You need to remove the airbox to get access to the connectors and feed the wiring. To do that you need to remove the seat and then unbolt the tank at the front and the rear and support the tank in a vertical position. Here is the airbox:

There are multiple screws (marked with red arrows) that need to be removed (Note that two sensors at the back of the airbox need to be unscrewed but they don’t need to be disconnected. Additionally the ECU mount must be undone but the ECU remains in place).

Once the top of the airbox is removed, the bottom can then be removed:
There is one screw (red arrow) and then the three inlet trumpets have two screws each that must be removed (orange arrows). There is a pipe either side that must also be disconnected from underneath (yellow arrows). The bottom of the box can then be removed, the rear of the box needs to be lifted upwards to pull the box from the throttle bodies (there may be some glue residue here) and then the box should be pulled rearwards to free the rubber inlet from the frame.

The throttle position sensor is on the front of the throttle body:
This needs to be slid to the side to remove it from it’s mount so that the clip can be pushed and the plug removed.

Then the connector from the SABS kit be inserted inline:
The bike ECU connector is hidden beneath the rear bodywork that needs to be removed to expose it, including the internal plastic body panel mounting and catch frame. The connector is tucked down on the left side (red arrow below):
Connector the wire to this and fee back to the throttle body location.

The SABS button can be mounted on the handlebars:
And the quickshifter sensor can be fitted in the gearchange (have the sensor nearest the gearbox) and the cable and SABS ECU fed into near the throttle body:
Feed the USB cable from the throttle body location to underneath the rear pillion seat and then locate the SABS ECU by the throttle body:
Refitting the airbox, fueltank and seat.