



MINI N18 JB+

Install Guide

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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.



- 1) Open the hood and lock the doors. Wait 5 minutes for the DME to go to sleep.
- 2) Locate the MAF connector at the top of the engine.



- 3) Unplug the MAF connector by pushing in the retaining clip and insert it in to the JB+ female connector.
- 4) Plug the JB+ male connector back in to the MAF sensor.
- 5) Installation is complete. It's normal for there to be a short adaptation period to the JB+.

Adjustment

There is a blue adjustment dial inside the JB+ that lets you fine tune its overall aggressiveness. The dial runs from 0% (MIN) to 100% (MAX). Adjustment is made using a small standard screwdriver. The adjustment dial is sensitive so be careful not to use too much force when adjusting.

The JB+ comes preset at 50% and generally should not be changed for normal N18 motors using good quality pump gas. Those running higher boost tuning from the factory such as the JCW package, or those using exceptionally poor fuels, such as 90 octane or lower, should reduce the dial to 30-40%. Conversely if monitoring boost & timing the dial may be adjusted up on higher grade fuels such as race gas, E85 mixtures, or methanol.



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