



MONZATECH

INTELLIGENT ENGINE COOLING





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STREETFIGHTER V4 – EURO 5



Intelligent engine cooling





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**SI CONSIGLIA L'USO DEL MANTENITORE
DELLA BATTERIA IN CASO DI
FERMO PROLUNGATO DEL VEICOLO**





! ATTENZIONE !

**NON ATTIVARE MAI LA POMPA A SECCO!
LA TENUTA MECCANICA AL SUO INTERNO
DEVE
ASSOLUTAMENTE LAVORARE LUBRIFICATA**





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FASE 1

RIMOZIONE CARENE





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 SMONTARE DALLA MOTO LE PARTI INDICATE, SEGUENDO LE ISTRUZIONI DEL MANUALE OFFICINA DUCATI.





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SMONTARE TUTTE LE CARENE SEGUENDO LE ISTRUZIONI DEL MANUALE OFFICINA DUCATI STREETFIGHTER V4





SMONTARE LA COPERTURA DEL BLOCCO CHIAVE SEGUENDO LE ISTRUZIONI D EL MANUALE OFFICINA DUCATI STREETFIGHTER V4





 SEGUENDO LE ISTRUZIONI DEL MANUALE DI OFFICINA, TOGLIERE LA PIASTRA E LE VITI CHE TENGONO IN POSIZIONE IL SERBATOIO.





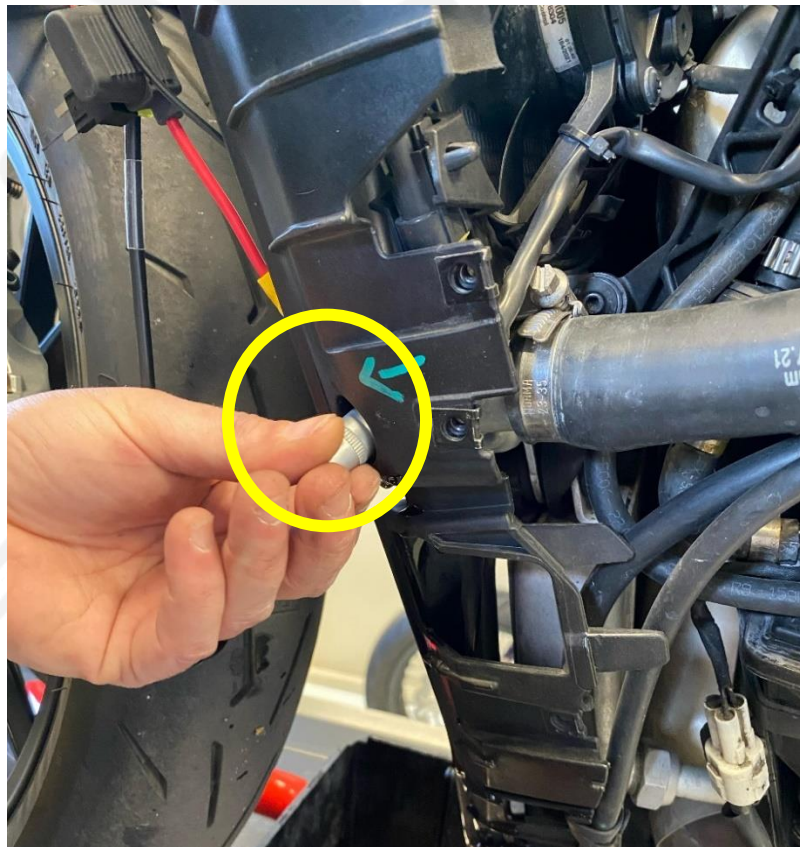
FASE 2

RIMOZIONE CIRCUITO RAFFREDDAMENTO ORIGINALE



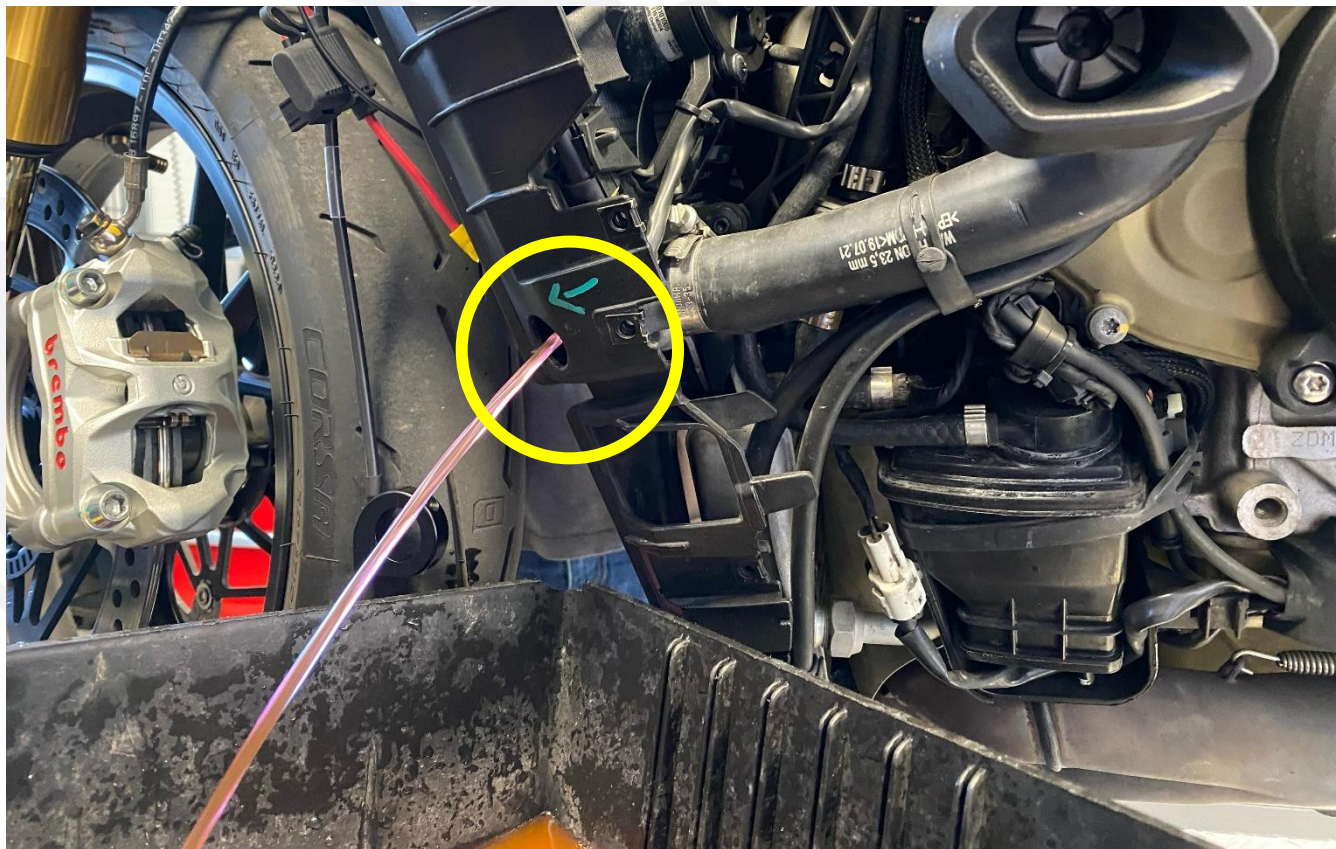


SEGUENDO IL MANUALE DI OFFICINA, SCARICARE LA PRIMA PARTE DI LIQUIDO DI RAFFREDDAMENTO DALLA VITE IN BASSO A SINISTRA DEL RADIATORE





● RIMUOVERE IL TAPPO RADIATORE PER SVUOTARE COMPLETAMENTE L'IMPIANTO DI RAFFREDDAMENTO





RICHIUDERE LA VITE RIMOSSA IN PRECEDENZA



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RIMUOVERE IL TUBO ORIGINALE INDICATO



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FASE 3

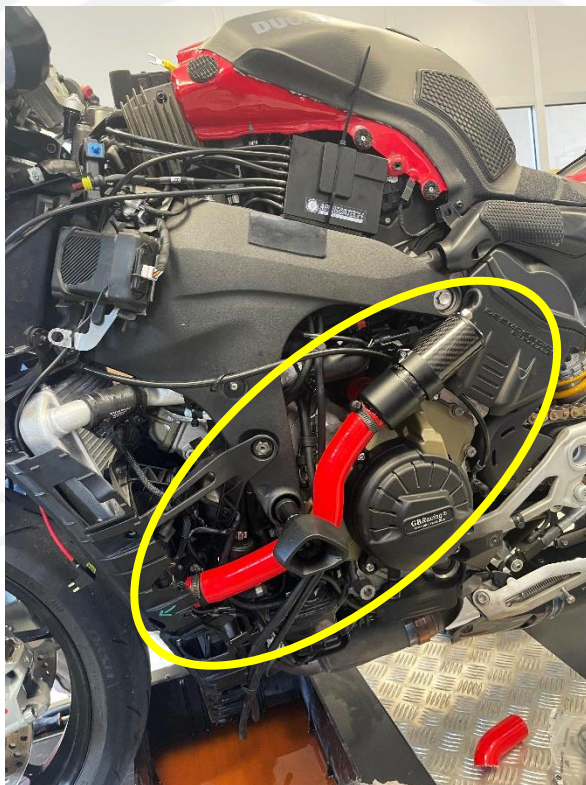
MONTAGGIO CIRCUITO RAFFREDDAMENTO *MONZATECH*





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- FISSARE I TUBI MONZATECH COME IN FIGURA ASSICURANDOSI DI STRINGERE BENE LE FASCETTE METALLICHE NERE FORNITE NEL KIT . (TAGLIARE I TUBI A MISURA CON CUTTER AFFILATO)



- FISSARE L'OCCHIELLO CERCHIATO ALLA VITE DEL CARTER MOTORE





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 IL CIRCUITO DI RAFFREDDAMENTO È ORA CHIUSO

 RIEMPIRE CON LIQUIDO DI RAFFREDDAMENTO CONSIGLIATO DA CASA MADRE, SEGUENDO IL MANUALE DI OFFICINA





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FASE 4

MONTAGGIO ECU *MONZATECH*





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● INCOLLARE LE STRISCE DI NEOPRENE SUI LATI INDICATI IN FIGURA DELLA ECU **MONZATECH**



● IL NEOPRENE PRESERVERÀ LA CENTRALINA E LE PARTI DELLA MOTO CON CUI È A CONTATTO

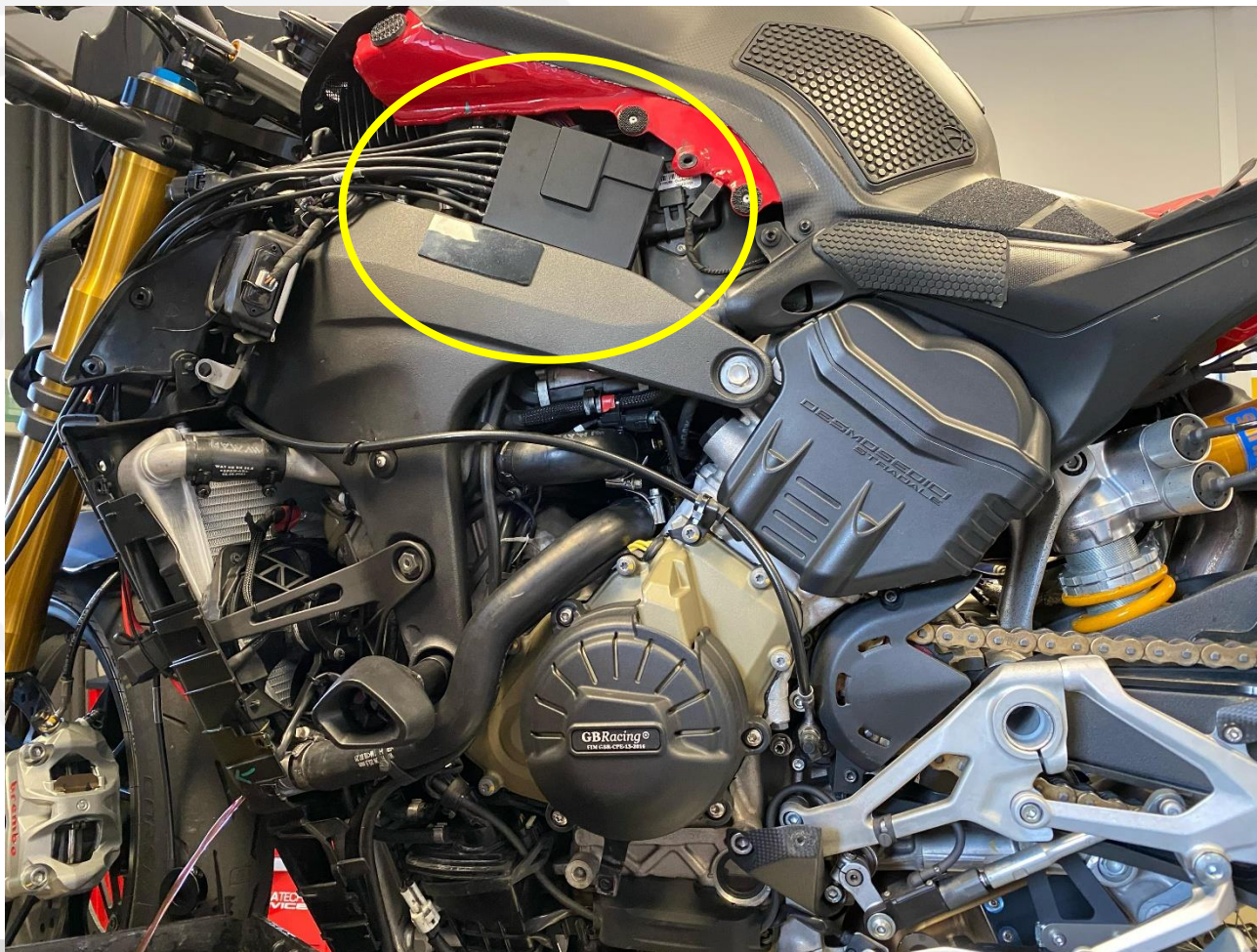




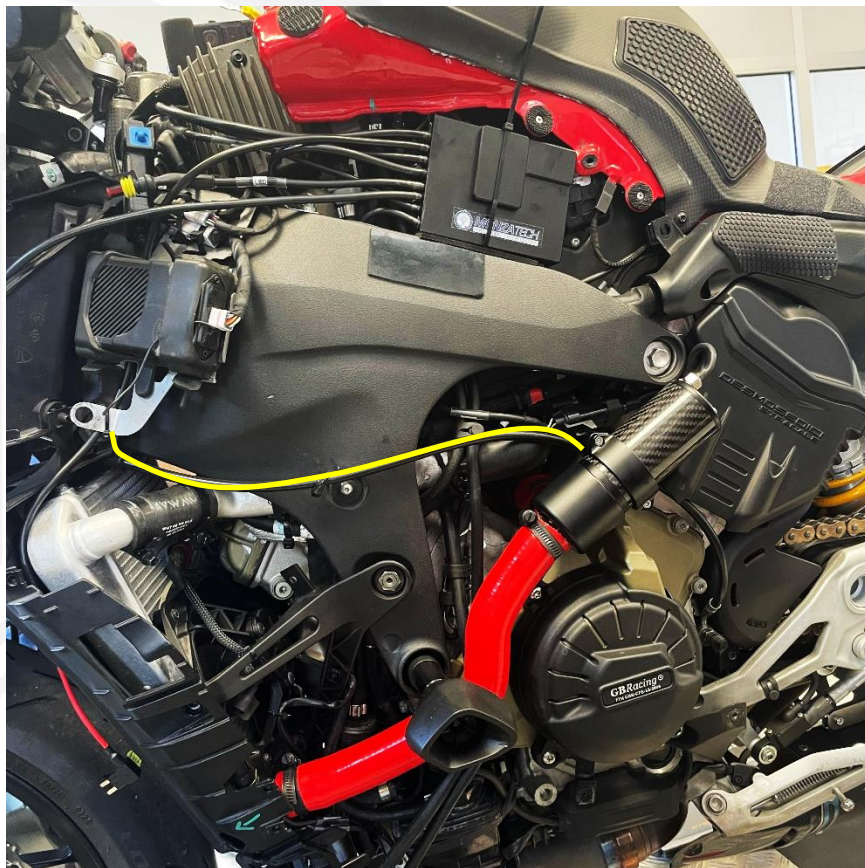
POSIZIONARE LA **ECU** COME IN FIGURA E PROCEDERE COME SEGUE PER IL PASSAGGIO CAVI



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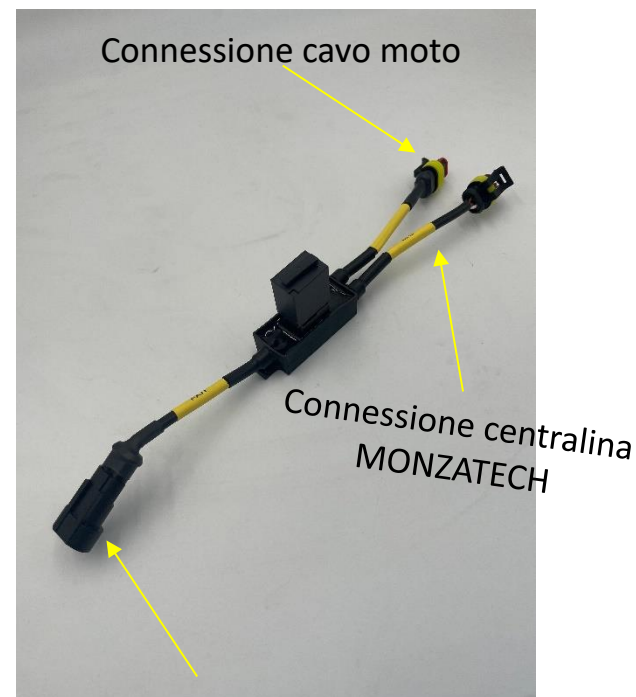


❶ FAR PASSARE IL CAVO ETICHETTATO **FANI** COME IN FIGURA (SEGUIRE TELAIO E IN SEGUITO CAVO FRIZIONE COME GUIDA)

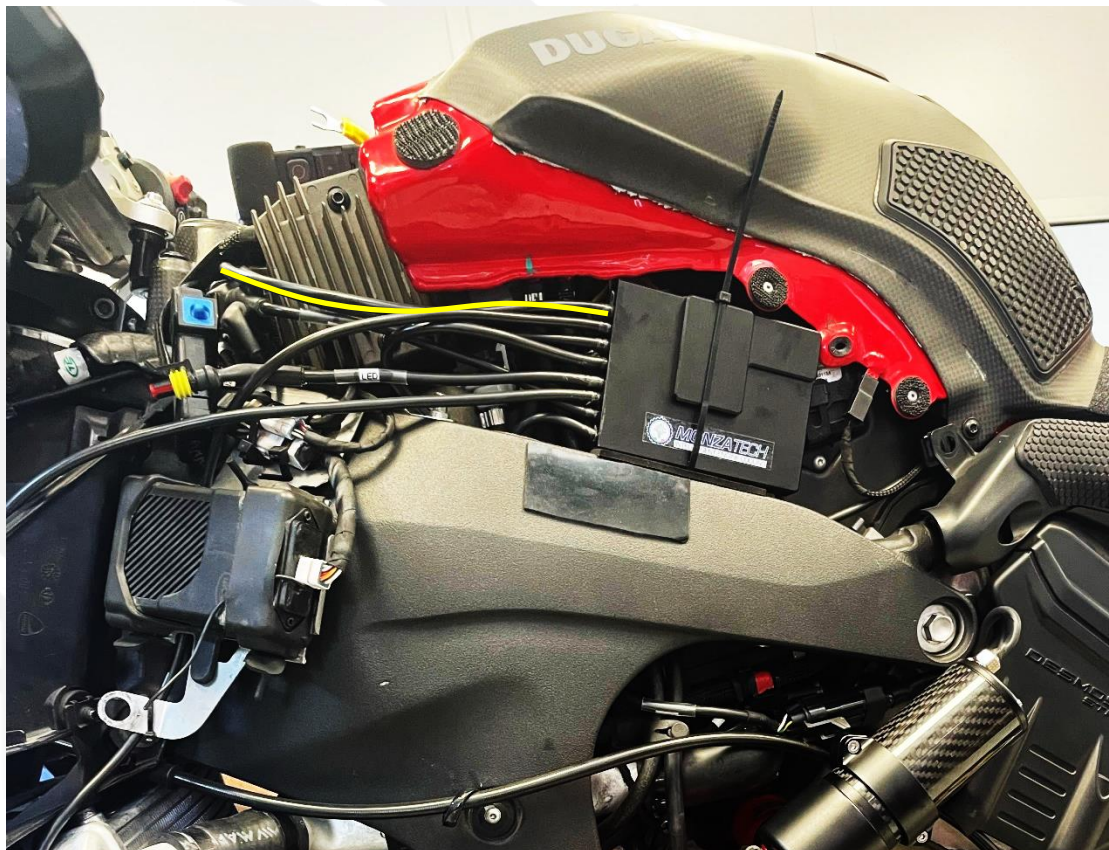




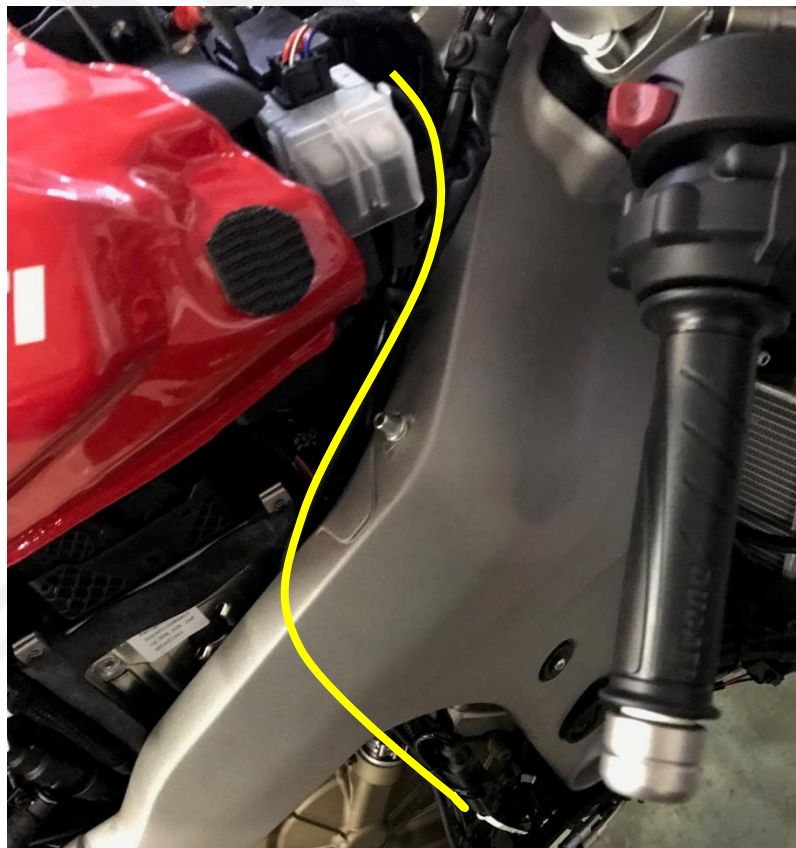
STACCARE CONNETTORE VENTOLA SINISTRA INDICATO IN FIGURA



 FAR PASSARE IL CAVO ETICHETTATO **FAN2** COME IN FIGURA

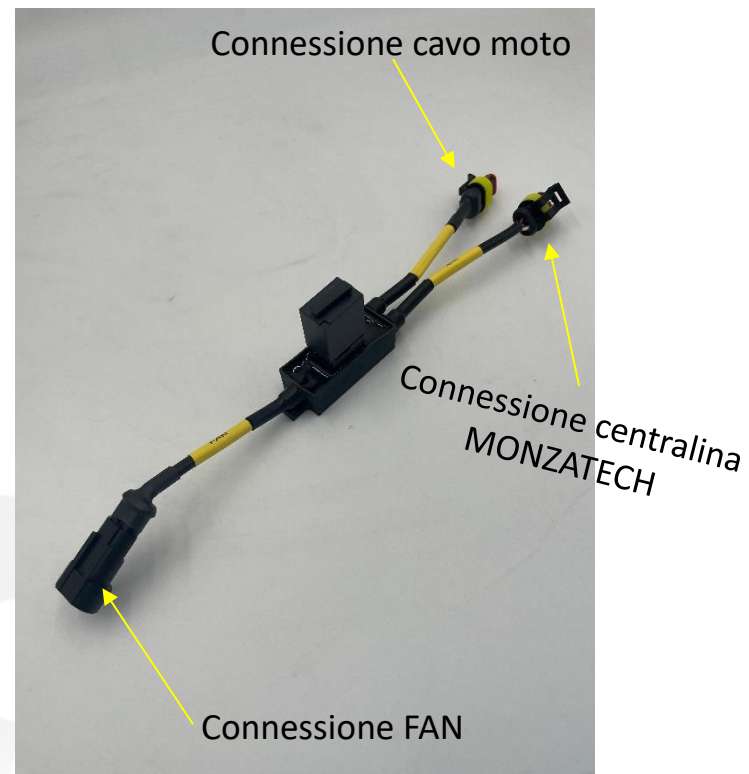


● FAR PASSARE IL CAVO ETICHETTATO **FAN2** COME IN FIGURA SCENDENDO VERSO LATO DESTRO DELLA MOTO





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- ⦿ DISCONNETTERE IL CAVO DELLA MOTO DI COMANDO VENTOLA DESTRA COME FATTO PRECEDENTEMENTE PER **FAN 1**.
- ⦿ IL RELÈ CONSENTE IL DOPPIO COMANDO DELLA VENTOLA, CHE PUÒ ESSERE COMANDATA SIA DALLA MOTO CHE DALLA NOSTRA CENTRALINA

● FAR PASSARE IL CAVO ETICHETTATO **PUMP** COME IN FIGURA (SEGUIRE TELAIO E IN SEGUITO CAVO FRIZIONE COME GUIDA)

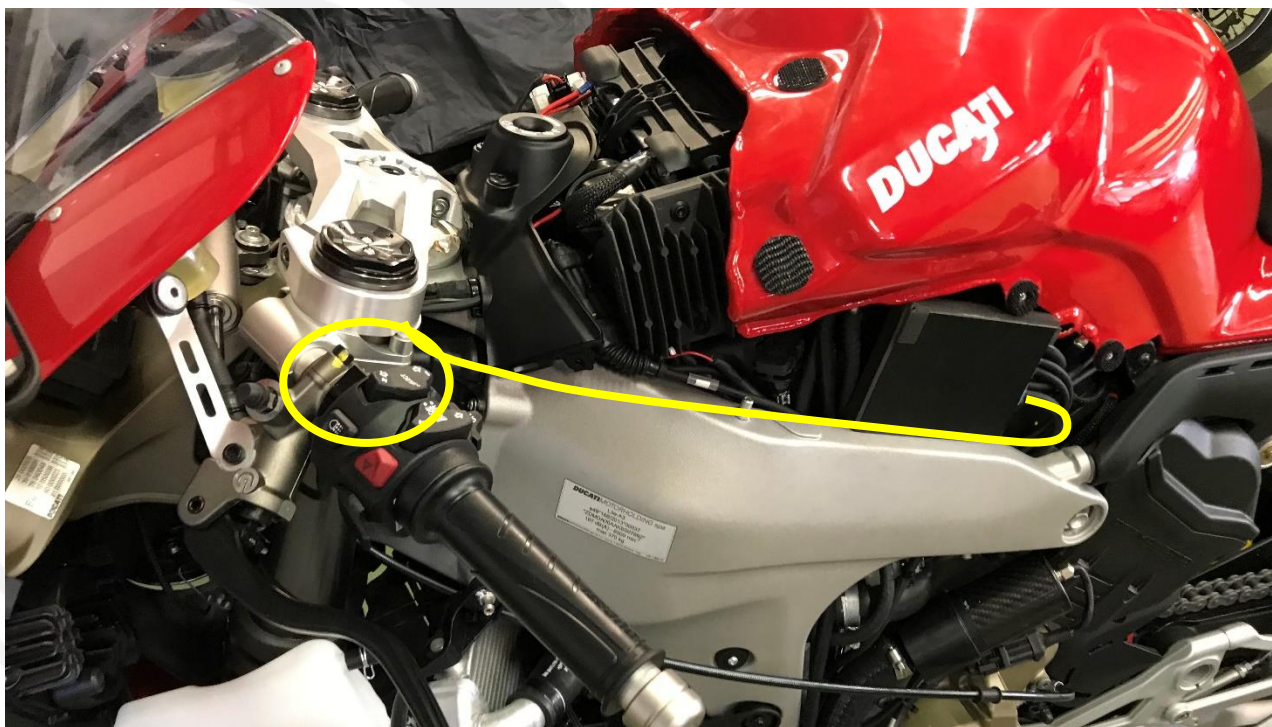


● CONNETTERE IL CAVO IN USCITA DALLA ECU **MONZATECH** AL CAVO DELLA POMPA.



● UTILIZZARE DELLE FASCETTE PER FISSARE IL CABLAGGIO.

● FAR PASSARE IL CAVO ETICHETTATO **LED** COME IN FIGURA



● NASCONDERE IL CAVO TRA TELAIO E MOTORE FIN DOVE POSSIBILE.

- ASSIEMARE CAVO **LED** AI CAVI DI SINISTRA DEL COMANDO TRIP COMPUTER USANDO LE FASCETTE IN GOMMA DEL CABLAGGIO ORIGINALE



- FISSARE **COLLARE LED** AL SEMIMANUBRIO DI SINISTRA COME IN FIGURA CON ANGOLAZIONE TALE DA ESSERE BEN VISIBILE UNA VOLTA IN SELLA.

 DIAGNOSTICA:

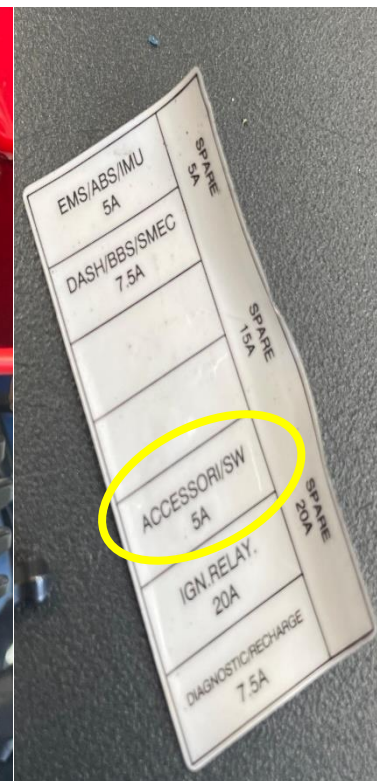
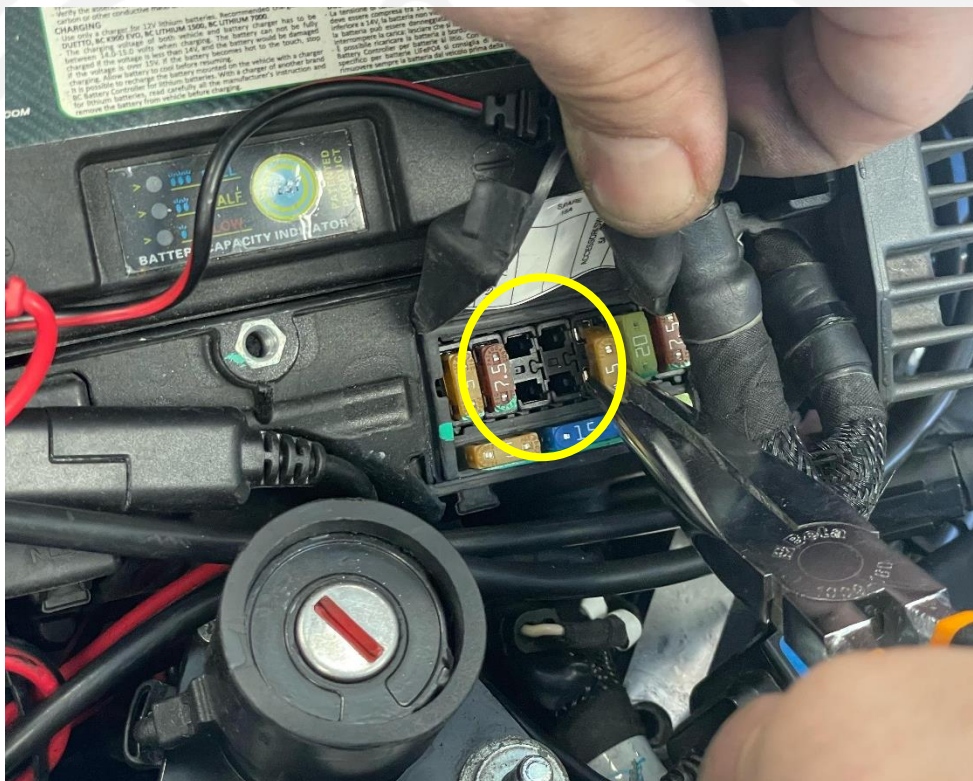
- LED **VERDE**: IL SISTEMA FUNZIONA CORRETTAMENTE
- LED **ROSSO**: IL SISTEMA NECESSITA DI ATTENZIONE!

IN CASO DI MALFUNZIONAMENTO DELLA POMPA ELETTRONICA, IL SISTEMA DI RAFFREDDAMENTO DELLA MOTO TORNA A FUNZIONARE COME L'ORIGINALE EX FACTORY.

 FAR PASSARE IL CAVO ETICHETTATO **KEY** COME IN FIGURA

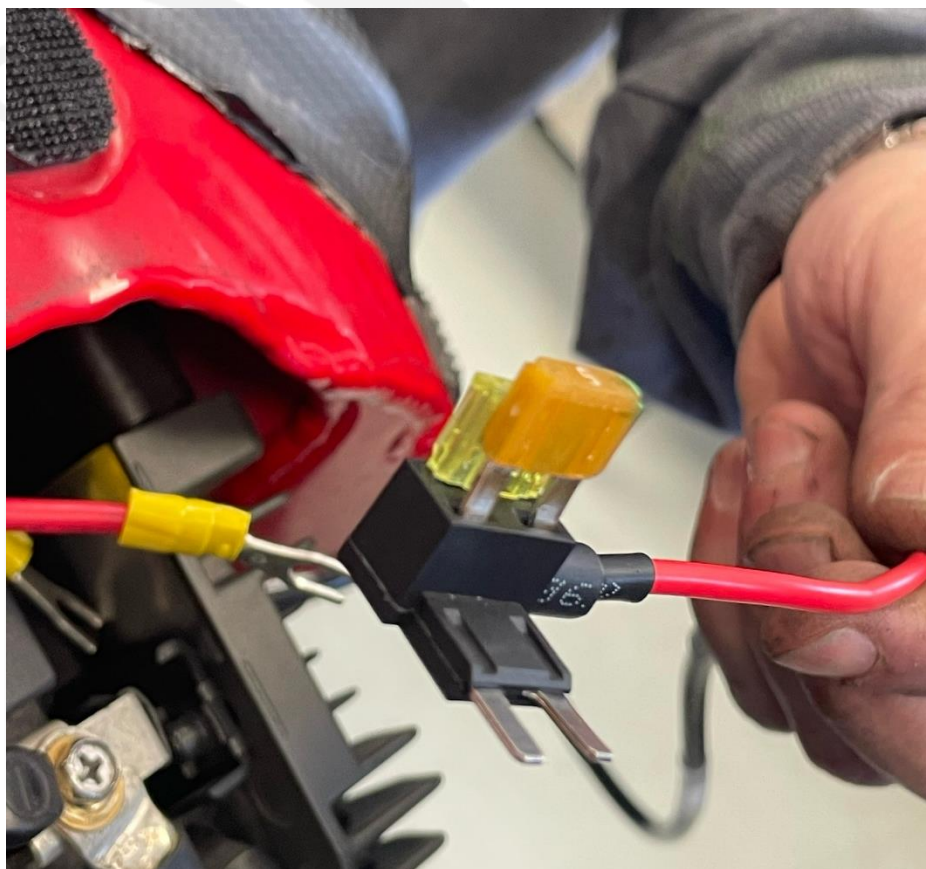


◉ RIMUOVERE IL FUSIBILE DA 5A (ACCESSORI) ORIGINALE DALLA SUA POSIZIONE.



INSERIRE FUSIBILE APPENA RIMOSSO NELLO SLOT LIBERO DEL PORTAFUSIBILE IN DOTAZIONE CON IL CABLAGGIO

MONZATECH





INSERIRE IL RUBACORRENTE AL POSTO DEL FUSIBILE RIMOSSO.

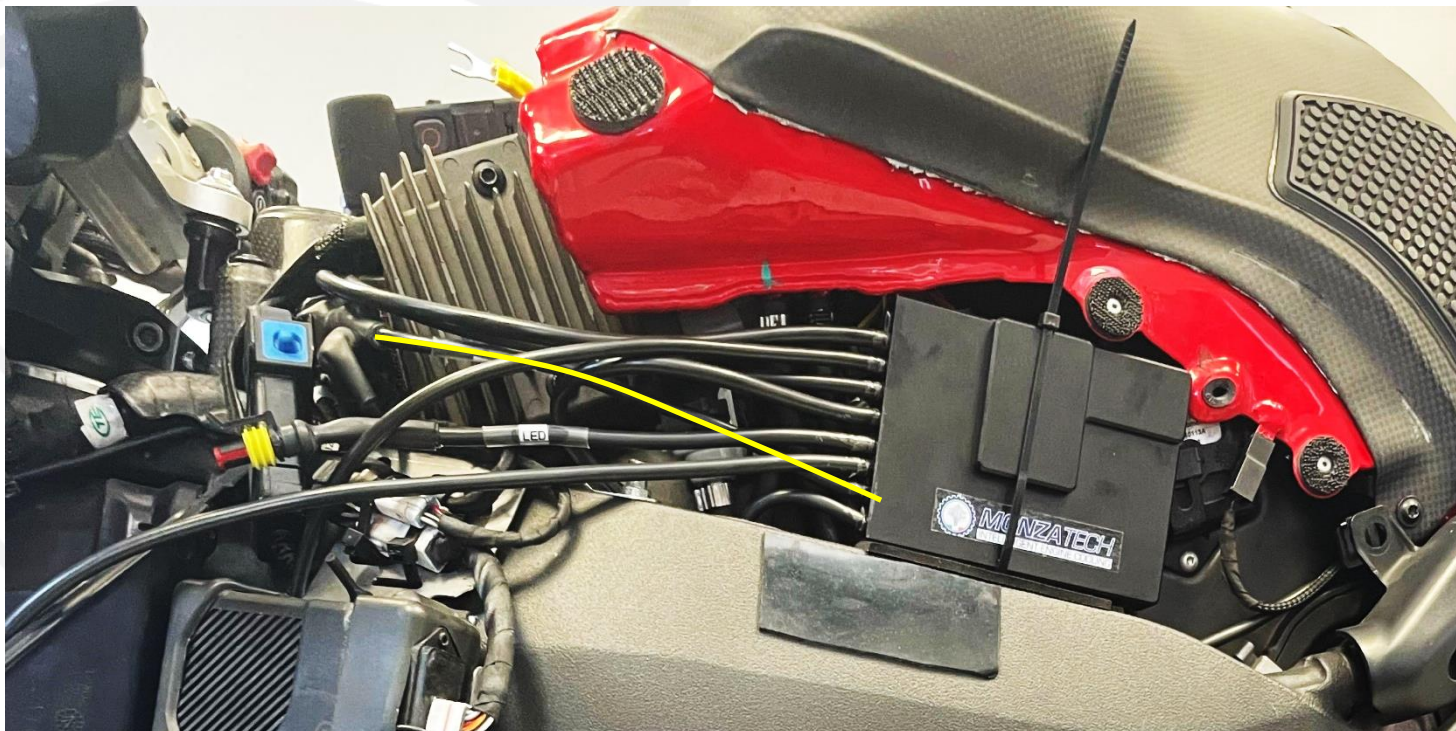


RICHIUDERE IL COPERCHIO DELLA FUSIBILIERA.



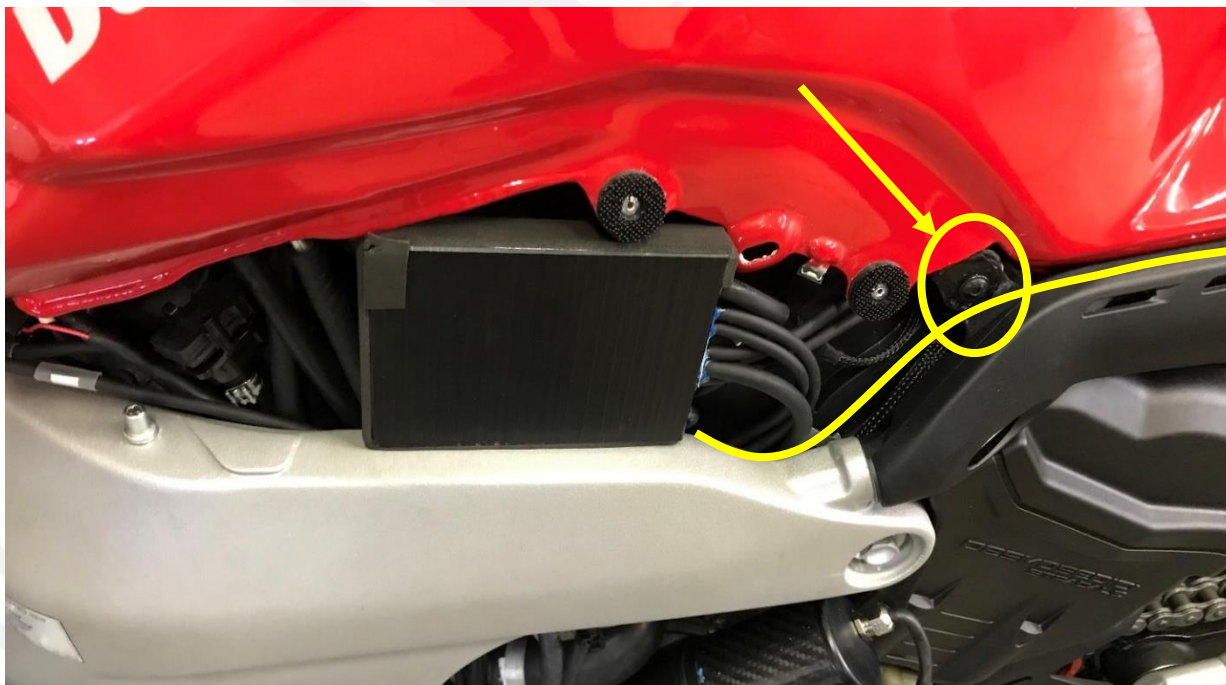
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 FAR PASSARE IL CAVO ETICHETTATO **PC** COME IN FIGURA.



 IL CAVO DEVE PASSARE DIETRO LA PIASTRINA DI FISSAGGIO DEL SERBATOIO INDICATA DALLA FRECCIA. ALZARE LEGGERMENTE IL SERBATOIO PER COMPLETARE L'OPERAZIONE.

● FAR PASSARE IL CAVO ETICHETTATO **CAN** ALZANDO LEGGERMENTE IL SERBATOIO



- SOLLEVANDO IL SERBATOIO PASSARE IL CAVO DI CONNESSIONE ALLA MOTO SULLA PRESA OBD COME INDICATO. FAR ATTENZIONE A NON SCHIACCIARE IL CAVO CON IL SERBATOIO.



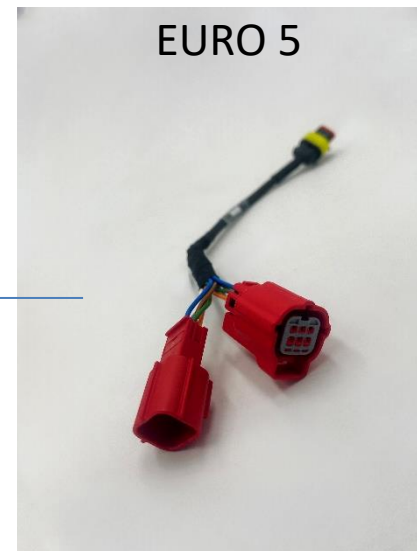
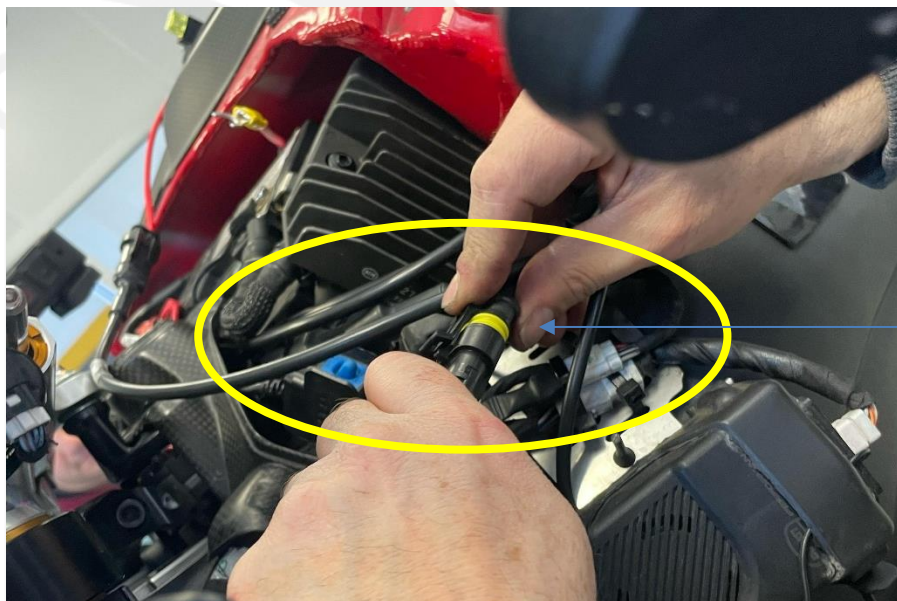
 PASSARE IL CAVO COME INDICATO IN FOTO.



- SPOSTARE IL TAPPO PRESENTE A CHIUSURA DEL CONNETTORE ORIGINALE, SULL'ANALOGO CONNETTORE DEL CAVO **MONZATECH**. (IL CONNETTORE EURO 5 È ROSSO , QUELLO MOSTRATO IN FOTO È EURO 4)



- CONNETTERE IL CONNETTORE ORIGINALE CON QUELLO DEL CABLAGGIO **MONZATECH** COME IN FIGURA.



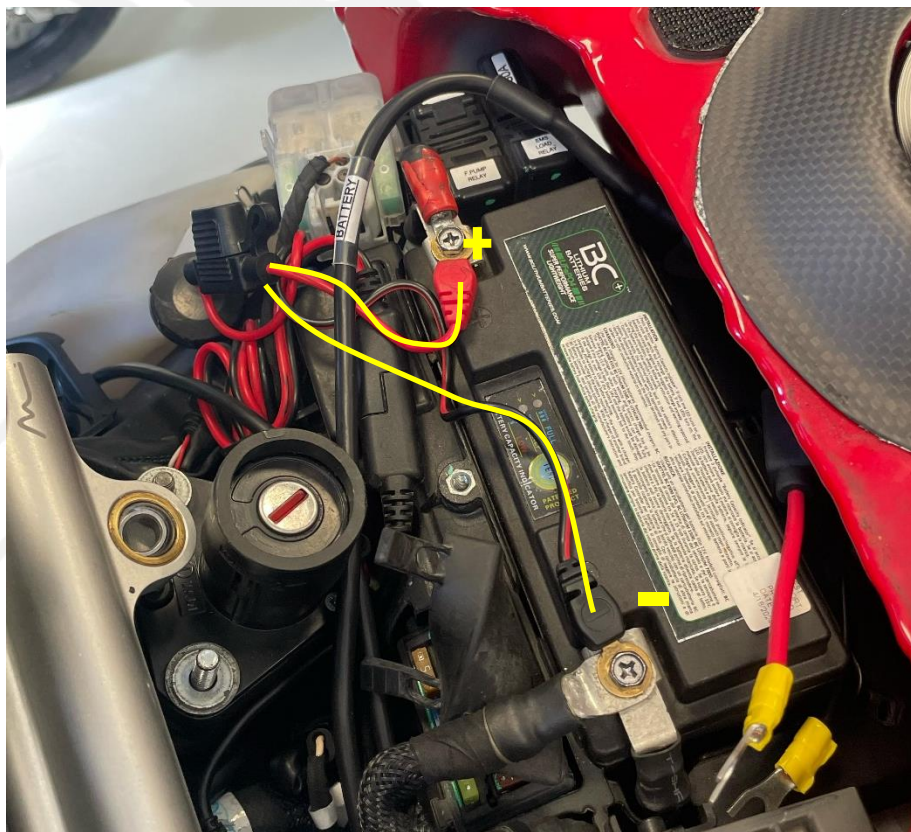
- QUESTO CAVO CONSENTE AL SISTEMA **MONZATECH** DI CONNETTERSI ALLA CENTRALINA DELLA MOTO PRENDENDO L'INFORMAZIONE DELLA TEMPERATURA MOTORE. IL CAVO CAN **MONZATECH** È SDOPPIATO IN MODO DA MANTENERE INALTERATE LE FUNZIONALITÀ DEL CONNETTORE ORIGINALE SIA PER LA PARTE DI DIAGNOSTICA CHE PER IL MANTENITORE DI CARICA DELLA BATTERIA.

● FAR PASSARE CAVO **POWER** SOTTO IL SERBATOIO COME INDICATO IN FIGURA

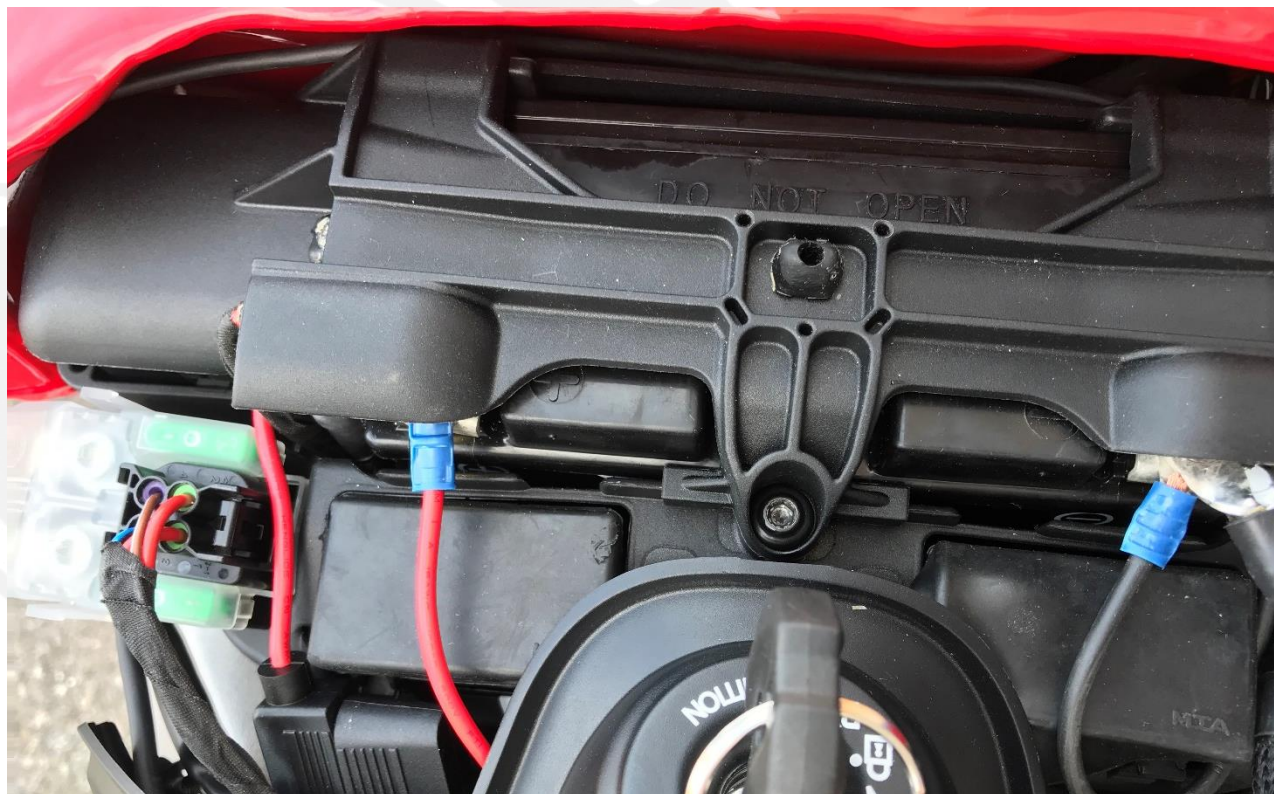




COLLEGARE IL CAVO NERO AL NEGATIVO DELLA BATTERIA, MENTRE QUELLO ROSSO, CON IL PORTAFUSIBILE, AL POSITIVO DELLA BATTERIA. FAR ATTENZIONE A NON PIZZICARE IL CAVO CON LA COPERTURA DELLA BATTERIA QUANDO LA SI RIMONTA



⚙️ SMONTARE LA COPERTURA DELLA BATTERIA. PASSARE IL CAVO PRINCIPALE DIETRO ALLA BATTERIA.





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⦿ RIMONTARE TUTTE LE CARENE SEGUENDO IL MANUALE D'OFFICINA DELLA MOTO.





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FASE 5

GODITI IL VIAGGIO!





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ENGLISH VERSION STARTS NOW



STREETFIGHTER V4 – EURO 5



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**A BATTERY MAINTAINER IS
RECOMMENDED
IF THE VEHICLE WILL BE
OUT OF USE FOR A LONG TIME.**





! WARNING !

**NEVER RUN THE PUMP DRY! THE
MECHANICAL SEAL INSIDE MUST ALWAYS
OPERATE WITH LUBRICATION**





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STEP 1

FAIRING REMOVAL





DISASSEMBLE THE INDICATED PARTS FROM THE MOTORCYCLE, REFER TO OFFICIAL DUCATI INSTRUCTIONS





REMOVE ALL FAIRINGS, REFER TO THE OFFICIAL DUCATI STREETFIGHTER V4 INSTRUCTIONS.



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❶ REMOVE THE KEY-BLOCK COVER FOLLOWING THE INSTRUCTIONS FROM THE DUCATI STREETFIGHTER V4 WORKSHOP MANUAL





- FOLLOWING THE INSTRUCTIONS IN THE WORKSHOP MANUAL, REMOVE THE PLATE AND SCREWS THAT HOLD THE TANK IN PLACE.





STEP 2

REMOVAL OF ORIGINAL COOLING CIRCUIT





FOLLOWING THE WORKSHOP MANUAL, DRAIN THE FIRST PART OF COOLANT FROM THE LOWER LEFT SCREW OF THE RADIATOR

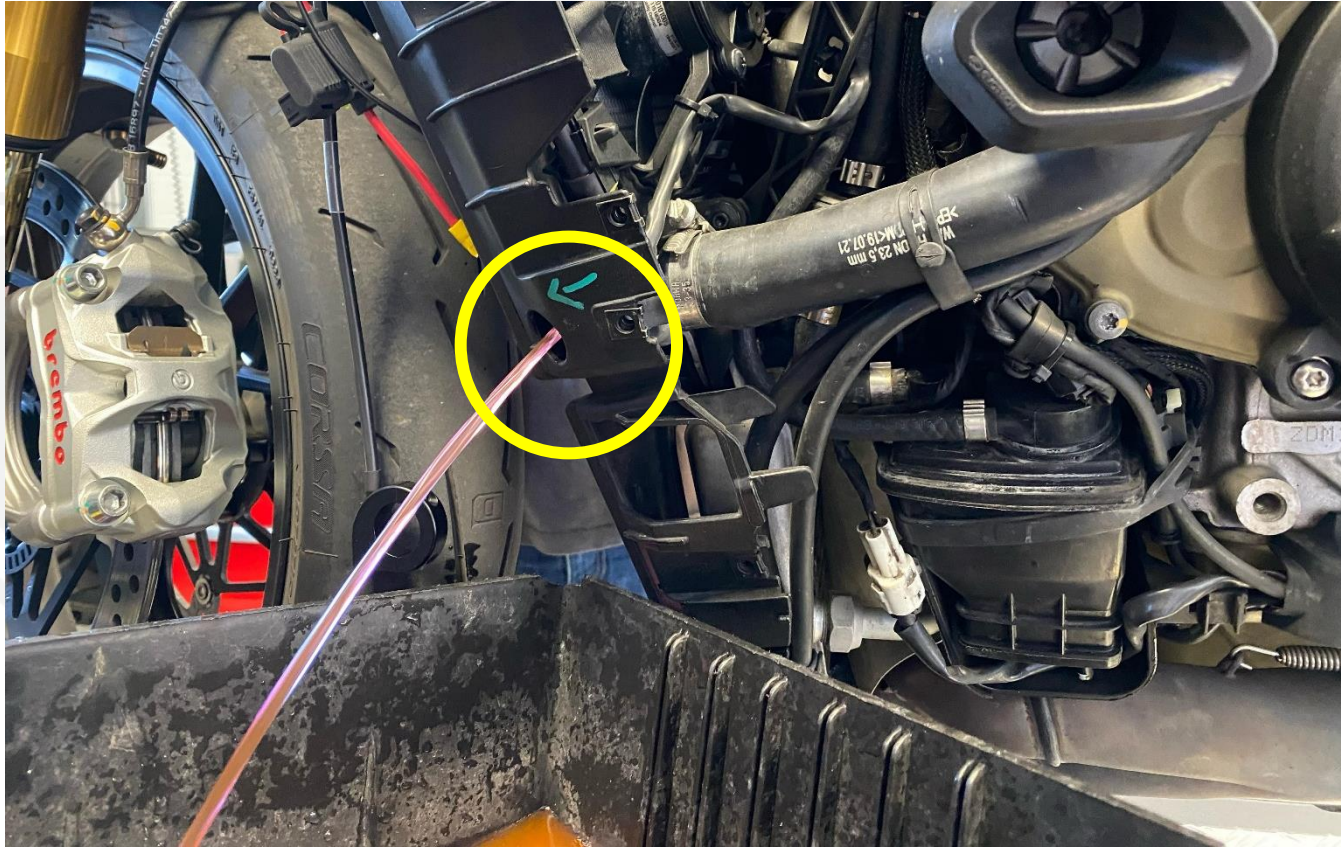


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● REMOVE THE RADIATOR CAP TO COMPLETELY DRAIN THE COOLING SYSTEM





CLOSE THE PREVIOUSLY REMOVED SCREW



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REMOVE THE INDICATED ORIGINAL TUBE



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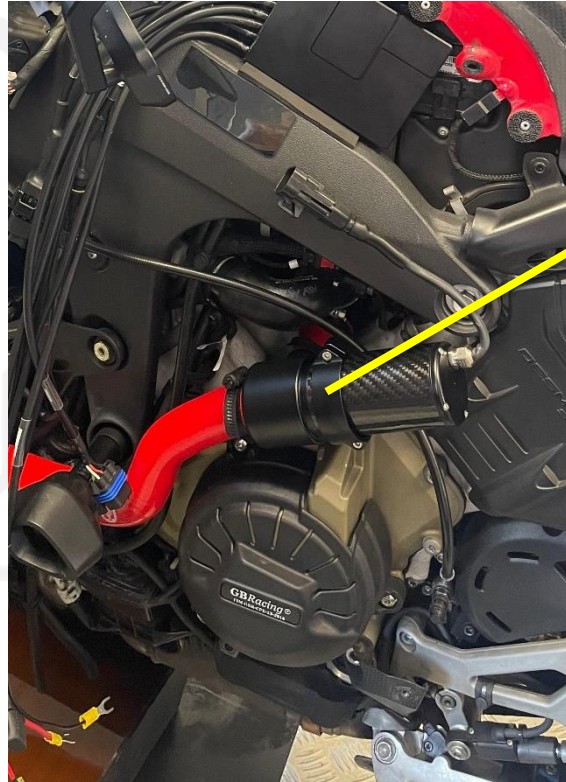
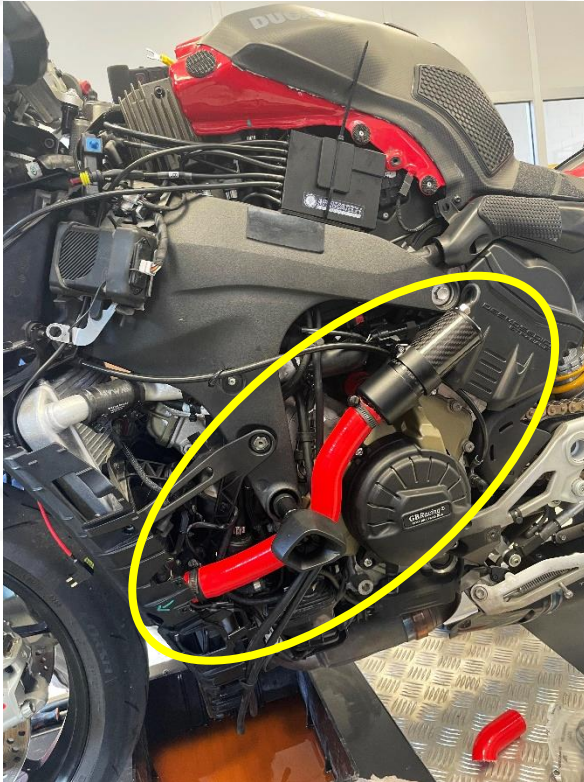
STEP 3

MONZATECH COOLING CIRCUIT ASSEMBLY





- ⚙ SECURE THE MONZATECH HOSES AS SHOWN IN THE FIGURE, MAKING SURE TO TIGHTEN THE BLACK METAL CLAMPS PROVIDED IN THE KIT PROPERLY (CUT THE HOSES TO LENGTH USING A SHARP CUTTER.)



- ⚙ FASTEN THE CIRCLED EYELET TO THE ENGINE CRANKCASE BOLT.



 THE COOLING CIRCUIT IS NOW CLOSED

 FILL WITH COOLANT RECOMMENDED BY THE MANUFACTURER, FOLLOWING THE WORKSHOP MANUAL.





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STEP 4

MONZATECH ECU ASSEMBLY





STICK ON THE NEOPRENE STRIPS ON THE SIDES INDICATED IN THE FIGUR E OF THE *MONZATECH* ECU



THE NEOPRENE WILL PRESERVE THE CONTROL UNIT AND THE PARTS OF THE MOTORBIKE WITH WHICH IT IS IN CONTACT

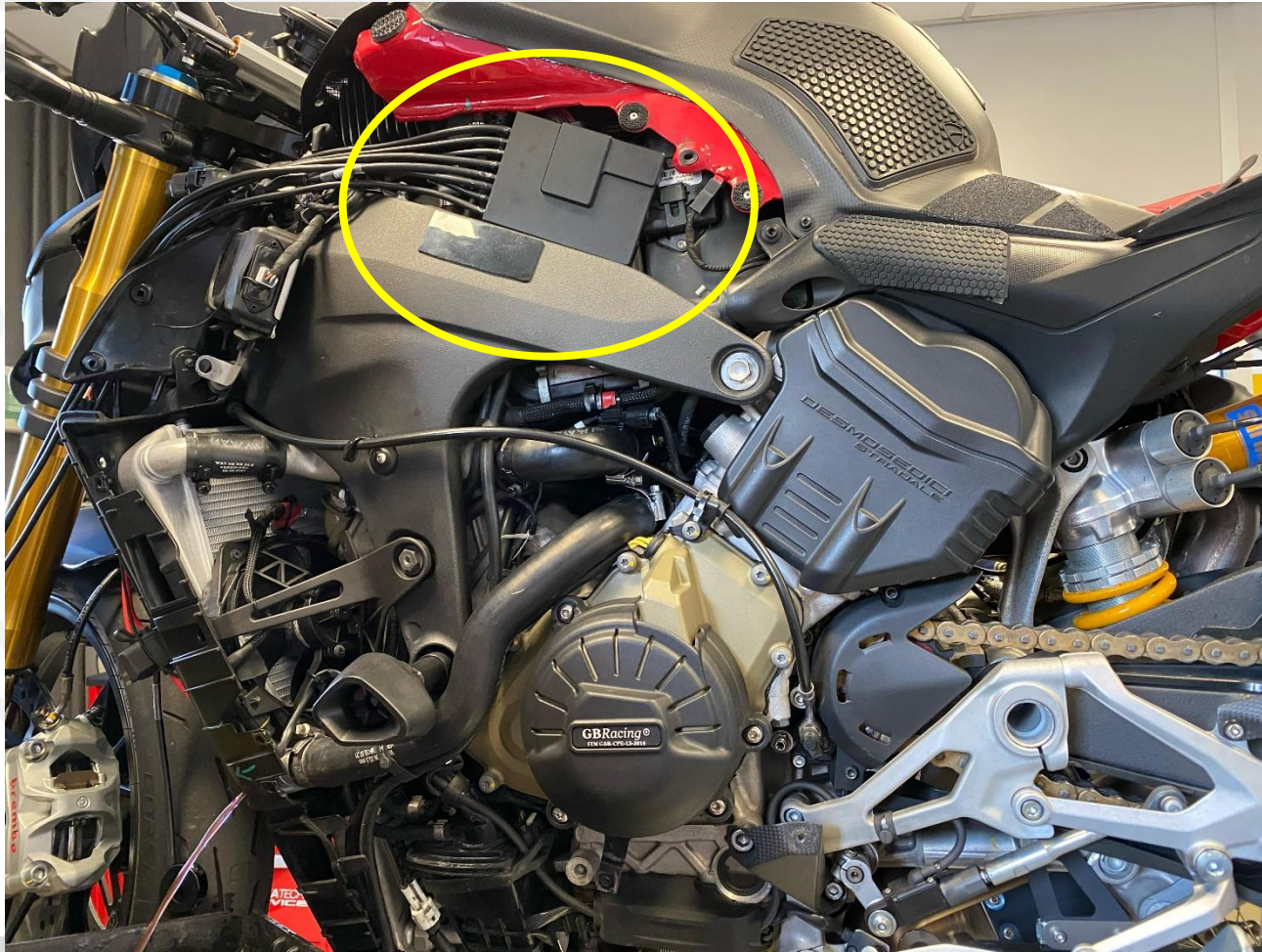




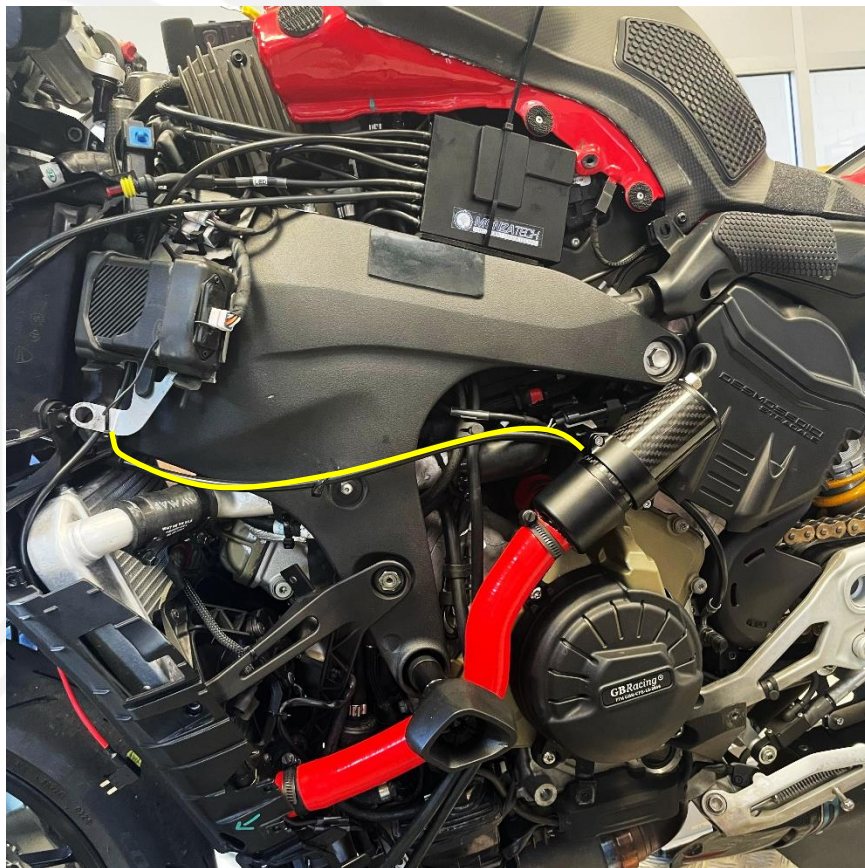
POSITION THE **ECU** AS SHOWN IN THE FIGURE AND PROCEED AS FOLLOWS FOR CABLE ROUTING.



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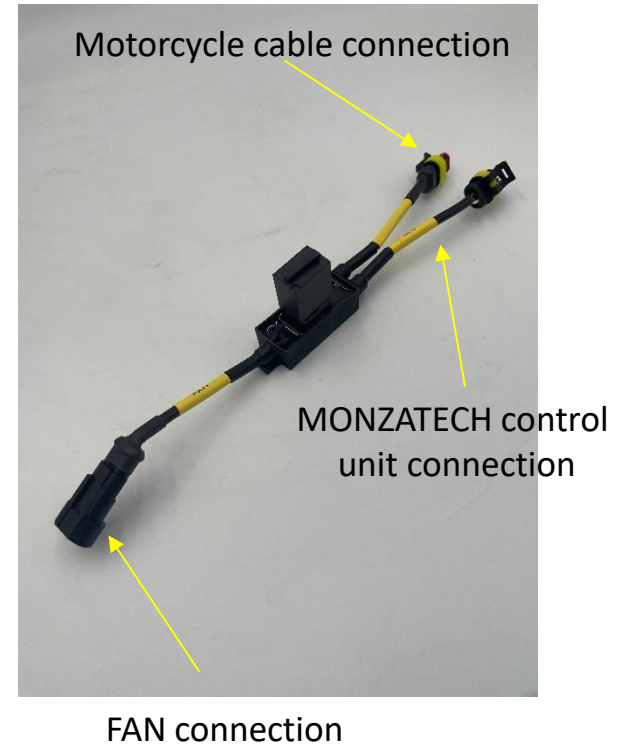


⦿ PASS THE CABLE LABELED **FAN1** AS IN THE FIGURE (FOLLOW THE FRAME AND THEN THE CLUTCH CABLE AS A GUIDE)

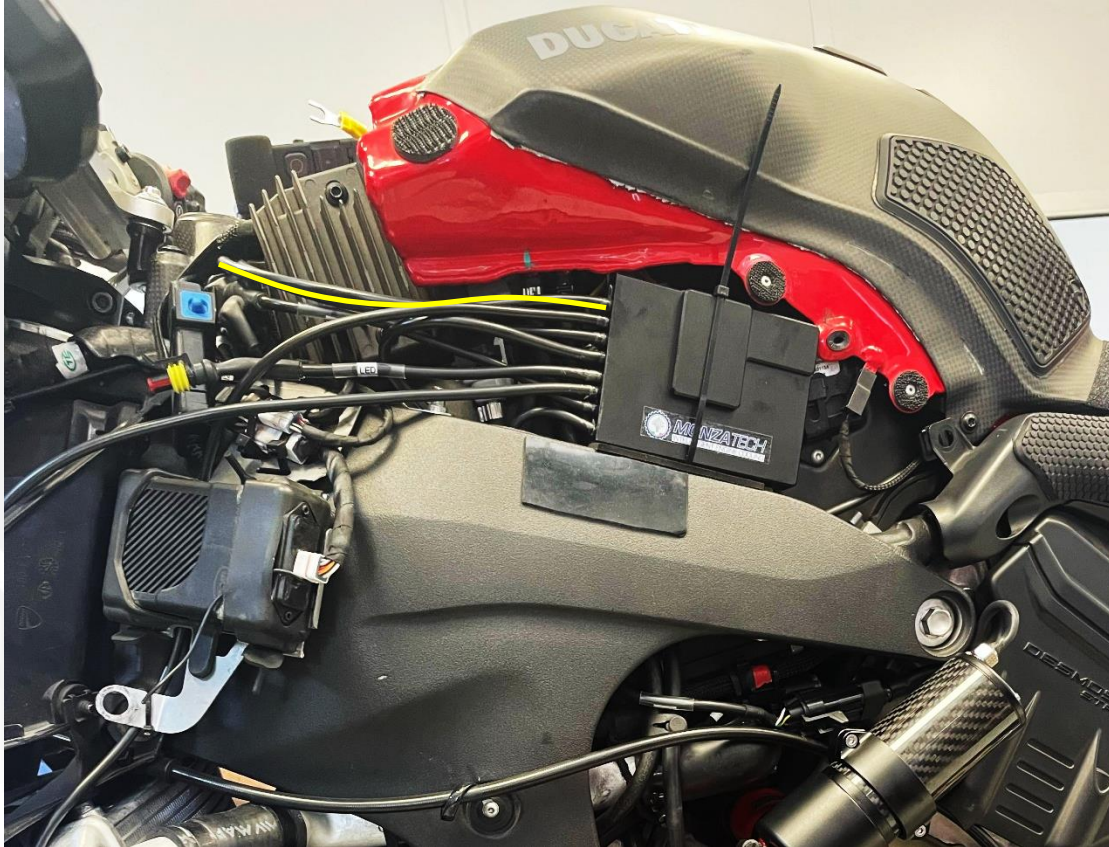




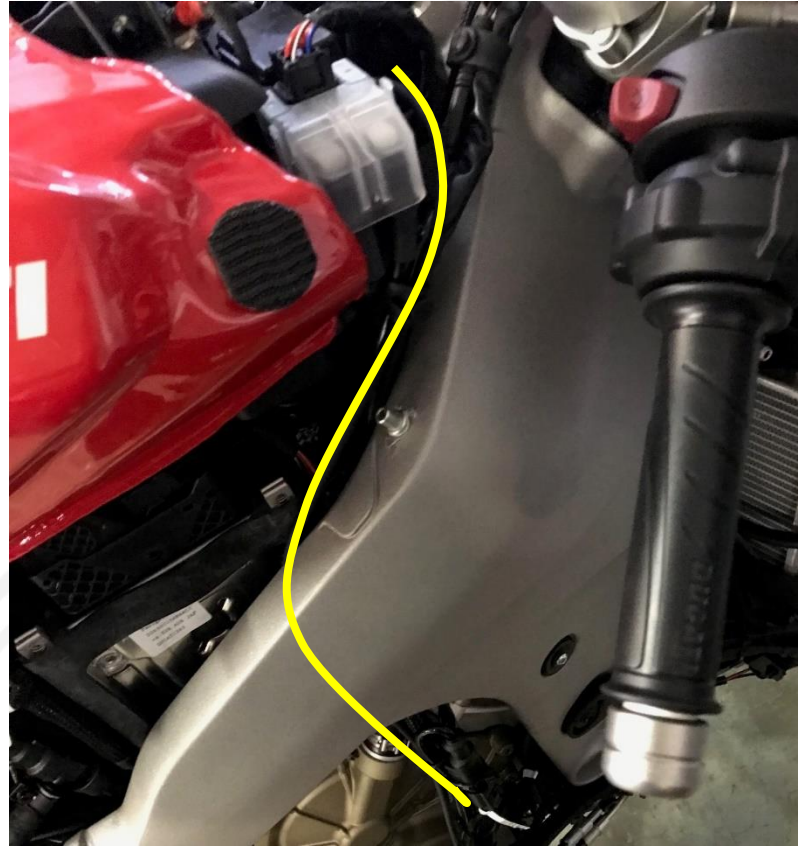
⦿ REMOVE THE LEFT FAN CONNECTOR AS SHOWN IN THE FIGURE.

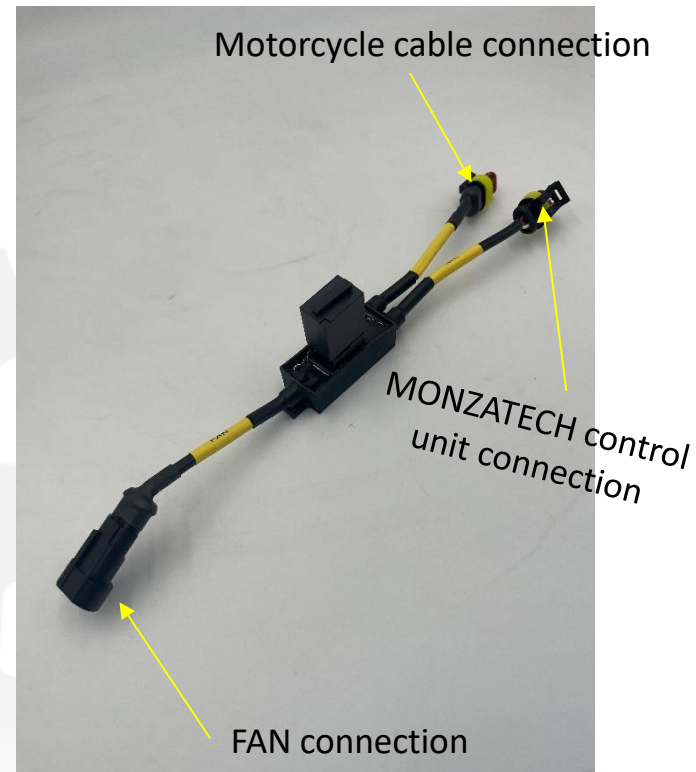


● PASS THE CABLE LABELED **FAN2** AS SHOWN IN THE FIGURE



⦿ PASS THE CABLE LABELED **FAN2** AS SHOWN IN THE FIGURE, GOING DOWN TOWARD THE RIGHT SIDE OF THE BIKE.





- ❶ DISCONNECT THE CABLE COMING FROM THE RIGHT FAN AS WAS DONE PREVIOUSLY FOR **FAN 1**.
- ❷ THE RELAY ALLOWS DUAL CONTROL OF THE FAN, WHICH CAN BE OPERATED EITHER BY THE MOTORCYCLE OR BY OUR CONTROL UNIT.

⦿ PASS THE CABLE LABELED **PUMP** AS IN THE FIGURE (FOLLOW THE FRAME AND THEN THE CLUTCH CABLE AS A GUIDE)

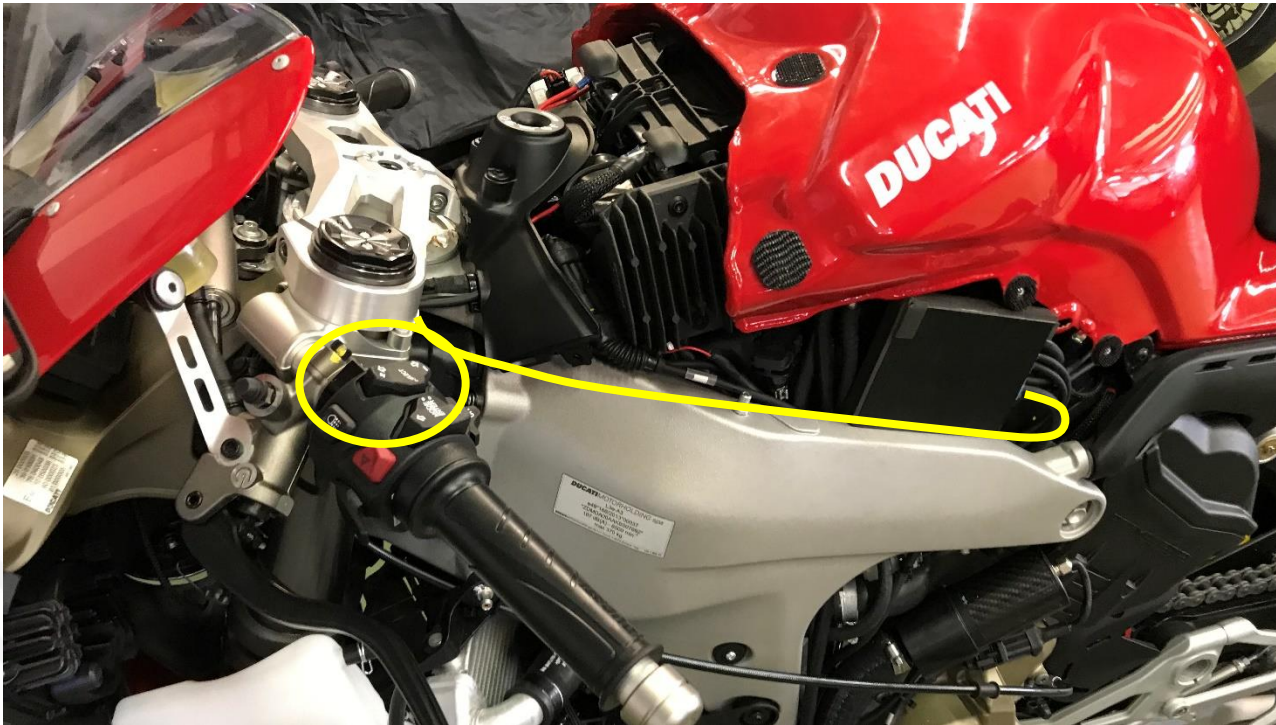


- CONNECT THE CABLE COMING OUT OF THE **MONZATECH** ECU TO THE PUMP CABLE.



- USE CABLE TIES TO SECURE THE WIRING.

⦿ PASS THE CABLE LABELED **LED** AS IN THE FIGURE



⦿ HIDE THE CABLE BETWEEN THE FRAME AND THE ENGINE AS FAR AS POSSIBLE.

- ASSEMBLE THE **LED** CABLE TO THE LEFT CABLES OF THE TRIP COMPUTER CONTROL USING THE RUBBER CLAMPS OF THE ORIGINAL WIRING



- ATTACH THE **LED COLLAR** TO THE LEFT HANDLEBAR AS SHOWN IN THE FIGURE, WITH AN ANGLE THAT MAKES IT CLEARLY VISIBLE FROM THE RIDING POSITION.

LED



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 DIAGNOSTICS:

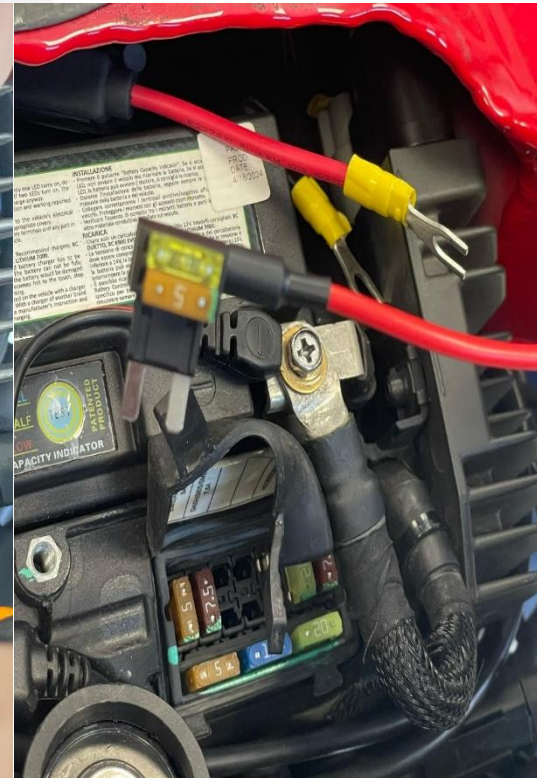
- **GREEN** LED: SYSTEM OPERATIONAL.
- **RED** LED: THE SYSTEM REQUIRES ATTENTION!!

**SHOULD THE ELECTRONIC PUMP FAIL, THE MOTORCYCLE'S COOLING SYSTEM
WILL AUTOMATICALLY SWITCH BACK TO THE ORIGINAL FACTORY
CONFIGURATION.**

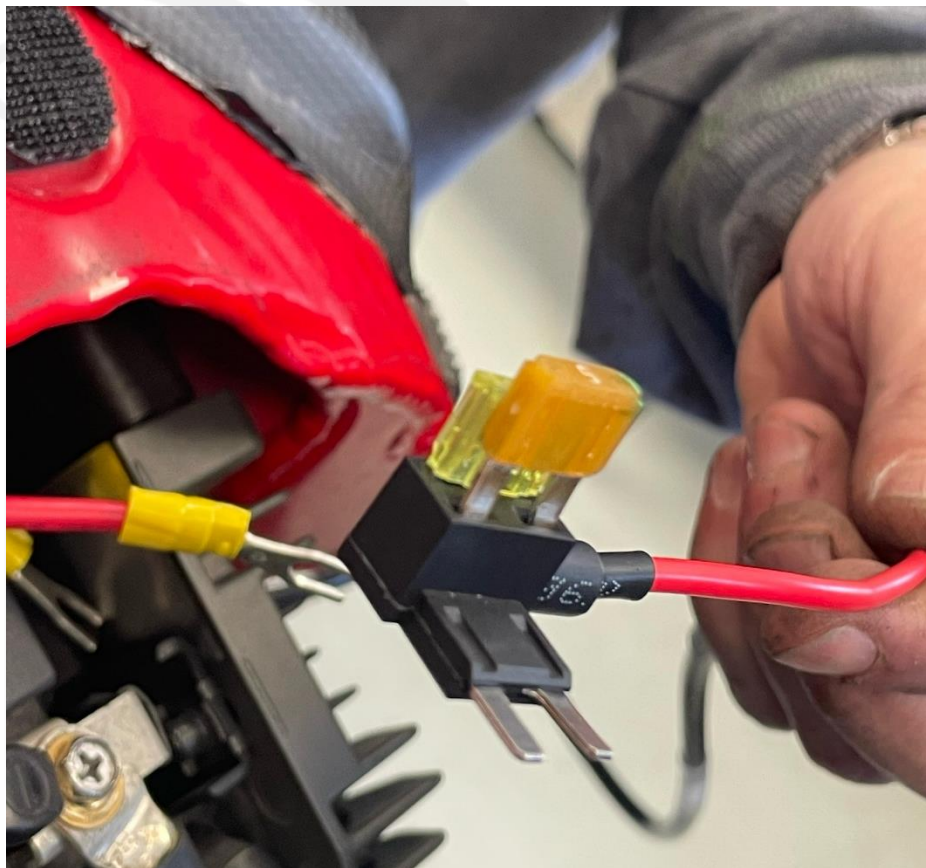


 PASS THE CABLE LABELED **KEY** AS SHOWN IN THE FIGURE





- ⦿ INSERT THE FUSE JUST REMOVED INTO THE EMPTY SLOT OF THE FUSE HOLDER SUPPLIED WITH THE **MONZATECH** WIRING HARNESS.



KEY

-  INSERT THE CURRENT TAP IN PLACE OF THE REMOVED FUSE.



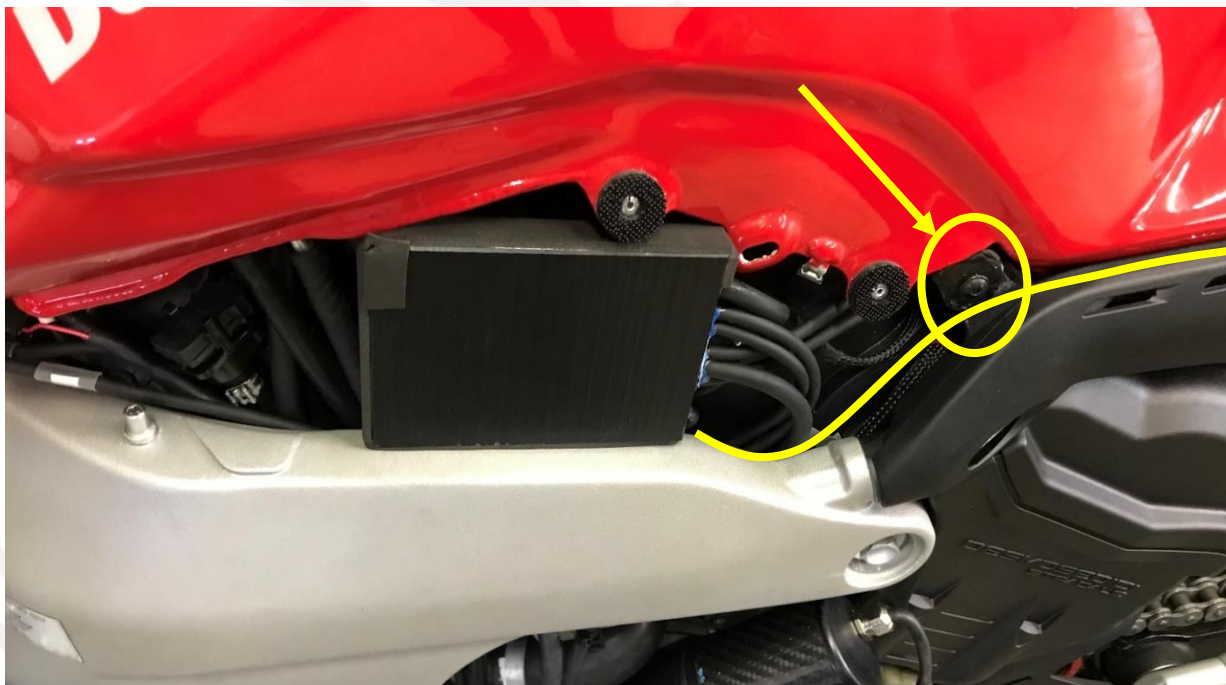
- 
- CLOSE THE FUSE BOX COVER.

○ PASS THE CABLE LABELED PC AS SHOWN IN THE FIGURE.



○ THE CABLE MUST PASS BEHIND THE TANK FIXING PLATE INDICATED BY THE ARROW. RAISE THE TANK SLIGHTLY TO COMPLETE THE OPERATION.

- ROUTE THE CABLE LABELED **CAN** BY SLIGHTLY LIFTING THE FUEL TANK



- WHILE LIFTING THE FUEL TANK, ROUTE THE CONNECTION CABLE TO THE BIKE'S OBD PORT AS SHOWN. BE CAREFUL NOT TO PINCH THE CABLE WITH THE TANK





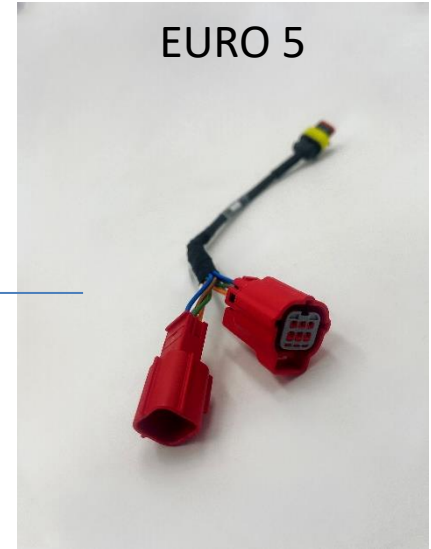
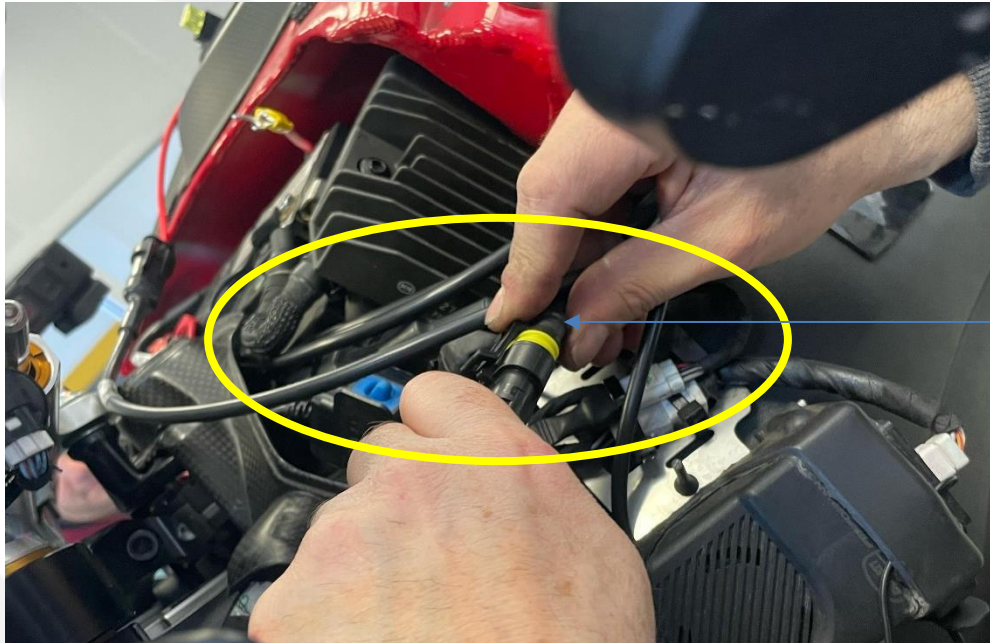
⦿ PASS THE CABLE AS INDICATED IN THE PHOTO.



- ⦿ MOVE THE CAP THAT IS CURRENTLY CLOSING THE ORIGINAL CONNECTOR TO THE CORRESPONDING CONNECTOR ON THE **MONZATECH** CABLE. (THE EURO 5 CONNECTOR IS RED; THE ONE SHOWN IN THE PHOTO IS EURO 4)



- CONNECT THE ORIGINAL CONNECTOR TO THE ONE ON THE **MONZATECH** WIRING HARNESS AS SHOWN IN THE FIGURE.

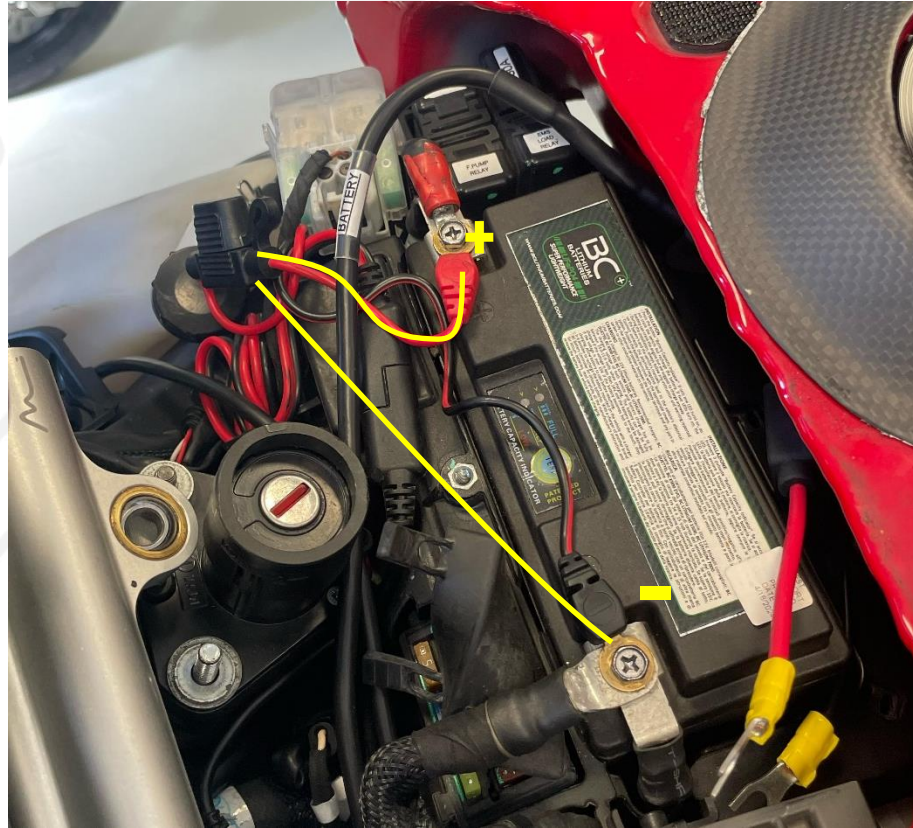


- THIS CABLE ALLOWS THE **MONZATECH** SYSTEM TO CONNECT TO THE MOTORCYCLE'S ECU, RETRIEVING ENGINE TEMPERATURE INFORMATION. THE **MONZATECH** CAN CABLE IS SPLIT SO AS NOT TO ALTER THE FUNCTIONALITY OF THE ORIGINAL CONNECTOR FOR BOTH DIAGNOSTICS AND THE BATTERY CHARGER.

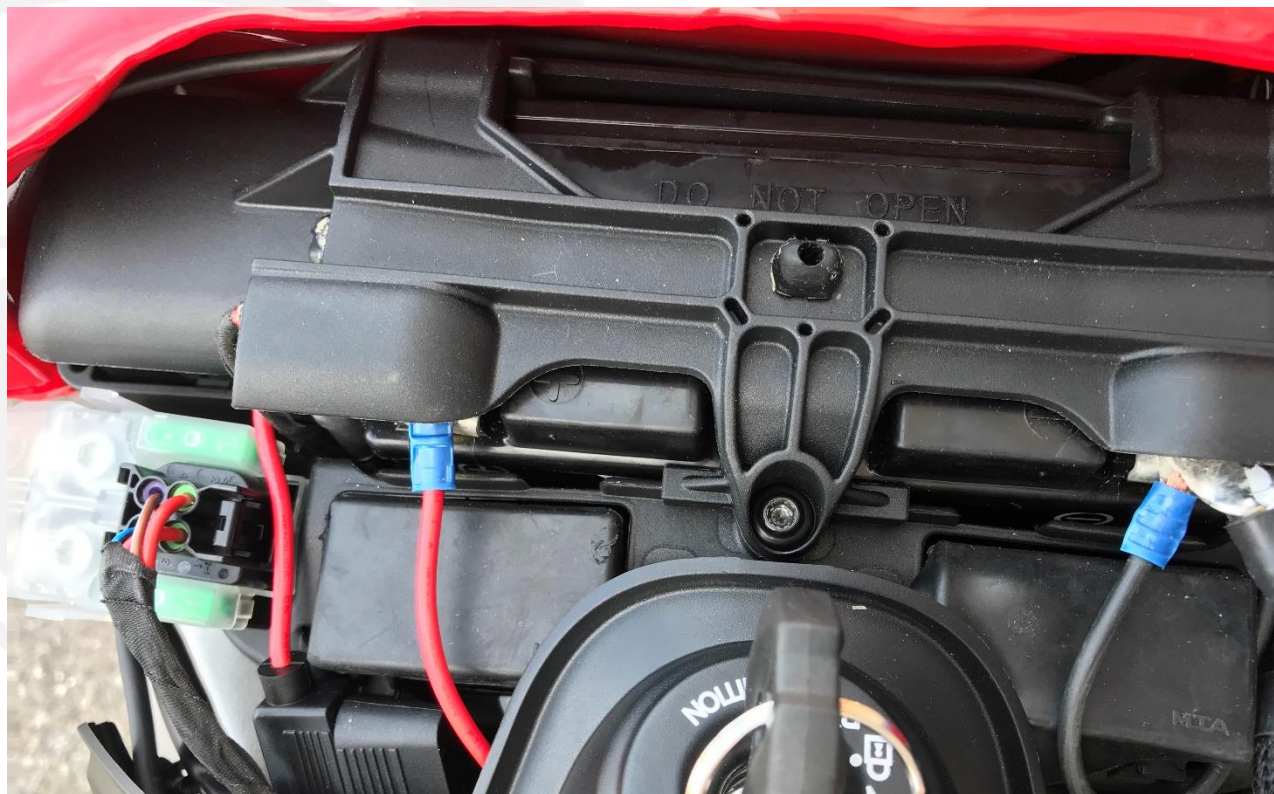
- PASS THE **POWER** CABLE UNDER THE TANK AS INDICATED IN THE FIGURE



- CONNECT THE BLACK CABLE TO THE NEGATIVE TERMINAL OF THE BATTERY, AND THE RED CABLE, WITH THE FUSE HOLDER, TO THE POSITIVE TERMINAL OF THE BATTERY. **BE CAREFUL NOT TO PINCH THE CABLE WITH THE BATTERY COVER WHEN REINSTALLING IT**



- REMOVE THE BATTERY COVER. PASS THE MAIN CABLE BEHIND THE BATTERY





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⦿ REINSTALL ALL THE FAIRINGS FOLLOWING THE MOTORCYCLE'S WORKSHOP MANUAL.





STEP 5

ENJOY THE RIDE!





MONZATECH

THE NEW WAY OF COOLING

