



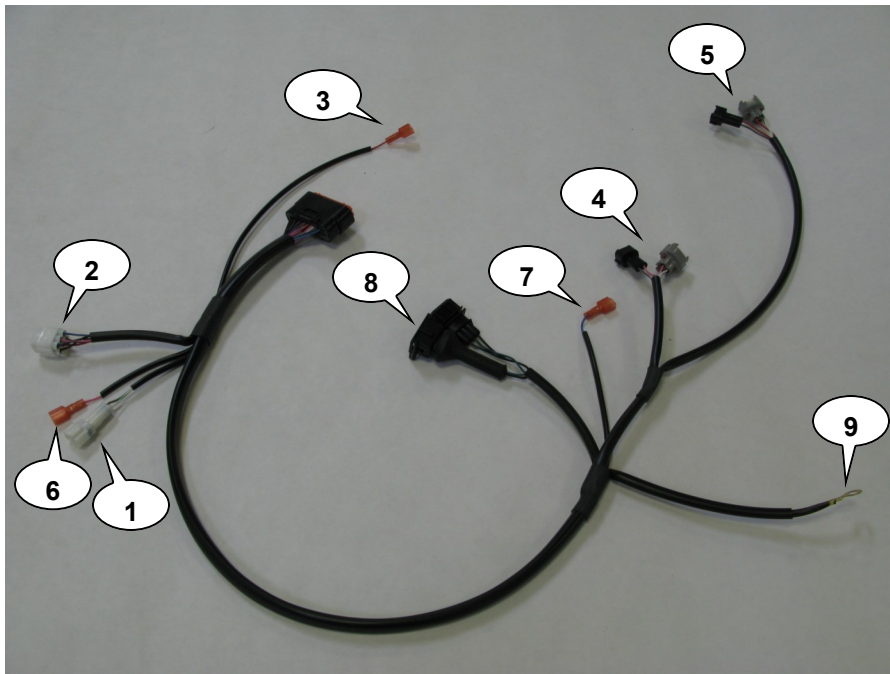
2010-2013 Ducati Multistrada 1200 Z-Fi INSTALLATION INSTRUCTIONS
P/N F182

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

**Z-Fi CONTROL UNIT
FUEL HARNESS
DOWNLOAD Z-FI MAPPER SOFTWARE & ITS INSTRUCTIONS FROM WEBSITE
USB CABLE
SCOTCHLOK
SWINGARM STICKERS
O2 ELIMINATORS (2)**



- (1) MAP SELECT**
- (2) ZAFM CONNECTOR**
- (3) SWITCHED POWER (RED TAG)**
- (4) FRONT CYLINDER
INJECTOR CONNECTORS
(YELLOW TAG IS CYL 1)**
- (5) REAR CYLINDER
INJECTOR CONNECTORS**
- (6) GEAR POSITION SENSOR**
- (7) THROTTLE POSITION SENSOR**
- (8) CRANK POSITION SENSOR**
- (9) GROUND LUG**

***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.***

**WE STRONGLY SUGGEST THAT AN EXPERIENCED TECHNICIAN
INSTALL THIS BAZZAZ PRODUCT**

1. Remove following components: Rider and passenger seats, and lower side fairings of both sides as seen in photos (photos 1, 2 & 3).



Photo 1

Note:

Photo # 1-3 serves as a reference for the general location of component connectors that are required to be accessed throughout the installation. Please refer to your service manual for exact component locations.

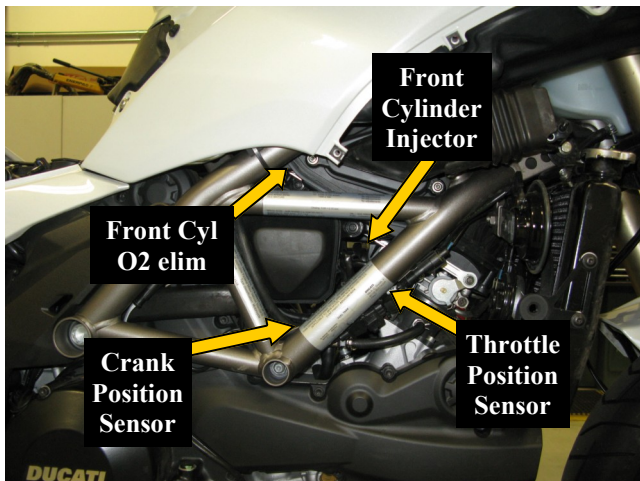


Photo 2

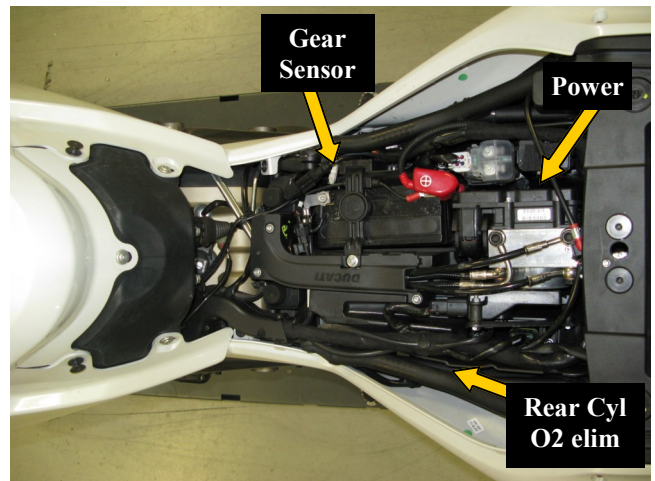
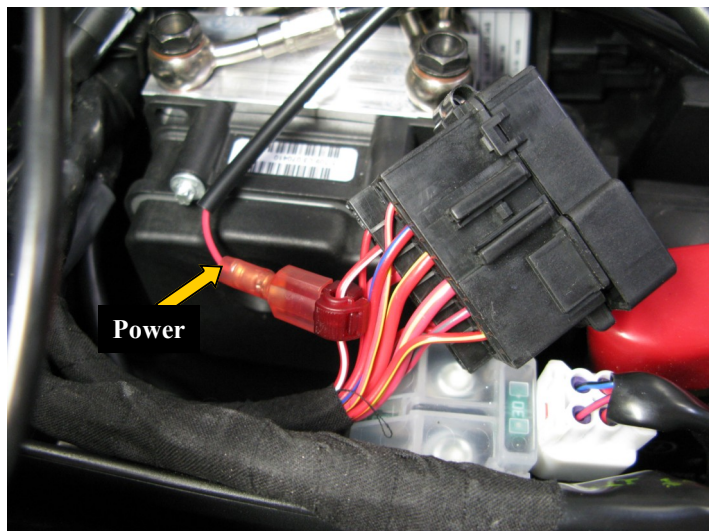


Photo 3

2. Under the rider seat, locate the fuse box (the small black box) to gain access to the red/white wire. Install the Bazzaz scotchlok power connector on to the factory harness wire and insert the T-Tap containing the red power wire of the Bazzaz harness (photo 4).



Note: Any power source which supplies switched 12 volts may be used. The location in step 2 is a suggested recommendation. IMPORTANT! Do not choose a power source which supplies continuous voltage, as this will cause the Bazzaz controller to discharge the battery when the vehicle is not being operated.

Photo 4

3. Locate the Gear Position Sensor (GPS) connectors which can be found under the rider seat. Install supplied scotchlok connector on to the yellow/green wire of the factory harness and insert the T-Tap containing the pink GPS wire of the Bazzaz harness. (photo 5).

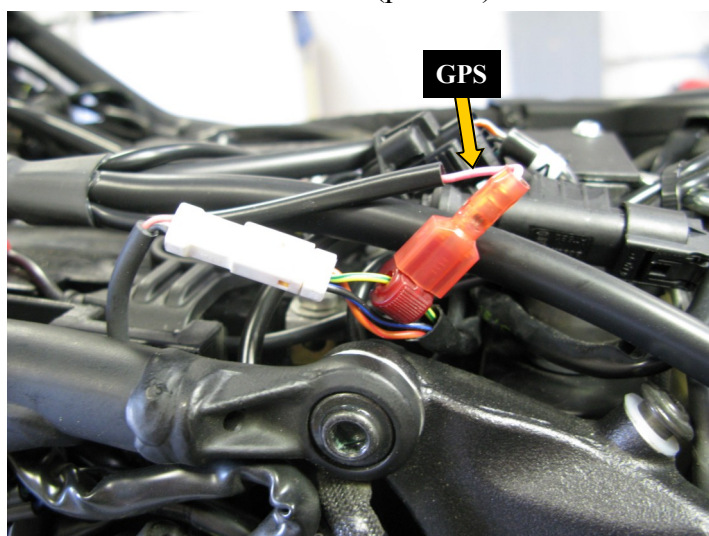


Photo 5

4. Place the control unit under the seat and secure it with the supplied Velcro patch to the top of the fuse box. Connect main connectors of the Bazzaz fuel harness to the control unit. Then route the remainder of the Bazzaz harness on the right side of the bike toward the engine behind the fairings and inside the frame (photos 6 &7).



Photo 6

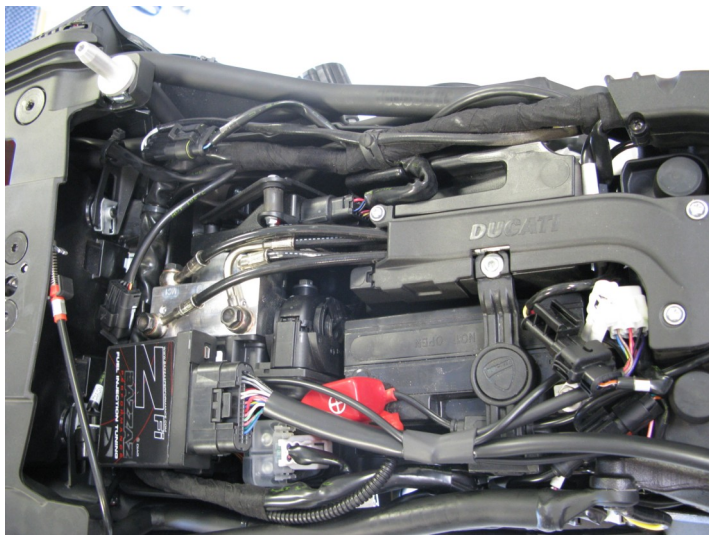


Photo 7

5. Locate the Crank Position Sensor (CPS) connectors (found between cylinders below air box). Install corresponding Bazzaz connectors in-line with the sensor and factory harness connectors (photo 8).

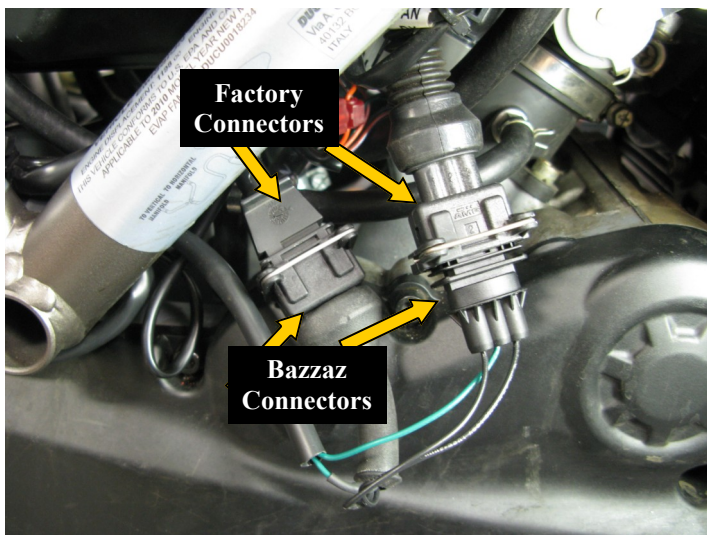


Photo 8

Note:
Factory CPS connectors are secured inside the frame rail. In this photo the connectors have been repositioned in for easier viewing. Remember to neatly route and secure these connectors back to original position.

6. Locate cylinder #1 (front) injector connector which can be found at the front of the bike under the air box on the right side. To make accessing the injector connector easier, disconnect the factory harness TPS connector from the right side of the throttle bodies. Disconnect the factory harness connector from the injector and place the corresponding Bazzaz harness connectors in-line. Continue to route the Bazzaz harness on to the left side of the bike. Now install the Bazzaz harness in-line with (rear) injector and factory harness for cylinder #2 (photos 9 & 10).

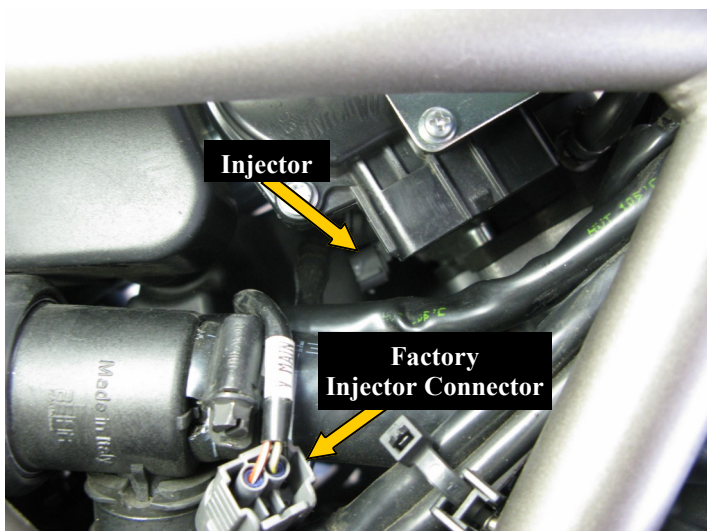


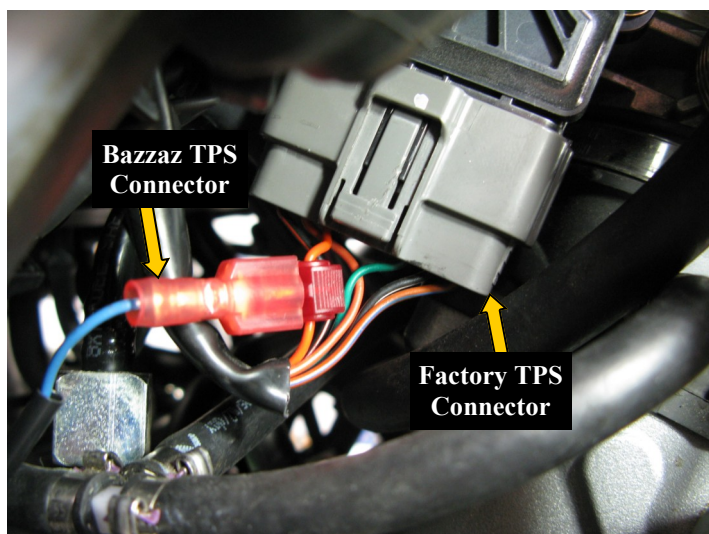
Photo 9



Bazzaz harness installed in-line

Photo 10

7. Locate the Throttle Position Sensor (TPS) which can be found on the right side of the throttle bodies. Using the supplied scotchlok connector crimp onto the orange wire of the factory harness connected to the TPS. Insert T-Tap connector attached to the blue wire on the Bazzaz harness into the scotchlok connector and re-connect the factory harness connector to the throttle bodies (photo 11).



It is important to connect the Bazzaz harness TPS connector to the TPS connector previously disconnected from the throttle bodies right side in step 6 of the instructions.

Photo 11

8. Attach the Bazzaz ground lug to a suitable chassis ground as seen in photo (photo 12).

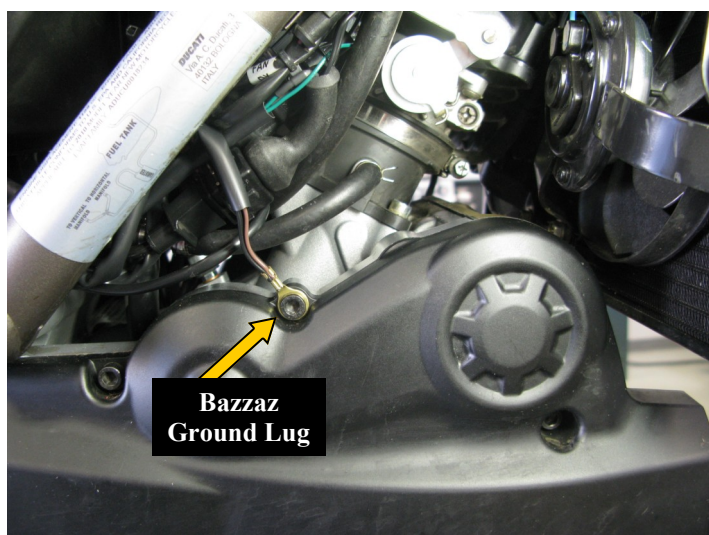
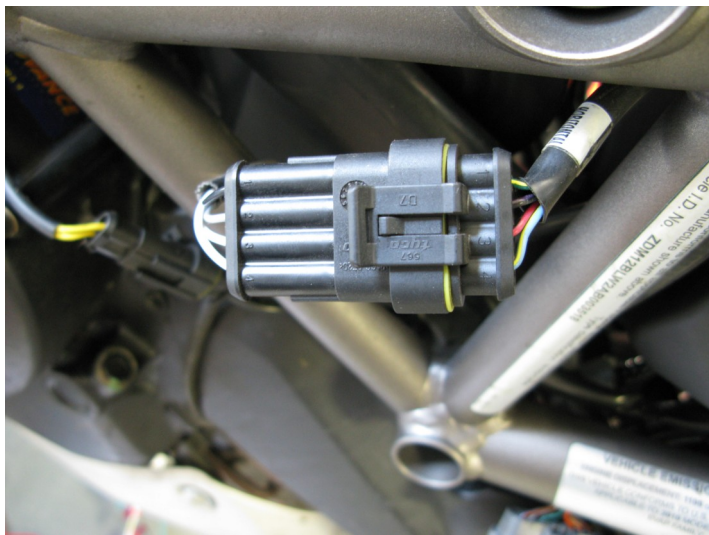


Photo 12

9. The Multistrada has an O2 sensor for the front and the rear cylinder; the Bazzaz system is supplied with two O2 eliminators. Disconnect the existing O2 sensors from the harness. The sensors will no longer be used; the wires should be neatly secured away from any moving components, or the sensors may be removed and the remaining port / bung in the exhaust can then be plugged. Connect the Bazzaz O2 eliminators in place of these sensors and secure it to the same location made available due to the removal of the sensor connectors. Attach the O2 eliminators ground lugs to a solid chassis ground. The Ducati O2 eliminator allows the user to remove the factory O2 sensor without triggering the "FI" fault light on the dash. It also stabilizes the AFR (fuel delivery) which would otherwise become very unstable without the sensor or Bazzaz eliminator installed. The fuel delivery, in areas of the map below 3000 RPM and at 0 & 5% TPS "idle" will become richer once the AFR stabilizes. **Your particular vehicle may require this area of the map to be adjusted by removing some fuel for a smoother idle (approximately -20%).** If the Bazzaz O2 eliminator is not used when the factory sensor is removed, the factory ECU will begin to lean out the bike which will result in a poor performing motorcycle and also may harm the engine. In addition to the before mentioned primary purpose of the product, the Bazzaz O2 eliminator can also be used with other brands of engine management systems whom do not allow for fuel map adjustments within the following range of operation: 0-20% throttle and 0-6000RPM (photos 13 & 14 & 15).



Front Cylinder (located on the right side of vehicle near air box)

Photo 13



Rear Cylinder (located under driver seat)

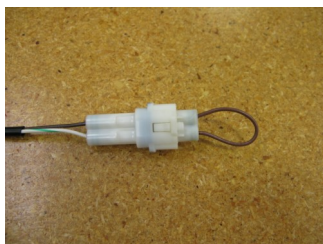
Photo 14



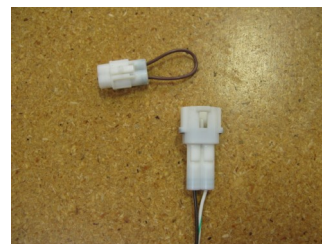
Bazzaz O2 eliminator installed

Photo 15

The Bazzaz Z-Fi 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. When the map select jumper is disconnected the control unit is operating using map 2.



Map 1



Map 2

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