



Intelligent Engine Cooling



***MONZATECH***

***INTELLIGENT ENGINE COOLING***





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 **ITALIANO → PAGINE 3 - 43**

 **ENGLISH → PAGES 44 - 85**



# **! ATTENZIONE !**



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***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



# RIMOZIONE CARENE



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- SMONTARE DALLA MOTO LE CARENE SEGUENDO LE ISTRUZIONI DEL MANUALE OFFICINA DUCATI STREETFIGHTER V4 2025



# RIMOZIONE CARENE

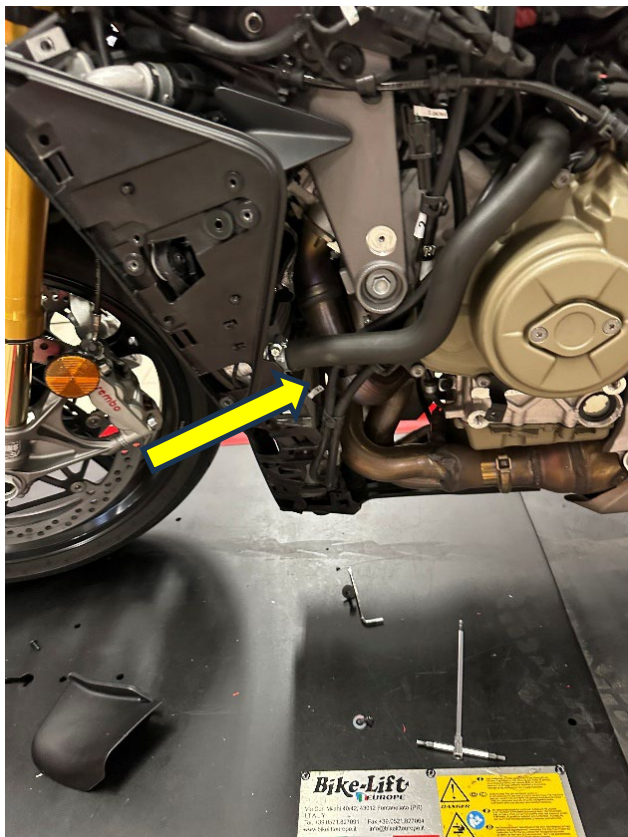


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# ALLENTARE LE VITI DEI DUE FIANCHETTI SOTTOSELLA, SENZA RIMUOVERLI DALLA MOTO





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## FASE 2

# RIMOZIONE CIRCUITO RAFFREDDAMENTO ORIGINALE



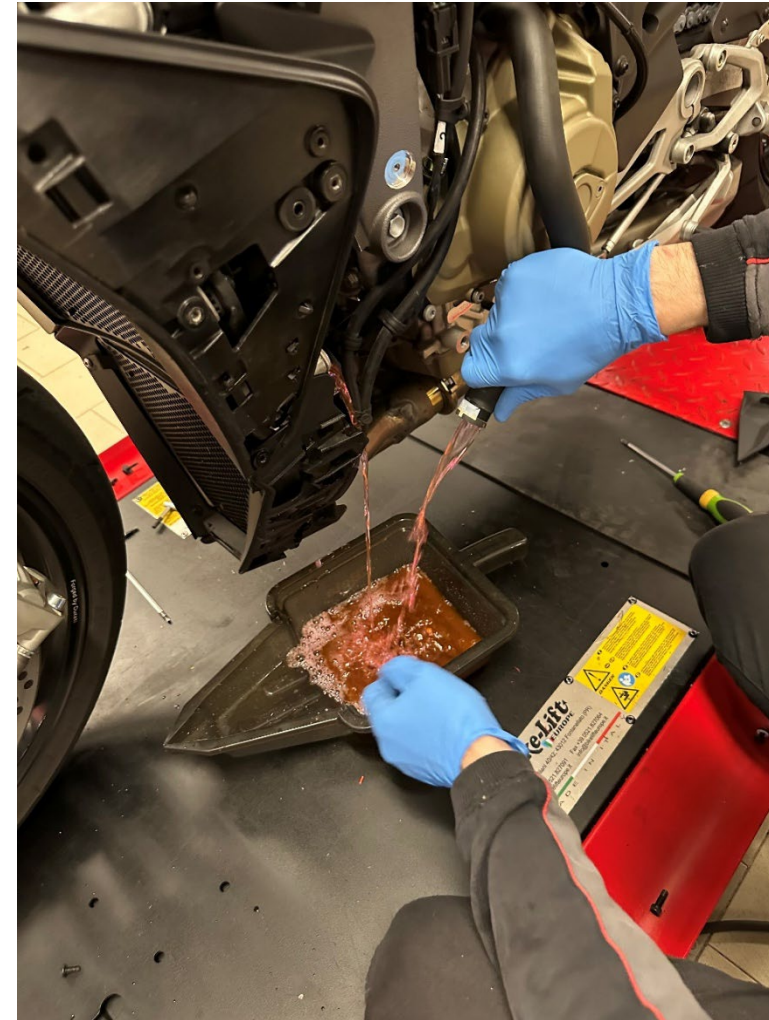
# SCARICARE IL CIRCUITO DI RAFFREDDAMENTO



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⦿ ALLENTARE LA FASCETTA EVIDENZIATA IN FIGURA PER SCARICARE L'ACQUA DEL RADIATORE

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

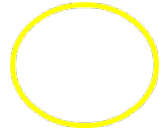


# SCARICARE IL CIRCUITO DI RAFFREDDAMENTO



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- SPOSTARE PARTE DEL CABLAGGIO PER ALLENTARE LA FASCETTA DEL TUBO SUL TERMOSTATO





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# FASE 3

## MONTAGGIO CIRCUITO RAFFREDDAMENTO *MONZA TECH*



# POSIZIONAMENTO POMPA MONZA TECH



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FISSARE I TUBI *MONZA TECH* COME IN FIGURA TAGLIANDOLI ALLA MISURA CORRETTA E ASSICURANDOSI DI STRINGERE  
BENE LE FASCETTE METALLICHE NERE FORNITE NEL KIT E FISSARE LA STAFFA COLLARE ALLA POMPA.

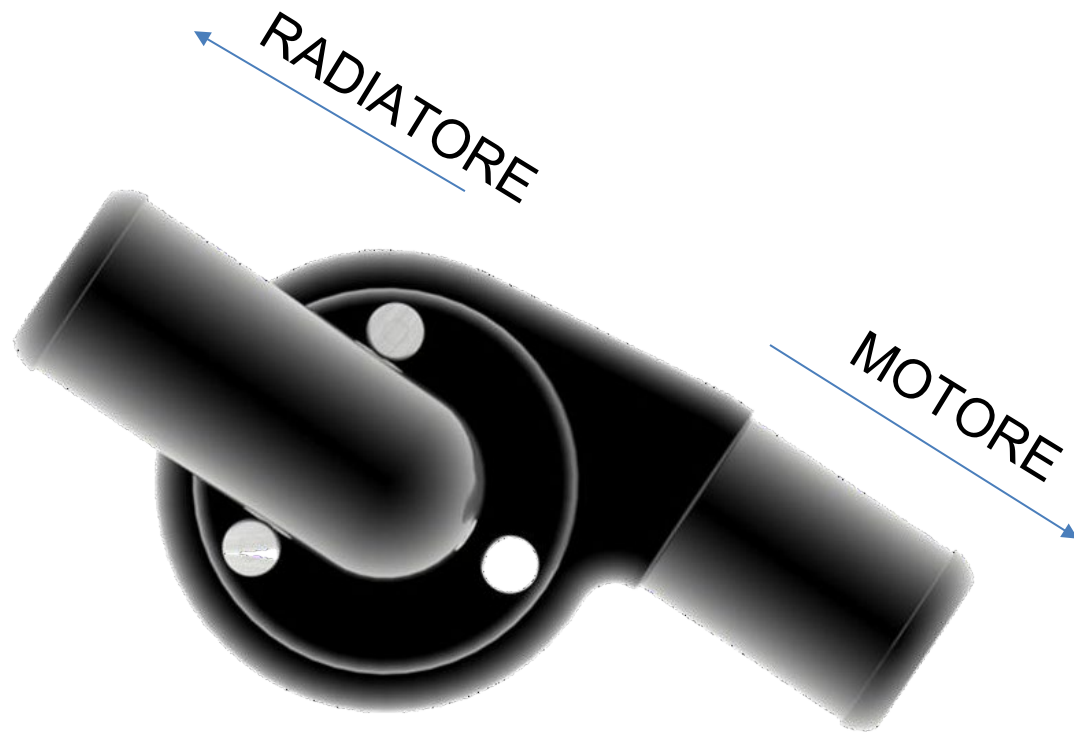


# POSIZIONAMENTO POMPA MONZA TECH



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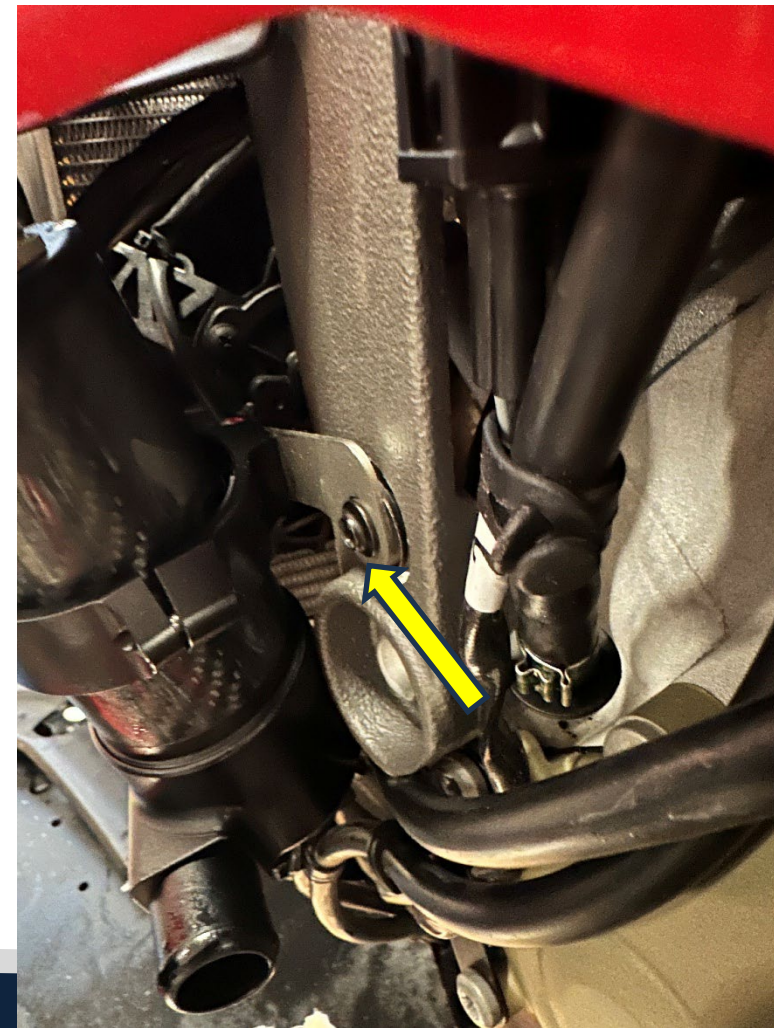
SEGUENDO LA POSIZIONE INDICATA IN FIGURA, FISSARE L'INLET 90° ALLA POMPA CON LE VTC M4X6 FORNITE NEL KIT



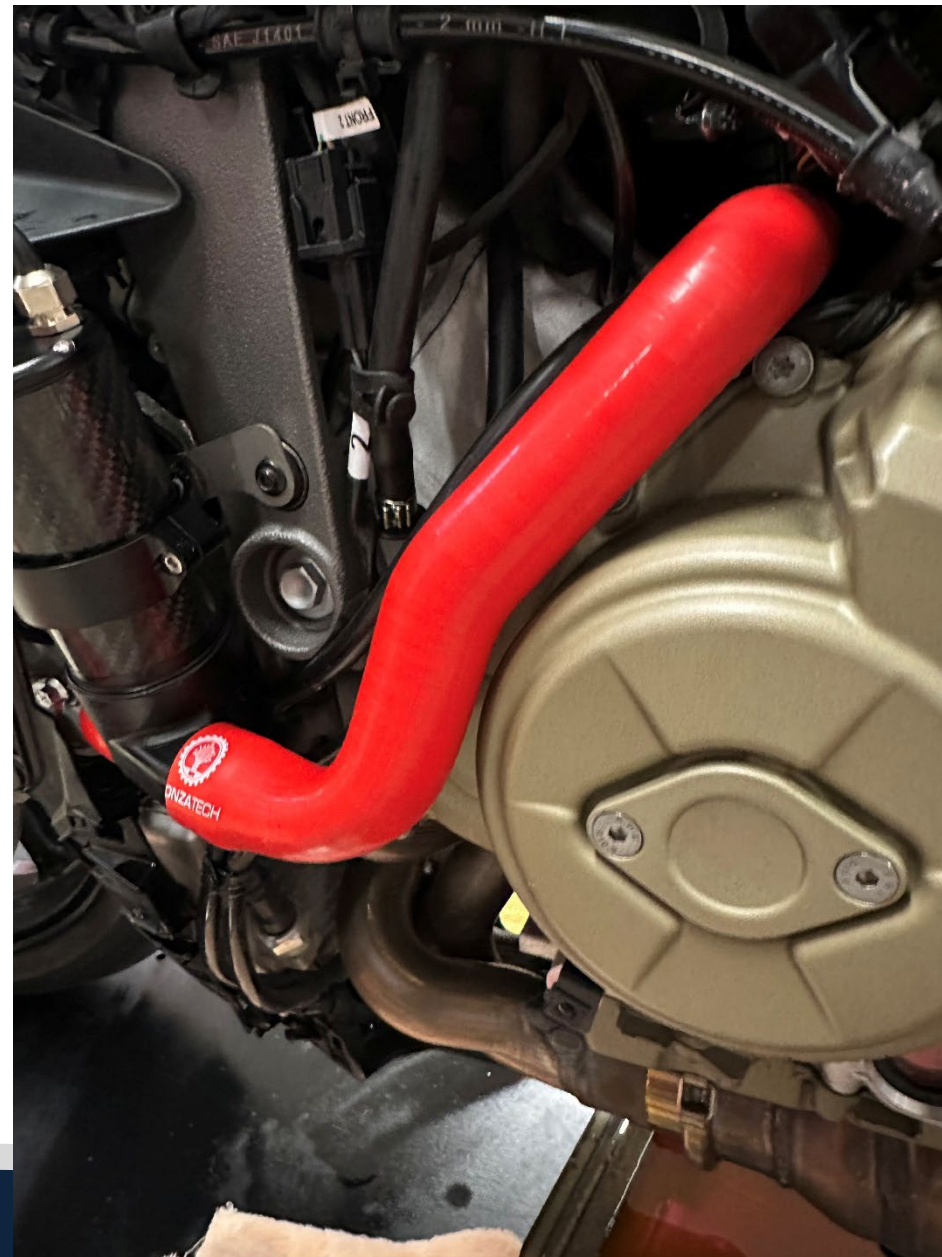


FISSARE CON LA VITE FORNITA NEL KIT LA STALLA AL TELAIO INSERENDO TRA STAFFA E TELAIO LO SPESSORE IN FOTO

SPESSORE TRA STAFFA E CARENA



TUBO TAGLIATO A MISURA.



# RIEMPIMENTO CIRCUITO DI RAFFREDDAMENTO



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- L'IMPIANTO DI RAFFREDDAMENTO È ORA COMPLETO E CHIUSO
- PRIMA DI PROCEDERE AL RIEMPIMENTO DEL CIRCUITO, ASSICURARSI DI AVER STRETTO BENE TUTTE LE FASCETTE METALLICHE
- VERSARE ALL'INTERNO DEL RADIATORE IL LIQUIDO DI RAFFREDDAMENTO
- 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



**! ATTENZIONE !**



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

***LA TENUTA MECCANICA AL SUO INTERNO  
DEVE ASSOLUTAMENTE LAVORARE  
LUBRIFICATA.***





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# FASE 4

## MONTAGGIO *ECU MONZA TECH*



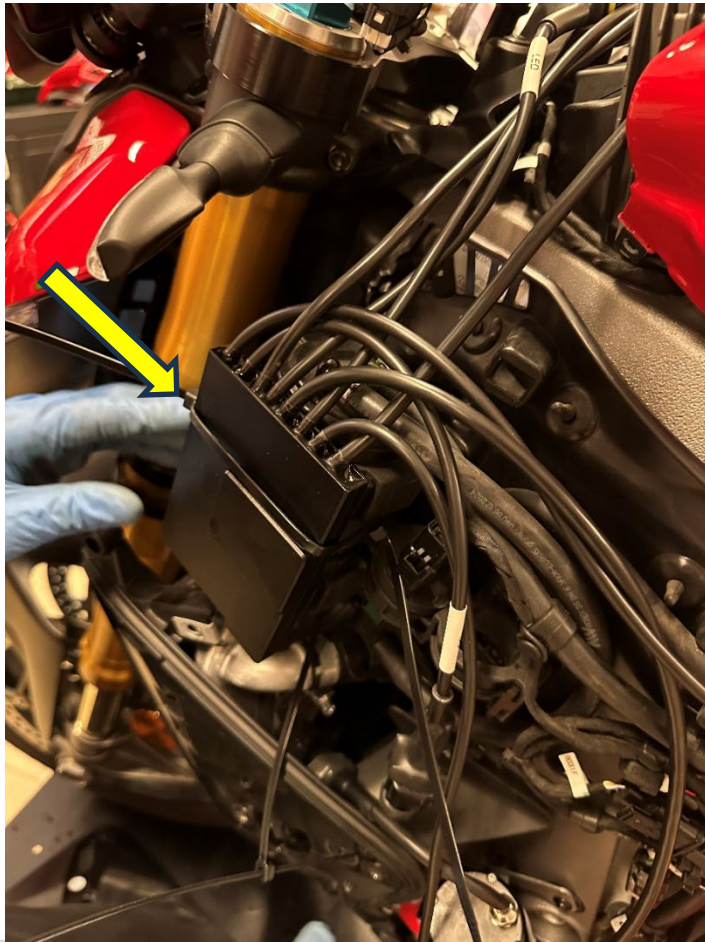
# POSIZIONAMENTO CENTRALINA MONZA TECH

POSIZIONARE LA ECU COME IN FIGURA, FISSANDOLA AL CANISTER DELLA MOTO.

SI SUGGERISCE PER CERCARE DI CREARE PIU SPAZIO POSSIBILE NEL SOTTO CARENA, DI RIMUOVERE L'ALLOGGIAMENTO IN GOMMA DEL CANISTER (COME IN FIGURA).



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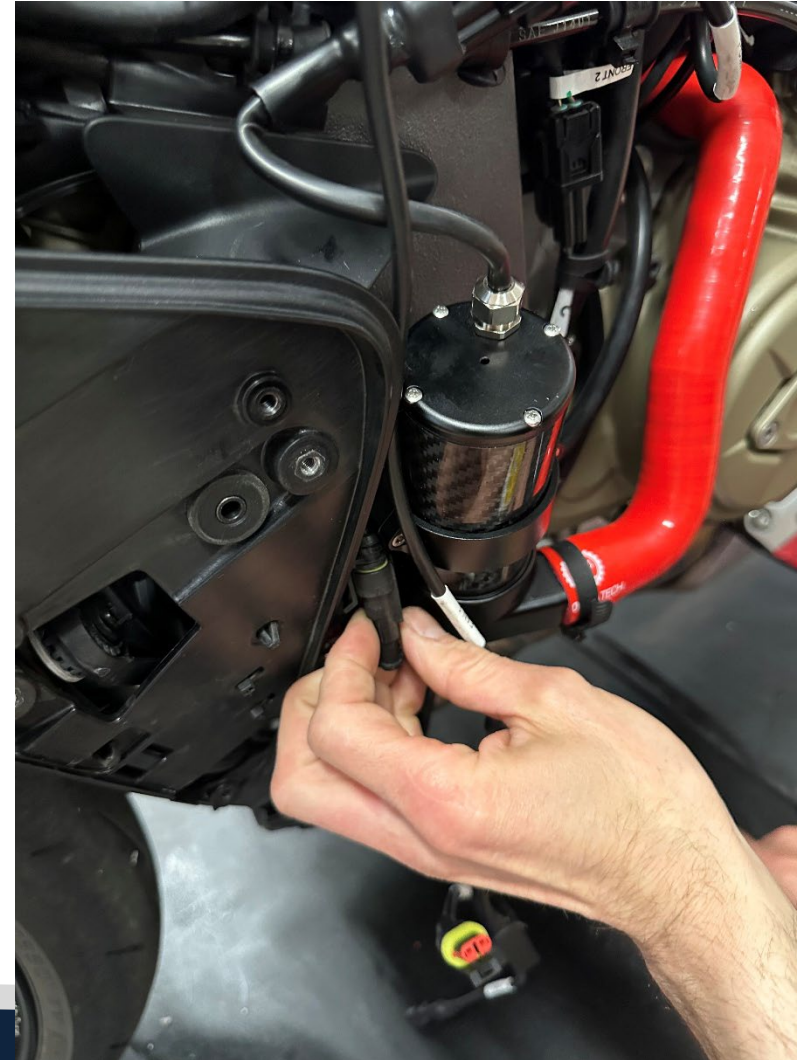


# CAVO VENTOLA DI SINISTRA

SCOLLEGARE LA VENTOLA DAL COMANDO MOTO



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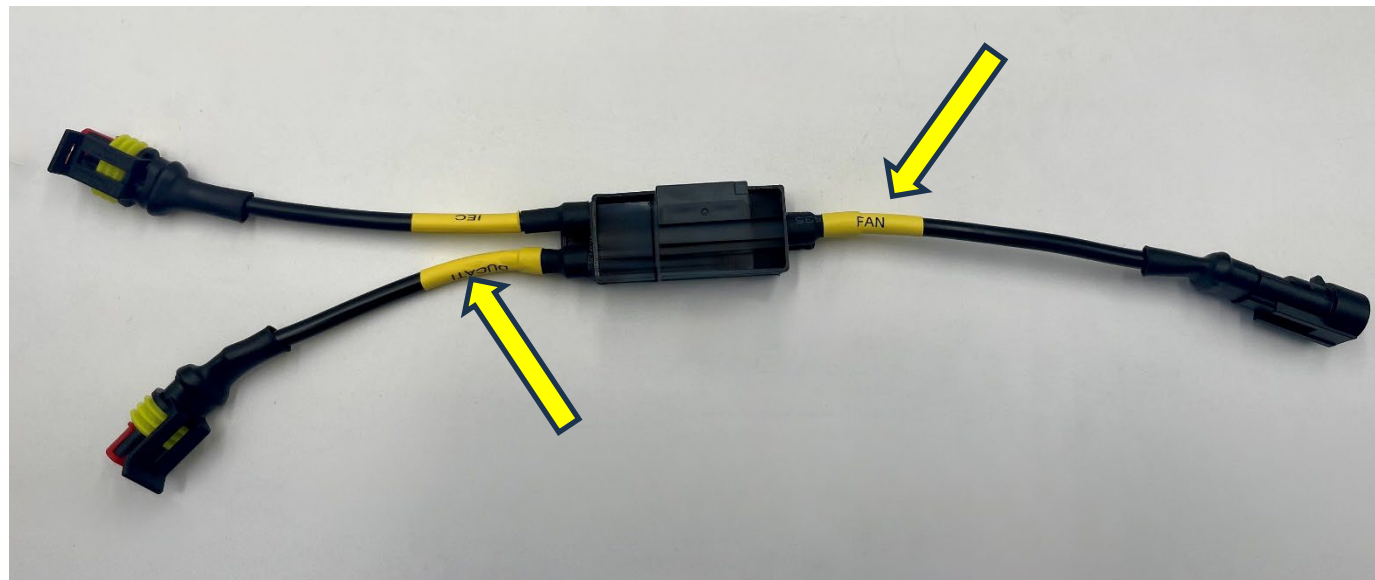


# FAN-1 (VENTOLA DI SINISTRA)

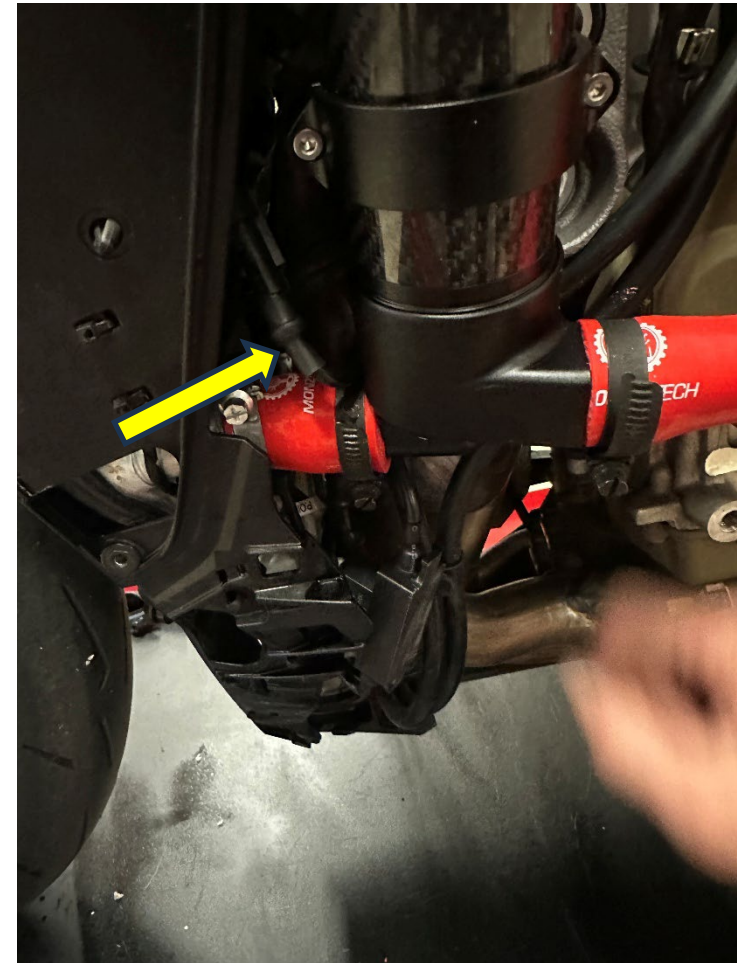
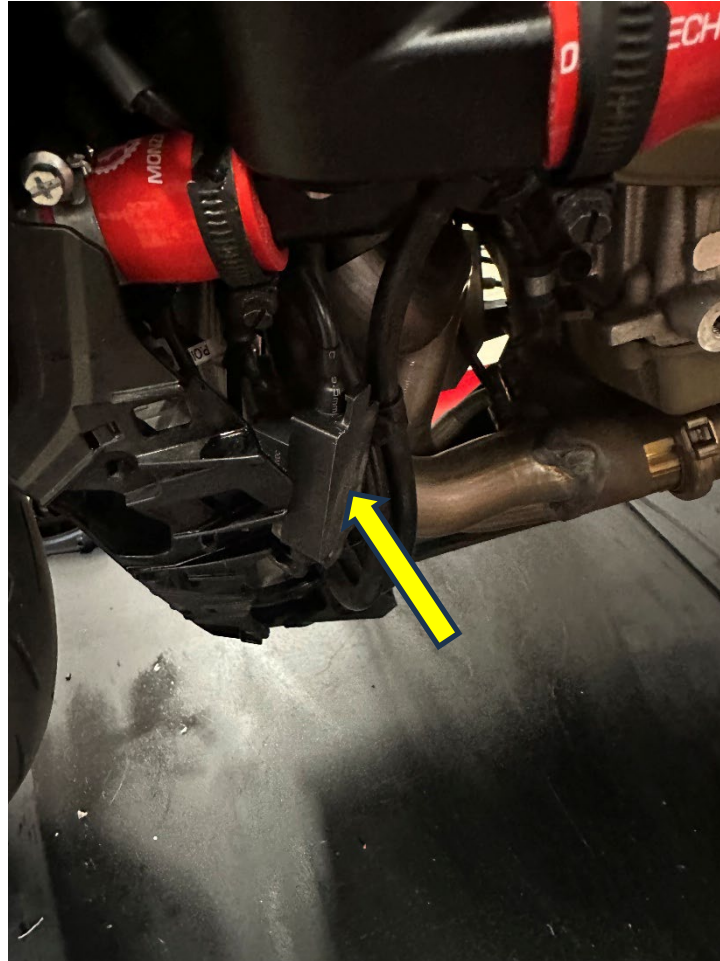
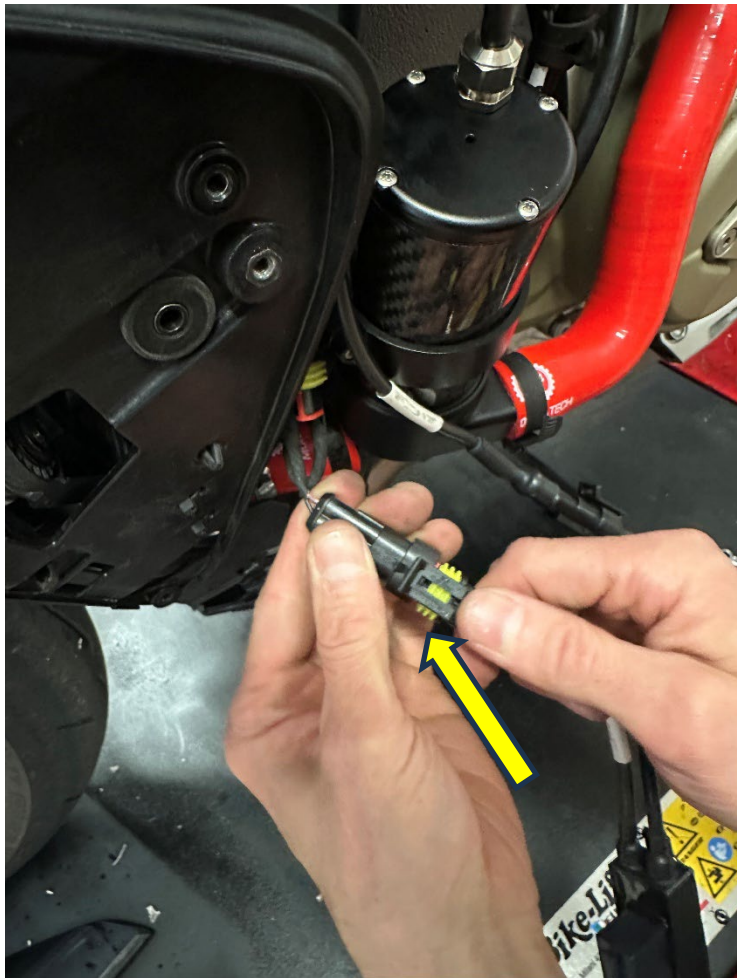


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- COLLEGARE IL CONNETTORE USCENTE DALLA VENTOLA SINISTRA, AL CAVO DEL RELÈ *MONZA TECH* ETICHETTATO "FAN", E IL CAVO DI COMANDO VENTOLA DELLA MOTO AL CAVO ETICHETTATO "DUCATI".

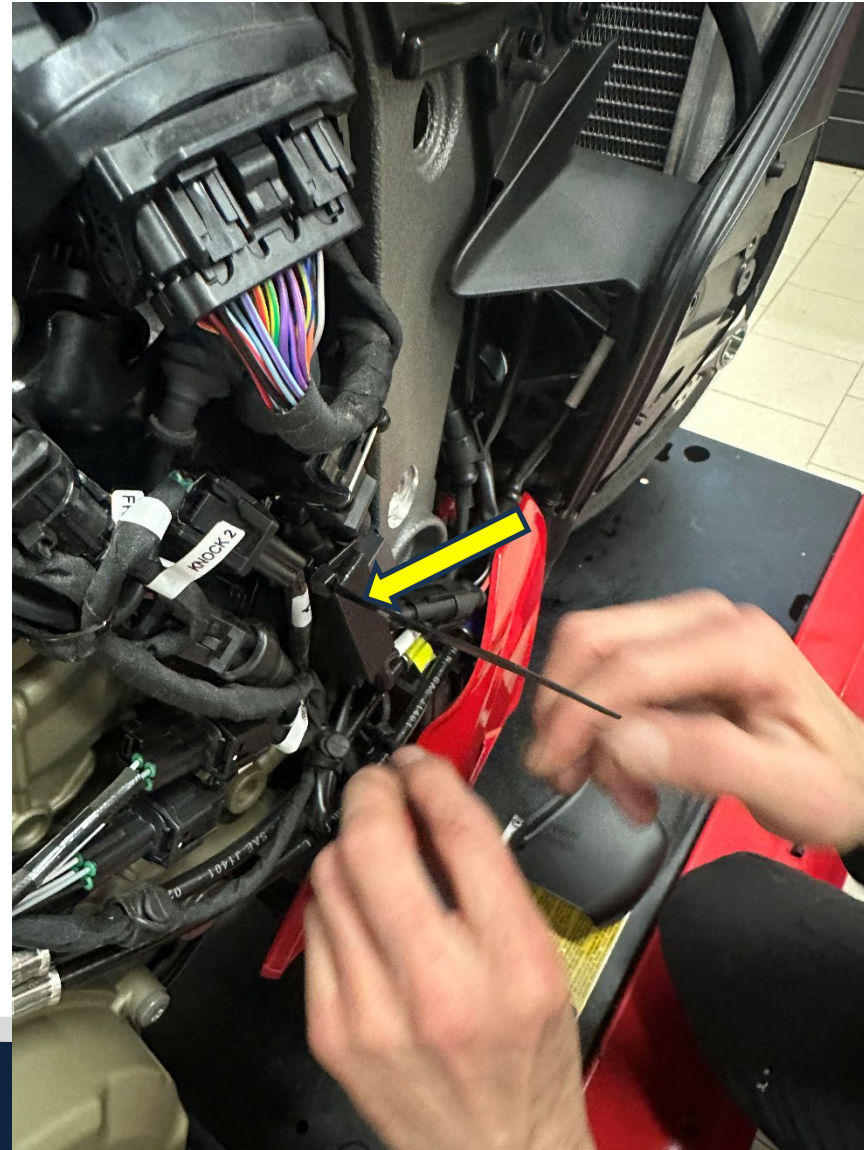


# FAN-1 (VENTOLA DI SINISTRA)



# FAN-1 (VENTOLA DI SINISTRA)

FISSARE IL RELE' PIU' LONTANO POSSIBILE DA FONTI DI CALORE DIRETTE.



# FAN-2 (VENTOLA DI DESTRA)

FAR PASSARE IL CAVO VICINO ALLA BATTERIA, E SCENDERE SUL LATO DESTRO, SEGUENDO GLI SPAZI VICINO AL SERBATOIO DI RECUPERO DEL LIQUIDO DI RAFFREDDAMENTO. CONNETTERE IL RELÈ COME SULLA VENTOLA LATO SINISTRO.



# FAN-2 (VENTOLA DI DESTRA)

FISSARE IL RELÈ COME PER IL LATO SINISTRO LONTANO  
DA FONTI DI CALORE DIRETTE.

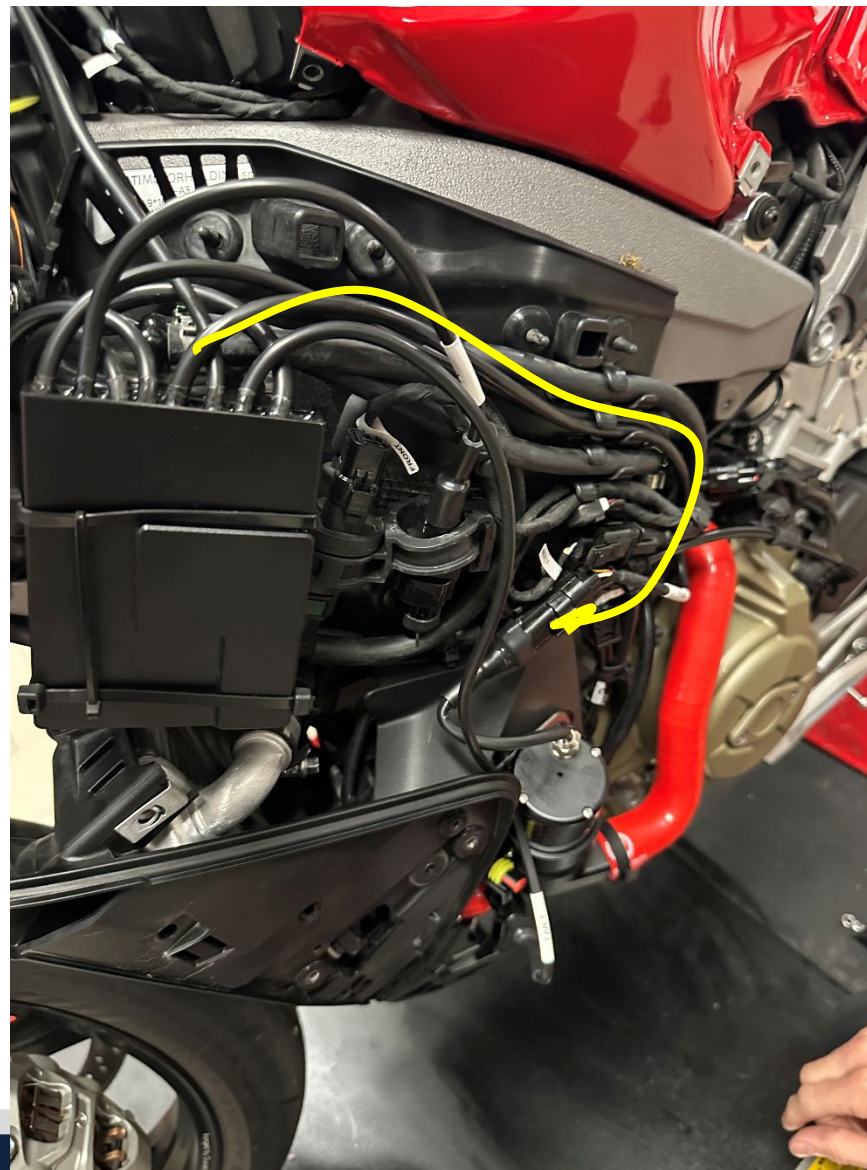


# PUMP (POMPA)

FAR PASSARE IL CAVO ETICHETTATO **PUMP** COME IN FIGURA SFRUTTANDO I PASSAGGI CAVO GIÀ PRESENTI SULLA MOTO

CONNETTERE IL CAVO ETICHETTATO **PUMP** IN USCITA DALLA CENTRALINA **MONZA TECH** AL CAVO DELLA POMPA.

UTILIZZARE DELLE FASCETTE PER FISSARE IL CABLAGGIO.



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# LED



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- FAR PASSARE IL CAVO ETICHETTATO **LED** COME IN FIGURA
- NASCONDERE IL CAVO TRA TELAIO E MOTORE FIN DOVE POSSIBILE.





## DIAGNOSTICA:

- LED **VERDE**: IL SISTEMA FUNZIONA CORRETTAMENTE

- LED **ROSSO**: WARNING!

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

# KEY

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



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- RIMUOVERE IL FUSIBILE **'ACCESSORI'** (INDICATO IN FIGURA) ORIGINALE DALLA SUA POSIZIONE.
- INSERIRE FUSIBILE APPENA RIMOSSO NELLO SLOT LIBERO DEL PORTAFUSIBILE IN DOTAZIONE CON IL CABLAGGIO *MONZA TECH*



- INSERIRE IL RUBACORRENTE AL POSTO DEL FUSIBILE RIMOSSO E CHIUDERE LA FUSIBILIERA

# PC

- FISSARE IL CAVO ETICHETTATO *PC* COME IN FIGURA, FISSARE VICINO ALLA CENTRALINA SFRUTTANDO GLI ALLOGGIAMENTI GIÀ PRESENTI NELLA MOTO.



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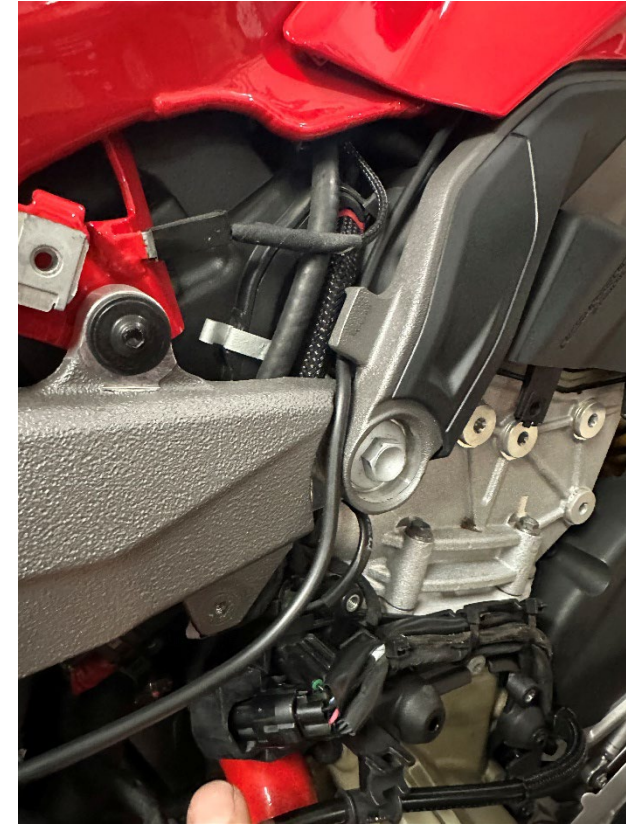


- FAR PASSARE IL CAVO NEL TELAIO COME IN FIGURA



- QUESTO CAVO CONSENTE AL SISTEMA **MONZA TECH** DI CONNETTERSI ALLA CENTRALINA DELLA MOTO PRENDENDO L'INFORMAZIONE DELLA TEMPERATURA MOTORE. IL CAVO CAN **MONZA TECH** 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 IL CAVO ETICHETTATO *CANTRA TELAIO E SERBATOIO*, STANDO ATTENTI A NON SCHIACCIARE I CAVI.



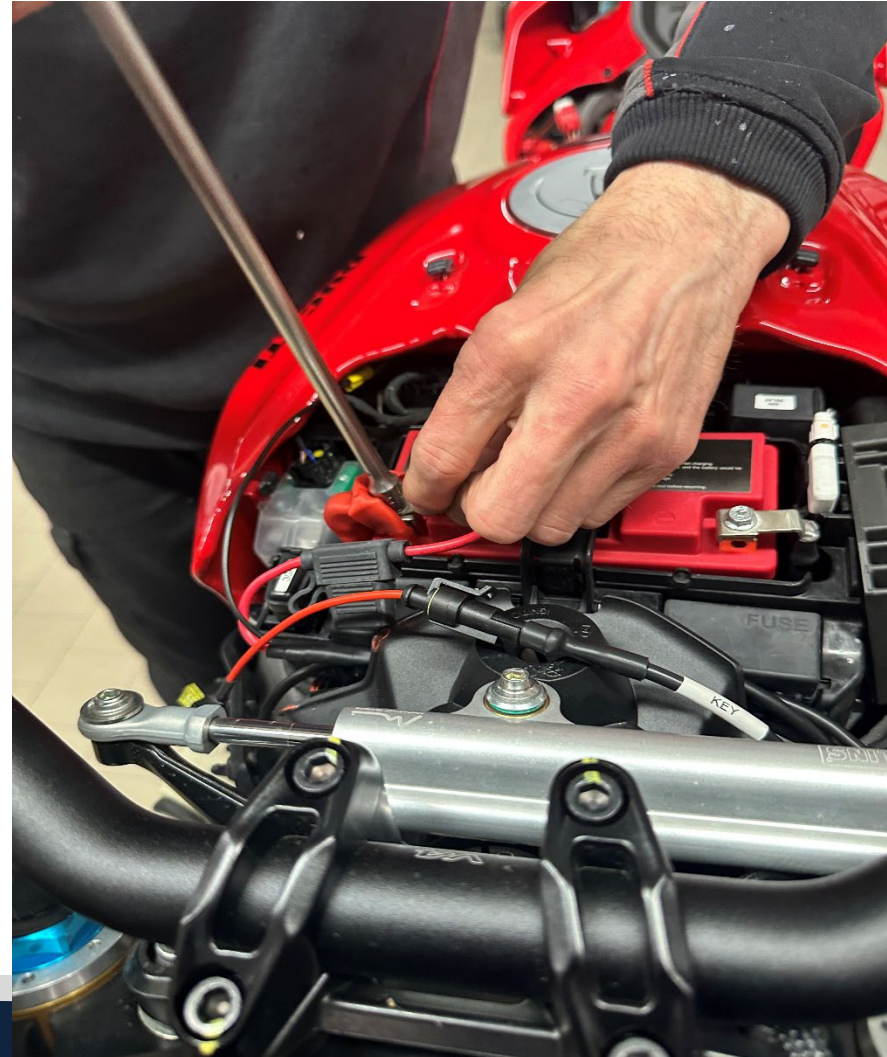
- ⚙️ CONNETTERE IL CONNETTORE ORIGINALE CON QUELLO DEL CABLAGGIO *MONZA TECH* COME IN FIGURA.

# CAVO BATTERY

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



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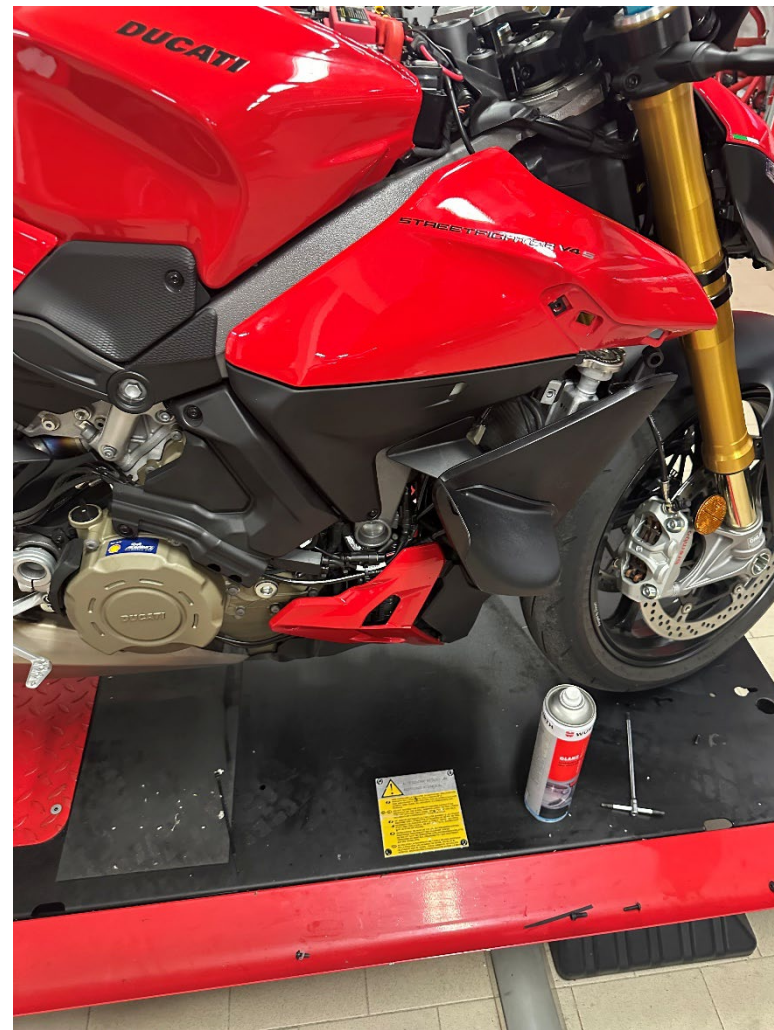
# RIMONTAGGIO

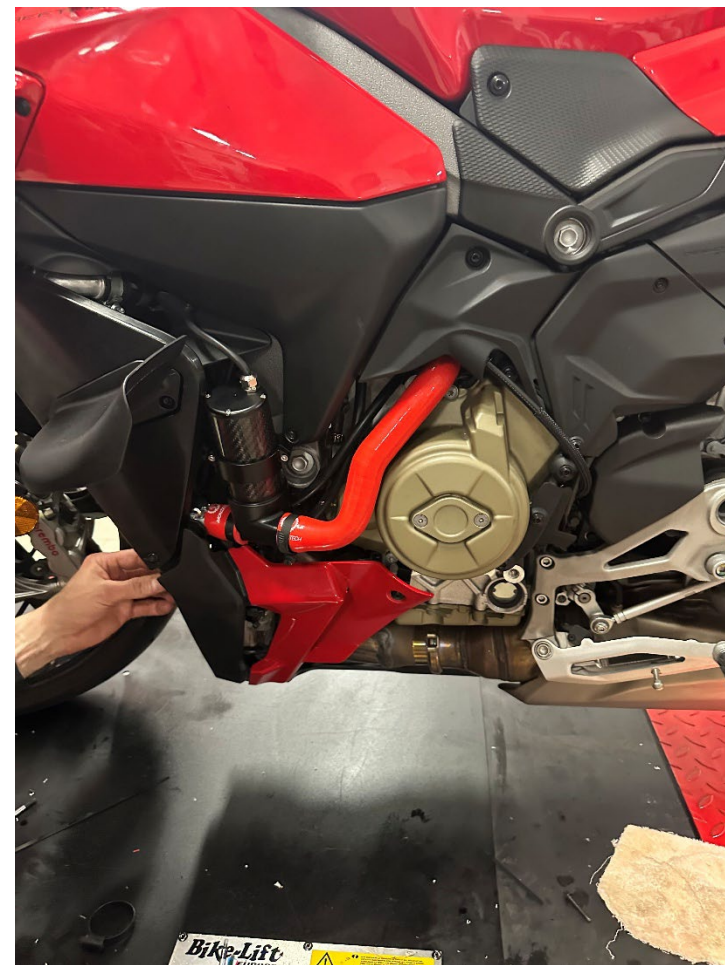
RIMONTARE TUTTE LE CARENE SEGUENDO IL MANUALE D'OFFICINA DELLA MOTO.



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## FASE 5

# GODITI IL VIAGGIO!





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# ENGLISH VERSION STARTS NOW





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# **PHASE 1**

# **FAIRING REMOVAL**

# FAIRING REMOVAL



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- REMOVE THE FAIRINGS FROM THE MOTORCYCLE FOLLOWING THE INSTRUCTIONS IN THE DUCATI STREETFIGHTER V4 2025 WORKSHOP MANUAL



# FAIRING REMOVAL



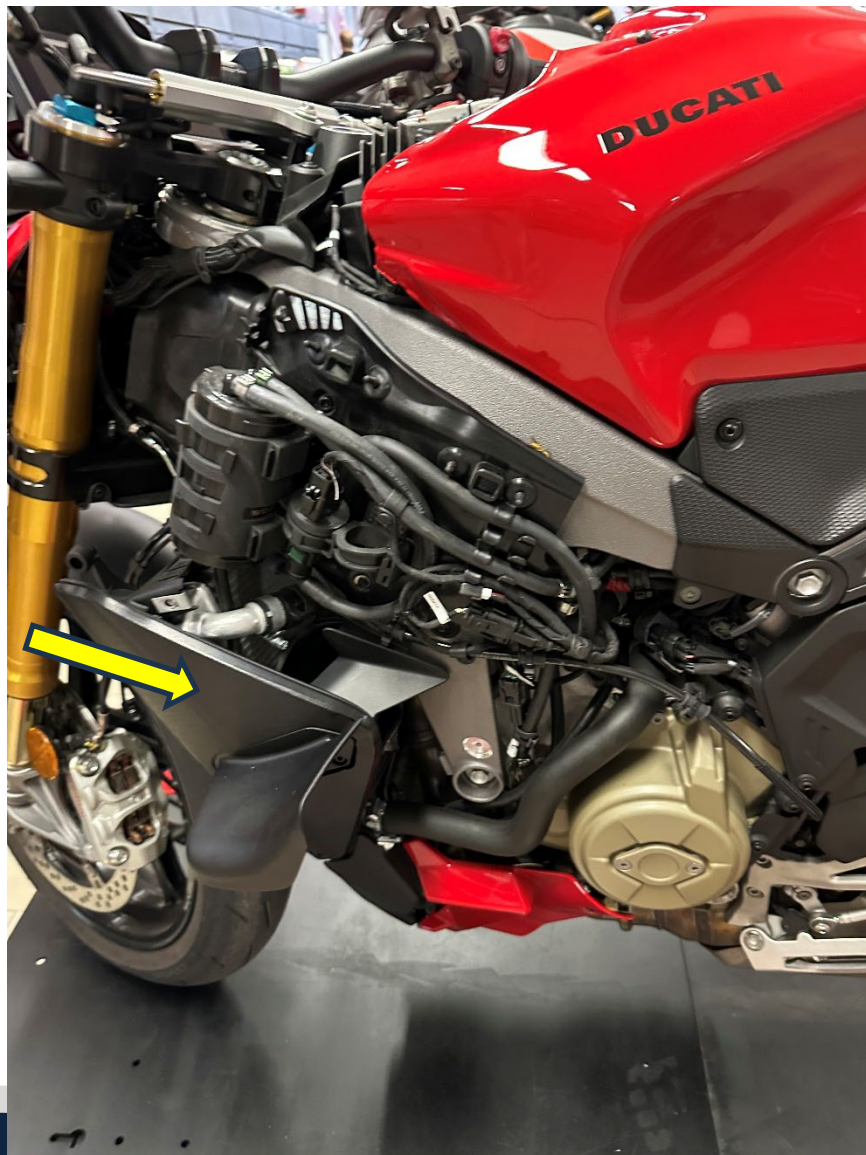
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# FAIRING REMOVAL



# FAIRING REMOVAL



# FAIRING REMOVAL



# FAIRING REMOVAL



LOOSEN THE SCREWS OF THE TWO UNDER-SEAT SIDE PANELS, WITHOUT REMOVING THEM FROM THE MOTORCYCLE





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# PHASE 2

# REMOVAL OF THE ORIGINAL COOLING SYSTEM CIRCUIT



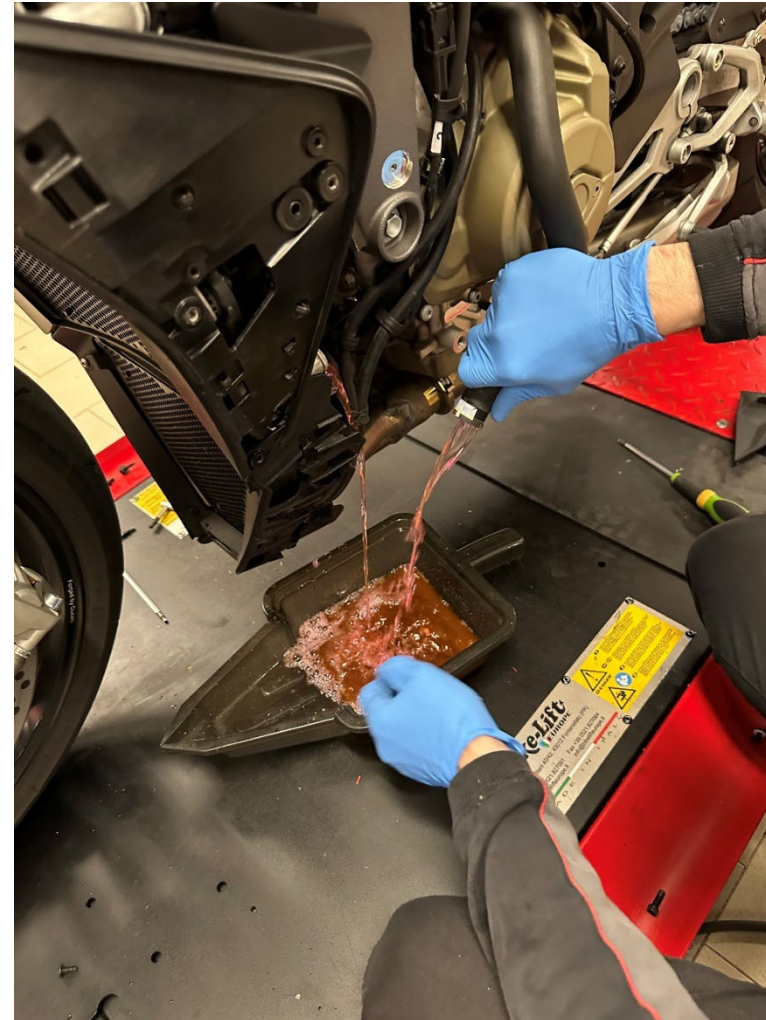
# DRAIN THE COOLING SYSTEM CIRCUIT



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① LOOSEN THE CLAMP SHOWN IN THE FIGURE TO DRAIN THE RADIATOR WATER

② REMOVE THE RADIATOR CAP TO COMPLETELY EMPTY THE COOLING SYSTEM

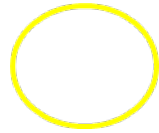


# DRAIN THE COOLING SYSTEM CIRCUIT



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- ① SPOSTARE PARTE DEL CABLAGGIO PER ALLENTARE LA FASCETTA DEL TUBO SUL TERMOSTATO





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# PHASE 3

# MONZATECH COOLING SYSTEM INSTALLATION

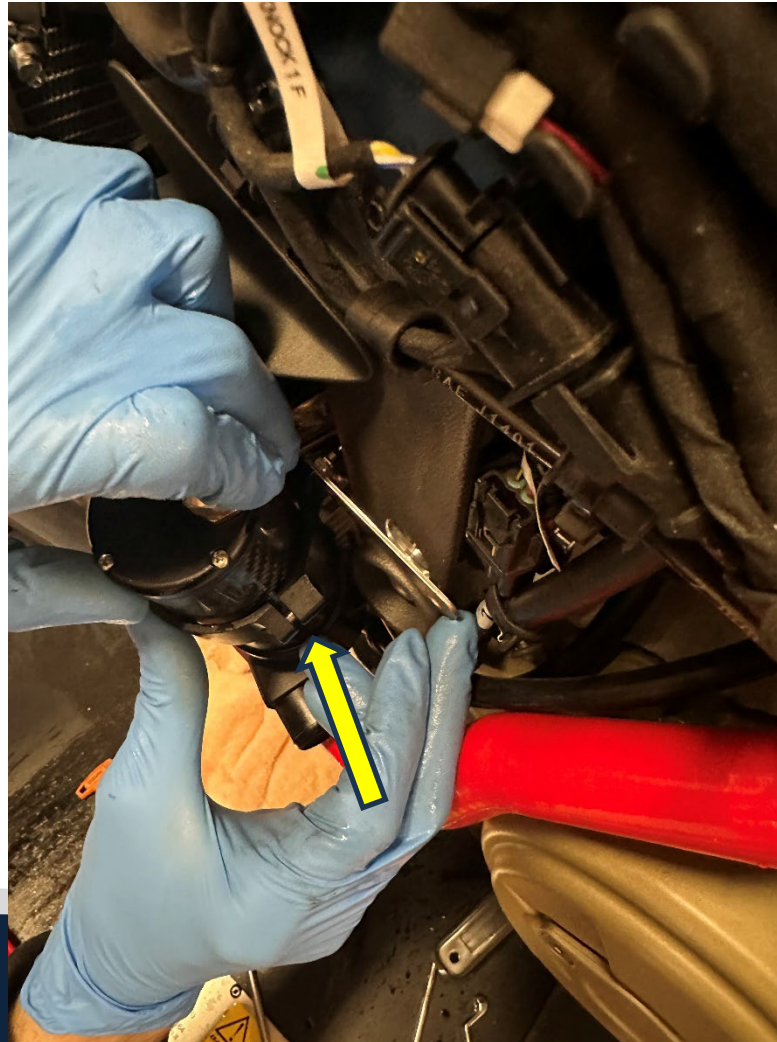


# POSITIONING OF THE MONZATECH PUMP



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SECURE THE MONZATECH HOSES AS SHOWN IN THE FIGURE, CUTTING THEM TO THE CORRECT LENGTH, AND ENSURE THE BLACK METAL CLAMPS SUPPLIED IN THE KIT ARE TIGHTENED PROPERLY. ALSO FIX THE BRACKET COLLAR TO THE PUMP.

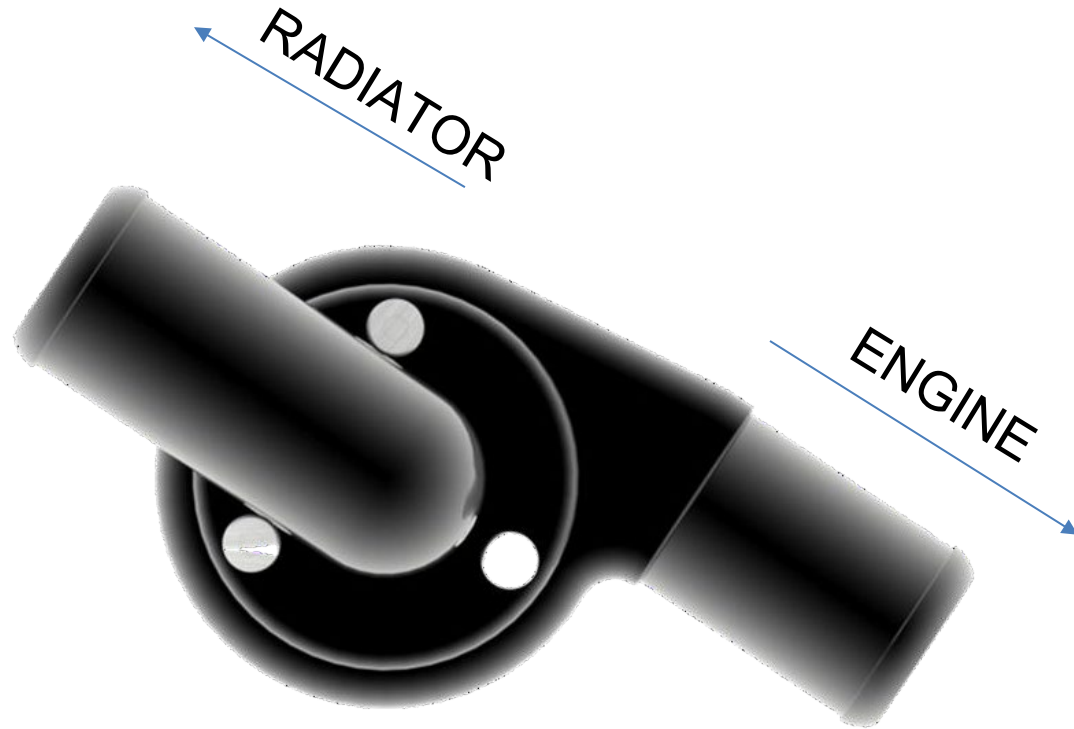


# POSITIONING OF THE MONZATECH PUMP



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- FOLLOW THE POSITION SHOWN IN THE FIGURE, SECURE THE 90° INLET TO THE PUMP USING THE M4X6 VTC SCREWS PROVIDED IN THE KIT

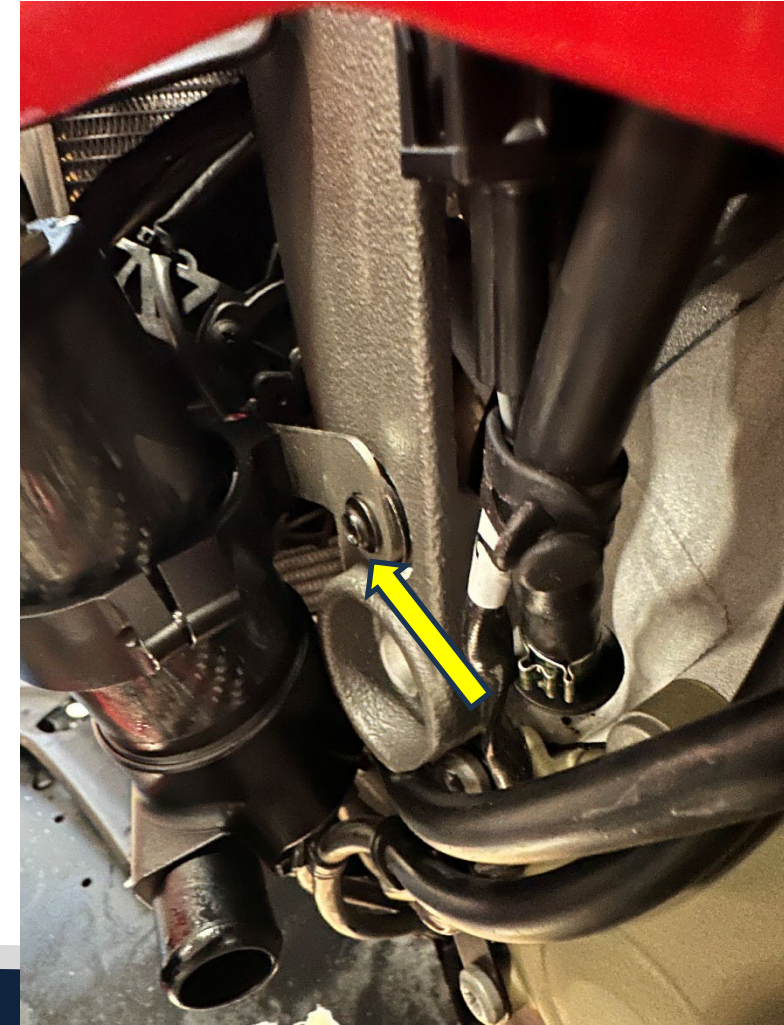
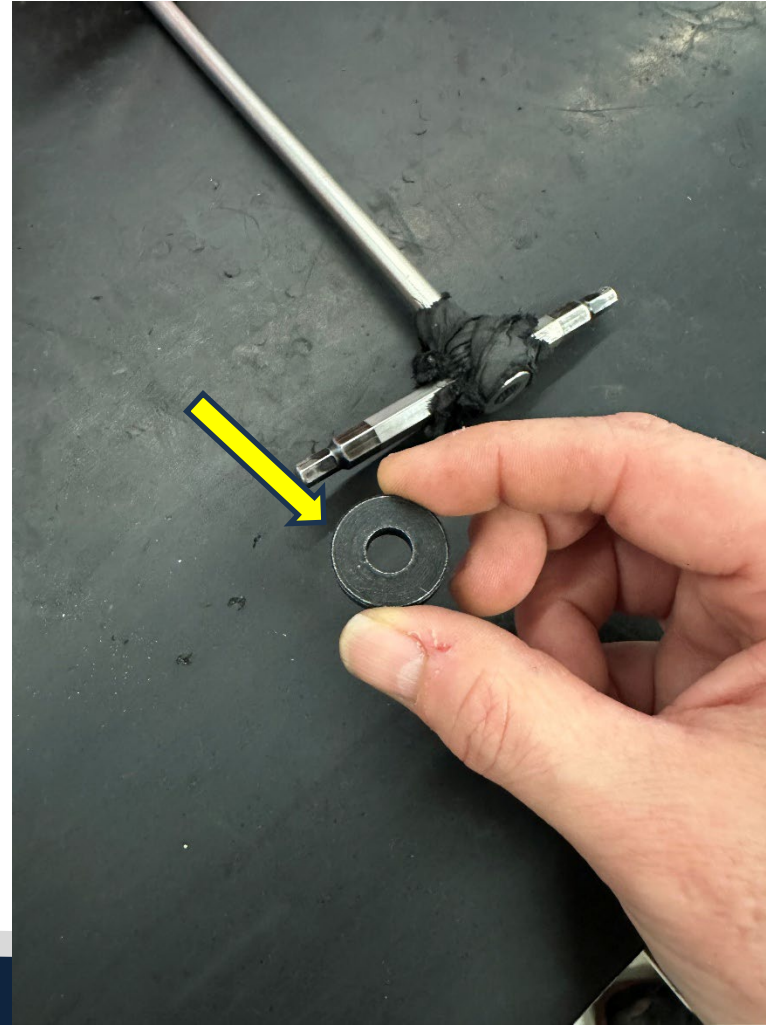
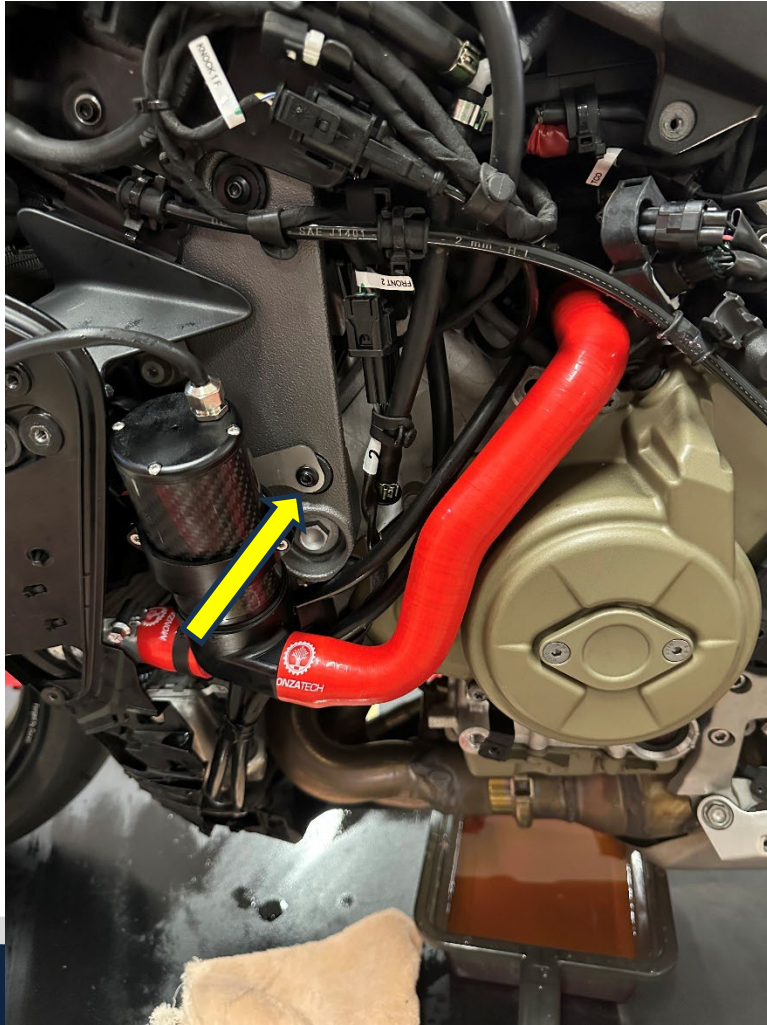


# POSITIONING OF THE MONZATECH PUMP

SECURE THE BRACKET TO THE FRAME USING THE SCREW SUPPLIED IN THE KIT, INSERTING THE SPACER SHOWN IN THE PHOTO BETWEEN THE BRACKET AND THE FRAME.

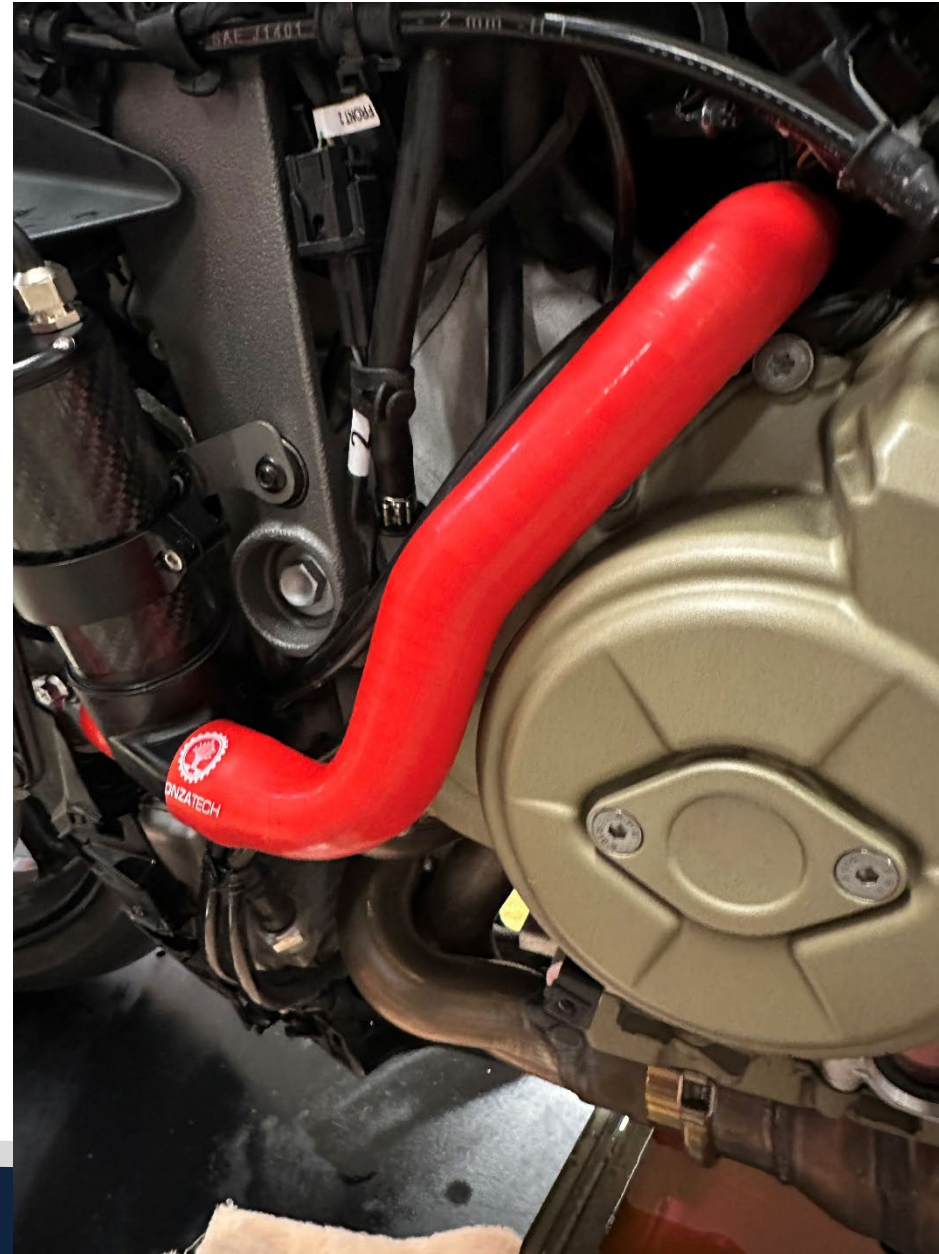


SPACER BETWEEN BRACKET AND FAIRING



# POSITIONING OF THE MONZATECH PUMP

HOSE CUT TO SIZE.



# COOLING SYSTEM FILLING



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- ④ The cooling system is now complete and sealed.
- ④ Before proceeding with filling the circuit, make sure all metal clamps are properly tightened.
- ④ Pour the coolant into the radiator.
- ④ We recommend squeezing the silicone hoses 3–4 times to allow any air trapped in the system to escape. Note: repeat this operation until the coolant level in the radiator remains constant inside it.



**! WARNING !**



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***NEVER RUN THE PUMP DRY!***

***THE MECHANICAL SEAL INSIDE IT  
MUST ALWAYS OPERATE WITH  
PROPER LUBRICATION.***





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# PHASE 4

## *ECU MONZA TECH INSTALLATION*

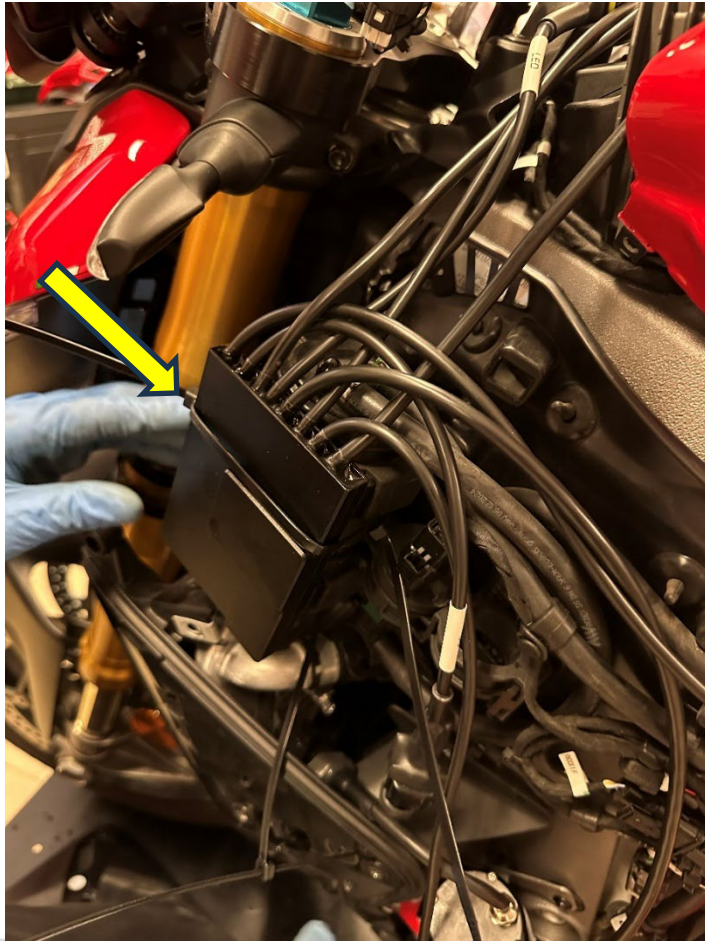


# POSITIONING OF THE MONZATECH CONTROL UNIT



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POSITION THE ECU AS SHOWN IN THE FIGURE, SECURING IT TO THE MOTORCYCLE'S CANISTER. TO CREATE AS MUCH SPACE AS POSSIBLE UNDER THE FAIRING, IT IS RECOMMENDED TO REMOVE THE RUBBER HOUSING OF THE CANISTER (AS SHOWN IN THE FIGURE).



# POSITIONING OF THE MONZATECH CONTROL UNIT

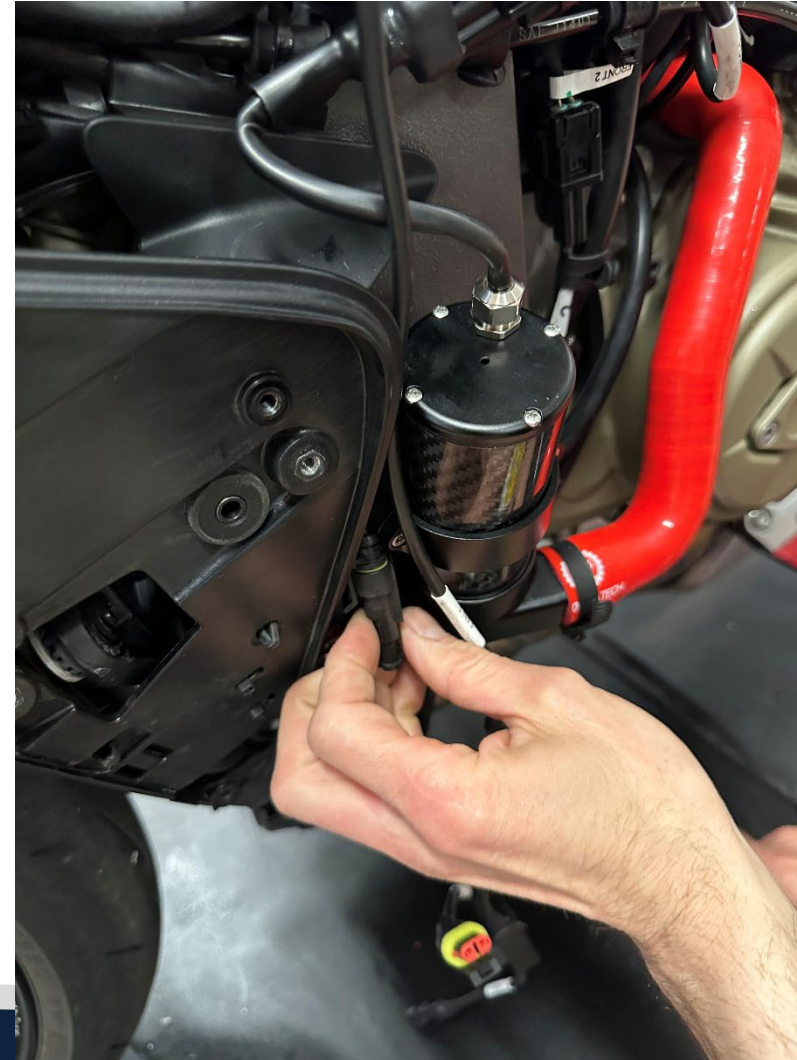


# LEFT FAN CABLE

DISCONNECT THE FAN FROM THE MOTORCYCLE CONTROL SYSTEM



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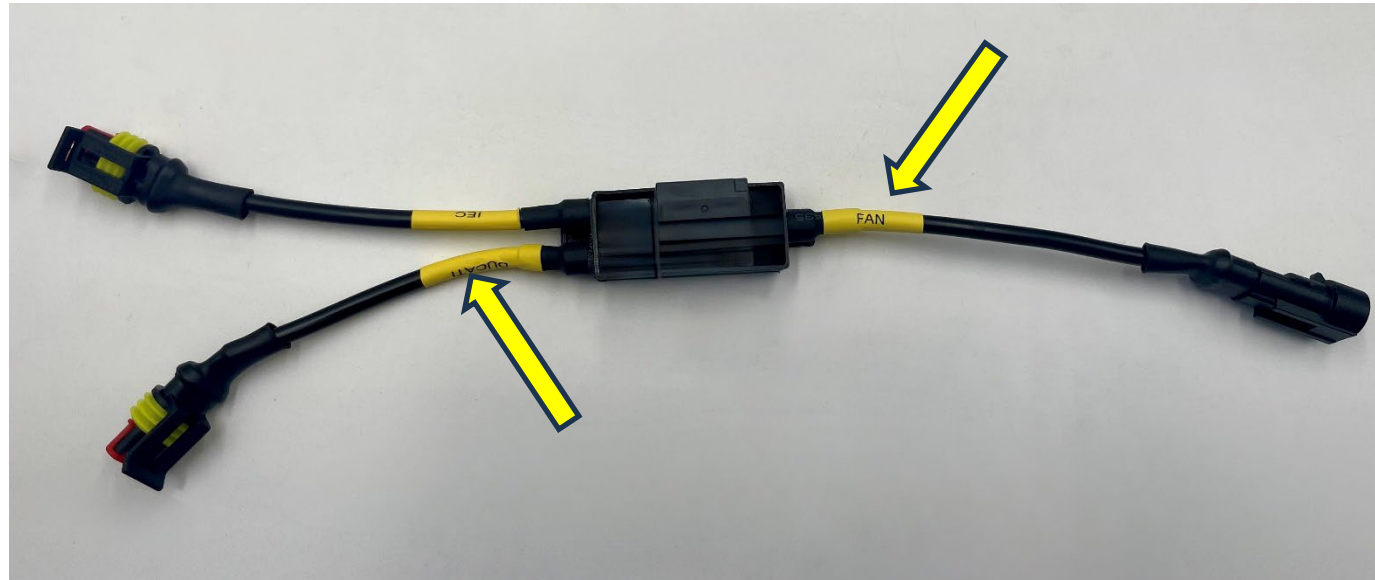


# FAN-1 (LEFT FAN)

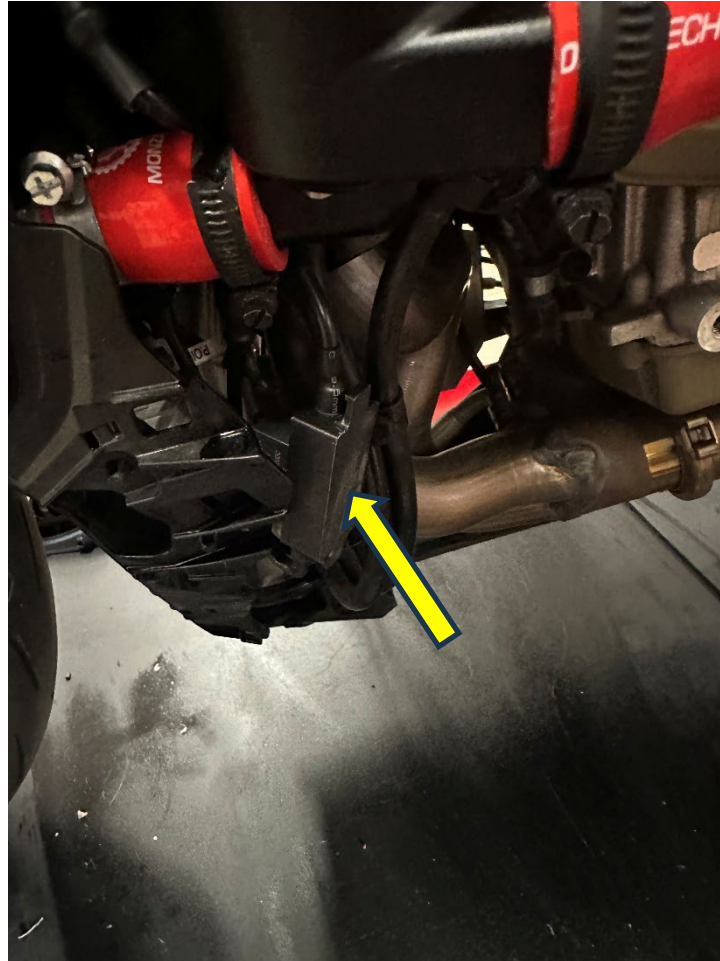
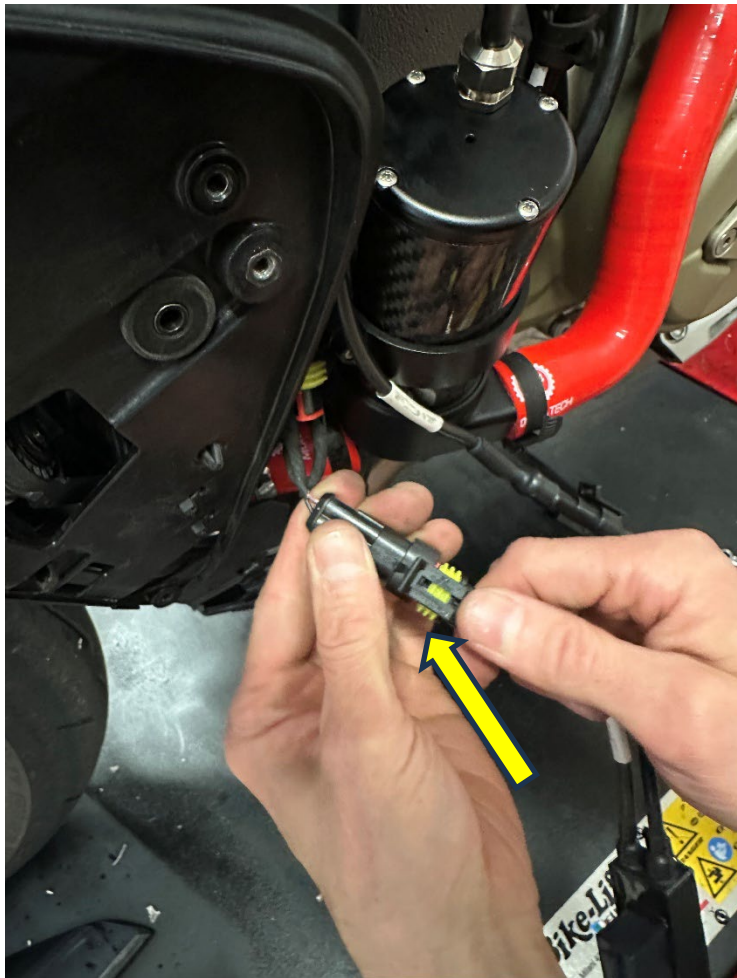


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- CONNECT THE CONNECTOR COMING FROM THE LEFT FAN TO THE MONZATECH RELAY CABLE LABELED "FAN", AND CONNECT THE MOTORCYCLE FAN CONTROL CABLE TO THE CABLE LABELED "DUCATI".

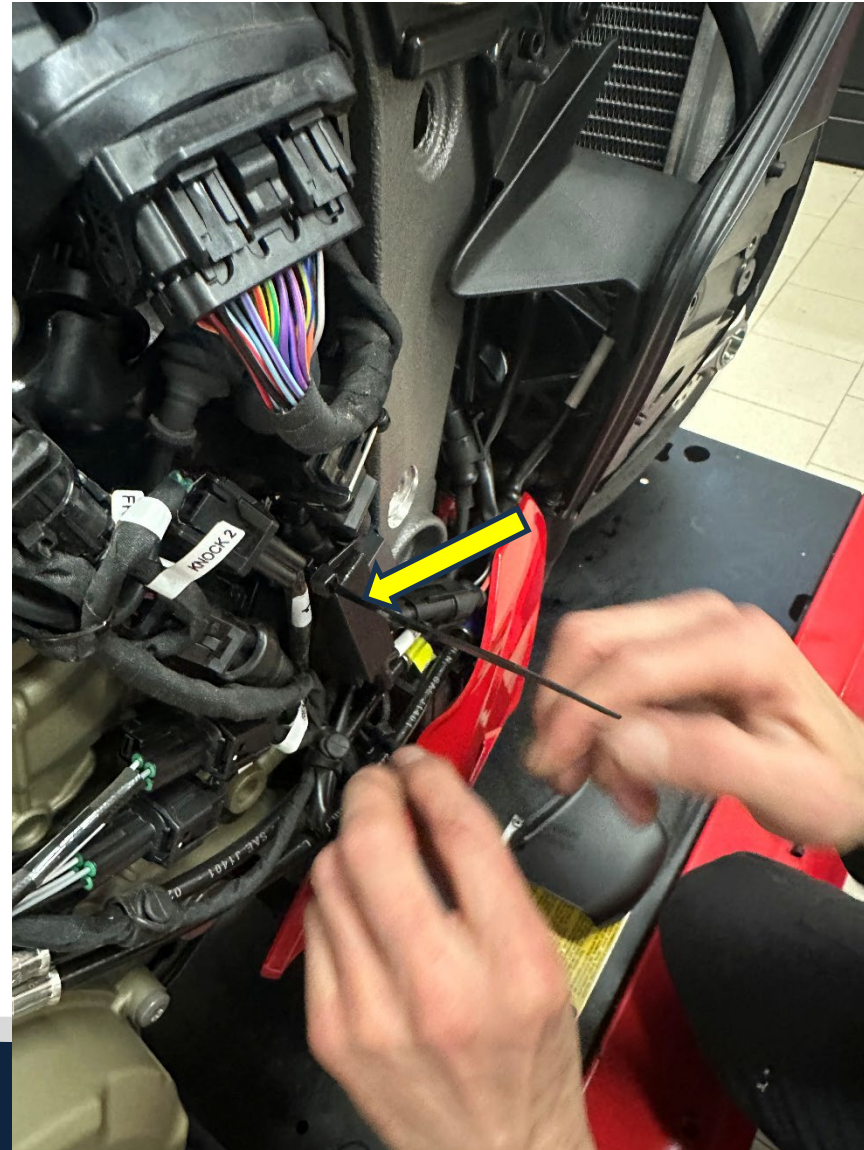


# FAN-1 (VENTOLA DI SINISTRA)



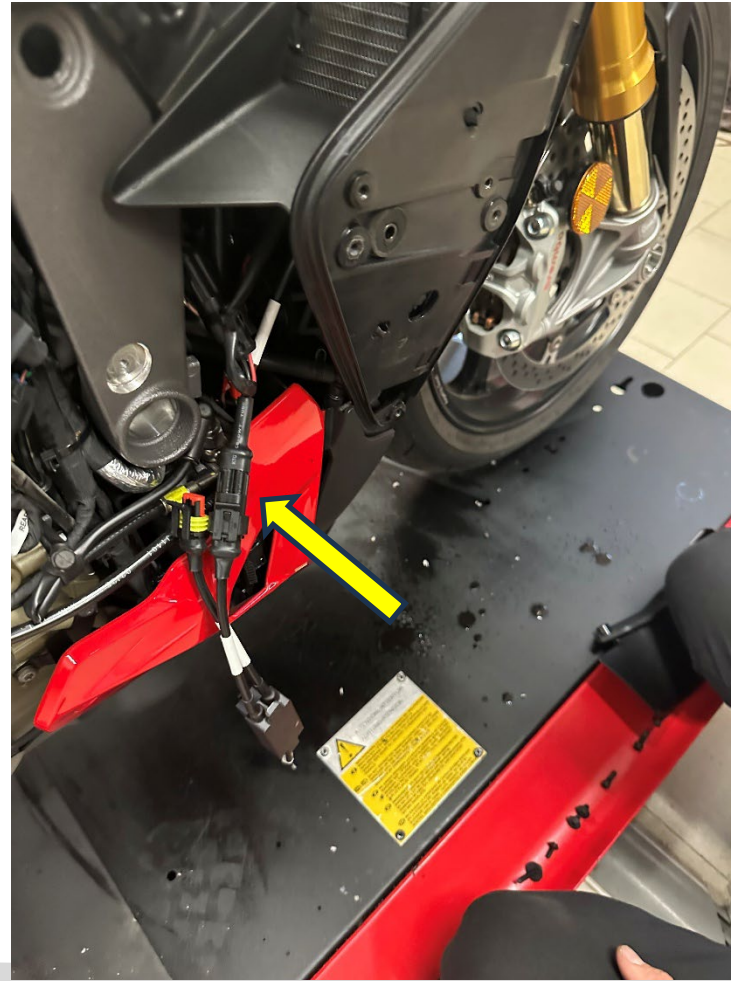
# FAN-1 (LEFT FAN)

FISSARE IL RELE' PIU' LONTANO POSSIBILE DA FONTI DI CALORE DIRETTE.



## FAN-2 (RIGHT FAN)

ROUTE THE CABLE NEAR THE BATTERY, DOWN ON THE RIGHT SIDE, FOLLOWING THE GAPS NEXT TO THE COOLANT RECOVERY TANK. CONNECT THE RELAY IN THE SAME WAY AS ON THE LEFT-SIDE FAN.



## ***FAN-2 (RIGHT FAN)***

SECURE THE RELAY AS ON THE LEFT SIDE, KEEPING IT AWAY FROM DIRECT HEAT SOURCES.

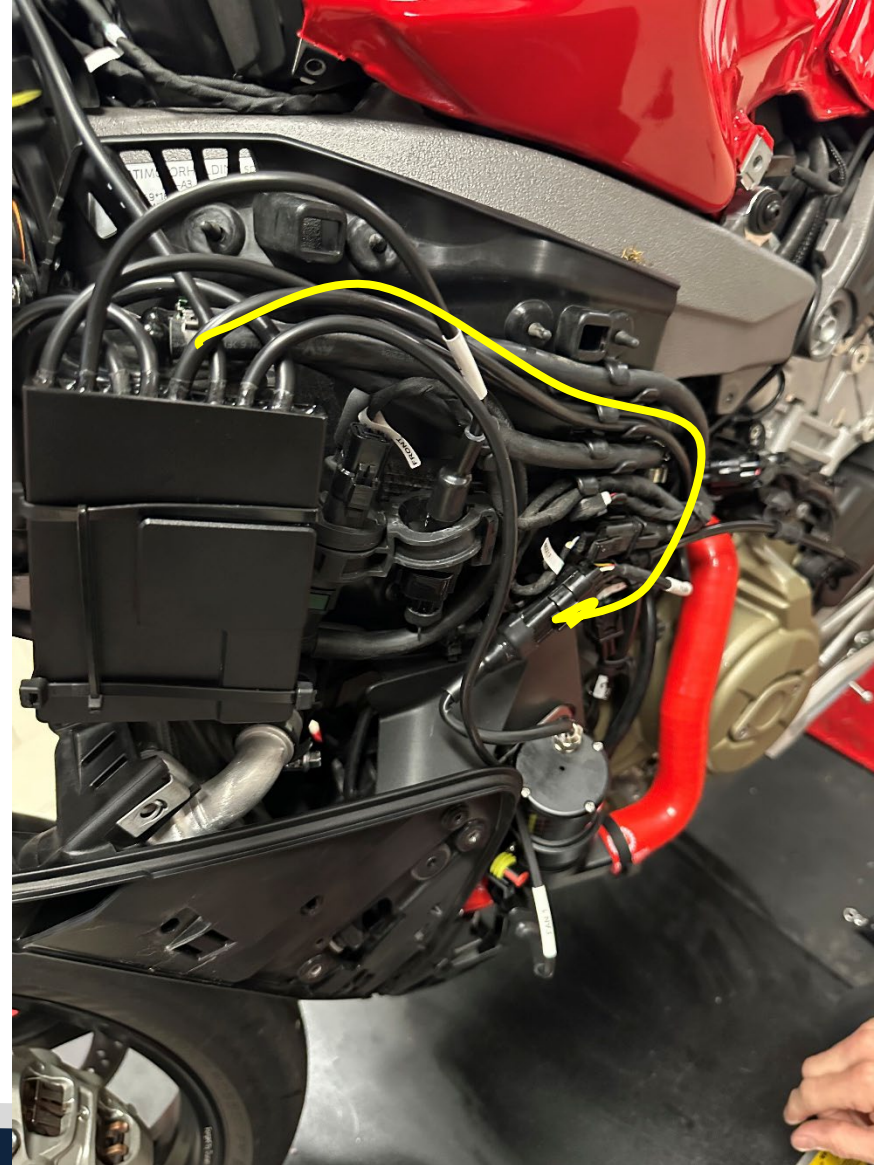


# PUMP

ROUTE THE CABLE LABELED "PUMP" AS SHOWN IN THE FIGURE, USING THE EXISTING CABLE ROUTING PATHS ON THE MOTORCYCLE.

CONNECT THE CABLE LABELED "PUMP" COMING FROM THE MONZATECH CONTROL UNIT TO THE PUMP CABLE.

USE CABLE TIES TO SECURE THE WIRING.



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# LED



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- ROUTE THE CABLE LABELED "LED" AS SHOWN IN THE FIGURE.
- HIDE THE CABLE BETWEEN THE FRAME AND THE ENGINE AS FAR AS POSSIBLE.



# LED



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DIAGNOSTICS:

GREEN LED: THE SYSTEM IS WORKING CORRECTLY

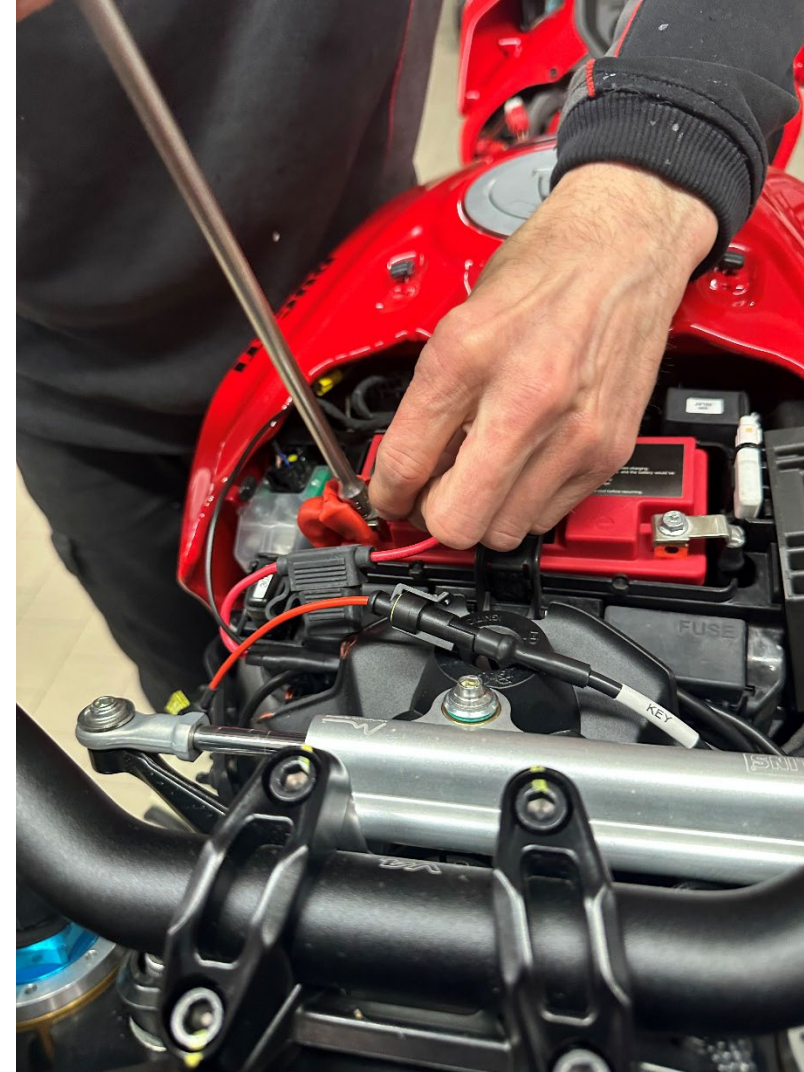
RED LED: WARNING!

IN THE EVENT OF AN ELECTRONIC PUMP MALFUNCTION, THE MOTORCYCLE COOLING SYSTEM RETURNS TO OPERATING AS ORIGINAL (EX-FACTORY CONFIGURATION).



# KEY

- ROUTE THE CABLE LABELED "KEY" AS SHOWN IN THE FIGURE.



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- ① REMOVE THE ORIGINAL "**ACCESSORIES**" FUSE (SHOWN IN THE FIGURE) FROM ITS POSITION.
- ② INSERT THE FUSE JUST REMOVED INTO THE EMPTY SLOT OF THE FUSE HOLDER SUPPLIED WITH THE MONZATECH WIRING HARNESS.



- ③ INSERT THE ADD-A-FUSE CONNECTOR IN PLACE OF THE REMOVED FUSE AND CLOSE THE FUSE BOX.

# PC

- SECURE THE CABLE LABELED "PC" AS SHOWN IN THE FIGURE, FASTENING IT NEAR THE ECU BY USING THE EXISTING MOUNTING POINTS ALREADY PRESENT ON THE MOTORCYCLE.



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- ROUTE THE CABLE THROUGH THE FRAME AS SHOWN IN THE FIGURE.



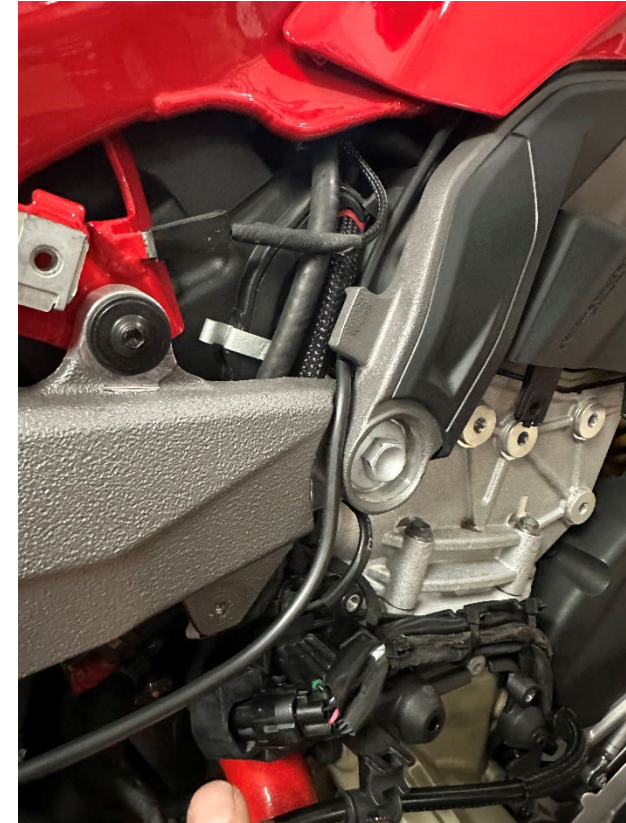
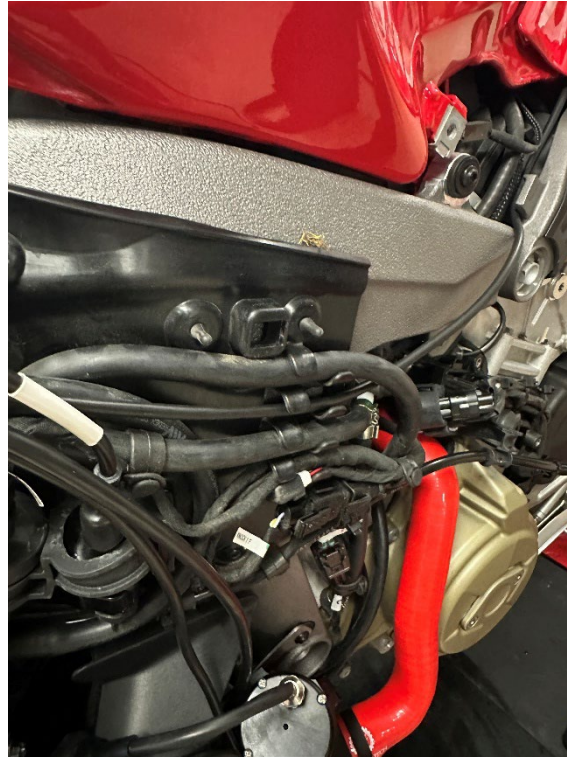
- THIS CABLE ALLOWS THE MONZATECH SYSTEM TO CONNECT TO THE MOTORCYCLE ECU, ACQUIRING ENGINE TEMPERATURE DATA. THE MONZATECH CAN CABLE IS SPLIT SO AS TO PRESERVE THE ORIGINAL CONNECTOR FUNCTIONS, BOTH FOR DIAGNOSTICS AND FOR THE BATTERY CHARGER.

# CAN



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- ROUTE THE CABLE LABELED "CAN" BETWEEN THE FRAME AND THE FUEL TANK, TAKING CARE NOT TO PINCH OR COMPRESS THE WIRES.



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

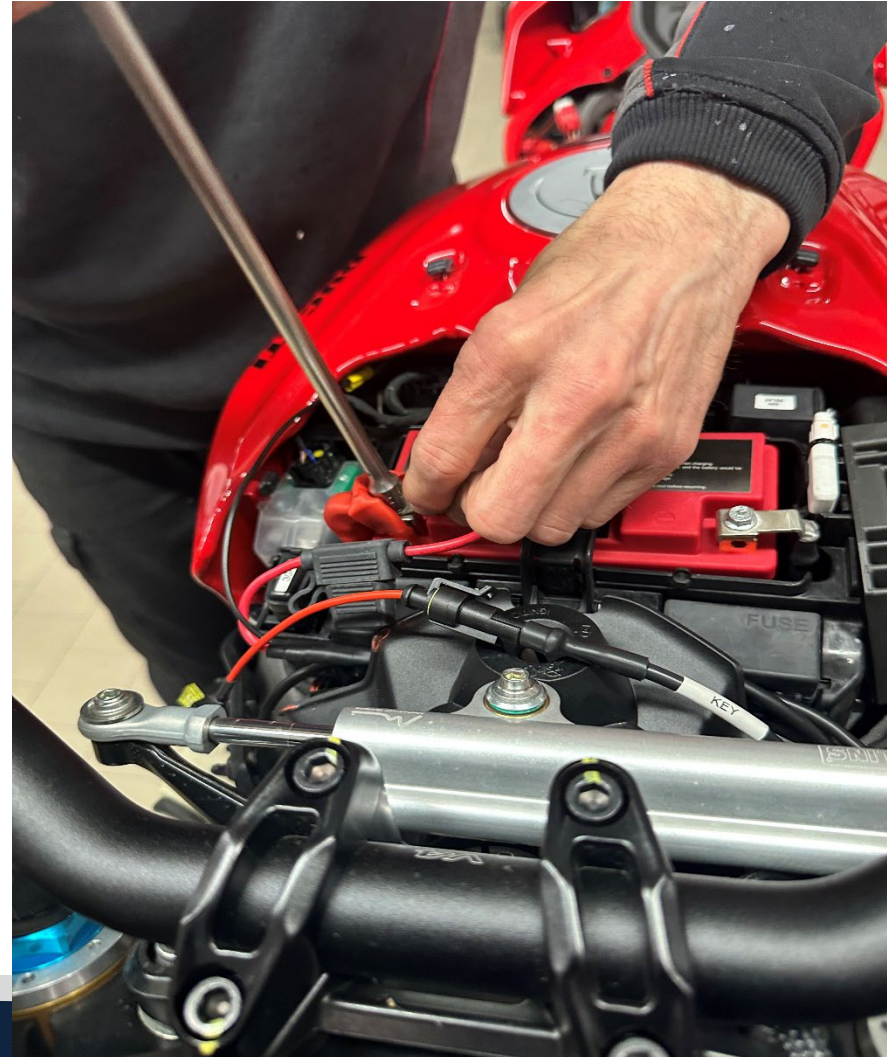


# CAVO BATTERY

CONNECT THE BLACK CABLE TO THE NEGATIVE BATTERY TERMINAL, WHILE CONNECTING THE RED CABLE, WITH THE FUSE HOLDER, TO THE POSITIVE BATTERY TERMINAL. BE CAREFUL NOT TO PINCH THE CABLE WITH THE BATTERY COVER WHEN REINSTALLING IT.



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# REASSEMBLY

REINSTALL ALL FAIRINGS FOLLOWING THE MOTORCYCLE WORKSHOP MANUAL.



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## STEP 5

# ENJOY YOUR TRIP!





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# *MONZATECH*

*THE NEW WAY OF COOLING*

