

INSTALLATION INSTRUCTIONS



UNLEASH.

THE SMARTEST PERFORMANCE TUNING TECHNOLOGY



**DUCATI MONSTER 696 2013-14
T195**

1 > READ

WARNINGS > INSTALLING



- We strongly suggest that an experienced technician install this product.
- Read through all instructions before beginning installation.
- This document is intended for use by qualified technicians.
- This is not a replacement for the factory Engine Control Unit (ECU).
- Refer to a factory service manual for more specific stock component identification/location information and removal/assembly procedures.

WARNINGS > USING



- 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 public lands.

GETTING HELP



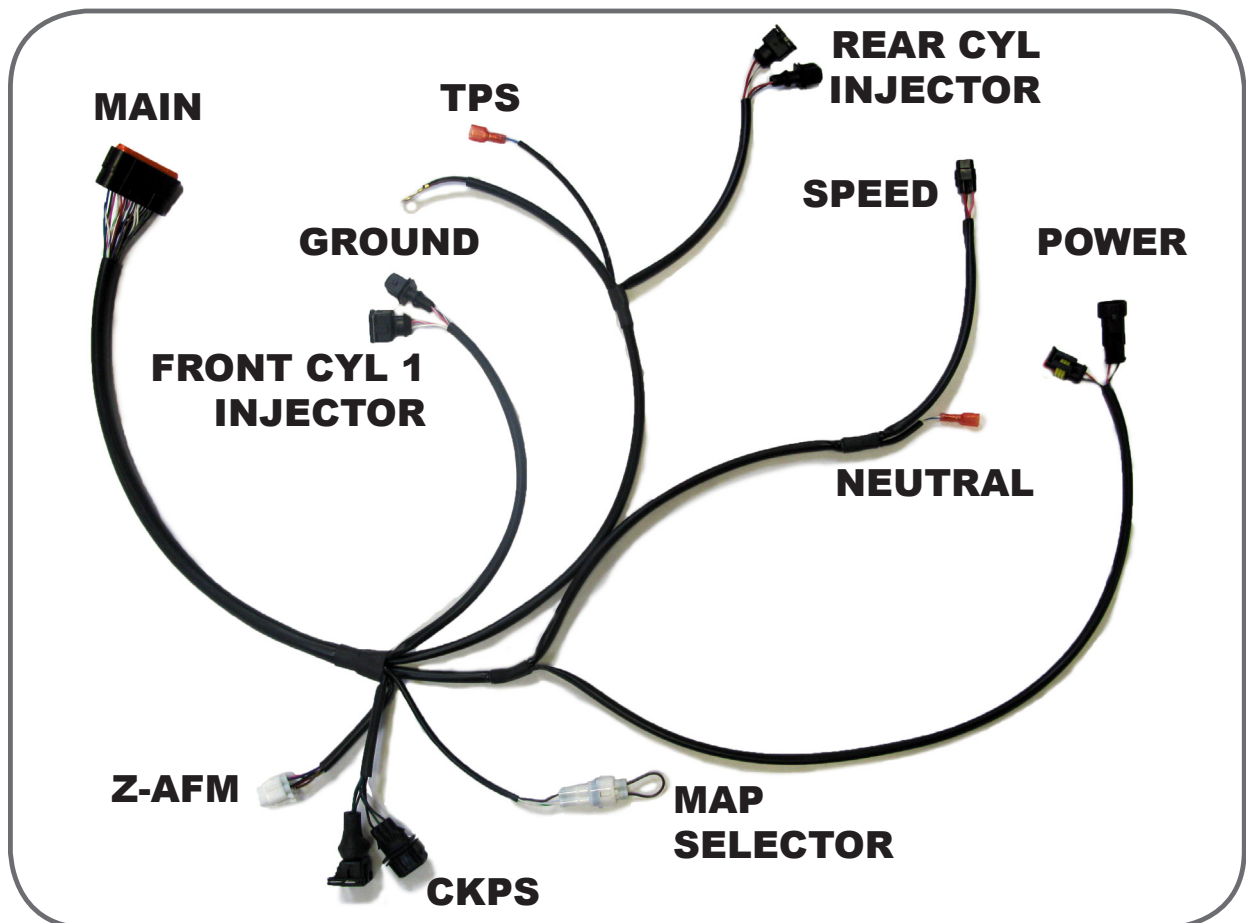
- Factory support is available in the US at 909-597-8300.
- For fastest support outside of the US, find your local importer at bazzaz.net.

2>IDENTIFY

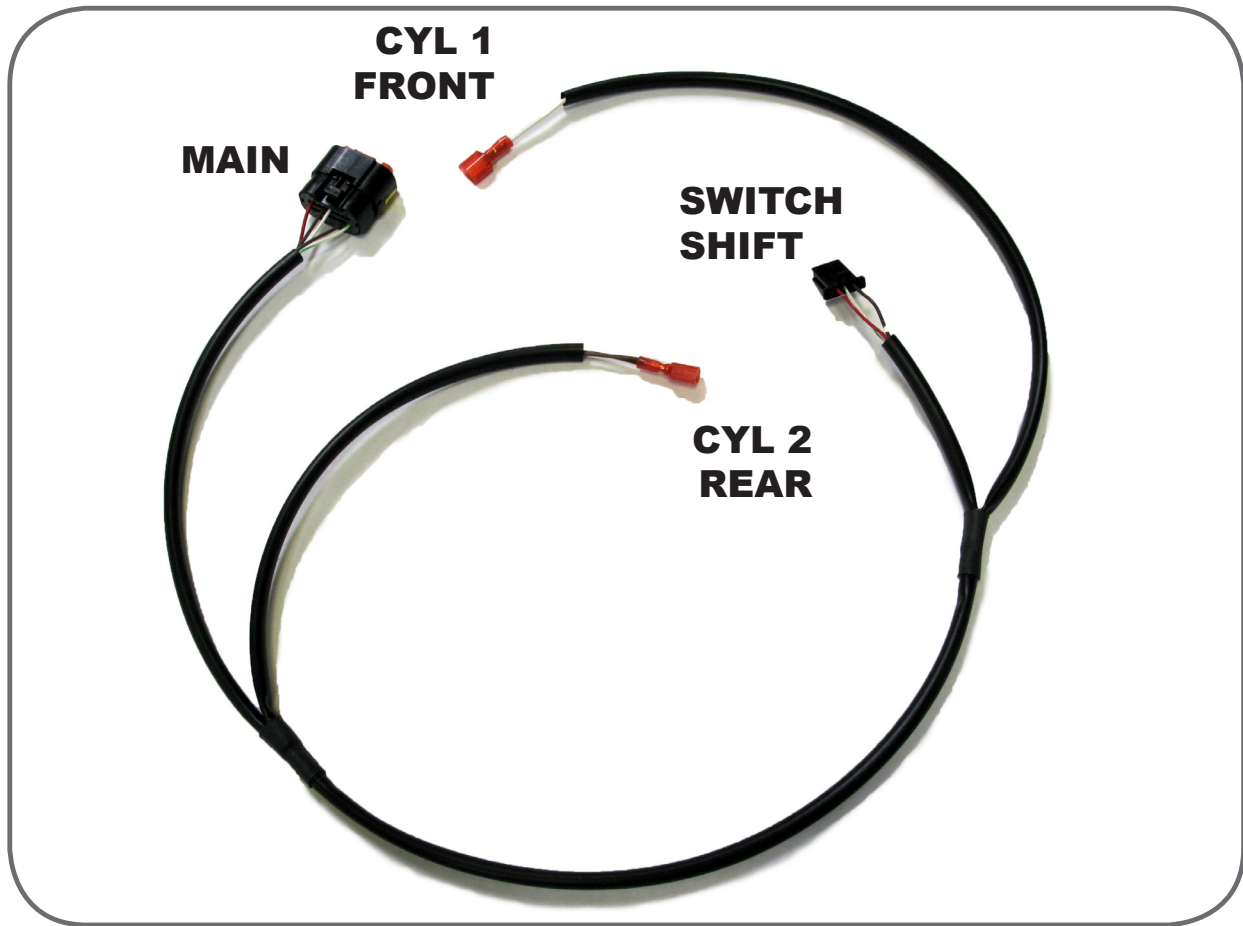
INCLUDED PARTS

1. Z-Fi QSTC Control Unit
2. Fuel Harness
3. Coil Harness
4. Shift Switch & Mounting Hardware
5. Download Z-Fi Mapper Software & Software Instructions From Website
6. Speed Amplifier
7. USB Cable
8. O2 Eliminators (2)
9. Scotchlok (2)
10. Swingarm Stickers

FUEL HARNESS



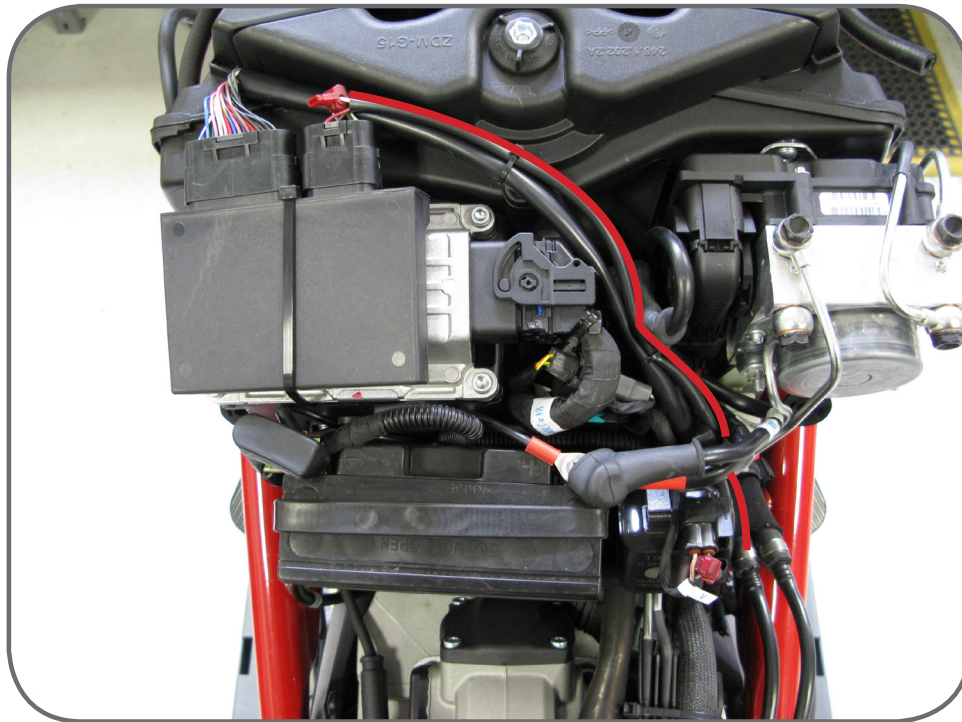
COIL HARNESS



3> REMOVE

1. Rider seat
2. Fuel Tank Cover Panels
3. Fuel Tank

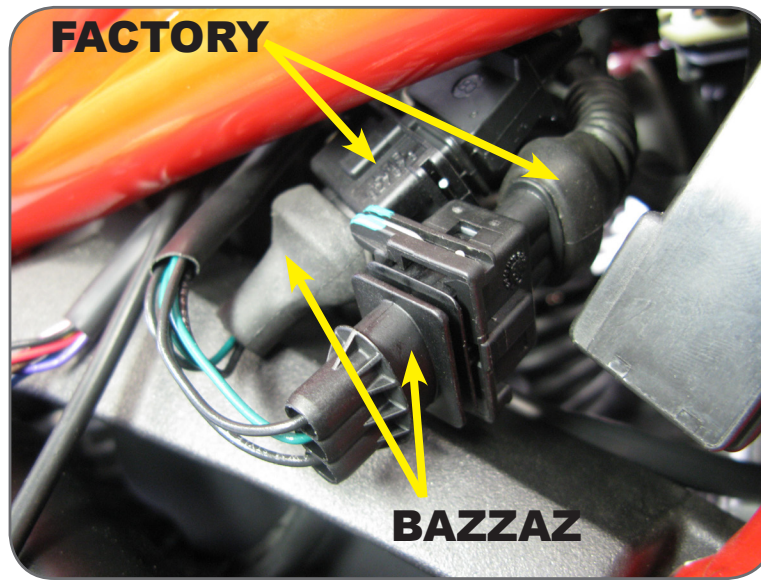
4>SECURE



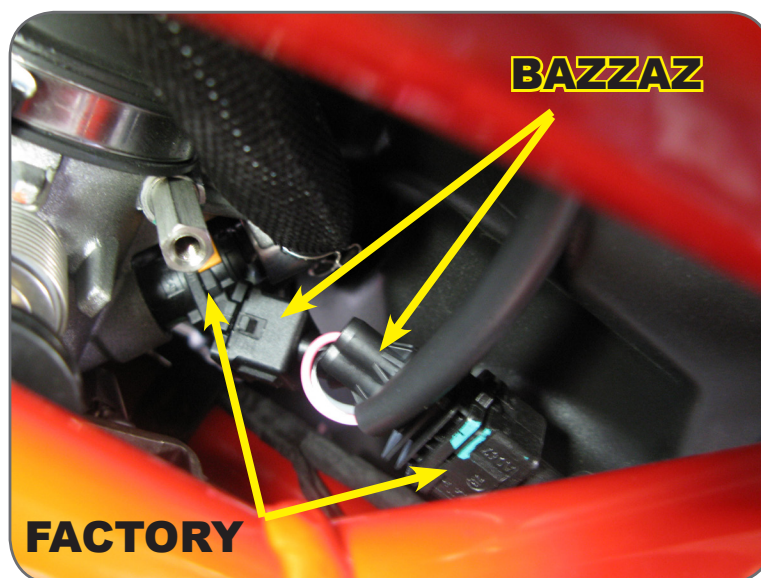
Mount the Bazzaz control unit on top of the factory ECU using the supplied velcro patch and long cable tie. Connect the main connector of the Bazzaz fuel harness to the control unit and begin to route it down the right side of the engine.

5>CONNECT

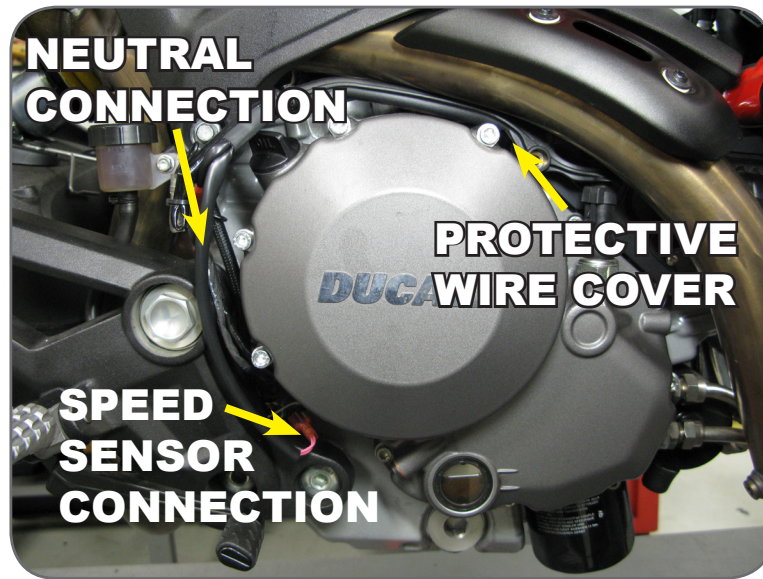
1. Locate the factory harness crank position connectors (CKPS) which can be found secured inside the right frame tube behind the fuse box. Disconnect the two factory connectors and install the mating Bazzaz harness CKPS connectors inline.



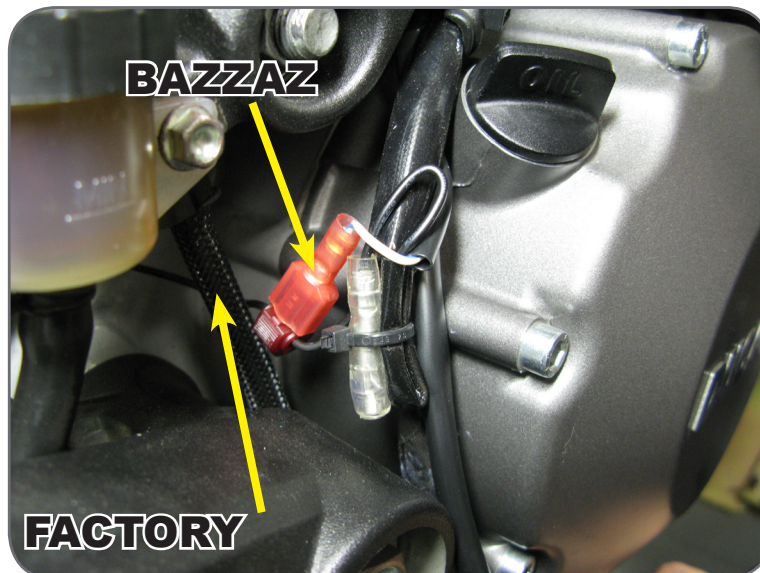
2. Route the lead of the Bazzaz harness labeled "Cylinder 1 Front" toward the front of the engine inside the right frame to the front cylinder fuel injector connection. Remove the factory harness connector from the injector and connect the mating Bazzaz harness connectors inline the Bazzaz TPS connectors inline.



5>CONNECT (CONT.)

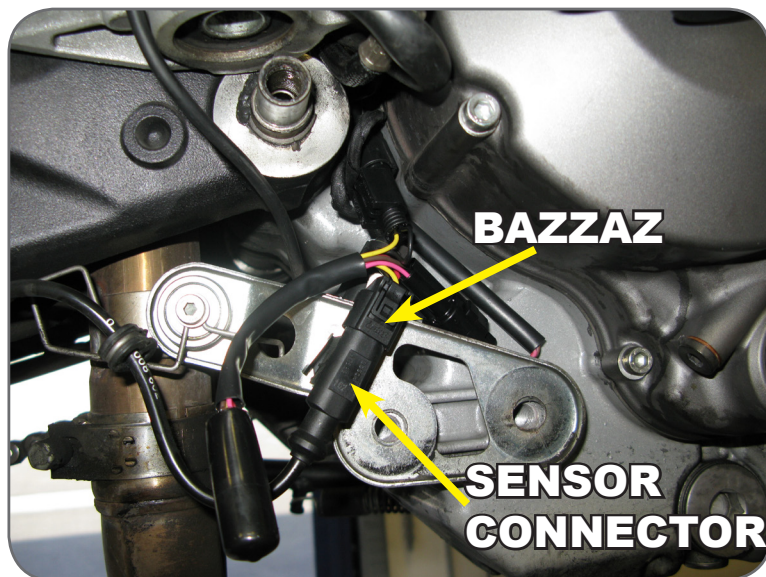


3. Identify the lead of the Bazzaz harness containing the neutral and speed sensor connectors. Route this portion of the harness inside the frame over the clutch cover along the routing path of the factory harness toward the rear of the engine. Note: when routing the harness behind the exhaust take care 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.



4. 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.

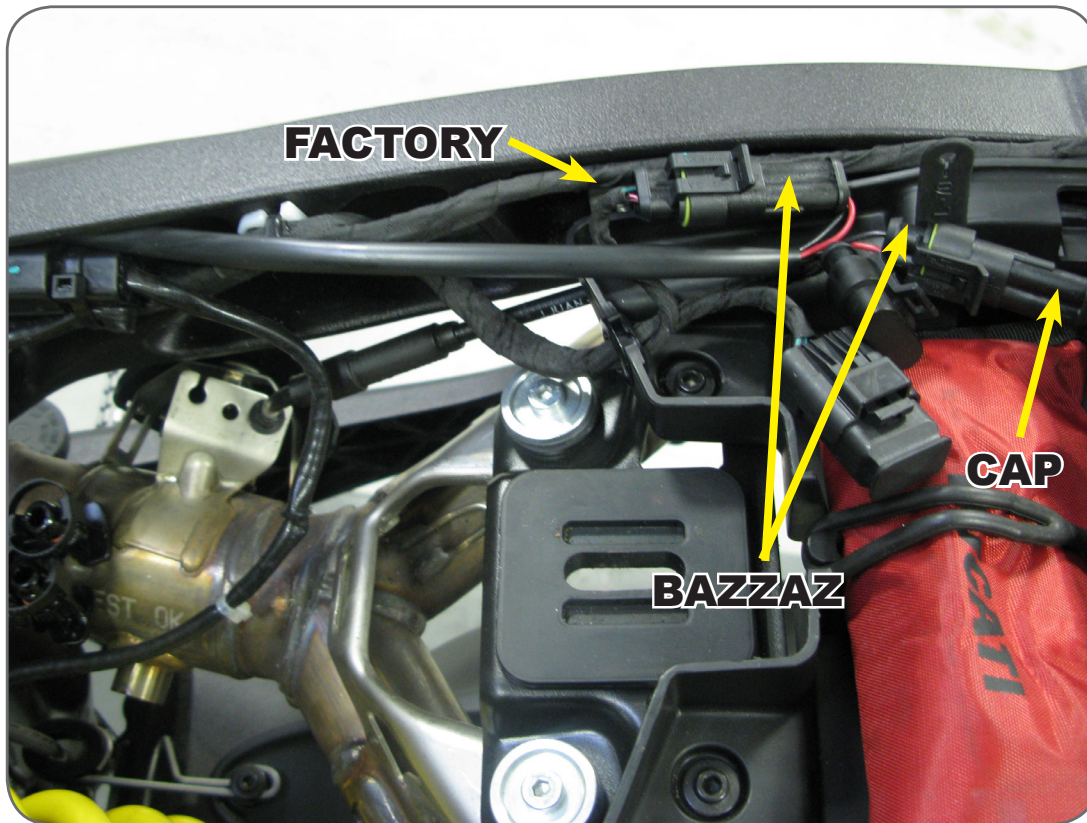
5>CONNECT (CONT.)



5. 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.

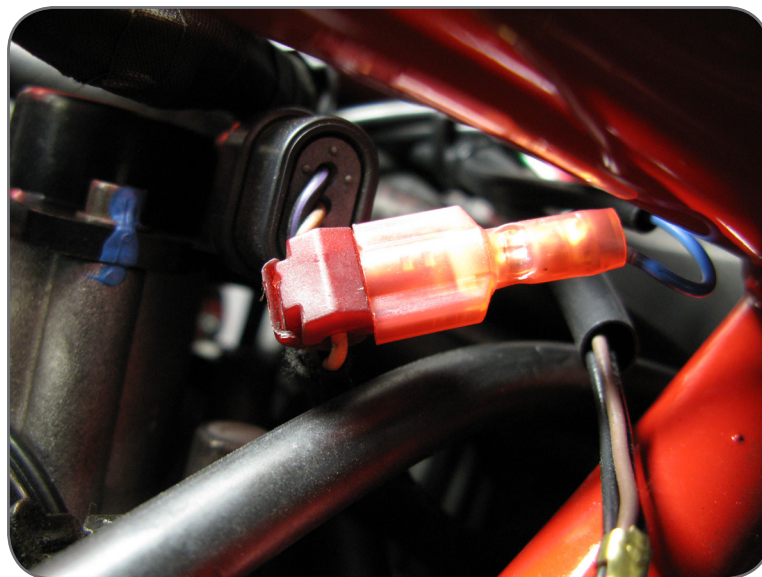
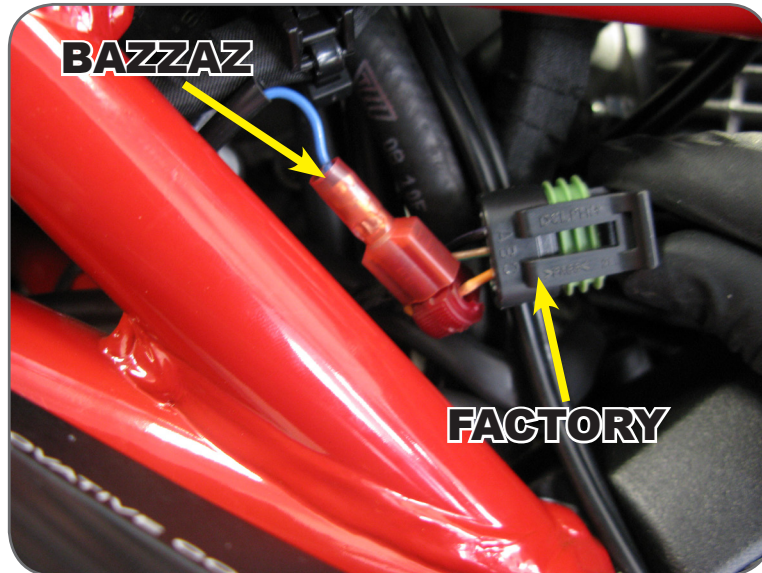


5>CONNECT (CONT.)



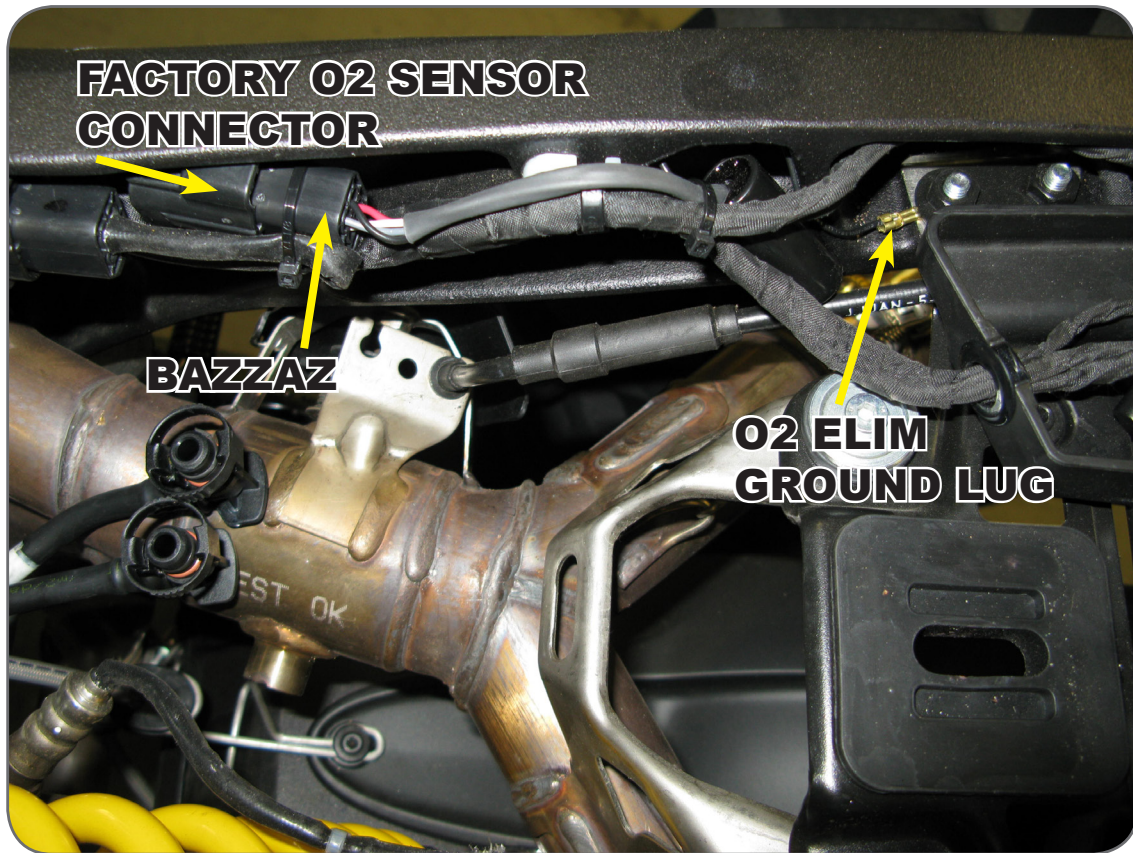
6. Route the lead of the Bazzaz harness containing the power source connectors into the tail section. Identify the two pin factory harness connector (contains red/black & black/green wires) which is normally used and capped. Remove the cap and install the mating Bazzaz harness power connector.
7. Route 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.
8. 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.

5>CONNECT (CONT.)



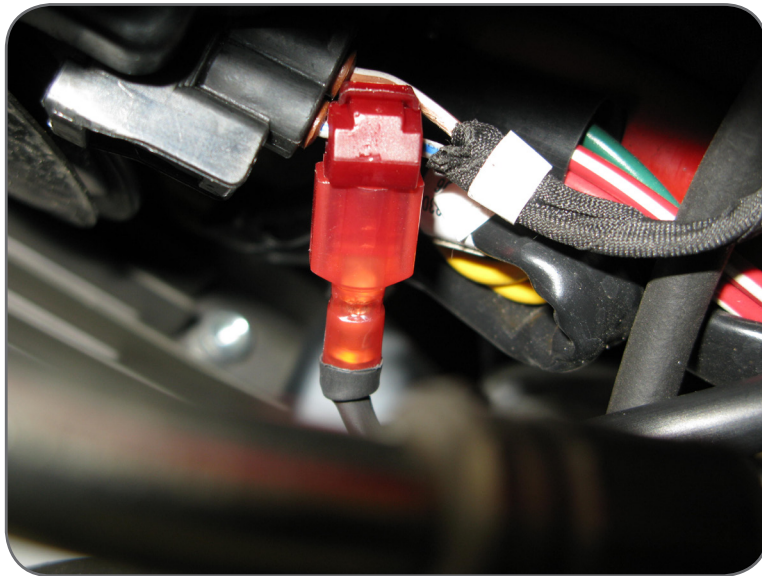
9. Locate the throttle position sensor which is attached to the right side the throttle body. Disconnect the factory harness connector and identify the orange wire. Crimp a supplied scotch lok connector onto the factory orange wire. Insert the T-tap connector attached to the blue wire of the Bazzaz harness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

5>CONNECT (CONT.)



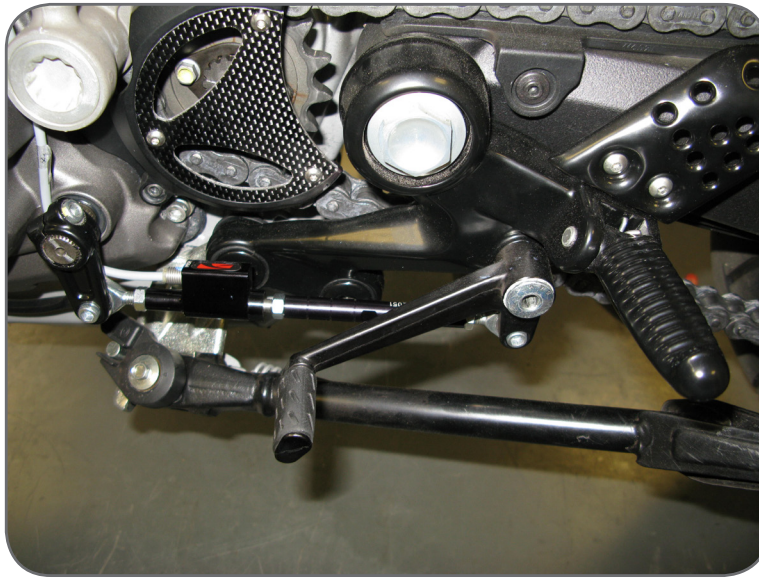
10. The Monster is equipped with two lambda/O2 sensors. These sensors must be bi-passed through the use of O2 eliminators supplied with the kit. Disconnect the factory harness from each sensor. Install the Bazzaz O2 eliminators in place of the factory sensor connectors and attach the O2 eliminator ground 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.

5>CONNECT (CONT.)



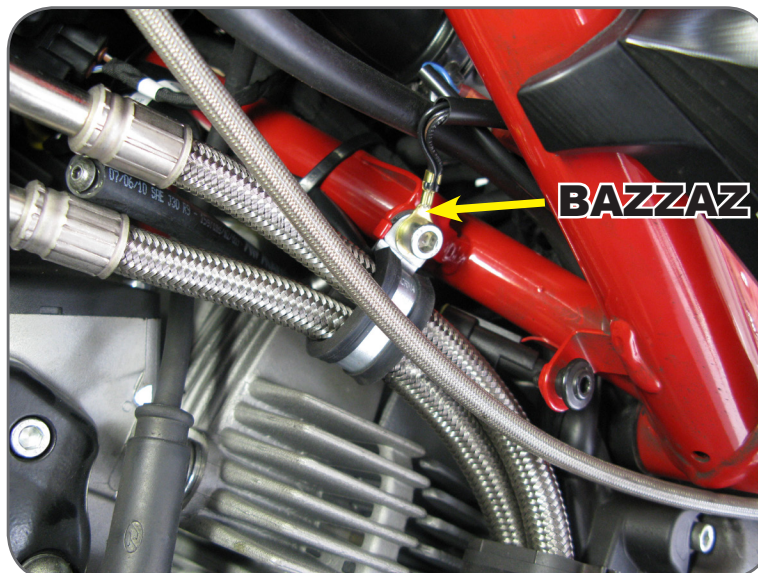
11. Connect the Bazzaz coil harness to the control unit and route the individual coil leads to the corresponding factory harness coil connections (Bazzaz harness labeled). Pull back the sheathing of the factory harness to reveal the wire color of the wire connecting to each ignition coil. At the rear 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.

5>CONNECT (CONT.)



12. 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.
13. Reinstall the components removed in step one of these instructions.

6>GROUND



Attach the Bazzaz harness to a solid chassis ground

7>SECURE



Use the supplied cable ties to secure the harness neatly along the routing path **free of any moving or hot components (which could cause damage or failure of the system).**

8>CHECK

Also use software to:

- View and/or make adjustments to fuel maps
- Activate Z-AFM self mapper (sold separately)
- Save and load new fuel maps
- Re-calibrate throttle position sensor after throttle modifications
- View diagnostics for troubleshooting
- Change quickshift settings
- Make traction control adjustments



If any problem is found, please carefully follow through the installation steps again.



If problem still persists, please contact Bazzaz tech support

- Factory support is available in the US at 909-597-8300.
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9>REINSTALL

After it is determined that everything is correct, reinstall the components removed in step 3.

10>USE



MAP 1



MAP 2

MAPS

The Bazzaz controller is capable of storing two maps.

Switch maps by connecting or disconnecting the map select jumper supplied with the kit.

Or use the optional handlebar-mounted switch to switch maps on the fly (sold separately).

11>NEXT LEVEL



ZAFM SELF MAPPER

Purchased separately.

Build race-level fuel maps for your specific modifications, fuel type, engine, and atmospheric conditions simply while riding.

O2 sensor mounts into exhaust and control box easily plugs in to any Bazzaz Z-Fi product.

299.95

MAP SELECT

Purchased separately.

79.95

Handlebar-mounted switch plugs into any Z-Fi product, allowing the user to switch between fuel maps on the fly.

Easy installation. Weatherproof toggle.





THE SMARTEST PERFORMANCE TUNING TECHNOLOGY



Proudly made in the
United States

T195