



MONZATECH



ITALIANO PAGINE



3 - 40



ENGLISH PAGES



42 - 81



MONZATECH
INTELLIGENT ENGINE COOLING

APRILIA TUONO



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



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!ATTENZIONE!

**NON ATTIVARE MAI LA POMPA
A SECCO!**

**LA TENUTA MECCANICA AL
SUO INTERNO DEVE
ASSOLUTAMENTE LAVORARE
IN PRESENZA D'ACQUA NEL
CIRCUITO DI
RAFFREDDAMENTO.**



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FASE 1

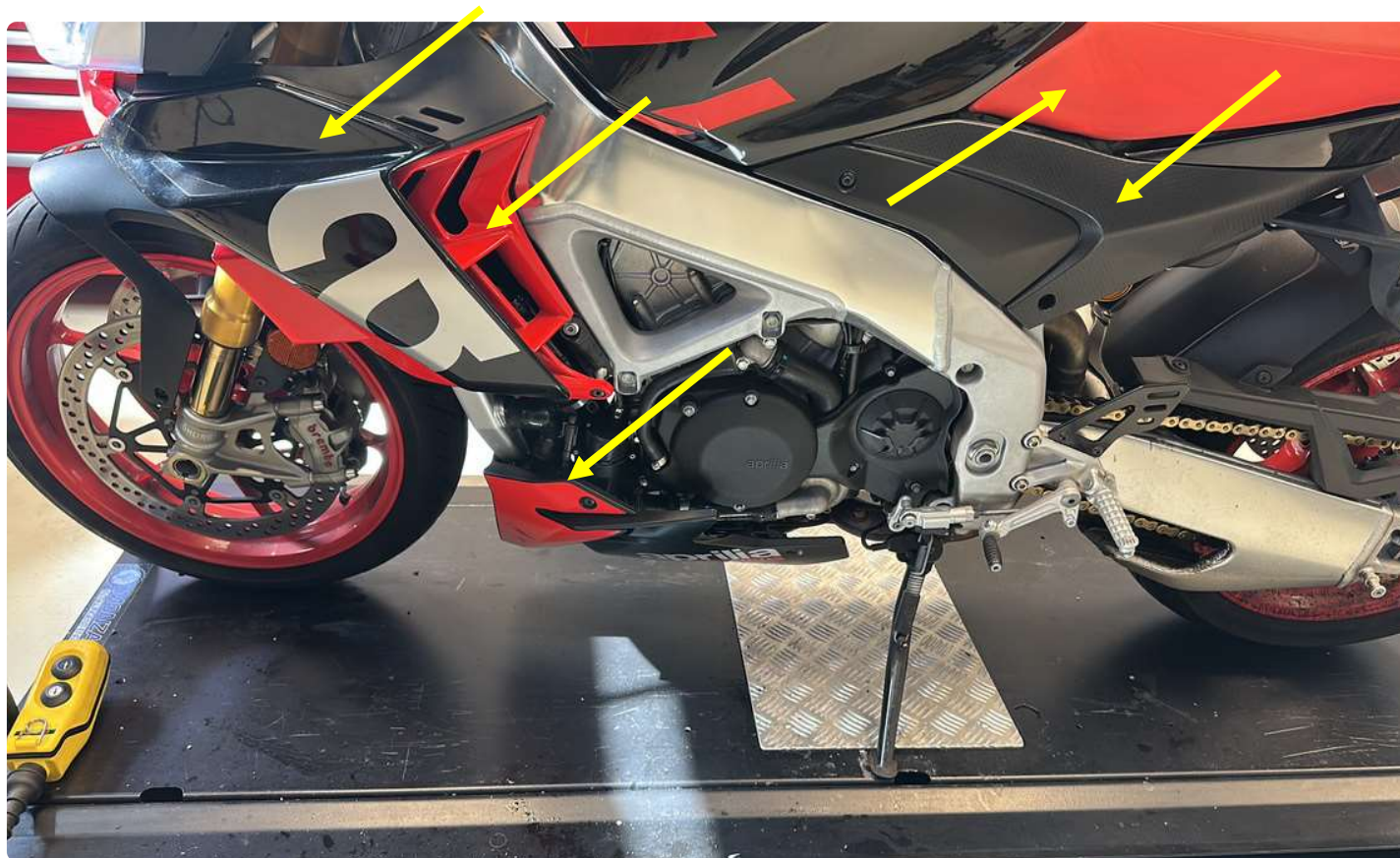
RIMOZIONE CARENE



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RIMOZIONE CARENA

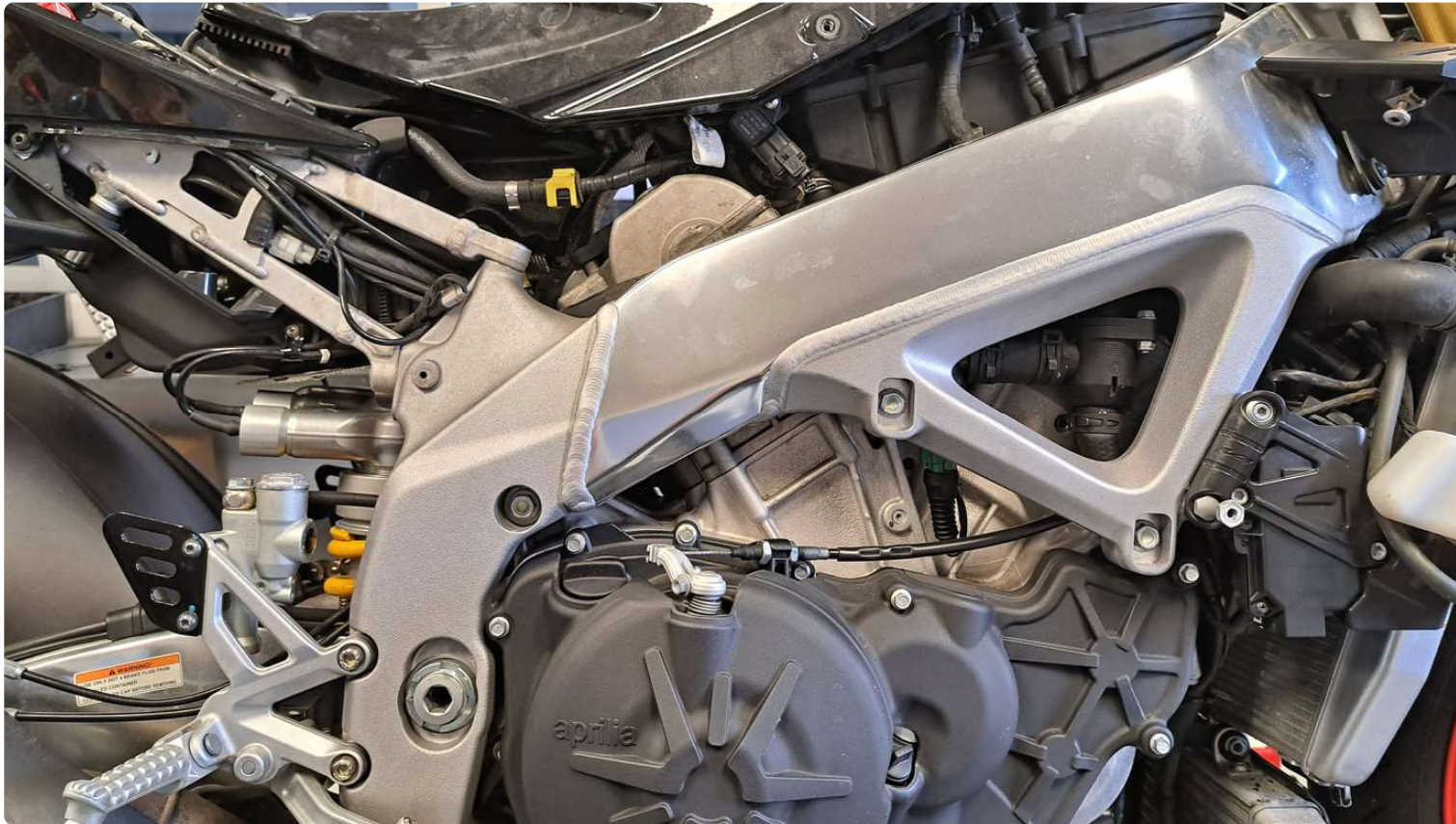
Rimuovere le carene indicate in figura.



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RIMOZIONE CARENA

Rimuovere carene come mostrato in figura.



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RIMOZIONE CARENA

Visione dal lato sinistro.



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RIMOZIONE CARENA

Visione dal lato destro.



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FASE 2

RIMOZIONE CIRCUITO DI RAFFREDDAMENTO ORIGINALE



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CIRCUITO DI RAFFREDDAMENTO

Svuotare il circuito di raffreddamento dalla vite spurgo evidenziata.



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CIRCUITO DI RAFFREDDAMENTO

Rimuovere il tubo indicato in figura.



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FASE 3

MONTAGGIO CIRCUITO DI RAFFREDDAMENTO MONZATECH



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POSIZIONAMENTO POMPA MONZATECH

Connettere alla T il tubo di derivazione del termostato.



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INSERIMENTO TUBI MONZATECH

Attenzione al verso di montaggio della pompa. DEVE essere come in figura altrimenti il flusso d'acqua gira al contrario.
I tubi potrebbero essere leggermente più lunghi, nel caso, tagliarli a misura.



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FISSAGGIO POMPA MONZATECH

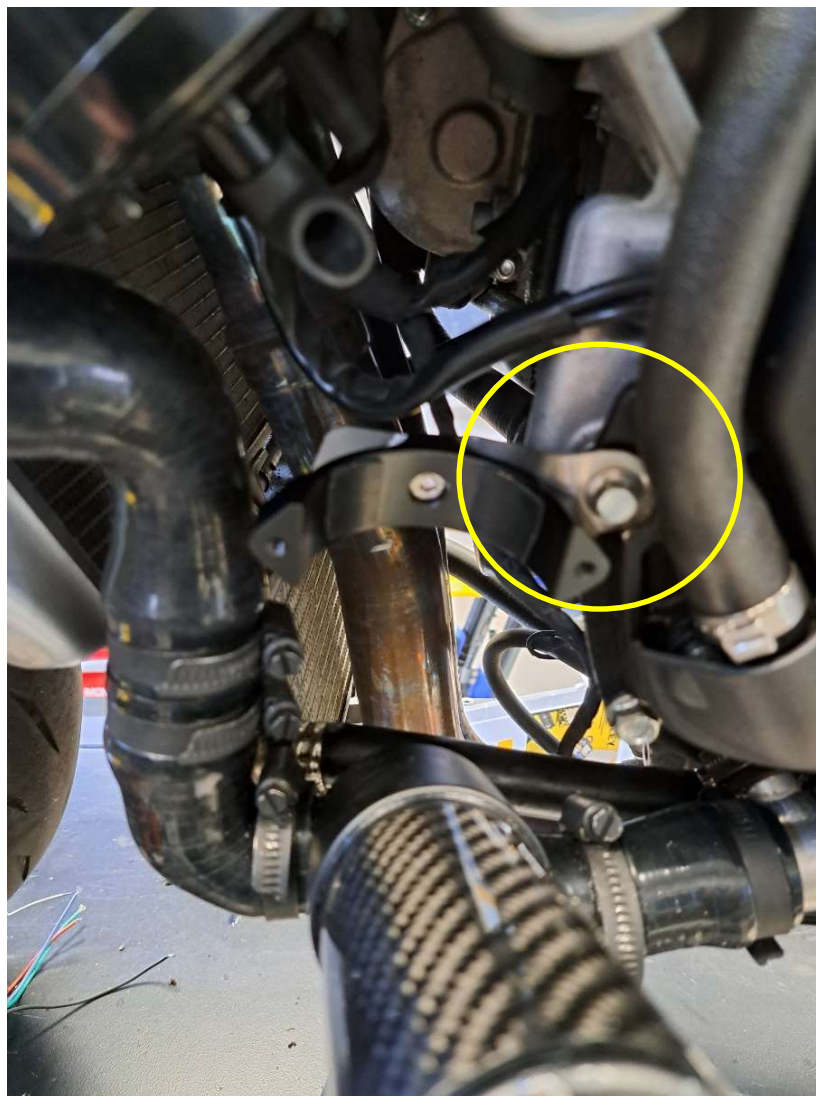
Sagomare la staffa come in figura, se necessario.



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FISSAGGIO POMPA MONZATECH

Fissare la staffa alla vite carter segnata



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FISSAGGIO POMPA MONZATECH

Chiudere gli occhielli della staffa come evidenziato



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IN PRESENZA D'ACQUA NEL
CIRCUITO DI
RAFFREDDAMENTO.**



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RIEMPIMENTO CIRCUITO DI RAFFREDDAMENTO

- L'impianto di raffreddamento é ora completo e chiuso
- Prima di procedere al riempimento del circuito, assicurarsi di aver stretto bene le fascette metalliche nere
- Versare all'interno del radiatore il liquido di raffreddamento precedentemente spurgato
- Consigliamo di schiacciare 3-4 volte i tubi in silicone per permettere all'eventuale aria presente nell'impianto di fuoriuscire
- **N.B:** Ripetere tale operazione fino a che il livello del liquido di raffreddamento nel radiatore rimane costante all'interno di quest'ultimo
- Chiudere il tappo del radiatore



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FASE 4

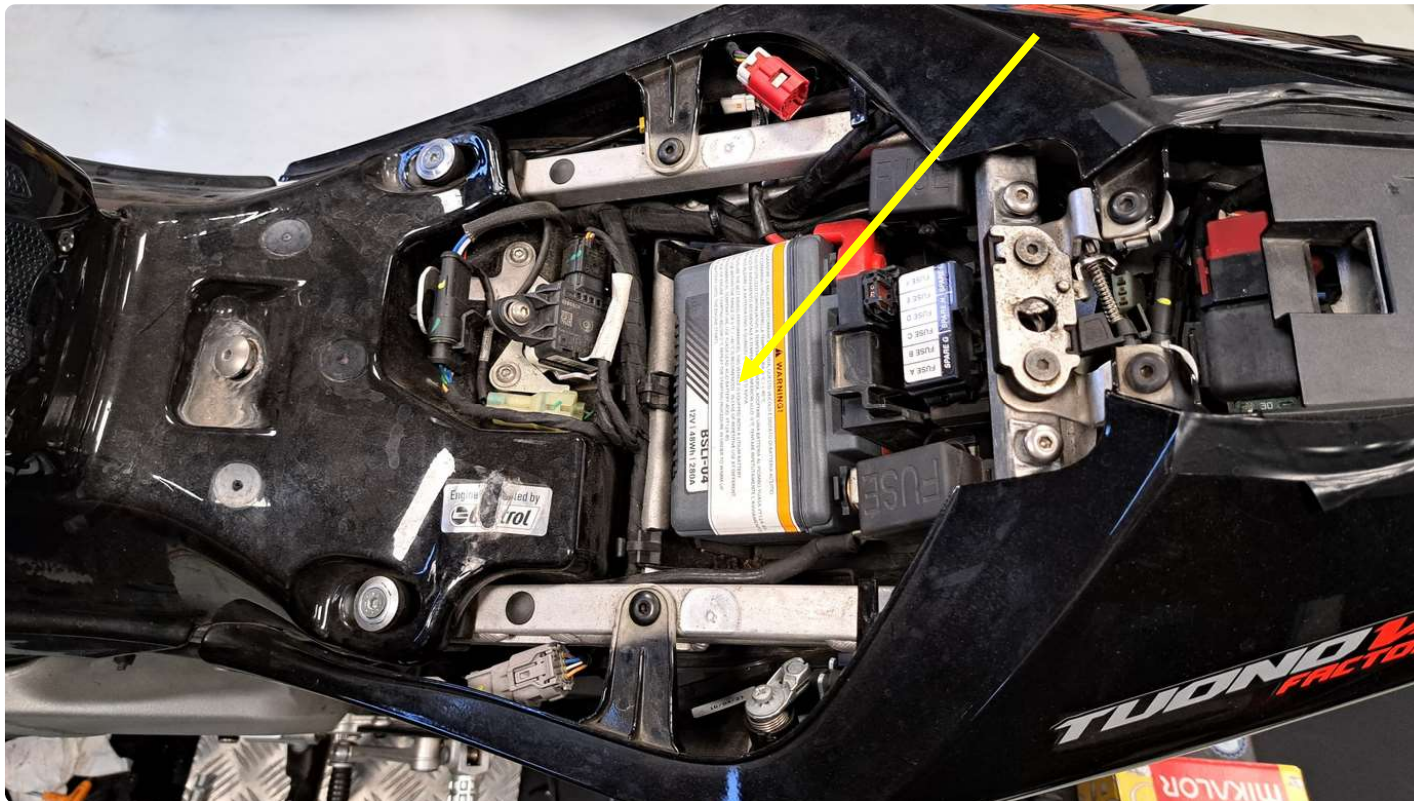
MONTAGGIO ECU MONZATECH



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POSIZIONAMENTO CENTRALINA MONZATECH

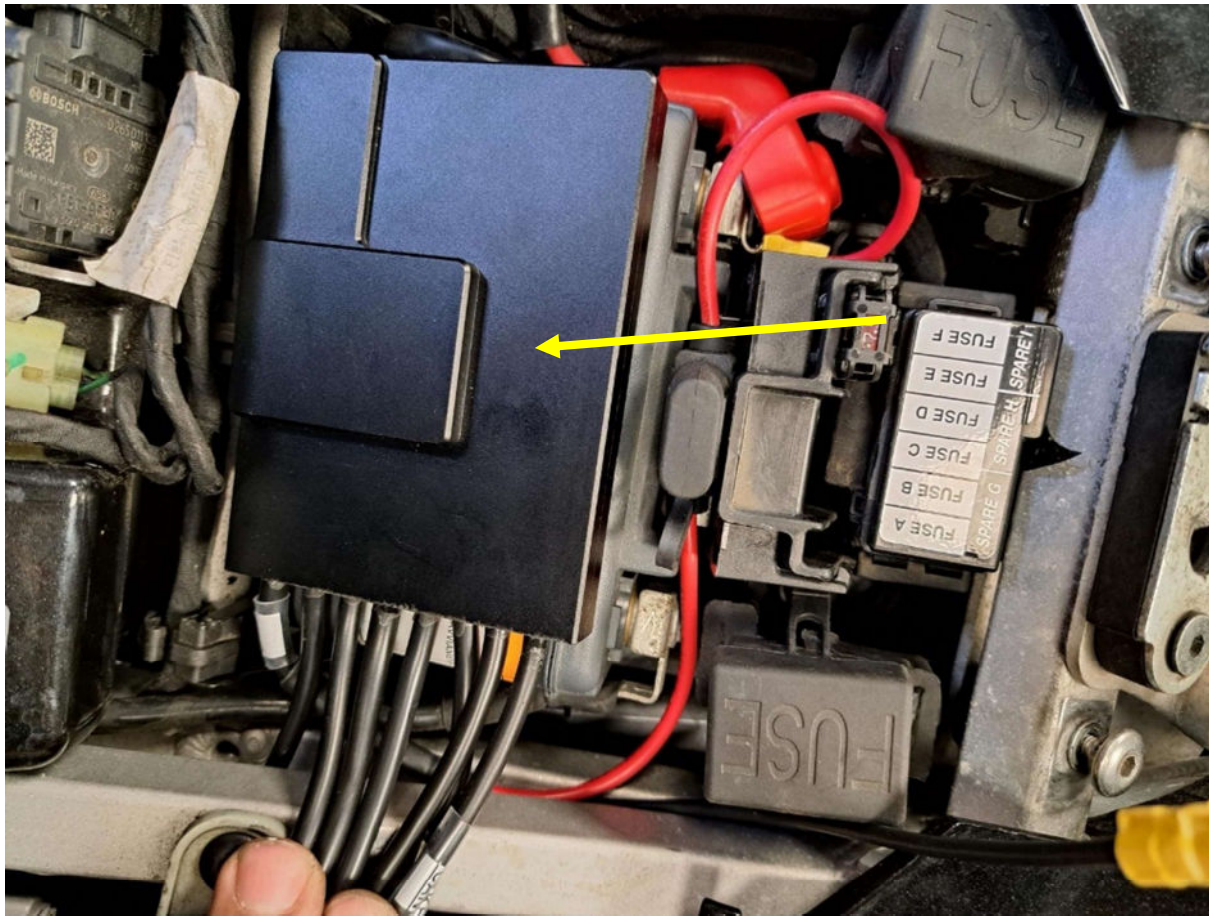
Rimuovere la staffa di bloccaggio batteria e infilare nel vano sottostante la centralina con i cavi rivolti verso il fronte moto come in figura. Utilizzare le strisce di Velcro contenute nel kit per fissare la centralina alla batteria.



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POSIZIONAMENTO CENTRALINA MONZATECH

Posizionare la centralina sopra la batteria premendo per far aderire le strisce di Velcro.



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CAVO CAN

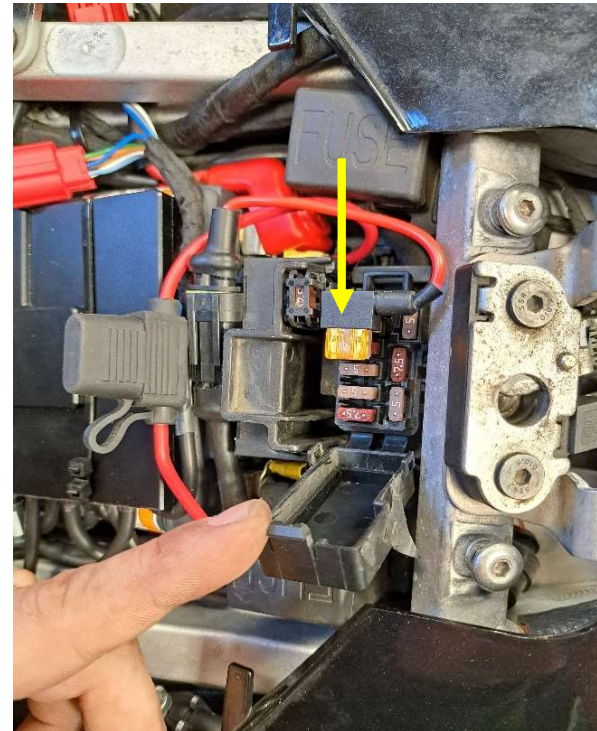
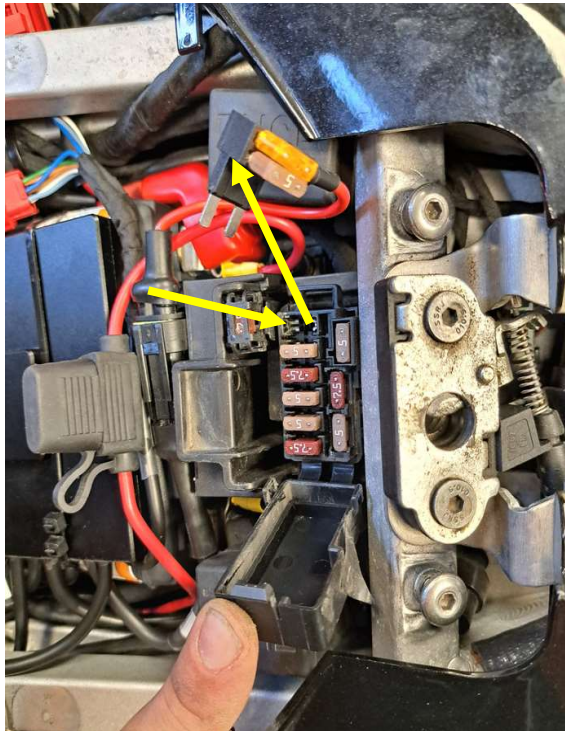
1. Togliere il tappo dal connettore originale OBD della diagnosi della moto e collegare il cavo etichettato CAN della centralina MONZATECH.
2. Questo duplica tutti i cavi del connettore, consentendo l'uso del mantenitore.
3. Applicare il tappo tolto precedentemente sul connettore scoperto .



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CAVO KEY

1. Aprire la fusibiliera indicata in figura.
2. Prelevare il primo fusibile da sinistra indicato in figura e inserirlo nel porta fusibile connesso al cavo etichettato KEY del cablaggio Monzatech come mostrato in figura .
3. Inserirlo nello stesso slot del fusibile rimosso in precedenza.



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CAVO BATTERY

1. Far passare il cavo alimentazione etichettato BATT sotto la staffa di sicurezza del vano batteria come indicato in figura.
2. Collegare al polo positivo e a quello negative della batteria il cavo etichettato BATT piegando a 90° gli occhielli.



CAVO PC

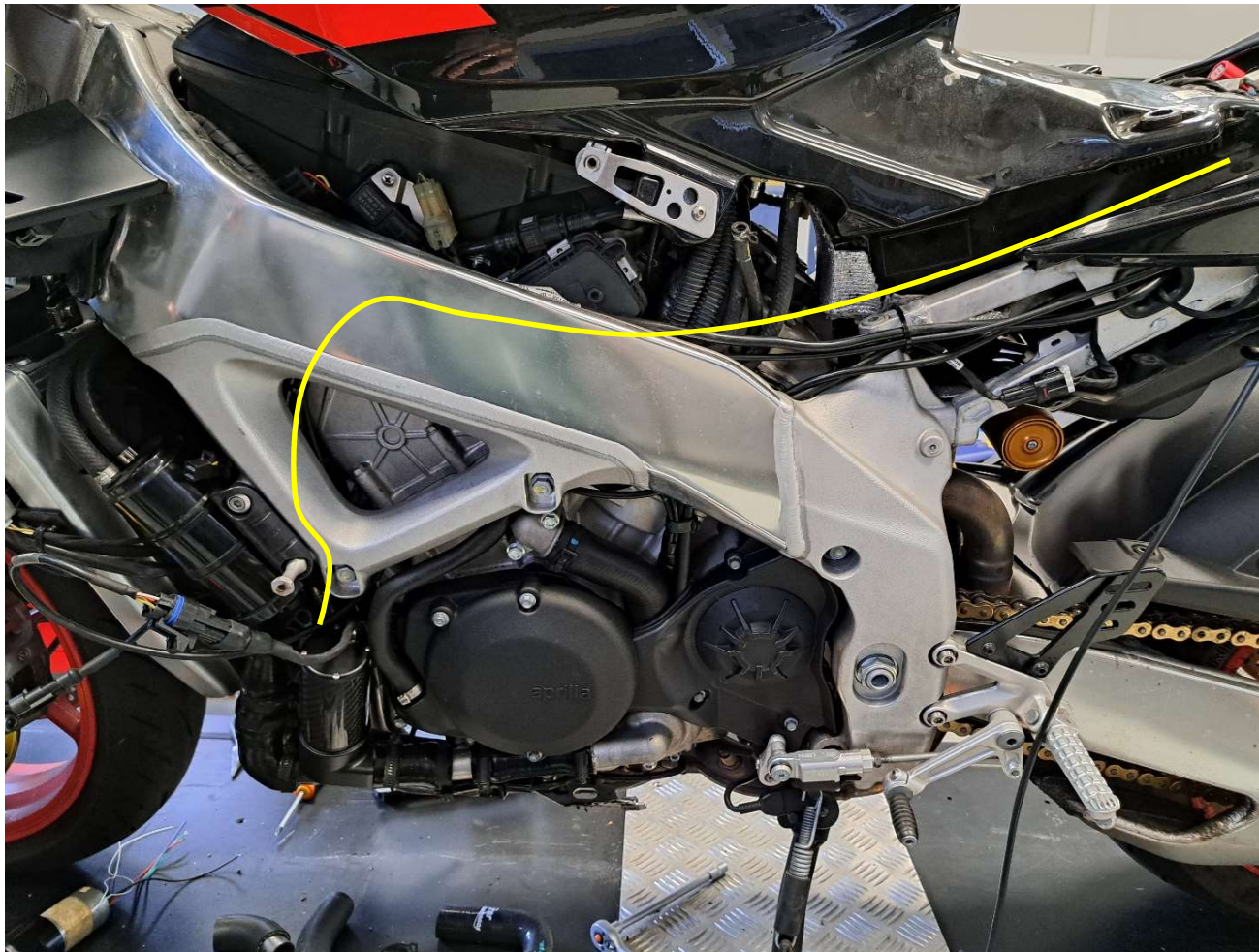
Posizionare il cavo PC in modo che non sia schiacciato dalla sella stessa.



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CAVO POMPA

Far seguire al cavo etichettato PUMP il percorso del cavo dell'impianto moto originale come indicato in foto, sollevando leggermente il serbatoio per facilitare il passaggio.



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CAVO POMPA

Connettere il cavo in uscita dalla pompa con il cavo etichettato PUMP in uscita dalla centralina, nascondendo il connettore dietro la pompa e facendo fare il giro al cavo come evidenziato in figura.



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FAN 1 (VENTOLA DI SINISTRA)

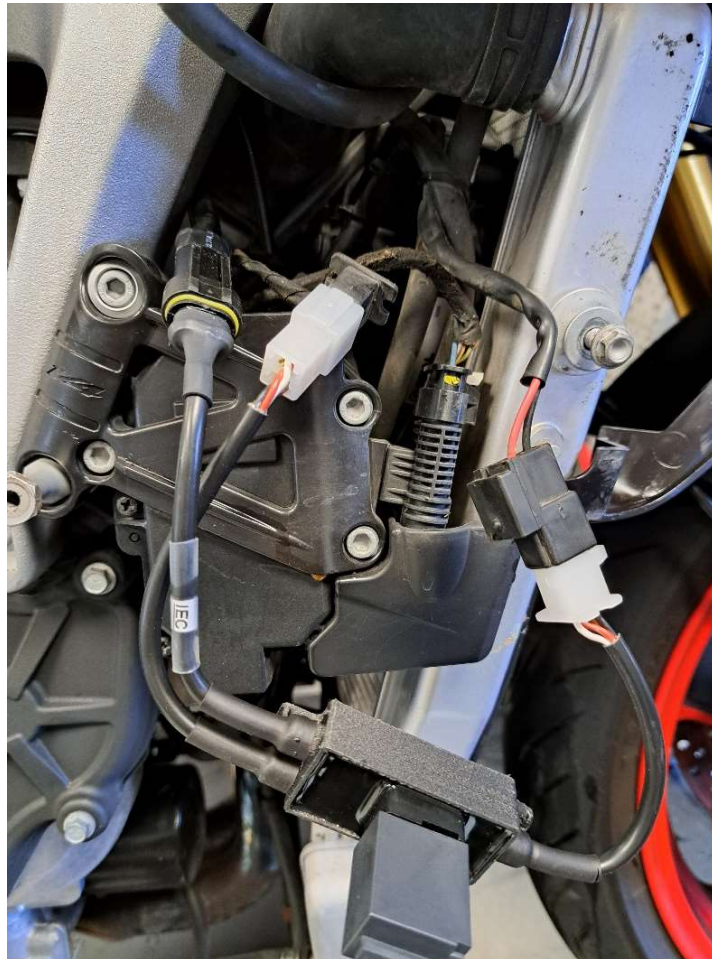
Far passare il cavo FAN uscente dalla centralina come in figura.



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FAN 1 (VENTOLA DI SINISTRA)

1. Disconnettere il connettore della ventola sinistra.
2. Collegare il connettore uscente dalla ventola sinistra, al cavo del relé Monzatech etichettato FAN.



FAN 1 (VENTOLA DI SINISTRA)

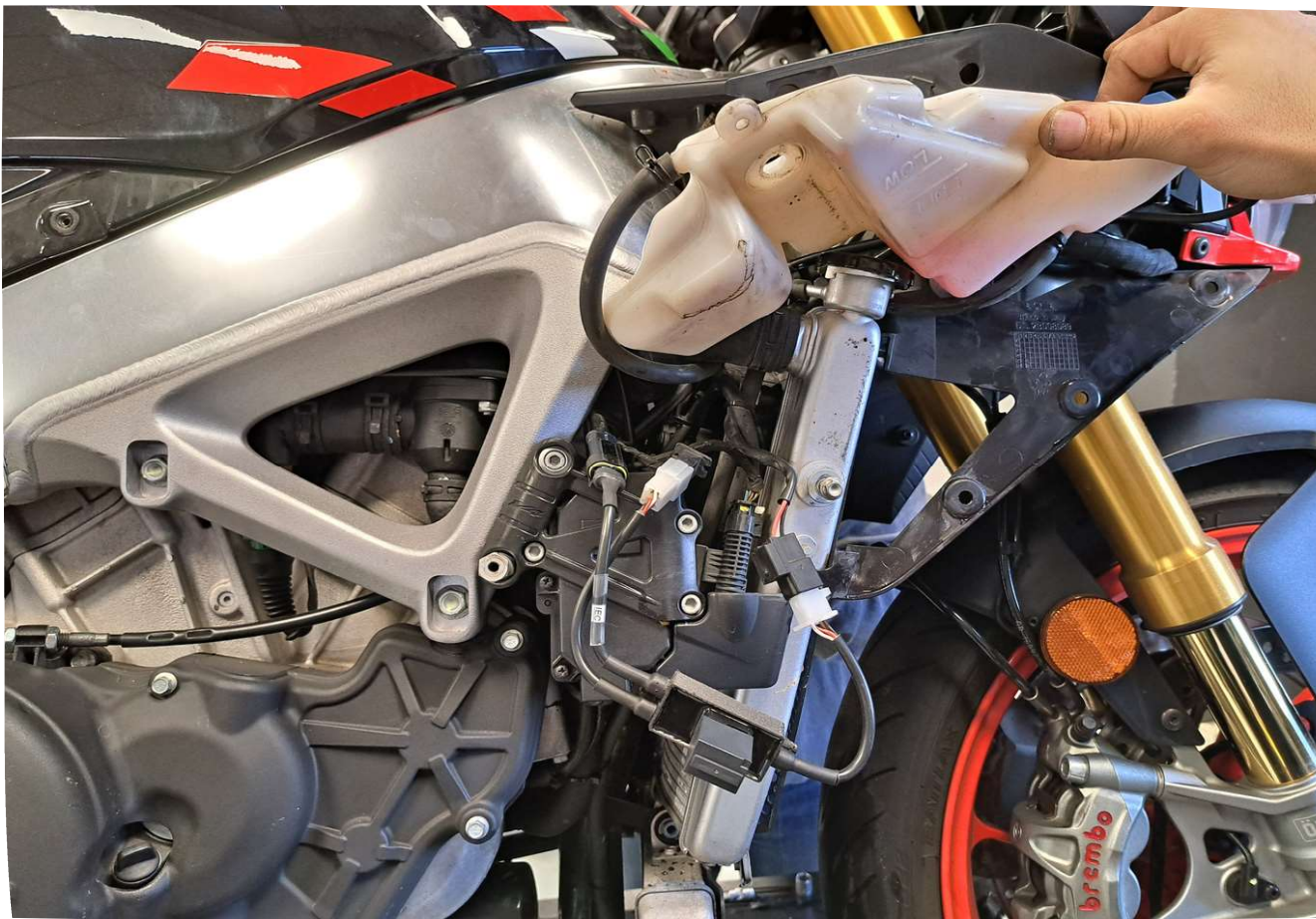
Fissare il relè di comando ventola come in figura.



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FAN 2 (VENTOLA DI DESTRA)

Svitare la vite di fissaggio della vaschetta di recupero.



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FAN 2 (VENTOLA DI DESTRA)

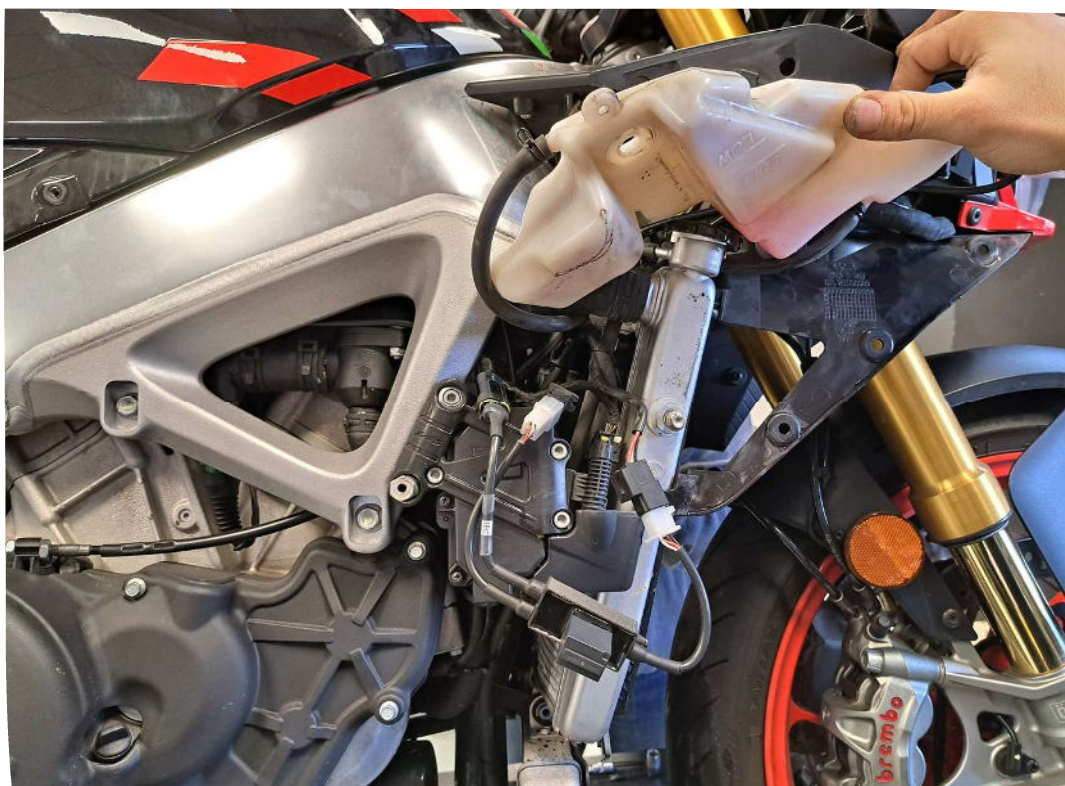
Far passare il cavo sul lato sinistro seguendo il passaggio cavi originale della moto.



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FAN 2 (VENTOLA DI DESTRA)

Ripetere le stesse operazioni con il cavo etichettato FAN2 disconnettendo la ventola originale e connettendola al cablaggio monzatech.



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LED

Far passare il cavo etichettato LED seguendo il percorso del cavo fan di destra fino ad arrivare sul manubrio.

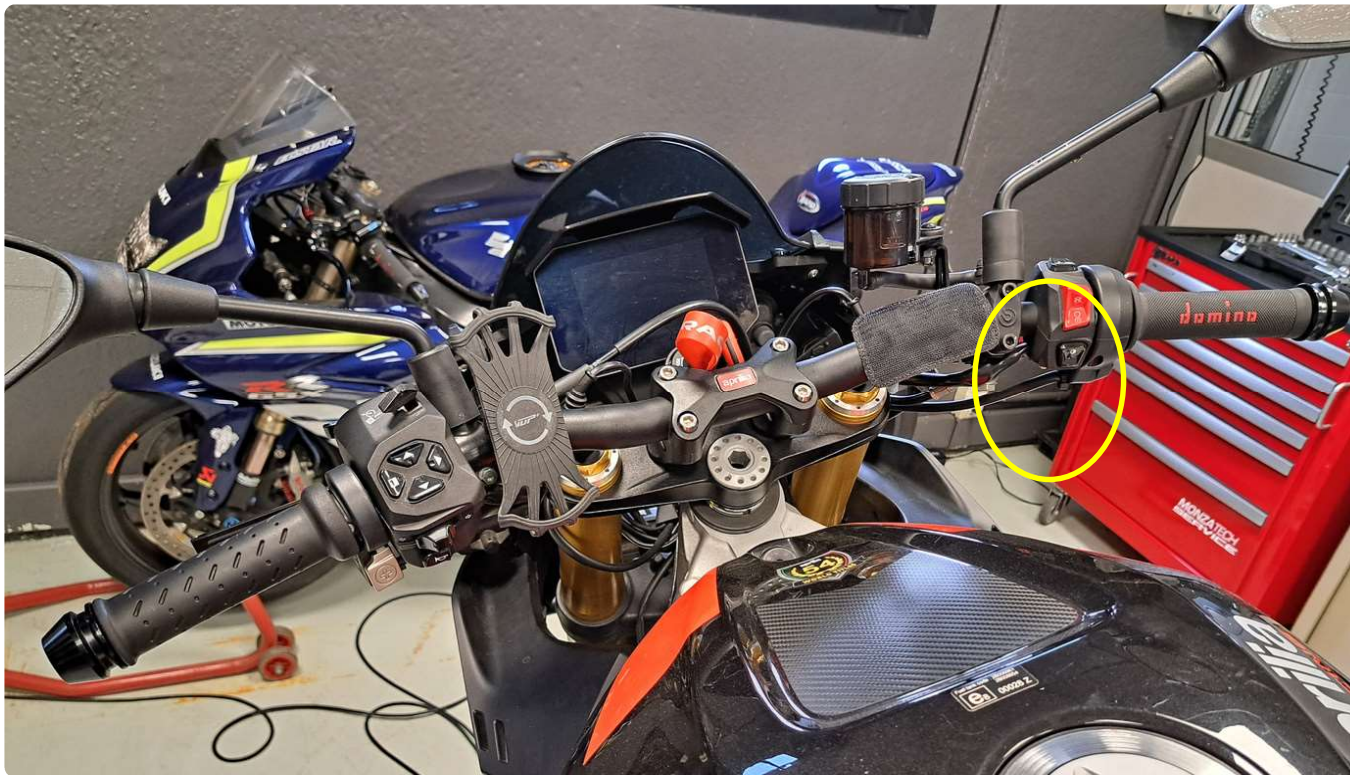


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LED

Fissare il collare LED al manubrio dove indicato in figura, con angolazione tale da essere ben visibile un volta in sella.

Assiemare il cavo ai cavi del blocchetto comandi di sinistra usando le fascette in gomma del cablaggio originale.



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CAVO LED

DIAGNOSTICA

- **LED VERDE**: il sistema funziona correttamente
- **LED ROSSO**: warning!

IN CASO DI QUALUNQUE TIPO DI
MALFUNZIONAMENTO
DELLA POMPA ELETTRONICA, IL SISTEMA
DI
RAFFREDDAMENTO DELLA MOTO TORNA
A FUNZIONARE COME L'ORIGINALE

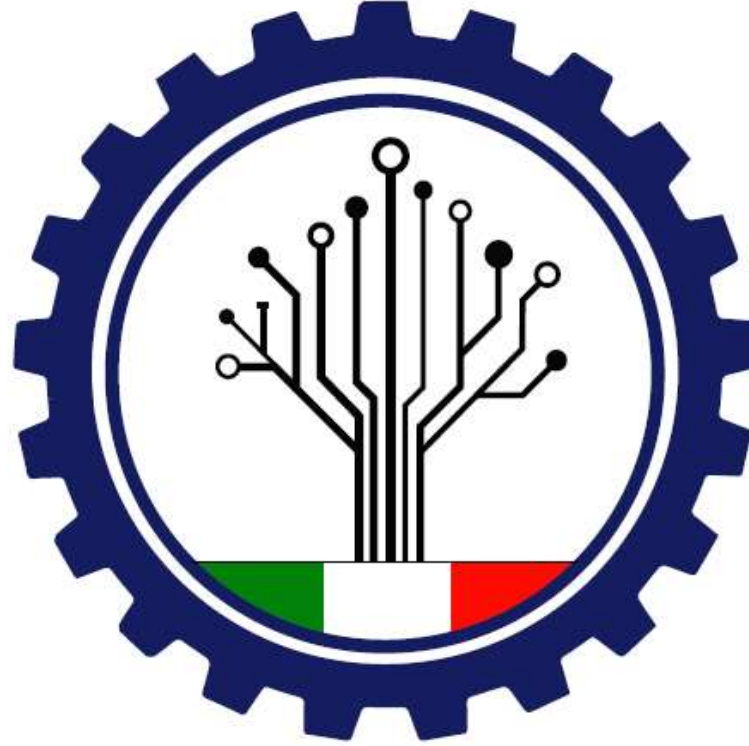


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GODITI IL VIAGGIO!



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**ENGLISH VERSION
STARTS NOW!**



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**THE USE OF A BATTERY
MAINTAINER IS
RECOMMENDED IN CASE
OF PROLONGED VEHICLE
INACTIVITY.**



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INTELLIGENT ENGINE COOLING

!WARNING!

**NEVER OPERATE THE PUMP
DRY!**

**THE MECHANICAL SEAL INSIDE
MUST ABSOLUTELY OPERATE
WITH WATER PRESENT IN THE
COOLING CIRCUIT.**



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STEP 1

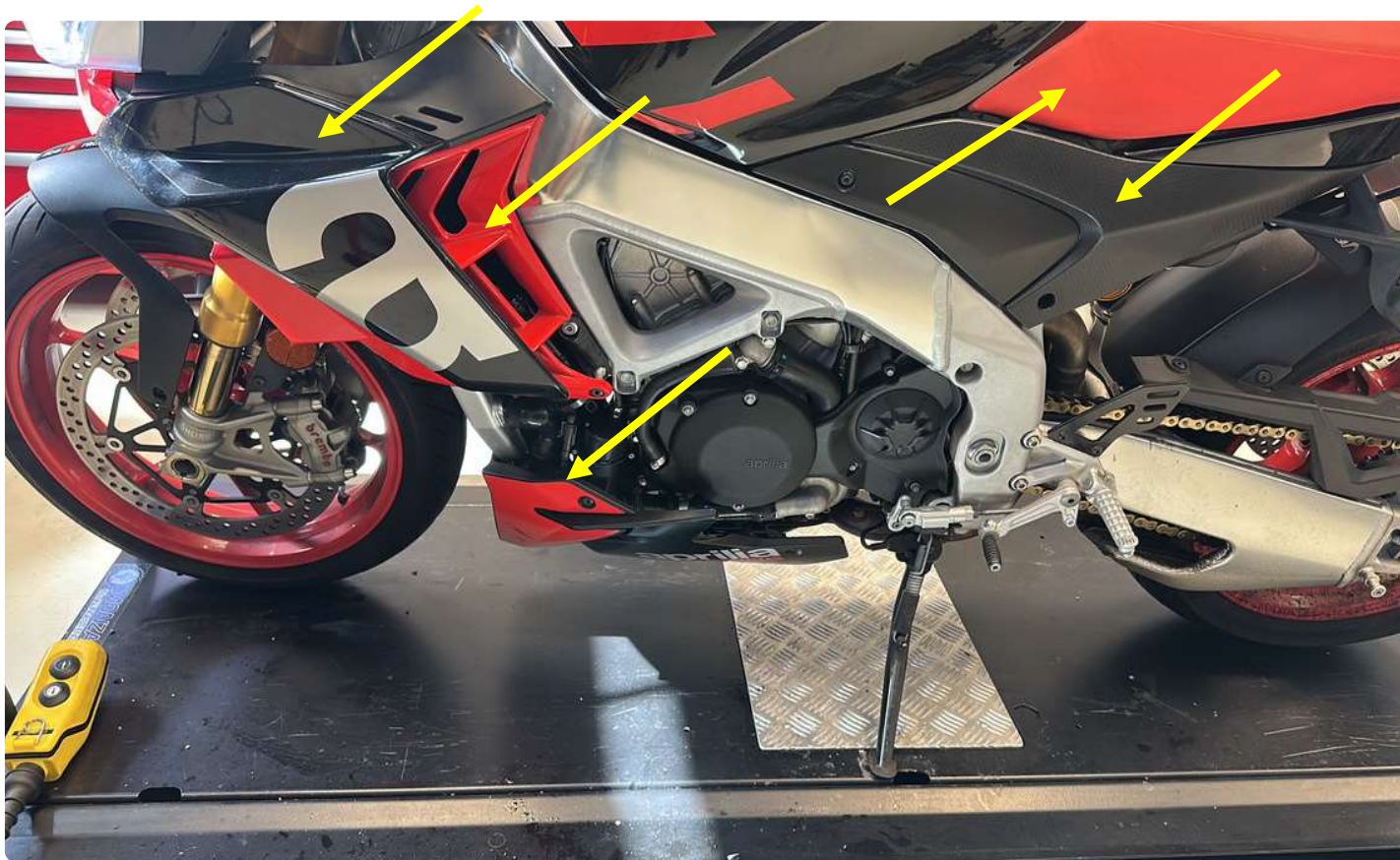
FAIRINGS REMOVAL



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FAIRING REMOVAL

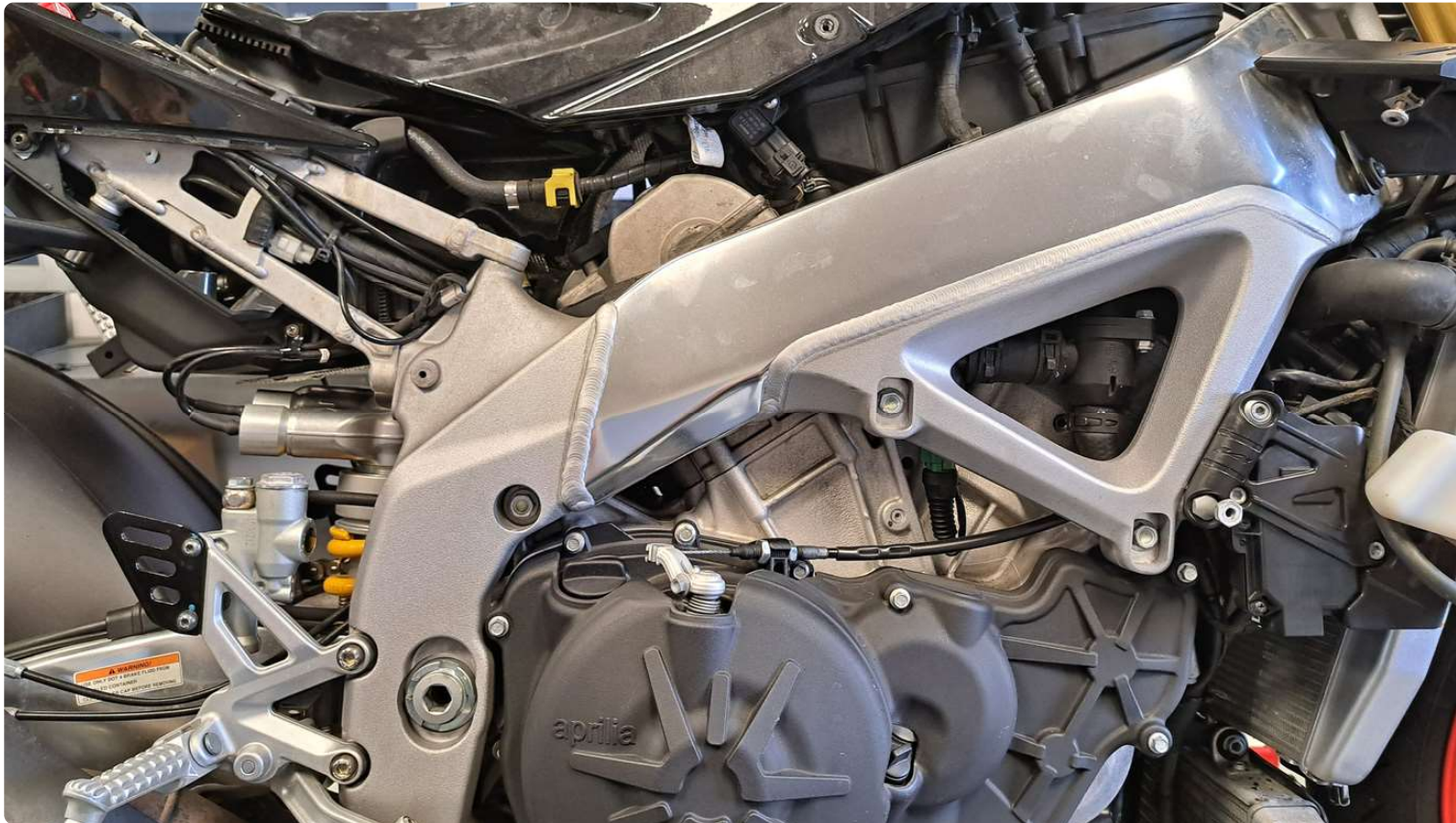
Remove the fairings shown in the figure..



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FAIRING REMOVAL

Remove the fairings shown in the figure.



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FAIRING REMOVAL

Left side view.



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FAIRING REMOVAL

Right side view.



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STEP 2

REMOVAL OF THE ORIGINAL COOLING SYSTEM



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COOLING SYSTEM

Drain the cooling system using the highlighted bleed screw.



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COOLING SYSTEM

Remove the hose shown in the figure.



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STEP 3

MONZATECH COOLING CIRCUIT INSTALLATION



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MONZATECH PUMP POSITIONING

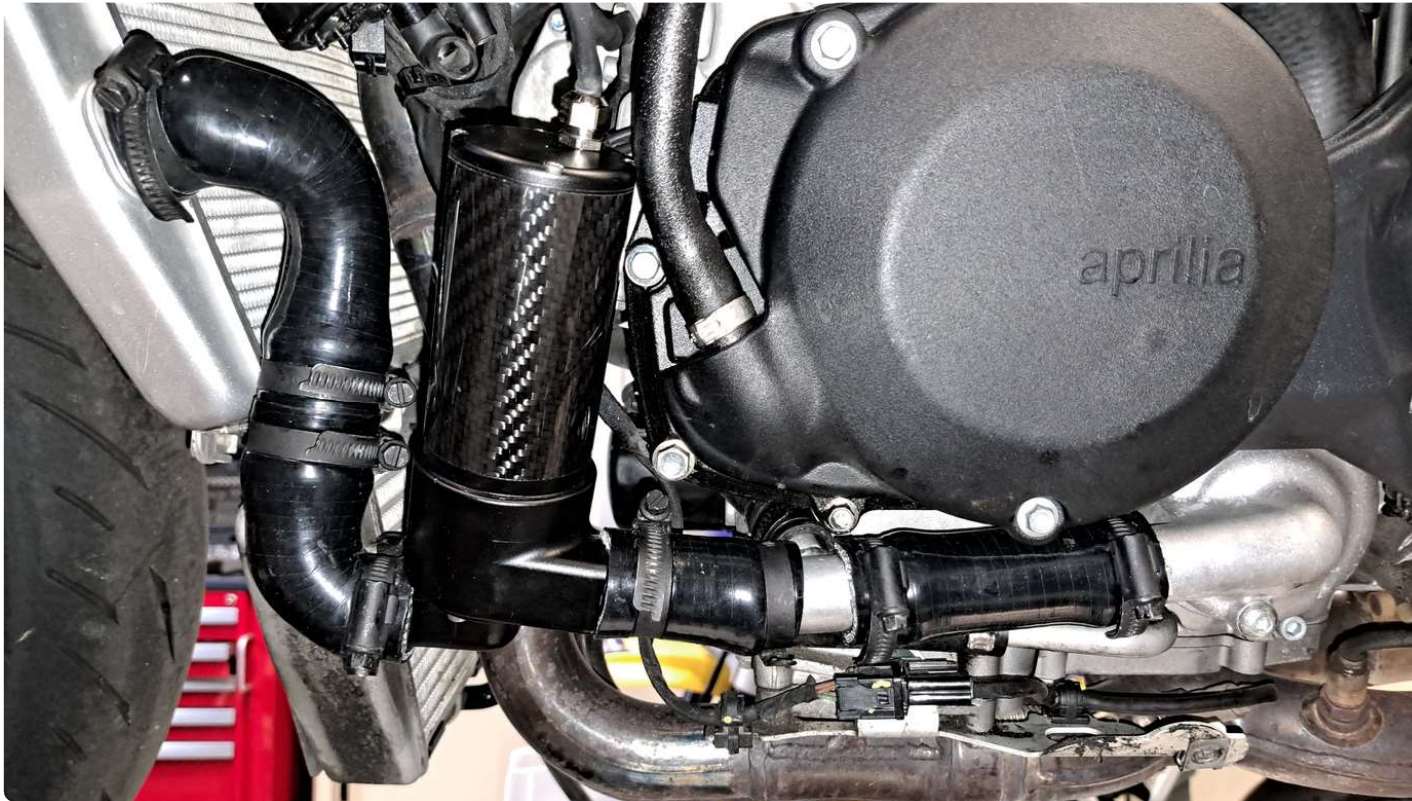
Connect the thermostat bypass hose to the T-joint.



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MONZATECH HOSE INSERTION

Pay attention to the pump installation direction. It MUST match the figure; otherwise, the water flow will be reversed.
The hoses might be slightly longer—if so, trim them to fit.



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MONZATECH PUMP FIXING

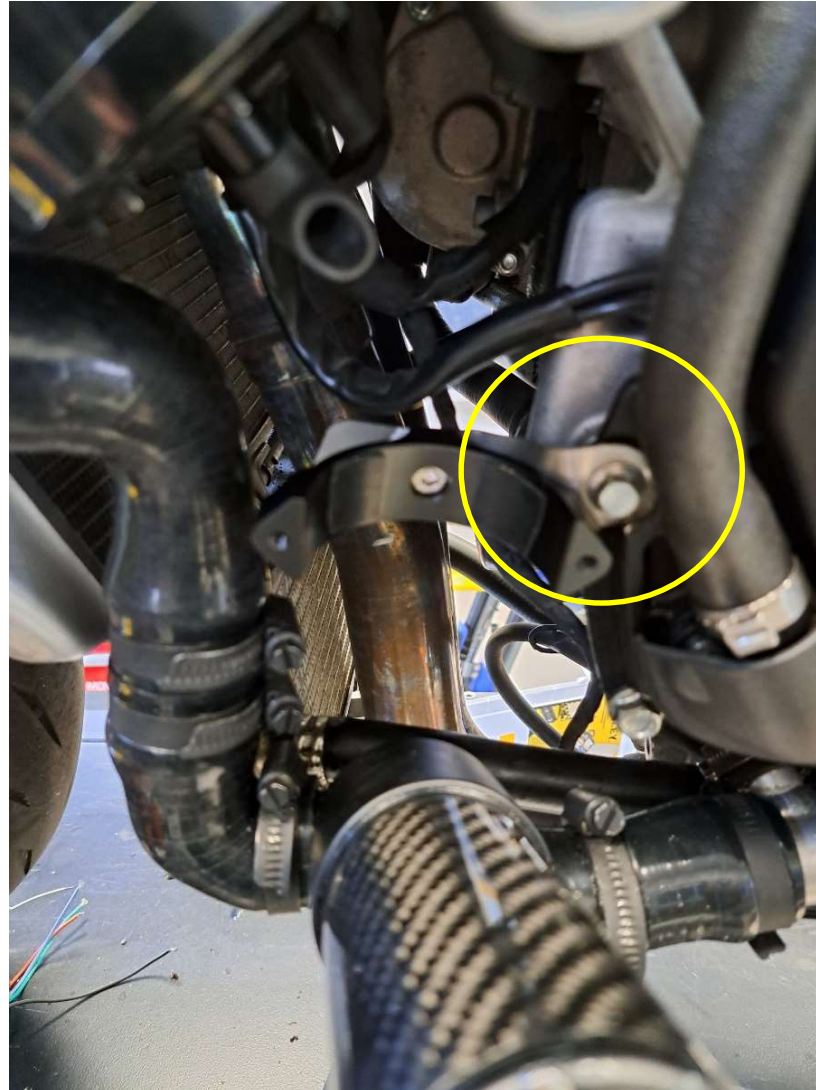
Shape the bracket as shown in the figure, if necessary.



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MONZATECH PUMP FIXING

Fasten the bracket to the marked crankcase screw



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MONZATECH PUMP FIXING

Close the bracket eyelets as shown



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!WARNING!

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DRY!**

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COOLING CIRCUIT.**



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COOLING CIRCUIT FILLING

- The cooling system is now complete and sealed
- Before filling the circuit, make sure the black metal clamps are securely tightened
- Pour the previously drained coolant into the radiatorWe recommend squeezing the silicone hoses 3–4 times to allow any trapped air in the system to escape. **Note:** Repeat this operation until the coolant level in the radiator remains stable
- Close the radiator cap.



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STEP 4

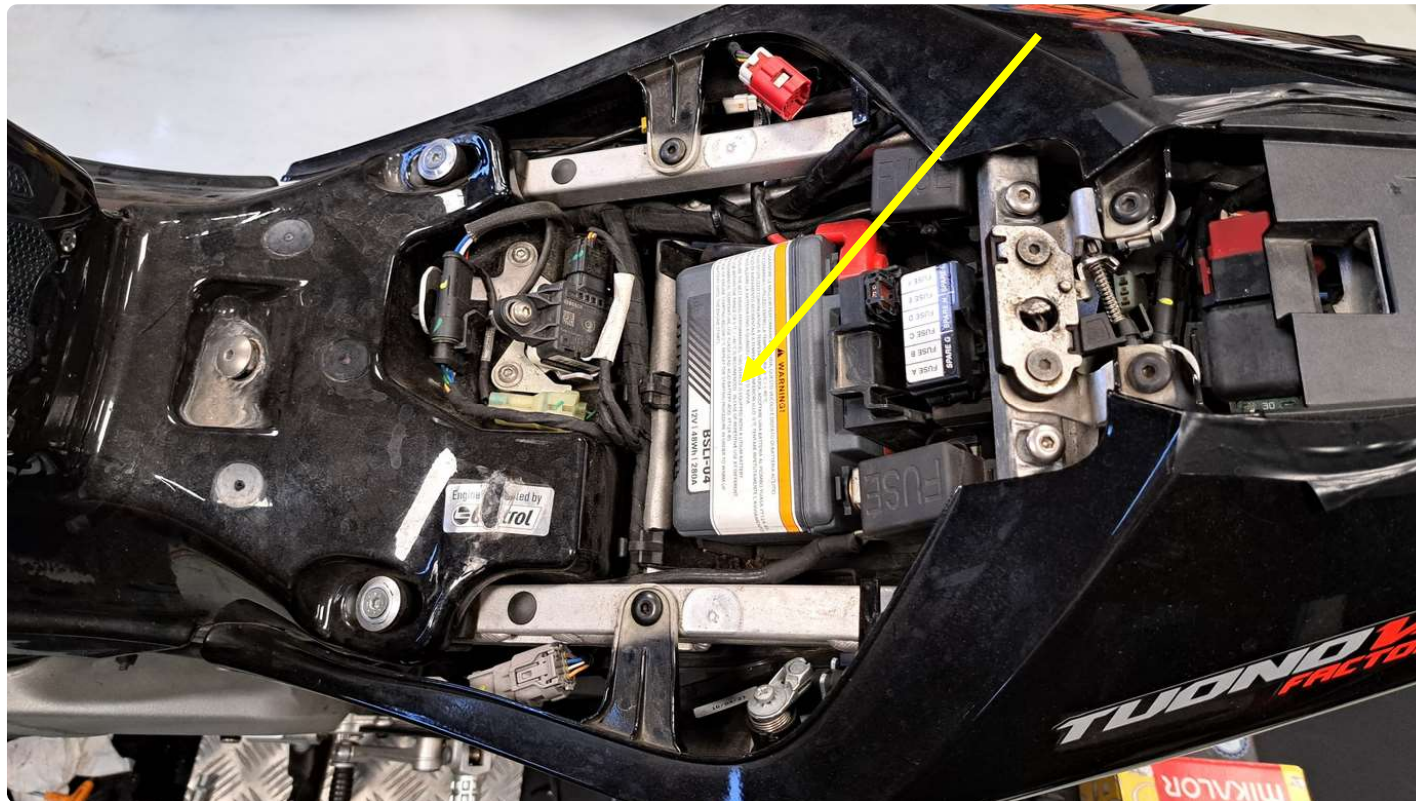
MONZATECH ECU INSTALLATION



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MONZATECH ECU POSITIONING

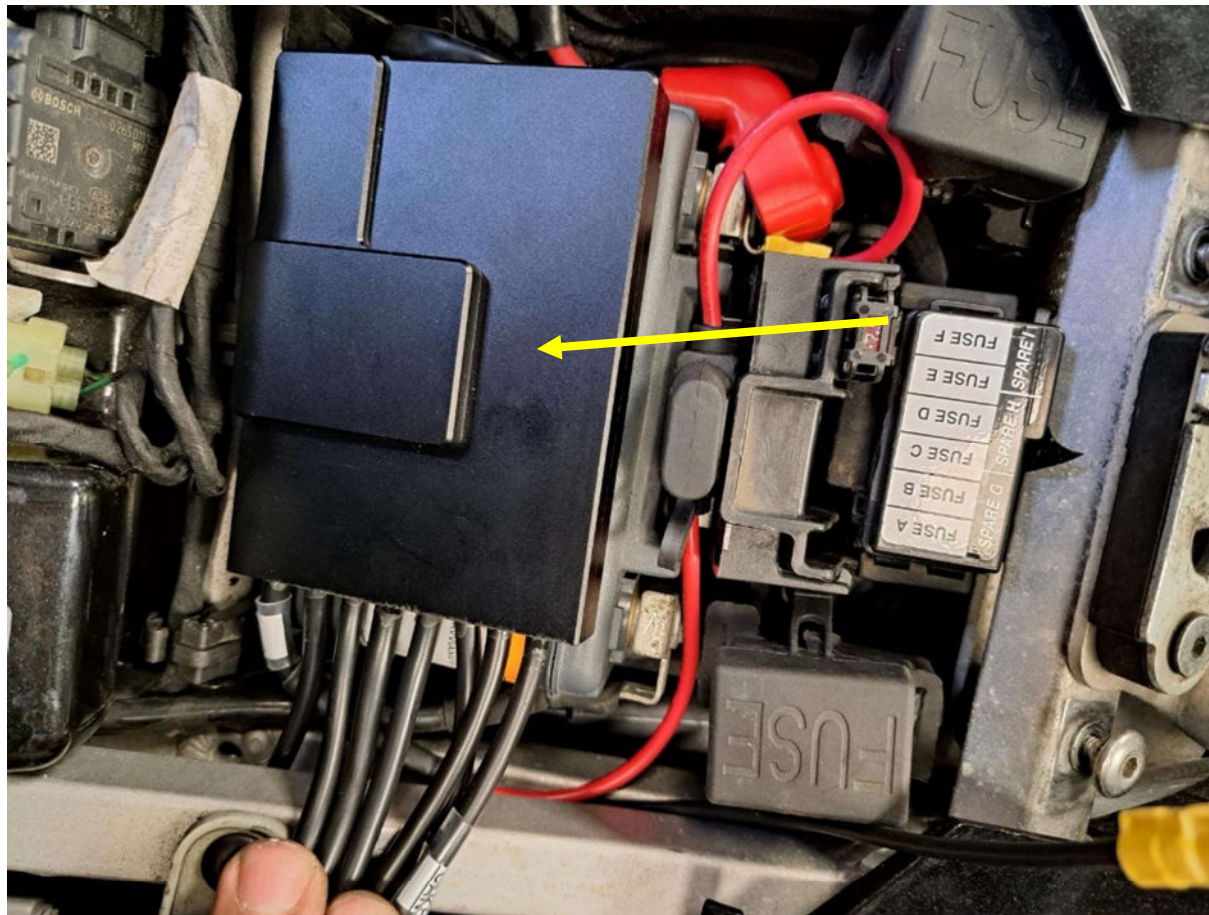
Remove the battery retaining bracket and insert the ECU into the compartment underneath, with the cables facing the front of the motorcycle as shown in the figure. Use the Velcro straps included in the kit to secure the ECU to the battery.



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MONZATECH ECU POSITIONING

Place the ECU on top of the battery, pressing down to make the Velcro strips adhere.



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CAN CABLE

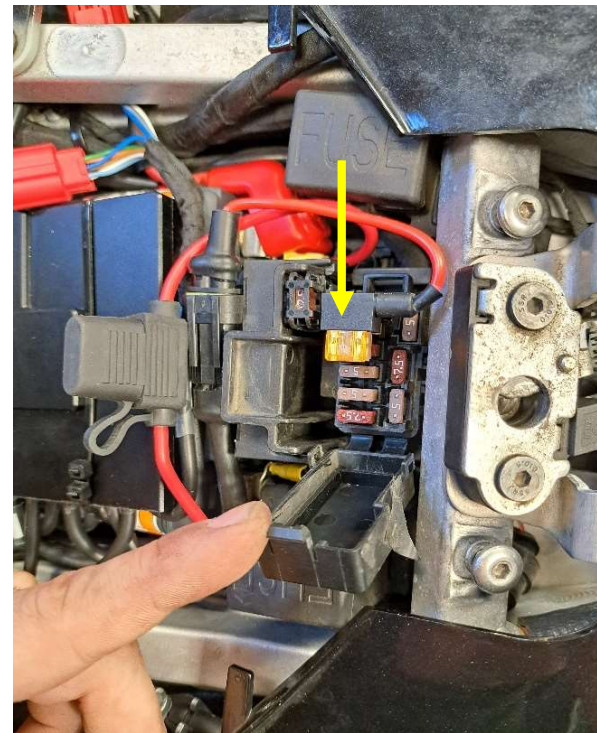
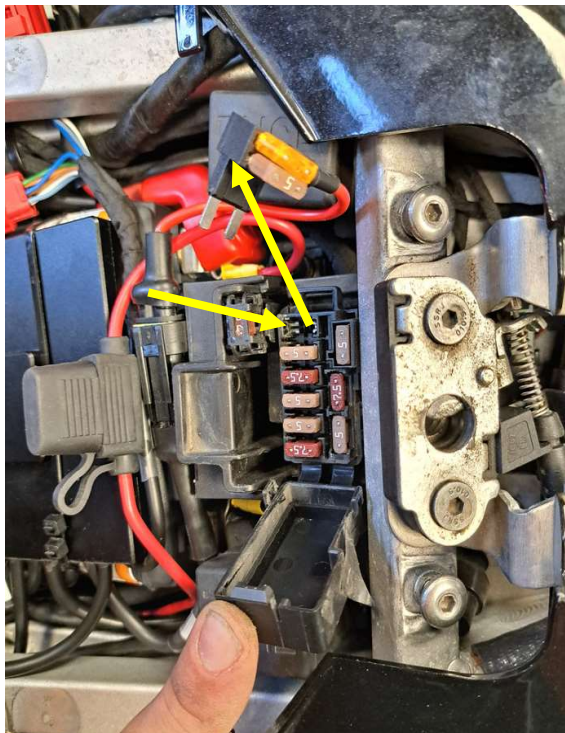
1. Remove the cap from the motorcycle's original OBD diagnostic connector and connect the CAN-labeled cable from the MONZATECH ECU.
2. This duplicates all the connector wires, allowing use of the maintainer.
3. Reapply the previously removed cap to the exposed connector.



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KEY CABLE

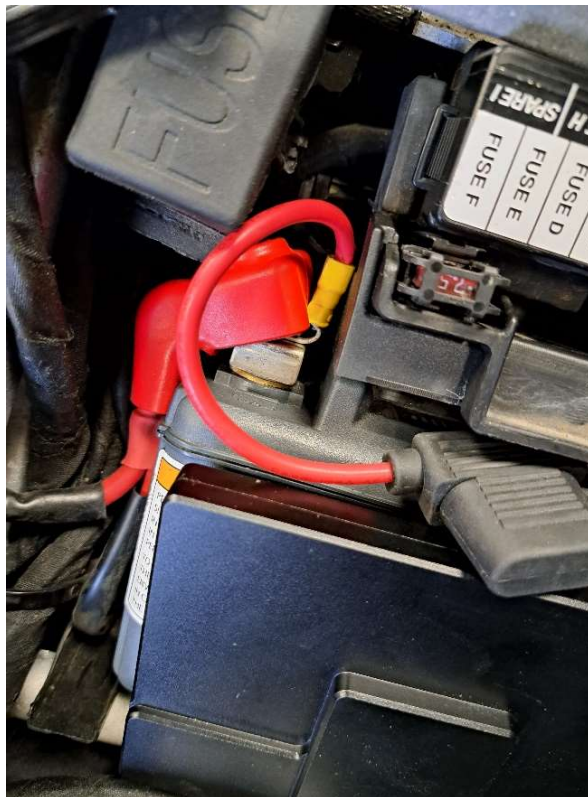
1. Open the fuse box shown in the figure.
2. Remove the first fuse from the left (as shown in the figure) and insert it into the fuse holder connected to the KEY-labeled wire of the Monzatech harness, as illustrated.
3. Insert it into the same slot from which the original fuse was removed.



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BATTERY CABLE

1. Route the power cable labeled BATT under the battery compartment safety bracket as shown in the figure.
2. Connect the BATT-labeled cable to the battery's positive and negative terminals, bending the eyelets 90 degrees.



PC CABLE

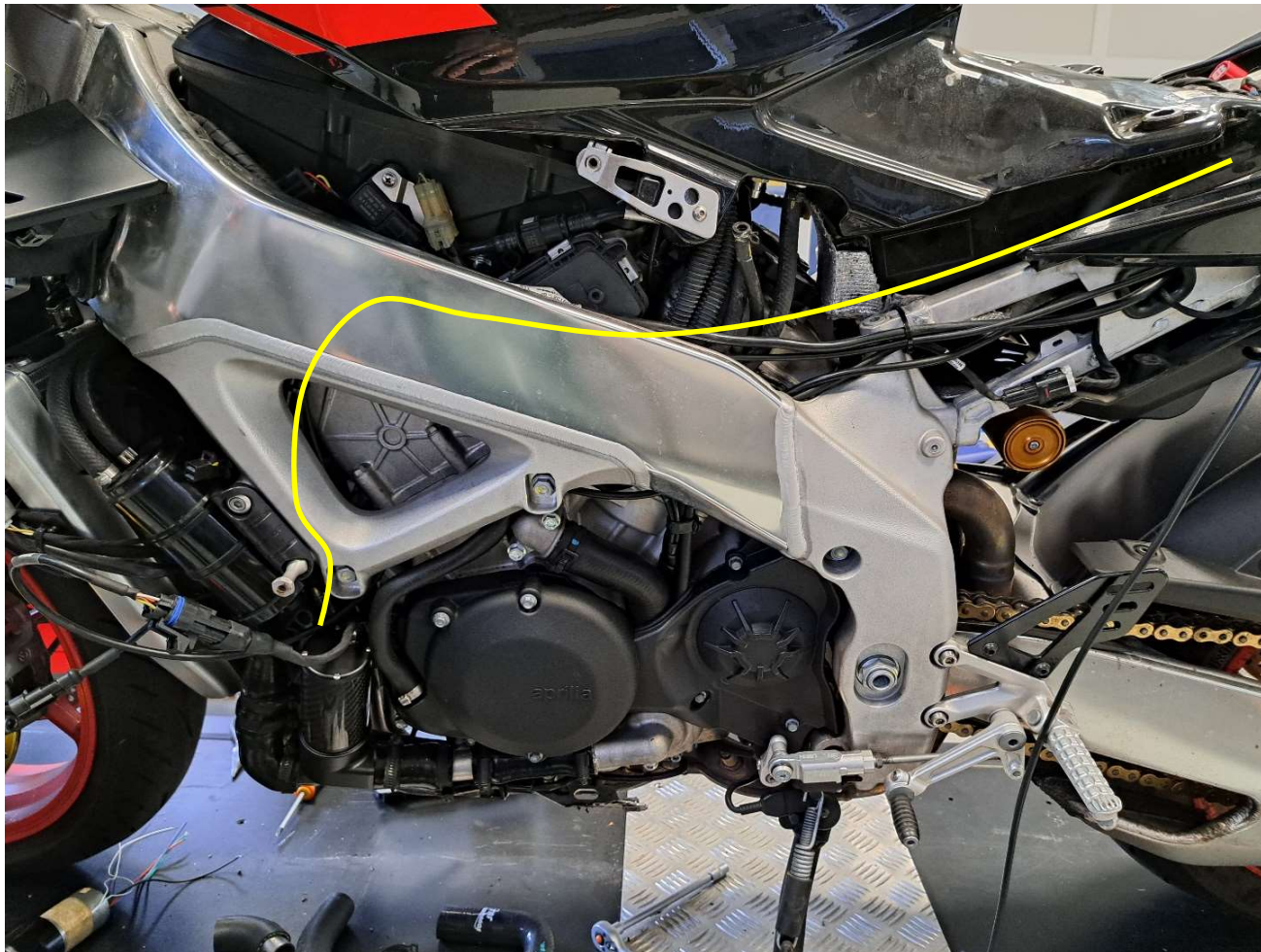
Position the PC cable so that it is not pinched by the seat itself.



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PUMP CABLE

Route the cable labeled PUMP along the original motorcycle wiring path as shown in the photo, slightly lifting the tank to ease the passage.



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PUMP CABLE

Connect the cable coming from the pump to the cable labeled PUMP coming from the ECU, hiding the connector behind the pump and routing the cable as shown in the figure.



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FAN 1 (LEFT)

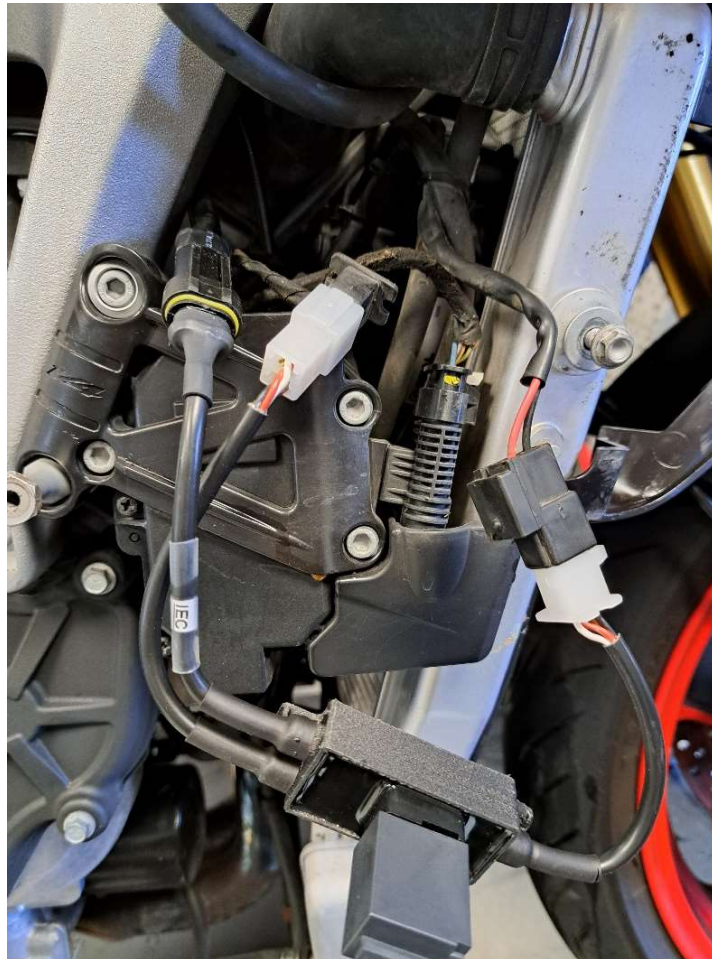
Route the FAN cable coming from the ECU as shown in the figure.



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FAN 1 (LEFT)

1. Disconnect the left fan connector.
2. Connect the cable coming from the left fan to the Monzatech relay cable labeled FAN.



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FAN 1 (LEFT)

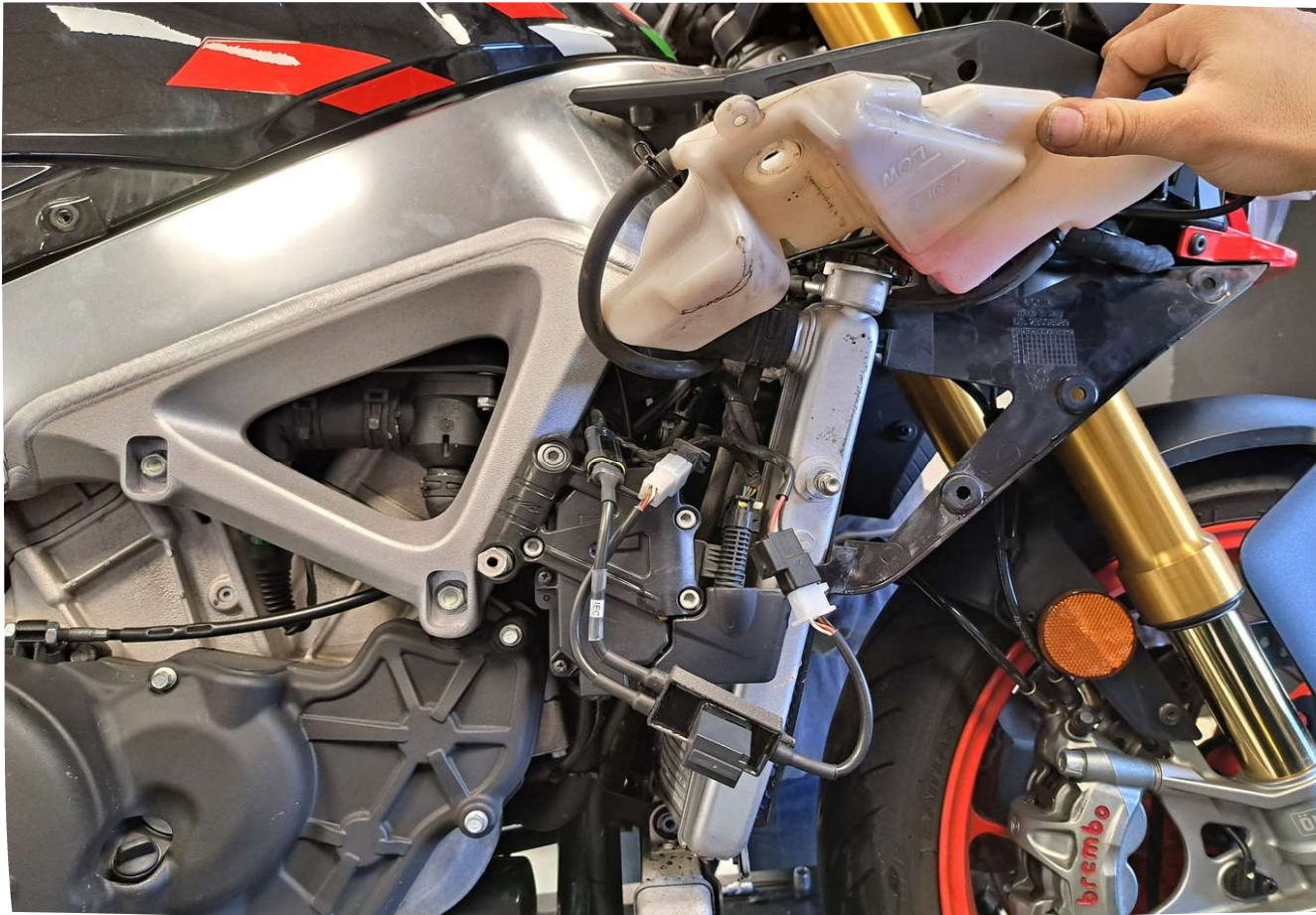
Secure the fan control relay as shown in the figure.



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FAN 2 (RIGHT)

Loosen the recovery reservoir mounting bolt.



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FAN 2 (RIGHT)

Route the cable along the left side, following the motorcycle's original cable path.



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FAN 2 (RIGHT)

Repeat the same steps with the cable labeled FAN2 by disconnecting the original fan and connecting it to the Monzatech wiring harness.



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LED

Route the cable labeled LED along the path of the right fan cable up to the handlebar.



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LED

Fasten the LED collar to the handlebar as shown in the figure, at an angle that ensures visibility when seated on the bike. Bundle the cable with the left control block cables using the original wiring rubber ties.



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LED CABLE

DIAGNOSTIC

GREEN LED: the system is working correctly

RED LED: warning!

IN CASE OF ANY MALFUNCTION OF THE
ELECTRONIC PUMP, THE MOTORCYCLE'S
COOLING SYSTEM WILL REVERT TO ITS
ORIGINAL OPERATION



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**ENJOY
YOUR RIDE!**



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