

Group 18: JB4 Install Guide for VAG 2.0T EA888 Gen 4 engines MK8 and 8.5 Golf R, Audi S3 8Y, Seat Cupra

Install Guide

Last updated 2021/12/29

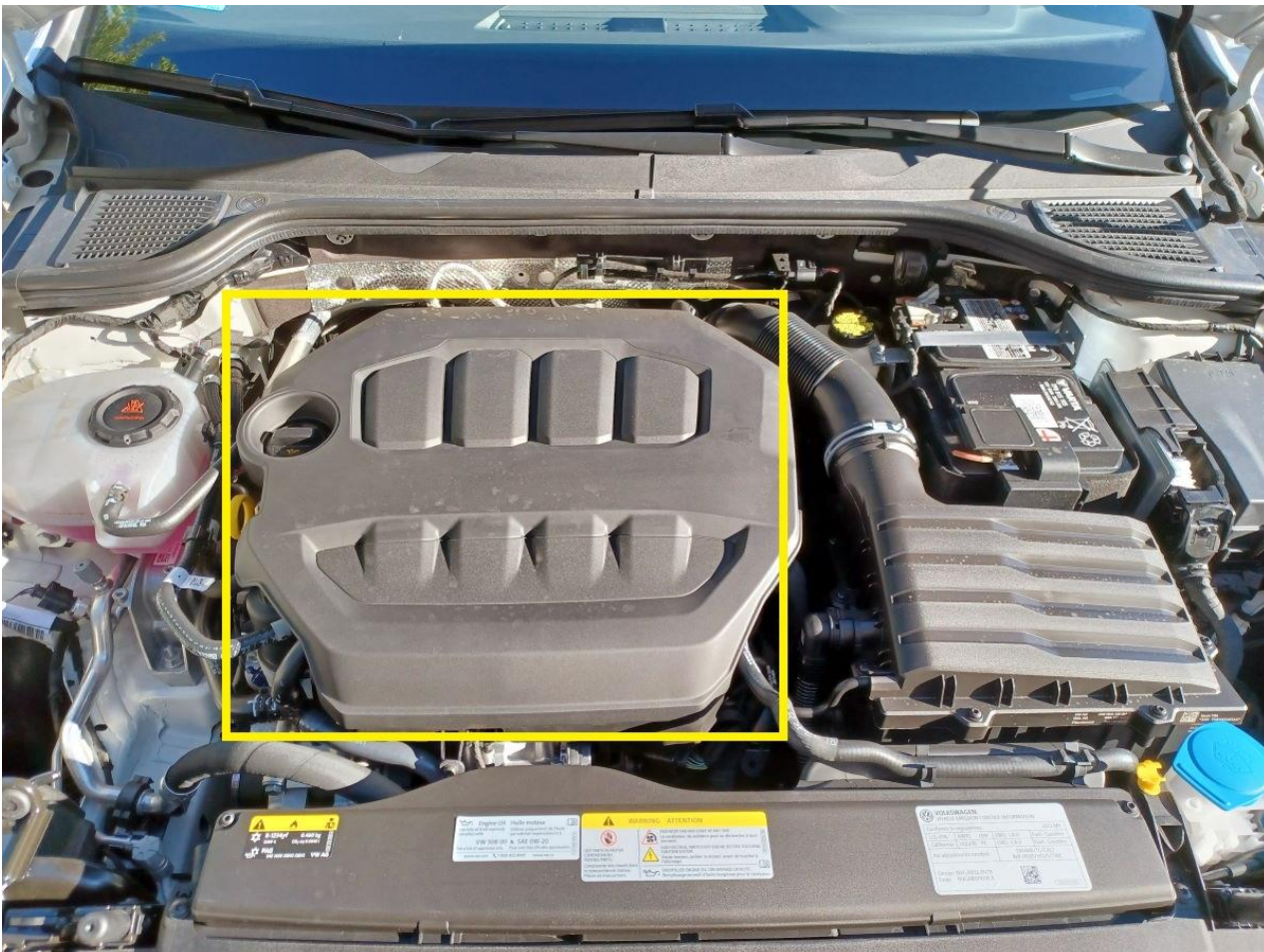
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Step 1: Open the hood and lock the car for 10 minutes before commencing the install. If keyless entry take the key out of range.

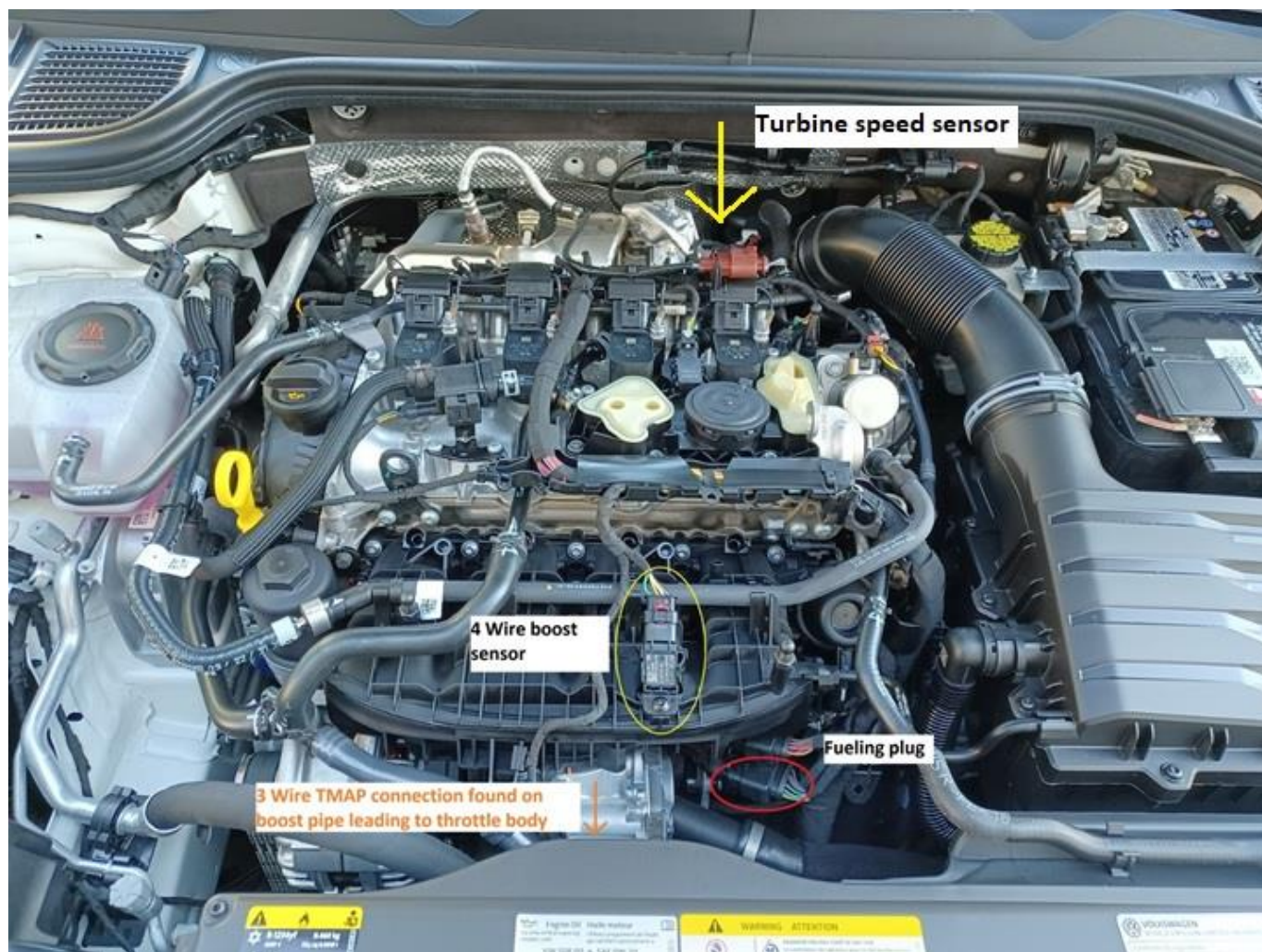
Step 2: Remove the engine cover by simply lifting it up.
This will expose the sensors that need to be intercepted at the top of the engine bay.



Step 3: Connecting the JB4 harness to the car

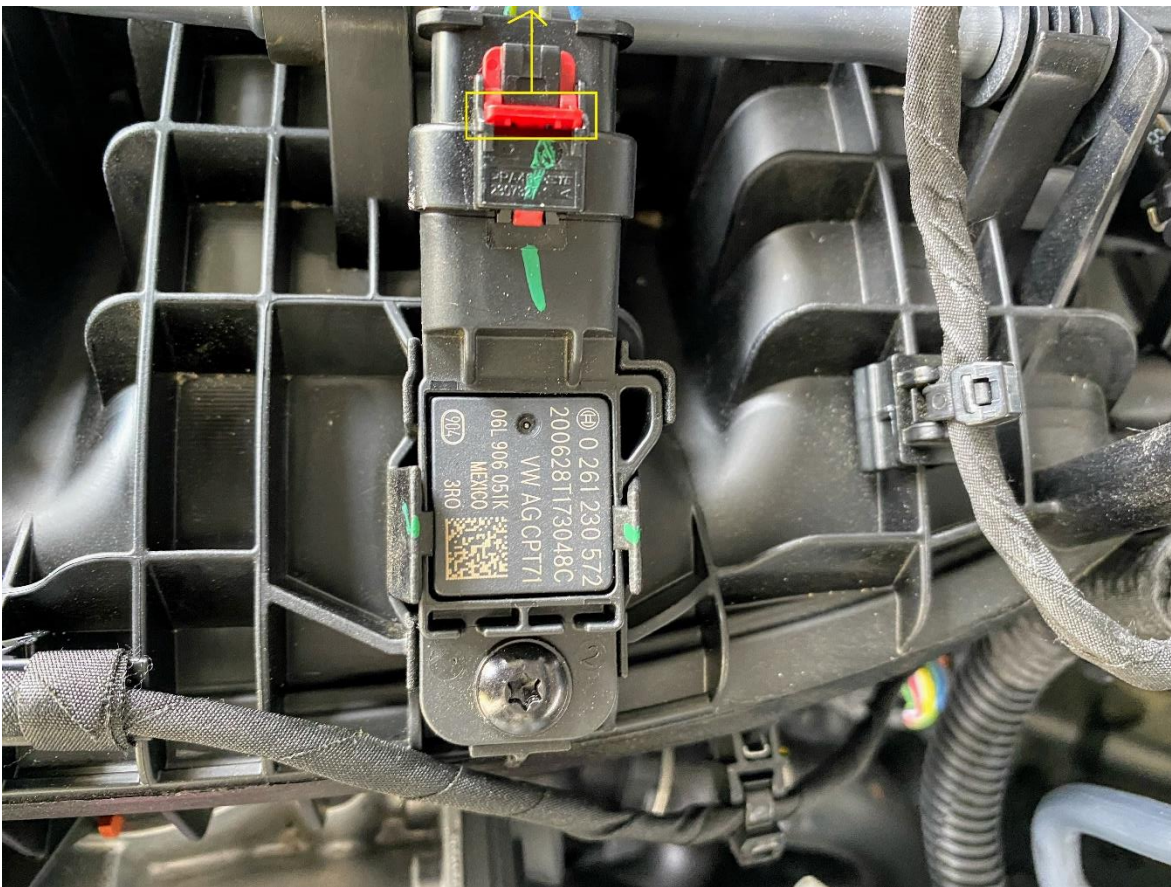
On the JB harness you will find a male and female sets of plugs. The JB works by intercepting and altering the signal going to the ECU hence you will remove the factory plug replacing it with the plug on the JB4 harness and plug the factory plug into the JB4 harness.

PLUG LOCATION OVERVIEW



Map Sensor:

The 4 wire map sensor plug on the manifold is removed by pushing the red tab back on the end of the sensor (yellow square) and unclipping it by pushing down on the tab. 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. You are connecting the set of plugs with the three black and one brown wire here.



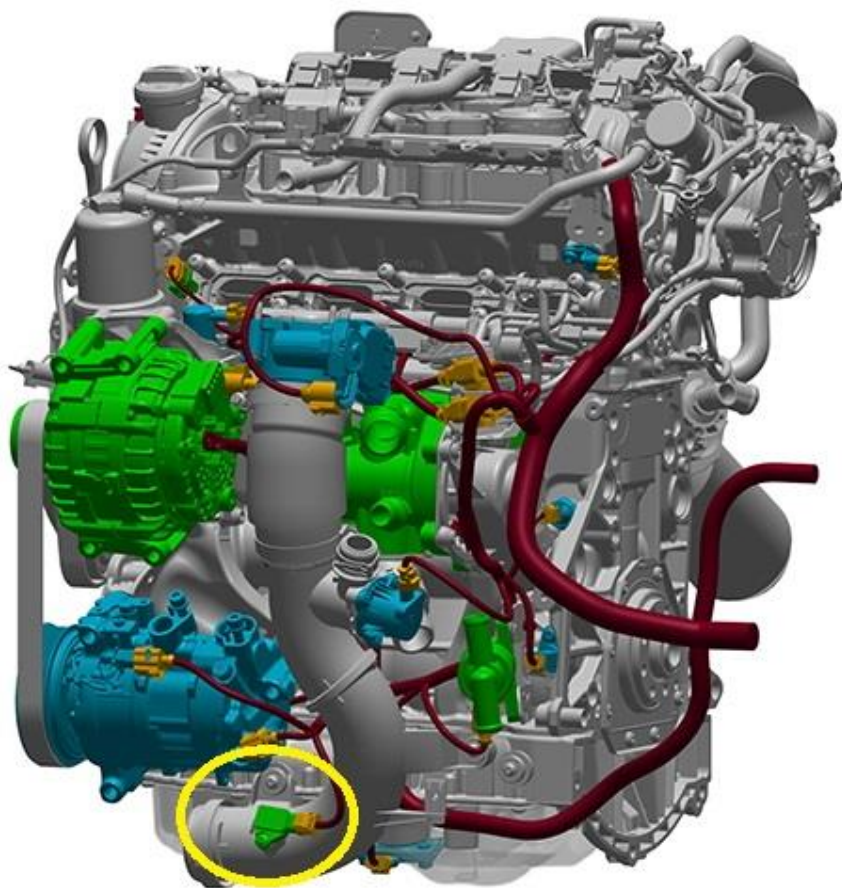
Fueling Plug

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.



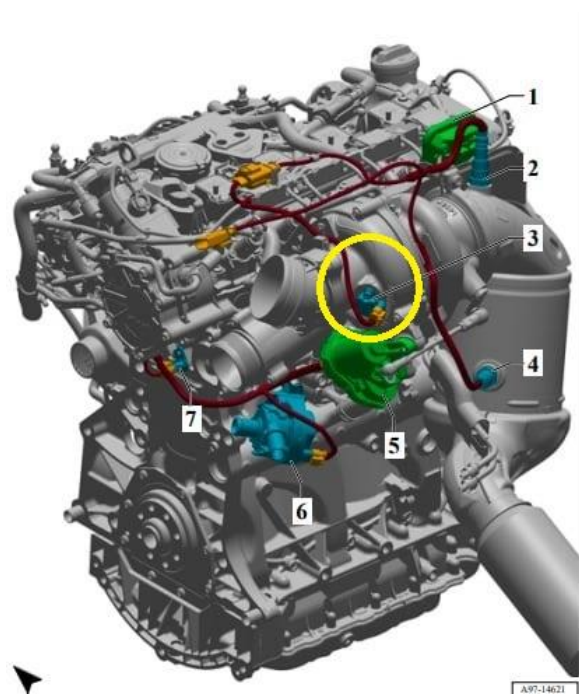
TMAP.

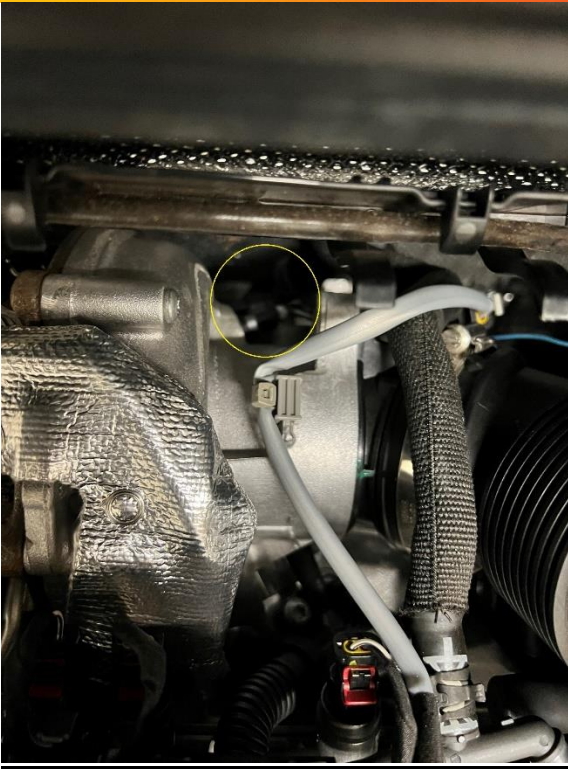
The 3 wire TMAP sensor is found on the charge pipe which goes to the throttle body and is circled in yellow in the picture below. It is removed by sliding the grey tab backwards and then down to unclip it. The JB4 plug is the set with the red, yellow and black wire. A screw driver may be used to assist it going back. Plug the removed plug into the male plug on the JB harness and the female plug from the JB harness into the sensor. This plug can also be accessed by removing the under tray of the engine, on 4wd models this is recommended.



TURBINE SPEED SENSOR

This sensor is located on the turbocharger at the back of the engine close to the firewall. It uses the set of plugs with the white and two black wires.





The plug has a grey retainer clip that you slide back and push down to remove. The original plug goes into the JB4 harness and the JB4 side plugs back into the turbine sensor. Note that it goes into the sensor with the locking tab on the top so opposite from stock with the locking tab facing forward.



OBD CONNECTION

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



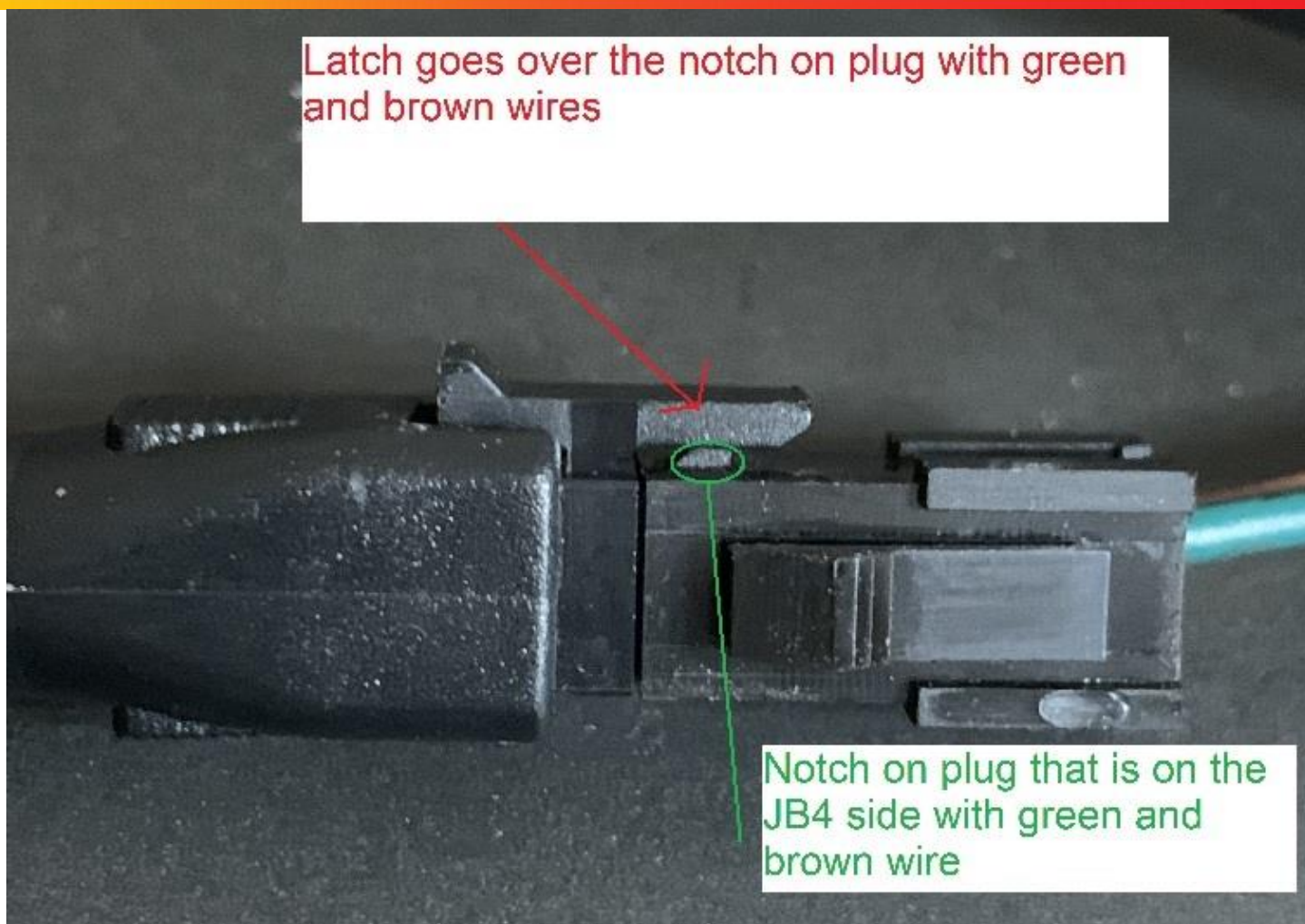
The panel can be removed by removing the hex screws holding it in place till you see the rubber grommet circled below. You can punch a small hole in this to pass the OBD wire through to the engine bay and plug it into the JB4.



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 using the below picture guide.



Blue wire:

This wire is for future use and does not get connected. You can roll it up and tuck it away.

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

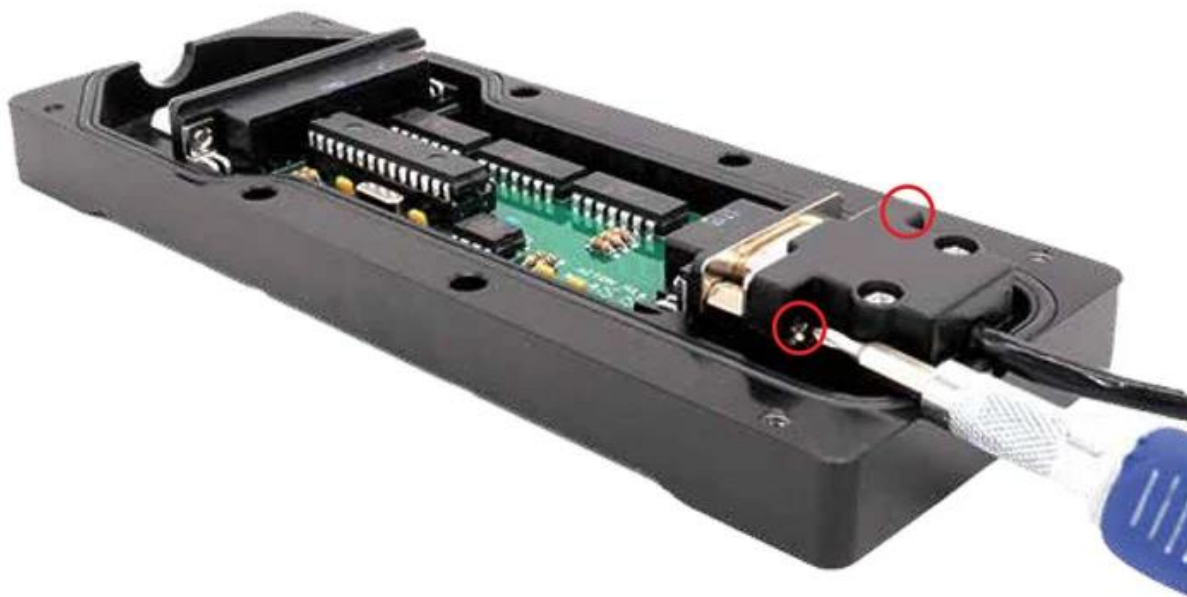
JB4 Connect Kit (Pinned Power) Install Guide

04-13-2020

1) Open the JB4 enclosure.



2) Install the DB9 connector and ensure both screws are secure.



3) Put the JB4 enclosure back together.



*****Very Important*****

4) Ensure the Connect Kit ***IS NOT*** in direct contact with the metal JB4 enclosure or any other nearby metal. Aim the smaller side of the Connect Kit (circled below) **DIRECTLY** towards the driver's seat for best signal quality. Failure to do this may lead to connectivity issues.

