



## **MINI N18 JB+** **Install Guide**

Last Updated: 2/2/2015

**Part Number MiniJBPlus**

**For the following Mini Models with 1.6 Liter 4-Cylinder Turbo Engine**

**Applications:**

**2011-2013 Cooper S**

**2011-2013 Cooper S / TK**

**2011-2015 Cooper S Clubman**

**2011-2015 Cooper S Clubman / TK**

**2011-2015 Cooper S Convertible**

**2011-2015 Cooper S Convertible / TK**

**2011-2015 Cooper S Countryman**

**2011 Cooper S Countryman / TK**

**2011-2015 Cooper S Countryman All4**

**2013 Cooper S Countryman Coupe**

**2013 Cooper S Countryman Coupe All4**

**2012-2015 Cooper S Coupe**

**2012-2015 Cooper S Coupe / TK**

**2014-2015 Cooper S Paceman**

**2014-2015 Cooper S Paceman All4**

**2012-2015 Cooper S Roadster**

**2012-2015 Cooper S Roadster / TK**

**2013 John Cooper Works**

**2013-2015 John Cooper Works Clubman**

**2013-2015 John Cooper Works Convertible**

**2013-2015 John Cooper Works Countryman  
All4**

**2013-2015 John Cooper Works Coupe**

**2013 John Cooper Works GP-2**

**2014-2015 John Cooper Works Paceman All4**

**2013-2015 John Cooper Works Roadster**



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

**NOTE TO CALIFORNIA CUSTOMERS:**

Provided with this tuner is an Executive Order (EO) self-adhesive label. This label is required in passing a smog inspection test. The EO label should be placed on or near the device in the engine compartment so that the smog check technicians can verify the EO number. Note that only the version bearing the MiniJBPlus part number carries this Executive Order label and a version that does not bear this part number may not be used in California.

- 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.

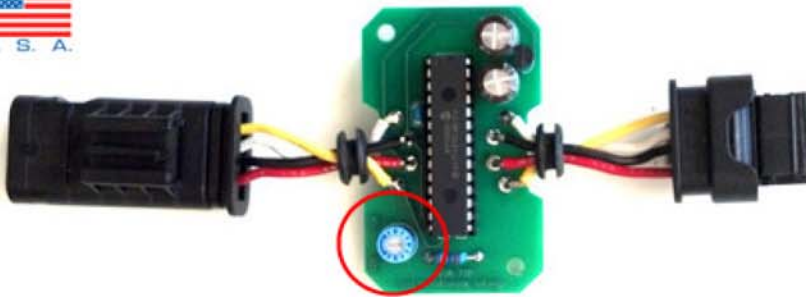


- 3) Unplug the MAF connector by pushing in the retaining clip and insert it in to the JB+ female connector.
- 4) Plug the JB+ male connector back in to the MAF sensor.
- 5) Installation is complete. It's normal for there to be a short adaptation period to the JB+.

## 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 100% and generally should not be changed for normal N18 motors using good quality pump gas. Those using exceptionally poor fuels, such as 90 octane or lower, should reduce the dial to 50%.



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