



G Series N63R Stage1 and JB4 Install Guide

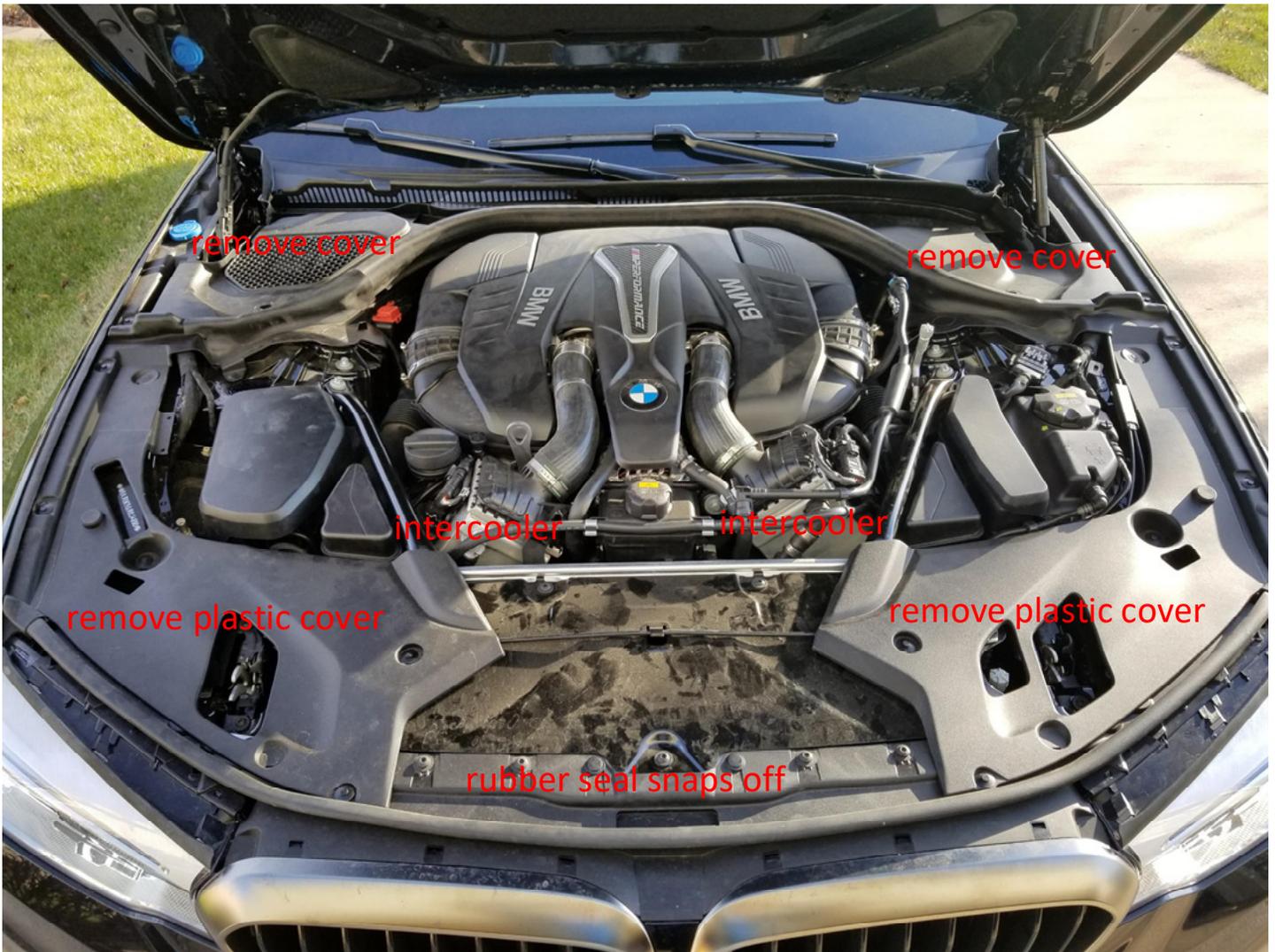
Last updated 3/5/2020

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Optional JB4 App Shown

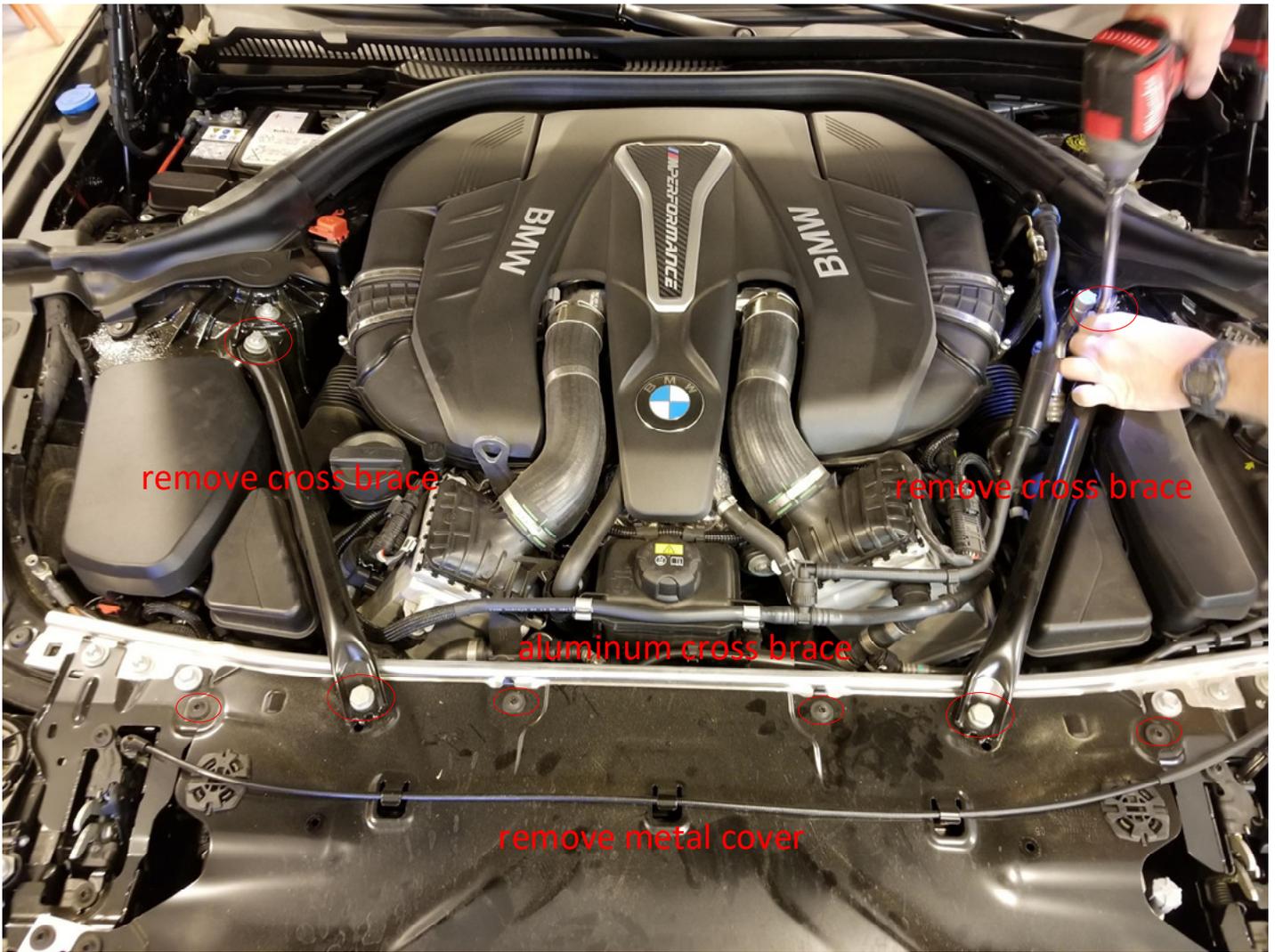


Remove the Passenger side plastic cover located by the windshield left side. This is where you will mount the JB4 in a later step. (There is a battery located under this cover however it is not the primary battery and will not remove power from the car if you disconnect it.)

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.

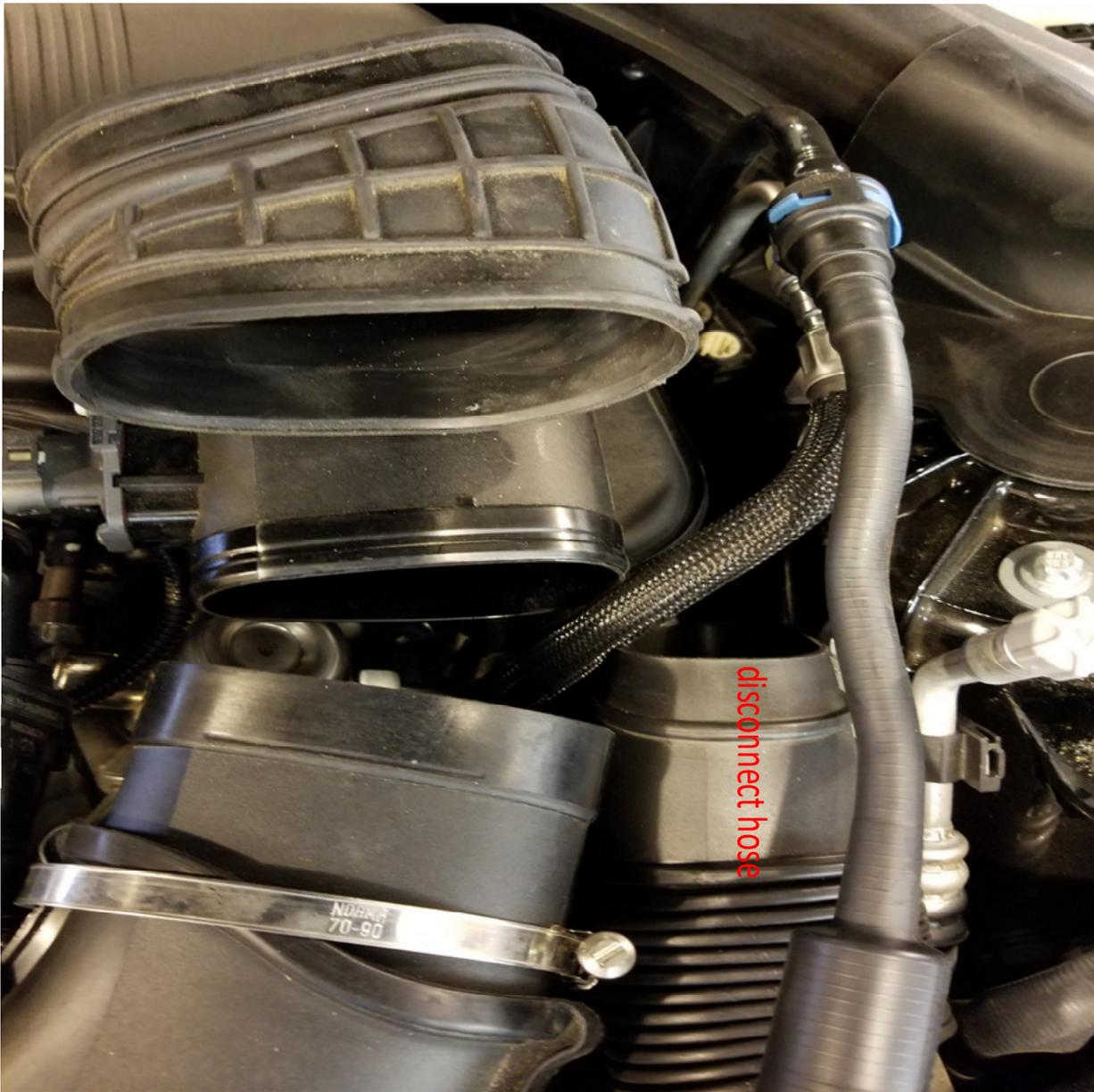
Loosen the bolts that hold the aluminum cross brace so it can be slid forward to make room for your hand to reach the TMAP connections.



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.



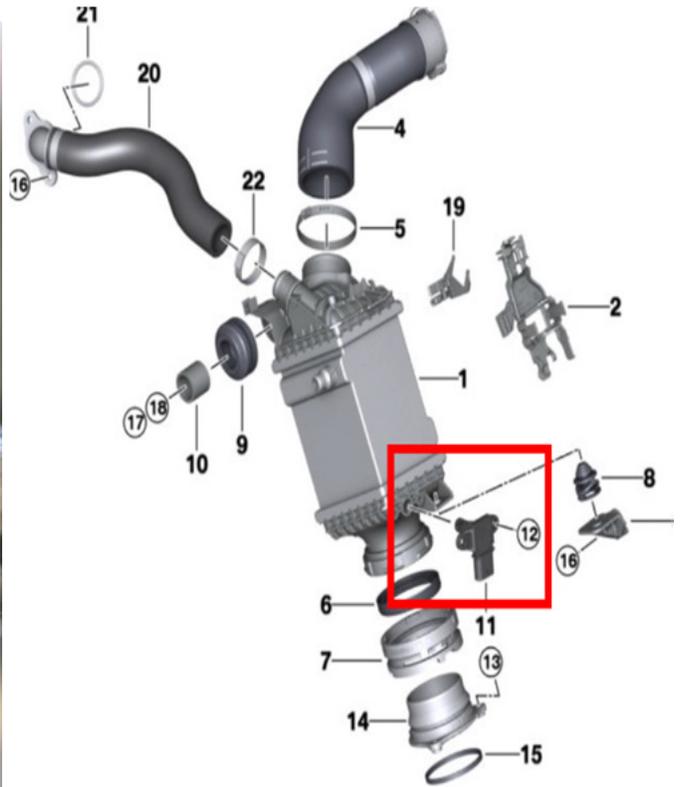
Remove the right-side rubber sleeve pictured above. This will allow you to disconnect the plastic hose below it, allowing you to more easily reach the driver side TMAP connection.



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 BMS control unit under the driver side plastic cover.

Route the control box as shown and attach the TMAP connections. There is a split in the rubber seal located by the JB4 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.



If you've installing a Stage1 system installation is complete.

Optional EWG connections

For more advanced customers the EWG connectors allow higher boost levels to be dialed in, but are not compatible with all platforms/motors. Generally speaking 2021+ models have inverted EWG connectors which will prevent the JB4's EWG connectors from fitting. We're working on making adapters for these newer models and will post the details to n54t4ech once they are developed.

For most installations we suggest plugging the EWG connectors in to each other and tucking them out of the way for now.

If you've opted for the optional JB4 mobile adapter for smartphone integration attach that to the JB4 at this time. Open the enclosure and screw it in to the JB4 control board as shown.

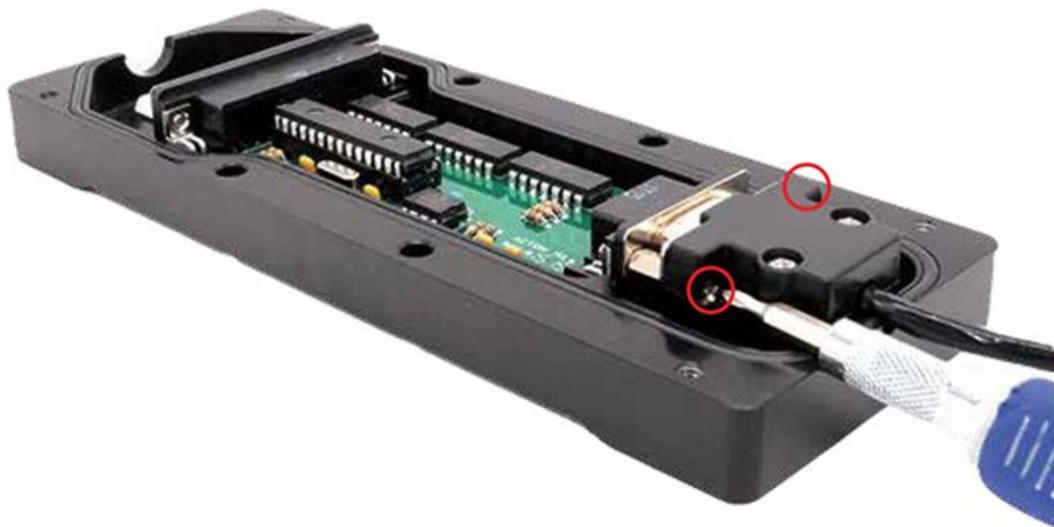
JB4 Connect Kit (Pinned Power) Install Guide

04-13-2020

1) Open the JB4 enclosure.



2) Install the DB9 connector and ensure both screws are secure.



3) Put the JB4 enclosure back together.



*****Very Important*****

4) Ensure the Connect Kit ***IS NOT*** in direct contact with the metal JB4 enclosure or any other nearby metal. Aim the smaller side of the Connect Kit (circled below) **DIRECTLY** towards the driver's seat for best signal quality. Failure to do this may lead to connectivity issues.



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.



OBDII cable entrance into cabin from driver side engine bay



Reinstall all removed covers. Installation is complete!

The JB4 comes preset to map1. Refer to this thread for the full map guide, firmware updates, and the latest notes: <https://www.n54tech.com/forums/showthread.php?t=50405>