G Series N63R JB4PRO Install Guide

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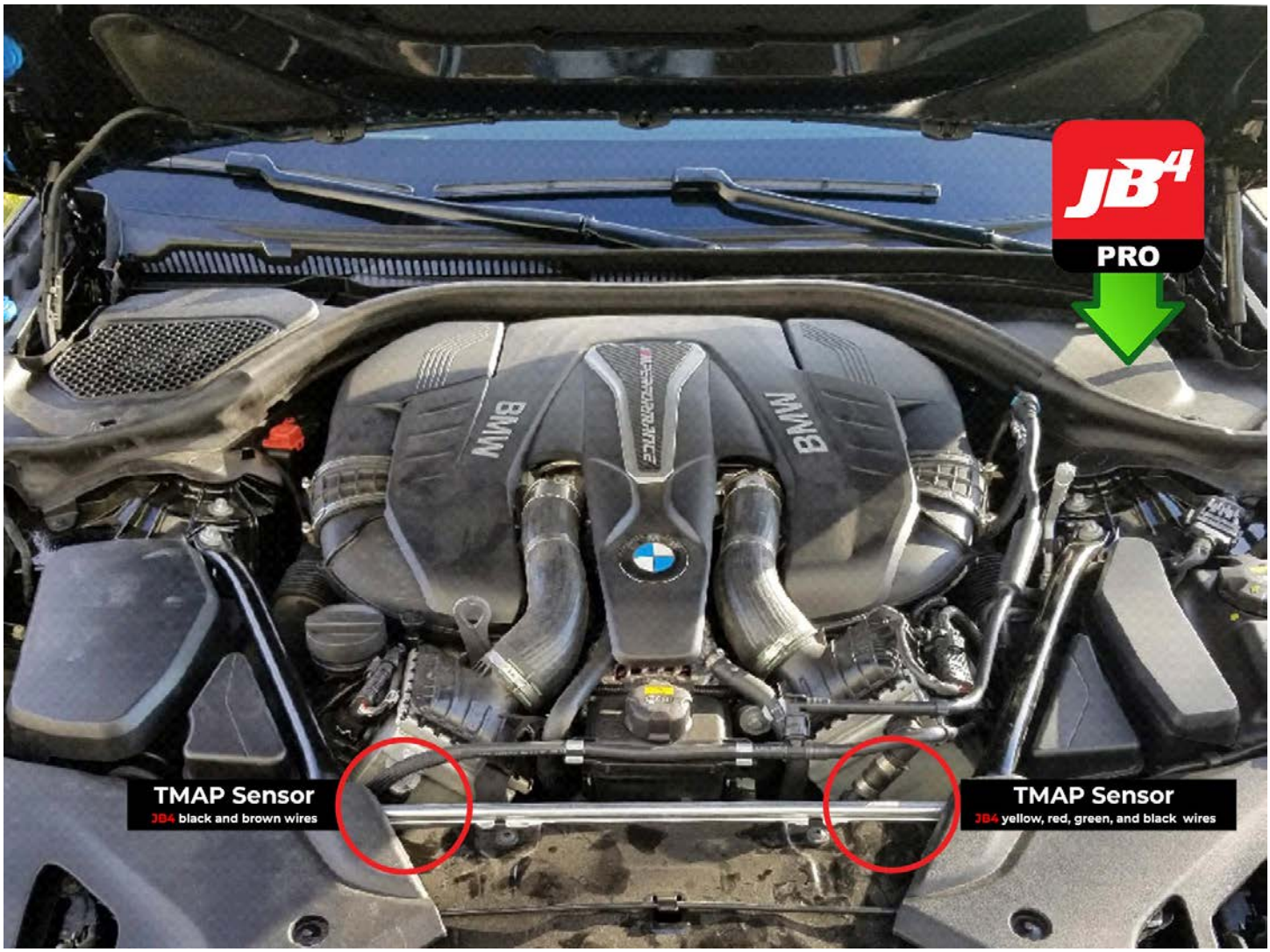
⚠ **ATTENTION:** Before starting installation lock the doors and place the key at least 20 feet away from the vehicle. Wait 10 minutes for the vehicle to go to sleep or disconnect battery.

The JB4PRO will connect to 4 points in the engine bay depending. The left MAF sensor (black/brown JB4 plug), right MAF sensor (black/green JB4 plug), the TMAP sensor on the left intercooler (black/brown JB4 plug), TMAP sensor on the right intercooler (yellow/green/red/black JB4 plug. Finally for more advanced builds you can also attach the optional PWG connections under the left intercooler (Blue and black Wires)

The JB4PRO system includes the EWG add on harness which fits most EWG models. This optional connection is generally only useful for those who are heavily modified and can be left in the box to start for most installations.



Remove the engine cover by pulling up on it.

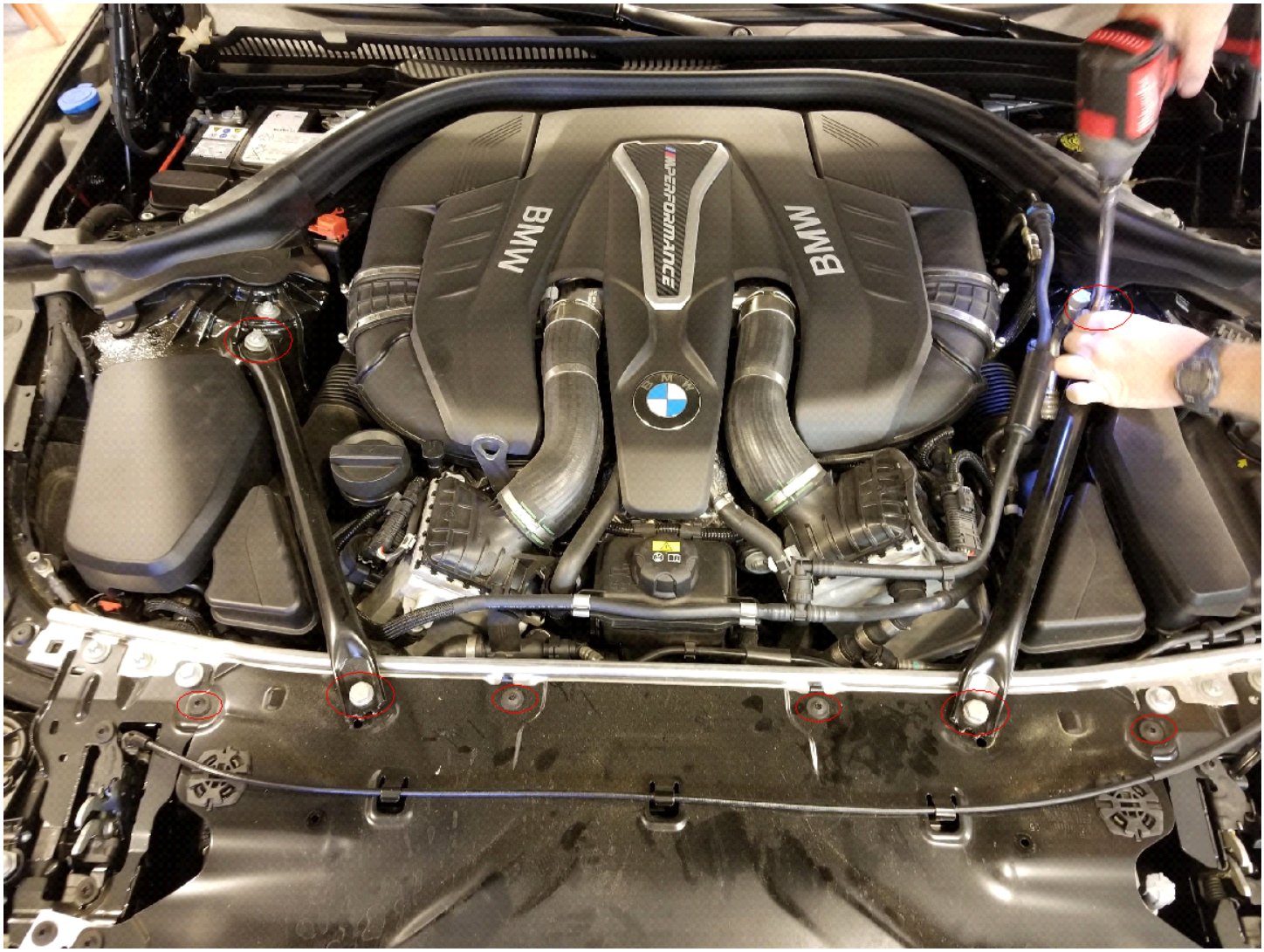


Remove the Passenger side plastic cover located by the windshield left side. This is where you will mount the JB4 in a later step. (There is a battery located under this cover however it is not the primary battery and will not remove power from the car if you disconnect it.)

Remove the driver side plastic cover located by the windshield right side. This is where you will run the OBDII cable through an existing opening into the cabin in a later step.

Remove the front left and right plastic covers. The fasteners holding them in place have a pin in the middle that must be popped out before the plastic fastener will release. The front right and left plastic covers are connected to each other via the rubber seal. The rubber seal needs to be slid out of the pocket it sits in on both sides and can then be snapped off keeping both the right and left cover connected when fully removed.

Identify the left and right intercoolers shown in the above picture. The TMAP sensors are located towards the very bottom of them and are difficult to see or reach at this point. The connection points located on the top are NOT the TMAP sensors. In a later step they will be easier to see and reach.

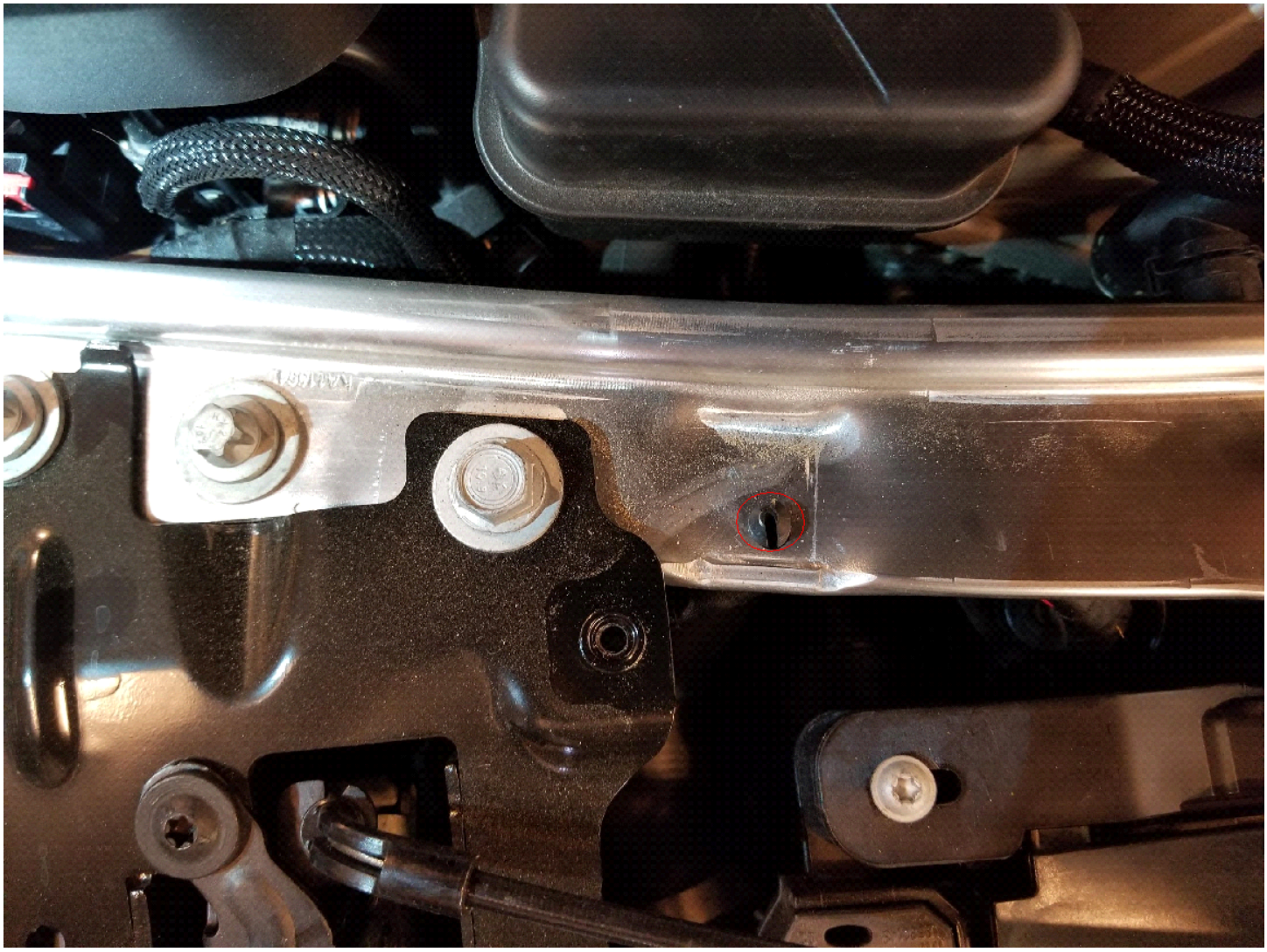


Remove the left and right cross braces. You will need an E Torx socket set for the top two bolts and a standard metric socket for the lower two bolts.

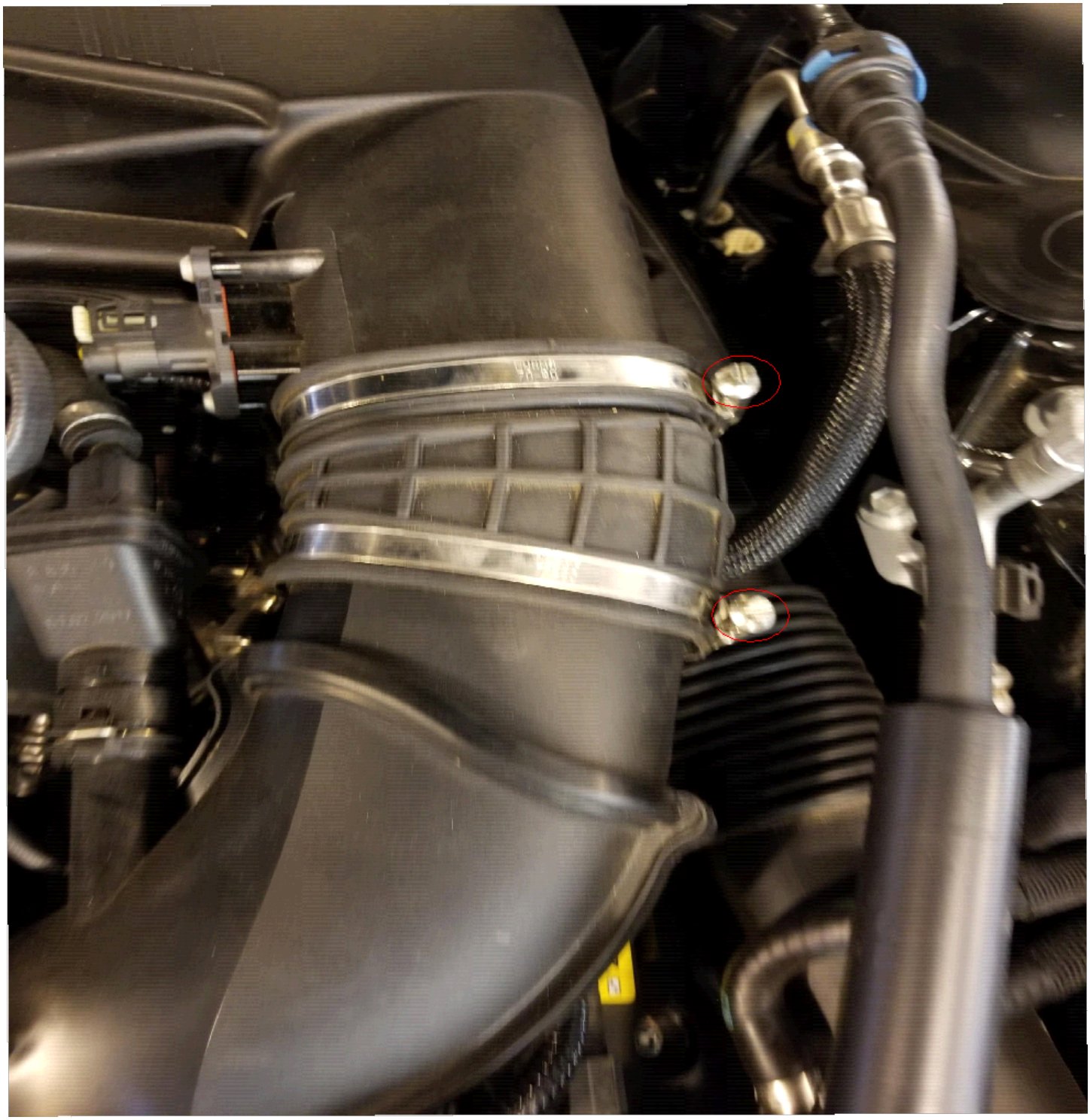
Remove the metal cover bolts using a Torx bit. There are a few Torx bolts located in the very front not shown in this picture that need to be removed as well.

Slip the hood release cable free and remove the metal plate.

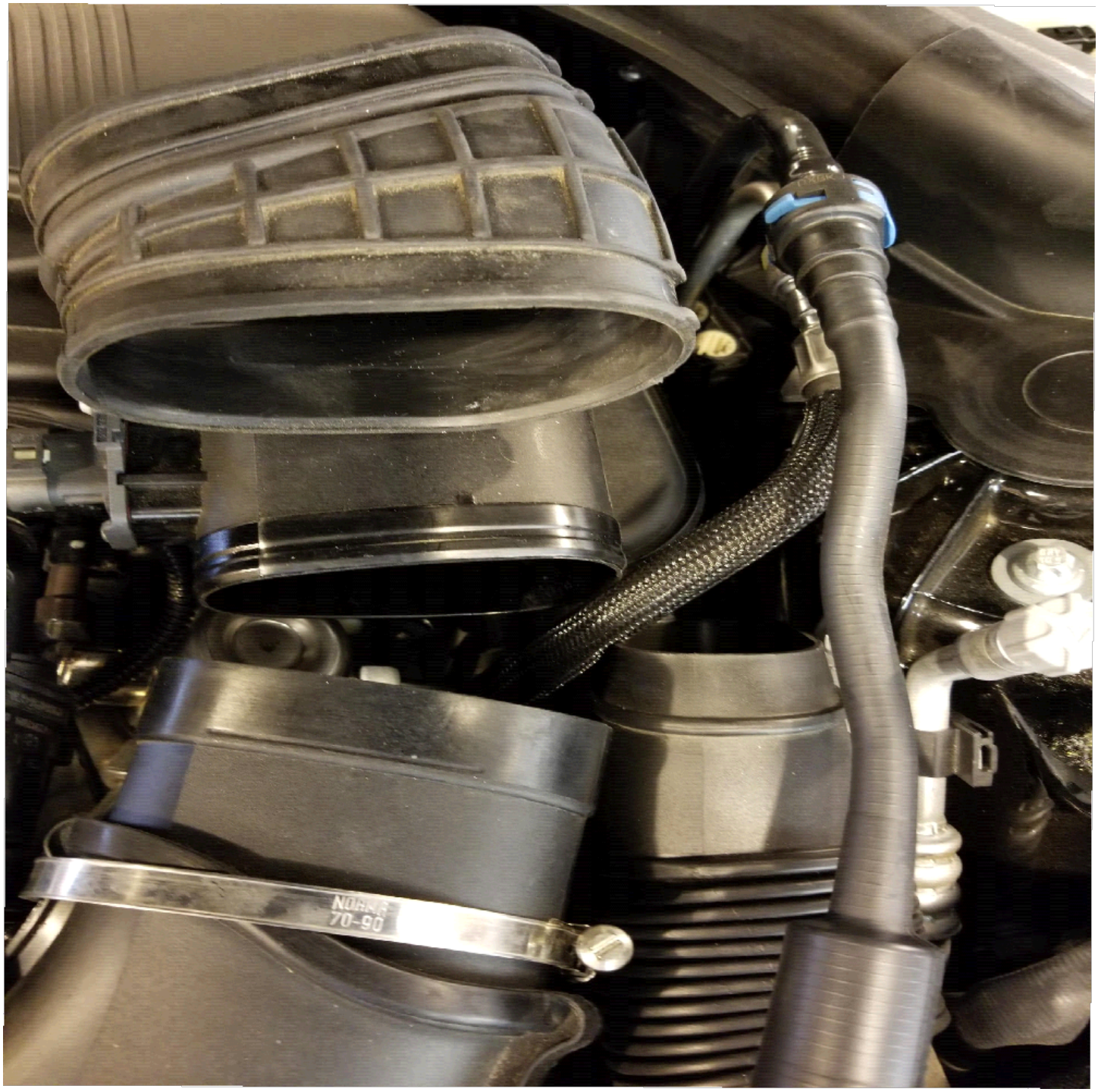
Loosen the bolts that hold the aluminum cross brace so it can be slid forward to make room for your hand to reach the TMAP connections.



Use a needle nose to squeeze the wire bundle connector to free it from the bottom side of the aluminum cross brace. This will allow the aluminum cross brace to be pushed forward making room for your hand.



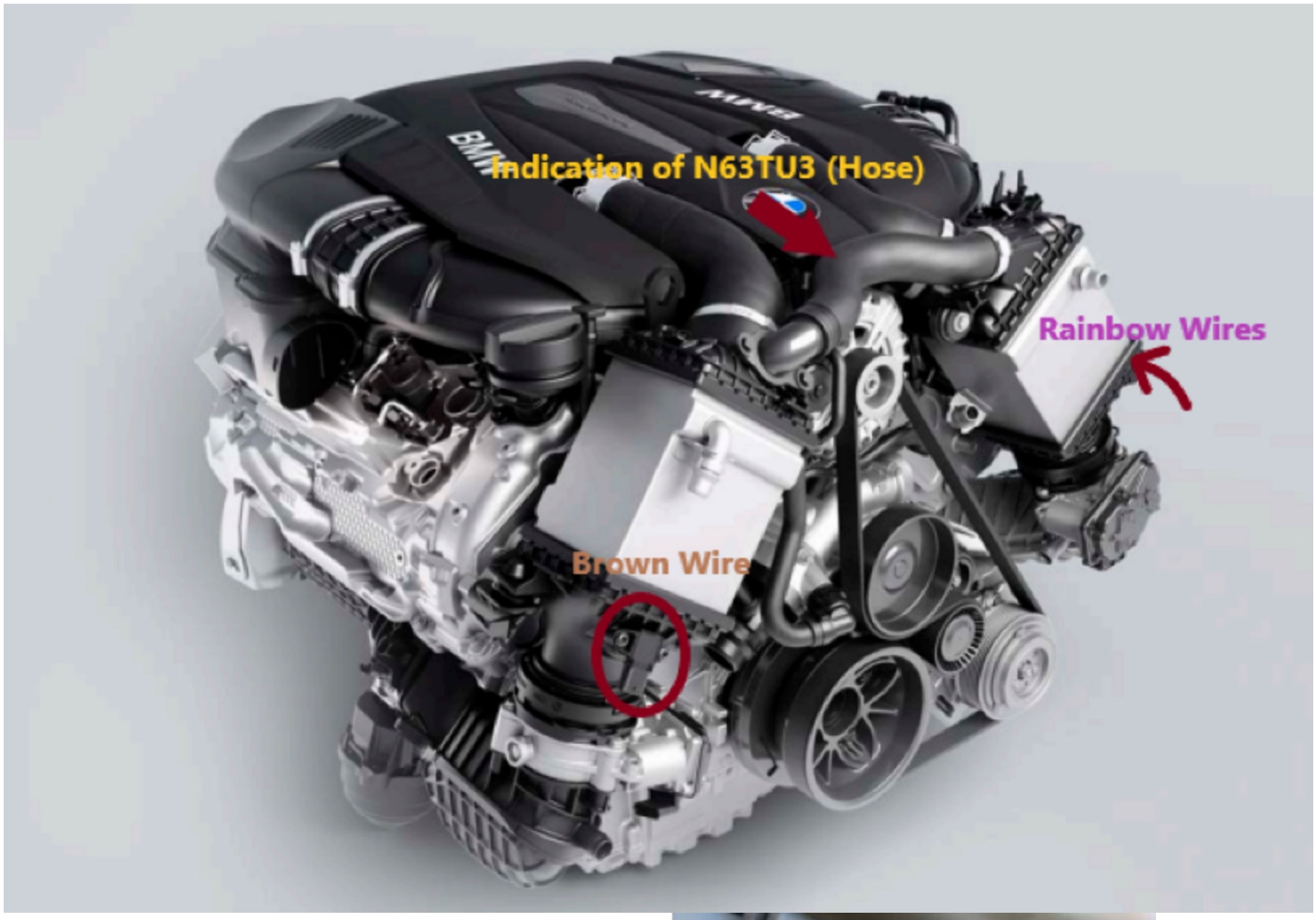
Remove the right-side rubber sleeve pictured above. This will allow you to disconnect the plastic hose below it, allowing you to more easily reach the driver side TMAP connection.

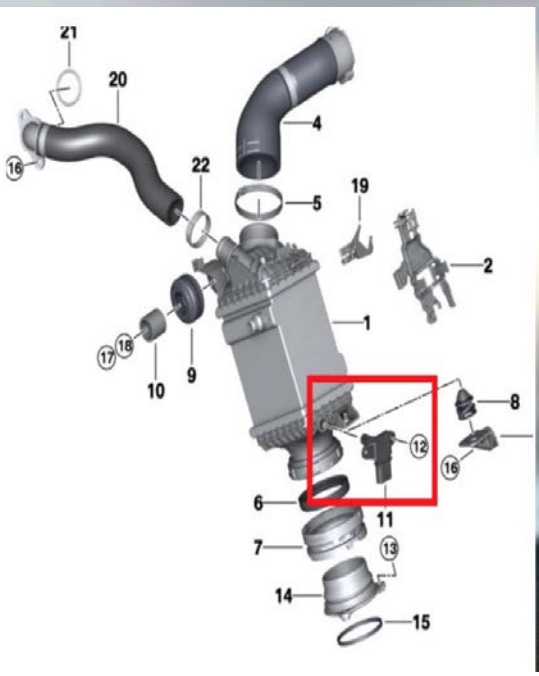


Disconnect the plastic hose located below the 2 clamps you just removed pictured above. There is a simple snap connection on the left and right side of the hose and should break loose with minimal force.

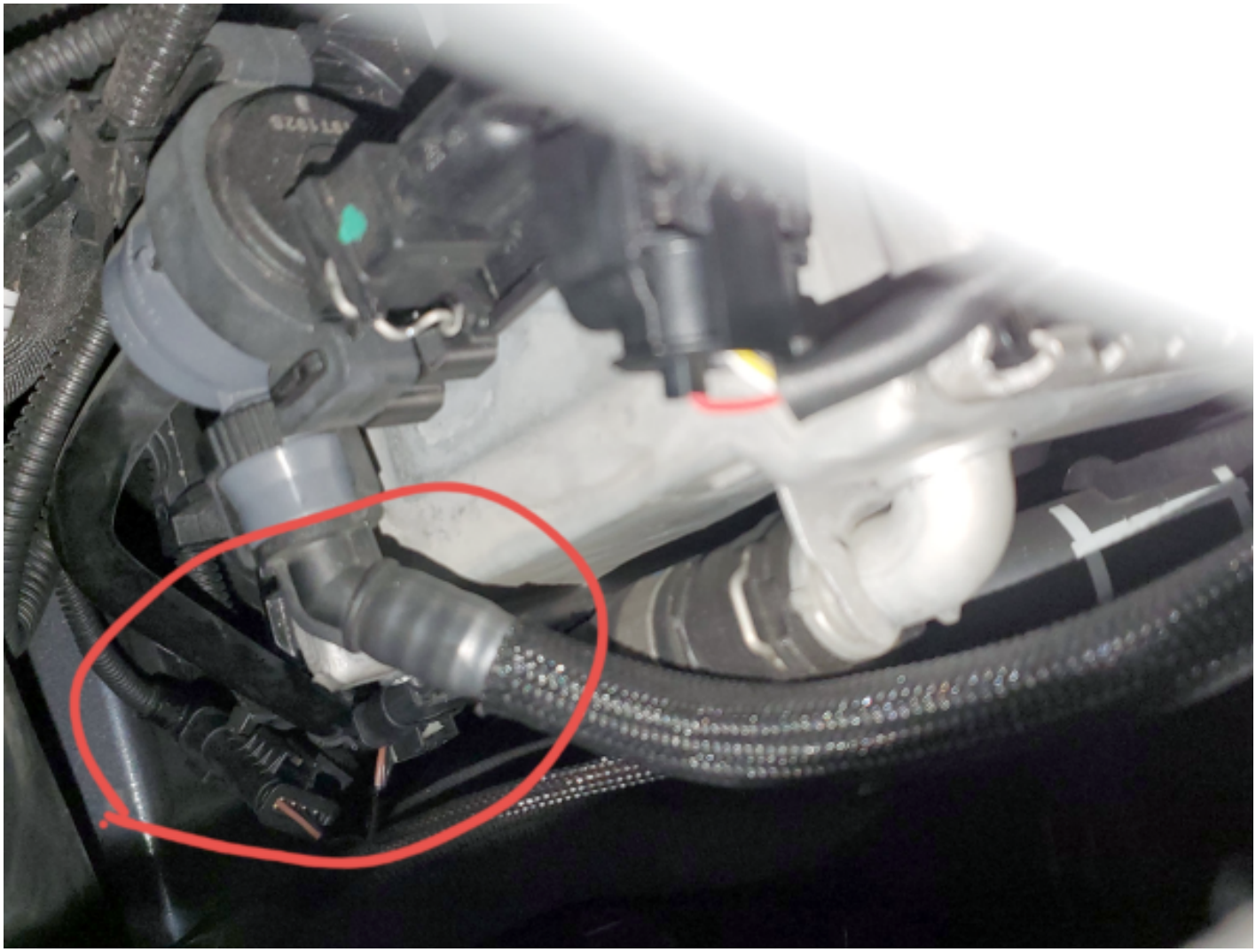
You should be able to move the plastic hose around enough to see and reach the driver side TMAP connection located close to the bottom of the intercooler. You should also be able see and reach the passenger side TMAP connection also located close to the bottom of the passenger side intercooler. Both TMAP connections are mounted to the intercooler itself.

Note the sensors are mounted physically on the intercooler. Attempting to connect to the wrong connector may permanently damage the JB4 board so be sure you're working with the correct sensor BEFORE installing.









Mount your JB4PRO control unit under the driver side plastic cover in front of the firewall.

Route the control box as shown and attach the TMAP connections. There is a split in the rubber seal located by the JB4PRO making it easy to run the wires below it. Make note of how the JB4 TMAP connections come apart and snap together before trying to connect them. Disconnect each male TMAP sensor cable and plug in the appropriate JB4 male cable. Plug the factory male TMAP cable into the female JB4 connector on each.

EWG Harness Add-on

This harness is provided for future expansion, though it may not fit all N63R engine models. There are two styles of EWG connectors (a "black insert" and a "yellow insert"); we have included the "yellow insert" version as it is the most common.

If you have a heavily modified vehicle and plan to install this, simply plug the EWG harness into the matching JB4PRO connector.

Installation Locations: The connection points are in the same areas as the S63TU engine. We recommend referencing the **S63TU JB4 Install Guide** for a visual walkthrough. The two connections are located at:

- **Passenger Side:** Easily accessible directly under the engine cover.
- **Driver Side:** Located underneath the intake inlet.



EWG ADD-ON HARNESS

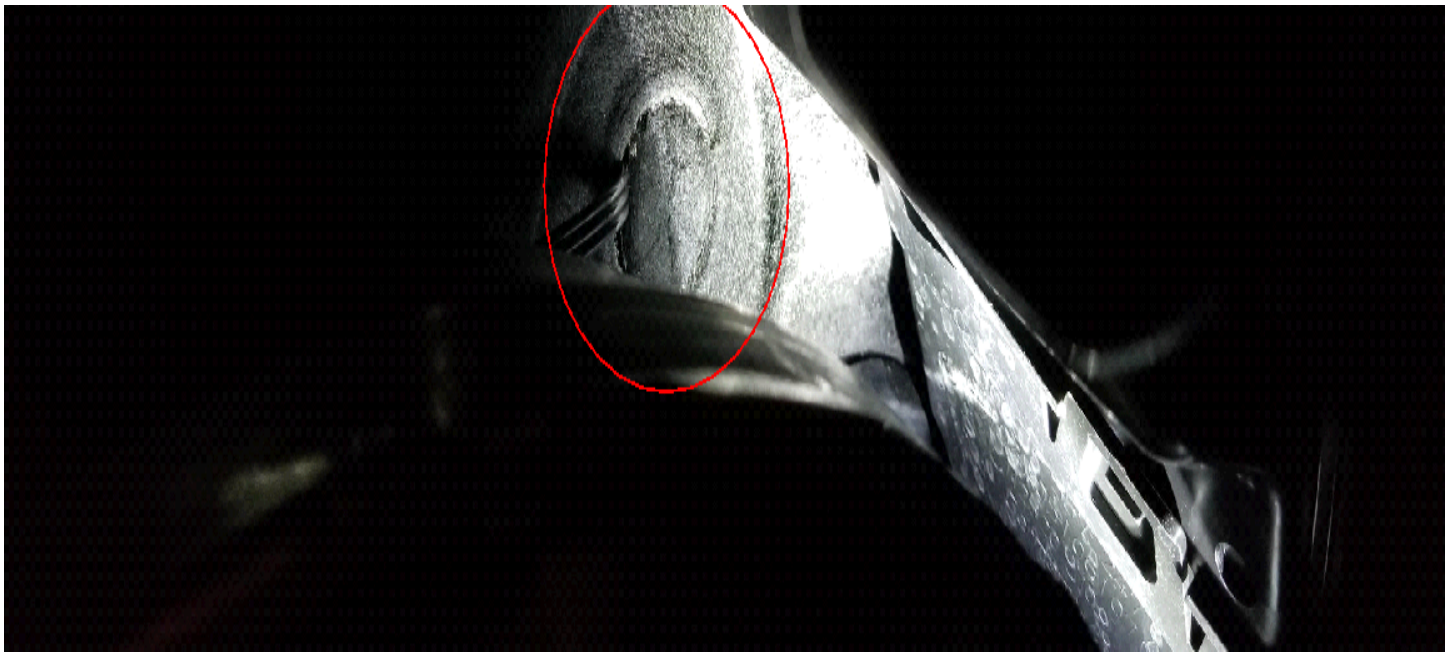
CANbus/OBDII connector: green/brown wires on JB4

Vehicle can now be unlocked, and doors opened as OBDII can be installed/connected with vehicle awake. This optional connector attaches to the OBDII port to allowing the JB4 to take in additional advanced engine parameters to incorporate in to tuning and logging via the app.

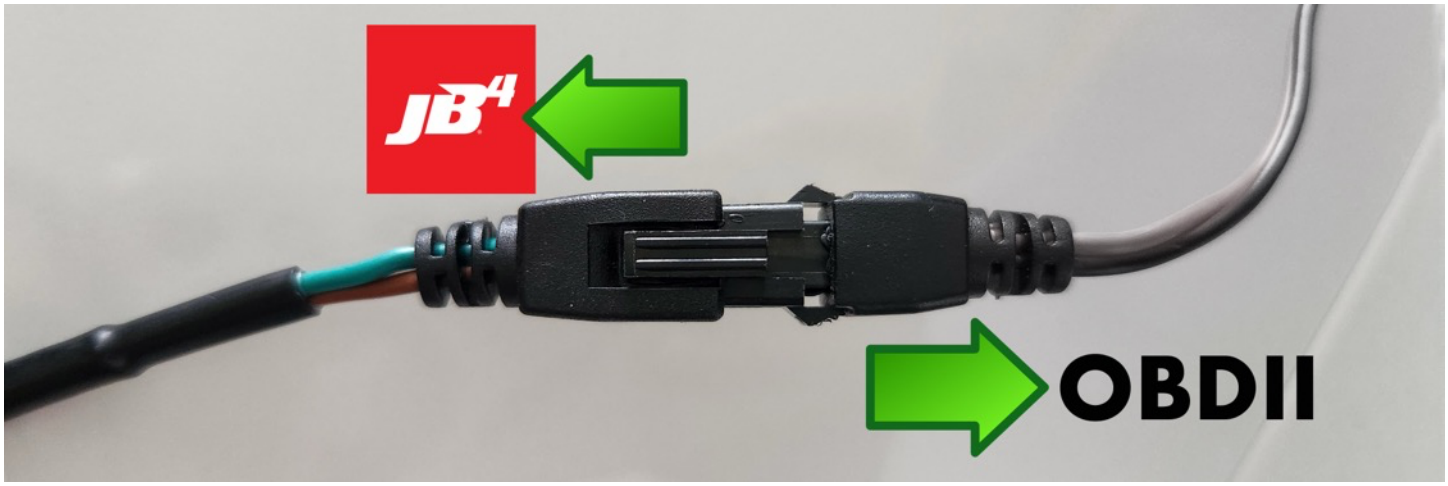


The OBDII can be attached the “quick way” through the door jamb, or the “clean way” under an existing grommet under the dash. To run it the “clean way” locate the felt covered hole located on the driver side firewall. Use a screw driver to poke a hole in the felt and route the OBDII cable through it. Plug in the OBDII cable into the OBDII port and the other end in to the JB4 harness matching connector.

If after installing only boost and map appear in the app but no other data, the most likely cause is a misaligned or not properly connected OBDII cable.



For the clean method you'll route the OBDII cable through a hole in the firewall and into the engine bay. There is a grommet that you can pull the wire through that will come out near the brake fluid reservoir. Plug the OBDII wire into the JB4PRO green/brown pair connector. If after installation your app shows no advanced data (engine speed, air/fuel ratio, ignition advance, etc.) then check this first, it's usually the problem.



Final Installation Check: Before starting the vehicle, ensure all JB4PRO connectors are fully seated and locked, the ground wire is securely attached, and all wiring is routed away from hot or moving engine components. Secure any loose wires with zip ties, reinstall all removed components, and verify that no tools or loose parts remain in the engine bay.

JB4PRO App (FREE) can be downloaded here.

App Store (iOS): https://apps.apple.com/us/app/jb4-pro/id6746129072

Play Store (Android): https://play.google.com/store/apps/details?id=com.burgertuning.jb4pro

The JB4PRO comes preset to Map 1.

Refer to this thread for the full map guide, firmware updates, and the latest notes: https://www.jb4tech.com/forum/model-specific-engine-tuning-modification-discussion/n63-n63tu/19241-

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JB4PRO APP