



2011-2013 Honda CBR250R Z-Fi TC Installation Instructions  
P/N T343

In order to fit a Bazzaz QS Reverse kit, 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 Control Unit
- Fuel Harness
- Coil Harness
- Shift Switch & Mounting Hardware
- USB Cable
- Cable Ties (7)
- Scotchlok (1)
- Swingarm Stickers

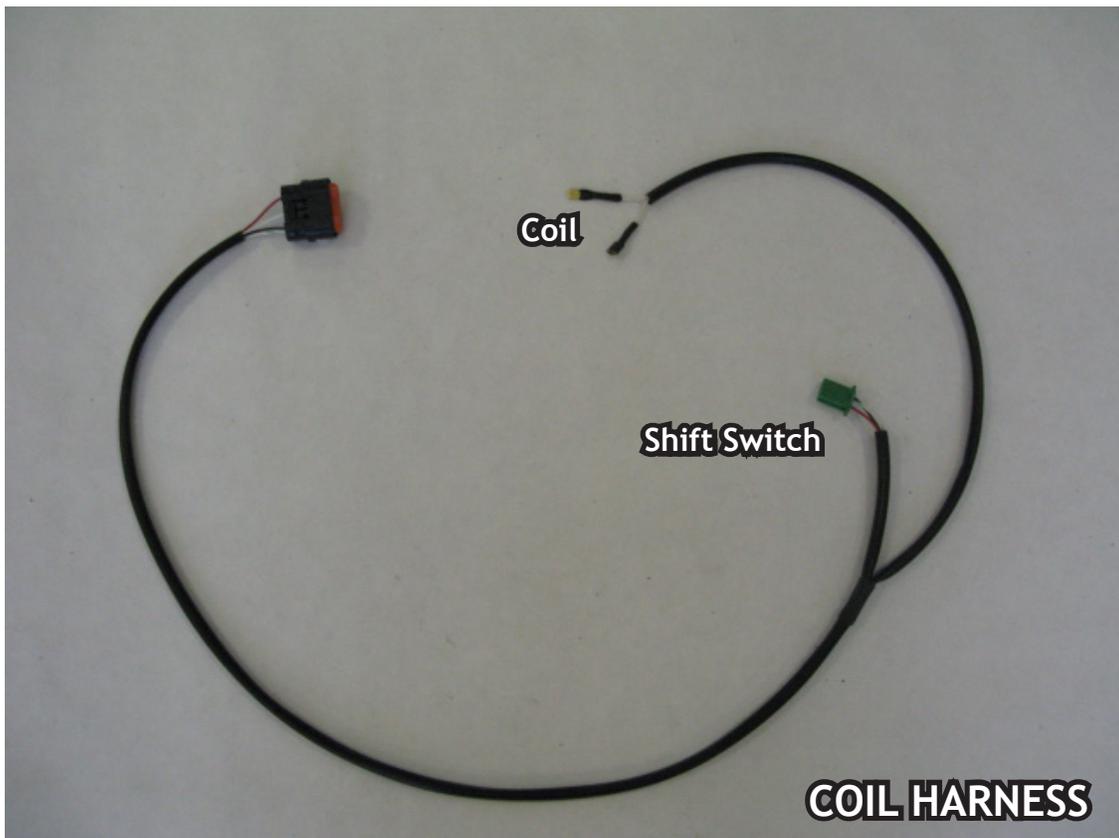
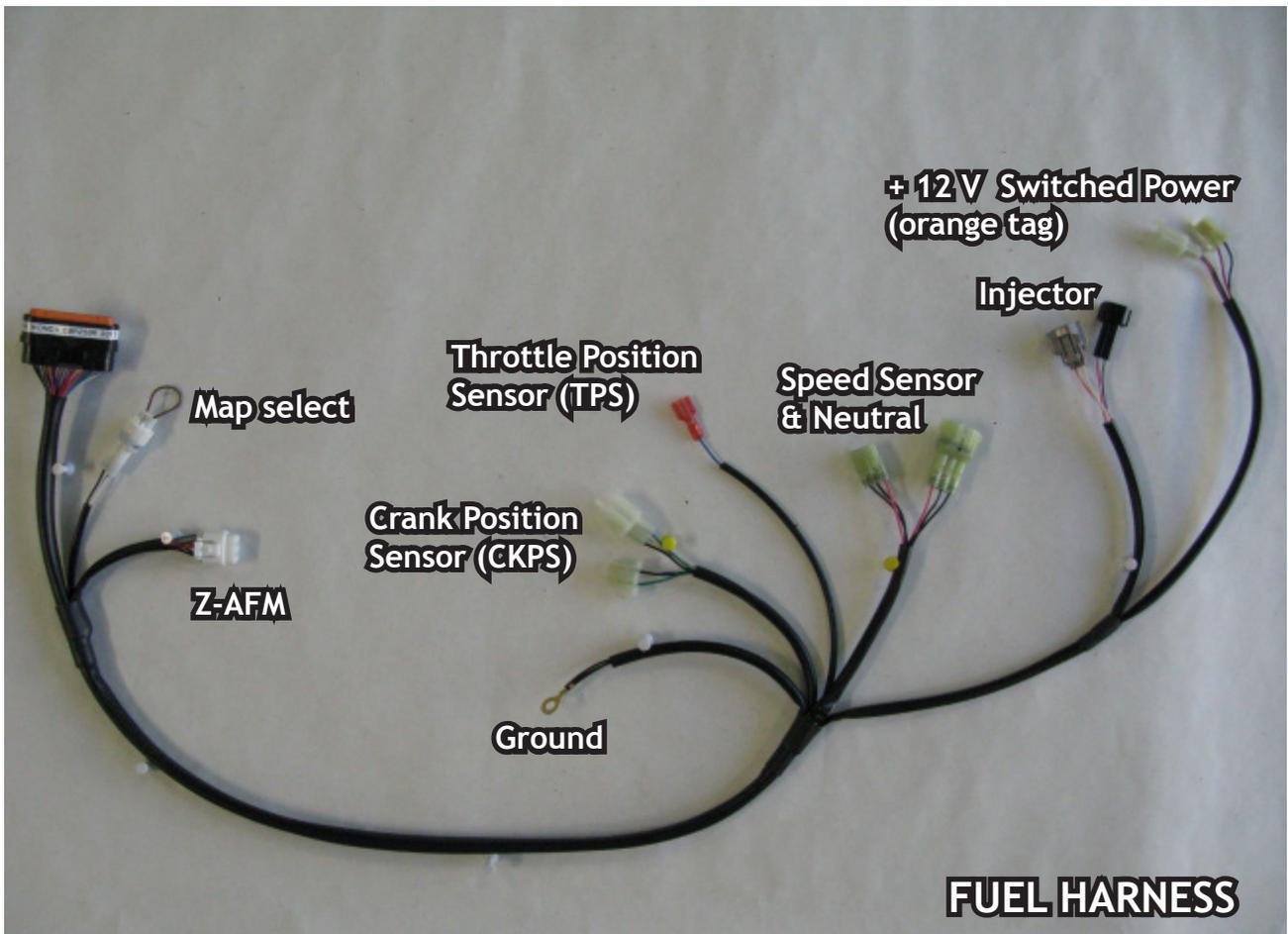
**[Download Z-Fi Mapper Software and its instructions from website](#)**



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](#)**

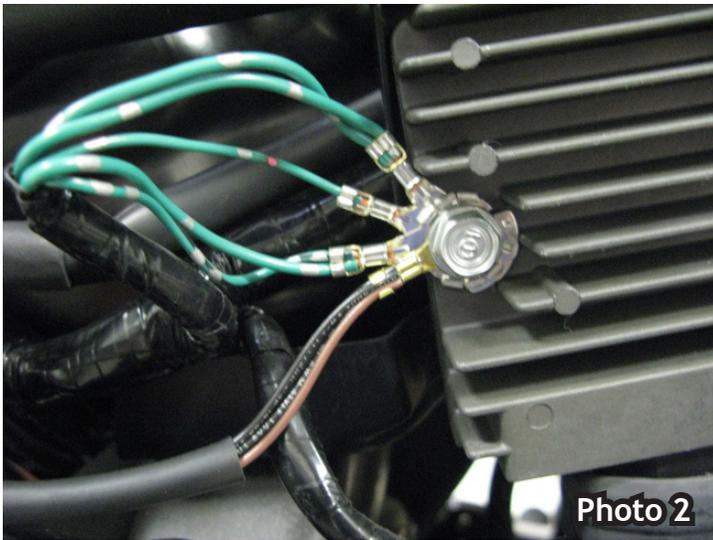
# BAZZAZ HARNESS CONNECTOR IDENTIFICATION



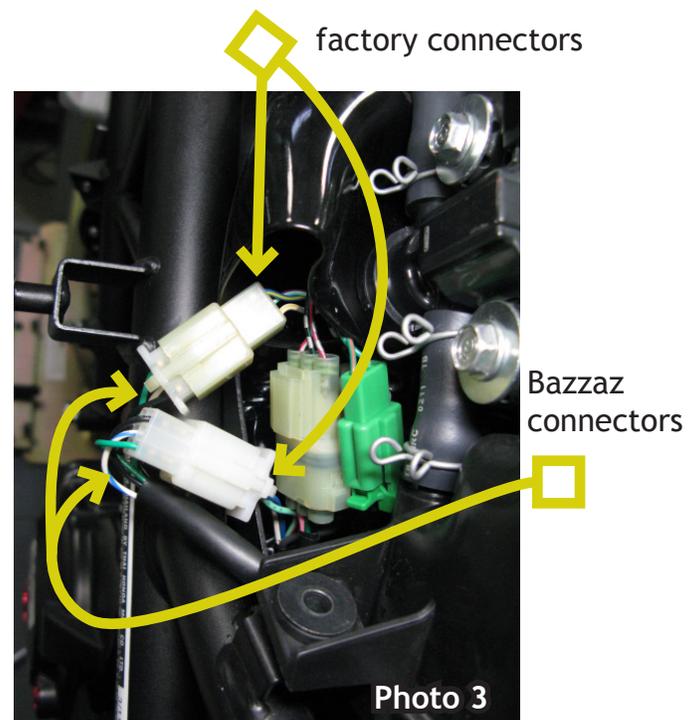
1. Prior to installing the Bazzaz kit remove seats, left and right side fairings, gas tank and air box.

2. Place the Bazzaz control module in tail section of the bike and connect the main connector of the fuel harness to the control module. Starting from the tail section follow the factory harness on the left side of the bike to the front (photo 1).

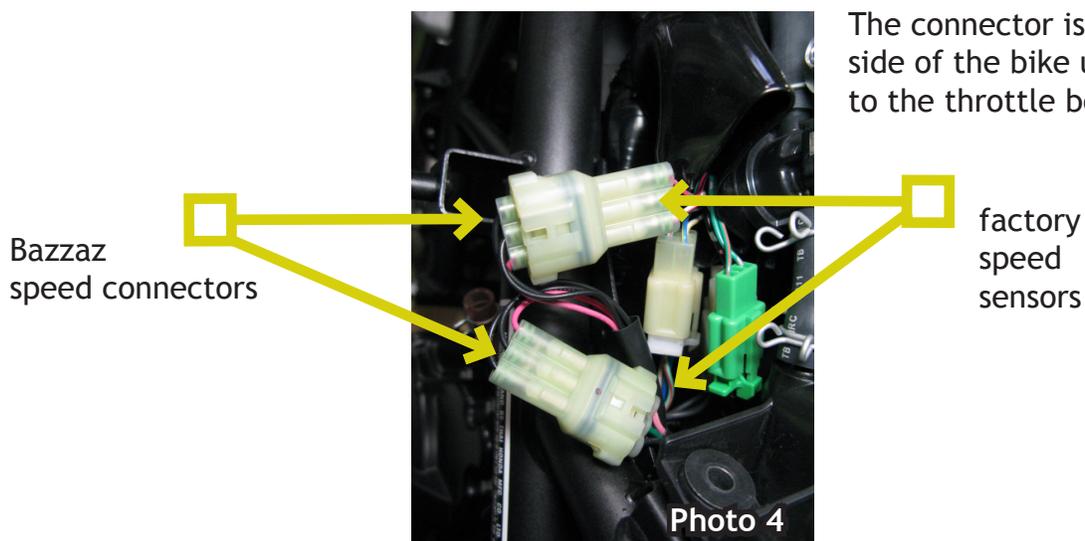
3. Route the Bazzaz ground back to the same location as the factory grounds on the regulator rectifier (on the left side of bike) and install (photo 2).



4. Locate the Crank Position/Neutral sensor and plug inline with the Bazzaz CKPS. The connector is located on the left side of the bike under the airbox next to the throttle body (photo 3).

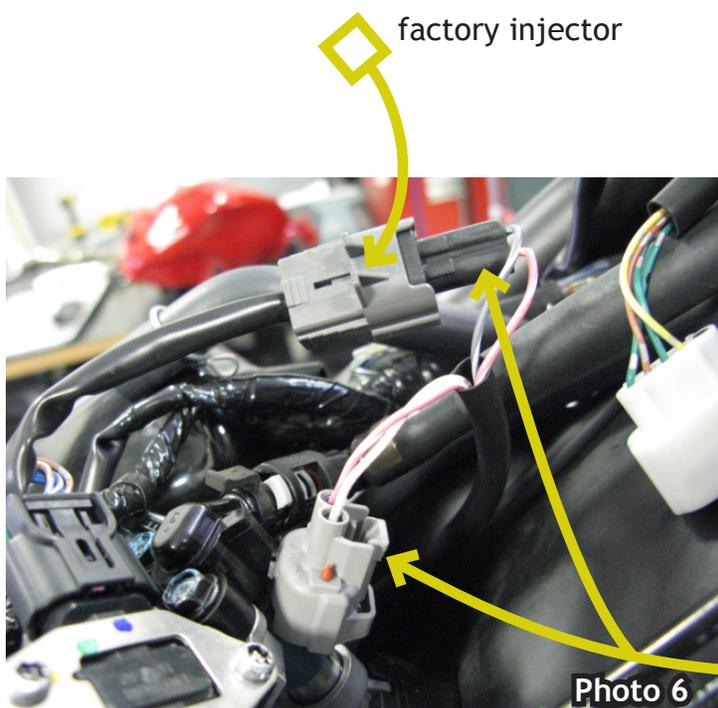
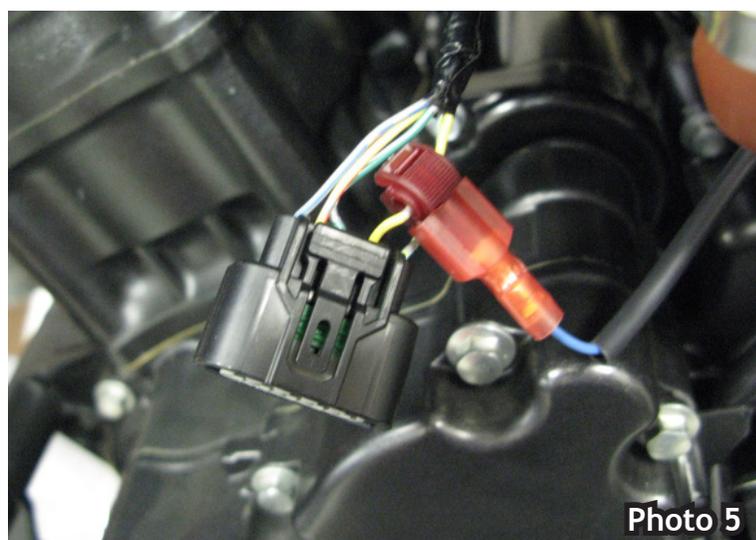


5. Next locate the factory speed sensor and plug inline with the Bazzaz speed sensor (photo 4).



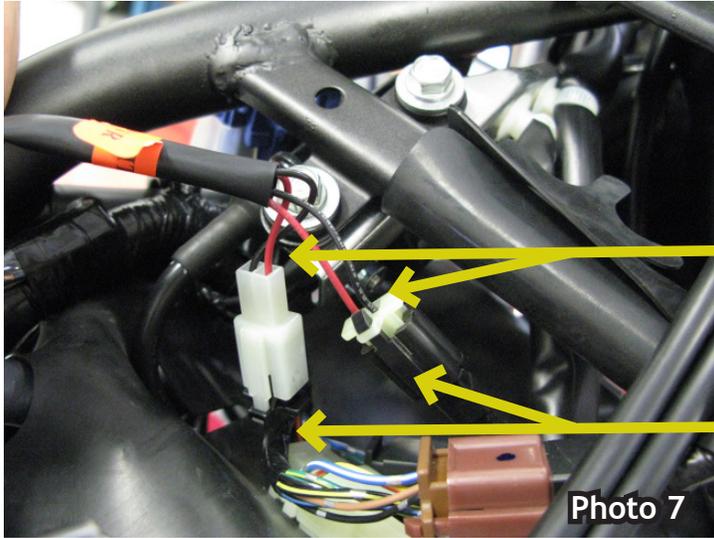
The connector is located on the left side of the bike under the airbox next to the throttle body.

6. Locate the TPS on the left side of the throttle body and disconnect the factory harness connector. Pull back the harness sheathing to expose the wires of the factory harness and crimp on a supplied scotch lok connector onto the **yellow wire**. Insert the Bazzaz throttle position sensor T-tap connector (**blue wire**) into the scotch lok and reinstall the factory harness connector onto the sensor (photo 5).



7. Route the remainder of the harness to the front of the bike and locate the factory injector on the top of the throttle body. Plug inline with the Bazzaz injector (photo 6).

8. Now locate the factory +12V switched power and plug the Bazzaz +12V switch (orange tag) inline. Connector located at the front of the bike close to the coil, under the air box (photo 7).



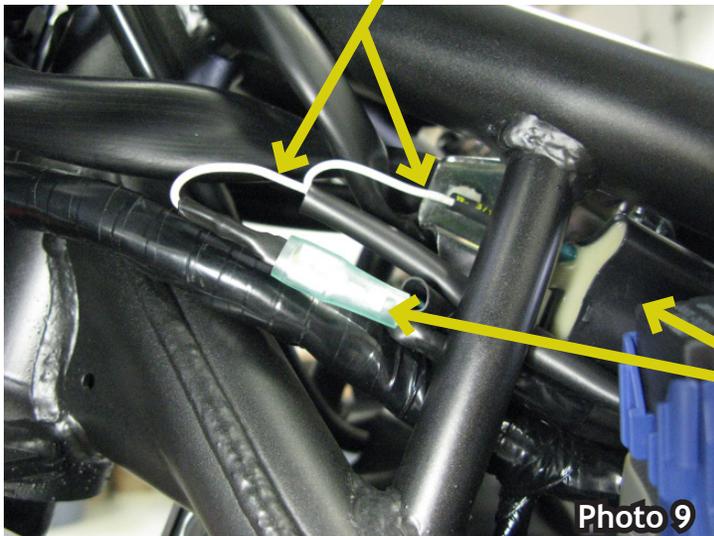
Bazzaz +12V switched

factory +12V switched power

9. As previously done with the Bazzaz fuel harness, plug the main connector of the coil harness into the control module. Route the coil harness along side of the fuel harness on the left side and up to the front of the bike to the factory coil (photo 8).



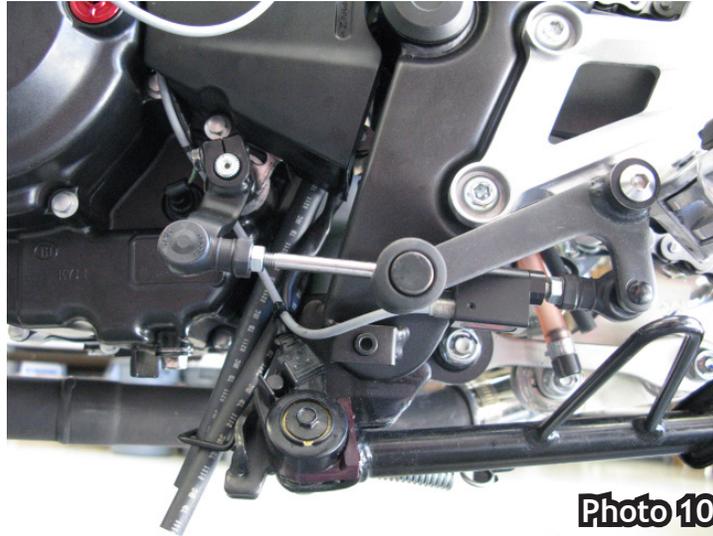
Bazzaz coil connectors



10. Remove the top spade connector from the factory coil and plug the Bazzaz coil spade connectors inline. Coil is located on the upper frame rail underneath the airbox (photo 9).

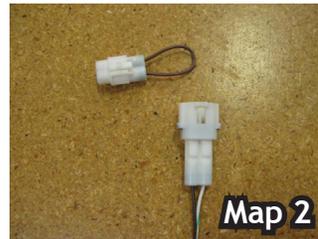
factory coil connectors

11. Now you will install the shift switch. Begin by removing the stock shift rod. Install the Bazzaz shift switch with the supplied shift rod. Route the shift switch sensor wire up and plug into the Bazzaz coil harness. Secure shift switch cable away from any moving components as damage to the cable may cause shift switch failure. Remember, this application is for standard shift only. Reverse shift can only be fitted when using aftermarket rear sets (photo 10).



12. Verify proper installation and secure harnesses with cable ties. Finally reinstall the components removed in step one of these instructions.

The Bazzaz 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 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: Due to this bike running very lean from the factory the numbers in the Bazzaz map are large. It is recommended if using the Z-AFM self mapping kit to use the provided slip-on map as a base starting point***