



2008 Ducati Desmosedici Z-Fi TC Installation Instructions  
P/N T143

**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 TC/QS Control Unit

Mounting Bracket

Fuel Harness

Coil Harness

Shift Switch & Mounting Hardware

Download Z-Fi Mapper Software and Its Instructions from website

USB Cable

O2 Eliminators (2)

Scotchlok (2)

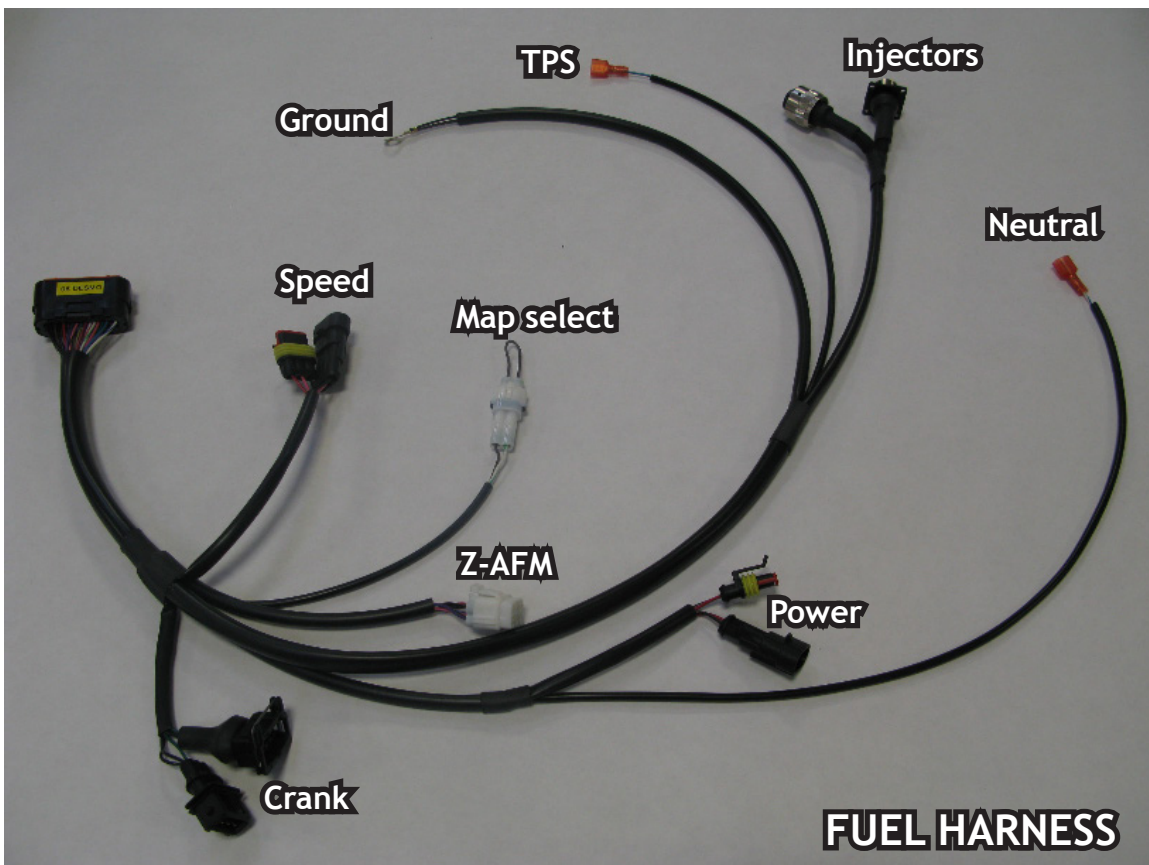
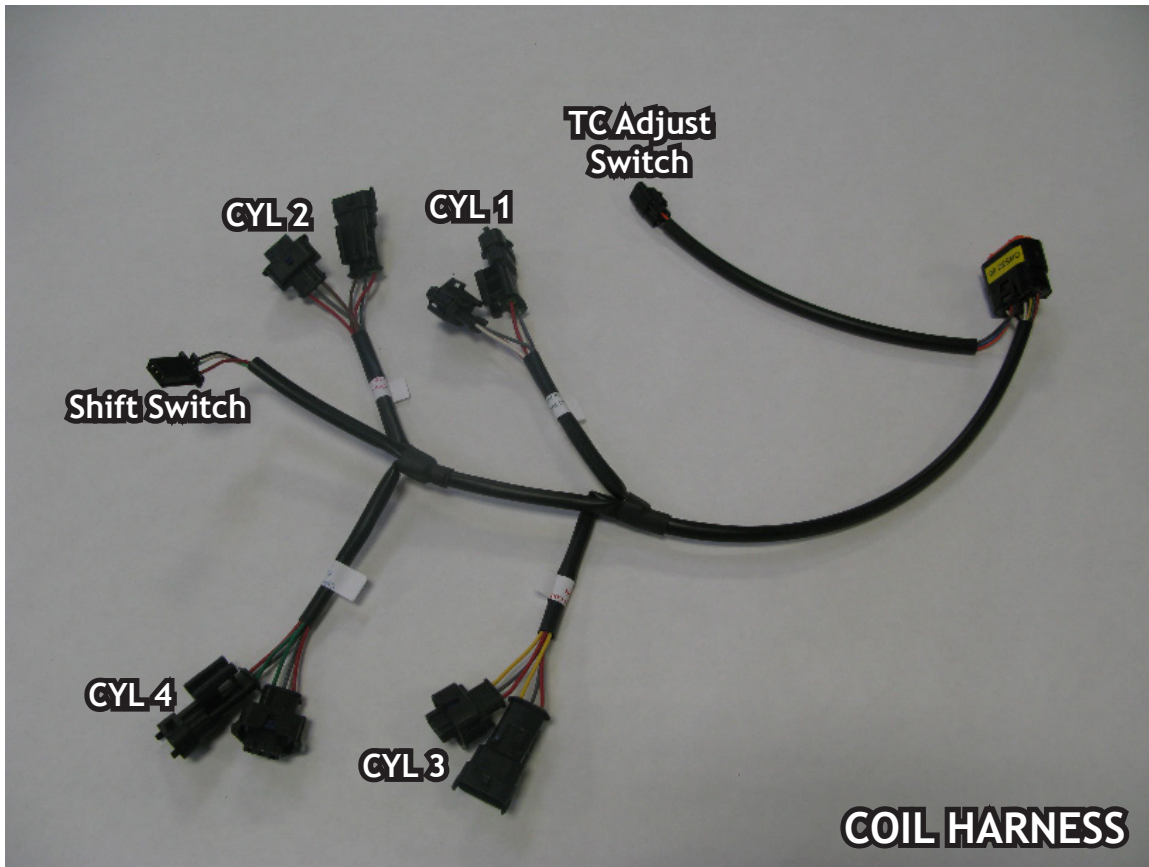
Swingarm Stickers



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**

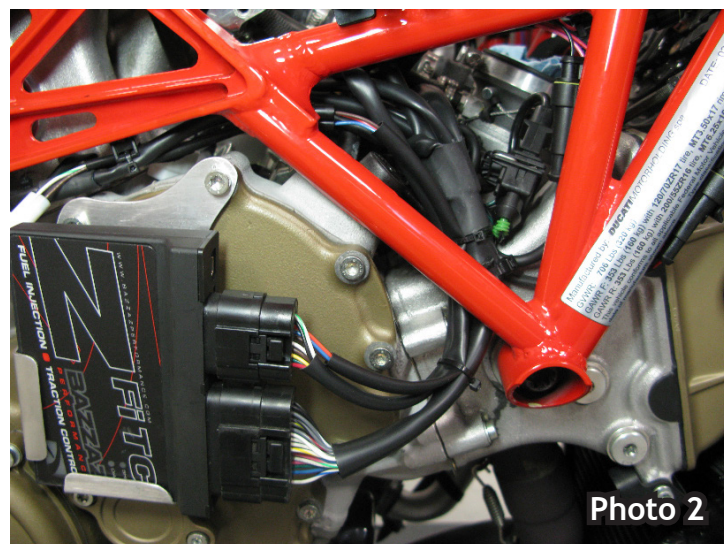
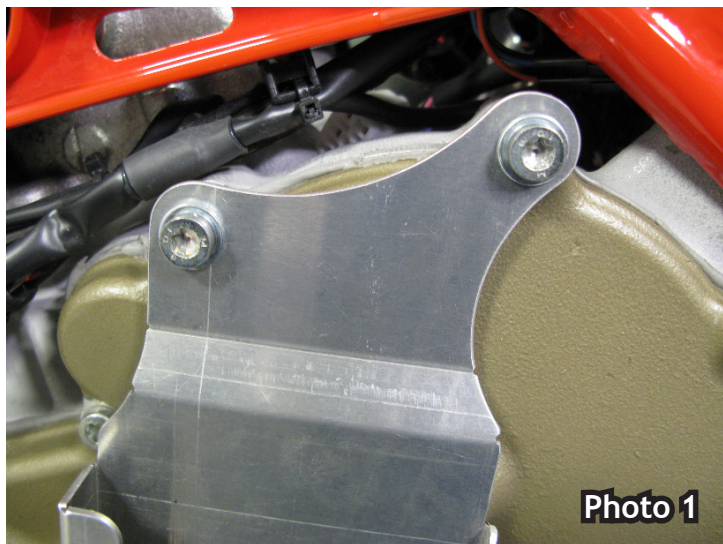
# BAZZAZ HARNESS CONNECTOR IDENTIFICATION



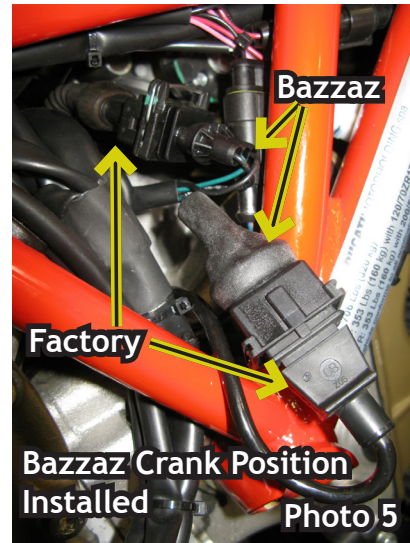
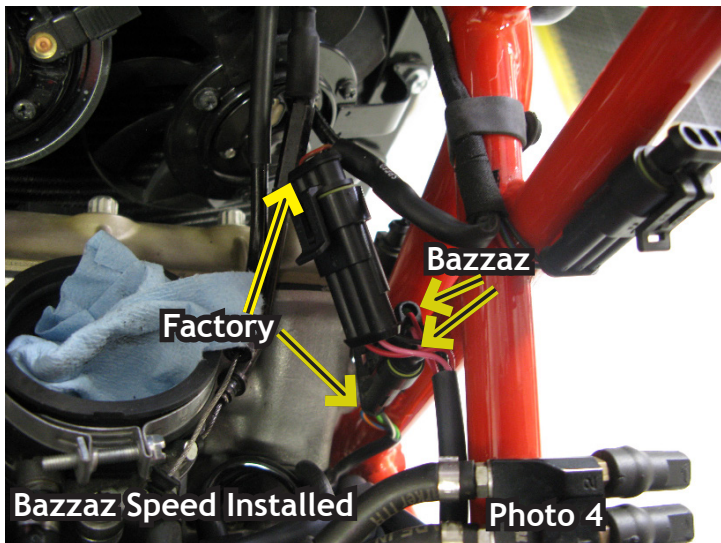
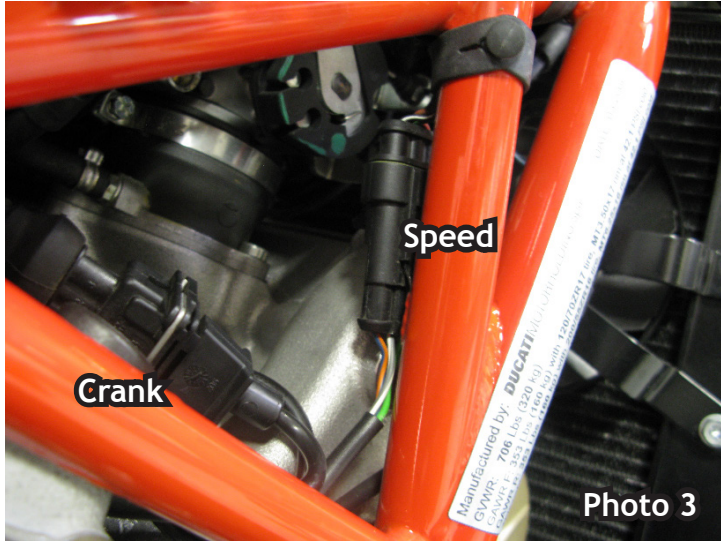
1. Remove the following components: Both right & left upper side fairings, fuel tank and air box.



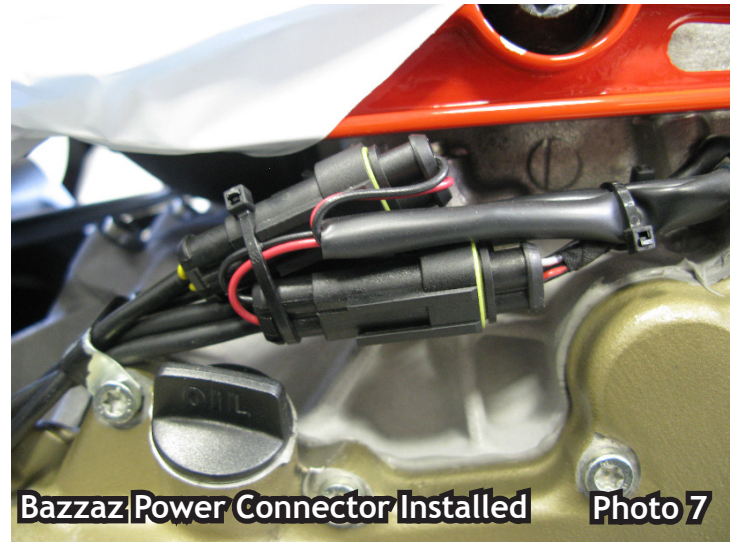
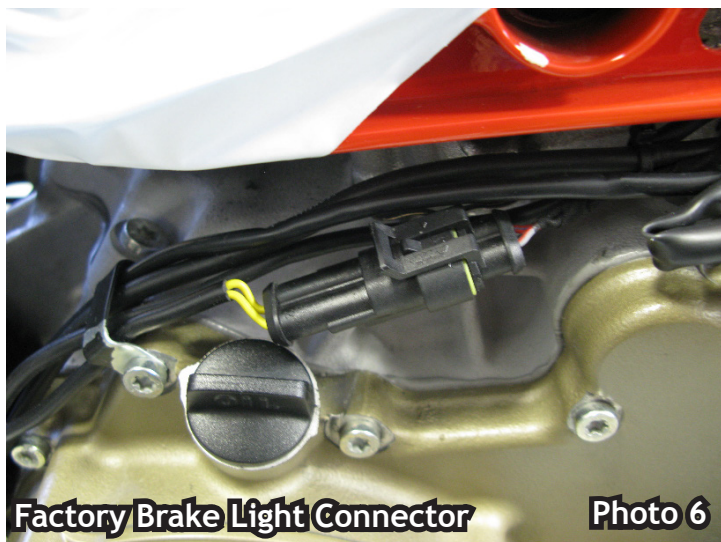
2. Install the supplied control unit mounting bracket to the right side engine cover securing it in place using the two top cover bolts. Insert the Bazzaz control unit into the bracket. Connect the Bazzaz harness to the control unit and route the remainder between the frame and front cylinder into the engine compartment (photos 1 & 2).



3. The factory harness crank position and speed sensor connectors can be found secured inside the frame near the front cylinder head. Disconnect the factory harness connector from the sensor connector and install the corresponding Bazzaz harness connectors inline (photos 3, 4 & 5).



4. Route the portion of the Bazzaz harness containing the power and neutral connectors toward the rear of the motorcycle along the right side. Locate the factory harness rear brake light switch power supply connector which can be found near the engine oil filler cap. Disconnect the factory harness connectors and install the Bazzaz harness power supply connectors in line (photos 6 & 7).



5. Continue to route the neutral sensor lead of the Bazzaz harness (white/blue wire with T-tap) to the rear of the engine. Locate the factory harness neutral sensor wire (yellow/green) and crimp on a supplied scotch lok connector onto this wire. Insert the Bazzaz neutral sensor T-tap connector into the scotch lok and reinstall the factory harness connector onto the sensor at the rear of engine (photos 8 & 9).

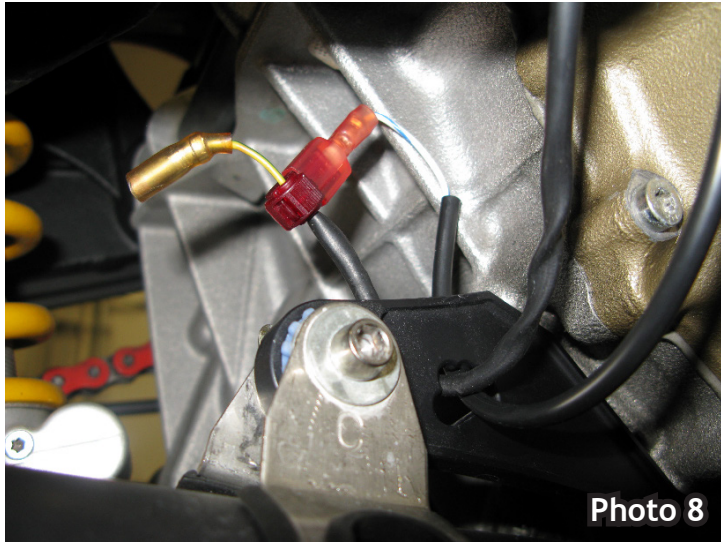


Photo 8



Photo 9

Route the remainder of the Bazzaz harness containing the throttle position, injector connectors and ground between the front and rear cylinders to the left side of the motorcycle.

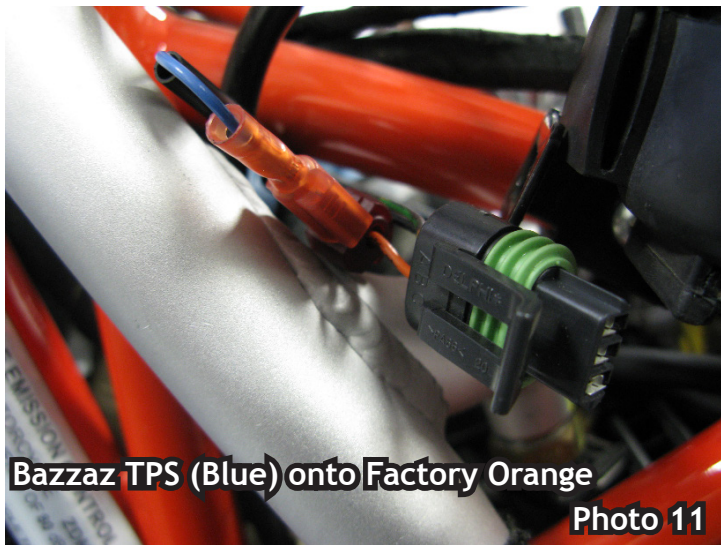
6. Secure the Bazzaz harness ground lug to a chassis ground. Bazzaz recommends using the factory mounting bolt for the radiator mount attached to the left front cylinder head (photo 10).



Bazzaz Ground Lug Installed

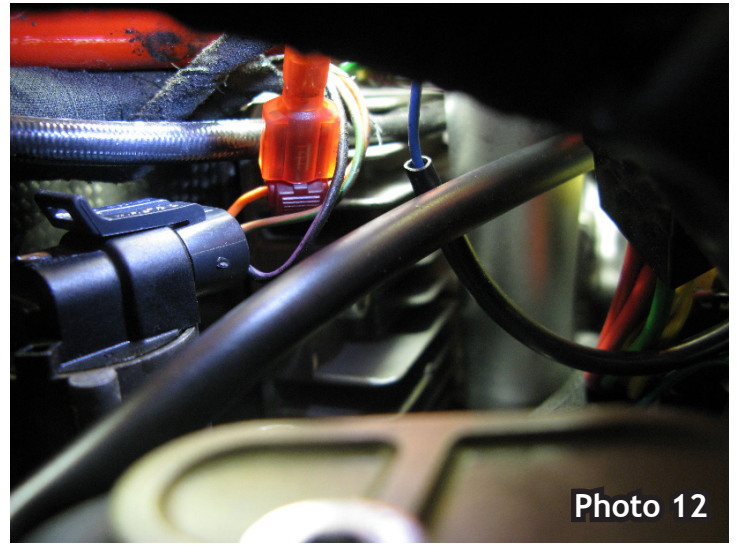
Photo 10

7. Locate the throttle position sensor and disconnect the factory harness connector. Pull back the harness sheathing to expose the three wires of the factory harness and crimp on a supplied scotch lok connector onto the (orange wire). Insert the Bazzaz throttle position sensor T-tap connector (blue wire) into the scotch lok and reinstall the factory harness connector onto the sensor (photos 11 & 12).



**Bazzaz TPS (Blue) onto Factory Orange**

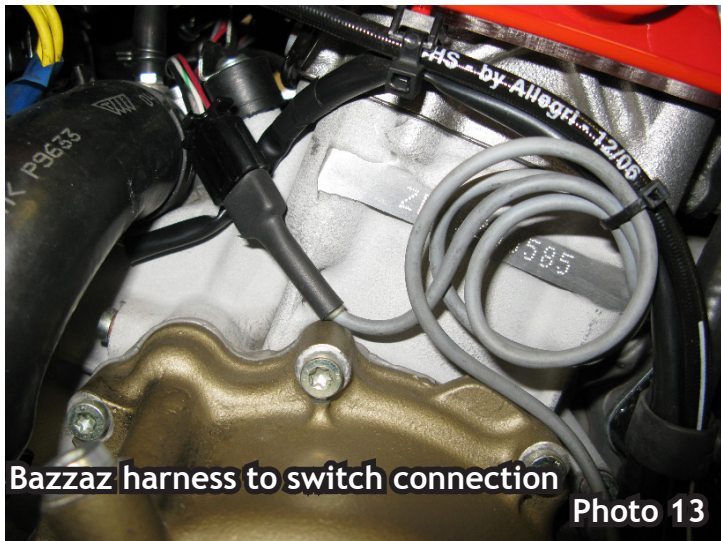
**Photo 11**



**Photo 12**

8. Connect the Bazzaz coil harness to the control unit and route it between the front and rear cylinders in order to connect it in line with the factory harness and coil connectors for each cylinder. Each pair of connectors on the Bazzaz coil harness is labeled to identify which cylinder it corresponds to. The way in which the leads of the coils are routed around the cylinder head and positioned under the air box results in factory Ducati connector locations that can be difficult to follow with the other various wires and hoses being routed in this area. It is recommended to use the factory service manual as a reference to insure proper identification and installation of the coil connectors. The descriptions on the Bazzaz coil harness labels are color coded to match the color of the connectors in the photo of the factory service manual section P1 page19.

9. Route the shift switch lead of the Bazzaz coil harness to a location on the left side of the motorcycle which will allow for accessing the connector when connecting the mating shift switch lead once the air box and fuel tank are reinstalled (photo 13).

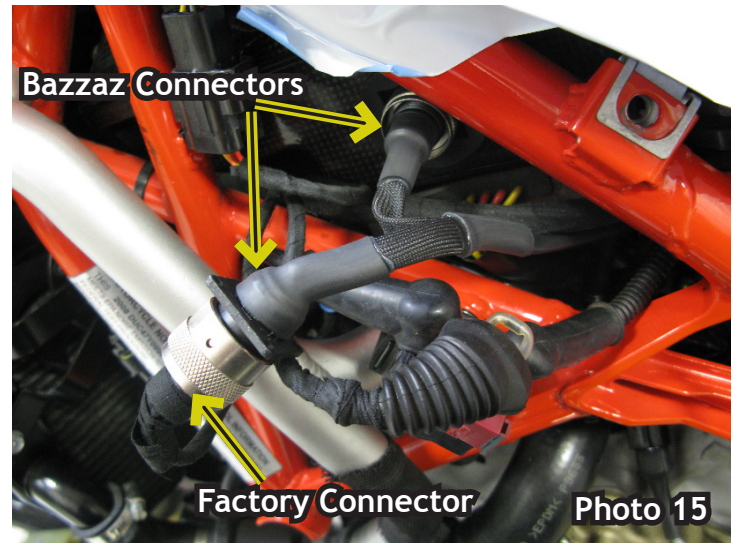


**Bazzaz harness to switch connection**

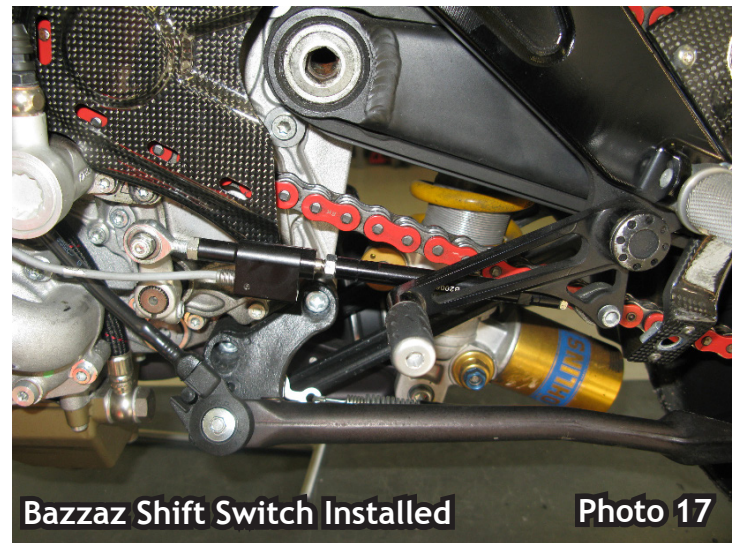
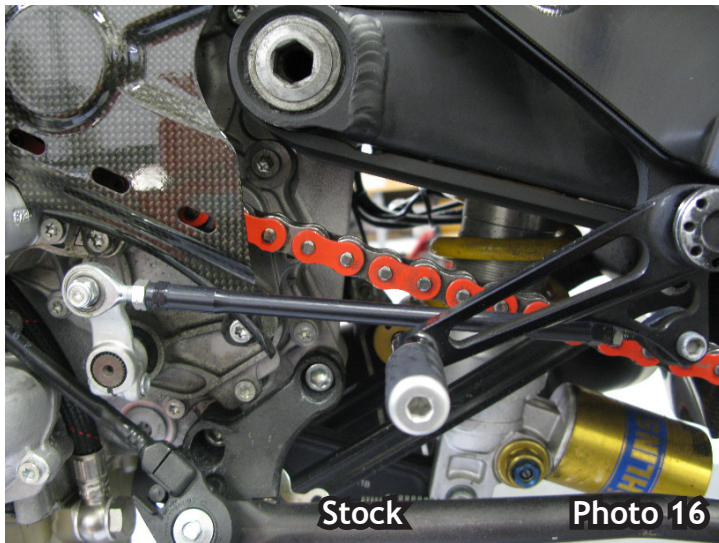
**Photo 13**

At this time carefully secure the Bazzaz harness along its routing path using the supplied cable ties. Be sure the harness is routed clear of any hot or moving mechanical components which may cause damage to the Bazzaz product if contacted. Reinstall the air box.

10. Now that the air box has been reinstalled, connect Bazzaz injector connectors in line with the factory harness connector and the connector located on the left side of the air box (photos 14 & 15).



11. 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 connected 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 (photos 16 & 17).



12. 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 separately. Or these maps can be selected by connecting or disconnecting the map select jumper supplied with the 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.*

