



JBD Quick Install

Install Guide

Last Updated: 3/25/14

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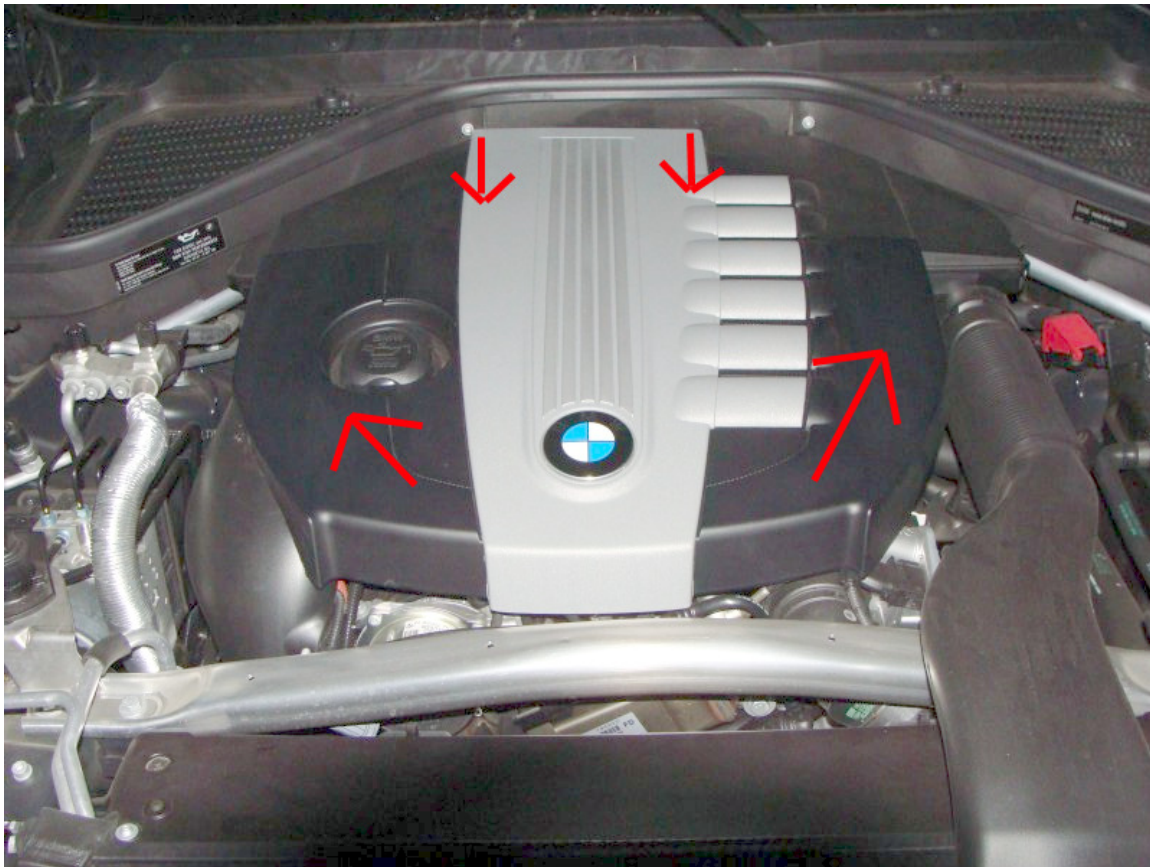
THIS PART IS LEGAL FOR USE ONLY IN COMPETITION RACING VEHICLES AS DEFINED UNDER CALIFORNIA LAW, AND IS NOT LEGAL FOR USE IN ANY OTHER MOTOR VEHICLE. California law defines a "racing vehicle" as "a competition vehicle not used on public highways." (Calif. Health & Safety Code 39048) This part may only 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, Inc hereby disclaims any liability resulting from the failure to use this part in compliance with all applicable federal and state laws.



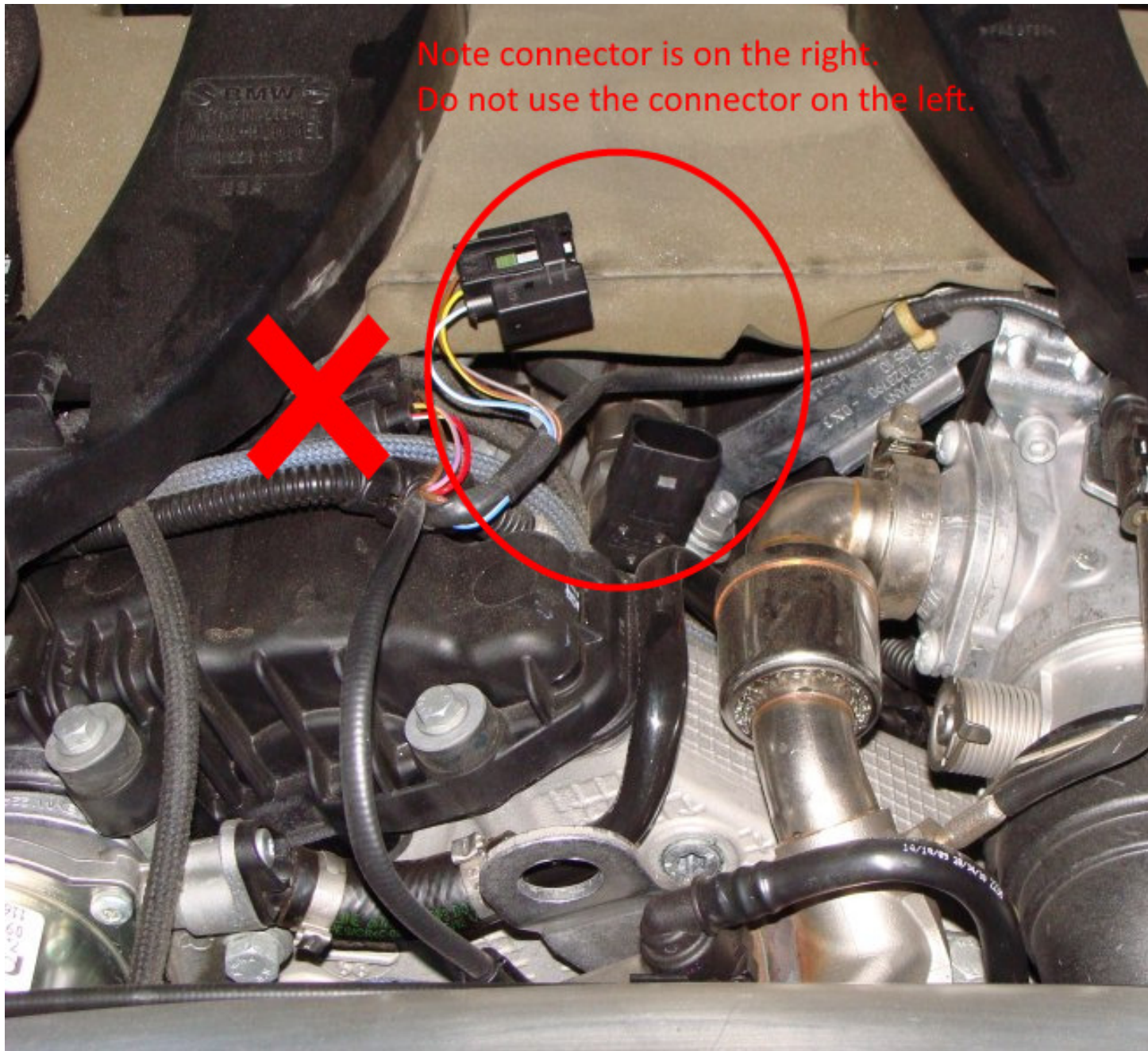
- 1) Open the hood
- 2) Close and lock the doors and trunk. If you have comfort access, place the keys inside your house. Let the car sit for 10 minutes with the doors locked and hood open before starting so the ECU can go to sleep. If the ECU is awake during the install you may trigger a check engine light (CEL) upon first restart.

BMW X5 Diesel:

Remove the engine cover by lifting the front of the cover up off its mounts and then carefully pulling the entire cover towards the front of the car.



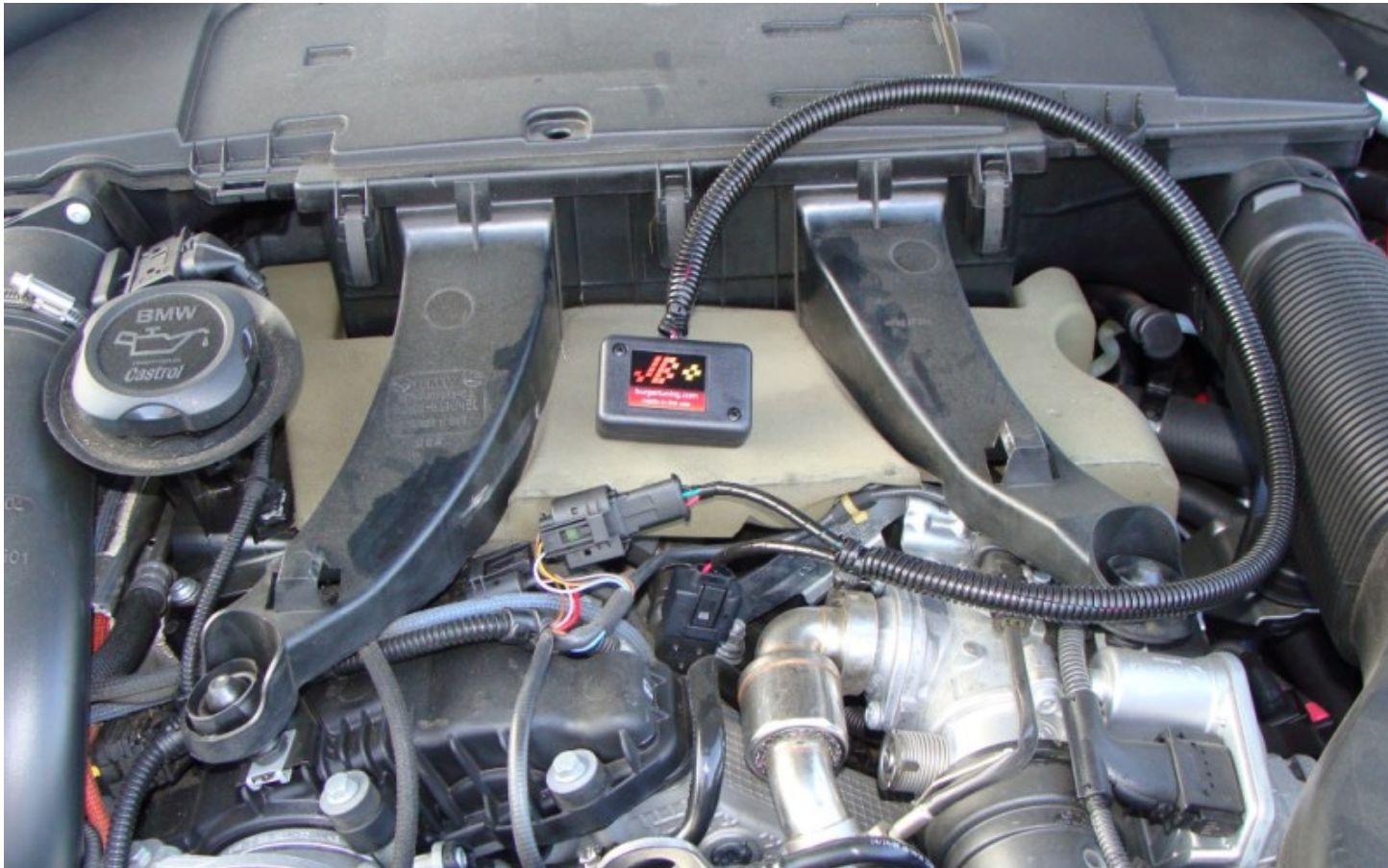
Identify the appropriate connector as shown below and unplug it. It is the RIGHT most connector. DO NOT PLUG THE JBD IN TO THE LEFT CONNECTOR AS THIS WILL DAMAGE THE UNIT.



Note connector is on the right.
Do not use the connector on the left.

Insert the JBD male connector in to the OEM female connector as shown. Take care to ensure it is fully inserted and the retaining clip closed over the tab.

Insert the JBD female connector on to the sensor as shown. With both connections it may be necessary to give them a little force to squeeze the rubber grommets and ensure the retaining tabs lock in.



Once connected route the JBD harness to the driver side of the engine bay as shown and secure with a zip tie, twist tie, or simply shove it in a corner.



BMW 335i Diesel:

Directions are similar to the X5 only the engine cover is held down by 5MM allen bolts. Remove the bolts and lift the front of the engine cover up to access the sensors below. Then complete the same steps shown above. Route the JBD harness under the cover to the driver side of the engine and secure with a zip tie, twist tie, or simply shove it in a corner.

Mercedes Diesel:

Same directions as above, note connection point is under engine cover on passenger side of engine.



Settings:

The JBD has a small adjustment dial inside which can be changed using a small flat head screwdriver. The default setting is 60%.

Depending on your DME version from BMW you may throw false check engine lights at higher than 60% settings. The older the DME version the higher you can go without faults. To increase the setting using a small screwdriver turn the JBD dial towards the MAX and to reduce the setting turn the setting towards the MIN.

At the MIN setting the JBD will add around 25whp and at the MAX setting around 70whp. Many cars will throw plausibility codes and check engine lights at the higher settings. So do not deviate from the default setting unless you have access to a scanning tool to check/erase any codes you may trigger. It's safe for the motor to experiment with higher settings but if your car throws a related code then simply delete the code and turn the setting down.