



JB1 and JB4 Install Guide for VAG EA888 Gen 3 engines 252hp version

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, 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, LLC hereby disclaims any liability resulting from the failure to use this part in compliance with all applicable federal and state laws.



Step 1: Disconnect the battery or let the car go into sleep state

It is advisable to either disconnect the cars battery when doing the install or let the car go to sleep by opening the hood and letting the car stand for 5-10min. Working on the plugs whilst the ECU is still active will trigger faults that will be stored.

Step 2: Remove the engine cover

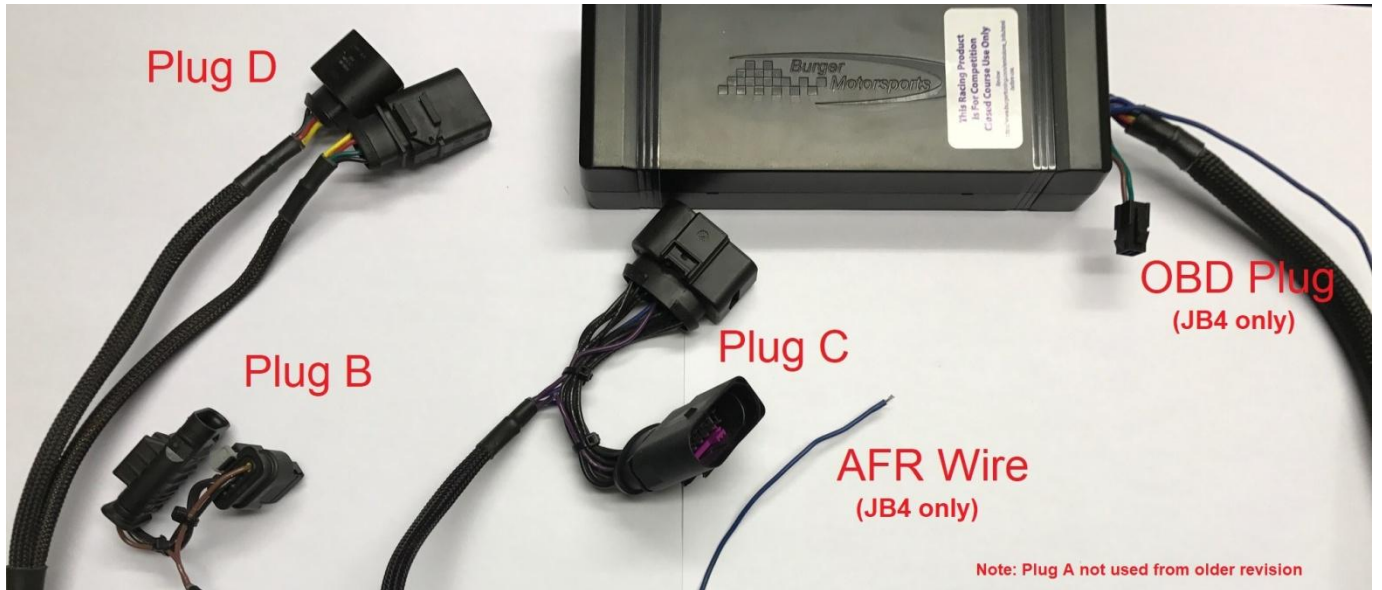
The engine cover is held in place by three rubber grommets, it is removed by simply lifting it up. This will expose the sensor that needs to be intercepted at the top of the engine bay.



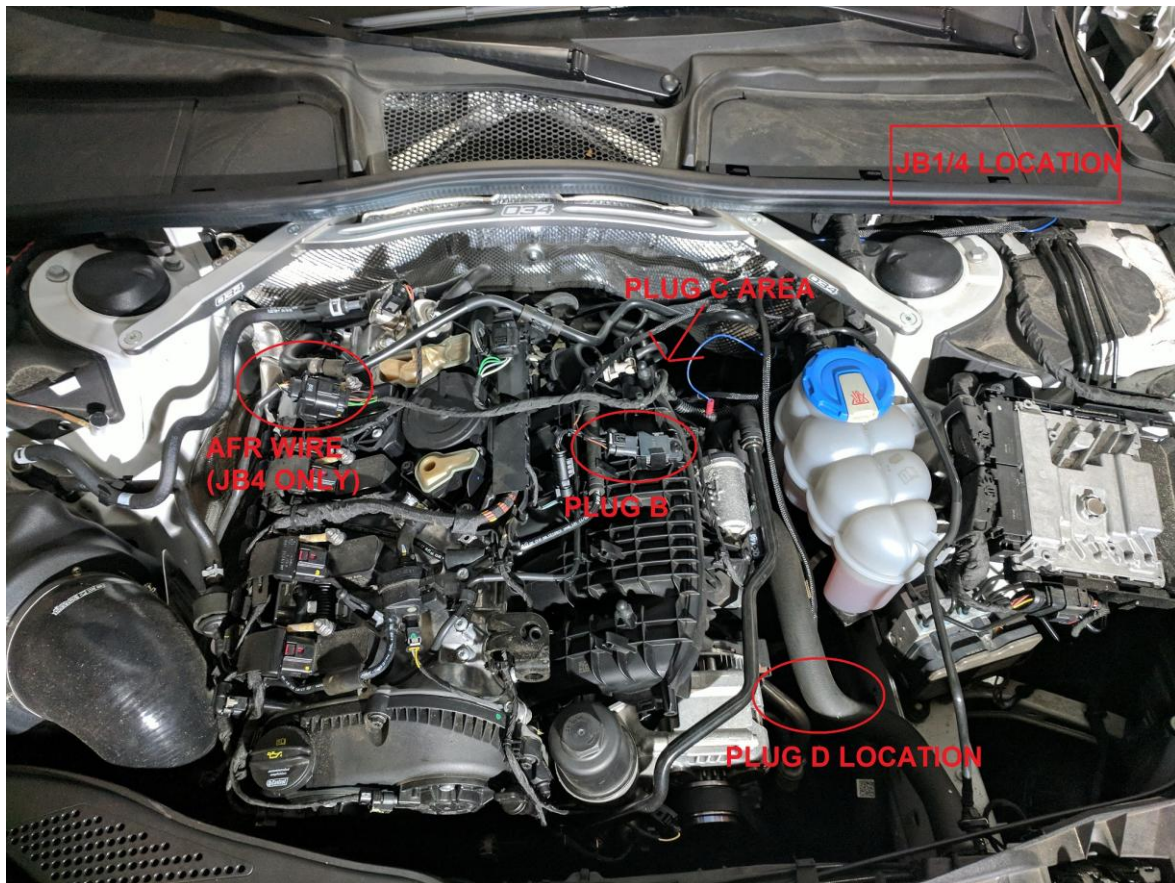
Step 3: Connect the JB1 or JB4 harness to the car

On the JB harness you will find male and female sets of plugs. The JB works by intercepting and altering the signal going to the ECU hence you will remove the factory plug replacing it with the plug on the JB harness and plug the factory plug into the JB harness.

PLUG OVERVIEW

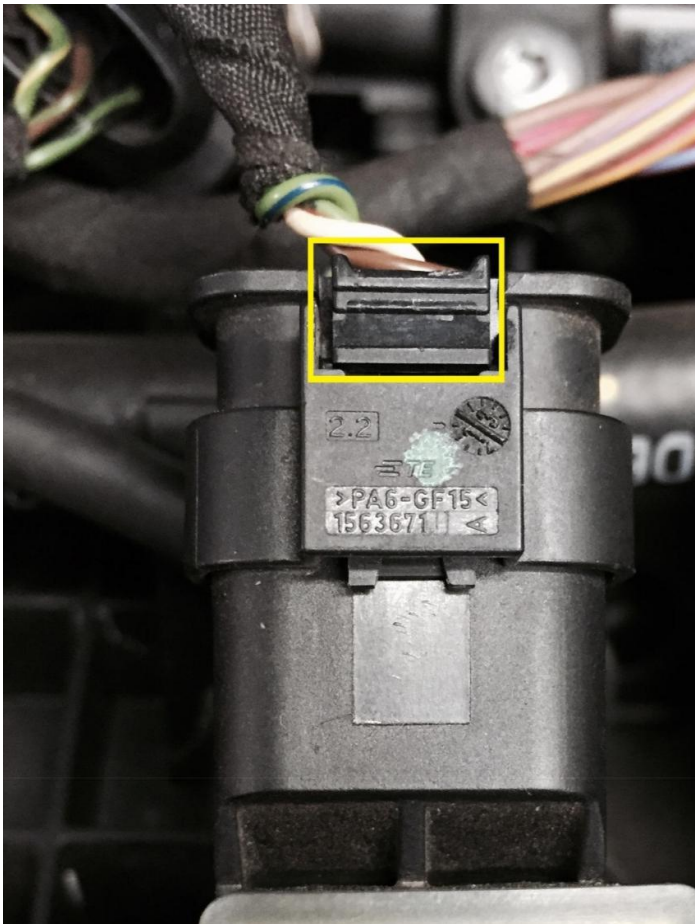


PLUG LOCATION OVERVIEW



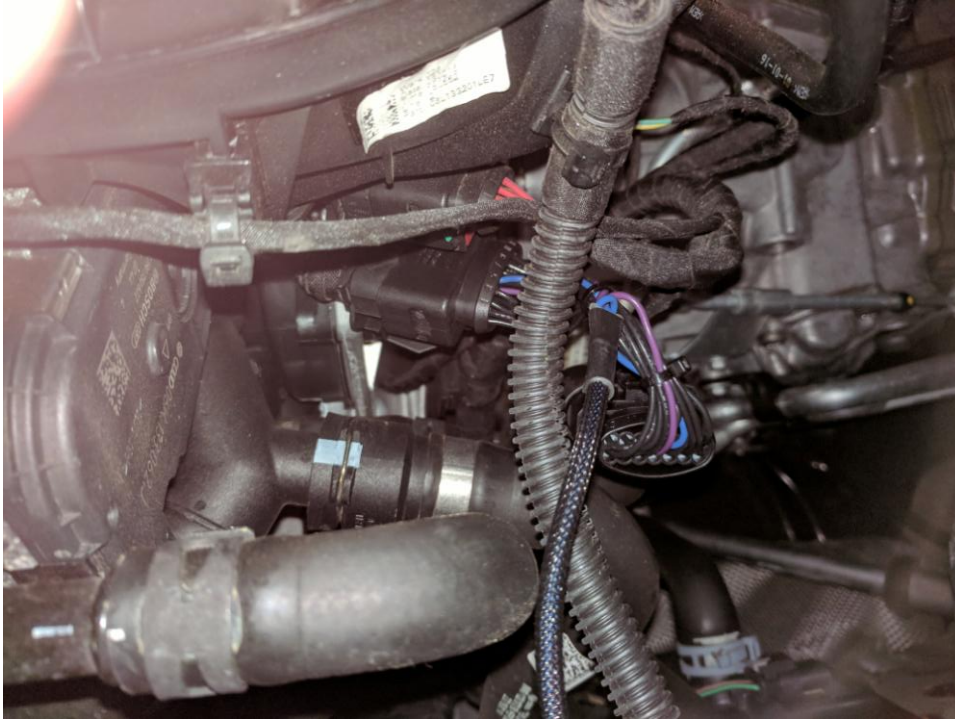
PLUG B: JB1 and JB4

The boost sensor plug on the manifold is removed by pushing the grooved tab down on the end of the sensor (yellow square) and pulling the plug towards the back of the car. Plug the removed plug into the male plug on the JB harness and the female plug from the JB harness into the sensor. Be sure to lock the white locking tab on the plug on the original sensor.



PLUG C: JB1 and JB4

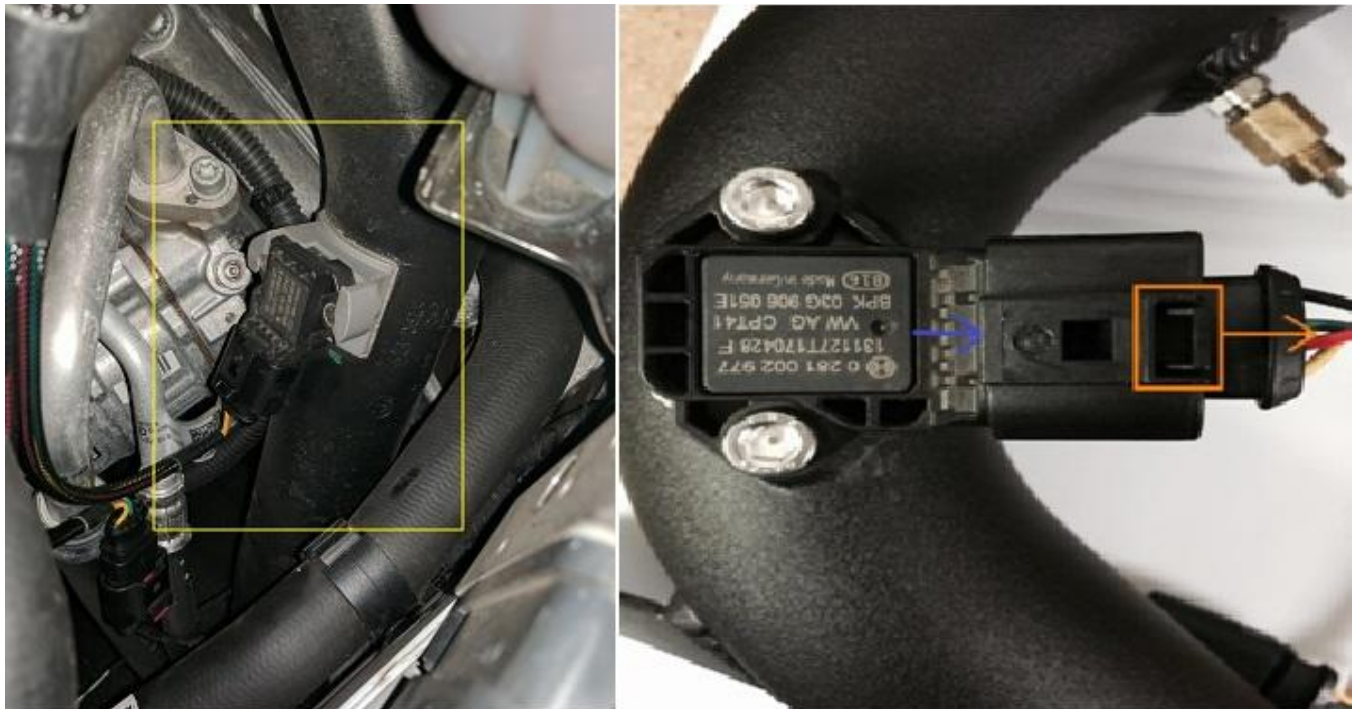
This is the 14pin plug that sits on the side of the manifold. It is easier to work on if it's slid out of its holder by pulling it toward the front of the car. It is removed by pressing on the tab in the back and pulling toward the right as positioned. Plug the removed plug into the male plug on the JB harness and the female plug from the JB harness into the sensor. You can push the sensor back into its holding clips after this.



PLUG D: JB1 and JB4

Plug D is found on the charge pipe which goes to the throttle body. It is removed by pressing the tab indicated above down and away from the sensor.

You can also place a small flat head screw driver in the opening indicated above with the blue arrow and lifting the locking tab. The plug is sometimes hard to remove and you can get a idea of how the release works by plugging the two D plugs into each other on the JB4 harness. The JB4 unit can be placed behind the airbox or between the battery and ECU by squeezing the unit into the opening.



At this stage the installation for the JB1 is done. Continue to the next steps to complete the JB4 fitment . When you start the car if the traction control light and start/stop light are on they will go away as the car drives. This occurs due to the battery disconnect and certain modules need to be reset by the ECU which happens as you drive the car for the first time. The car will take a few full throttle runs to fully adapt. If you need additional installation assistance email george@burgertuning.com

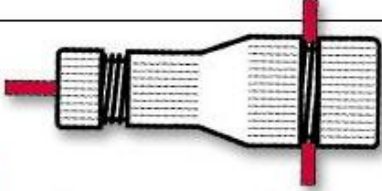
JB4 SPECIFIC

AFR WIRE CONNECTION:

The AFR wire is the single loose blue wire coming out of your unit. This connects to the red wire on the Grey Lambda sensor (O2) plug on the firewall. Some vehicles have a black plug. The correct plug can be identified by the five wires seen in the second picture.

On the left side of the plug connect the wire with the supplied positap to the red wire. The process on how to use the positap is below, connect the positap to the red lambda wire first then connect the AFR wire to the positap:


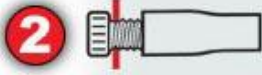

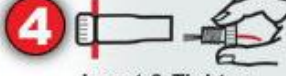
Posi-Tap™
TAP CONNECTOR



- TAPS WIRES WITHOUT CUTTING
- TOTAL WIRE INTEGRITY IS MAINTAINED
- INSTALLS IN SECONDS BY HAND
- NO CRIMPING OR TOOLS REQUIRED
- REUSABLE OR PERMANENT
- LESS RESISTANCE
- VIBRATION PROOF
- FULLY INSULATED

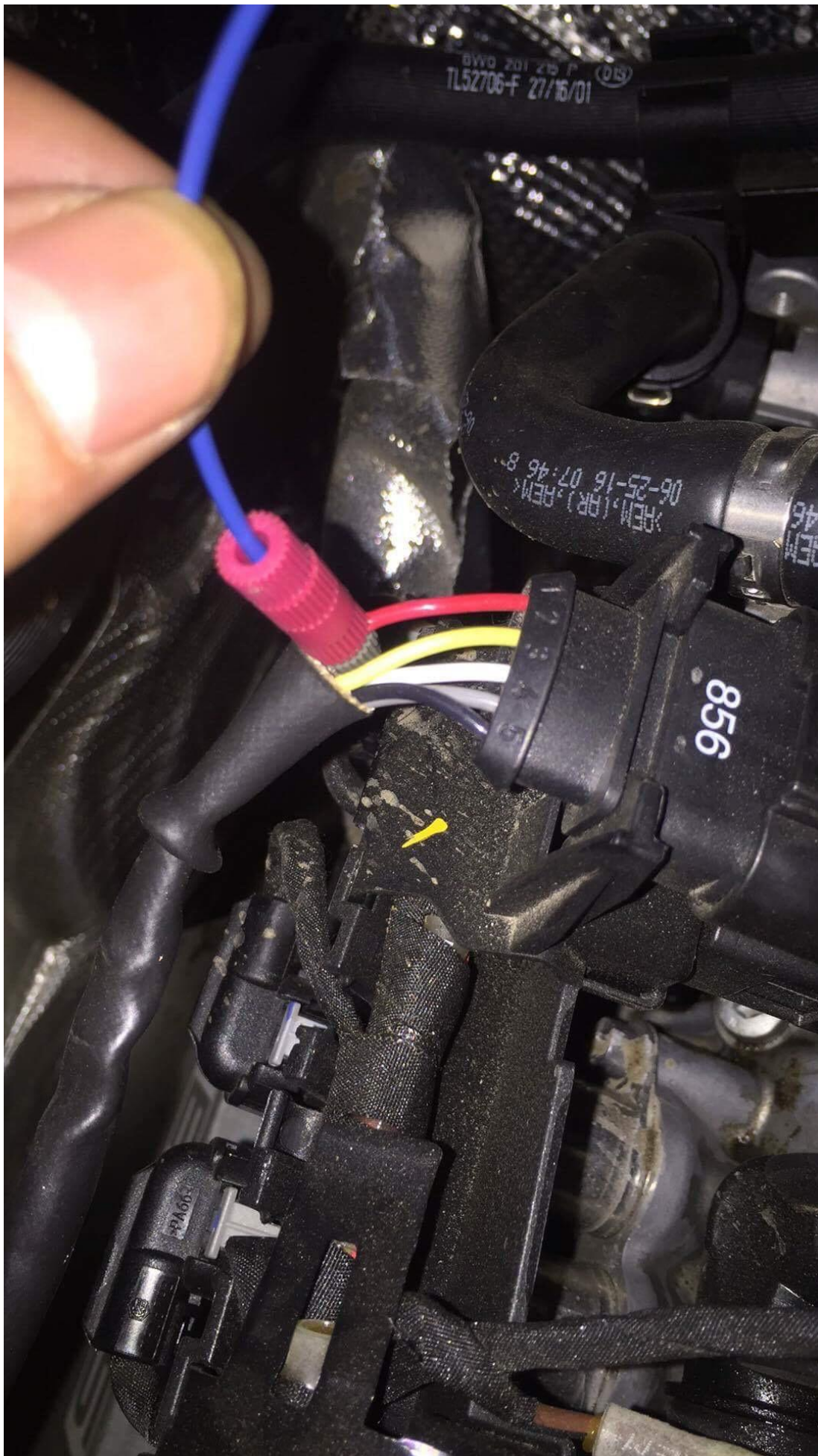
POWERS UP TO (4) LEADS AT ONCE!

QUICK & EASY

- **1** Insert Hot Wire
- **2** Tighten
- **3** Strip Leads
- **4** Insert & Tighten

NO CRIMPING

NO TOOLS NEEDED



OBD CONNECTION

The OBD plug (purple or different colour relative to model) can be found on the panel above the pedals of the car on the left hand side as pictured below:



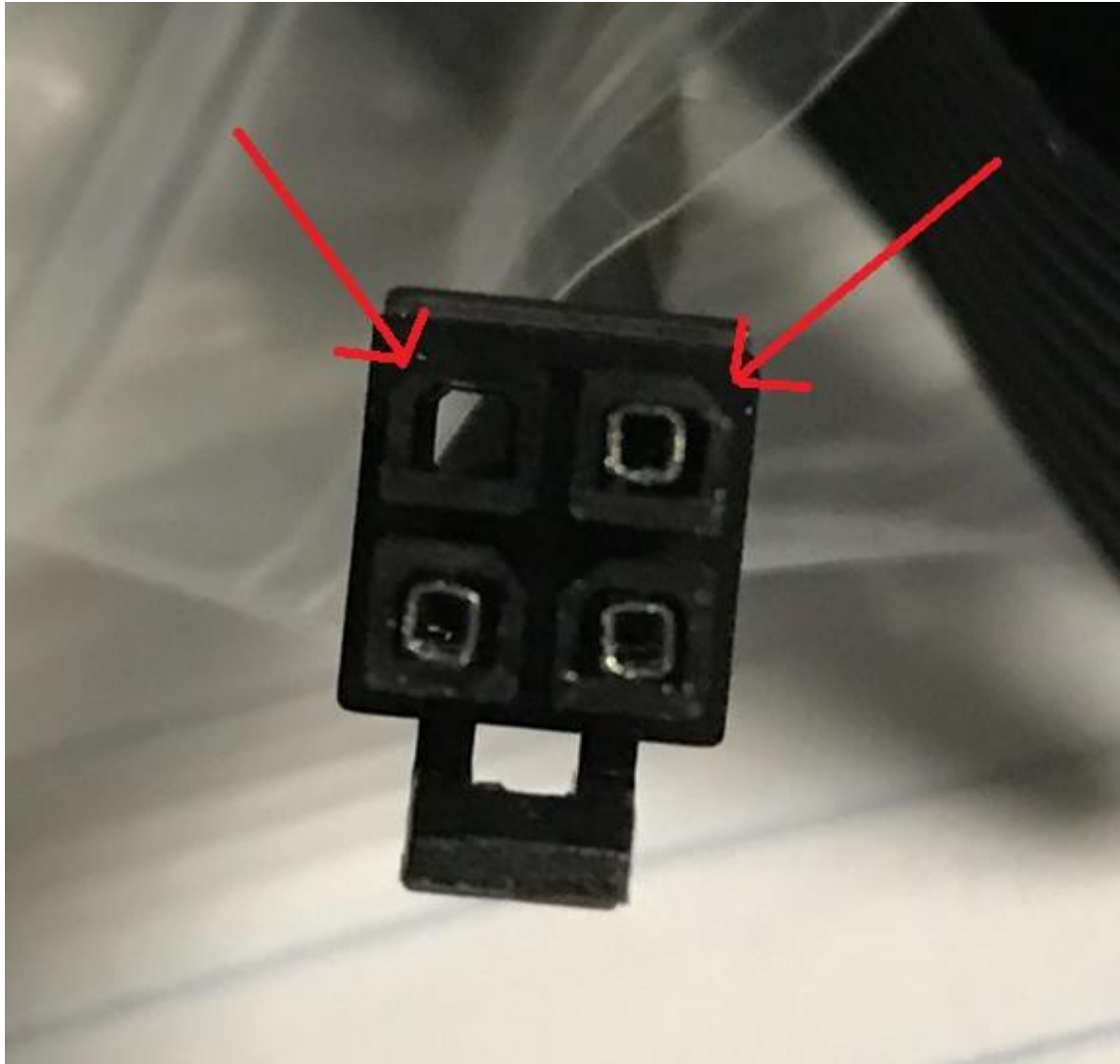
The panel can be removed by removing the hex screws holding it in place till you see the rubber grommet circled below. You can punch a small hole in this to pass the OBD wire through to the engine bay and plug it into the JB4.



The OBD wire will exit into the engine bay as below and you can connect it to the JB4.



When connecting the small plug to the JB4 be sure to orientate the plug correctly matching the male and female side. The slants indicated below can be used to match. This is the plug closest to the JB4 and the final plug on the install.



At this stage the installation is done. When you start the car if the traction control light and start/stop light are on they will go away as the car drives. This occurs due to the battery disconnect and certain modules need to be reset by the ECU which happens as you drive the car for the first time. The car will take a few full throttle runs to fully adapt.

If you need additional installation assistance email george@burgertuning.com