



BMS Infiniti Q50 Q60 VR30 Stage1 & JB4 Install Guide

Last Updated: 12/28/2019

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

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.



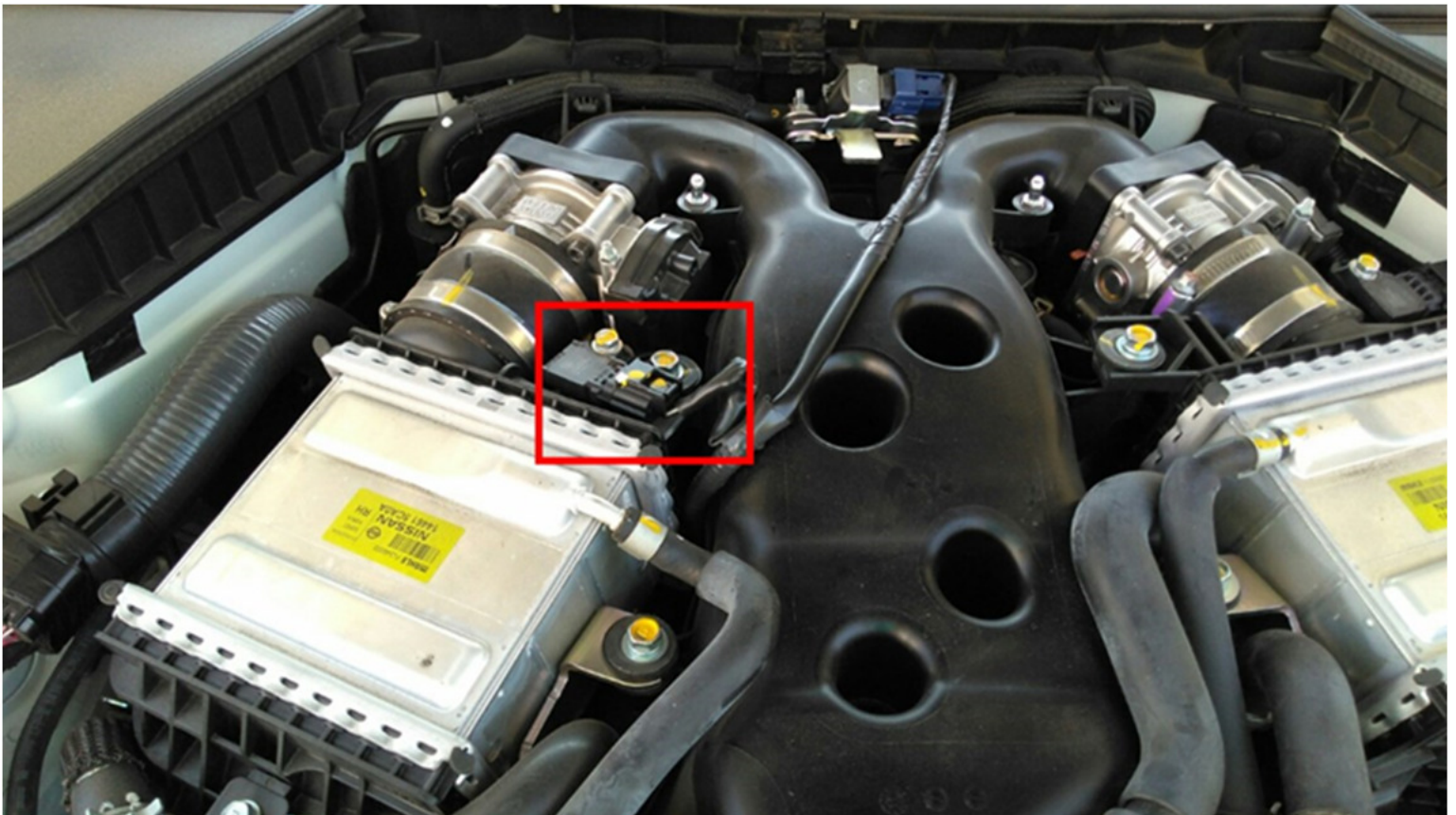
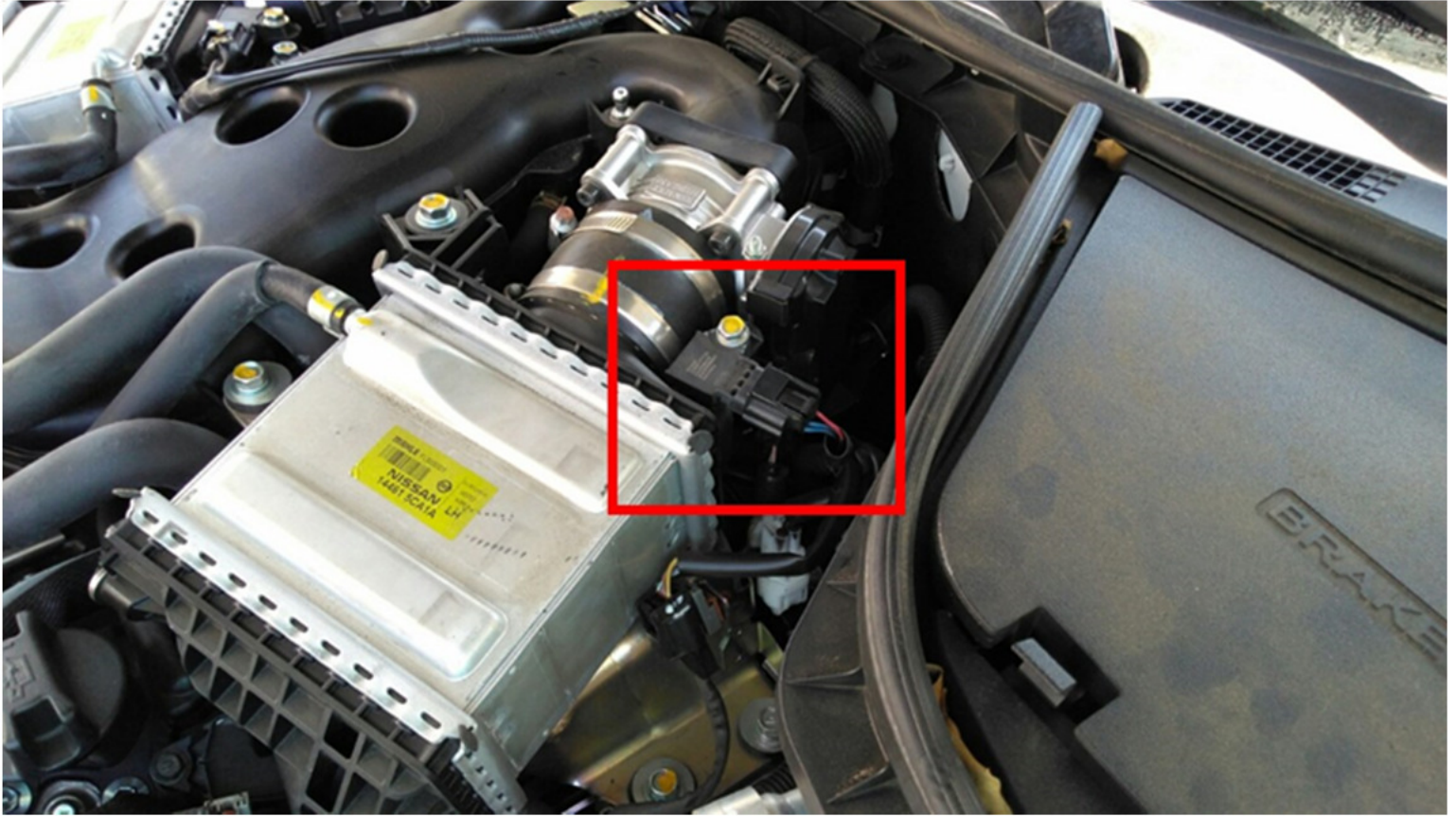
Optional JB4 App Shown

1) Open hood, lock doors, and place key far enough away not to wake up the vehicle. Wait a few minutes for car to go to sleep.

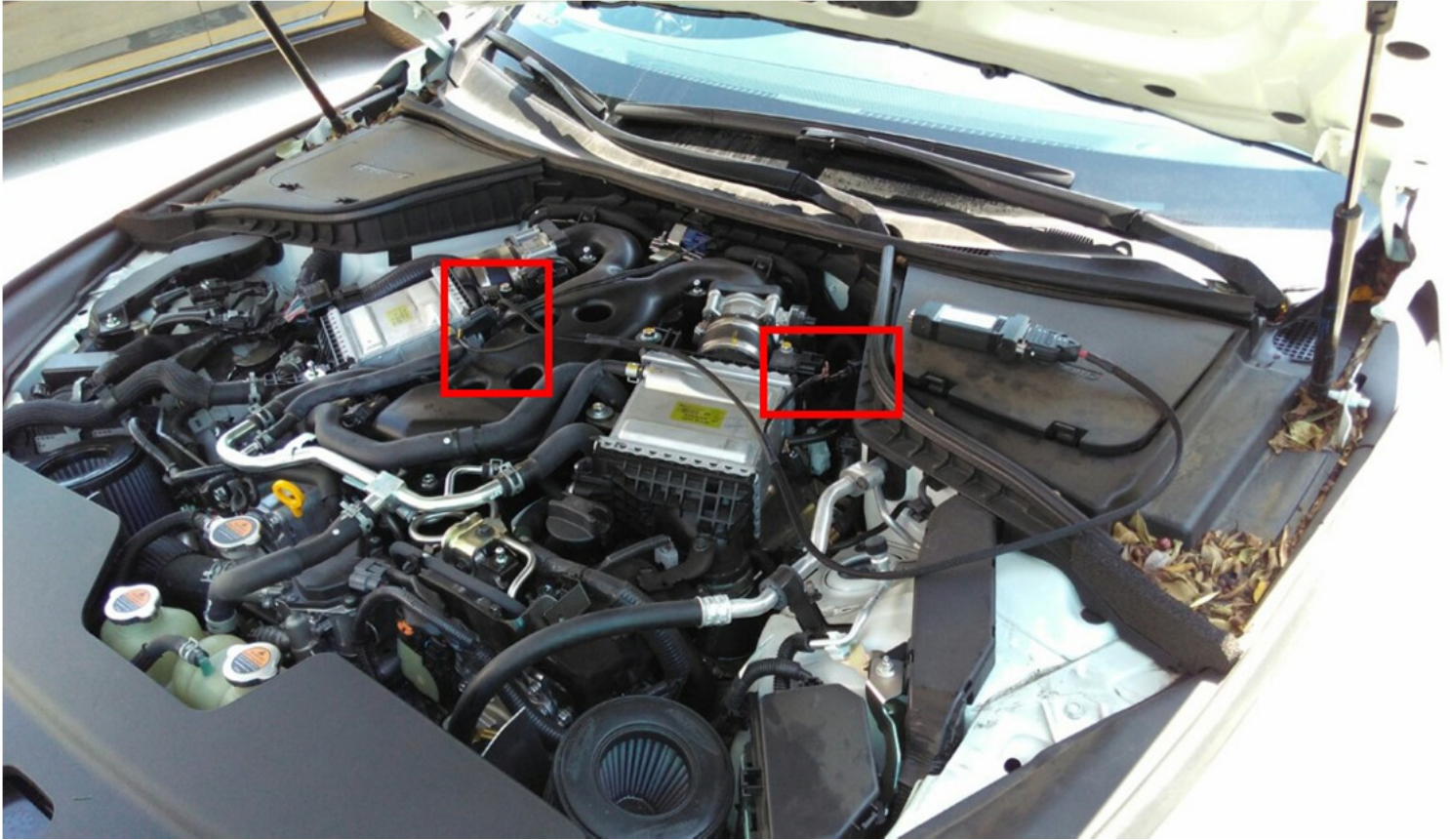
2) Remove the plastic engine cover by lifting it off.



3) Locate and unplug the factory TMAP sensors by pressing down the tab and sliding out the factory connector from the sensor.



4) Plug in the JB4 connectors to the factory sensors, and plug the factory plugs in to the JB4 harness, completing the loop. Note the pins inside are delicate so take care when plugging the connectors in to ensure they seat properly. Never force in a connector and if you are having a hard time getting it in you can use a small screwdriver to push and align the male pins as needed so it inserts smoothly.



5) Tuck the control box under the brake booster.



6) Reinstall the factory engine cover by pushing it on.



Stage1 installation is complete!

The Stage1 comes preset to 3psi over stock which is the suggested level for pump fuel.

Refer to additional directions and use notes here:

<http://www.n54tech.com/forums/showthread.php?t=46774>

JB4 Additional Directions:

The JB4 includes an optional OBDII cable for CANbus which plugs in under the dash board and will be pushed through a factory grommet under the dash out in to the engine bay. The CANbus connection allows the JB4 to read OBDII level diagnostic information for smoother tuning and additional features within the JB4 mobile app such as recording engine data.



Identify this rubber grommet from the engine bay and under the dash. You'll use a long screwdriver to push the grommet out from under the dash allowing you to feed a the OBDII wire in to the engine bay.



From the inside, you may need to push aside some insulation to get a clear view of the grommet.



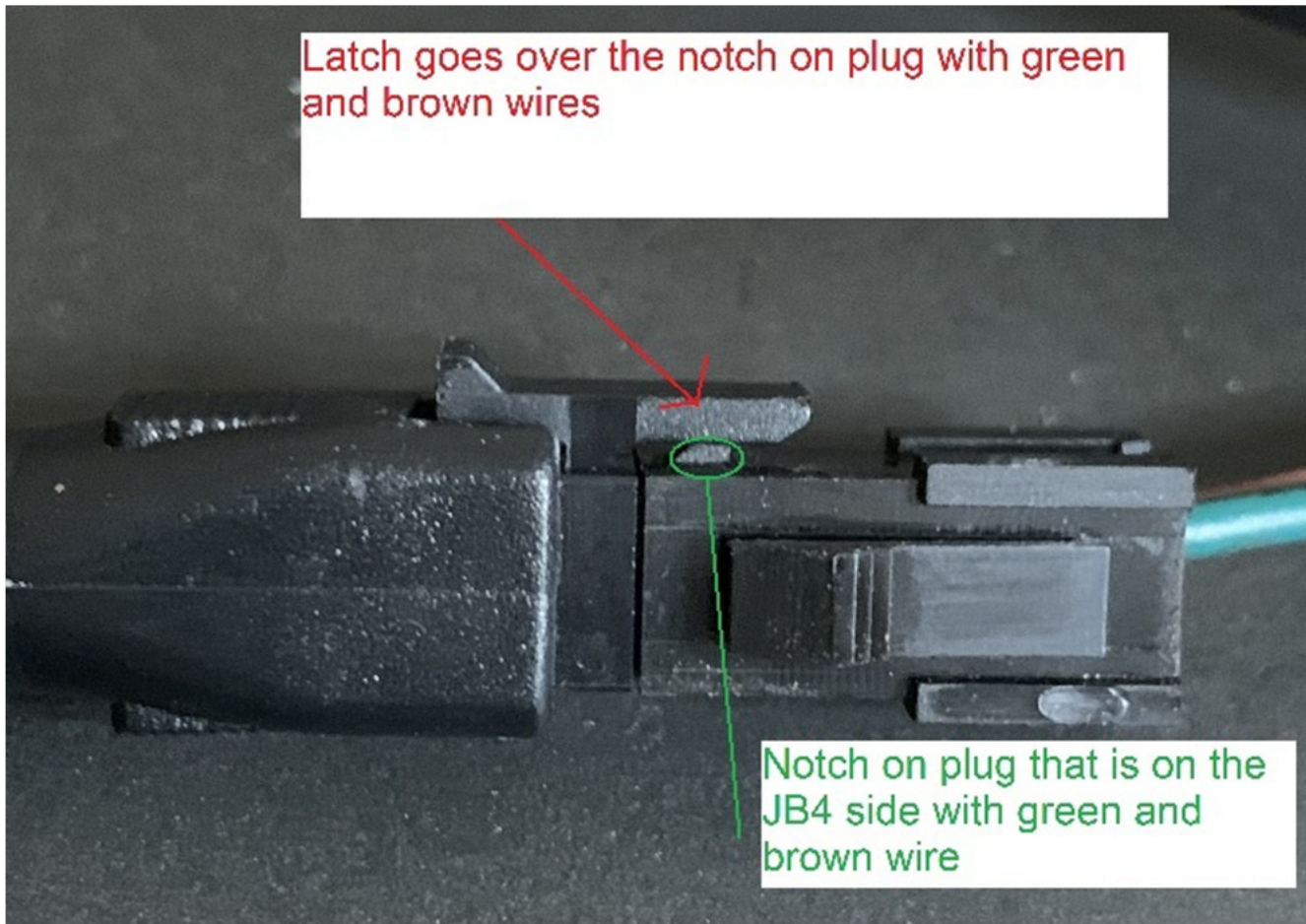
When routed the OBDII cable will look like this. You can then push the grommet back in from the engine bay side.



The arrow on the grommet needs to line up with the nipple on the firewall for the grommet to fully seat and seal over the OBDII cable.



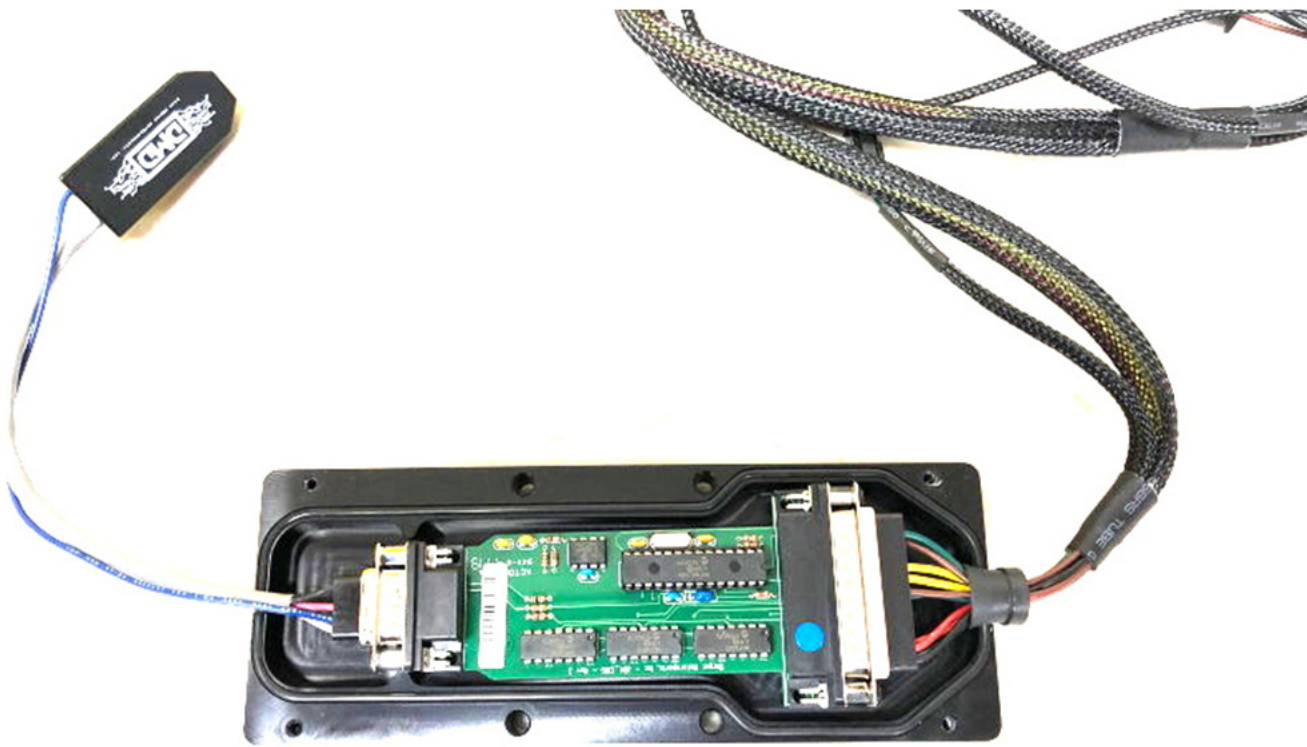
The OBDII cable attaches to the JB4 connection by plugging in the harness. Ensure the clip is aligned with the latch for proper orientation.



If you've purchased the optional JB4 mobile adapter open the enclosure and plug the adapter into the JB4 board directly as shown. When closing the enclosure ensure the control board is properly lined up and only tighten down screws once the case closes smoothly to avoid damaging the JB4 board. Note some older JB4 mobile adapters have a separate blue wire which will need to be attached to the JB4 harness via a posi-tap, refer to the video on the JB4 Mobile adapter page for additional directions.

This video shows how to take apart the JB4 enclosure and plug in the adapter, and for those models that require it, how to attach the posi-tap to the loose blue wire:

<https://youtu.be/Q6NvtItTrUg>



Finally tuck the JB4 in the brake booster area under the plastic cover, you can secure it with zip ties or wedge it in place.



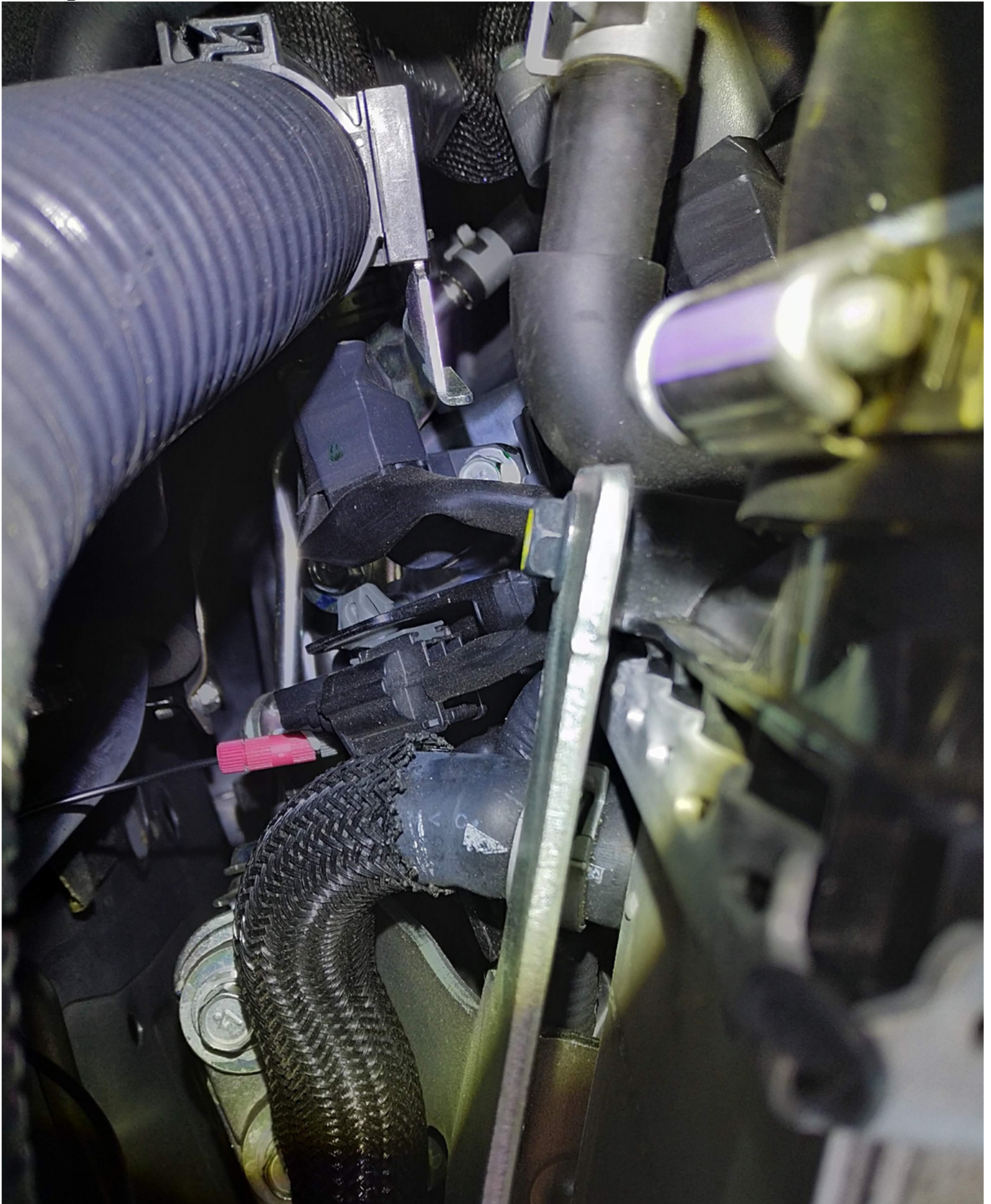
Newer JB4 models also include two OPTIONAL black expansion wires which can be used to adjust your air/fuel ratio to better match what flash tuners offer. Generally this is for more advanced customers who are looking for every last horsepower.

Push down the insulation and attach the Posi-Tap to the white wire on the factory wire bundles as shown. These are found outboard and below each intercooler.

Driver side:



Passenger side:

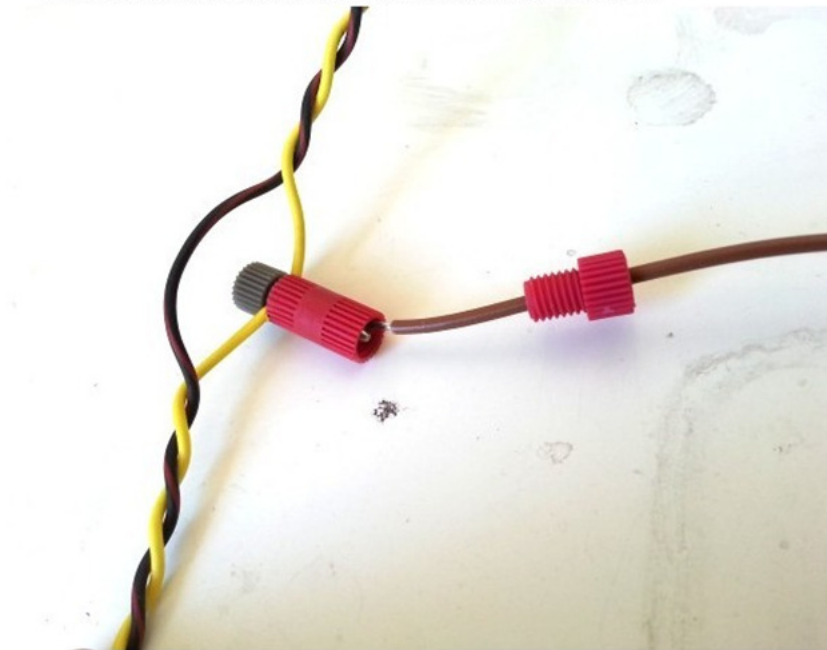


Posi-Tap instructions:

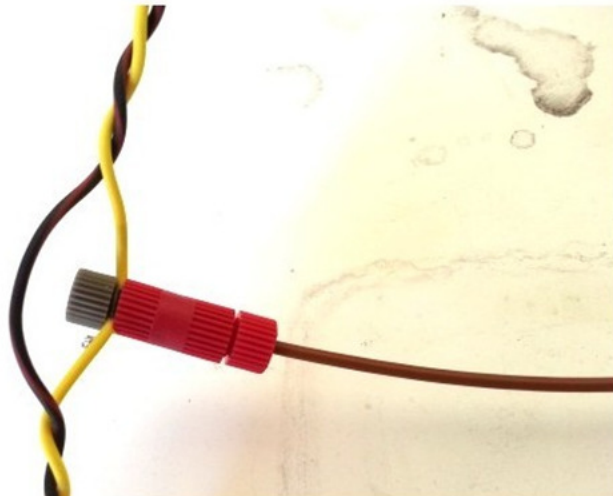
Unscrew connector and slide gray part over wire to intercept.
Then screw base firmly in to gray connector to make connection.



Slide wire to be connected through connector as shown and poke stripped wire in to base. As you tighten base ensure wire remains inserted and that the wire makes a solid connection.



How it should look when complete.



To enable fuel control wires, connect to the JB4 using the JB4 mobile app or interface software and under Settings/User Adjustment, set Options bit 0 to enabled, then save the settings.

For additional directions on how to attach the fuel control wires including a video, firmware, and additional information, refer to this thread:

<https://www.n54tech.com/forums/showpost.php?p=536792&postcount=2>

Maps & Settings:

JB4 Maps as of v5 firmware:

Map0 - JB4 disabled

Map1 - 4psi peak

Map2 - 5psi peak

Map3 - 5.5psi peak

Map4 - Low boost VALET map (200hp simulation!)

Map5 - 6psi peak

Map6 - User adjustable by RPM map using settings on user adjustment page. Setting of 5.0 would request 5psi over stock at that specific engine speed.

Map7 - 7psi peak

Map8 - Progressive WMI integrated map, boost profile under WMI flow adjustable on WMI page.