

Bike Sport Developments Ltd

The Old Barn, Greatworth Hall, Greatworth, Oxon, OX17 2DH - UK
Tel 0044 (0)1327 263942 – mail@bikesportdevelopments.co.uk / www.bikesportdevelopments.co.uk



KT146 ABS Delete module for Ducati

- KT147-A Ducati 1199 up to end of 2014 - Replaces Part No. 54240362A and 54240363A
- KT147-B Ducati 899 and 959 – Replaces Part No. 54240431B

What does it do: This lightweight electronic module allows the removal of the large and heavy ABS pump from the bike yet still retain all of the normal wheel speed based functions, and without any dashboard warning lights.

There is no need to disable the ABS system on the dashboard or rider modes as the ABS warning light is automatically turned off by this device.

Notes

1. You must use the correct module for your bike as each one has specific programming, fitting an incorrect module will result in dashboard warning messages and potential loss of some safety systems
2. It is your responsibility to source and fit brake lines direct from the master cylinders to the brake callipers, these are **NOT** supplied in this kit

The kit includes

- 1 x Control module
- 1 x Wiring loom (integrated as part of the module)
- Blanking cap for the ABS pump multi-block connector
- Blanking sleeve x 2 for wheel speed loom connectors

The kit does NOT include

- Brake lines

IMPORTANT – This product is a weight saving device for track or off-road use only.

Fitting this product will disable the anti-lock brake systems on your bike and there will be no warnings on the dashboard.

It should only be fitted on bikes where the brake lines have already been taken directly from master cylinders to the brake callipers, and where the user no longer wants the ABS system in any way.



Bike preparation - Electrical

1. Set the ABS to level 3 in all of your riding modes.
2. Turn off the ignition and wait 2 minutes for a complete power shut down
3. Remove the left and right fairing panels
4. Remove the nose fairing
5. Fit the new direct brake lines as per the manufacturer's instructions, and bleed the system.
6. Remove the complete ABS pump system from the bike and use plastic blanking cap to block off the multi-pin connector. Hold in place with a cable tie or with silicone sealant. This ensures there is no water ingress onto contacts that have power on them.
7. Disconnect the front and rear wheel speed sensors from the bike wiring loom. Now seal off the wheel speed connectors of the standard wiring using the shrink sleeve pieces we supply in the kit. This is glue lined and performs a waterproof seal when fitted. It can also be removed in future simply by re-heating.

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Module installation – 899 , 959 , 1199

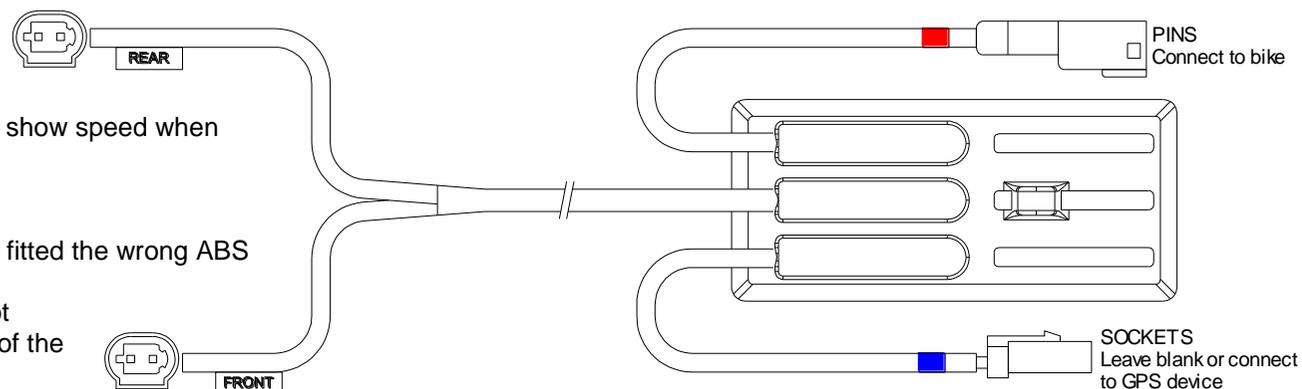
1. The module does not have or need any special mounting, but our intention is that it be located on the front left of the bike and cable tied to the existing wiring loom. This avoids heat sources such as the engine or voltage regulator, and electrical interference from high current items such as ignition
2. The system gets power and CAN data link up from the bike via the red banded 4 way connector. This plugs into the mating connector on your bike, the normal purpose of this connector is GPS and is located on the front left side (near fork leg) of an 899 or 1199 or near the headlight on a 959.
3. **DO NOT** connect this to the right side handlebar switch, it has the same connector but nothing will work.
4. If your bike has a GPS antenna or other devices that use this connector such as Blip Box you can simply 'daisy chain' each device using the male (red) and female (blue) plugs. It is not important which is connected first in this chain.
5. Now route the speed signal wires following the normal wiring loom route and connect the front speed sensor to the FRONT connector and rear speed sensor to the REAR connector.
 - a. Front speed sensor connector is located above the cam cover of the horizontal cylinder
 - b. Rear speed sensor connector is located next to the ignition coil of the vertical cylinder, right side

Test of the system

1. Turn on the ignition – There should be no warning messages on the dash and no ABS icon lit up
2. Raise the rear wheel and spin the wheel, the dashboard should show speed when above 6mph, this is the minimum value of this system.

Possible faults:

1. CAN error 'unknown device' on the dashboard – You may have fitted the wrong ABS delete module for your bike, check label on the module
2. ABS error on the dashboard / speed not reading – Module is not receiving power or CAN data from the bike, check connections of the Red and Blue plugs.
3. Electrical check of the 4 way connectors with RED / BLUE bands.
 - Pin 1 – red wire – 12v (switched by ignition)
 - Pin 2 – black wire – ground
 - Pin 3 – green wire - CAN Positive
 - Pin 4 – yellow wire – CAN negativeUsing this information you can plug in the red connector to the bike and you should then have 12v at the red wire from the blue connector, all are linked within the module.
4. On certain 1199 bikes Ducati fitted a small black box device to the left side handlebar switches as a fix for a turn signal problem, this took power from the same connector we use for power and CAN. In this case connect our systems to the bike first and then re-connect this extra device to the blue banded connector.



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Diagnostics

FRONT SENSOR FAILIRE: In the event that the front wheel speed fails (also when using a dyno) the system registers that the rear wheel speed is OK and the front speed is at 0. In this condition the rear wheel speed continues to show on the dashboard and after 3 seconds a wheel speed error message will be displayed along with the ABS error icon.

REAR SENSOR FAILIRE: In the event that the rear wheel speed fails the system registers that the front wheel speed is OK and the rear speed is at 0. In this condition the dash shows - - - as the speed and after 3 seconds a wheel speed error message will be displayed along with the ABS error icon.

SPEED VARIATION ERROR: In the event that either wheel speed is greater or lesser that 50% of the other speed for longer than 3 seconds (such as a long wheelie, or prolonged burn out) a speed sensor error is shown, the dashboard shows - - - as the speed and the ABS icon is shown.

To reset any error message simply turn off the ignition, fix the fault if there is one and wait 2 minutes before turning back on the ignition. This 2 minutes allows for a full system power down and system re-set.

Important: If any error message is shown on the dashboard the traction control is also disabled.

Dyno / Blip Box

DYNO ONLY- For users who have both the Blip Box and this ABS bypass you will find that the wheel speed diagnostic system within the ABS bypass automatically disables the 'Blip' function of the Blip Box when dyno testing. This only happens on the dyno and not on-track.

For users who want to test the Blip Box on the dyno and have the ABS bypass installed please update the Blip Box firmware to 1.14G