2011-2013 Polaris Razor 800 Z-Fi MX
INSTALLATION INSTRUCTIONS
P/N F512

<div style="border: 3px solid red;">

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

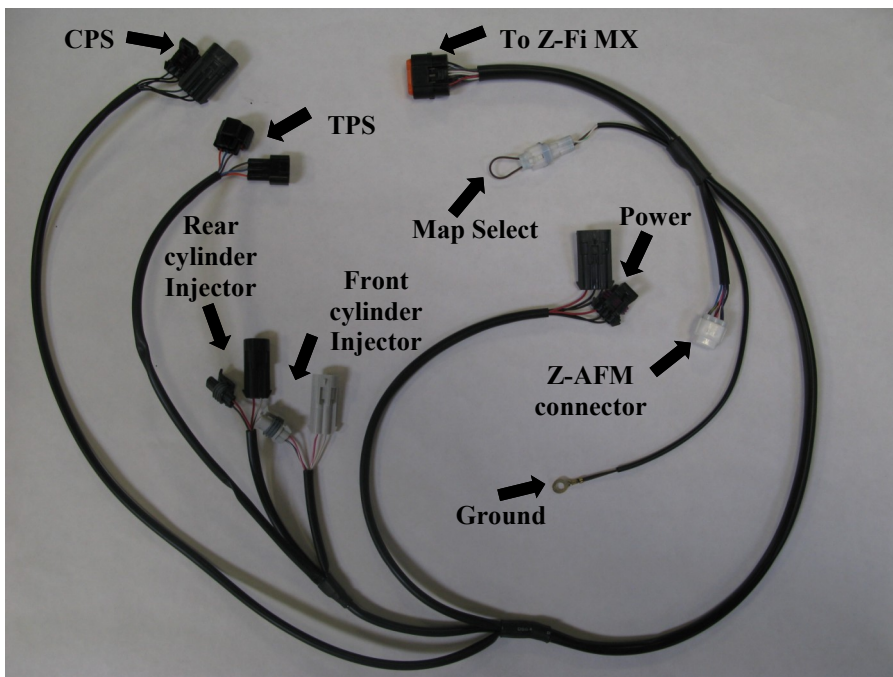</div>

PARTS LIST:
Z-Fi MX Control Unit
Fuel Harness
DOWNLOAD Z-Fi MAPPER SOFTWARE & ITS INSTRUCTIONS FROM WEBSITE
USB Cable
Velcro
Bazzaz stickers
Cable ties

Read through all instructions before beginning installation. This is not a replacement for the ECU.

For Razor 800 kits, verify the corresponding map for your model is selected.
Map 1 contains a map for 2008-2010 models and Map 2 contains a map for 2011 models.

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

When routing the Z-Fi MX harness it is best to choose a routing path similar to that of the OEM harness. The Bazzaz harness is designed with lengths that allow for multiple scenarios, depending on the installer's individuals needs. IMPORTANT: Always secure harness clear of all moving components and the exhaust system. As contact with these components can result in damage to the harness.

1. Remove the driver & passenger seats and the engine cover panel behind the seats in order to gain access to all necessary components (photos 1 & 2).
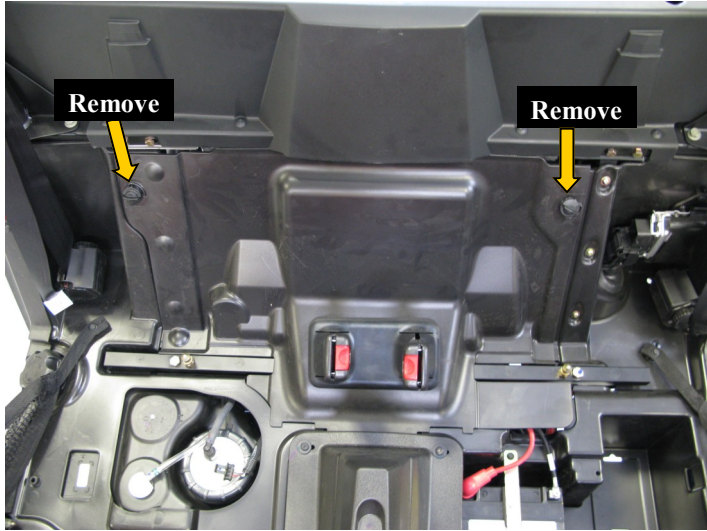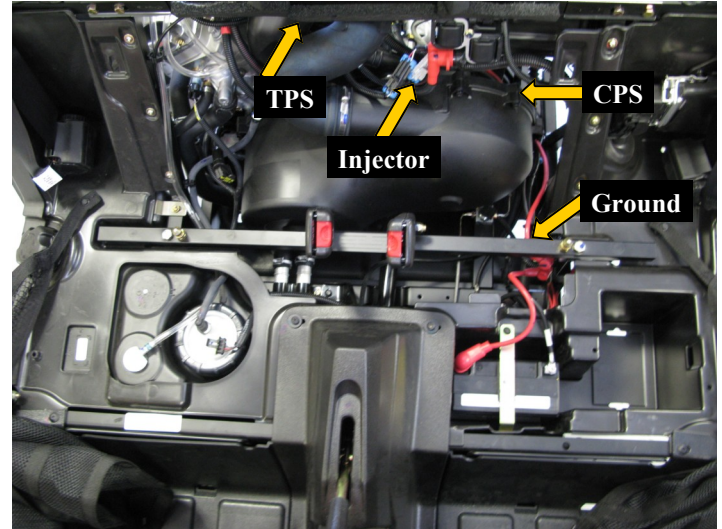

Photo 1

Photo 2

2. Use the supplied Velcro patch to attach the Z-FiMX control unit to the top of the battery. Connect the mating connector of the Bazzaz harness to the Z-FiMX control unit and begin routing the remainder of the harness behind the battery into the engine compartment on the left side of the vehicle (photo 3).
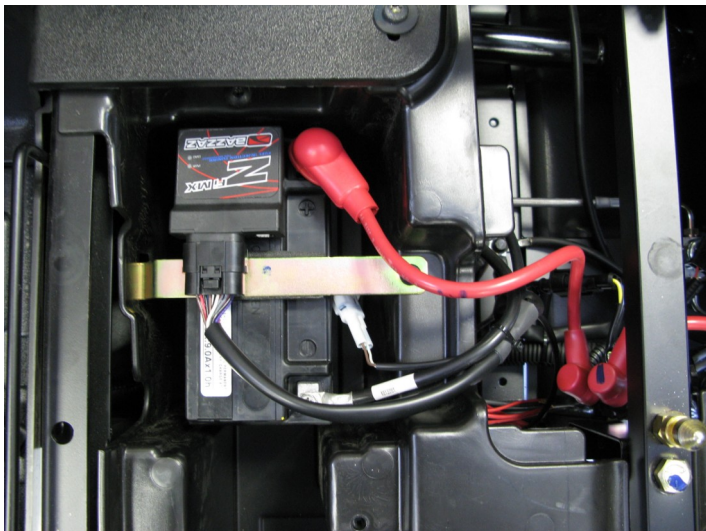

Photo 3

3. Locate the chassis ground location for the factory wiring harness which can be found directly behind the battery on top of the lower left frame rail. Remove the factory harness ground bolt and secure the Bazzaz harness ground lug reusing the stock bolt (photo 4).
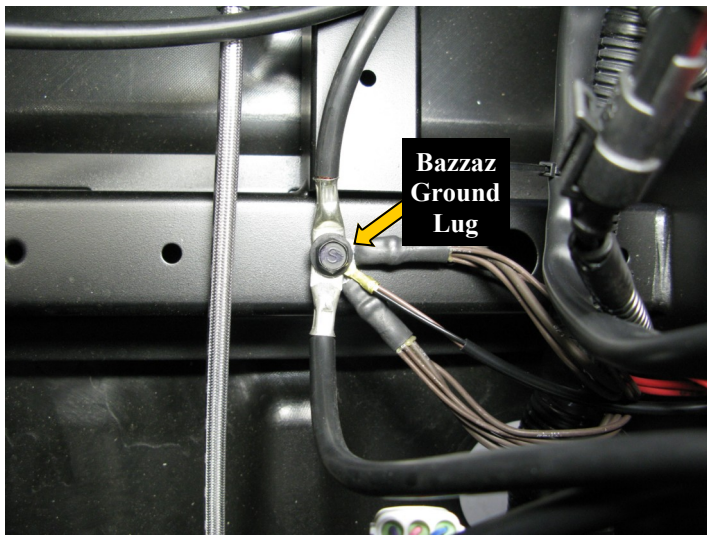
Bazzaz Ground Lug

Photo 4

4. Continue to route the harness up the inside of the left vertical frame post (located behind the driver seat), following the routing path of the factory harness. Route the lead of the Bazzaz harness identified as "Power" toward the rear of the vehicle and connect the Bazzaz power connector in line with the mating tail light connectors on the factory harness. The factory harness connectors can be found attached to the cross brace of the frame just above the air filter housing (photos 5 & 6).
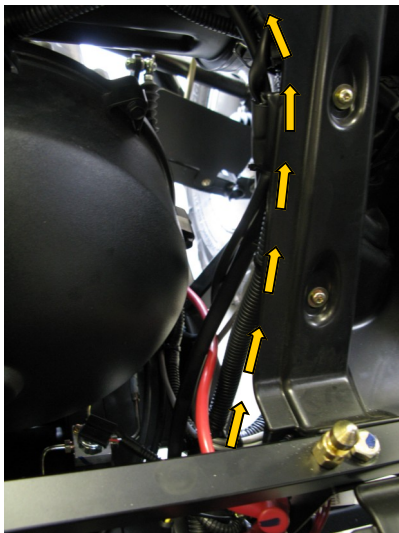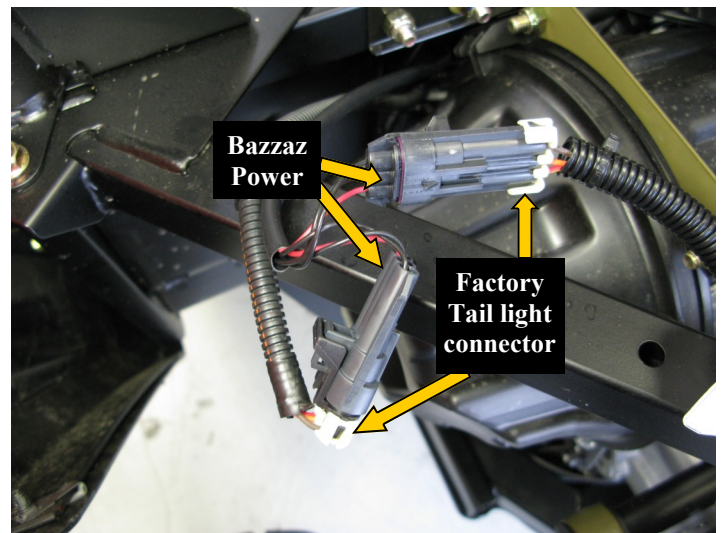

Photo 5

Bazzaz Power

Factory Tail light connector

Photo 6

5. Route the lead of the Bazzaz harness identified as "Crank Position" along the lower frame rail on the left side of the vehicle. Locate the connectors of the factory harness and the crank position sensor which can be found attached to the lower left frame rail just under the engine. Connect the mating Bazzaz connectors in line (photo 7).
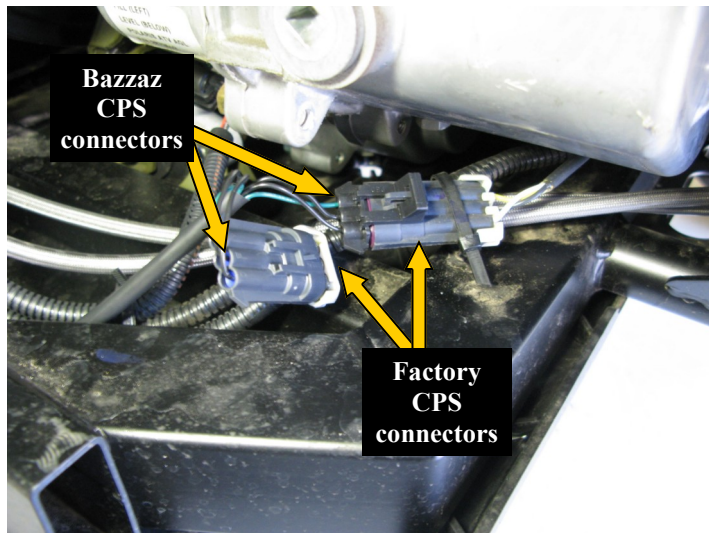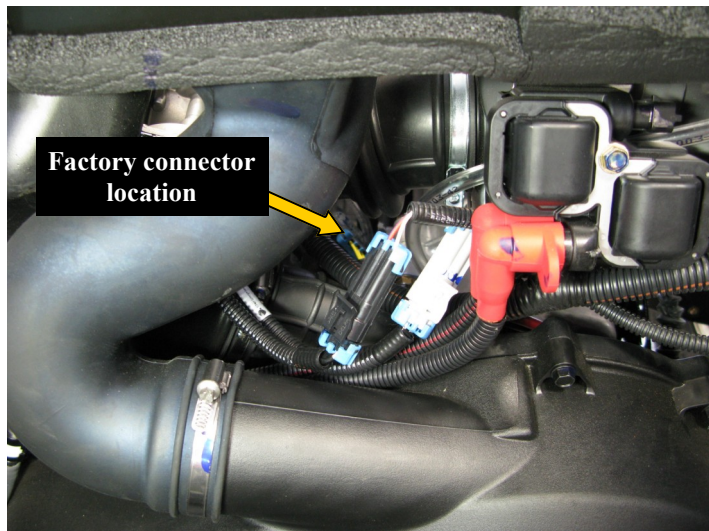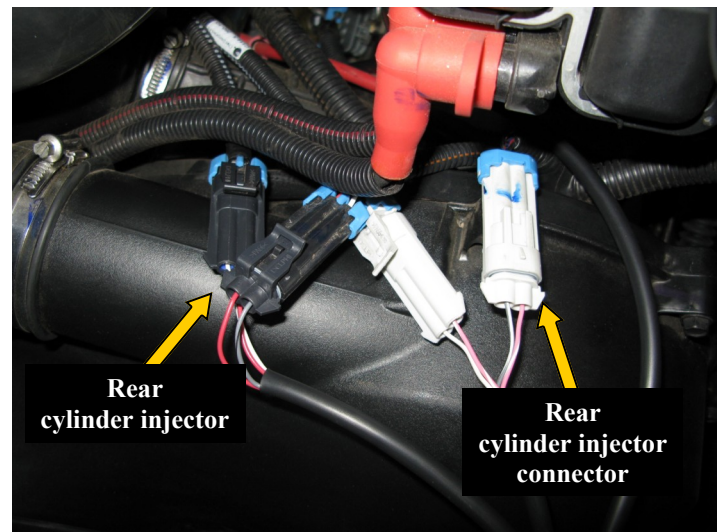
Photo 7

6. Locate the injector connectors of the stock harness, which are located just behind the ignition coils mounted to the cross brace of the frame positioned in the center of the vehicle behind the passenger and driver seats. These connectors are color coded; the gray connectors correspond to the front cylinder and the black connectors to the rear cylinder. The Bazzaz harness contains matching color coded connectors, connect the corresponding Bazzaz connectors in line with the factory harness connector for each cylinder (photos 8 & 9).
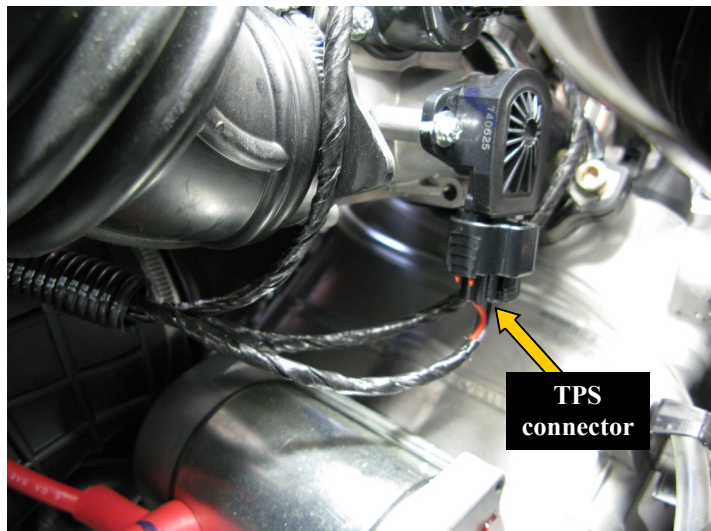

Factory   **Photo 8**

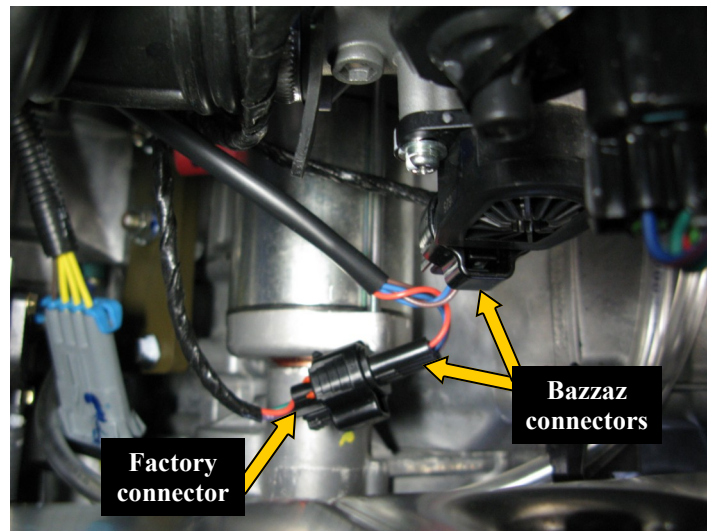

Bazzaz connector install   **Photo 9**

7. Route the remainder of the Bazzaz harness containing the throttle position sensor connectors through the engine compartment, under the intake and throttle bodies toward the rear of the vehicle. At this point to avoid disassembling and removing the rear engine/bed liner cover, reach under the vehicle from the rear and connect the mating Bazzaz harness "TPS" connectors in line with the factory harness connector and sensor (photos 10 & 11).
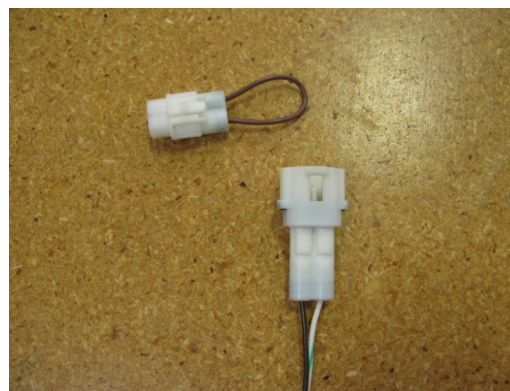
Factory TPS Photo 10

TPS connector

Bazzaz TPS connector installed in-line Photo 11

Factory connector

Bazzaz connectors

The Bazzaz Z-Fi MX 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 which is the map for the 2008-2010 models.** When the map select jumper is disconnected the control unit is operating using **Map 2 which is the map for the 2011 models .**
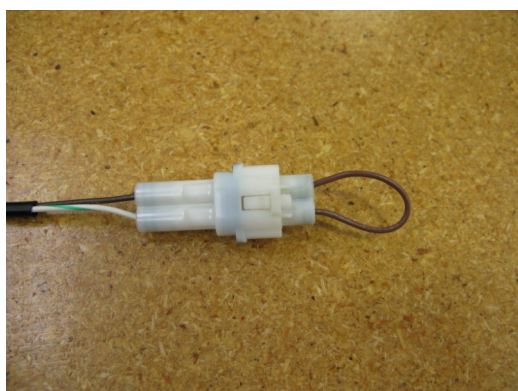
Map 1

Map 2

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

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