2008-2010 Ducati 848 / 2009-2011 Ducati 1198 & 1198S & 1198 SP / 2011-2012 Ducati 848 EVO
Z-Fi INSTALLATION INSTRUCTIONS
### P/N's F142, F144, F146

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)
*** (2008 848 models only use (1) O2 eliminator so the 2nd O2 eliminator will go un-used in this instance)**
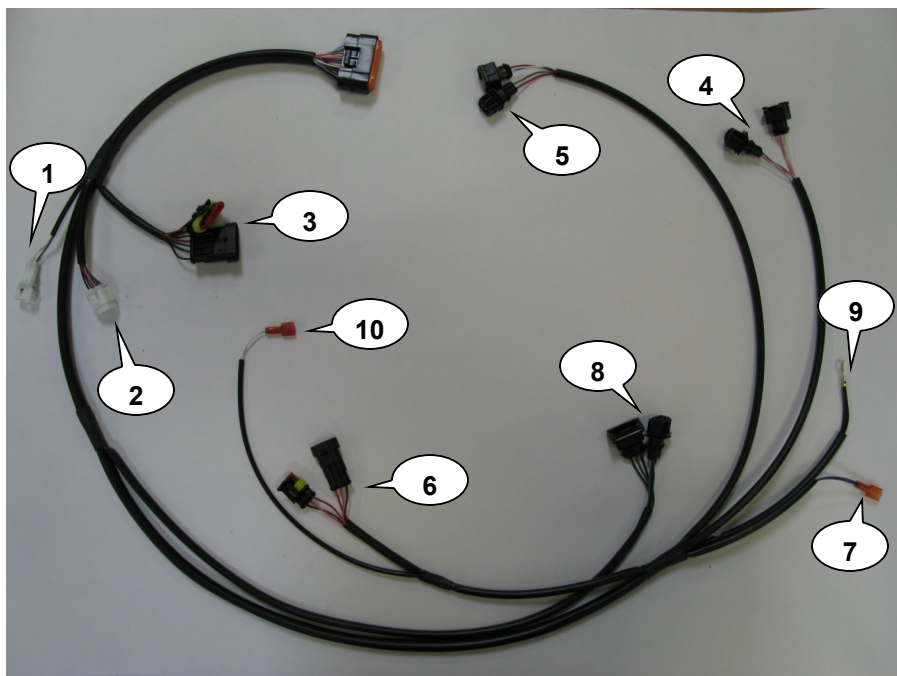
(1) MAP SELECT
(2) ZAFM CONNECTOR
(3) SWITCHED POWER (RED TAG)
(4) FRONT CYLINDER
   INJECTOR CONNECTORS
   (YELLOW TAG IS CYL 1)
(5) REAR CYLINDER
   INJECTOR CONNECTORS
(6) GEAR POSITION SENSOR
(7) THROTTLE POSTION SENSOR
(8) CRANK POSITION SENSOR
(9) GROUND LUG
(10) NEUTRAL DETECT

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.

1. Remove following components: Rider and passenger seats, tank side panels and fuel tank. (Photo 1)
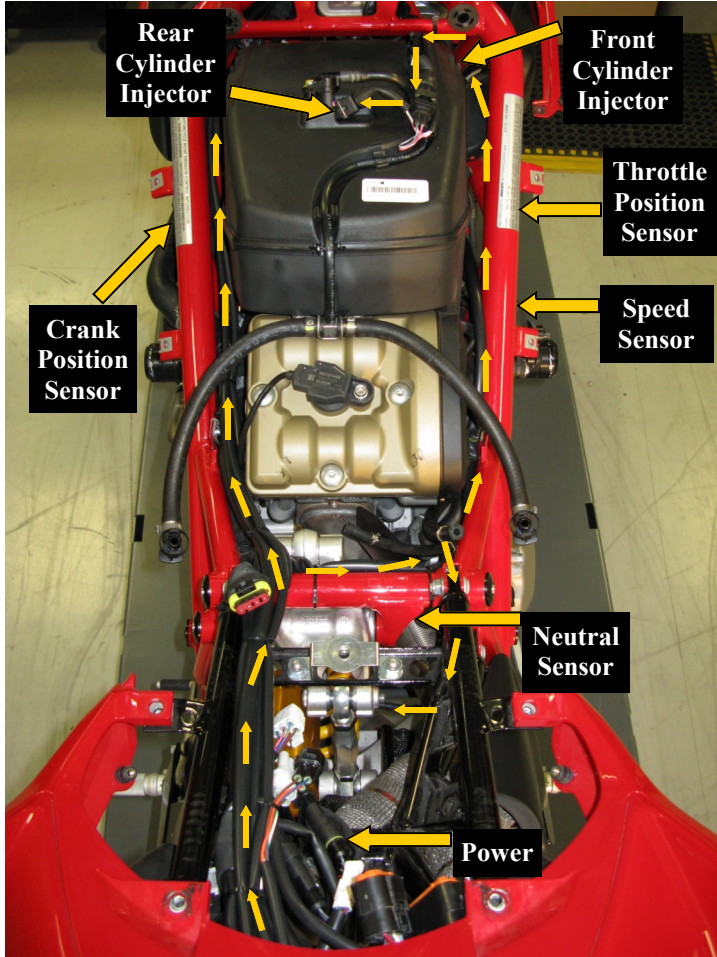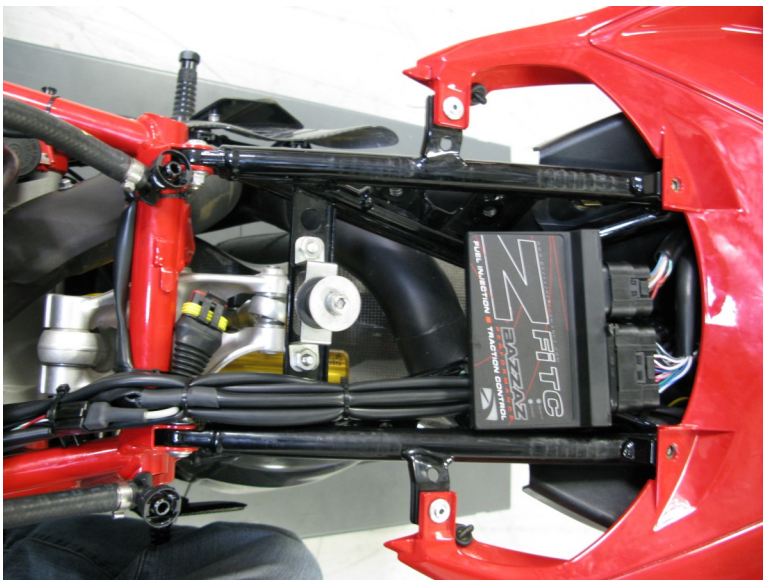

Note:
Photo #1 serves as a reference for the general location of component connectors that are required to be accessed throughout the installation. Please refer to your service manual for exact component locations.

Recommended Bazzaz harness routing shown with yellow arrows

Photo 1

2. Place the control unit under the seat and secure it to the sub frame with supplied cable ties. Connect main connector of the Bazzaz fuel harnesses to the control unit. Then route harness on the left side of the bike from the rear toward the engine. (Photo 2)

Note:
Photo 2 shows the recommended mounting location for a Z-Fi TC controller. Use similar mounting when installing a Z-Fi controller.

Photo 2

2

3. Install the Bazzaz power connectors inline with the stock harness tail light connectors. (Photos 3 & 4)
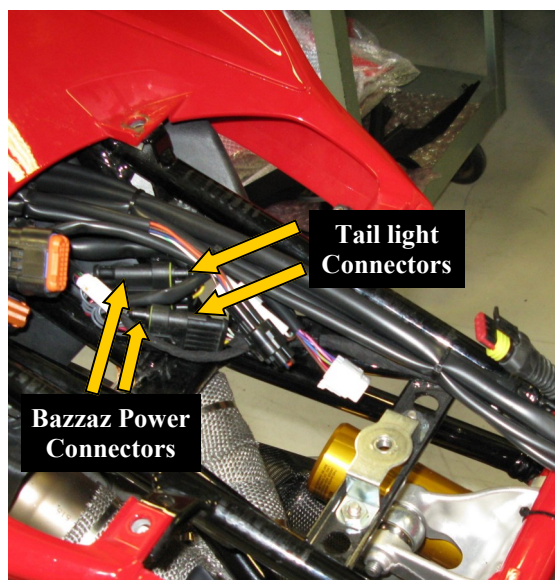

Tail light
Connectors

Bazzaz Power
Connectors

Photo 3

WARNING! Make sure that the pins in the connectors of the Bazzaz harness are properly aligned with those of the stock harness connectors.
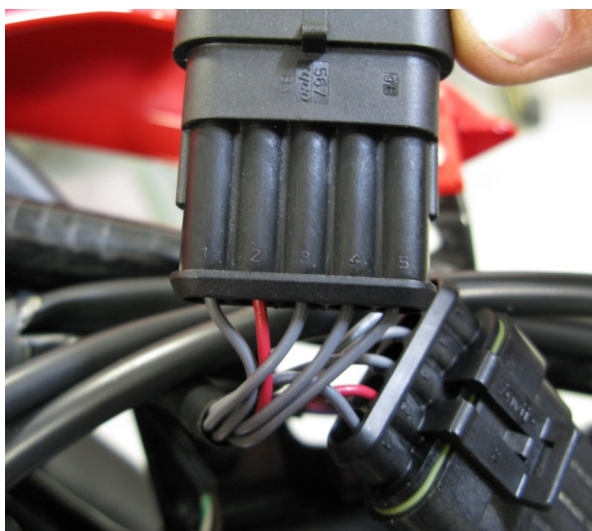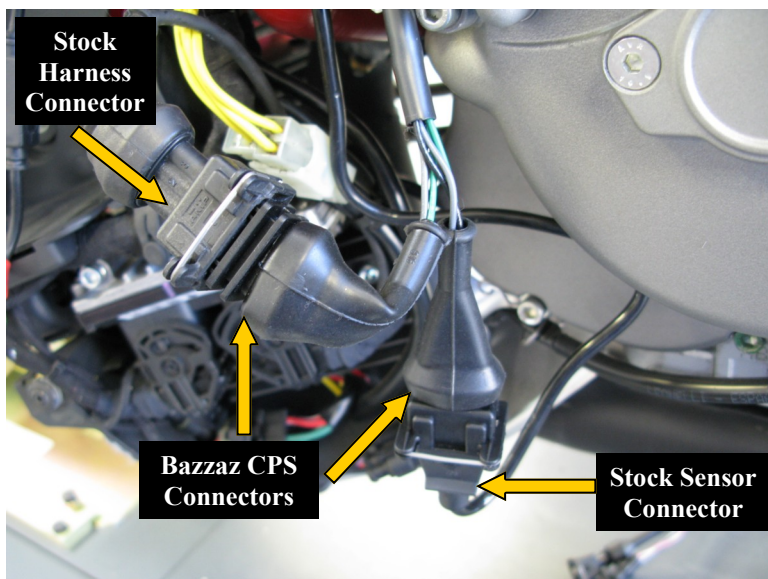

Photo 4

4. Locate the Crank Position Sensor (CPS) connectors (found just to the right of the battery). Install corresponding Bazzaz connectors inline with the stock sensor and stock harness connectors. (Photo 5)

Stock
Harness
Connector

Bazzaz CPS
Connectors

Stock Sensor
Connector

Note:
Stock CPS connectors routing is normally very compact. In this photo the connectors have been repositioned in for easier viewing. Remember to neatly route and secure these connectors back to original position.

3

Photo 5

5. Route the remaining Bazzaz fuel harness on the right side of the bike.

6. Locate the Neutral Sensor Connector found in the rear engine case. Using the supplied scotchlok connector crimp onto the stock neutral wire. Insert the T-Tap connector attached to white/blue wire on Bazzaz harness into the scotchlok connector. (Photo 6)

Bazzaz Neutral

Photo 6

7. Locate the Speed Sensor connectors which can be found inside the right frame rail. Install corresponding Bazzaz connectors inline with the stock sensor and stock harness connectors. (Photo 7)
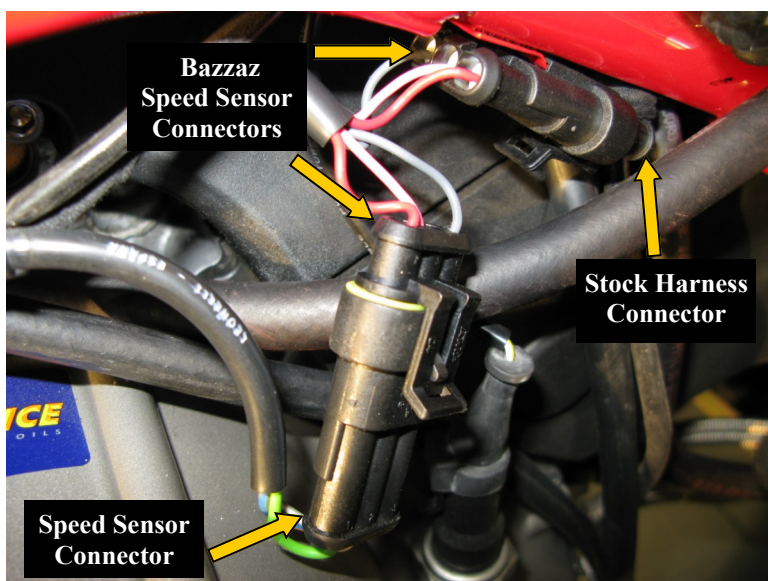

Bazzaz Speed Sensor Connectors

Stock Harness Connector

Speed Sensor Connector

Photo 7

WARNING! Make sure that the pins in the connectors of the Bazzaz harness are properly aligned with those of the stock harness connectors.

8. 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 stock harness connected to the Throttle Position Sensor. Insert T-Tap connector attached to the blue wire on Bazzaz harness into the scotchlok connector. (Photo 8)
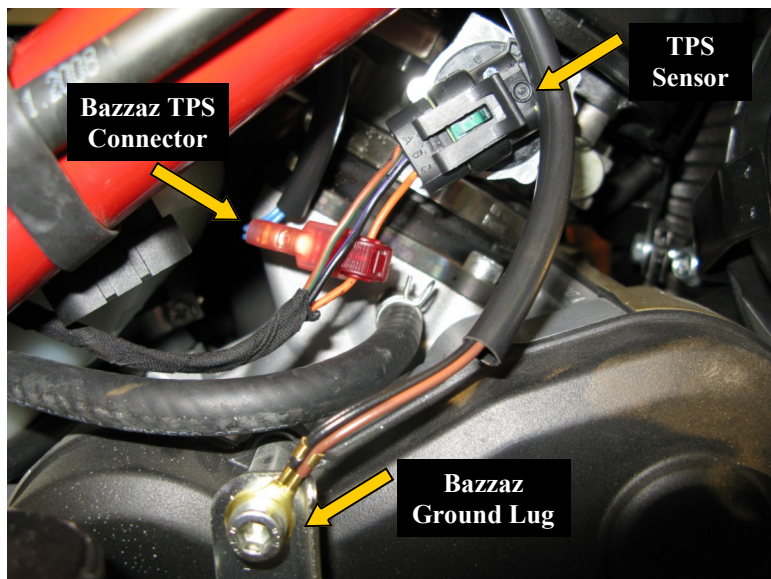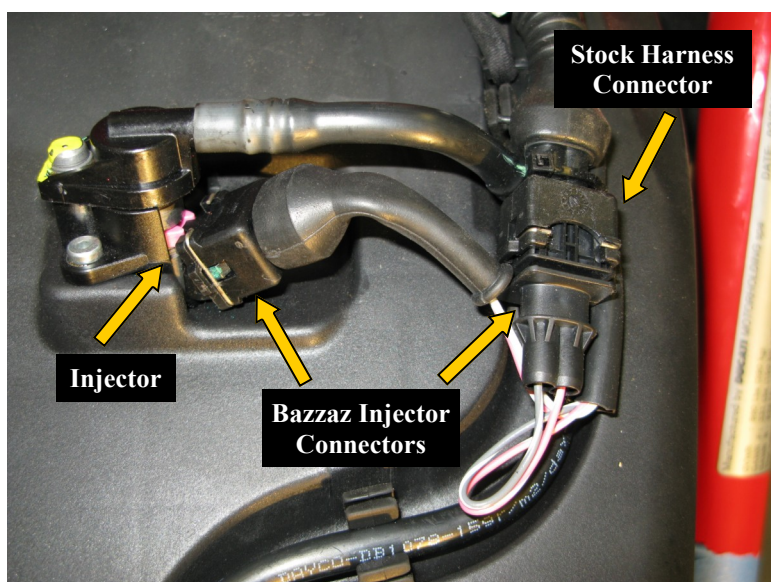

Photo 8

9. Attach the Bazzaz ground lug to a suitable chassis ground as seen in photo 8.

10. Locate cylinder #1 (front) injector connector which can be found at the front of the bike under the air box. Disconnect the stock harness connector from the injector and place the Bazzaz harness inline. Continue to route the Bazzaz harness in front and onto the top of the air box. Now install Bazzaz harness inline with cylinder #2 (rear) injector and stock harness. (Photo 9)

WARNING! Make sure that the pins in the connectors of the Bazzaz harness are properly aligned with those of the stock harness connectors.

Photo 9

11. Reinstall fuel tank and start bike to verify proper installation and system functionality. If any problem is found, please carefully follow through the installation steps again. If problem still persists, please call Bazzaz tech support department at (909) 597-8300. After it is determined that everything is correct reinstall the components removed in step 1.

Disconnect the existing O2 sensors from the harness. These 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. Supplied 02 eliminators must be connected in place of the 02 sensor connectors to avoid triggering a fault code (F1 light). Connect the Bazzaz O2 eliminators supplied with the kit in place of these sensors and secure it to the same location made available due to the removal of the sensor connectors. The O2 eliminators require an external ground source through the use of a ground lug. Attach the O2 eliminators ground lugs to a solid chassis ground. (Photos 10 and 11)
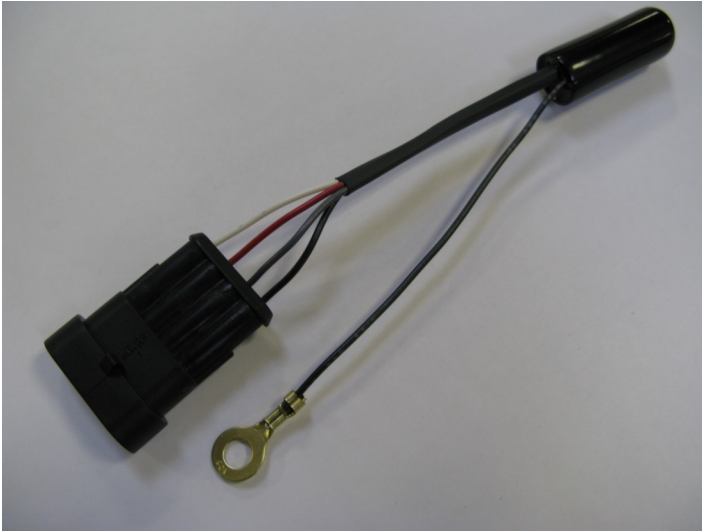

Photo 10

Photo 11

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.
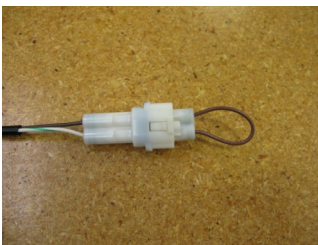
Map 1
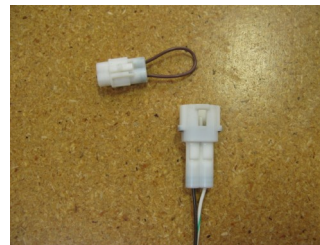
Map 2

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

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