



F Series N54 JB+ Install Guide

Last Updated: 8/2/2016

Use subject to terms and conditions posted at <http://www.burgertuning.com/terms.htm>

THIS PART IS LEGAL FOR USE ONLY IN COMPETITION RACING VEHICLES AS DEFINED UNDER CALIFORNIA LAW, AND IS NOT LEGAL FOR USE IN ANY OTHER MOTOR VEHICLE. California law defines a "racing vehicle" as "a competition vehicle not used on public highways." (Calif. Health & Safety Code 39048) This part may only be used on competition racing vehicles operated exclusively on a closed course in conjunction with a sanctioned racing event. Competition-only motor vehicles may not be driven to a racing event on a public highway and must be transported on a trailer or other carrier. USE OF THIS PART IN ANY OTHER VEHICLE MAY SUBJECT YOU TO FINES AND PENALTIES FOR VIOLATION OF FEDERAL AND/OR STATE LAW, WILL VOID YOUR WARRANTY FROM BURGER MOTORSPORTS, INC, AND CAN VOID YOUR VEHICLE'S WARRANTY. It is your responsibility to comply with all applicable federal and state laws relating to use of this part, and Burger Motorsports, Inc hereby disclaims any liability resulting from the failure to use this part in compliance with all applicable federal and state laws.



1. The ECU should be asleep before removing TMAP connector. Open the hood, lock and Close the doors, and wait 5 minutes. If you have comfort access place your keys far enough away to avoid waking the ECU up. Alternatively you may disconnect your negative battery terminal in the trunk.

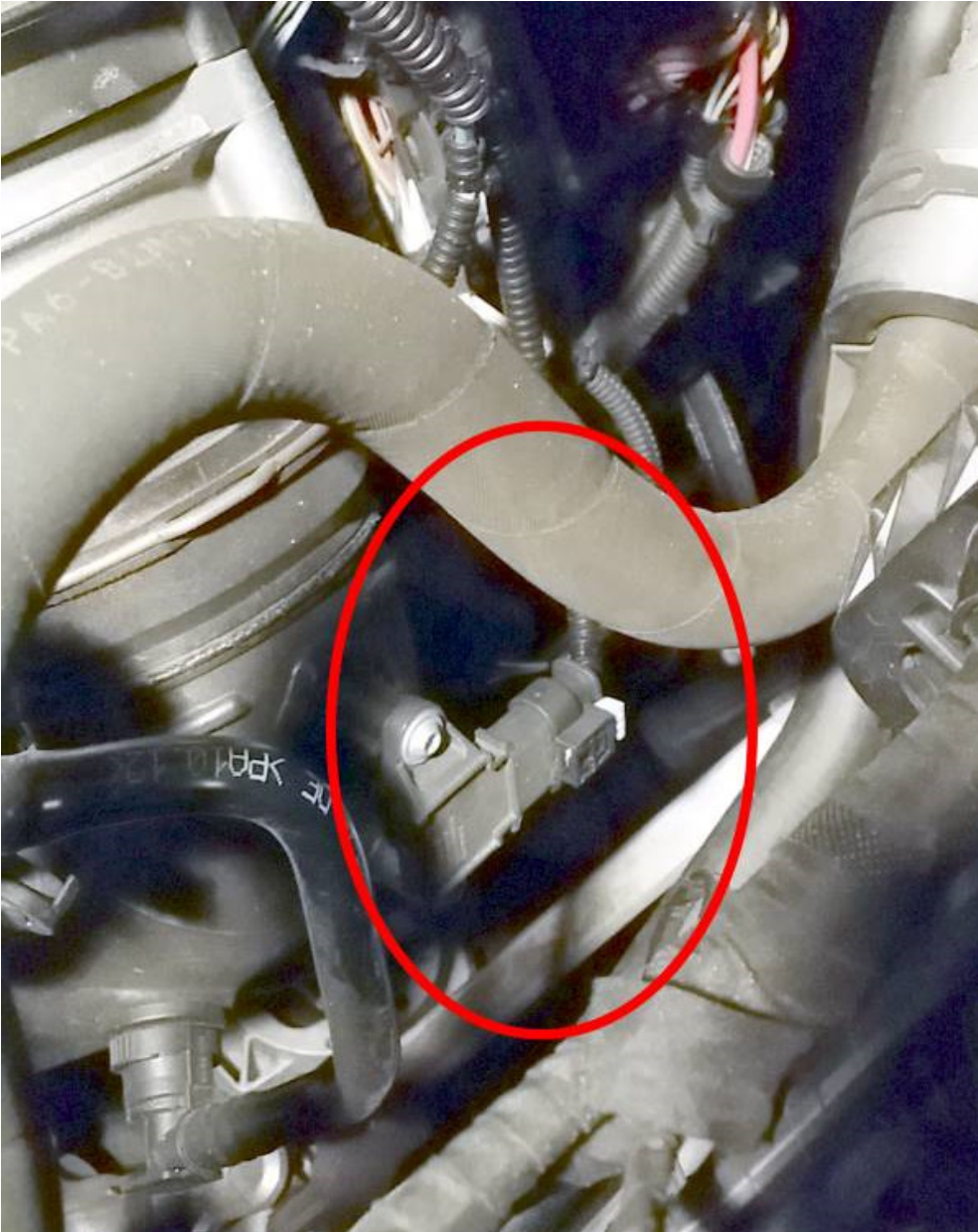
2. Locate the TMAP sensor on the charge pipe leading to the throttle body. This is on the driver side of the engine. See reference photo below for the N20 motor.

Also please note there is a similar looking (MAP) sensor located the intake manifold. This is the incorrect sensor. Plugging the JB+ in to the wrong connection may damage it so ensure you're using the correct TMAP sensor.

See arrow pointing to installation location on N20/N26 motor below:



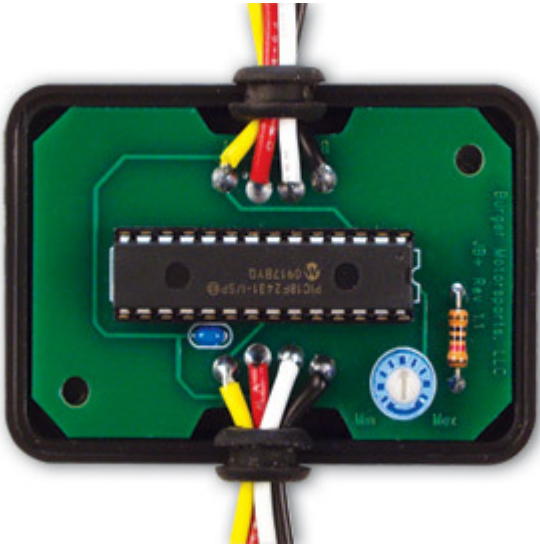
N55 TMAP Sensor is circled in the photo below:



3. Unplug the factory plug by pressing down the tab or by using a small screwdriver on the back side to lift up the clip from the back and sliding the connector off the sensor. Plug the factory sensor wire in to the JB+ and plug the JB+ in to the sensor.

4. Installation is complete! Your car will adapt to the JB+ over a few racing cycles.

JB+ Boost Adjustment



The JB+ is adjustable from 0psi over stock to 4psi over stock using the white adjustment dial. Adjustment is made using a small screwdriver to turn the white inner dial. Do not turn the entire blue pot or you may damage the JB+. Towards the "max" setting indicates more boost "min" setting indicates less boost. The default setting of 3pm on the dial is ~3.5psi over stock.