

Xenocron Tuning Remote Tuning Details, Policies and Rates 2021

Setup Information Required before scheduling your tune

- Engine Setup Breakdown (Block, Head, Pistons, Rods, Bearings, Compression, Cams, Intake, Exhaust, etc)
- Fuel System Information (Injectors, Pump, Regulator), HP Goal? Upgraded Wiring for Upgraded Pumps?
- What Fuel will be used? Pump Fuel, Ethanol, E98, Q16, M5, etc
- What Engine Management System will be used, we DO NOT remote tune just any system. (see below)
- What sensors will be used, displayed and LOGGED by the ECU? (Map, Air Temp, ECT, Oil Pressure, Fuel Pressure, Coolant Pressure, EGTs, EMAP, Coolant Pressure, Oil Temp, etc). Need the brands and calibrations of EACH sensor you will use. If you don't have this, you will need to purchase new sensors that we already have the calibrations for.
- **YOU MUST HAVE A WORKING AND ACCURATE WIDEBAND O2 SENSOR FITTED TO THE ENGINE, AND HAVE IT PROPERLY WIRED INTO YOUR ENGINE MANAGEMENT AND LOGGING ACCURATELY, THERE ARE ZERO EXCEPTIONS TO THIS REQUIREMENT.** There should be no leaks in the exhaust system prior to the location of the o2 sensor or we will get false readings.
- What DYNO do you have access to? We only remote tune on the dyno, and where possible we prefer to have access to a LOAD Bearing Dyno like a Mainline, Dyno Dynamics, Dynapak, Mustang, etc...Inertia Type Dyno like a Dynojet are last resort only.
- HIGH SPEED INTERNET required at the tuning facility you will be using. I will be remotely logged into your laptop via an App called [AnyDesk](#) and we need a SOLID, fast connection. It will also be beneficial if we can use an internet based phone or video conferencing App like FaceTime, Skype, etc so that I can speak to you or the dyno operator LIVE while I also have control of the laptop connected to your vehicle.

ONCE YOU GIVE ME THIS INFORMATION AND WE MUTUALLY DECIDE THAT I WILL BE REMOTE TUNING YOUR VEHICLE A DEPOSIT WILL BE REQUIRED TO SETUP A CALIBRATION SPECIFICALLY FOR YOUR VEHICLE AND TO SET A DATE for a one-time remote session for setup (prior to dyno). The initial deposit covers the appropriate amount of time for setting up a calibration and helping you get the vehicle into a tunable state. If this process takes longer than typical, or there is troubleshooting I must help you overcome there may be additional cost. All time is billed per hour in \$100 increments. I do my best to fully explain everything I see and to save you time and future expense that I can doing it this way.

Remote dyno tuning is then scheduled for 3 hours of time @ \$450 and payment will be required before or at the beginning of the tuning session unless we are working with a shop that we have a prior relationship established. If you do not use all 3 hours during the first session due to mechanical issues, then it may be possible to transfer some unused time to a future session on the same vehicle. If we pass 3 hours of time allotted, then we can continue at the same hourly rate (\$150/hr) if I do not have prior obligations that would overlap by continuing your current session.

Current Systems that we will Remote Tune

- Hondata S300, KPRO and FlashPRO (**\$100 setup**)
- KTUNER or Neptune RTP (**\$100 setup**)
- Haltech Elite, Platinum Sport or PRO Plugin ECUs (**\$200 setup**)
- Motec Hundred Series ECUs (M84, M400, M600, M800) or MoTeC M1 Series ECUs (**\$300 setup**)
- AEM V2 (**\$200 setup**)

There is no replacement for an in-person competent tuner with his hands physically on your vehicle while it is tuned on the dyno. We suggest this in every case possible where applicable. We offer remote tuning services for those who are in areas where this might not be easily possible, to support customers that used to be local to us that have moved away or for customers that have purchased a number of parts or products from us through the years.