2009-2011 Kawasaki Ninja 650R
2009-2011 Kawasaki ER-6N
Z-Fi QS / Z-Fi TC Installation Instructions
P/N S443S, S443R, T443S, T443R

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
Shift Switch & Mounting Hardware
Download Z-Fi Mapper Software and its Instructions from website
Scotchlok (2)
Cable Ties
Velcro
USB Cable
Swingarm Stickers

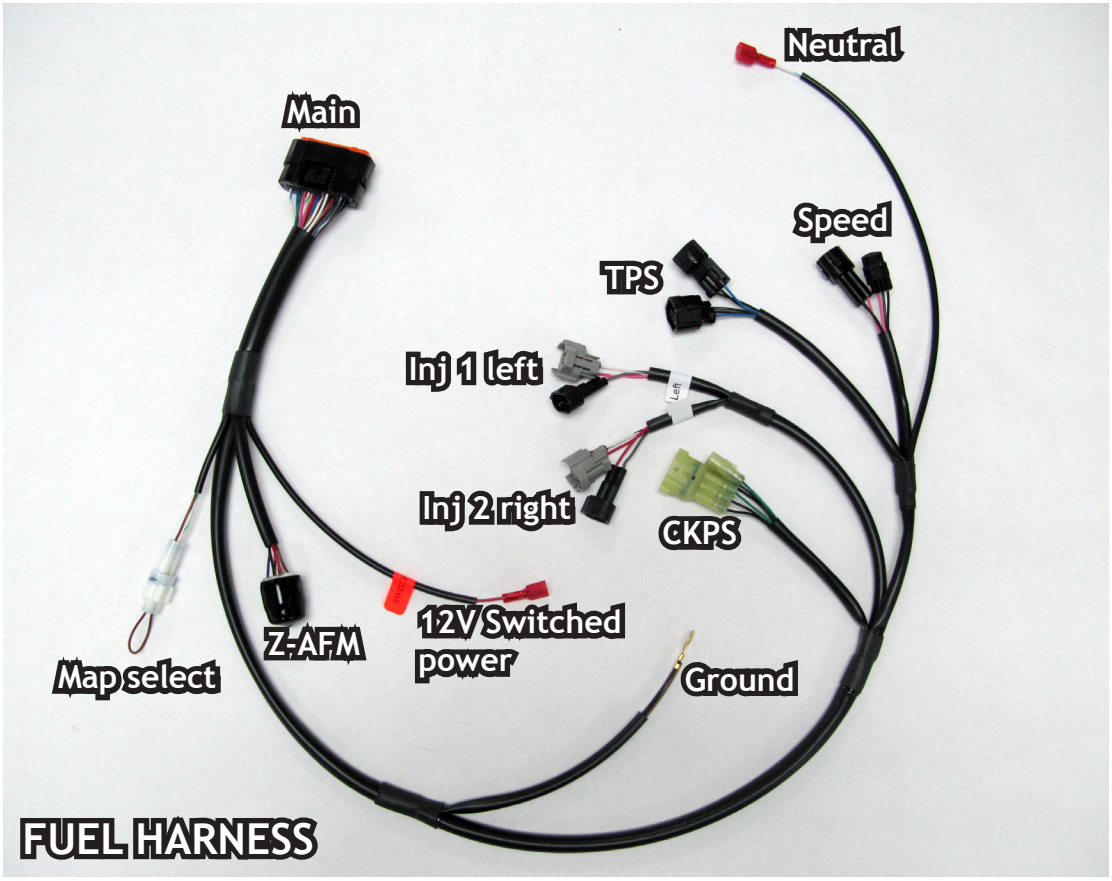
Upon installing the system verify you have selected the proper map.
The control unit supplied with this kit has been pre-programmed with two fuel maps.
Map 1 is for the 650R and Map 2 is for use with the ER-6N.

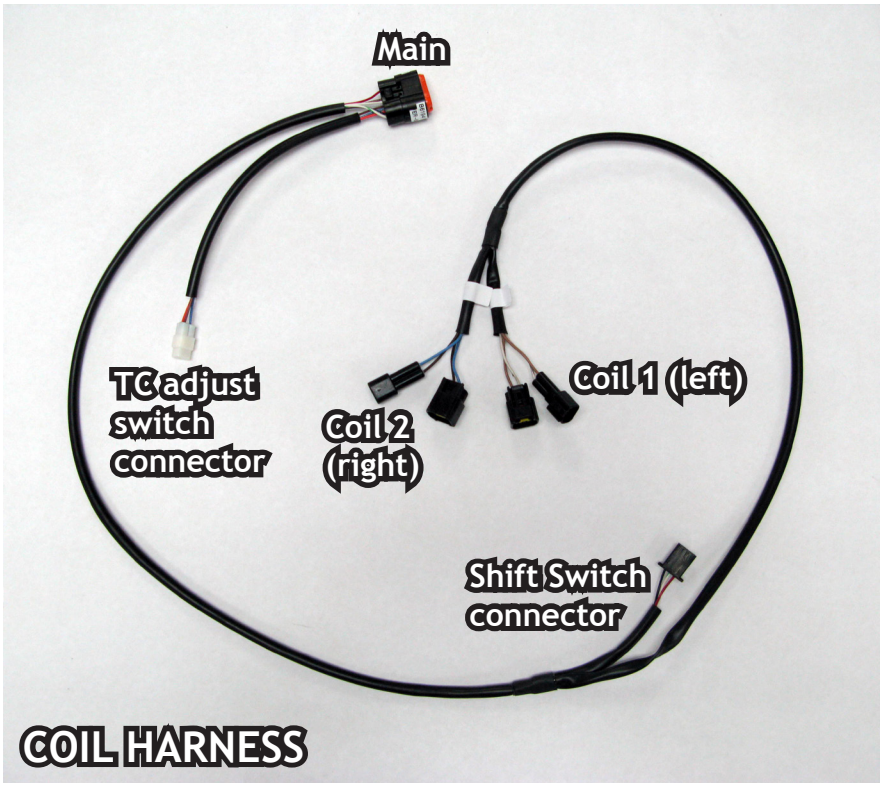
Read through all instructions before beginning installation. This is not a replacement for the ECU. This document is intended for use by qualified technicians. For more specific stock component identifition and location information refer to a factory service manual.

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

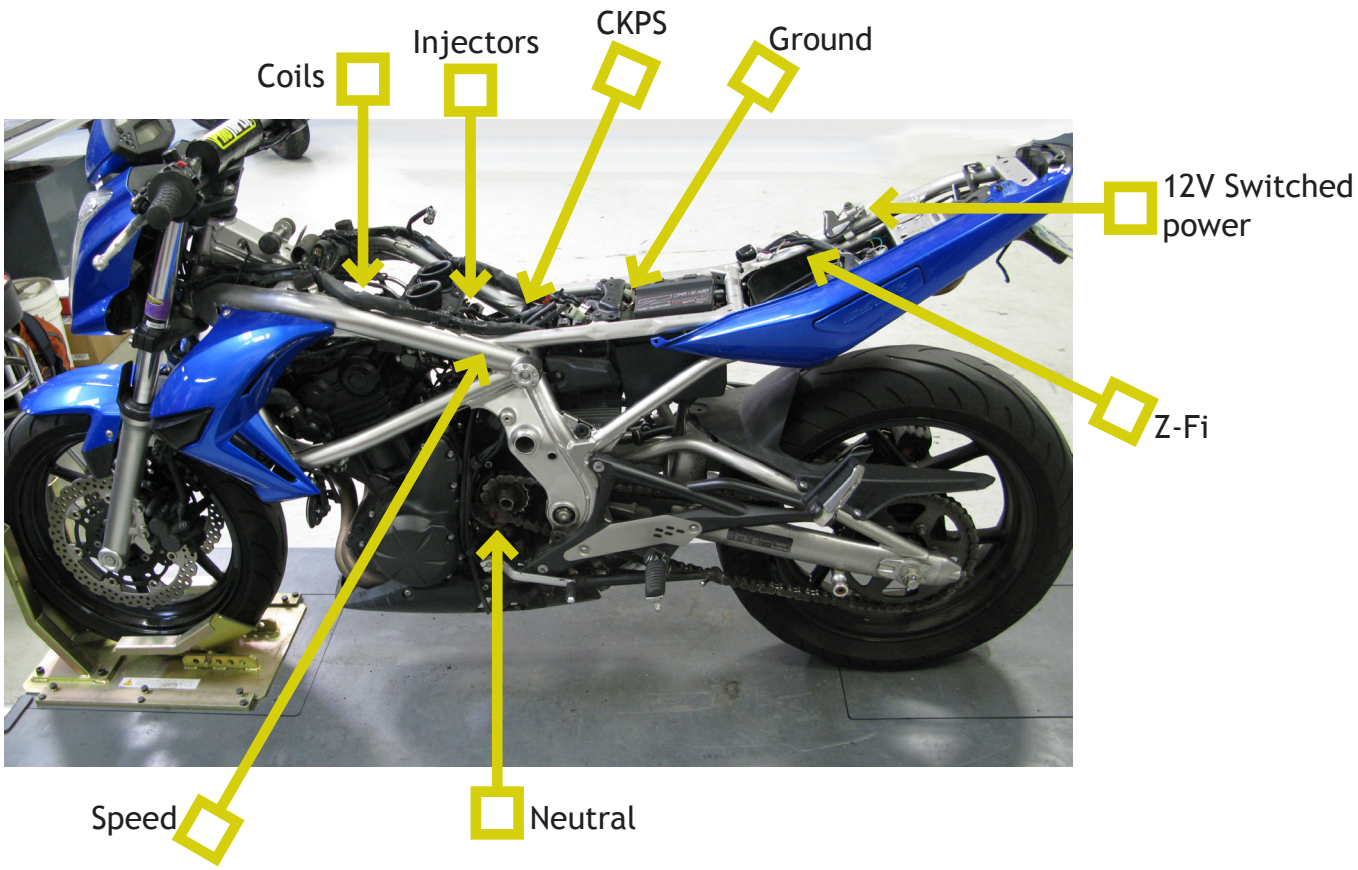
BAZZAZ HARNESS CONNECTOR IDENTIFICATION



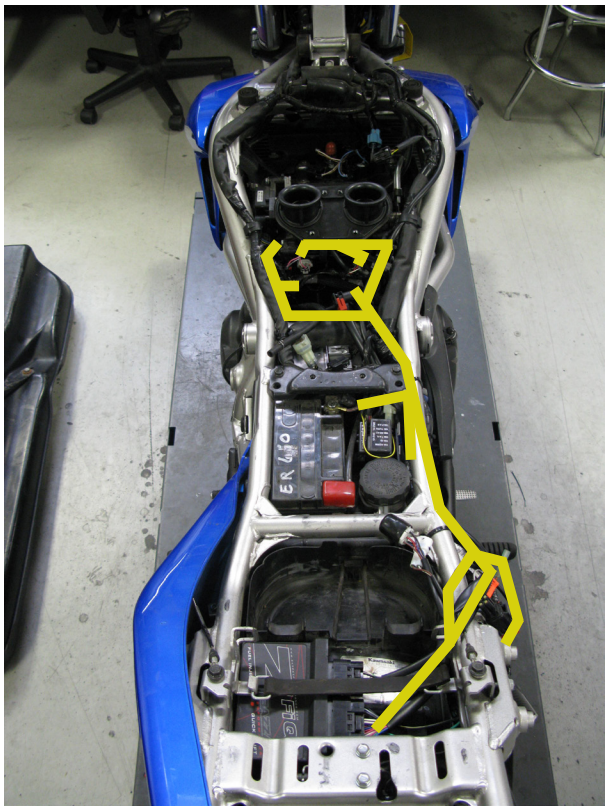


WE STRONGLY SUGGEST THAT AN EXPERIENCED TECHNICIAN INSTALL THIS BAZZAZ PRODUCT

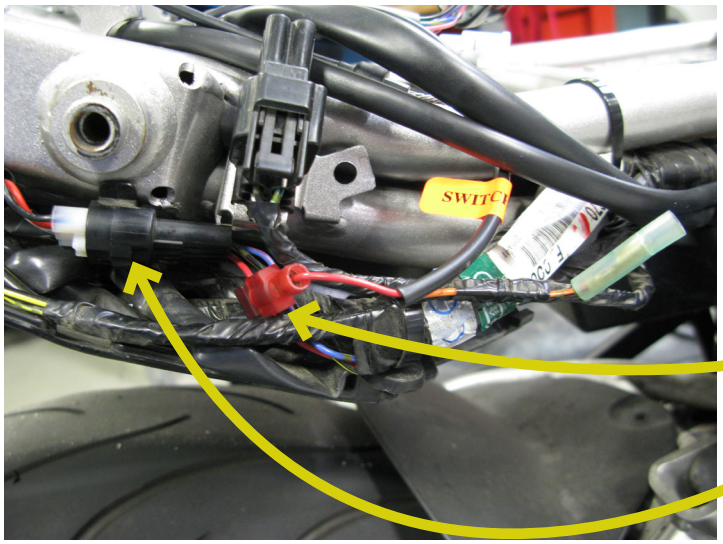
1. Begin the installation by removing the seat, tank, and airbox. Then remove the right side tail fairing and front sprocket cover.



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 fuel harness into the control unit and begin routing the fuel harness over the top of the sub-frame and down along the factory harness.

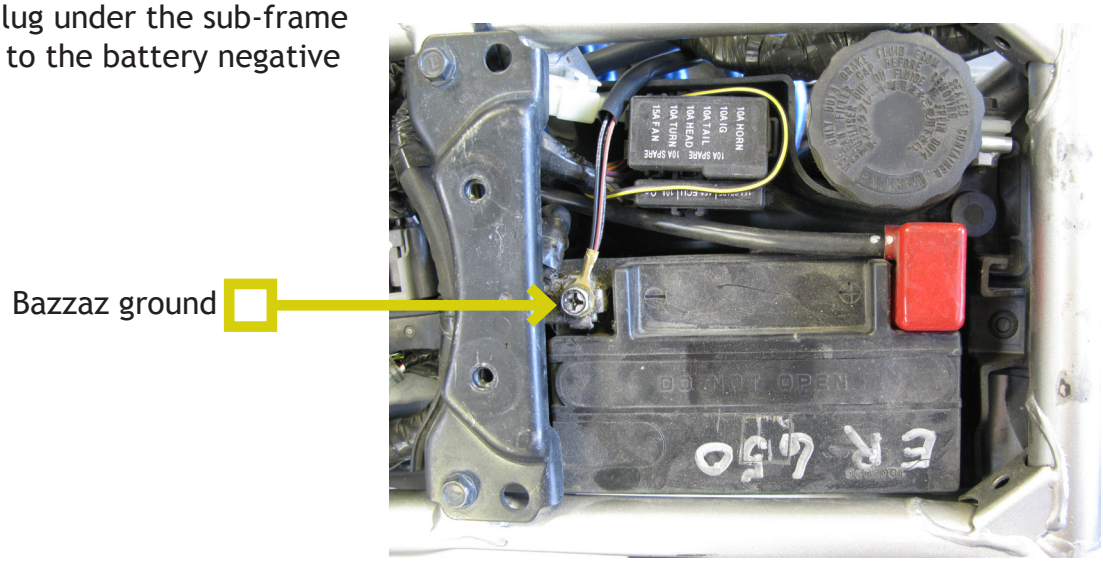


3. Locate the factory tail light connector, and crimp a supplied scotchlok onto the red wire of the factory connector. Then insert the Bazzaz power connector (harness lead has an orange label) into the scotchlok.

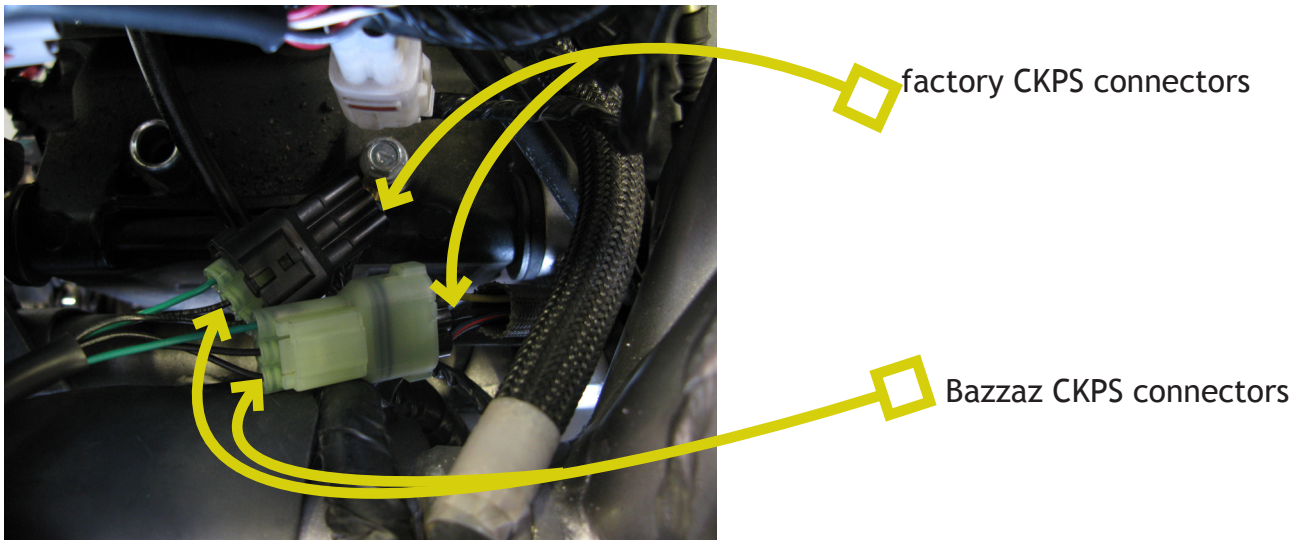


4. Continue routing the fuel harness along the factory harness, to the engine compartment.

5. Route the Bazzaz ground lug under the sub-frame to the battery and attach it to the battery negative terminal.

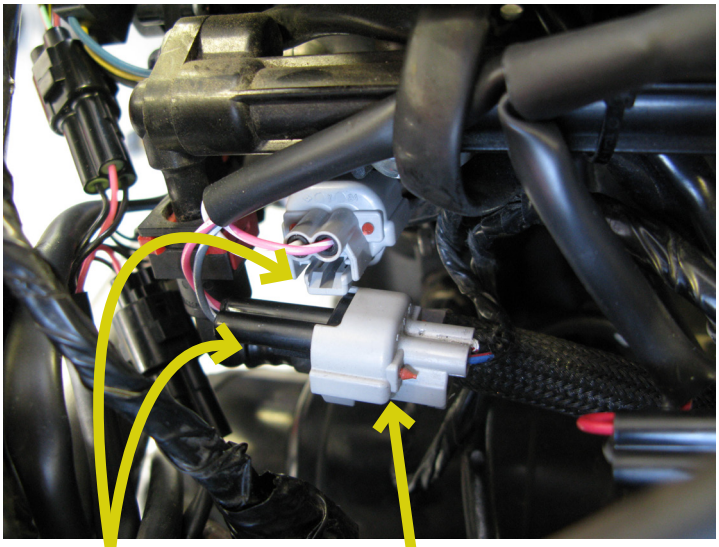


6. Locate the black factory CKPS sensor connectors, on the right side of the engine compartment, and disconnect. Connect the Bazzaz CKPS connectors in line with the factory connectors.

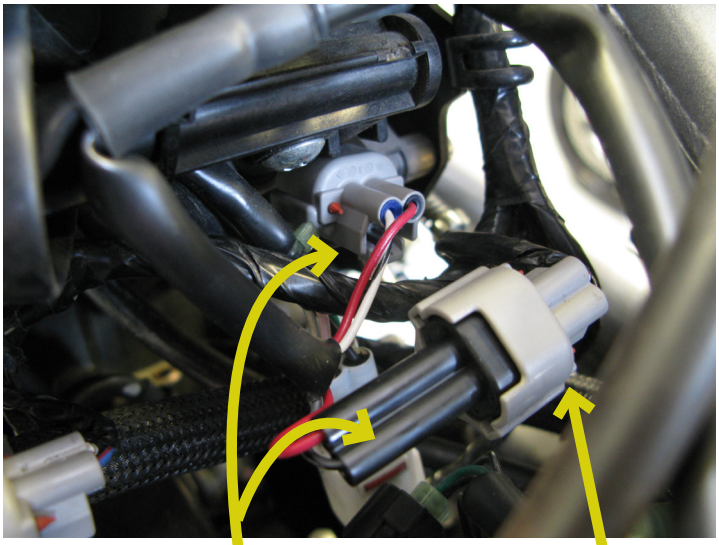


7. Route the Bazzaz injector connectors around the right side of the engine compartment. Disconnect the factory injector connectors from the left and right injectors. Plug the Bazzaz connectors in line with the respective factory injector and connector. The Bazzaz connectors are labeled “right” and “left”.

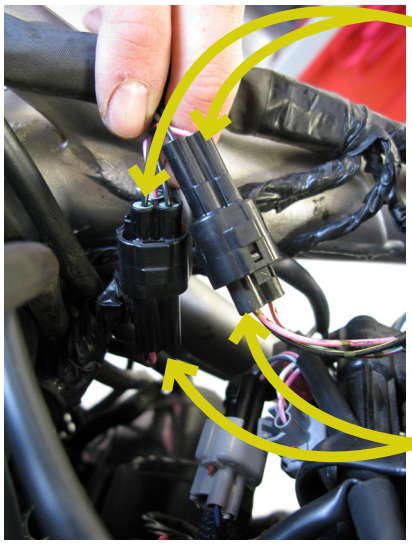
Left

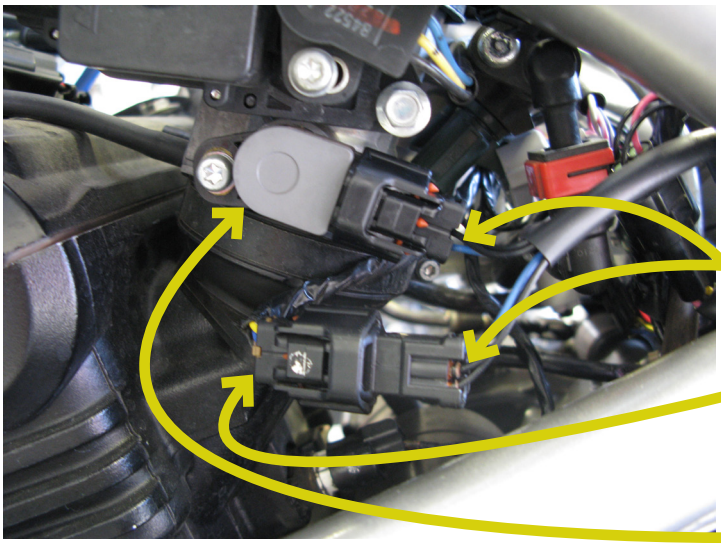


Right



8. Locate the factory speed sensor connectors, found on the left side of the engine compartment, and disconnect. Plug the Bazzaz connectors in line with the factory connectors.





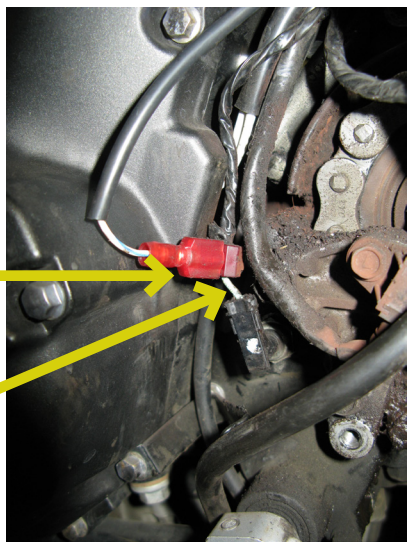
9. Now locate and disconnect the Factory TPS connector from the TPS sensor. Plug the Bazzaz TPS connectors in line between the factory connector and the TPS sensor.

Bazzaz TPS connectors

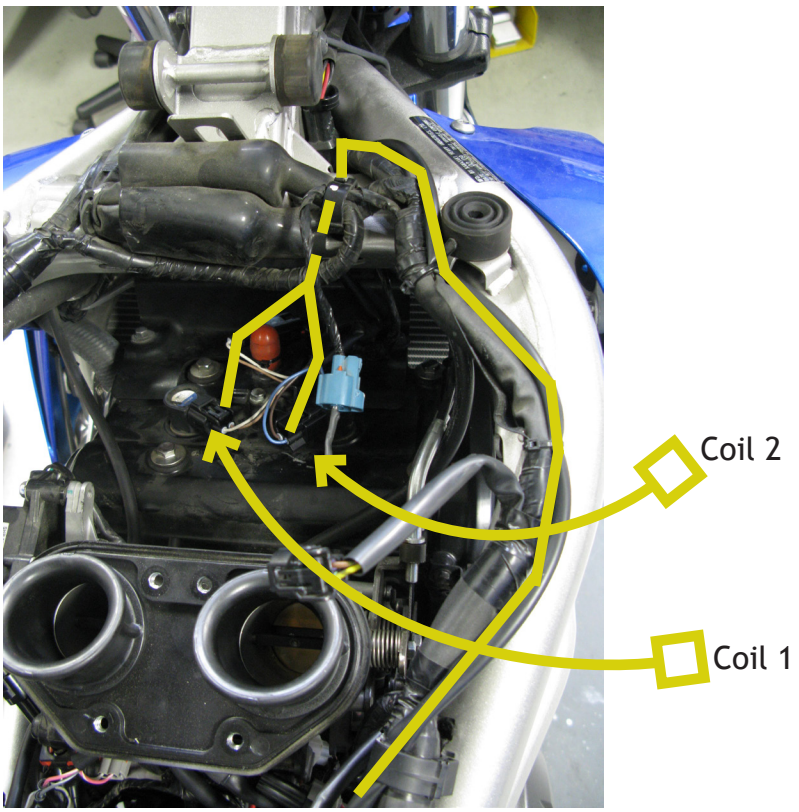
factory TPS connector

factory TPS sensor

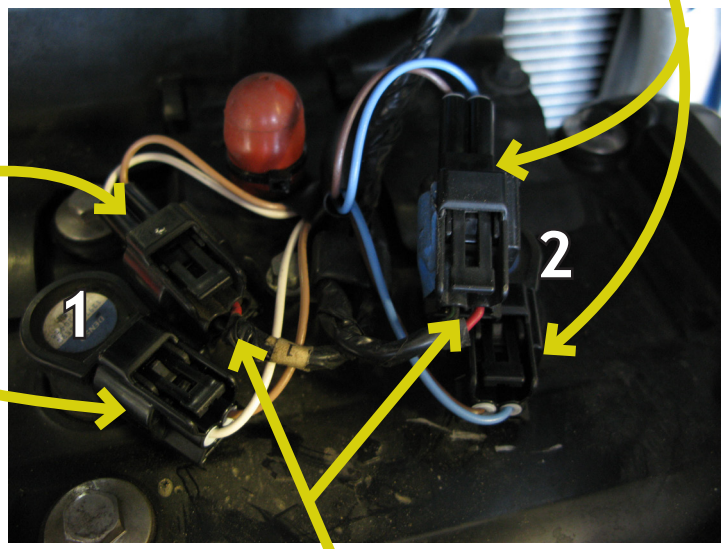
10. Route the Bazzaz neutral lead down along the gas tank vent tubes. Locate the factory neutral sensor connector on the lower left side of the front sprocket and trim the sheathing back to expose the wire. Crimp a supplied scotchlok onto the exposed light green neutral wire and insert the Bazzaz neutral connector (red connector with white/blue wire into the scotchlok.



11. Now connect the Bazzaz coil harness main connector to the control unit and begin routing it to the front of the motorcycle following the same route as the fuel harness and continuing along the factory wiring harness. Route the harness down into the top of the engine compartment to the two ignition coils.



12. Disconnect the factory ignition coil connectors and plug the Bazzaz connectors (labeled right and left) in line with the factory ignition coils.



13. Installing the quickshifter:

This step only applies if you have aftermarket rear sets that allow the installation of a shift switch. You will begin the installation of the shift switch by removing the factory shift rod and installing the Bazzaz shift switch on the upper shift linkage. 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 lower shift linkage. Secure components by tightening the 10mm nuts. Now route the shift switch sensor up to the compartment in front of the battery and connect it 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.

14. To complete the installation, use the supplied cable ties to secure the harness 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 instillation 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 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.

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 for the 650R and Map 2 is for use with the ER-6N.