



Ducati 848 Streetfighter 2012-2013

Z-Fi QS (Quickshift) / Z-Fi TC (Traction Control) Installation Instructions
Part #s S193S, S193R, T193S, T193R



Parts List:

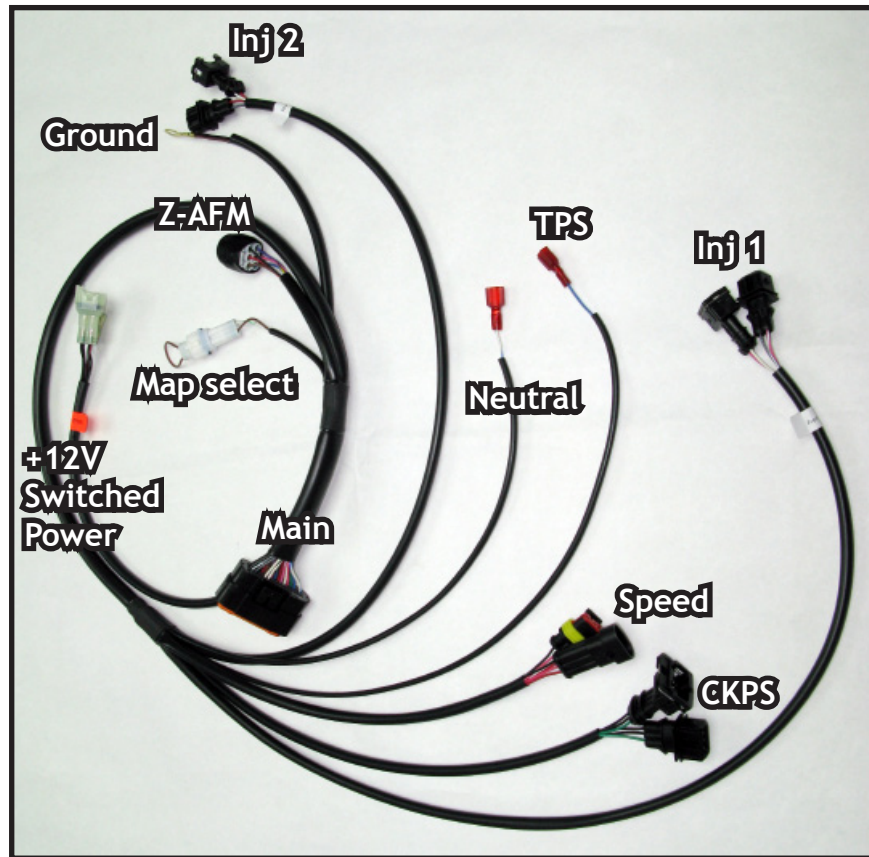
Z-Fi QS/TC Control Unit
Fuel Harness
Coil Harness
Shift Switch & Mounting Hardware
O2 Eliminator (2)
Scotchlok (2)
Cable Ties
Velcro
USB Cable
Swingarm Stickers
Download Z-Fi Mapper Software at bazzaz.net
Software instructions available at bazzaz.net

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

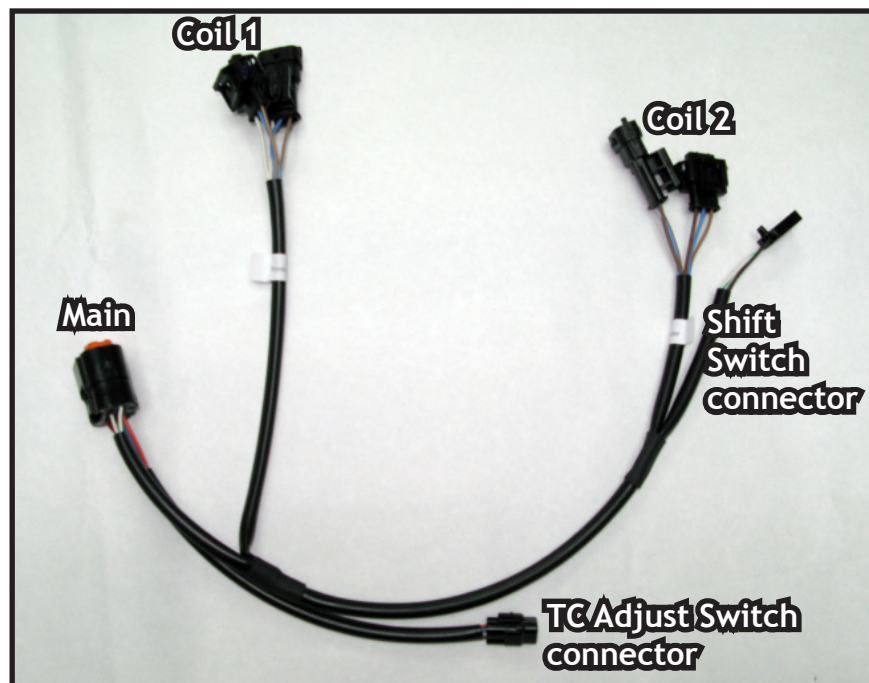
Z-Fi products are not certified by the California Air Resource Board (CARB) for use on CA highways

Contact Bazzaz tech support at 909-597-8300 for questions

BAZZAZ HARNESS CONNECTOR IDENTIFICATION



FUEL HARNESS

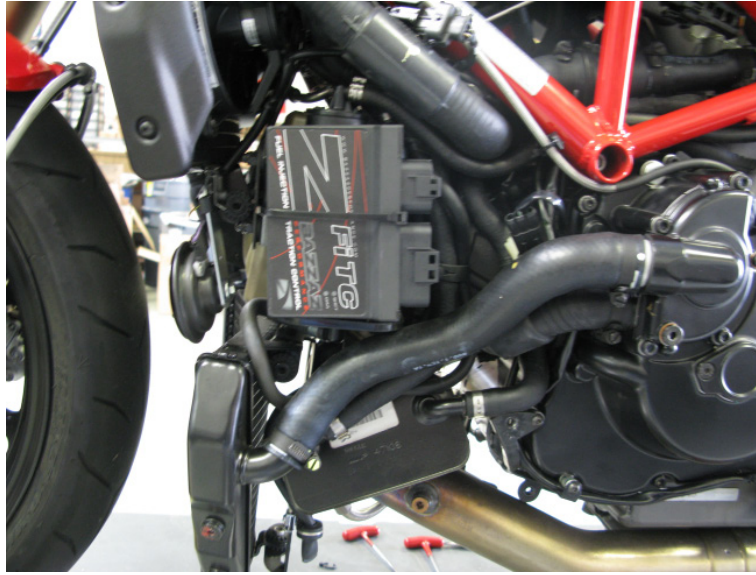


COIL HARNESS

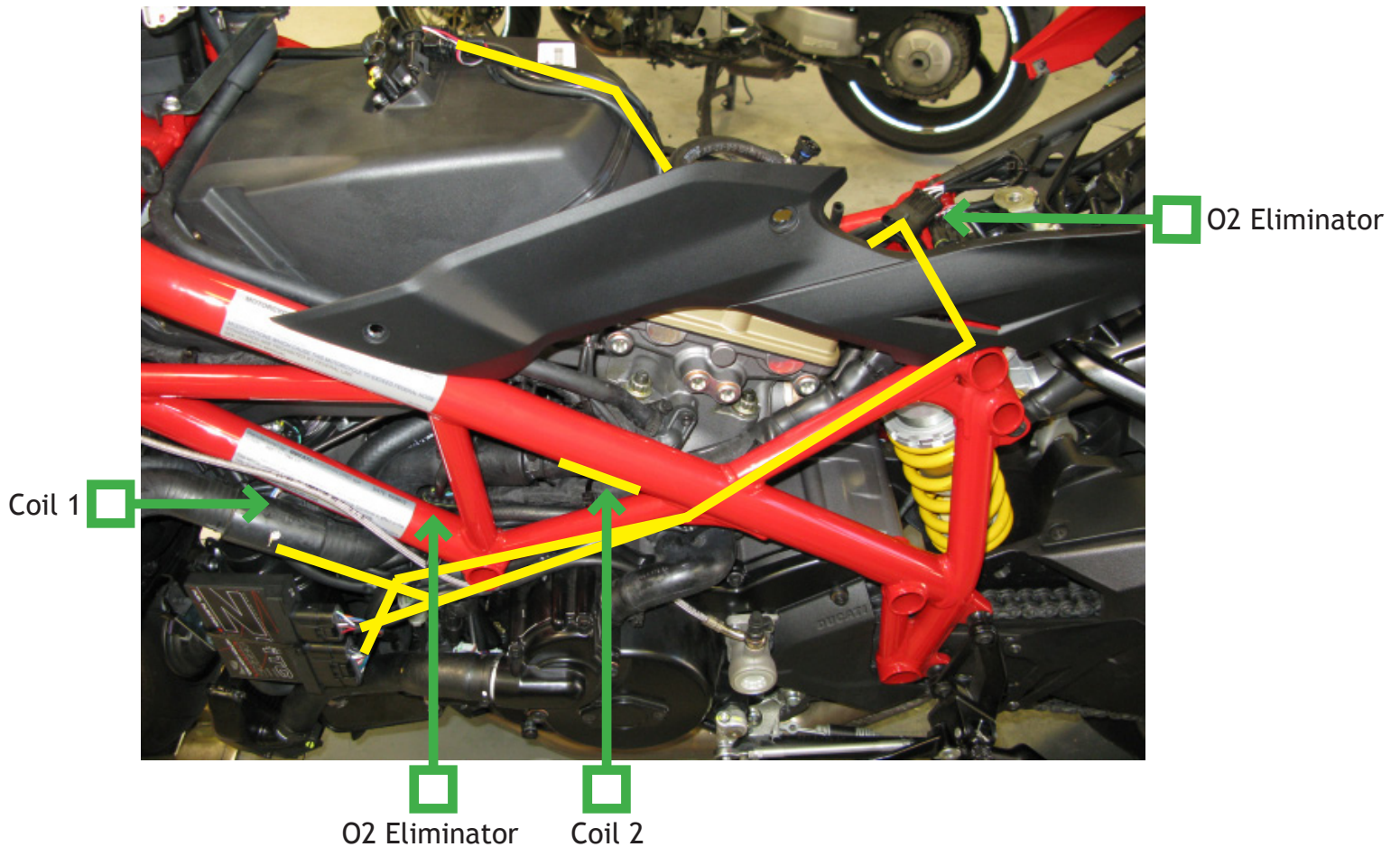
Read through all instructions before beginning installation. This is not a replacement for the ECU. This document is intended for use by qualified technicians. Refer to a factory service manual for more specific stock component identification and location information.

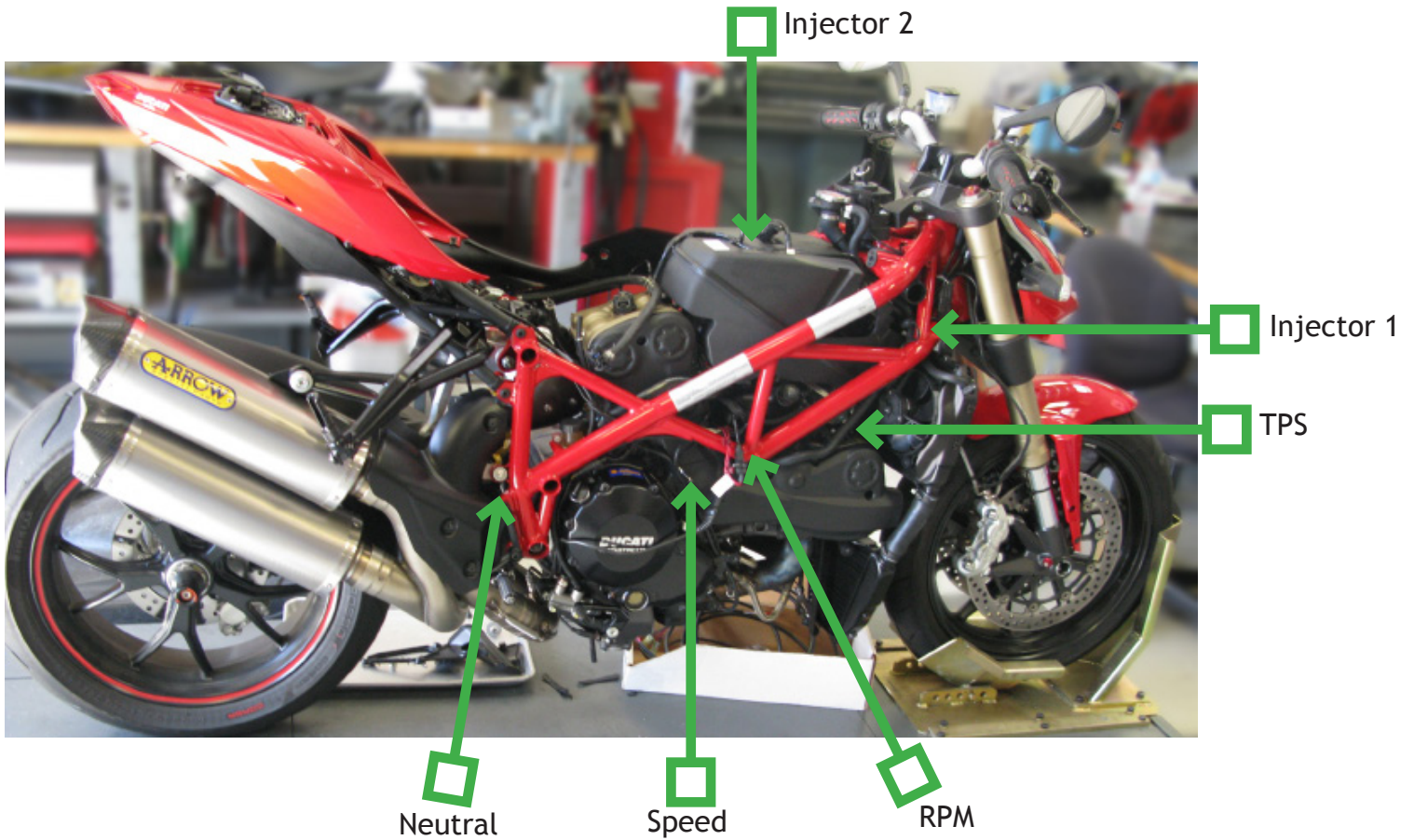
WE STRONGLY SUGGEST THAT AN EXPERIENCED TECHNICIAN INSTALL THIS BAZZAZ PRODUCT

1. Begin the installation by removing the seat, fuel tank, lower left fairing, and both (left and right) air box covers.
2. Mount the **CONTROL UNIT** to the side of the charcoal canister using the supplied Velcro and zip ties. The charcoal canister can be found on the left side of the bike near the radiator. Connect the main connector of the Bazzaz **FUEL HARNESS** to the control unit and begin routing the harness towards the back of the bike, following along the same path as the factory harness.

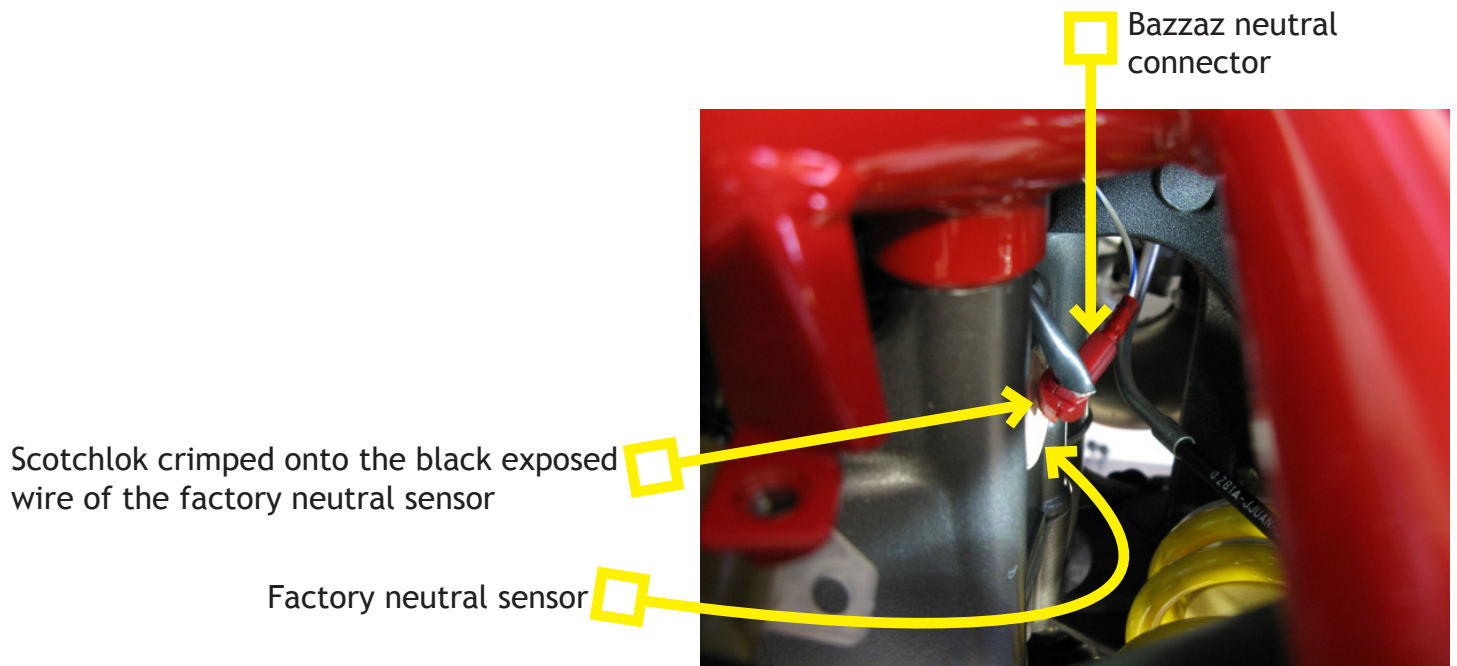


Fuel harness routing shown in yellow; stock component identification and location shown for reference.

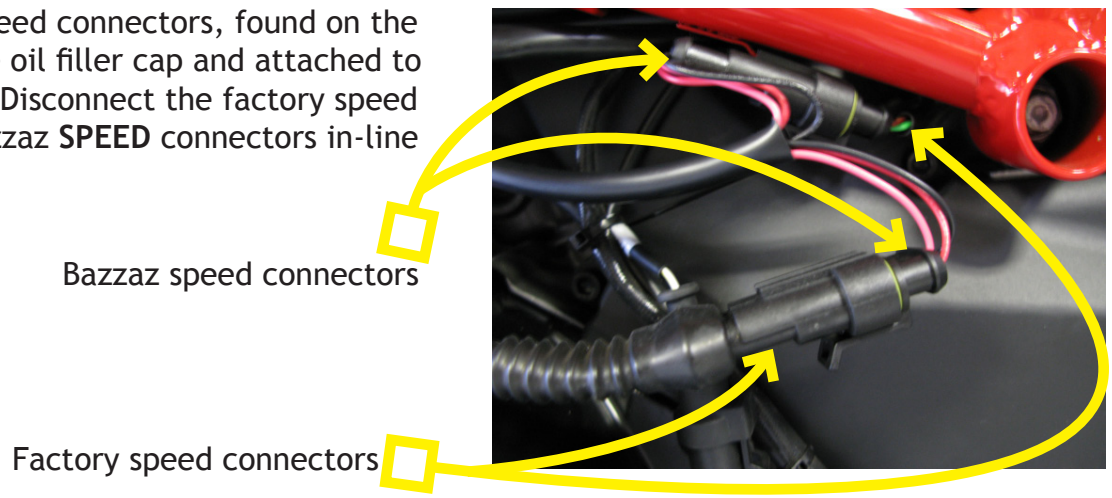




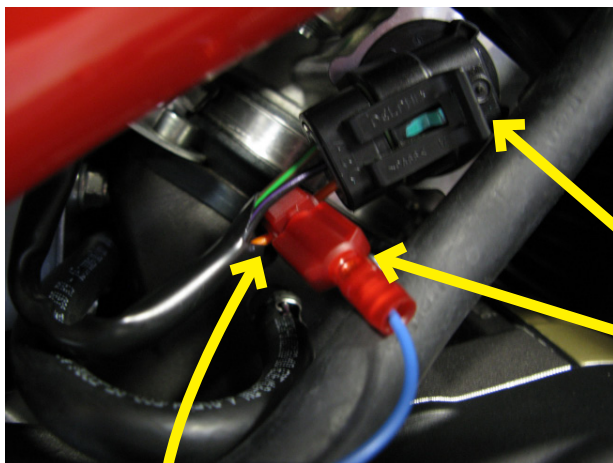
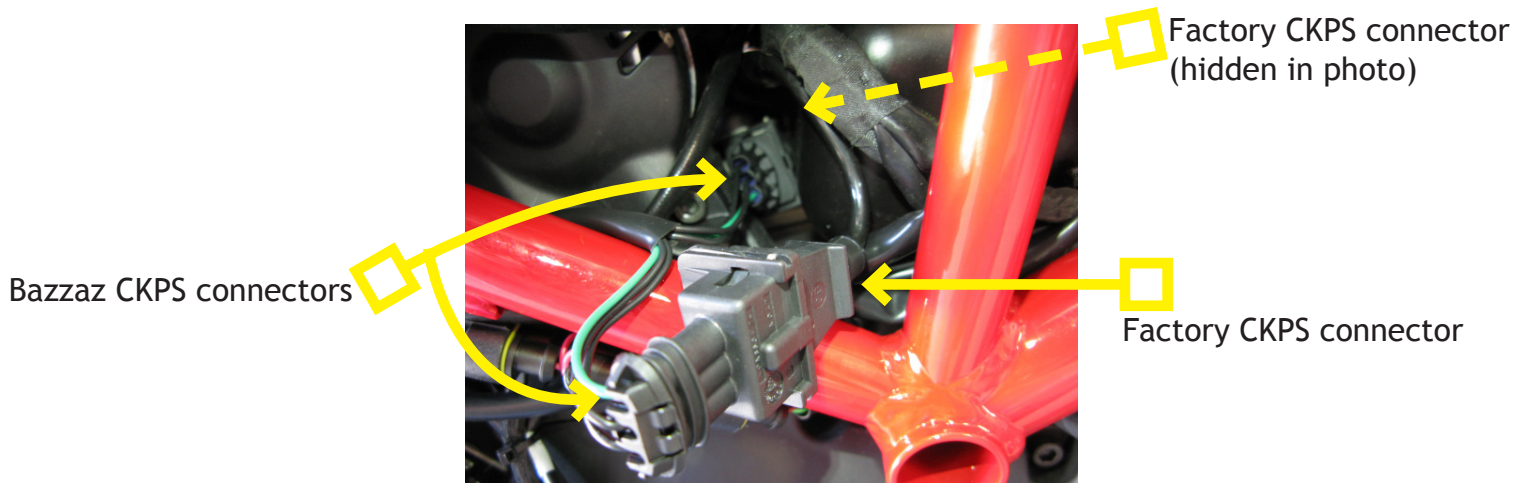
3. Locate the factory neutral sensor, which can be found on the back of the engine, on the right side of the bike. Pull the sheathing back of the factory neutral sensor lead to expose the black wire. Using the supplied Scotchlok, crimp onto the exposed **black** wire and insert the Bazzaz **NEUTRAL** connector into the Scotchlok.



4. Next, locate the factory speed connectors, found on the right side of the bike near the oil filler cap and attached to the bottom of the frame rail. Disconnect the factory speed connectors and install the Bazzaz **SPEED** connectors in-line with the factory connectors.



5. Locate the factory Crank Position Sensor (CKPS) connectors, which can be found above the factory speed connectors, in front of the rear cylinder and on the right side of the bike. Now disconnect the factory CKPS connectors and install the Bazzaz **CKPS** connector in-line with the factory connectors.



6. Now locate the factory Throttle Position Sensor (TPS) found on the right side of the bike and on the front throttle body. Begin to route the Bazzaz TPS lead to the factory TPS connector. Using the supplied Scotchlok, crimp onto the **orange** wire of the factory TPS connector and insert the Bazzaz TPS connector into the Scotchlok.

TPS

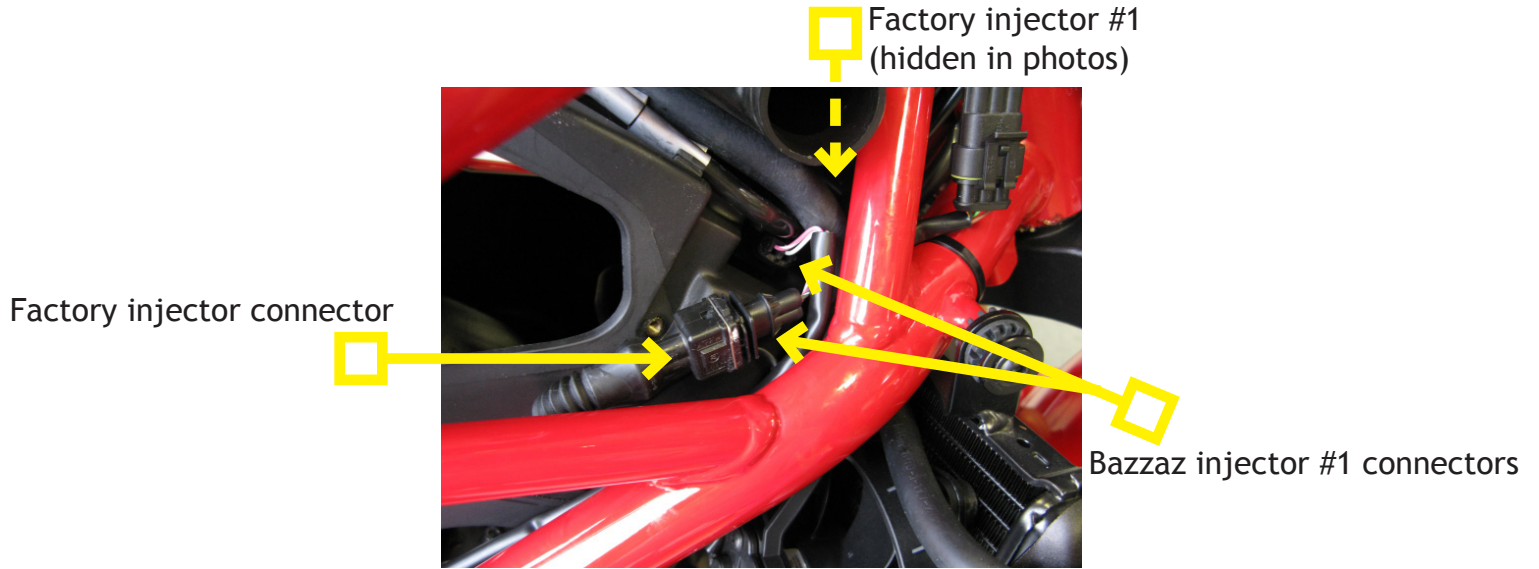
Bazzaz TPS connector

Scotchlok crimped onto the orange wire of the factory TPS connector

7. Route the injector # 1 connector of the Bazzaz harness up towards the front factory injector, which can be found on the right side of the bike, near the neck of the frame and the air box.

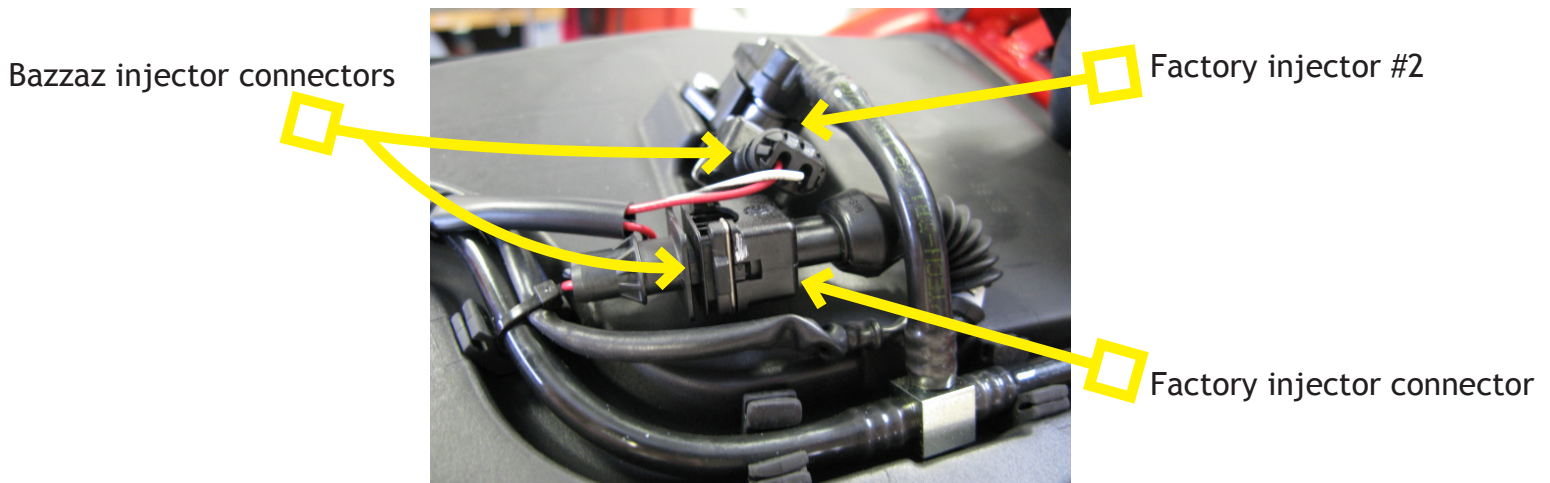
In order to gain access to the factory injector, the right side air box cover will need to be removed. Once air box cover is removed, disconnect the factory injector connector from the injector.

Install the Bazzaz **INJECTOR CONNECTORS** in-line with the factory injector and connector.



8. Next, locate factory injector # 2, which can be found on top of the air box. Route the Bazzaz injector # 2 connector up to the factory injector. Disconnect the factory injector connector from the injector. Install the Bazzaz **INJECTOR CONNECTORS** in-line with the factory injector and connector.

Make sure the routing of the Bazzaz and factory connectors are under the fuel line due to the tank's tight fit.

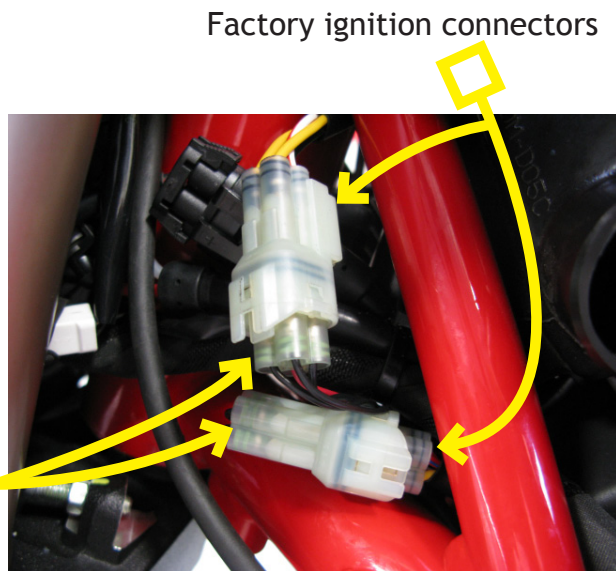


9. Route the Bazzaz **GROUND LUG** near the same location the Bazzaz control unit is mounted, and install it to any 8mm bolt on the left side of the bike.



Bazzaz ground

10. Now, locate the factory ignition connectors, which can be found behind the left side air box covers. Begin to route the fuel harness up to the neck of the frame and disconnect the factory ignition connectors. Install the Bazzaz + 12V **SWITCHED POWER** connectors in-line with the factory ignition connectors.

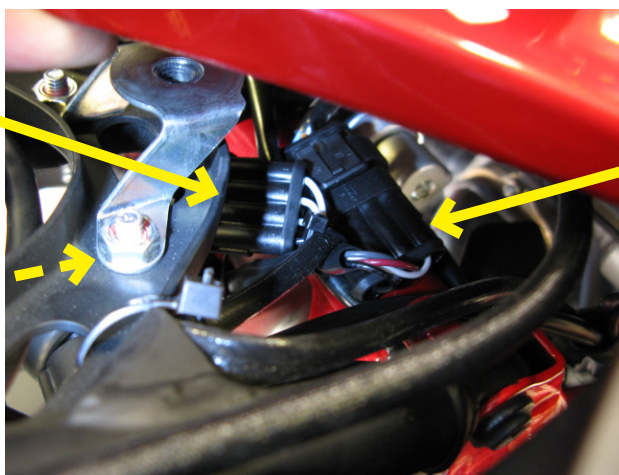


Bazzaz +12V switched power connectors

11. Locate the rear factory O2 sensor connector which is found above the shock linkage, attached to the frame. Disconnect the factory O2 sensor connector, as it 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. Connect the Bazzaz **O2 ELIMINATOR** in place of the factory sensor connector and attach the O2 eliminator ground lug to a solid ground; the supplied O2 eliminator must be connected in place of the O2 sensor connector to avoid triggering a fault code (FI light).

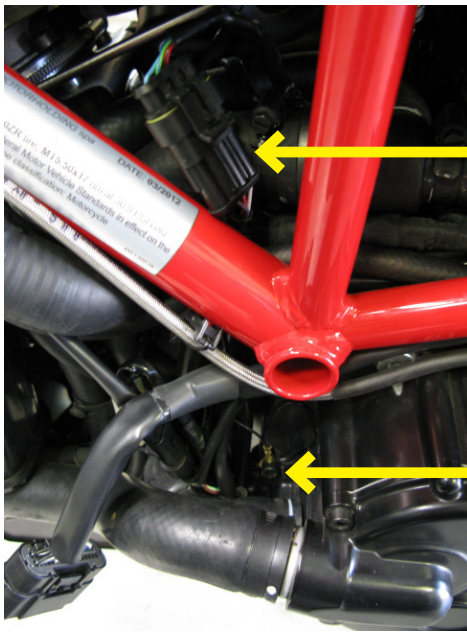
Factory rear O2 sensor connector disconnected and secured away

Bazzaz ground is attached on other side of tank mount



Bazzaz O2 eliminator

12. Now locate the front factory O2 sensor connector which will be found between the cylinders and can be accessed from the left side of the bike. Repeat the same process as step 11.

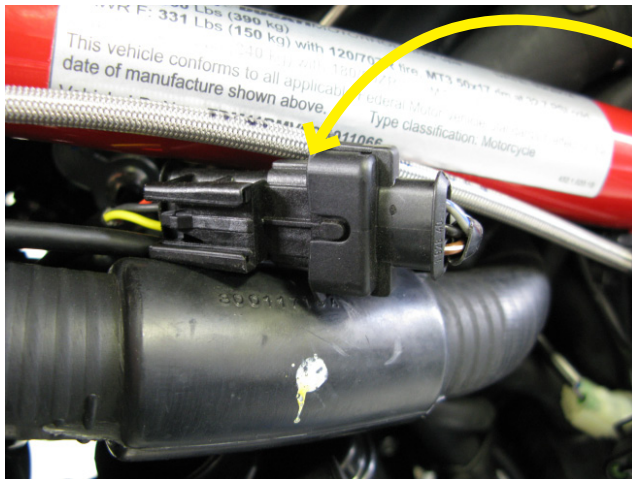


Bazzaz O2 eliminator

Disconnected factory front O2 sensor connector cannot be seen in photo

Bazzaz ground

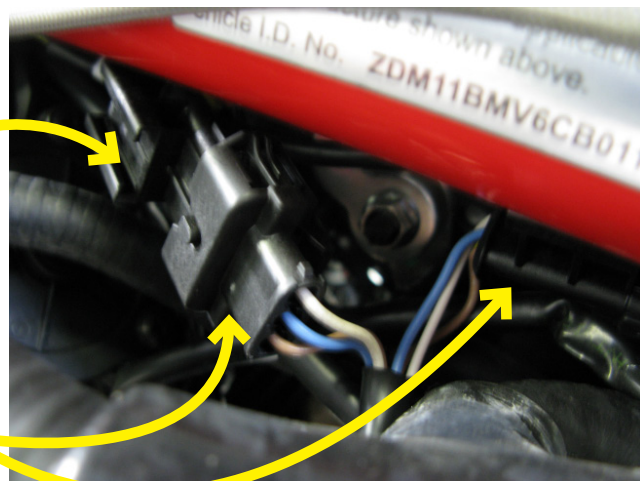
13. Connect the main connector of the Bazzaz **COIL HARNESS** to the control unit and route the harness along the same path as the fuel harness. Locate the front factory coil connectors, which can be found attached to the frame, behind a radiator hose. Disconnect the factory coil connectors and install the Bazzaz # 1 **COIL CONNECTORS** in-line with the front factory connectors.



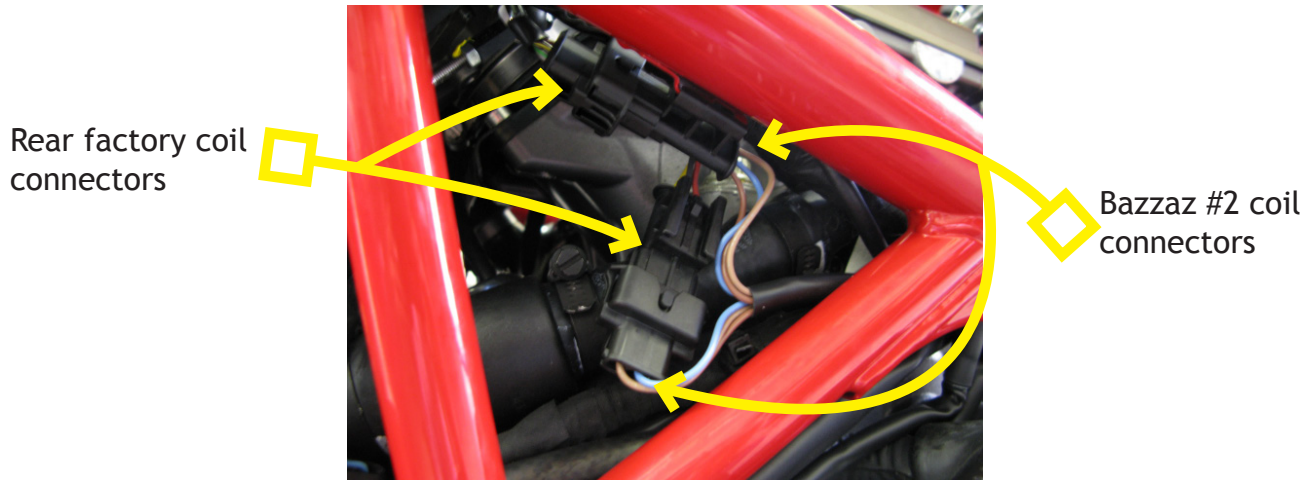
Front factory coil connectors joined

Front factory coil connector
(other connector cannot be seen)

Bazzaz #1 coil connectors

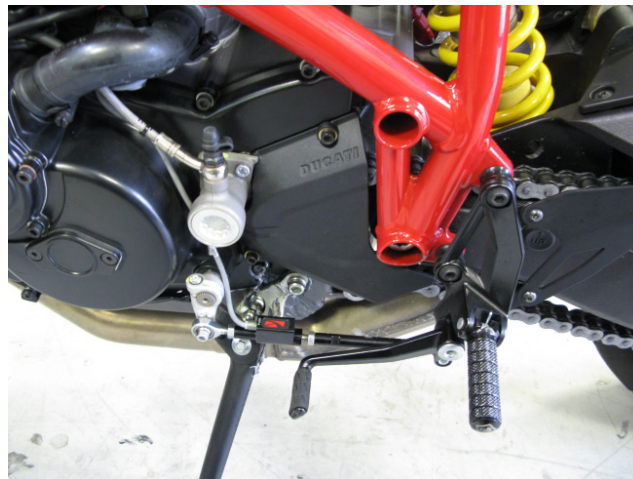


14. Locate the rear factory coil connectors, which can be found attached to the frame, near the rear cylinder. Disconnect the factory coil connectors and install the Bazzaz # 2 **COIL CONNECTORS** in-line with the rear factory connectors.



15. Now you will begin the installation of the **SHIFT SWITCH** by removing the factory shift rod. Install the Bazzaz shift switch onto the heim joint connected to the shift shaft of the engine. Then install the supplied **SHIFT ROD** between the shift switch and the rear heim joint connected to the rear set. Bazzaz shift rods are manufactured to fit multiple applications and can be cut at 10mm intervals on either end to shorten for proper positioning.

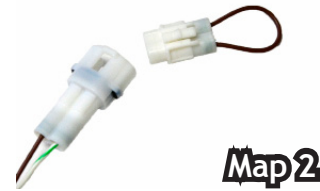
Adjust the foot pedal to preferred height and secure components by tightening the 10mm nuts. Now route the shift switch connector up to the mating connector of the Bazzaz coil harness and plug in-line.



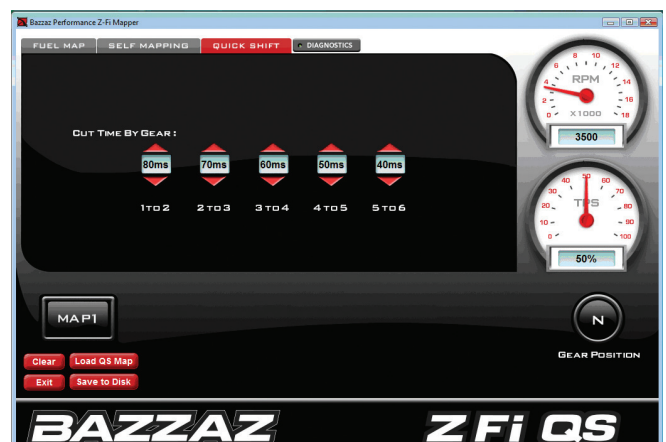
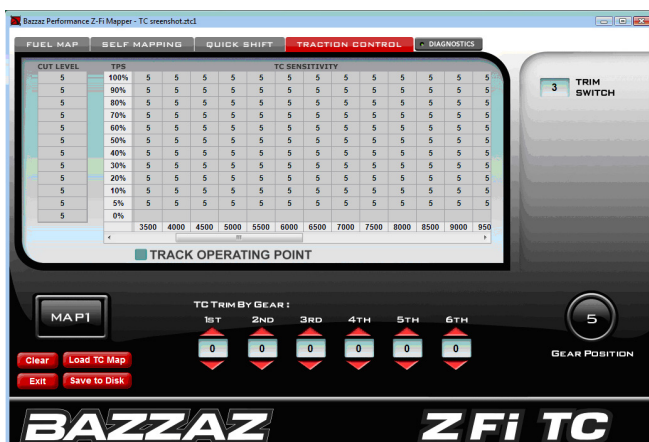
To complete the installation, use the supplied cable ties to secure the harnesses neatly along the routing path free of any moving or hot components (which could cause damage or failure of the system). If any problem is found, please carefully follow through the installation steps again. If problem still persists, please call **Bazzaz tech support at (909) 597-8300**. After it is determined that everything is correct, reinstall the components removed in step one and the installation will be complete.

The Bazzaz control unit is capable of storing two maps. These maps can be selected by connecting or disconnecting the map select jumper on the fuel harness (or you can switch maps on the fly with the handle bar mounted map select switch, sold separately). 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.

The control unit is pre-programmed from the factory with an enhanced map in the map 1 position. The map 2 position is using the stock ECU map. You are able to load and unload maps as needed via the Z-Fi Mapper software.



Don't forget to download the Z-Fi Mapper software from www.bazzaz.net (under the software tab) so that you can adjust your fuel map, QS or TC settings (depending on the product you purchased). You will also need access to the Z-Fi Mapper software if you will be using the Z-AFM self-mapping kit.



Accessories you may be interested in to ENHANCE your Bazzaz experience

Z-AFM™ | Tuning Technology (for use with all Bazzaz fuel control units)

Quickly collect data to build ideal, self-made fuel maps while riding. [Part No. 127062]



Map Select Switch (for use with the Z-Fi, Z-Fi MX, Z-Fi QS and Z-Fi TC)

The Bazzaz Map Select Switch is a handlebar-mounted switch for convenient toggling between two maps held on the Bazzaz unit. For example, rider can toggle between a fuel efficient map, rain map, or a full power map. [Part No. 127078]



Traction Control / Map Select Switch (for use with Z-Fi TC only)

The Bazzaz TC Adjust Switch is a handlebar-mounted switch for easy, on the fly, traction control adjustments and map switching. Quickly adjust traction control settings (a great way to learn TC), or switch off, using a 10-point dial. Also toggle between two maps held on the Bazzaz unit (e.g. rain map, fuel economy map, etc.) on the fly. [Part No. 127079]



Traction Control Active Light (for use with Z-Fi TC)

TC Active Light illuminates when traction control is engaged. Helpful in determining when and where traction control is being actuated. [Part No.M842]

