



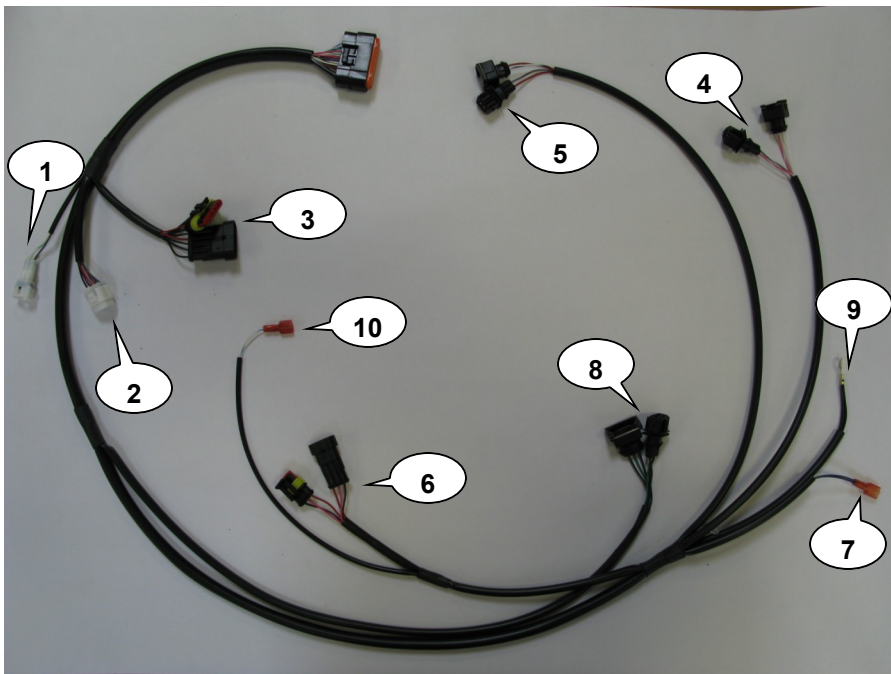
**2008-2009 Ducati Hypermotard (1100) Z-Fi INSTALLATION INSTRUCTIONS  
P/N F180**

**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  
O2 ELIMINATOR  
USB CABLE  
SCOTCHLOK  
SWINGARM STICKERS**



- (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
- (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 the seat and tank cover panels. (Photo 1)

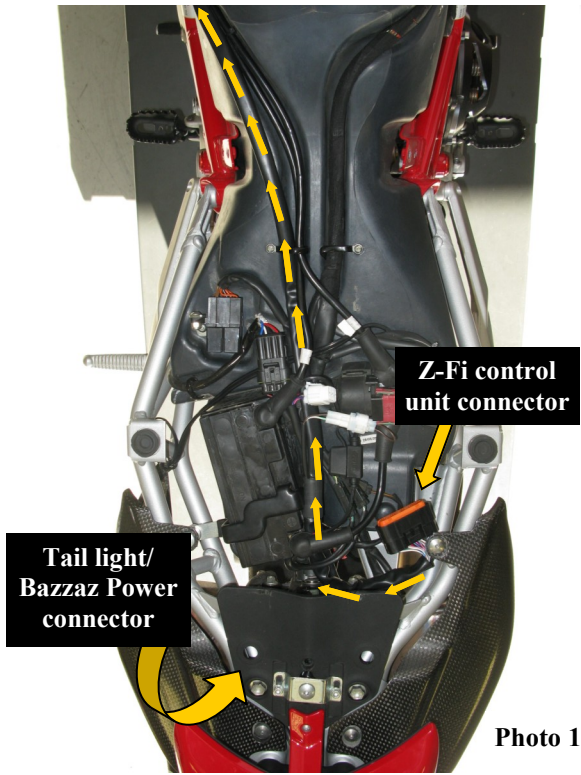


Photo 1

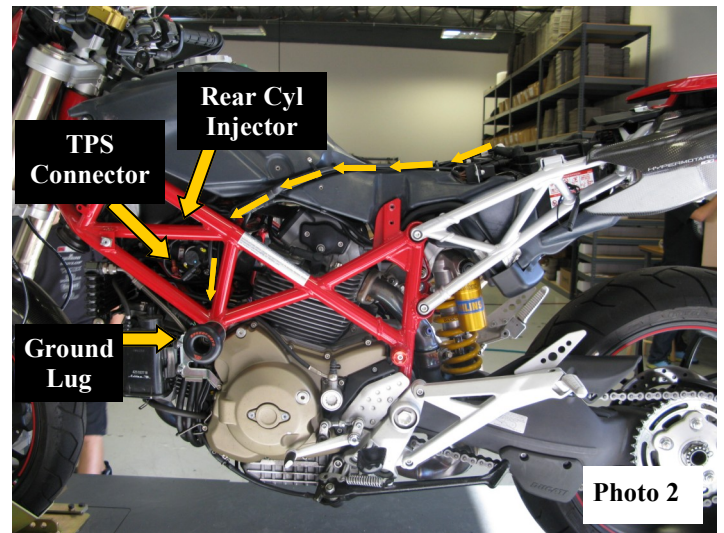


Photo 2

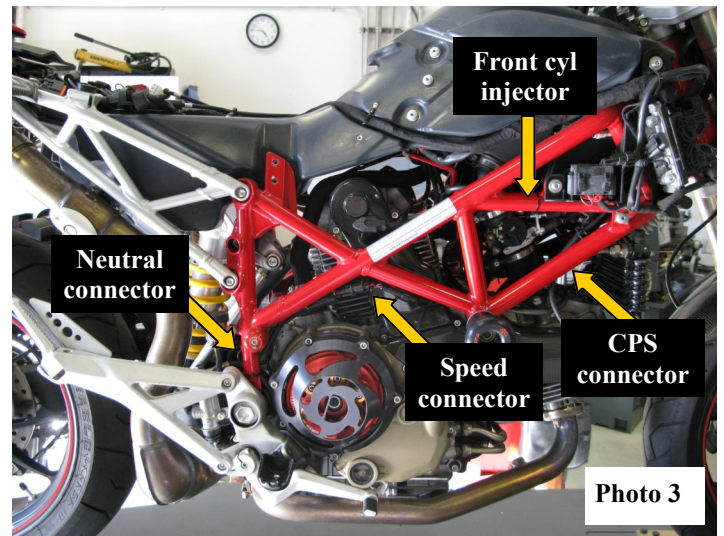


Photo 3

**Note:**  
*Photos #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.*

**Recommended Bazzaz harness routing shown with yellow arrows**

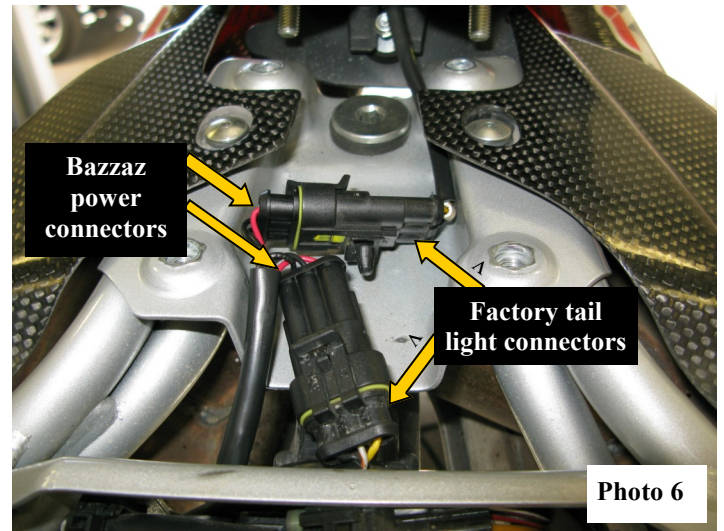
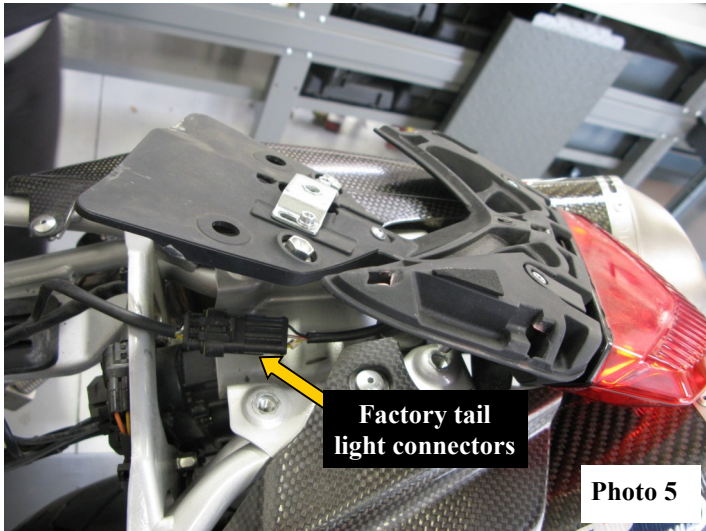
2. Place the control unit under the seat and secure it with supplied cable ties (photo 4). Connect main connectors of the Bazzaz fuel harnesses to the control unit. Then route harness on the left side of the bike from the rear toward the engine. It is recommended to follow the routing to that of the factory harness. (Photos 1, 2 & 3)



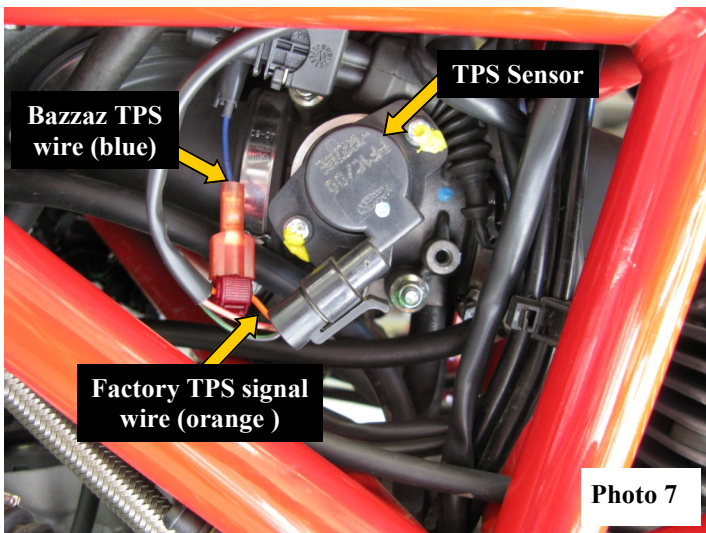
Photo 4



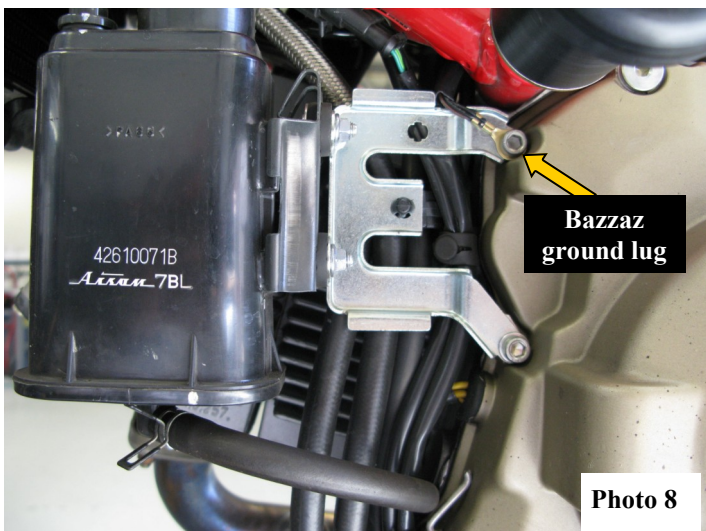
3. In the tail section, remove tail light assembly to gain access to the tail light connector. Install the Bazzaz power connectors inline with the factory harness tail light connectors. Reinstall tail light assembly. (Photos 5 & 6)



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

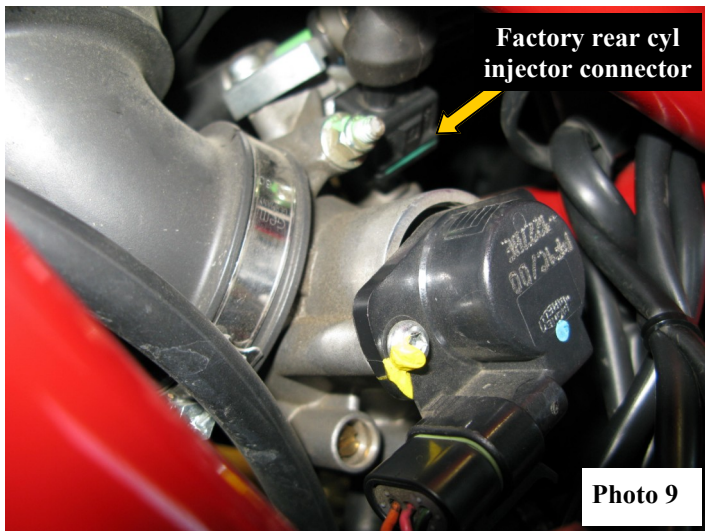


5. Attach the Bazzaz ground lug to a suitable chassis ground. (Photo 8)

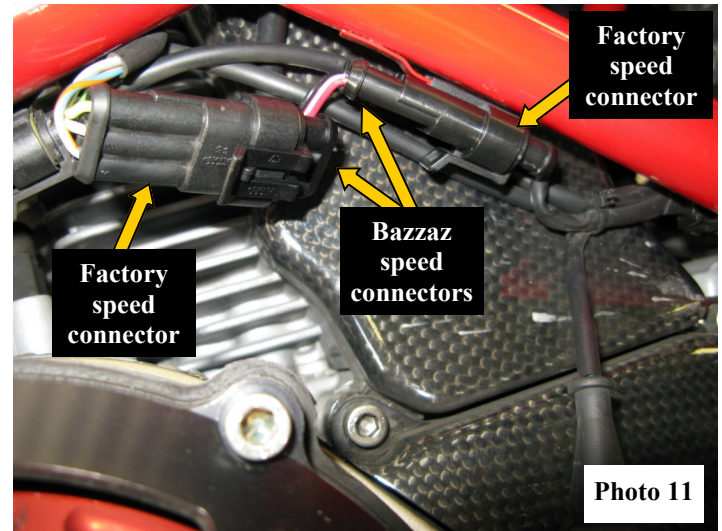
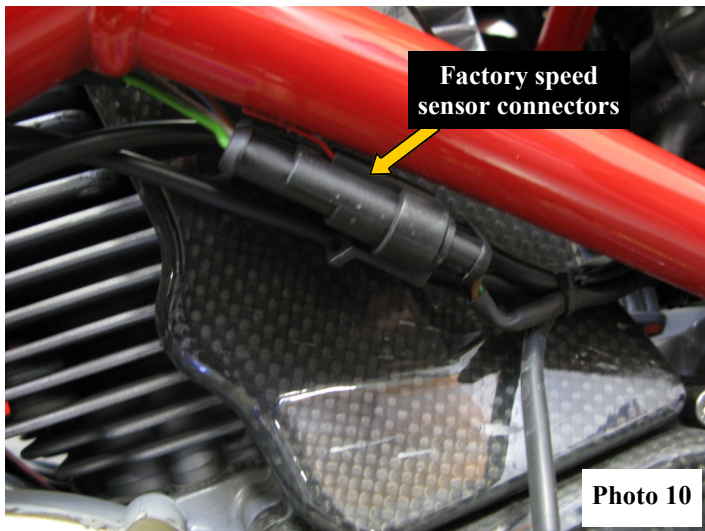




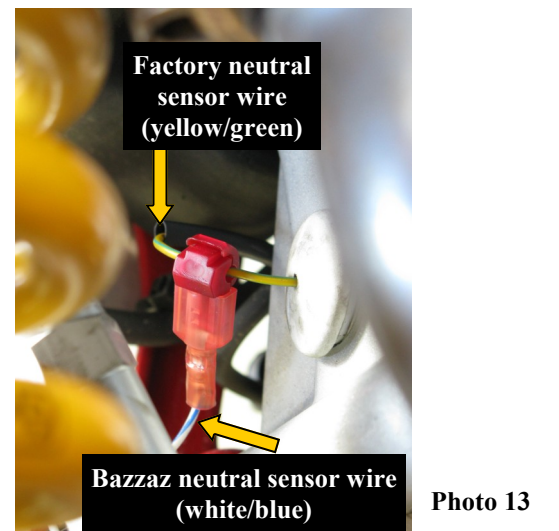
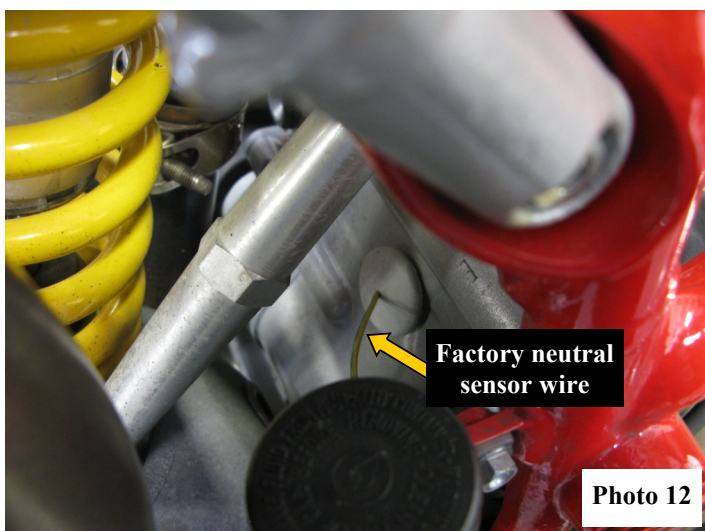
6. Locate the injector for the rear cylinder, found on the left side of the throttle bodies just inside of the frame rail. Disconnect the factory injector connector and install the mating Bazzaz connectors in line. (Photo 9)



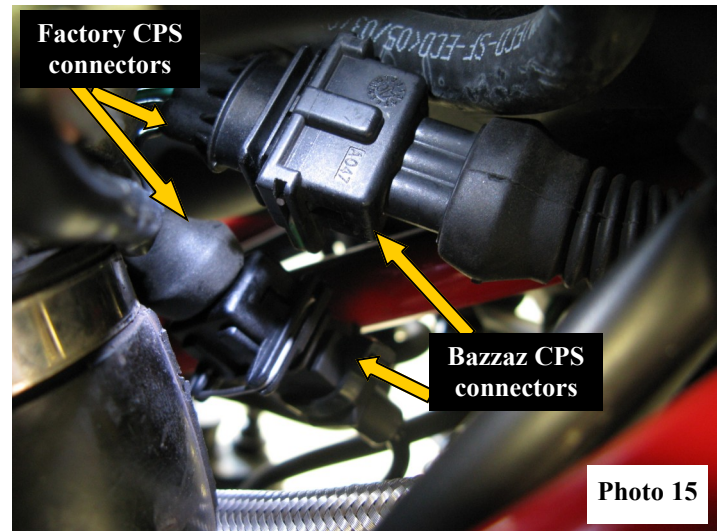
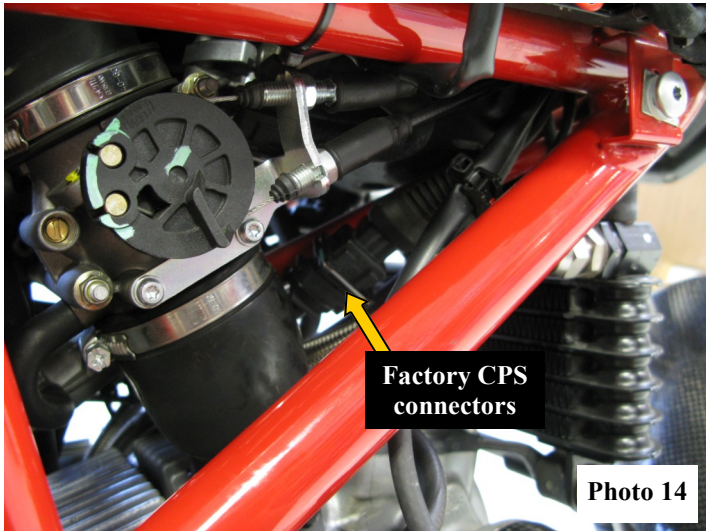
7. Now take the remaining portion of the Bazzaz harness and route it under the fuel tank in between the cylinders onto the right side of the bike. Locate the Speed Sensor connectors which can be found inside the right frame rail just above the clutch pack. Install corresponding Bazzaz connectors inline with the stock sensor and stock harness connectors. (Photos 10 & 11)



8. Locate the neutral sensor wire found in the rear engine case. Using the supplied scotchlok connector crimp onto the factory neutral wire (yellow / green). Insert the T-Tap connector attached to white / blue wire on Bazzaz harness into the scotchlok connector. (Photos 12 & 13)



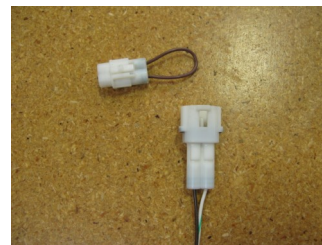
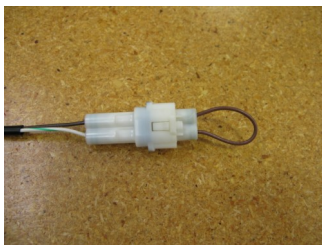
9. Locate the Crank Position Sensor (CPS) connectors (found between cylinders below air box). Install mating Bazzaz connectors in line with the stock sensor and harness connectors. (Photos 14 & 15)



10. Locate the injector for the front cylinder, found on the right side of the throttle bodies just inside of the frame rail. Disconnect the factory injector connector and install the mating Bazzaz injector connector for the front cylinder in line.

11. Disconnect the existing O2 sensor from the factory harness which is found between the two cylinders. This sensor will no longer be used; the wires should be neatly secured away from any moving components, or the sensor may be removed and the remaining port / bung in the exhaust can then be plugged. The supplied O2 eliminator must be connected in place of the O2 sensor connector to avoid triggering a fault code (F1 light). Connect the Bazzaz O2 eliminator supplied with the kit in place of this sensor and secure it to the same location made available due to the removal of the sensor connector. The O2 eliminator requires an external ground source through the use of a ground lug. Attach the O2 eliminator ground lug to a solid chassis ground.

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.



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