



G Series N63TU Stage1 and JB4 Install Guide

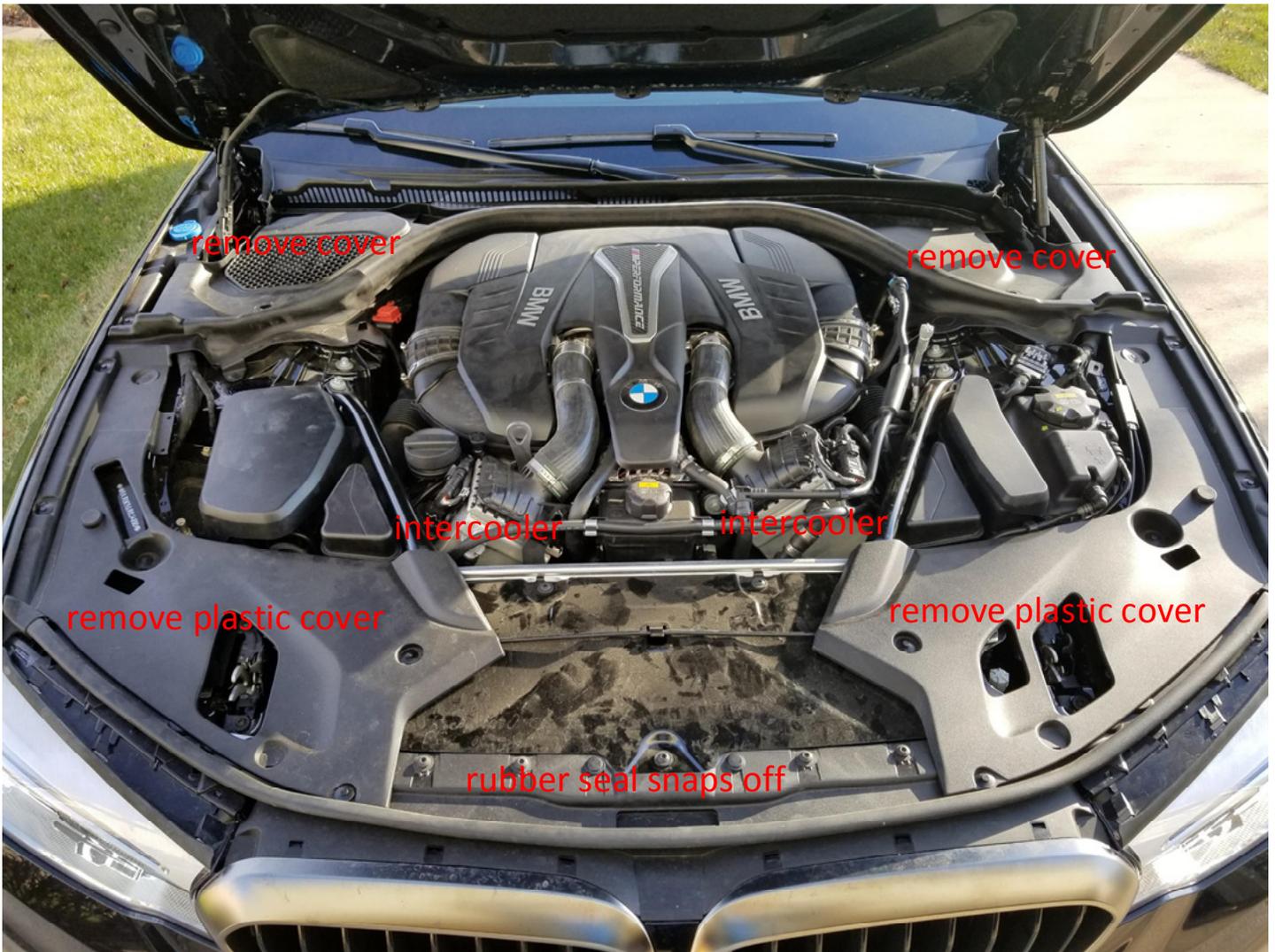
Last updated 4/2/2019

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

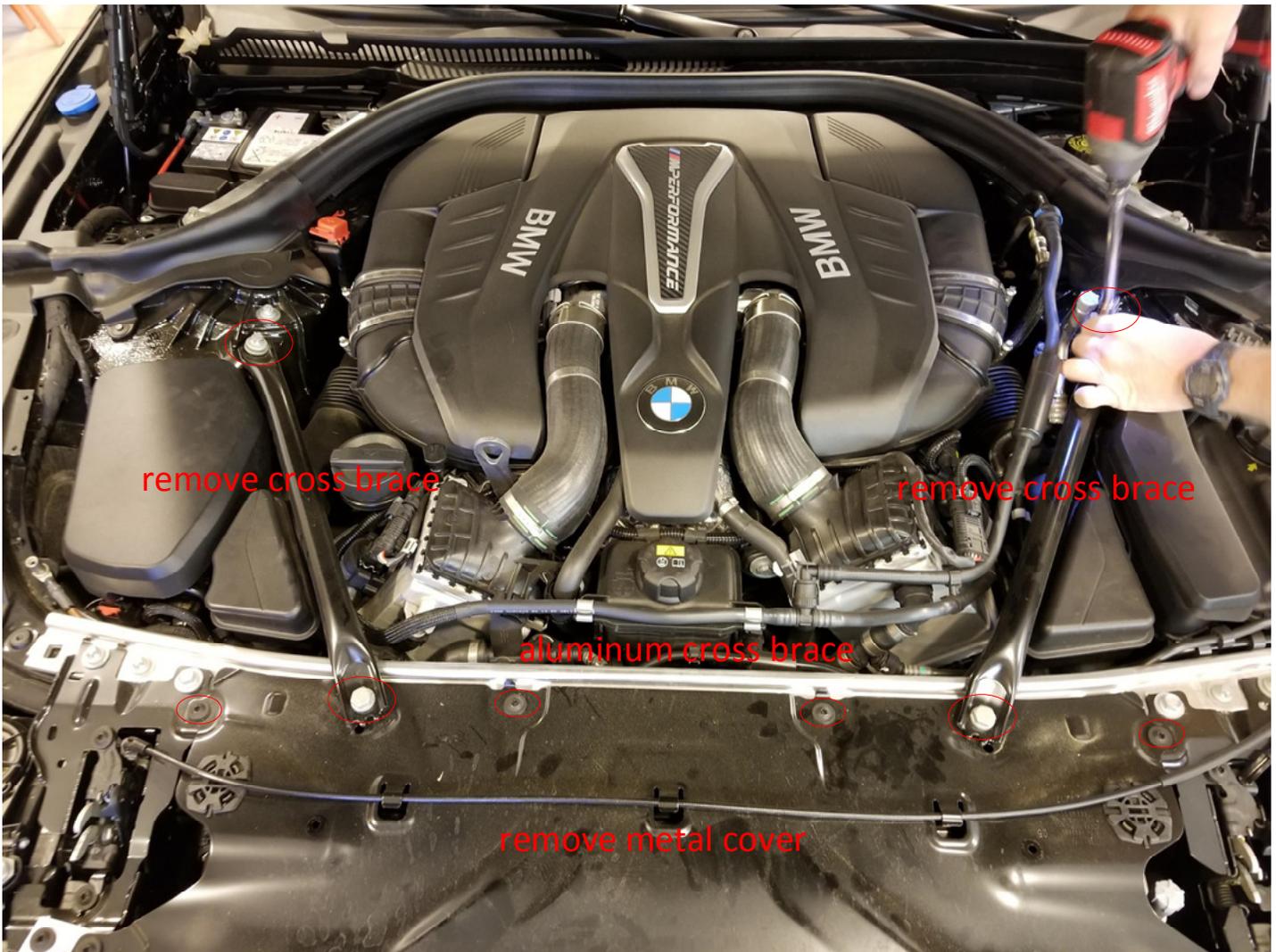
THIS PART IS LEGAL FOR USE ONLY IN COMPETITION RACING VEHICLES AS DEFINED UNDER CALIFORNIA LAW, AND IS NOT LEGAL FOR USE IN ANY OTHER MOTOR VEHICLE. California law defines a "racing vehicle" as "a competition vehicle not used on public highways." (Calif. Health & Safety Code 39048) This part may only 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, INC, 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.



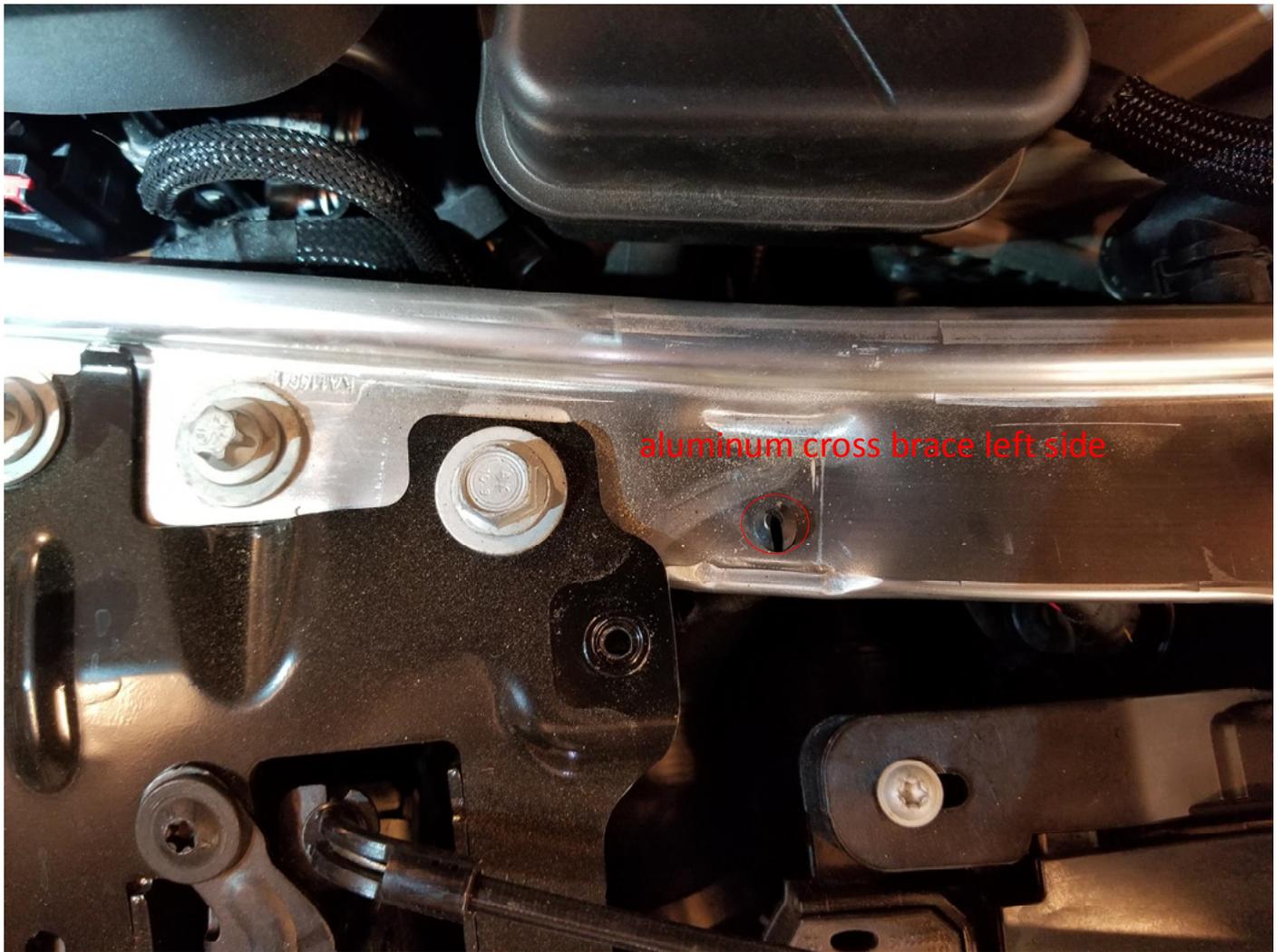
Optional JB4 App Shown



1. 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.)
2. 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.
3. 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.
4. 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.



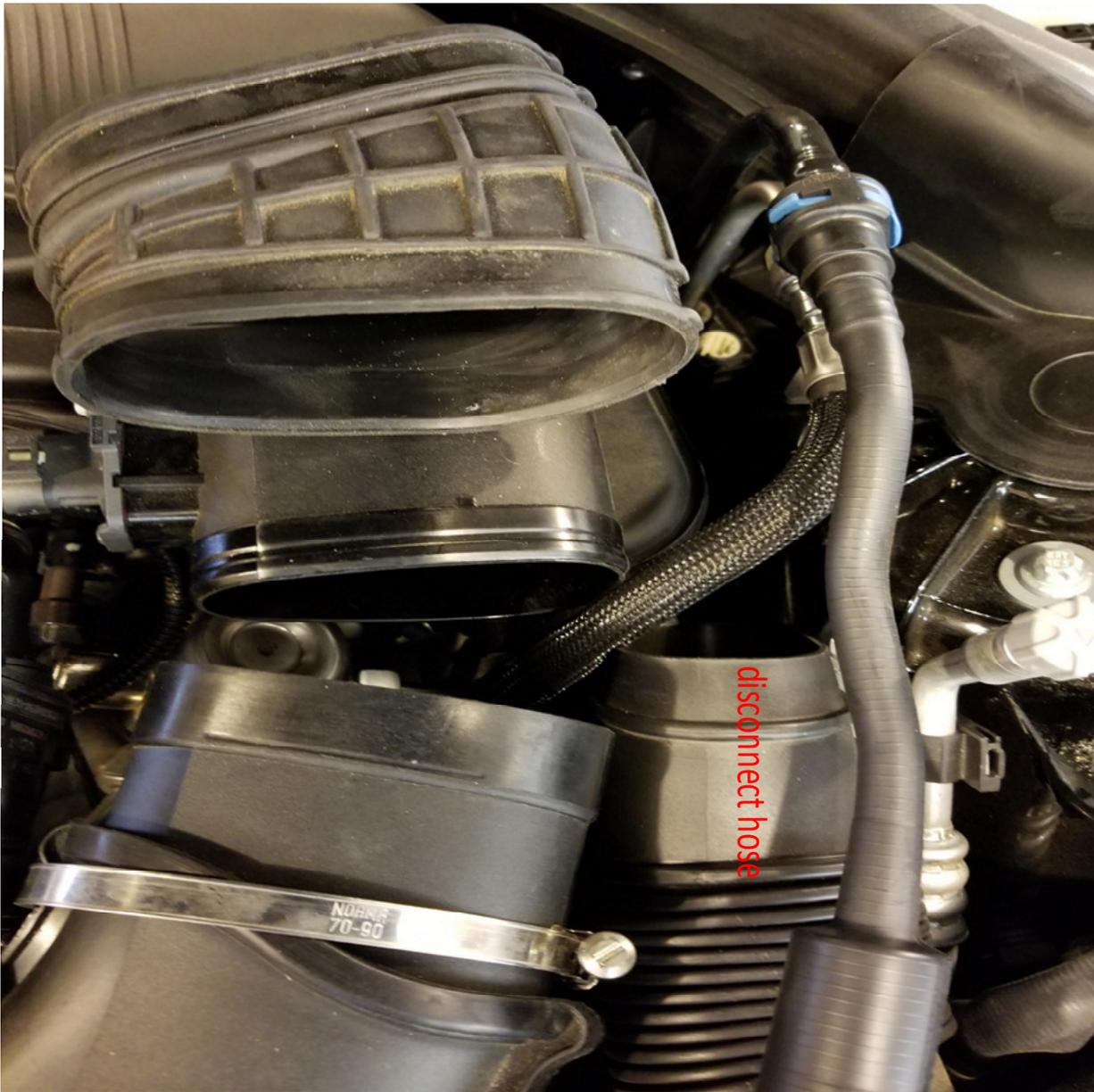
5. Remove the left and right cross braces. You will need an E Torx socket set for the top two bolts and a standard metric socket for the lower two bolts.
6. Remove the metal cover bolts using a Torx bit. There are a few Torx bolts located in the very front not shown in this picture that need to be removed as well.
7. Slip the hood release cable free and remove the metal plate.
8. 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.



9. 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.



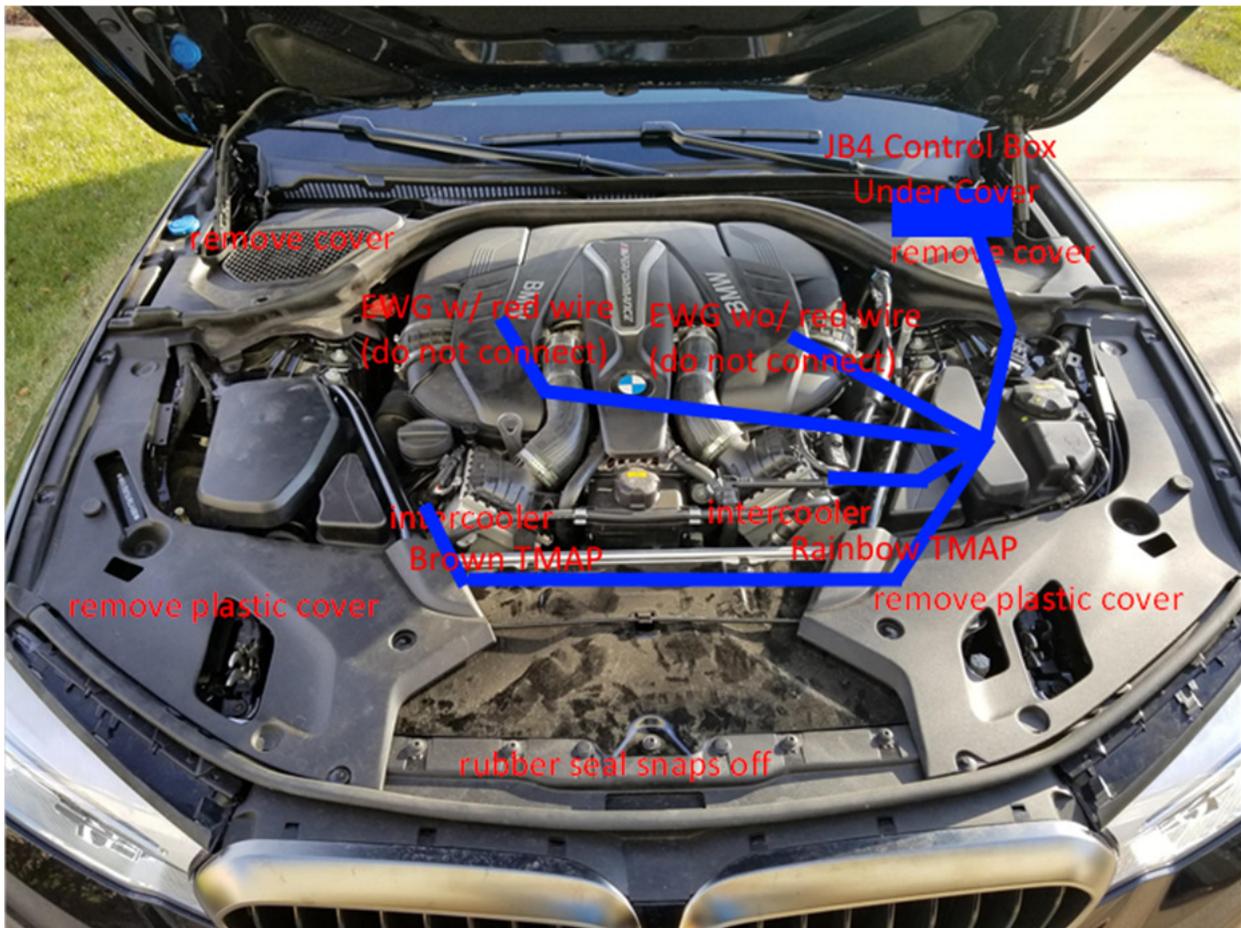
10. Remove the right-side rubber sleeve pictured above. This will allow you to disconnect the plastic hose below it, allowing you to more easily reach the driver side TMAP connection.



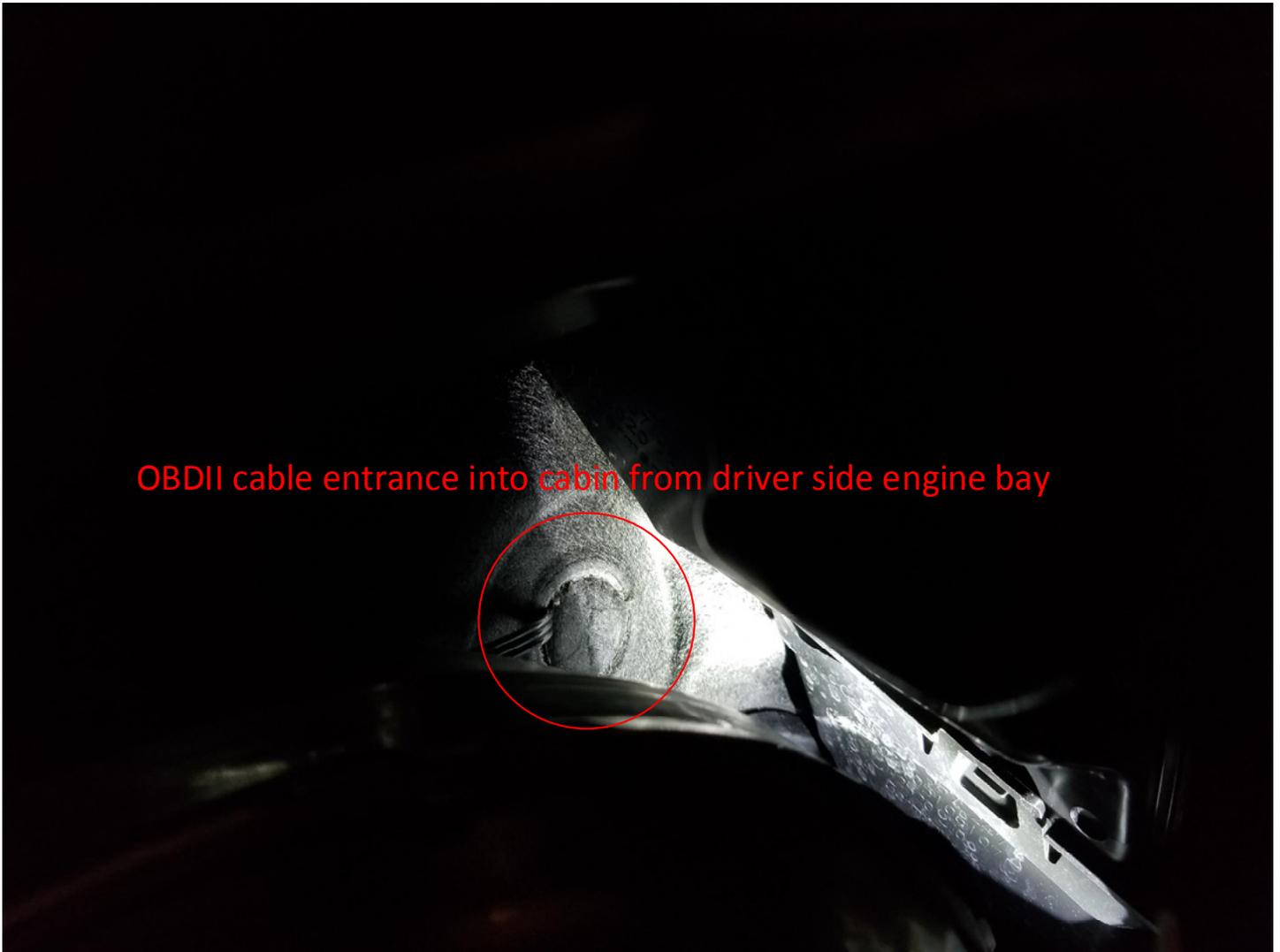
11. Disconnect the plastic hose located below the 2 clamps you just removed pictured above. There is a simple snap connection on the left and right side of the hose and should break loose with minimal force.
12. You should be able to move the plastic hose around enough to see and reach the driver side TMAP connection located close to the bottom of the intercooler. You should also be able to see and reach the passenger side TMAP connection also located close to the bottom of the passenger side intercooler. Both TMAP connections will be mounted to the intercooler itself.

13. Mount your BMS control unit under the driver side plastic cover.

14. 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.



15. Note Stage1 will have TMAP connectors only while JB4 includes optional electronic wastegate connections and an OBDII cable for CANbus and more advanced tuning options. **The two 5 wire EWG connections should be left unused, plugged in to each other, and tucked out of the way.** These will be used with future firmware. Note plugging these two connectors in to the wrong spots on the engine may result in a damaged JB4 board requiring you to send the control board in for replacement. Leave them be for now.



16. 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.

17. Reinstall all removed covers. Installation is complete!

