz **CKPS** connectors in-line with the factory connectors.



Bazzaz CKPS connector

Factory CKPS connector (other connector is hidden under fuel rail and injector # 4)

5. Next, begin to route the gear and neutral lead along the fuel rail from right to left. Locate the four-pin, green gear position sensor (GPS) connectors. Separate the green/red wire of the female connector from the rest. Now crimp a supplied Scotchlok onto the **green/red** wire and insert the Bazzaz **GPS** connector (has pink wire) into the Scotchlok. Crimp a second Scotchlok onto the **light green** wire of the same connector and insert the Bazzaz **NEUTRAL** connector (has white/blue wire) into the Scotchlok.



Scotchlok crimped onto green/red wire of factory female GPS connector

Factory GPS connectors (joined)

Scotchlok crimped onto light green wire of factory female GPS connector

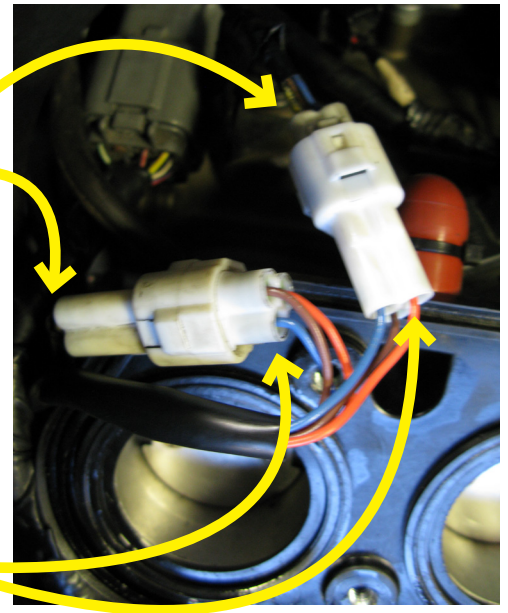
Bazzaz GPS connector

Bazzaz neutral connector

6. Locate the factory TPS connectors which can be found on the left side of the bike near the valve cover. Disconnect the factory TPS connectors and install the Bazzaz **TPS** connectors in-line with the factory connectors.

Factory TPS connectors

Bazzaz TPS connectors



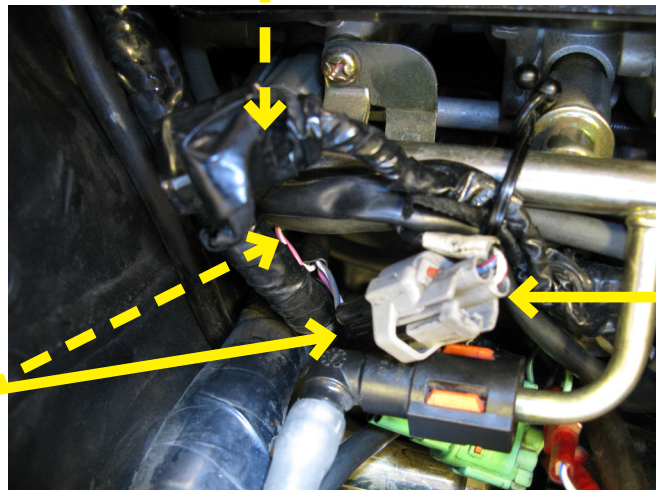
7. Begin to route the Bazzaz injector lead from right to left along the fuel rail. Now, from right to left, disconnect each factory injector connector from the injectors. Connect each corresponding Bazzaz **INJECTOR** connector in-line with the factory injector and connector. Injector #1 is labeled on the Bazzaz harness and connects with the injector at the far left side of the bike.

Factory injector #1
(hidden in photo)

Factory injector #1 photo is used as an example. Follow same procedure for all injectors.

Bazzaz injector #1
connectors

Factory injector #1
connector

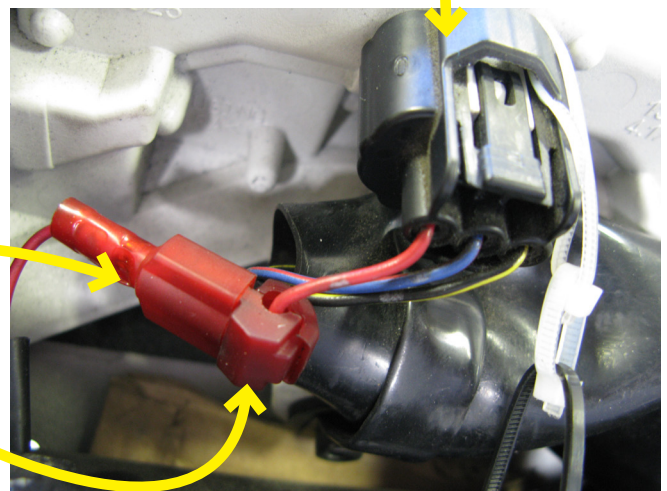


Factory tail light connector

8. To finish the installation of the fuel harness, locate the factory tail light connector which can be found at the tail light itself. Using the supplied Scotchlok, crimp onto the **red** wire of the tail light connector and insert the Bazzaz **+12V SWITCHED POWER** connector into the Scotchlok.

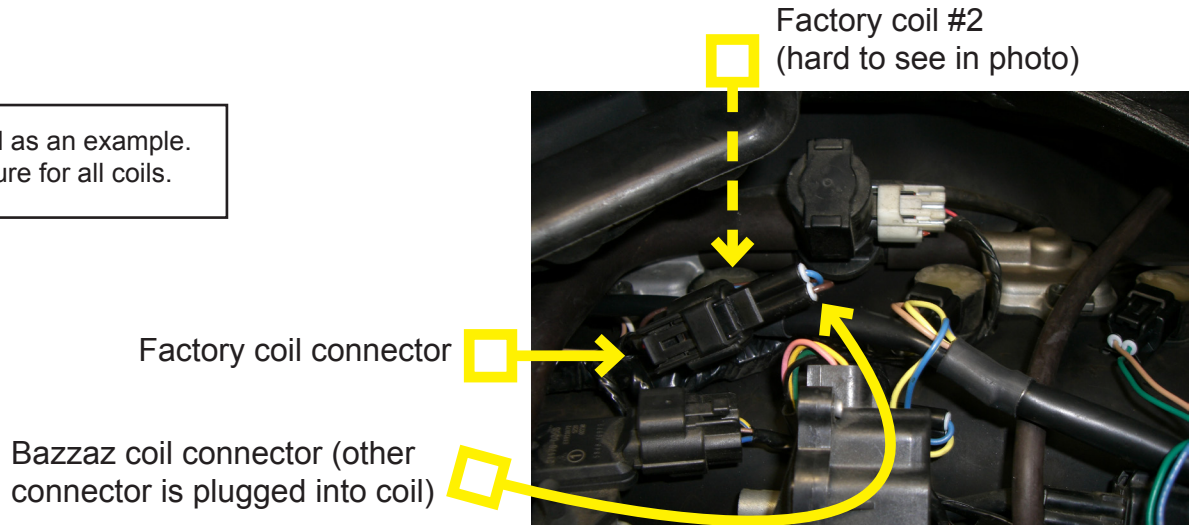
Bazzaz +12V switched power connector

Scotchlok crimped onto red wire
of factory tail light connector

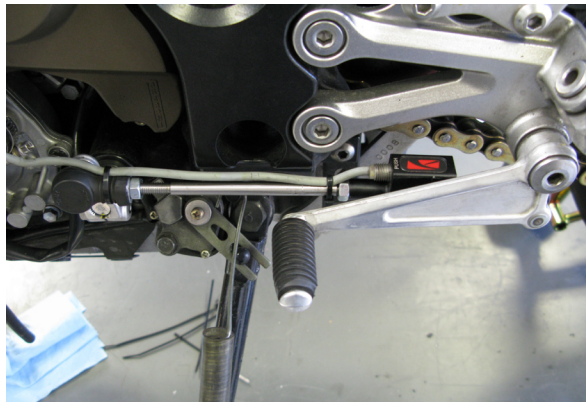


9. Now connect the main connector of the Bazzaz **COIL HARNESS** to the control unit. Route the harness forward, on the left side of the bike, to the top of the valve cover. Begin to disconnect the factory coil connectors (left to right) from each coil. Connect the Bazzaz **COIL** connectors in-line with the corresponding factory coils and connectors.

Coil #2 photo is used as an example.
Follow same procedure for all coils.



10. Now you will begin the installation of the Bazzaz **SHIFT SWITCH** and **SHIFT ROD**. Start by removing the factory shift rod and install the Bazzaz shift switch on the rear shift linkage. Install the Bazzaz shift rod by screwing it into place between the shift switch and the front shift linkage (the Bazzaz shift rod may have to be cut shorter depending on your shift pedal height preference). Secure components by tightening the 10mm nuts. Now route the shift switch connector up to the mating connector on the Bazzaz coil harness.



Standard shift pattern shown

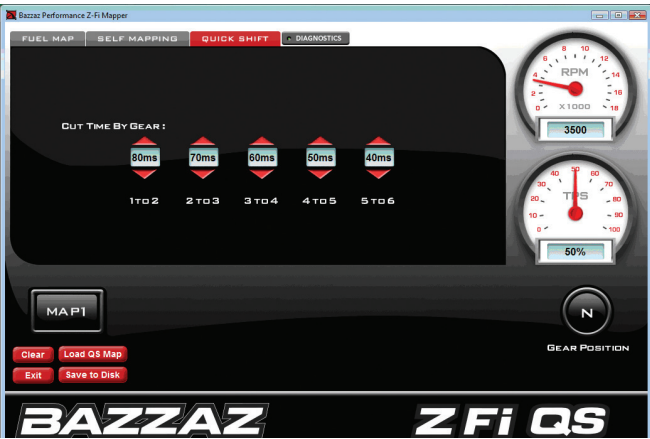
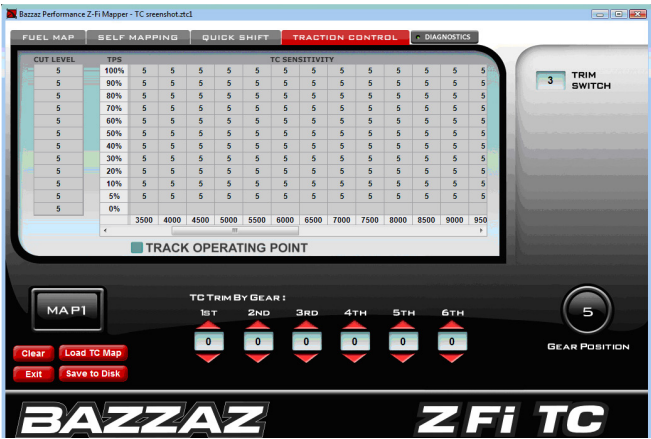
11. To complete the installation, use the supplied cable ties to secure the harnesses neatly along the routing path free of any moving or hot components (which could cause damage or failure of the system). If any problem is found, please carefully follow through the installation steps again. If problem still persists, please call **Bazzaz tech support 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 control unit is capable of storing two maps. These maps can be selected by connecting or disconnecting the map select jumper on the fuel harness (or you can switch maps on the fly with the handle bar mounted map select switch, sold separately). 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.

The control unit is pre-programmed from the factory with an enhanced map in the map 1 position. The map 2 position is using the stock ECU map. You are able to load and unload maps as needed via the Z-Fi Mapper software.



Don't forget to download the Z-Fi Mapper software from bazzaz.net (under the software tab) so that you can adjust your fuel map, QS or TC settings (depending on the product you purchased). You will also need access to the Z-Fi Mapper software if you will be using the Z-AFM self-mapping kit.



Accessories you may be interested in to ENHANCE your Bazzaz experience

Z-AFM™ | Tuning Technology (for use with all Bazzaz fuel control units)

Quickly collect data to build ideal, self-made fuel maps while riding. [Part No. 127062]



Map Select Switch (for use with the Z-Fi, Z-Fi MX, Z-Fi QS and Z-Fi TC)

The Bazzaz Map Select Switch is a handlebar-mounted switch for convenient toggling between two maps held on the Bazzaz unit. For example, rider can toggle between a fuel efficient map, rain map, or a full power map. [Part No. 127078]



Traction Control / Map Select Switch (for use with Z-Fi TC only)

The Bazzaz TC Adjust Switch is a handlebar-mounted switch for easy, on the fly, traction control adjustments and map switching. Quickly adjust traction control settings (a great way to learn TC), or switch off, using a 10-point dial. Also toggle between two maps held on the Bazzaz unit (e.g. rain map, fuel economy map, etc.) on the fly. [Part No. 127079]



Traction Control Active Light (for use with Z-Fi TC)

TC Active Light illuminates when traction control is engaged. Helpful in determining when and where traction control is being actuated. [Part No.M842]

