IRON CUSTOM MOTORS
SINCE 2010

OFFICIAL DEALER
THE ONLY ONE IN PORTUGAL

DCF PERFORMANCE

MOTORCYCLE CHIP TUNING · CASCAIS / LISBON

STAGE 1

AN INDIVIDUAL ECU FILE — FOR YOUR MOTORCYCLE, YOUR SETUP AND YOUR GOALS



800 €*

Fixed price for any model. VAT included.
Diagnostics and inspection before the work are included.

* Except Chinese brands (CFMoto, Voge, Benelli, Zontes and others): **these have an individual price of 650 €.**

A FILE FOR YOUR MOTORCYCLE

The calibration is prepared by DCF-Performance engineers from the software read out of your own ECU.

THE ORIGINAL IS KEPT

The factory software stays with us. A return to factory settings is possible at any time.

ABOUT 10% MORE POWER

On average — when the air filter has been replaced with a High Flow filter and the exhaust system has been replaced.

01 · WHAT STAGE 1 IS

THE SAME MOTORCYCLE. TUNED FOR YOU.

A motorcycle leaves the factory with software written for every market at once: for any fuel, for every emissions standard, for an average owner. Hence the lean mixture at small throttle openings, the flat spots where the engine should pull, and a throttle that answers with a delay.

Stage 1 is a new calibration of the engine control unit. It is not a ready-made file from the internet and not a copy from a "similar model". We read the software from your own motorcycle and pass it to the DCF-Performance engineers together with your wishes. They prepare a file for your software version, your setup and your goals — and send it back to us to be written.

YOUR MOTORCYCLE

The file is built on the original software read from your ECU: the same software version, the same engine.

YOUR SETUP

The filter, the exhaust system and everything else already fitted is described to the engineers before the file is ordered — the calibration takes the real specification into account.

YOUR GOALS

A precise throttle response, smooth linear pull with no flat spots, more torque and power where the engine allows it.

~10%

MORE POWER ON AVERAGE

MAXIMUM STAGE 1 EFFICIENCY

It is reached when the motorcycle has its air filter replaced with a **High Flow** filter and its **exhaust system** replaced as well. In that case the power gain averages about 10%.

WHAT CHANGES IN THE SOFTWARE

- **Air–fuel mixture** — across the whole rev and load range.
- **Ignition timing** — for the fuel you really use and the way the engine breathes.
- **Throttle response** — the link between your hand and the throttle: less lag and less dead travel.
- **Torque limiters** — factory limits set for a market, not for the engine.

WHAT YOU FEEL

- The throttle answers at once and predictably.
- No surging at steady speed or at small throttle openings.
- The pull builds evenly, with no "holes" in the mid-range.
- The engine pulls more confidently from low revs.

DCF PERFORMANCE

Who DCF-Performance are. A Dutch group that has been developing engine software since 2008. The calibrations are created by engineers and tested on the company's own dynamometers; the database holds more than 500,000 files for over 300 engine control units, and dealers work in 21 countries. In Portugal there is one official dealer — Iron Custom Motors.

02 · HOW THE WORK GOES

SIX STEPS — FROM REQUEST TO HANDOVER

1

REQUEST

You send the model, the year, what is fitted and what you want from the motorcycle. We check with DCF that your ECU and software version are supported.

2

DIAGNOSTICS

Computer diagnostics with a review of fault codes and a visual inspection of the motorcycle before the work. Stage 1 needs a motorcycle in good working order.

3

READ AND ARCHIVE

We read the factory software — through the diagnostic socket or with the ECU removed; the price does not change. The original goes into our archive.

4

INDIVIDUAL FILE

The original and your brief go to the DCF-Performance engineers. They prepare a calibration for your motorcycle, setup and goals.

5

WRITE AND CHECK

We write the new file to the ECU, warm the motorcycle up and read the fault codes again.

6

HANDOVER

You collect the motorcycle. The original software stays in our archive: a return to factory settings is possible at any time.

Lead time — from two days. We give the exact date when you book: it depends on the motorcycle model.

The motorcycle must be technically ready for Stage 1. We need a motorcycle in good working order.

WHAT IS INCLUDED IN STAGE 1

- **Coverage check for your model**
  Before booking we confirm with DCF that the ECU and software version are supported.
- **Computer diagnostics**
  Fault codes read and reviewed before and after the file is written.
- **Visual inspection of the motorcycle**
  The condition of the motorcycle before the work.
- **ECU read**
  Through the diagnostic socket or with the ECU removed — it does not affect the price.
- **Original software saved**
  The factory file stays in our archive; a return to stock is possible at any time.
- **Individual DCF-Performance file**
  A calibration for your motorcycle, setup and goals, including throttle response.
- **File write and check**
  ECU written, engine warmed up, fault codes read again.

STAGE 1 · TURNKEY

800 €*

VAT included

Does not depend on how the ECU is read

* Except Chinese brands (CFMoto, Voge, Benelli, Zontes and others). **Chinese brands — individual price 650 €**

NOT INCLUDED IN THE PRICE

- Additional options — price on request, see the next page.
- High Flow air filter and exhaust system.

The motorcycle must be technically ready for Stage 1. We need a motorcycle in good working order.

Maximum efficiency — with a High Flow filter and a replaced exhaust system: the power gain averages about 10%.

WHICH MOTORCYCLES

Fuel-injected motorcycles: Harley-Davidson, BMW Motorrad, Yamaha, Honda, Ducati, Kawasaki, KTM, Triumph, Suzuki and others, as well as Chinese brands (CFMoto, Voge, Benelli, Zontes and others) — these have an individual price of **650 €**. Coverage depends on the ECU and is checked for each model before booking. Send us the model and year — we will tell you whether Stage 1 is possible for your motorcycle.

04 · ADDITIONAL OPTIONS

WHAT ELSE CAN GO INTO THE FILE

Beyond the basic Stage 1, additional functions can be included in the software. The set of options depends on the ECU of the specific model — we will tell you what is available on your motorcycle after the check. **Each option is priced on request.**

CHARACTER AND COMFORT

Thermal Control
Engine thermal settings — for example, the cut-in point of the cooling fan. Useful in town and in traffic.

Max RPM
A change to the threshold of the maximum rev limiter.

Neutral RPM
Removal of the engine speed limit in neutral.

Exhaust Flaps
Exhaust valve control: for a system without a valve or with a different operating logic.

FOR TRACK AND COMPETITION

Decat
A calibration for an exhaust without a catalytic converter: the ECU stops waiting for a signal that is no longer there.

EVAP
Monitoring of the evaporative emission control system is switched off on motorcycles where it has been removed.

Hard Cut Limiter
A “hard” cut: the rev limiter comes in sharply, with its characteristic sound.

Vmax limited to a set speed
Top speed limited to a chosen value.

DTC off
Individual fault codes linked to removed or changed equipment are switched off. We do not hide faults in healthy systems.

Pop & Bang / Crackle map
Pops on a closed throttle — overrun fuelling tuned for sound and character.

Vmax
Removal of the top-speed limiter.

A2 LICENCE

A2 restriction removal
Removal of the 35 kW software power restriction on models where it is set in the ECU. Only for owners holding a category A licence. Changing the motorcycle's documents and using it on the road are the owner's personal responsibility.

On legality. It depends on the specific change. The options in the “For track and competition” group are intended for the track and closed circuits; on public roads they may not pass the periodic inspection and may affect insurance. We discuss this before the work begins; the decision and the responsibility for road use rest with the owner.

05 · TERMS

WHAT TO KNOW BEFORE YOU BOOK

01 **Price.** Stage 1 — 800 €. Except Chinese brands (CFMoto, Voge, Benelli, Zontes and others): these have an individual price of 650 €. VAT included. Additional options — on request.

02 **A technically ready motorcycle.** The motorcycle must be technically ready for Stage 1. We need a motorcycle in good working order.

03 **Maximum efficiency.** It is reached when the air filter has been replaced with a High Flow filter and the exhaust system has been replaced as well. In that case the power gain averages about 10%.

04 **Coverage.** If DCF does not support the ECU of your model, we say so straight away, before booking.

05 **Original software.** It is saved before the first write and kept by us. A return to factory settings is possible at any time.

06 **Manufacturer's warranty.** The file changes the factory software. While it is active, the manufacturer may treat warranty claims on the engine and electronics differently — check your warranty status before booking.

07 **Legality.** It depends on the change: a basic Stage 1 and the track options are different cases for the inspection and the insurer. Track options and A2 restriction removal are carried out under the owner's personal responsibility.

COMMON QUESTIONS

Is it safe for the engine?

According to DCF-Performance, Stage 1 calibrations stay within the margins set by the manufacturer. There is one condition — a motorcycle in good working order, which is why the work starts with diagnostics.

Can everything be put back?

Yes. The original software is kept by us, and a return to stock is possible at any time.

How much power will it add?

Maximum efficiency comes with a High Flow filter and a replaced exhaust system: in that case the gain averages about 10%. The exact figure depends on the model.

What if the motorcycle is stock?

Stage 1 is done on a stock motorcycle too: the file is prepared for the specification it has.

How long does it take?

From two days. We give the exact date when you book.

BOOKING AND QUESTIONS

NAME YOUR MOTORCYCLE — WE WILL CHECK THE COVERAGE

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Model, year, what is fitted and what you want from the motorcycle — that is enough for a first answer.
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WhatsApp · point your camera