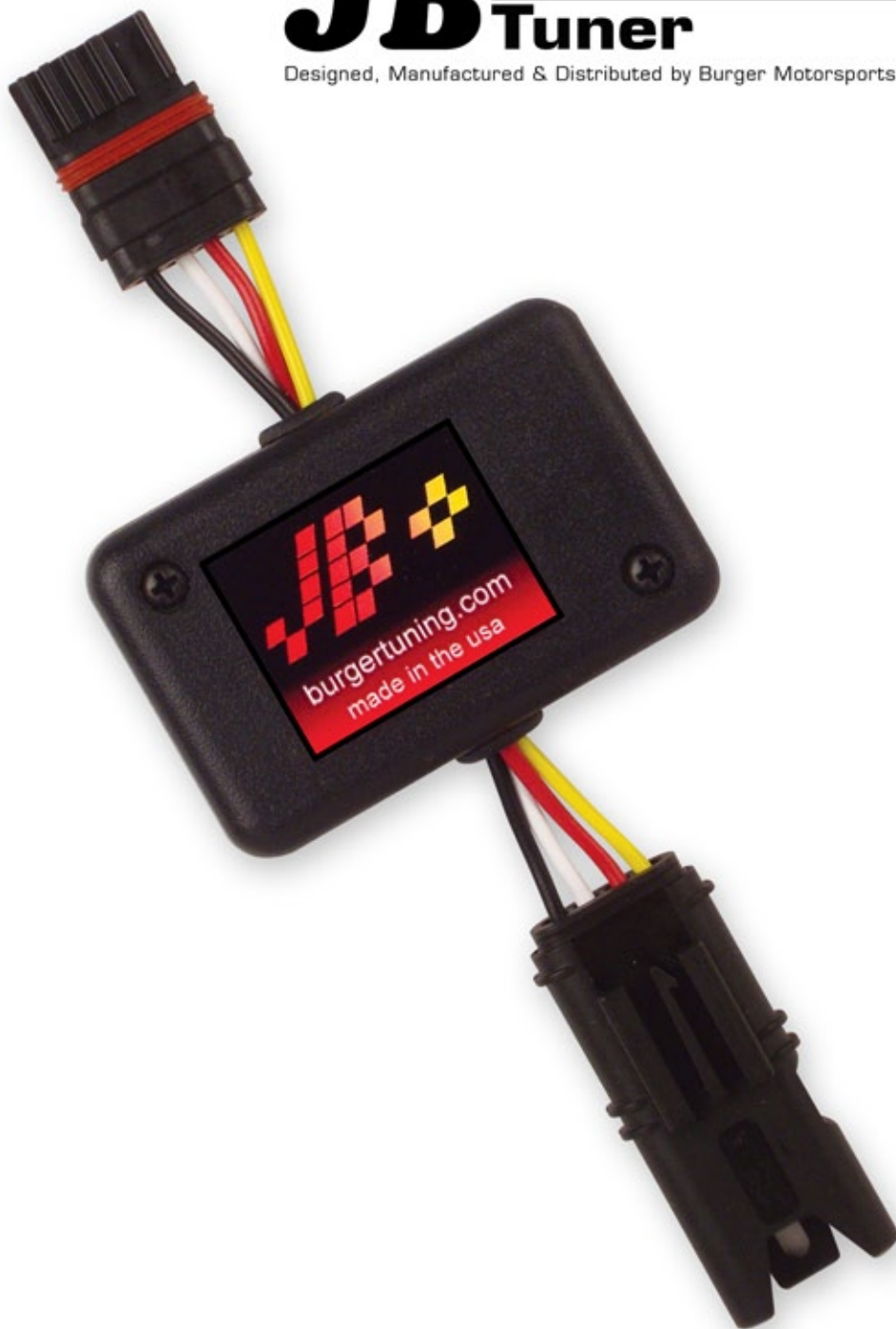




JB+ Installation Guide

JB Performance **Tuner**

Designed, Manufactured & Distributed by Burger Motorsports, LLC.

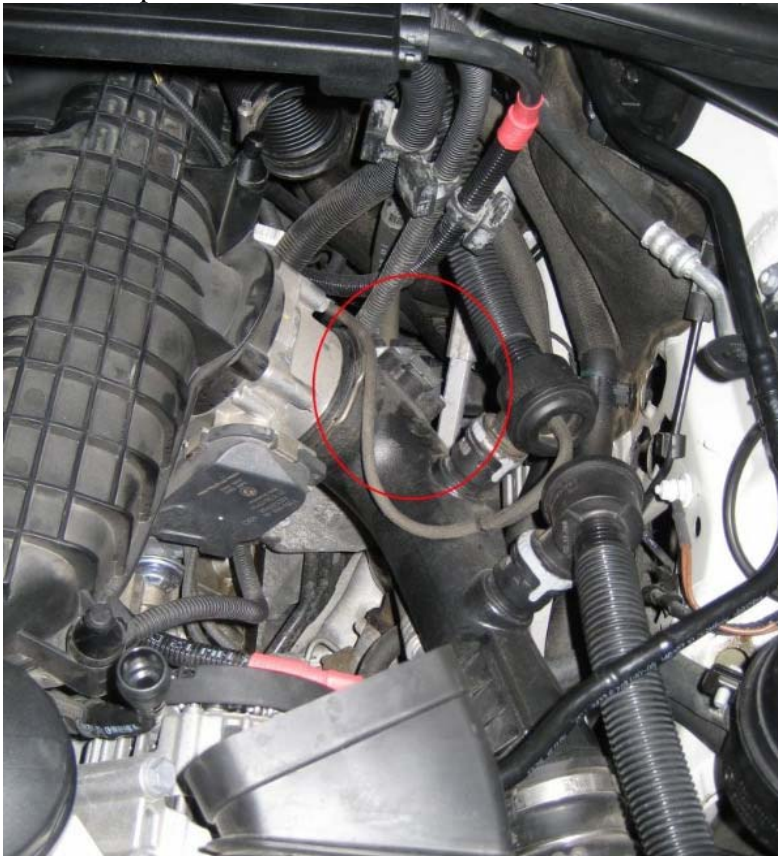


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1. The ECU must be asleep before removing TMAP connector. Open hood, lock and close doors, and wait 15 minutes. If you have comfort access place your keys far enough away to avoid waking the ECU up. Alternatively you may disconnect your negative battery 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 intake installation video and PDF guide posted at www.burgertuning.com/support 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 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.

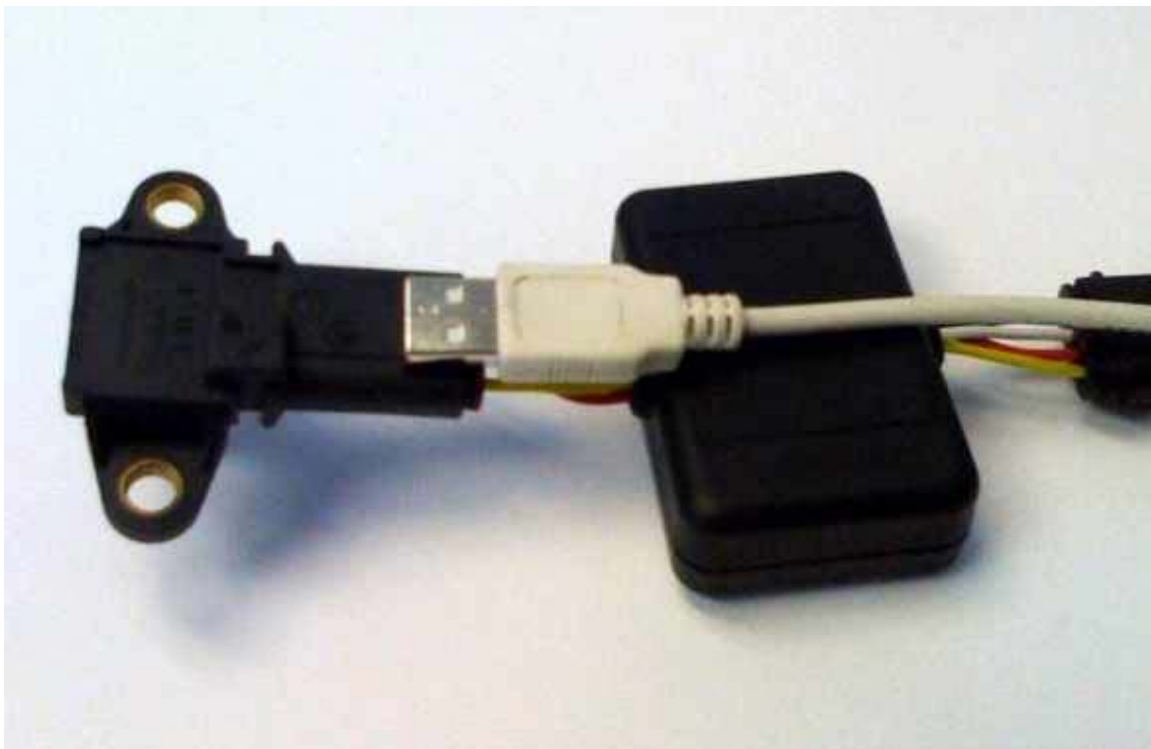
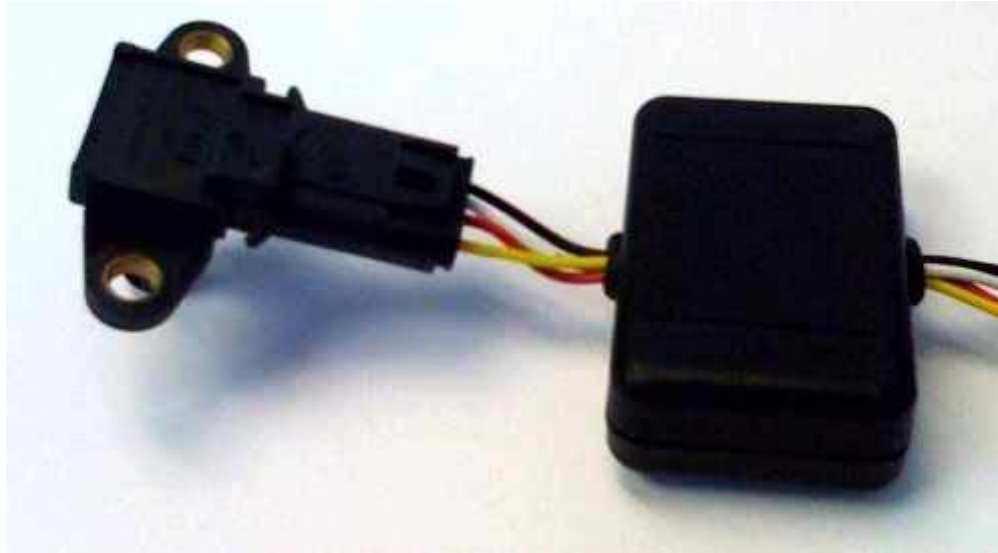
Also please note there is a similar looking (MAP) sensor located on top of the intake manifold. This is the incorrect sensor! If you attempt to plug your JB+ in to MAP sensor it will not fit.

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

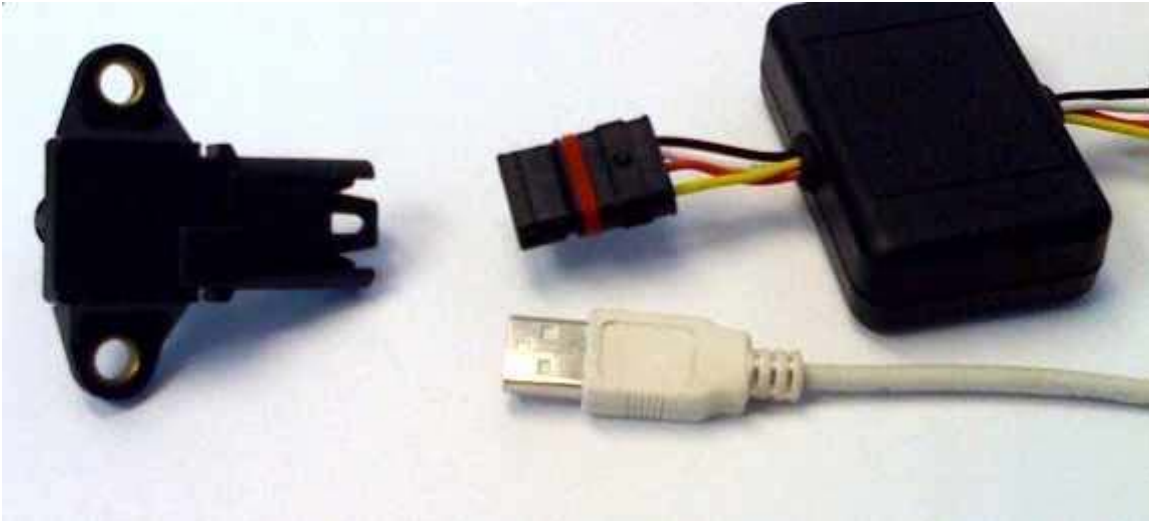


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4. Once located, use the flat side of a USB cable to unclip the connector leading to the TMAP sensor. Push the USB cable up until it stays in place on its own, and tug the wire bundle/connector out. Alternatively you may use a penny or screwdriver 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.

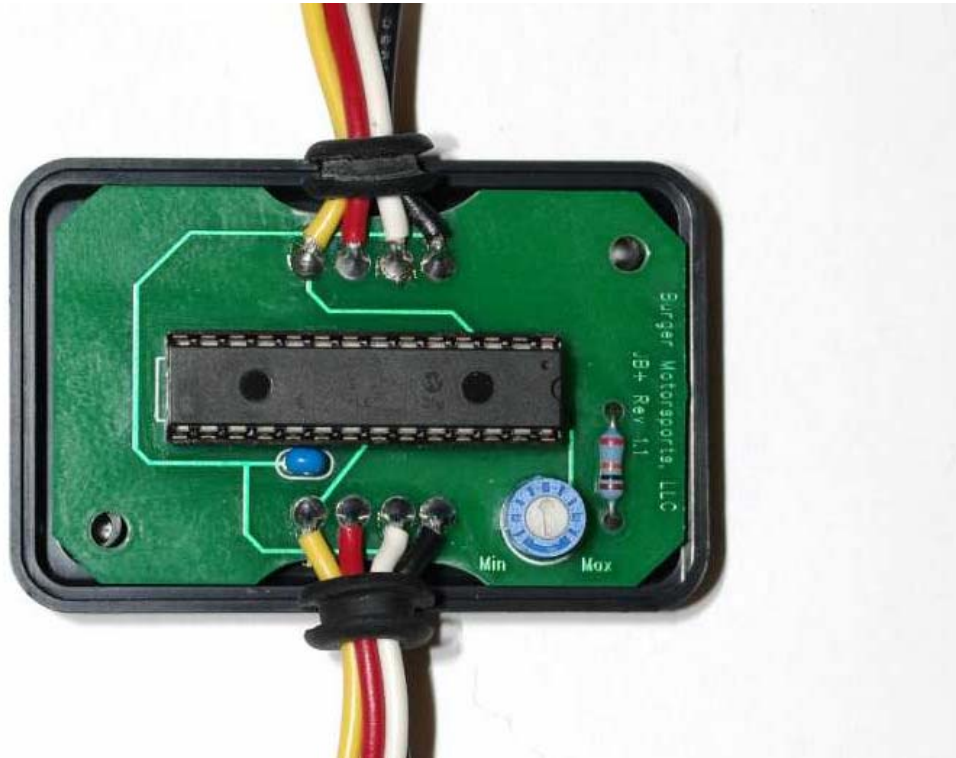


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5. Insert the male JB+ connector in to the TMAP sensor so it snaps in place. The dot on the connector will be facing out to slide under the clip.
6. Plug the original male connector in to the JB+ female connector so it snaps in place. Using a flashlight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

JB+ Boost Adjustment



The JB+ is adjustable from ~1.75psi over stock, to ~4.75psi over stock, using the blue adjustment dial. These figures are averages and actual boost changes will depend on weather, altitude, and modifications. But towards the "max" setting indicates more boost, "min" setting indicates less boost, and the exact middle is the default setting. It is suggested users without access to a BT scanning cable (available at www.burgertuning.com) use no more than the default setting to avoid tuner detection codes. If you have access to a BT/GT1/OPS scanner, or have an ECU software older than March, 2008, you may run higher settings. For 91 octane or high altitude users no more than the 3/4 setting is suggested.

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

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