

BLIPPER PANIGALE V4 BYPASS



We performed several tests on a Panigale V4 to avoid FI light during upshifting.
We found 3 ways to connect the blipper at the bike.

1

This is a compromise solution that could show the FI light due to Ducati ECU internal resistors tolerances.
Unplug the IRC coil bypass to the orange box 3 way connector. Put the IRC bypass with no label in the between.

Se $t=80$, $rr=0$, $OC=C$

Then, if no FI light, properly setup t and rr at your choice.

2

This surely prevent the FI light but upshift could be too harsh.

Unplug the IRC coil bypass to the orange box 3 way connector. Put the IRC bypass with label "12" in the between.

Se $t=80$, $rr=0$, $OC=C$

Then, if no FI light, propErly setup t and rr at your choice.

3

This is a way to have upshifting managed by OEM.

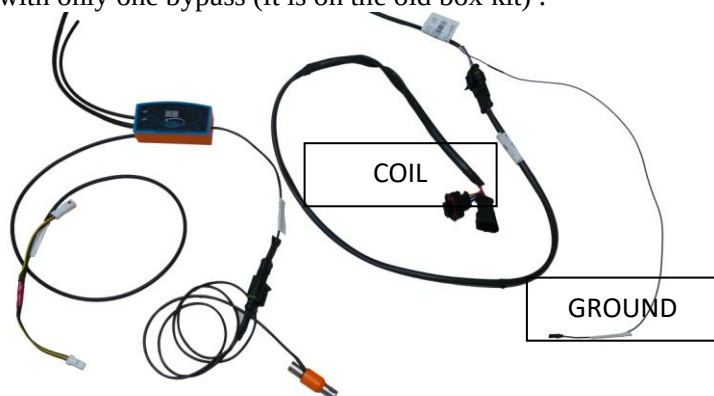
Activate the DQS (it will work only on upshifting)

Replace the orange box.

Setup all parameters as they were in the previous orange box.

Using the already installed Load cell (disconnect from the old system and connect to the new orange box).

Referring to the below picture, remove the previous coils harness with 4 bypasses and connect the COIL harness with only one bypass (it is on the old box kit) :



Connect all the other harness as they were.

Se $t=80$, $rr=0$, $OC=O$.

The upshift connector is plug&play with the OEM harness. It has a RED tape around. There are both male and female connector, use the one needed to replace the original quickshifter, leave the unused connector as they are or seal them.



It is just below the front pivot of the rear shock absorber.



Wire must be maintained closed to the frame. Use hose clamp to assure this.