



2011 KTM 690 Duke Z-Fi MX Installation Instructions  
P/N F580

**WARNING!**

**USE ONLY IN RACE OR OTHER CLOSED COURSE APPLICATIONS AND NEVER ON PUBLIC ROADS**

**Parts List:**

Z-Fi MX Control Unit

Fuel Harness

Download Z-Fi Mapper Software & Its Instructions from Website

USB Cable

Large Cable Tie (1)

Small Cable Tie (8)

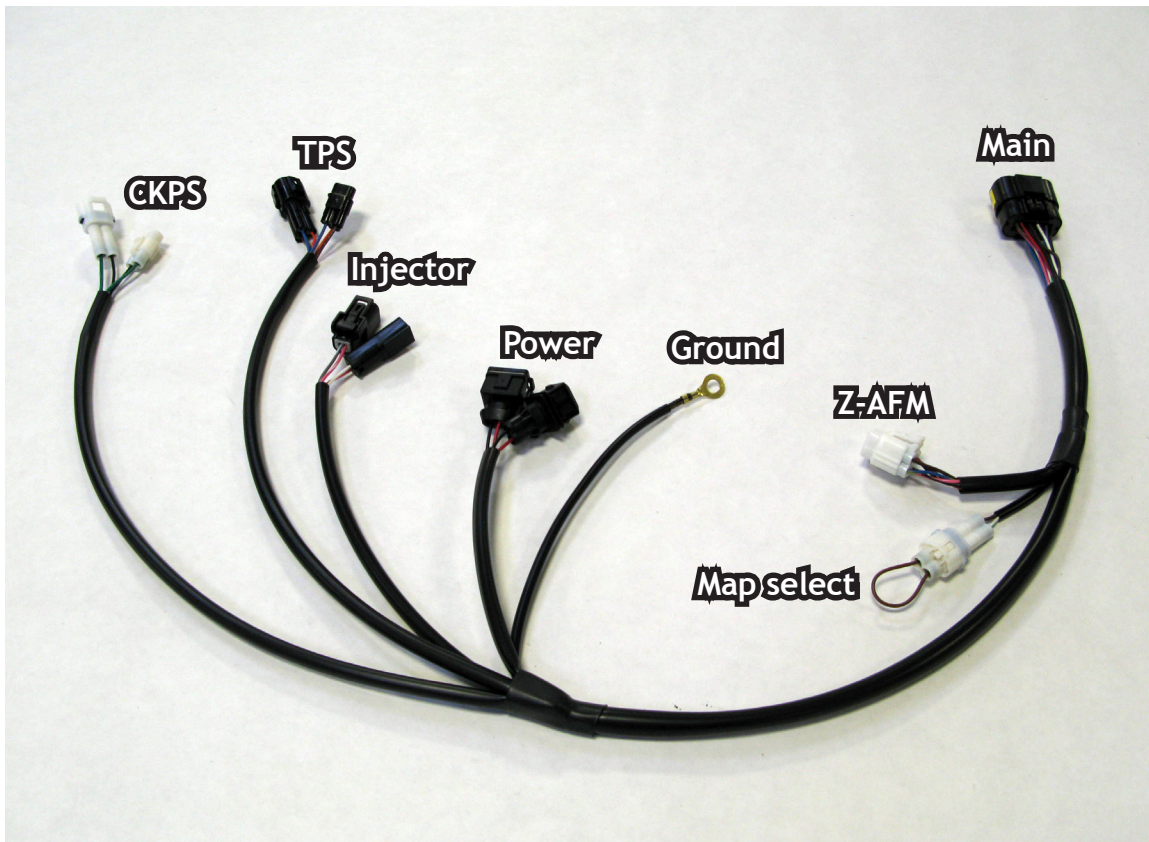
Stickers



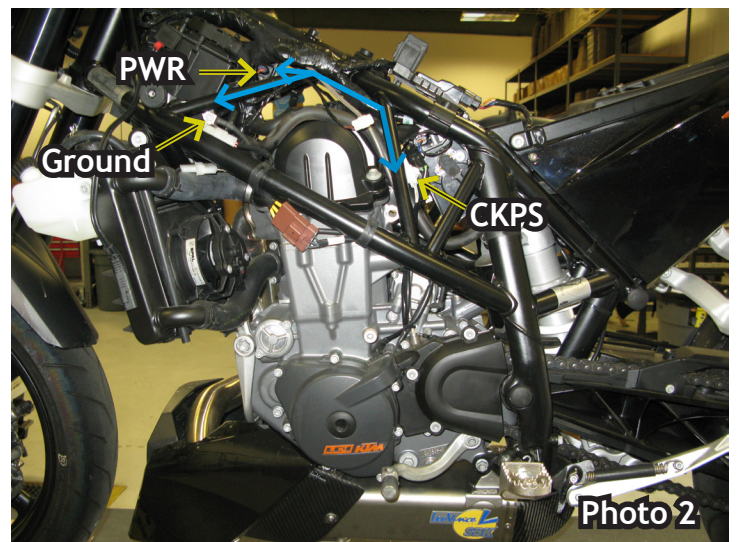
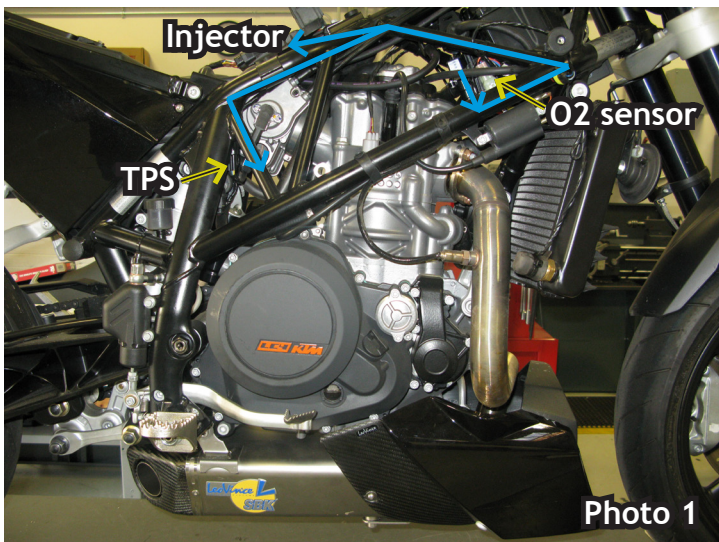
Read through all instructions before beginning installation. This is not a replacement for the ECU. This document is intended for use by qualified technicians. For more specific stock component identification and location information refer to a factory service manual.

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

# BAZZAZ HARNESS CONNECTOR IDENTIFICATION



1. Begin by removing the seat and fuel tank.
2. Component location identification (photos 1 & 2):



**Bazzaz harness routing shown in blue**

3. Use the supplied large cable tie to secure the control unit to the factory harness relay mount behind the battery (photos 3 & 4).

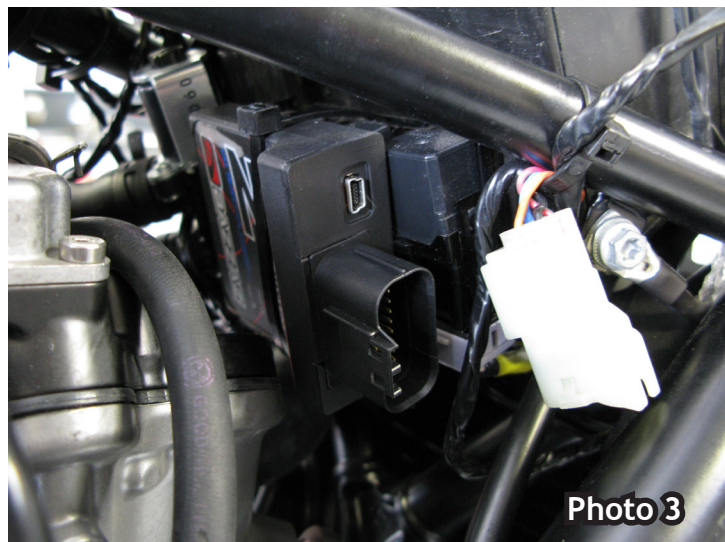


Photo 3

**View from right side of bike**

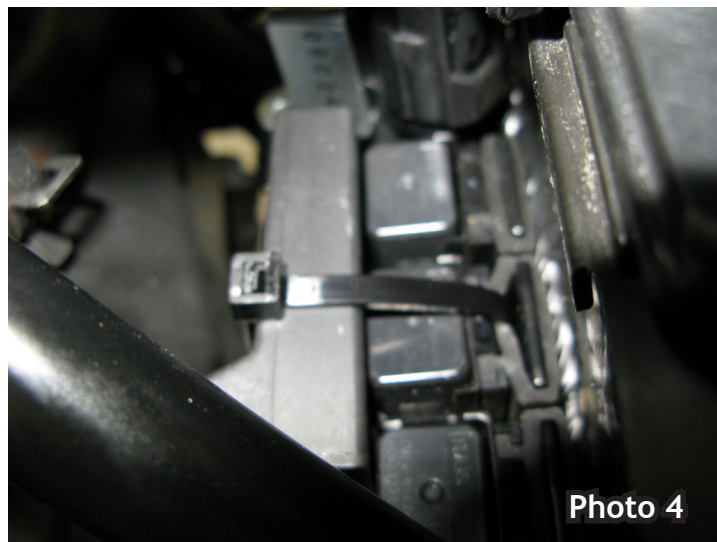
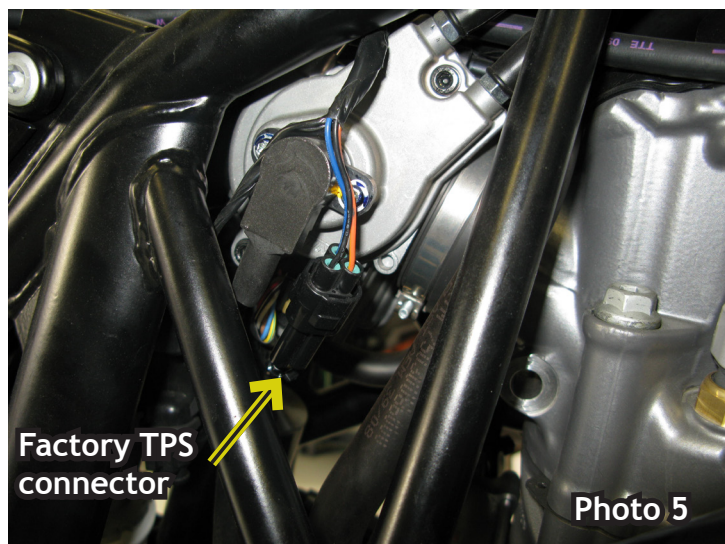


Photo 4

**View from above**

4. Connect the Bazzaz harness to the control unit and begin to route the harness along the upper right frame rail. From there route it up to the center of the down tube just above the cylinder head. Secure the harness along its routing path up to this point. From here the harness will branch out to each individual connection point.

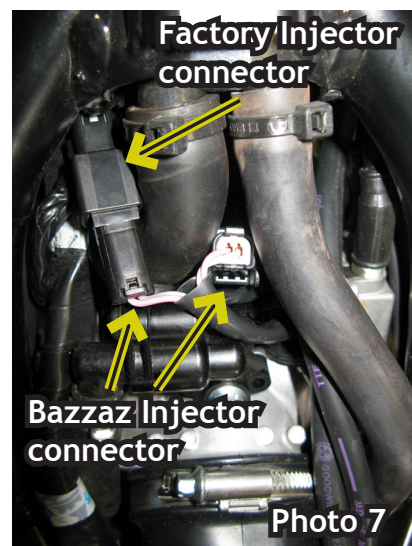
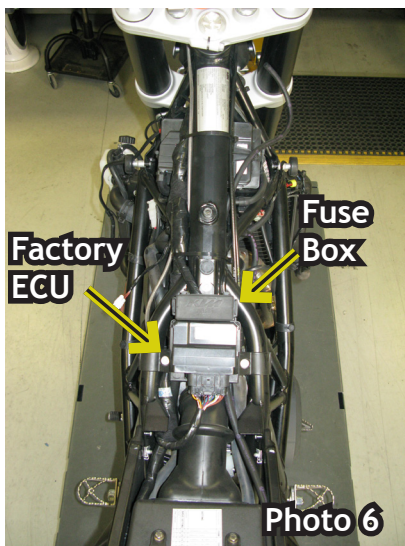
5. The throttle position sensor connector can be found to the right of the airbox. Disconnect the factory harness connectors and install the mating Bazzaz “TPS” connectors inline (photo 5).



Factory TPS  
connector

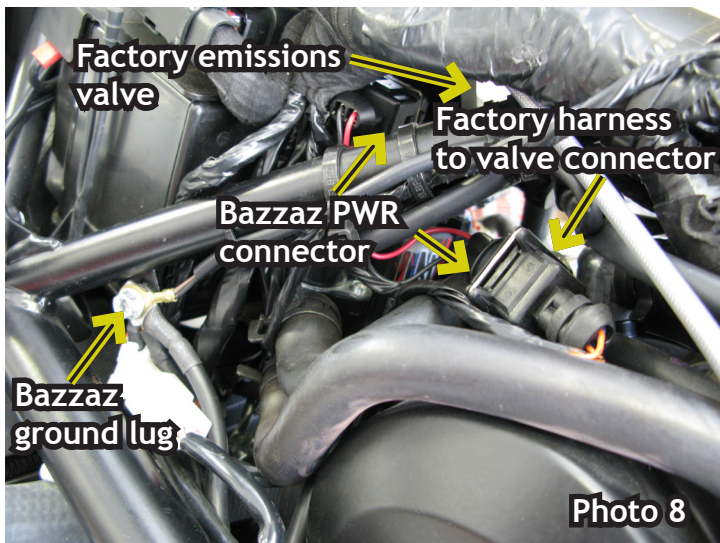
Photo 5

6. Remove the factory KTM ECU and fuse box from its mounting bracket. Next remove bracket itself to gain access to the injector. Disconnect the factory harness from the injector and connect the mating Bazzaz injector connectors inline. Reinstall the mounting bracket, fuse box and KTM ECU (photos 6 & 7).

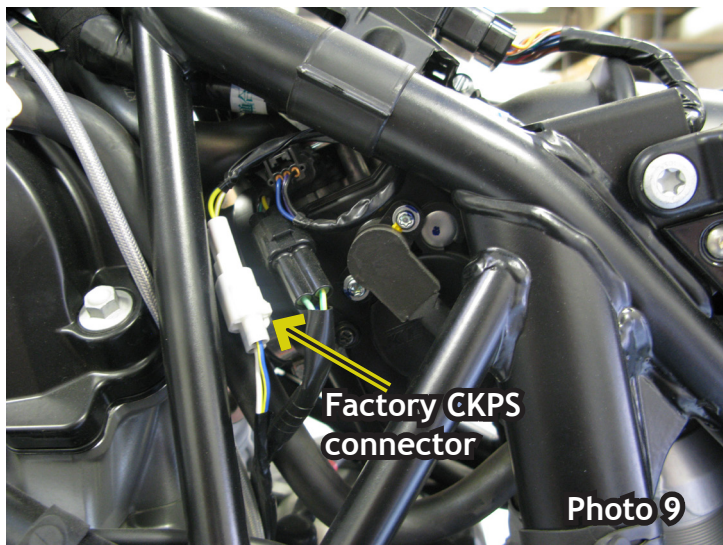


7. Locate the emissions valve which can be found under the down tube of the frame. The Bazzaz system uses this connection as a power source. Disconnect the factory harness connector and connect the mating Bazzaz harness “PWR” connectors inline (photo 8).

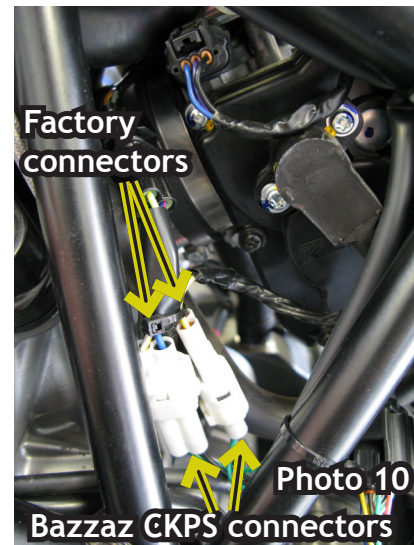
8. On the left frame rail near the battery you will find the factory harness ground location. Connect the Bazzaz harness ground here (photo 8).



9. Locate the factory harness crank position sensor connectors which can be found near the left side of the throttle body assembly. Disconnect the factory harness connector and connect the mating Bazzaz harness “CKPS” connectors inline (photos 9 & 10)

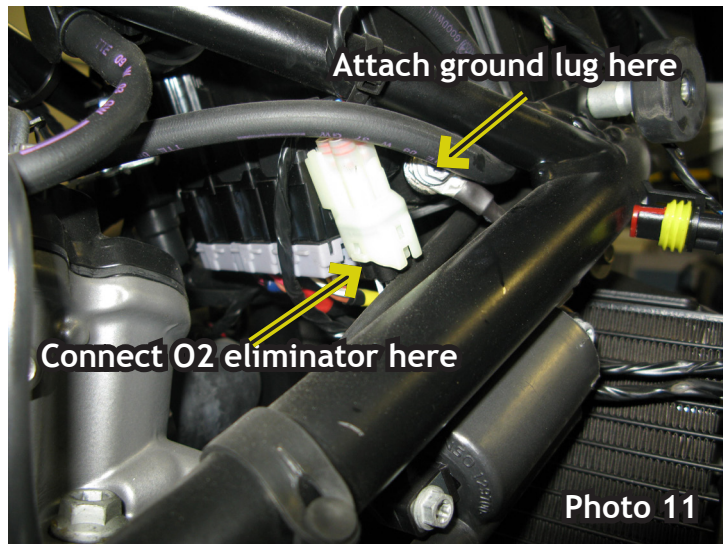


**Stock**



**Bazzaz Installed**

10. The 690 Duke is equipped with a lambda/O2 sensor. This sensor must be bi-passed through the use of a O2 eliminator supplied with the kit. Disconnect the factory harness form the sensor. Install the Bazzaz O2 eliminator in place of the factory sensor and attach its ground lug 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 11).



11. Now that the installation is complete, take a moment to secure the Bazzaz harness along its routing path with the supplied cable ties. 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.*

