2010-2014 Ducati Monster 796 Z-Fi TC Installation Instructions
2011-2013 Ducati Monster 1100 EVO Z-Fi TC Installation Instructions
P/N T191

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 QSTC Control Unit
Fuel Harness
Coil Harness
Shift Switch & Mounting Hardware
Download Z-Fi Mapper Software & Software Instructions From Website
Speed Amplifier
USB Cable
O2 Eliminators (2)
Scotchlok (4)
Swingarm Stickers

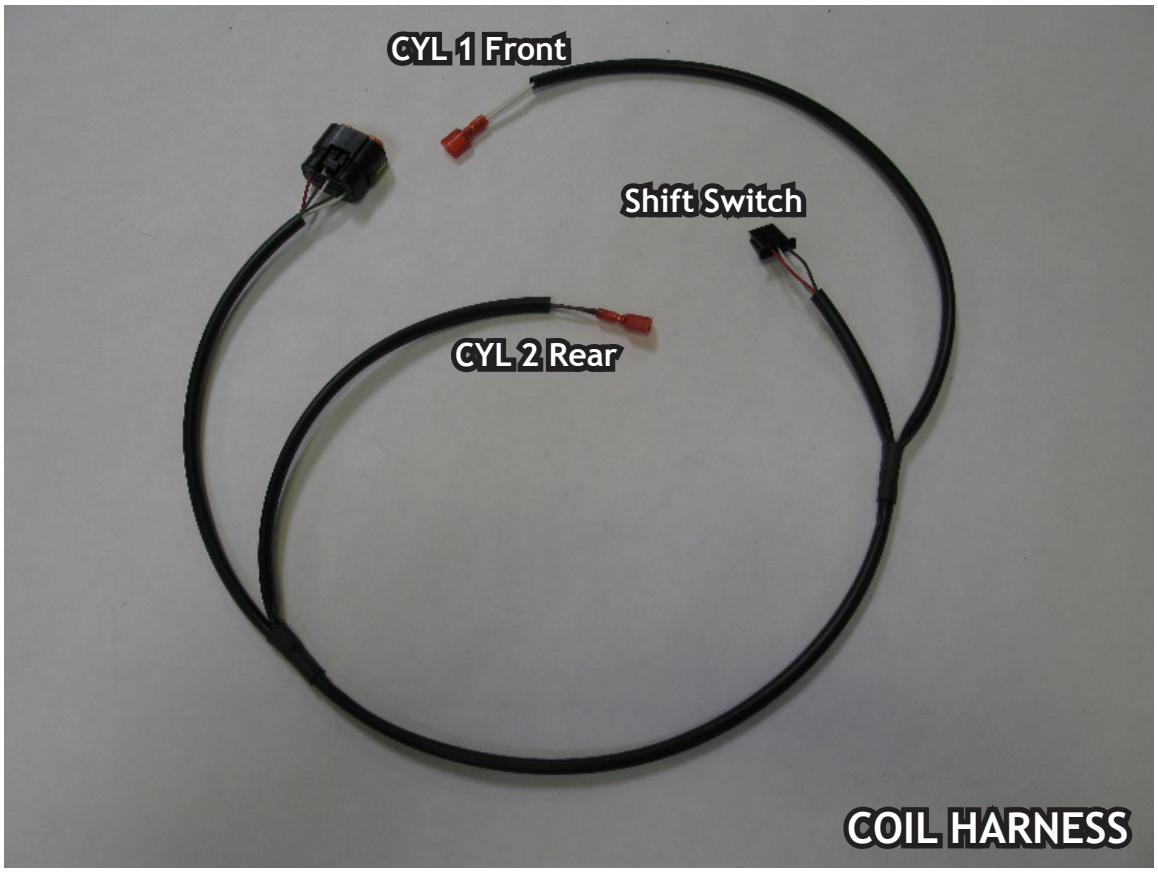
Upon installing the system verify you have selected the proper map.
The control unit supplied with this kit has been pre-programmed with two fuel maps.
Map 1 is for the Monster 796. Map 2 is for the Monster 1100.

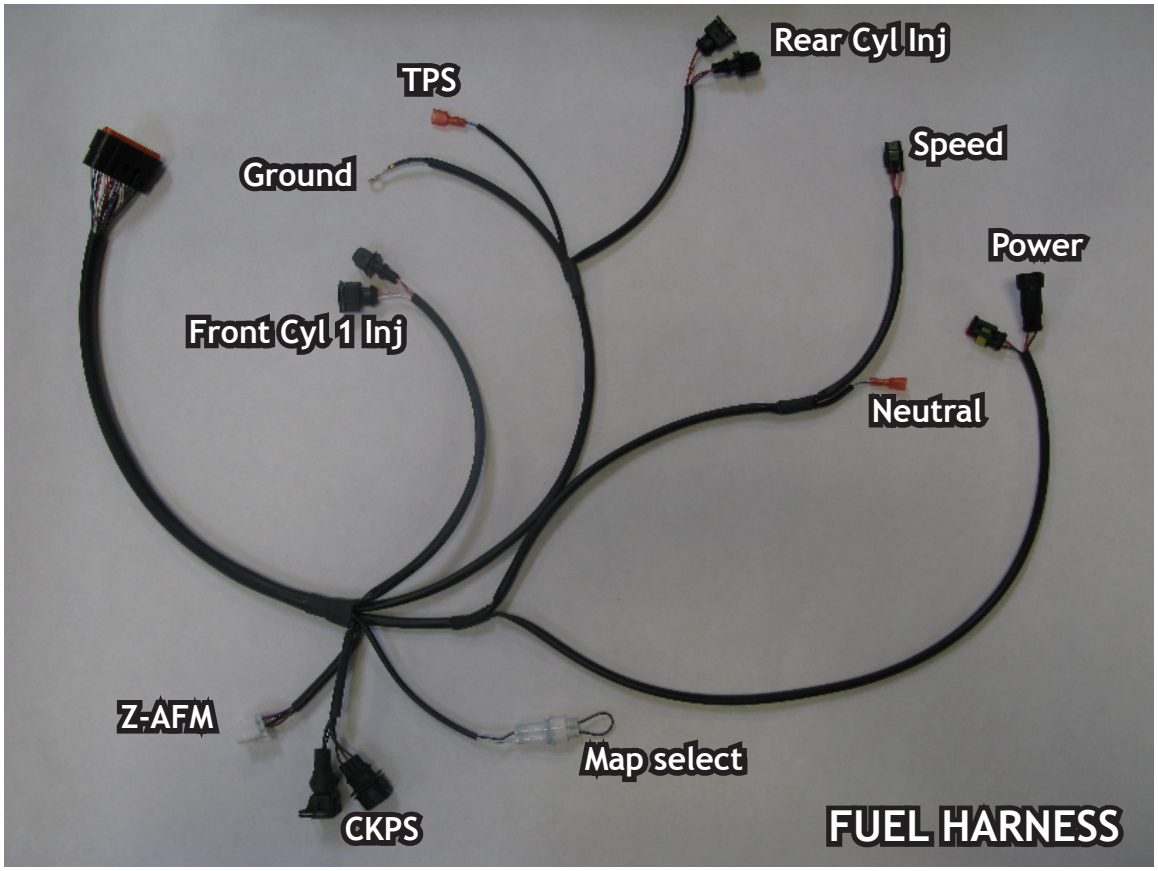
Read through all instructions before beginning installation. This is not a replacement for the ECU. This document is intended for use by qualified technicians. For more specific stock component identifition and location information refer to a factory service manual.

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

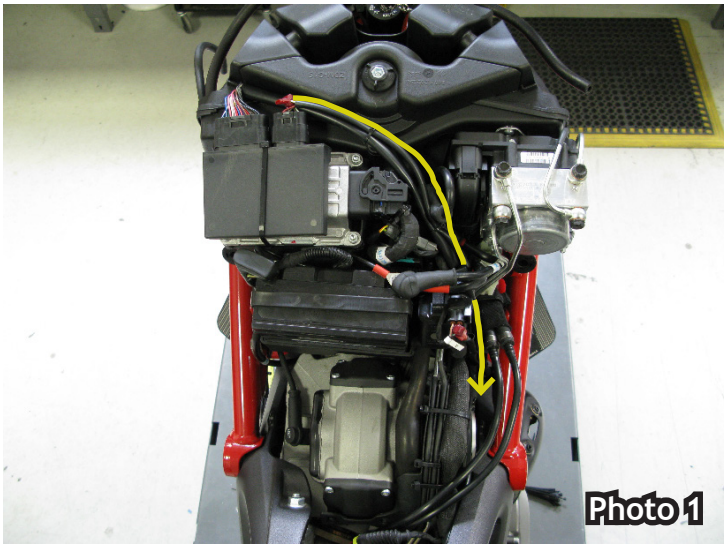
BAZZAZ HARNESS CONNECTOR IDENTIFICATION





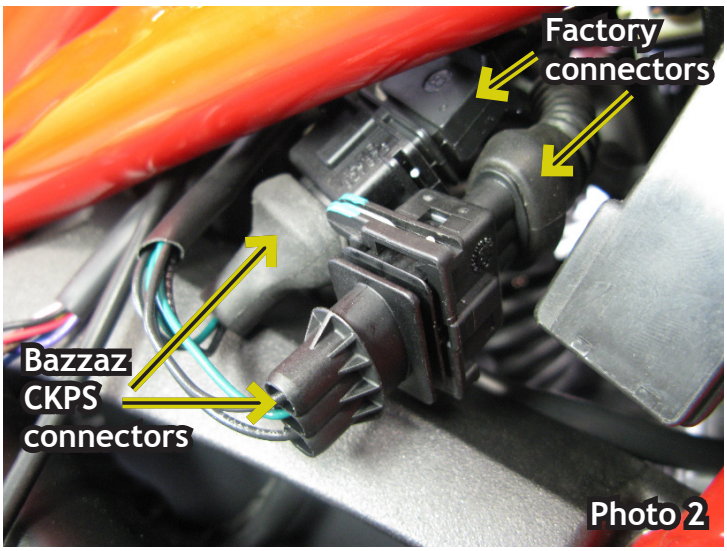
1. Begin by removing the seat, fuel tank cover panels and the fuel tank itself.

2. Mount the Bazzaz control unit on top of the factory ECU using the supplied velcro patch and long cable tie. Connect the main connector of the Bazzaz fuel harness to the control unit and begin to route it down the right side of the engine (photo 1).

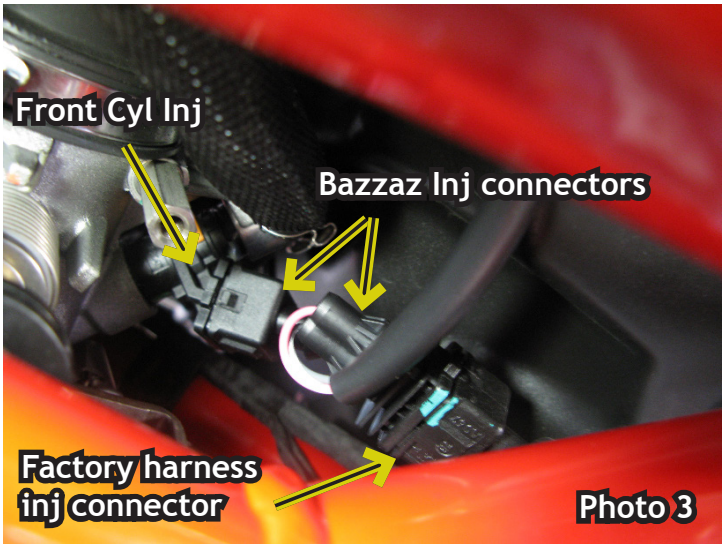


Bazzaz harness routing shown in yellow

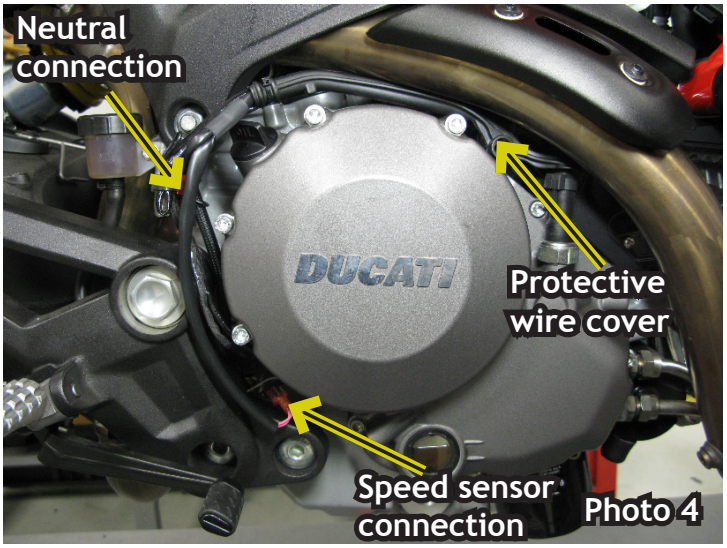
3. Locate the factory harness crank position connectors (CKPS) which can be found secured inside the right frame tube behind the fuse box. Disconnect the two factory connectors and install the mating Bazzaz harness CKPS connectors inline (photo 2).



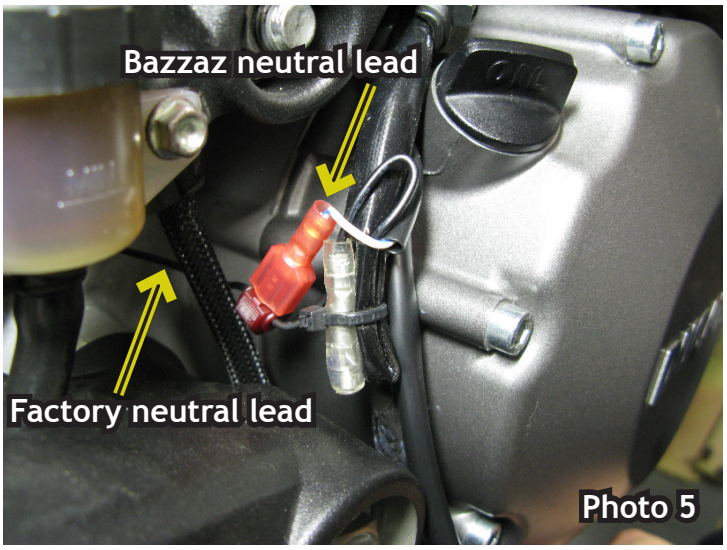
4. Route the lead of the Bazzaz harness labeled “Cylinder 1 Front” toward the front of the engine inside the right frame to the front cylinder fuel injector connection. Remove the factory harness connector from the injector and connect the mating Bazzaz harness connectors inline (photo 3).



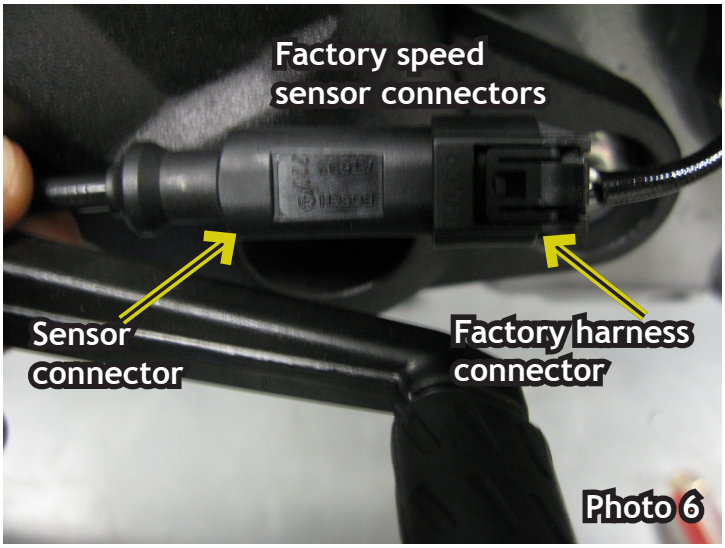
5. Identify the lead of the Bazzaz harness containing the neutral and speed sensor connectors. Route this portion of the harness inside the frame over the clutch cover along the routing path of the factory harness toward the rear of the engine. Note: when routing the harness behind the exhaust take care to remove the factory protective wire cover and route the Bazzaz harness lead behind the cover also. Secure the harness to the cover with cable ties prior to reinstalling the cover (photo 4).

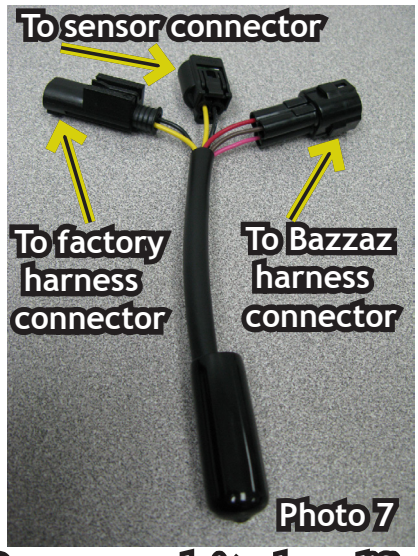


6. Locate the factory harness neutral wire lead (single black wire found at the rear of the engine) and crimp one of the supplied scotch lok connectors onto it. Insert the T-tap connector attached to the white/ blue wire of the Bazzaz harness into the previously attached scotch lok connector (photo 5).



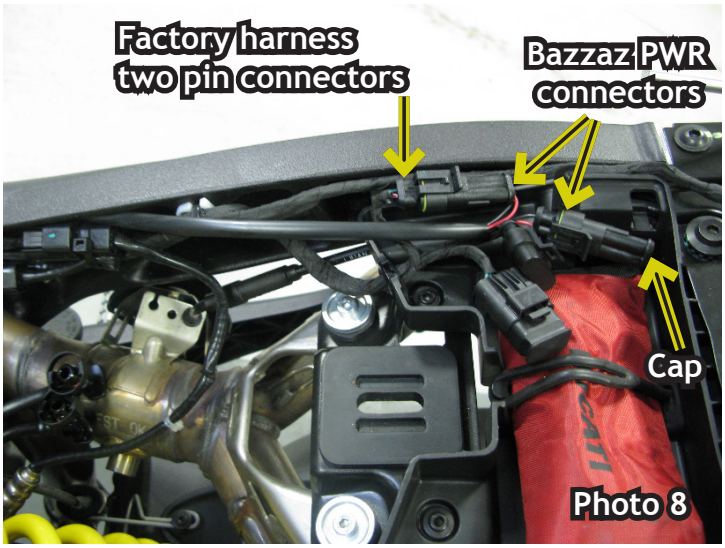
7. The rear wheel speed sensor connector can be found behind the right side rearset. Disconnect the two factory harness connectors and connect the mating connectors of the supplied Bazzaz speed sensor amplifier inline. Then connect the mating three pin connector of the speed sensor amplifier to the mating connector of the Bazzaz harness (photos 6 & 7).





Bazzaz speed signal amplifier

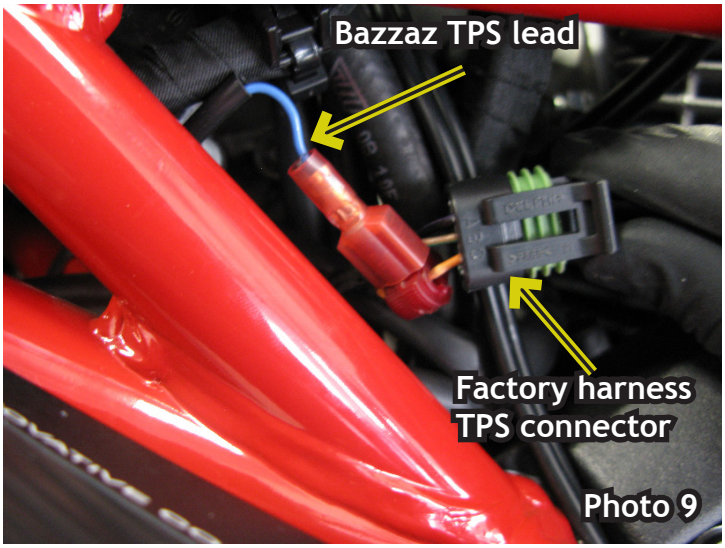
8. Route the lead of the Bazzaz harness containing the power source connectors into the tail section. Identify the two pin factory harness connector (contains red/black & black/green wires) which is normally used and capped. Remove the cap and install the mating Bazzaz harness power connector. A remaining Bazzaz connector will remain used; install the cap onto this connector (photo 8).



9. Route the lead of the Bazzaz harness containing the TPS connector, rear cylinder injector connector and ground lug between the cylinders onto the left side of the bike.

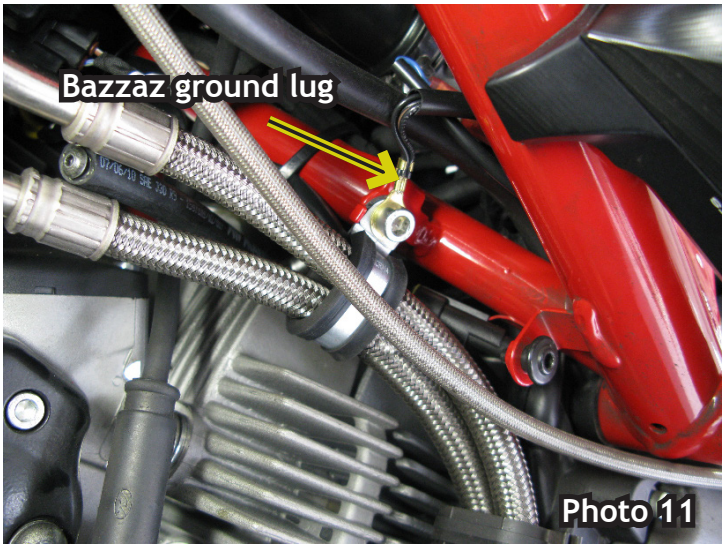
10. Identify the factory harness rear cylinder injector connectors and remove the factory harness connector from the injector, then connect the mating Bazzaz harness connectors inline as previously performed for the front cylinder injector connection in step 4.

11. Locate the throttle position sensor which is attached to the right side the throttle body. Disconnect the factory harness connector and identify the orange wire. Crimp a supplied scotch lok connector onto the factory orange wire. Insert the T-tap connector attached to the blue wire of the Bazzaz harness into the previously attached scotch lok connector. Re-connect the factory harness connector to the TPS sensor (photos 9 & 10).

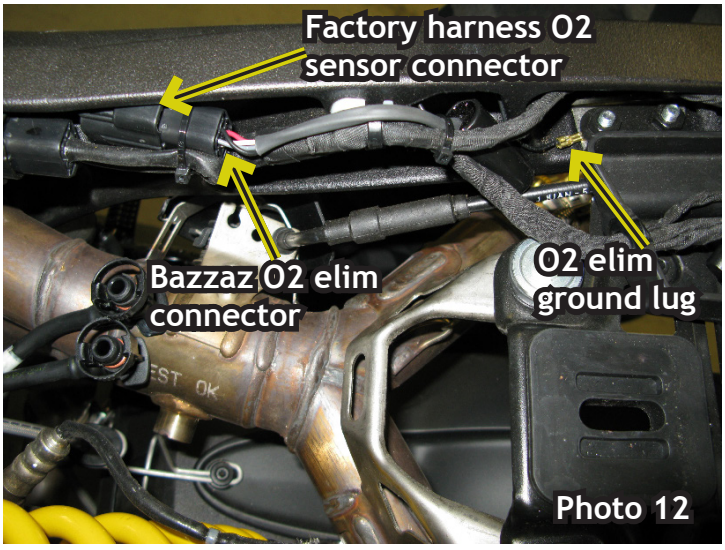


Bazzaz TPS lead installed

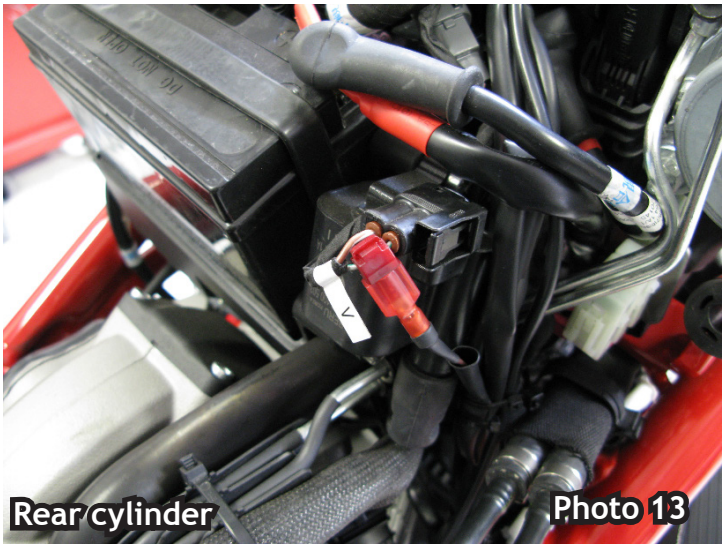
12. Attach the Bazzaz harness to a solid chassis ground (photo 11).

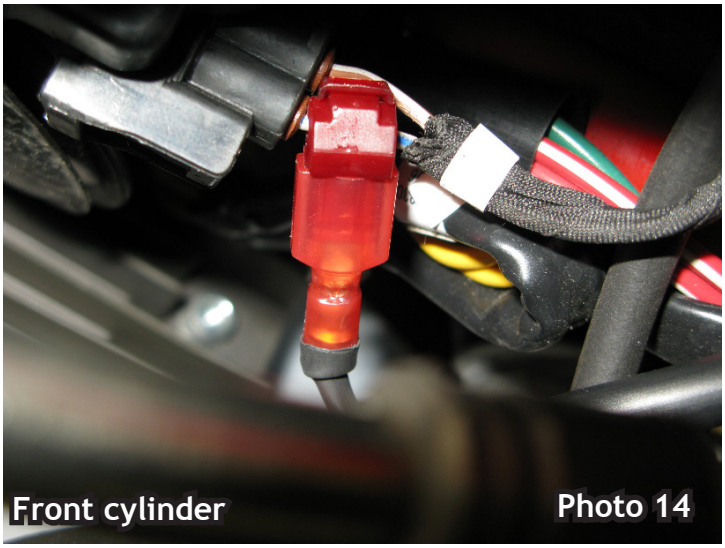


13. The Monster is equipped with two lambda/O2 sensors. These sensors must be bi-passed through the use of O2 eliminators supplied with the kit. Disconnect the factory harness form each sensor. Install the Bazzaz O2 eliminators place of the factory sensor connectors and attach the O2 eliminator ground lugs to chassis ground. Be sure to secure the eliminator and factory sensor lead away from any hot or moving components which could cause damage to the components (photo 12).

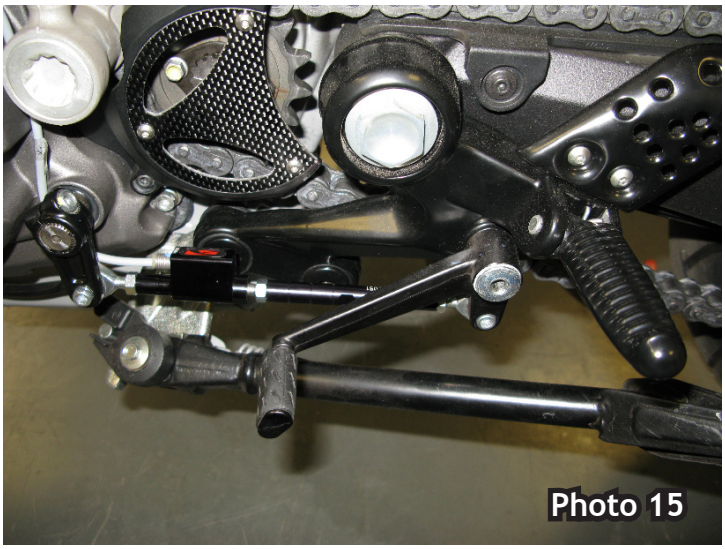


14. Connect the Bazzaz coil harness to the control unit and route the individual coil leads to the corresponding factory harness coil connections (Bazzaz harness labeled). Pull back the sheathing of the factory harness to reveal the wire color of the wire connecting to each ignition coil. At the rear cylinder coil connection crimp a supplied scotch lok connector onto the Gray/Green wire of the factory harness. Insert the T-tap connector attached to the corresponding lead of the Bazzaz harness into the previously attached scotch lok connector. Repeat this process for the front cylinder crimping onto the Gray/blue wire of the factory harness (photos 13 & 14).





15. Remove the factory shift rod from the motorcycles shift linkage. Install the supplied shift switch onto the heim joint connected to the shift shaft of the engine. Next install the supplied replacement shift rod between the switch and rear heim joint connect to the rear set. Note: Bazzaz shift rods are manufactured to fit multiple applications and can be cut at 10mm intervals on either end to shorten for proper positioning (photo 15).



16. Reinstall the components removed in step one of these instructions.

The Bazzaz 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 seperately. Or these maps can be selected by connecting or disconnecting the map select jumper supplied with the kit. When the map selet jumper is connected the control unit is operating using map 1. When the map select jumper is disconnected the contol 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 Monster 796. Map 2 is for the Monster 1100.