



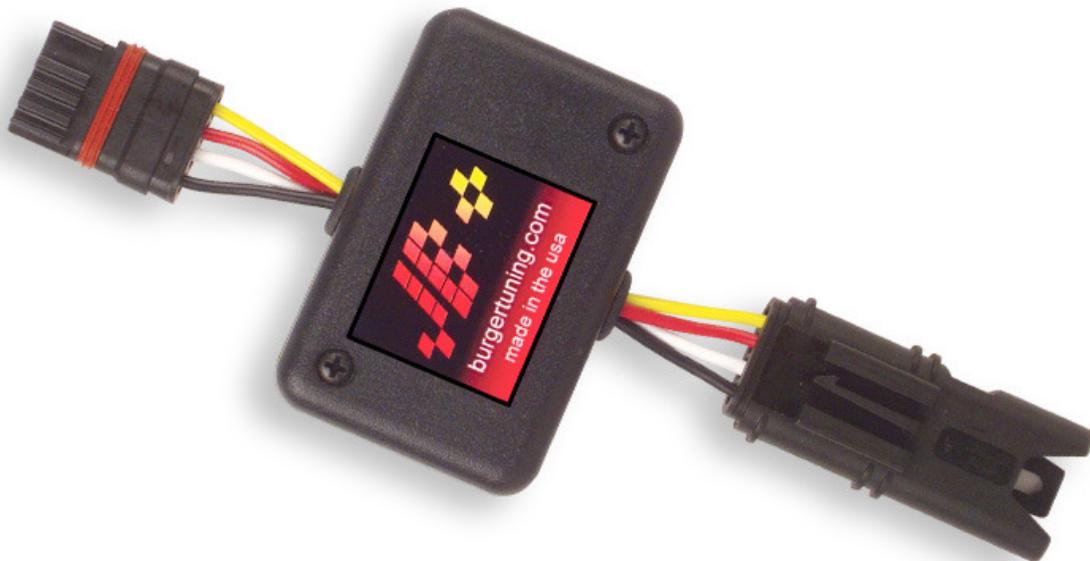
N54 JB+

Install Guide

Last Updated: 4/18/2014

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, LLC, 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, LLC hereby disclaims any liability resulting from the failure to use this part in compliance with all applicable federal and state laws.



1. The ECU must be asleep before removing TMAP connector. Open hood, lock and close doors, and wait 10 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. If installing on a 135i or 535i, the airbox should be removed to access the TMAP sensor. Refer to the BMS DCI install guide for detailed instructions. In some cases where 335i owners are having a difficult time locating the sensor or reaching the clip removing the airbox can also be a good idea. As a general rule of thumb if you've spent more than 15 minutes trying to locate the TMAP sensor and/or remove the clip, remove the airbox to give yourself more room to work.

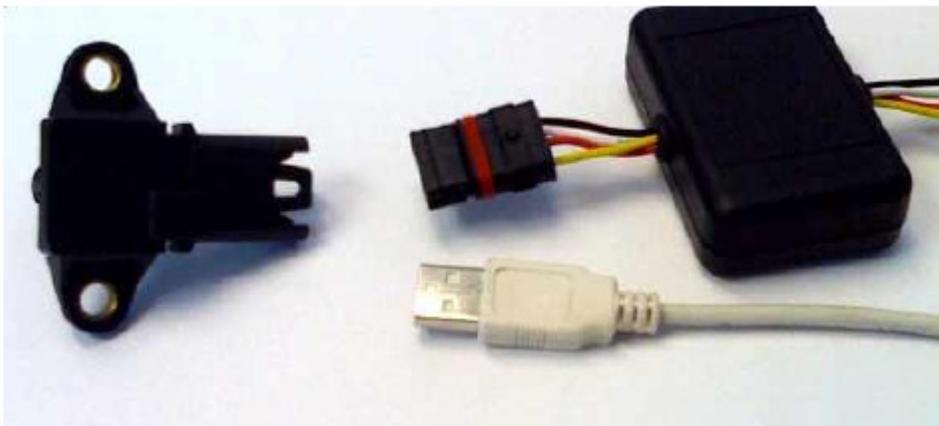
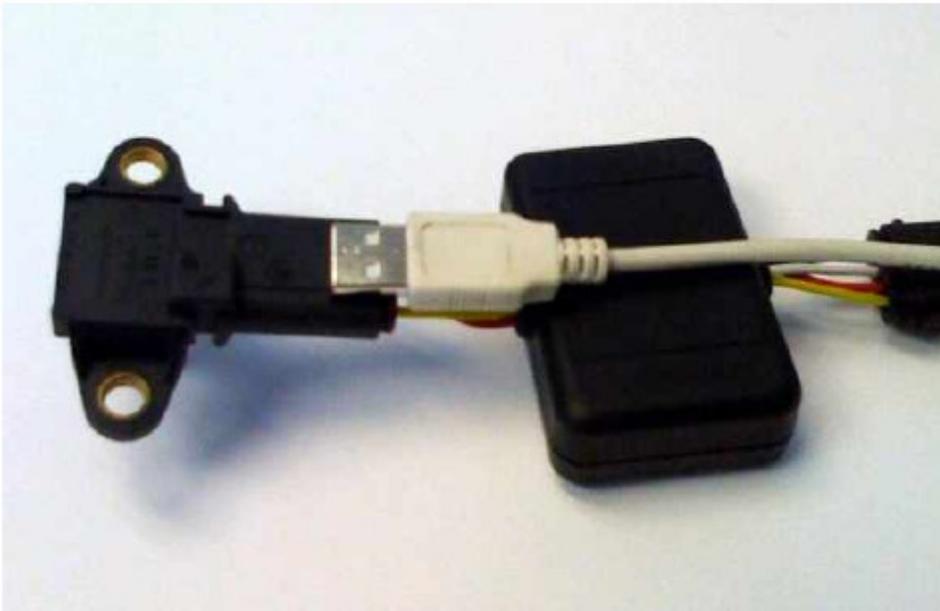
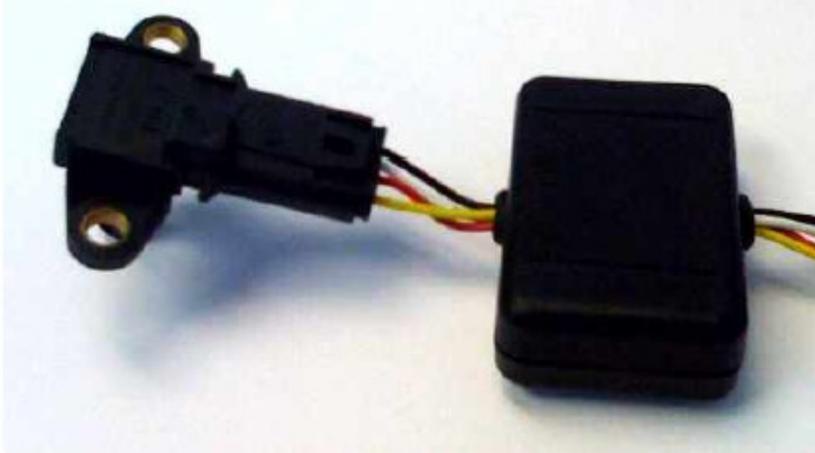
3. Locate the TMAP sensor on the charge pipe leading to the throttle body. This is on the driver side of the engine, below the diverter valves. It can be difficult to see so use a flashlight to spot it. Working from the driver side of the engine bay; reach your arm down between the airbox and the fender 12-18". Use the two black diverter valves w/ accordion piping as a visual reference.

Also please note there is a similar looking (MAP) sensor located on top of the intake manifold. This is the incorrect sensor! If you attempt to plug your JB+ in to MAP sensor it will not fit.

Below is a photo with the intake box removed, and TMAP sensor circled in red:

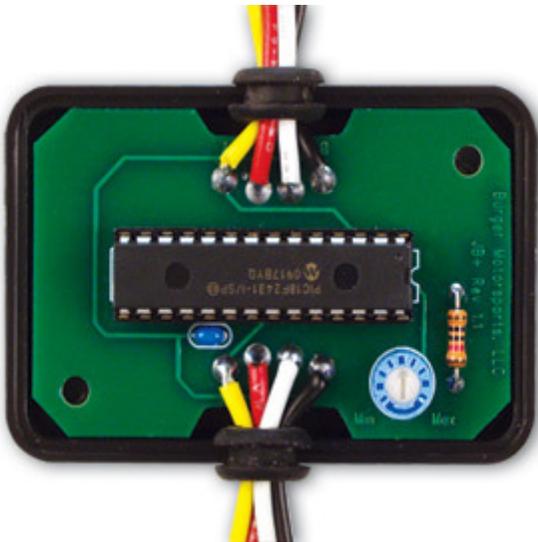


4. Once located, use the flat side of a USB cable to unclip the connector leading to the TMAP sensor. Push the USB cable up until it stays in place on its own, and tug the wire bundle/connector out. Alternatively you may use a penny or screwdriver to lift the clip. If the clip is lifted too far it can break so be gentle. In the event of the clip breaking plug the JB+ in to the TMAP sensor without the clip. Friction will hold it in place.



5. Insert the male JB+ connector in to the TMAP sensor so it snaps in place. The dot on the connector will be facing out to slide under the clip.
6. Plug the original male connector in to the JB+ female connector so it snaps in place. Using a flashlight to examine the connector ahead of time is a good idea.
7. Installation is complete! Your car will adapt to the JB+ over a few racing cycles.

JB+ Boost Adjustment



The JB+ is adjustable from ~1.75psi over stock to ~4.75psi over stock using the white adjustment dial. These figures are averages and actual boost changes will depend on weather, altitude, and modifications. 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, and the exact middle as shown is the default setting.

Note higher settings may not always increase performance and may lead to various check engine lights

If combining the JB+ with another tune, please consult with that tuner/manufacturer first for advice and suggested boost settings.