

MISTRAL

P / **SIM**



Ferrari
499P



MISTRAL

P1 SIM

An ideal pedal set for your favorite simulations

The P1 SIM Mistral pedal set gives you the precision needed to replicate the complex energy management of the Ferrari 499P. By customizing your braking curve, you control when and how energy is recovered, just like a real hybrid prototype. This level of modulation transforms your braking into a strategic tool—maximizing regeneration, preserving stability, and delivering race-winning efficiency.

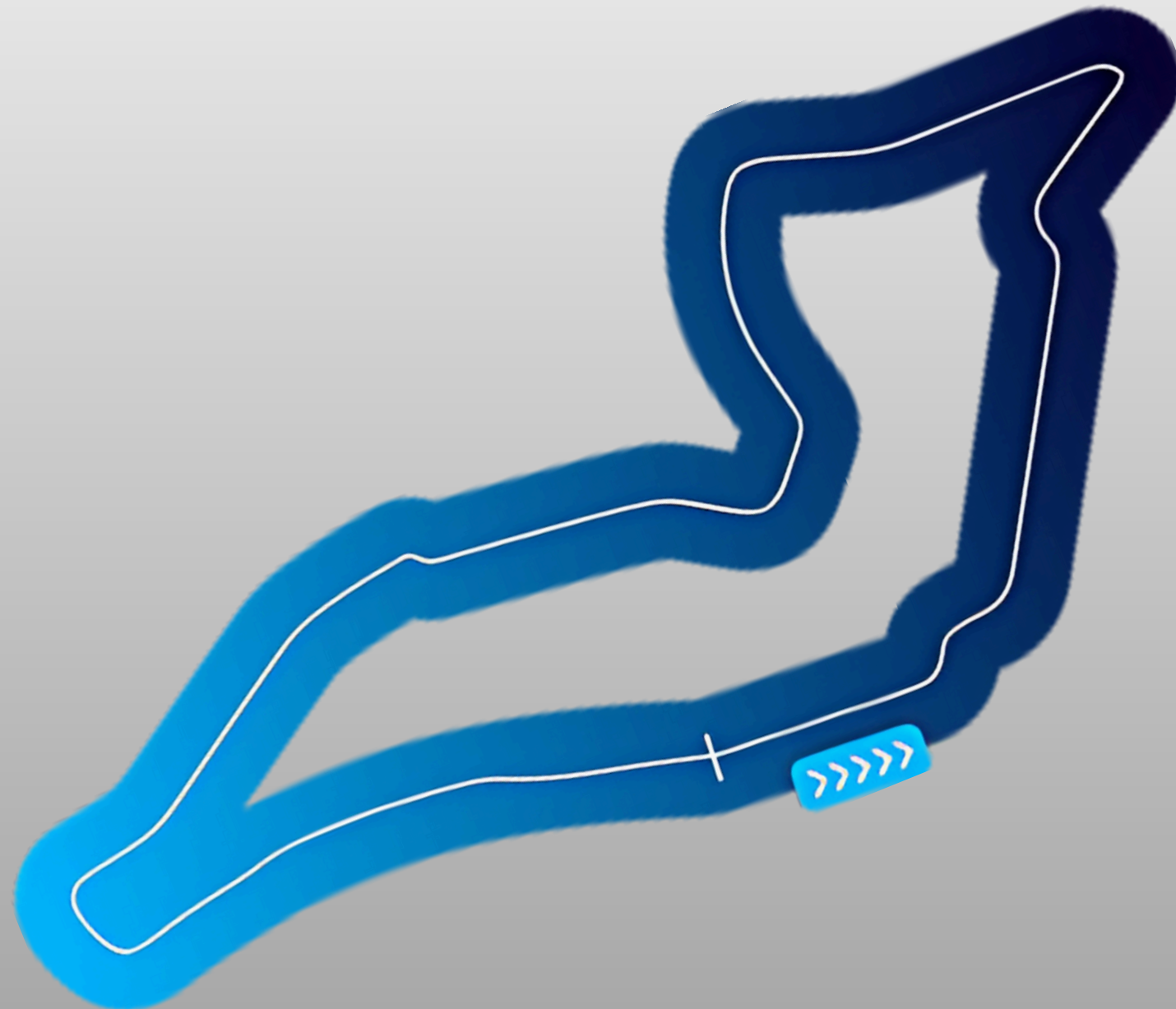
push lap .
garage

P1 SIM



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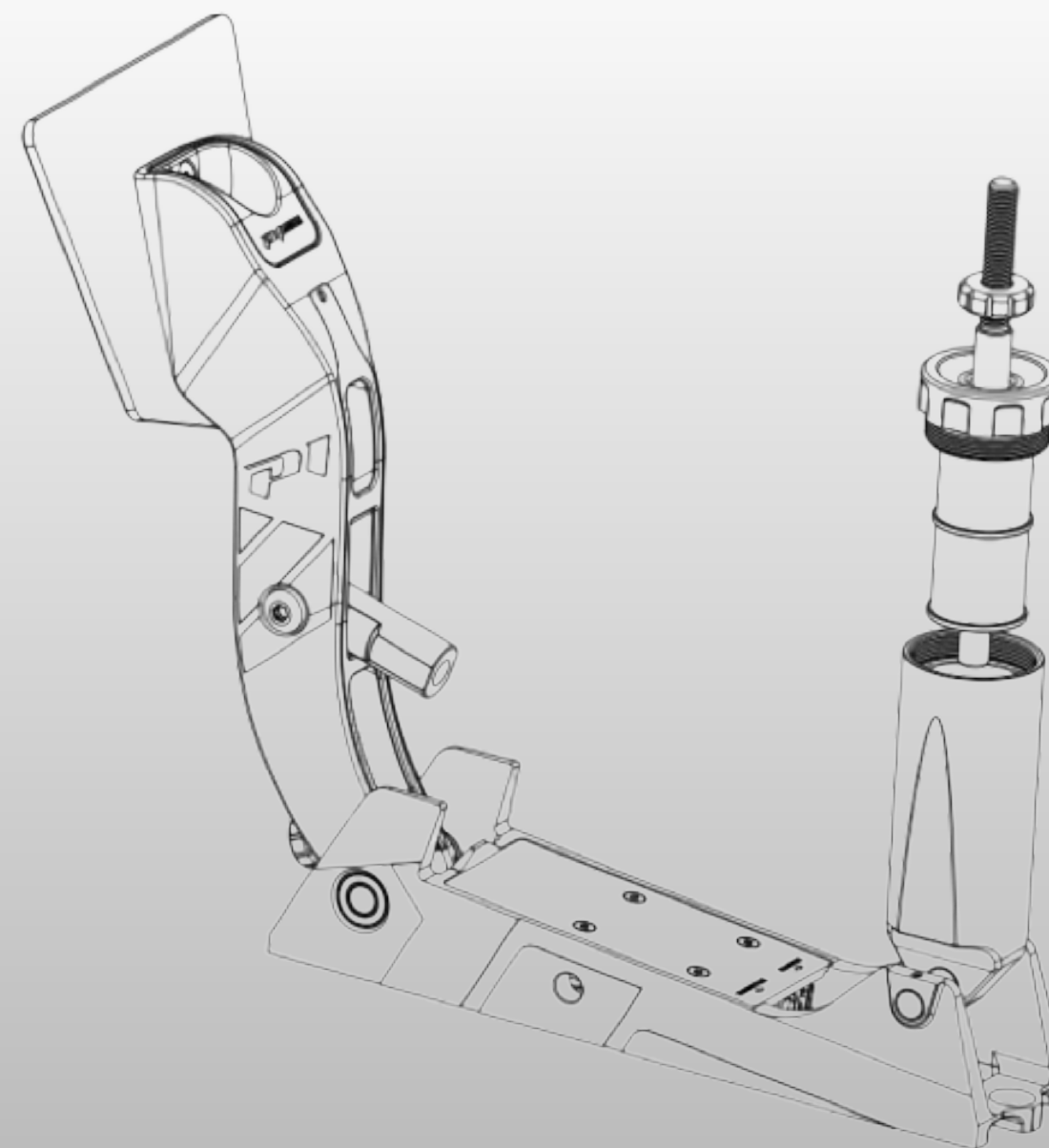
IMOLA



The 4.9 km-long Imola circuit is a technical and demanding track with several high-speed sections. Added to the WEC calendar in 2024, it presents a real challenge for Hypercars, which run at full throttle for half the lap, reaching speeds of over 310 km/h.

Brake rubbers

The choice of elastomers mainly depends on your driving comfort. As a general guideline, the HYPERCAR category typically requires HARD or VERY HARD compounds to replicate the stiffness found in the Ferrari P499's pedal setup.



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**HYPER
CAR**

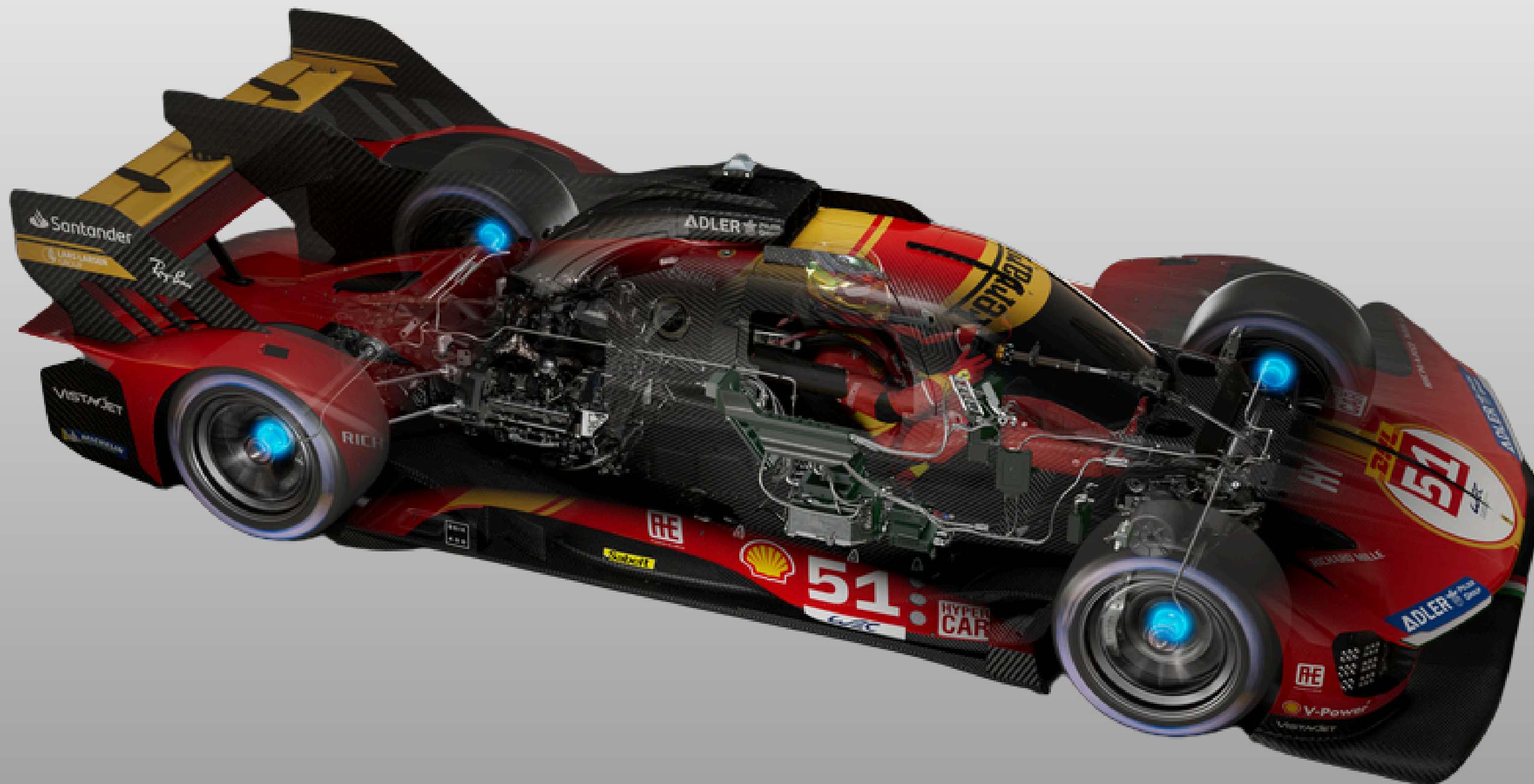


Brake to Win: When Energy Becomes a Strategy

The hybrid technology embedded in prototypes like the Ferrari 499P does more than just boost acceleration—it harnesses energy during every braking phase. Thanks to precise brake management, the driver plays a key role in balancing performance, energy regeneration, and stability. Simulating this behavior in sim racing means entering a new era where pedal intelligence is just as crucial as engine power.

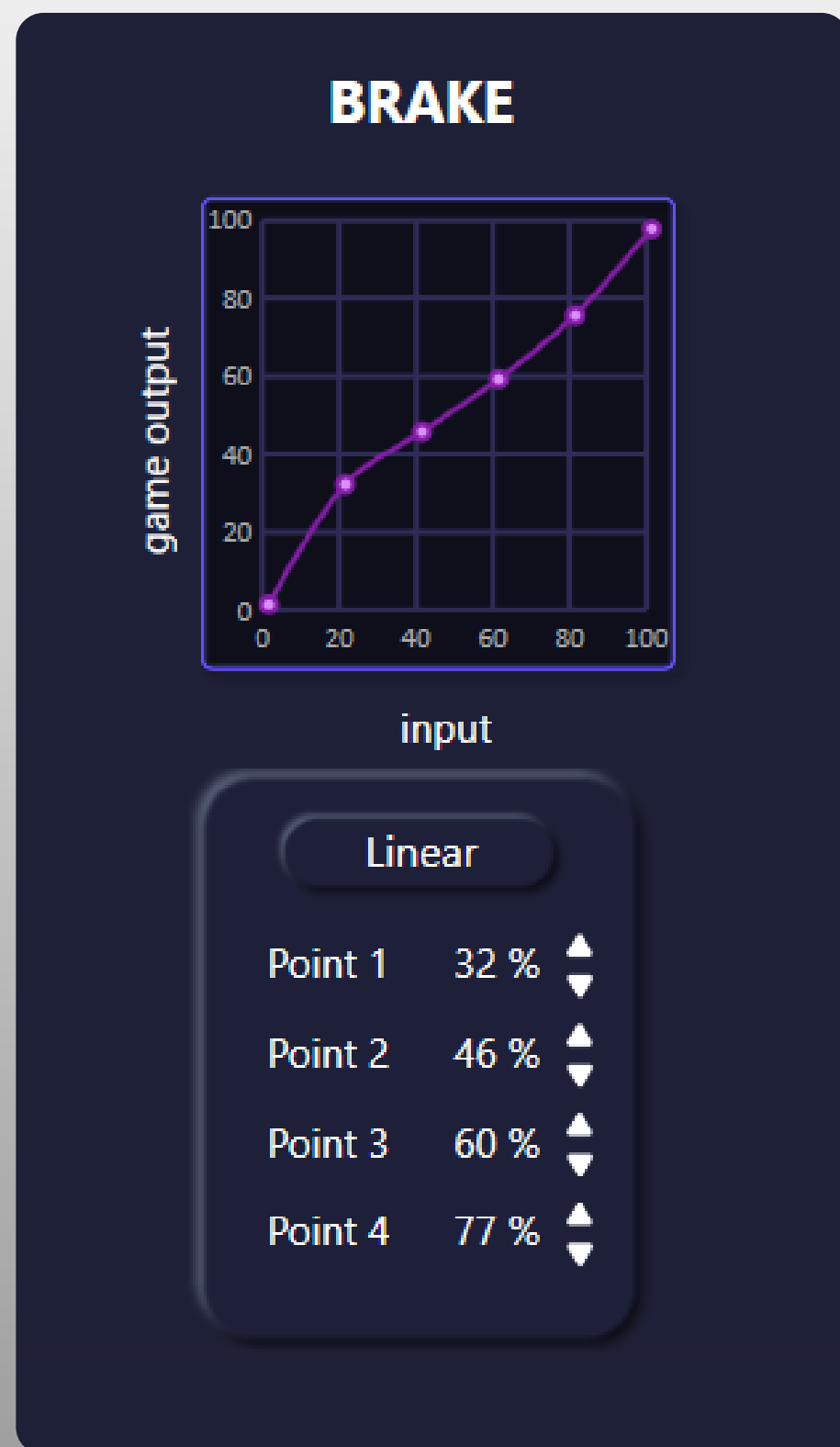
Every press of the
brake pedal is a chance
to charge watts and
unleash horsepower.





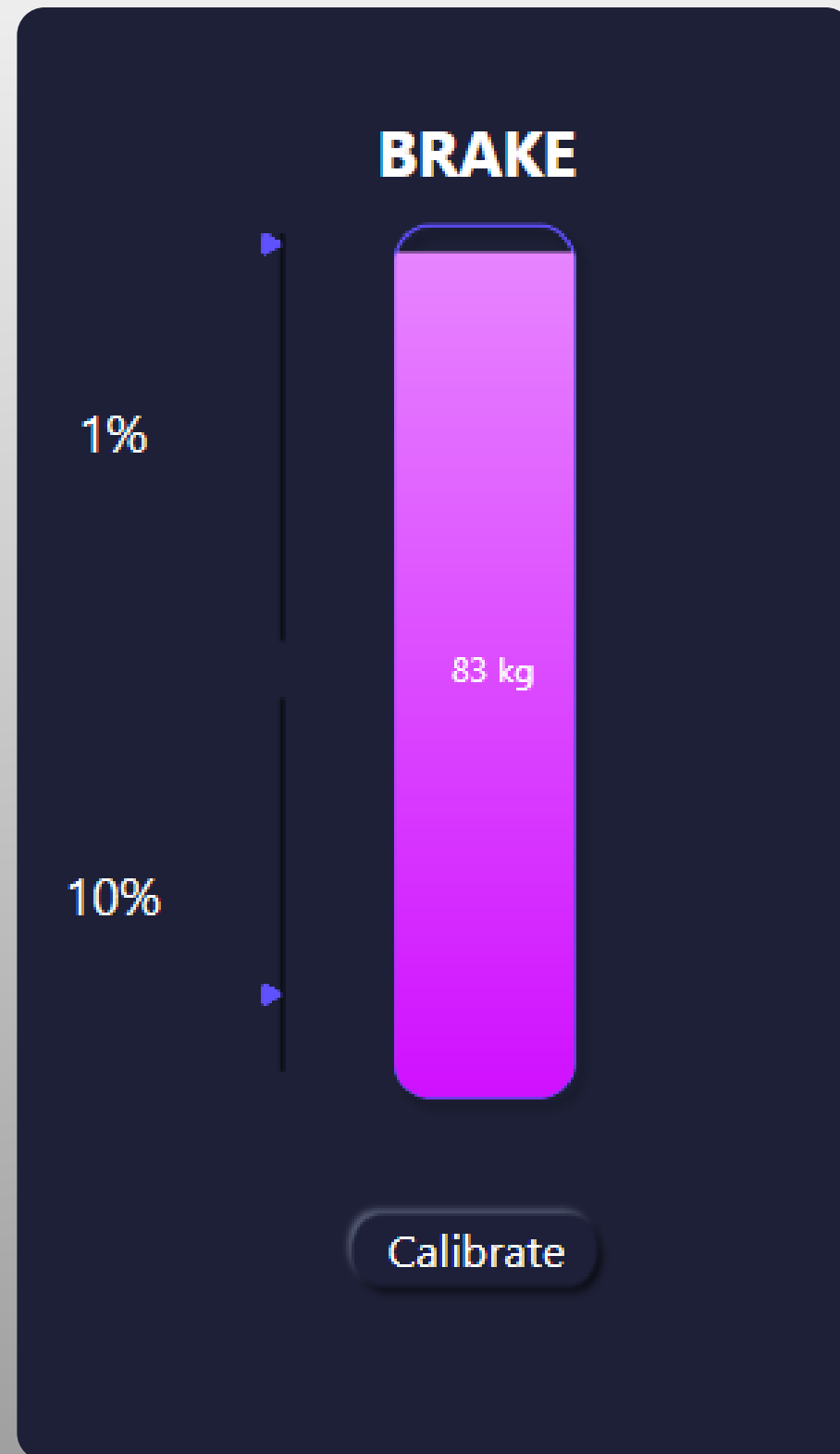
The Ferrari 499P is powered by a hybrid system that combines a rear-mounted V6 twin-turbo engine with a front-mounted electric motor. Under braking, only the front axle recovers energy through regenerative braking, which is stored in a high-voltage battery. Once the car reaches 190 km/h, this energy powers the front wheels, transforming the car into a temporary all-wheel-drive machine with electric boost.





Personalized braking curve on the P1 SIM Mistral allows you to finely adjust pedal pressure throughout each braking phase—exactly mirroring how a hybrid system like the Ferrari 499P manages energy regeneration.

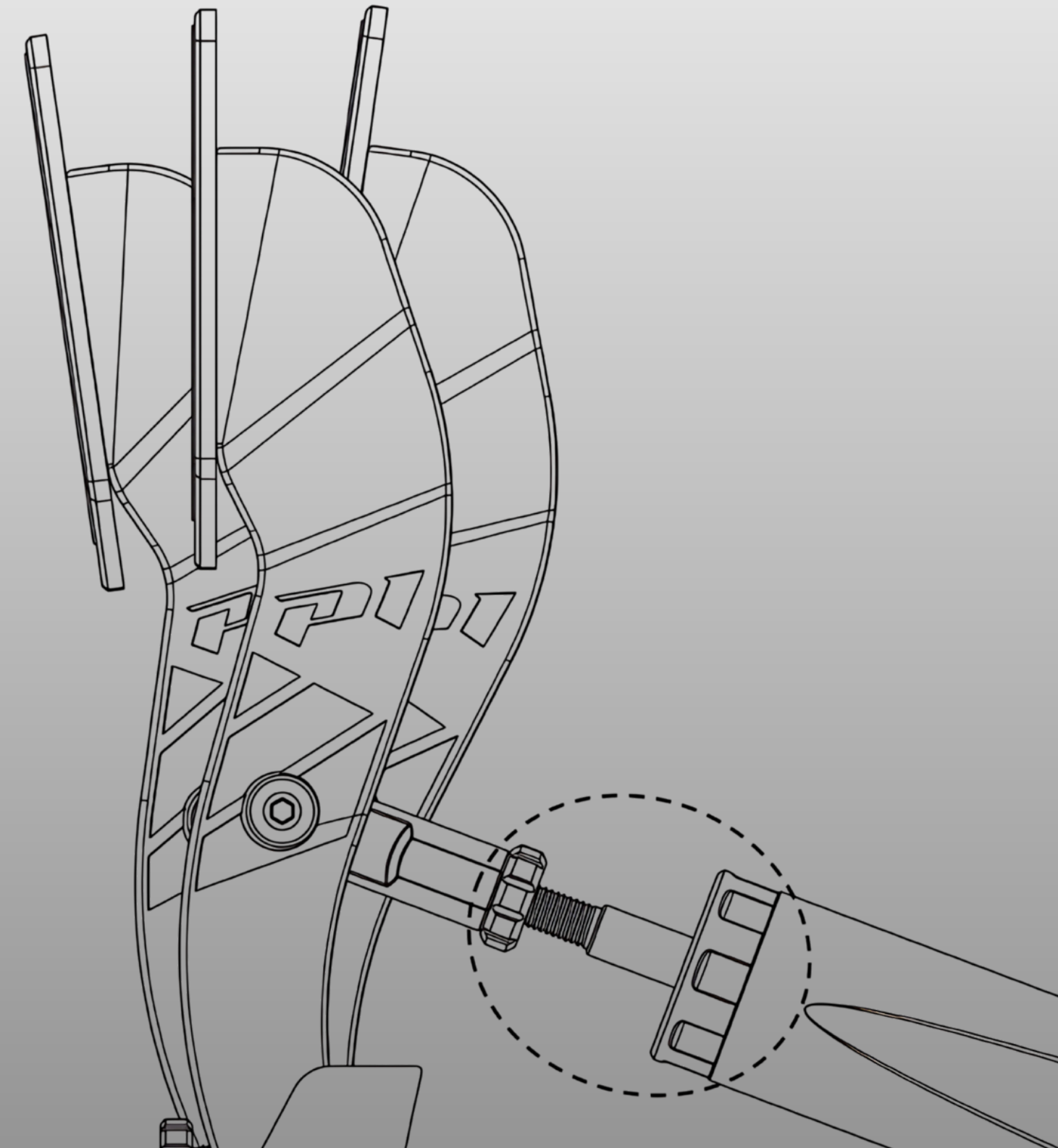
- Point 1: You initially press hard on the pedal, triggering the car's energy recovery system (ERS). In the 499P, this phase can regenerate up to 200 kW
- Points 2 and 3: You slightly reduce pressure to maintain a gentle brake input—similar to the car's ABR system, stabilizing the regenerative braking and preventing abrupt weight transfers that could cause front-wheel lockup
- Point 4: You increase pedal pressure again if needed, adjusting braking intensity or compensating for reduced grip—comparable to mechanically balancing the braking force at the end of the braking phase.



Calibration depends on your driving comfort. Real-world values shouldn't be the priority, as G-forces are absent in your simulator. Adjust this parameter based on your driving position to find depth and precision in pedal movement.

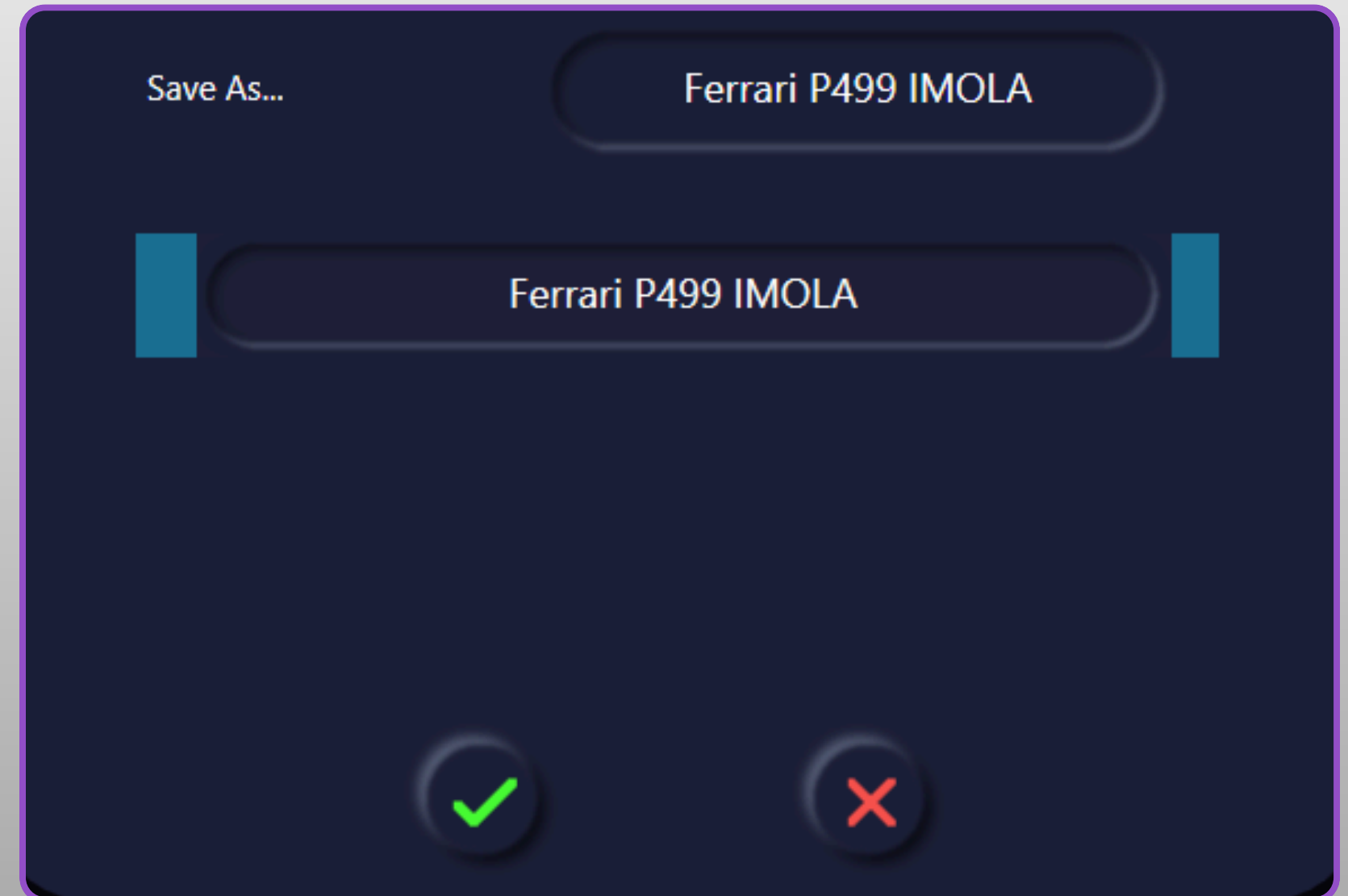
You can set a dead zone based on your setup. Example: 10% before the brake is activated.

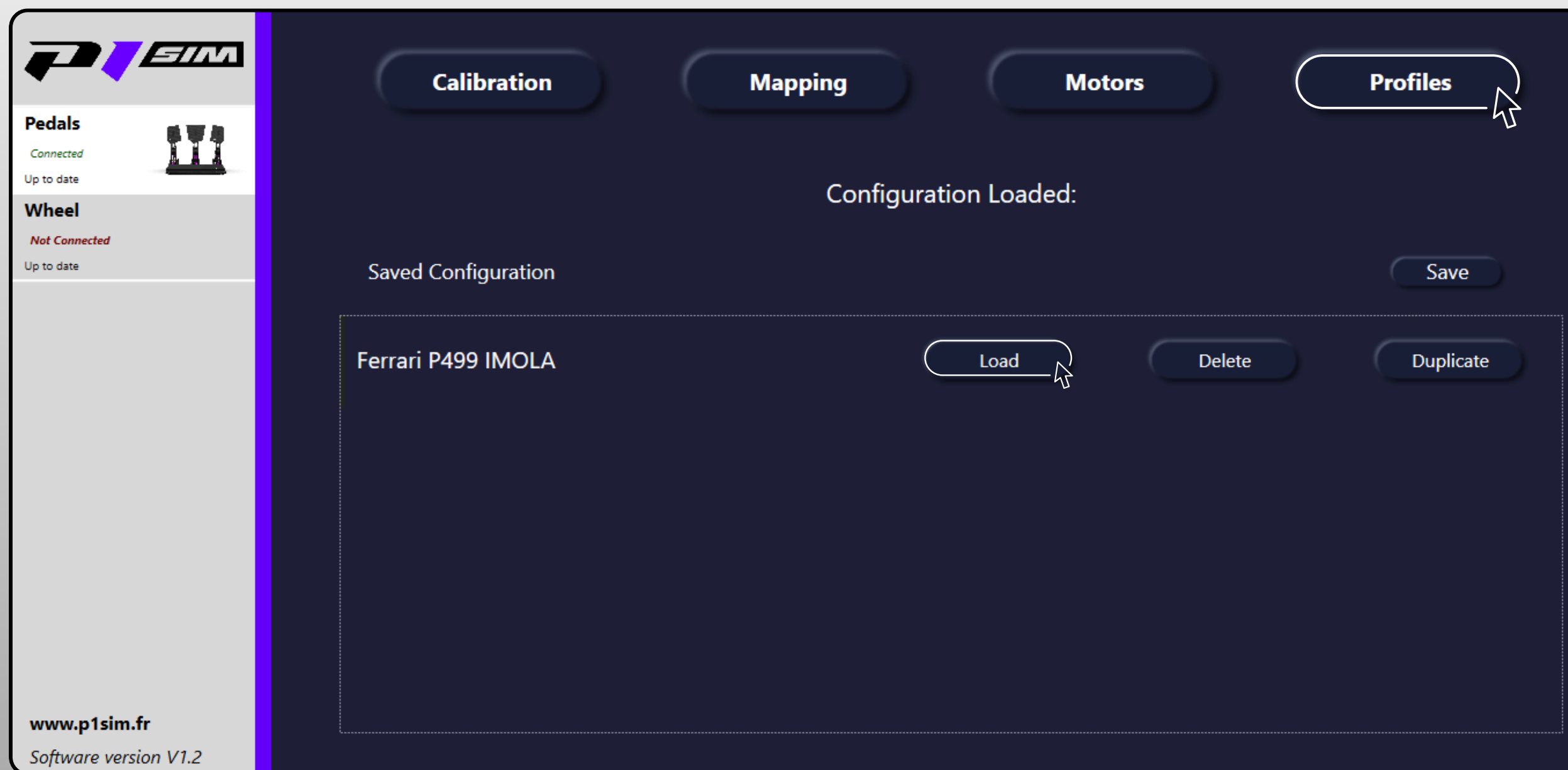
83 kg corresponds to comfortable braking when using HARD and VERY HARD brake rubbers, while still maintaining a usable range on the brake pedal.



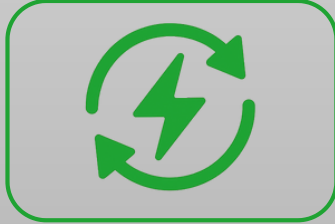
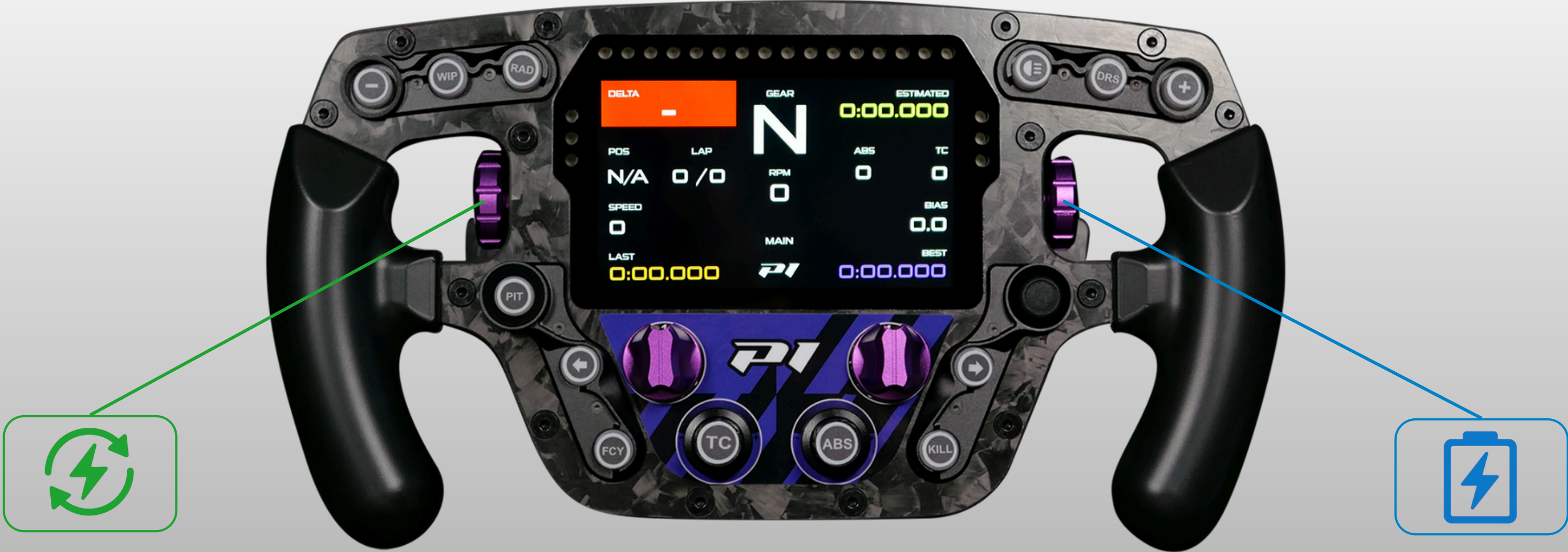
Save your profile to SimHub

To get the most out of each vehicle, don't hesitate to build a complete setup library.





Attention : before each on-track session, make sure to preload your favorite setup in the software.



Increment Regeneration

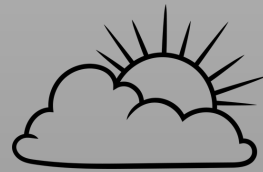
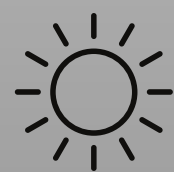
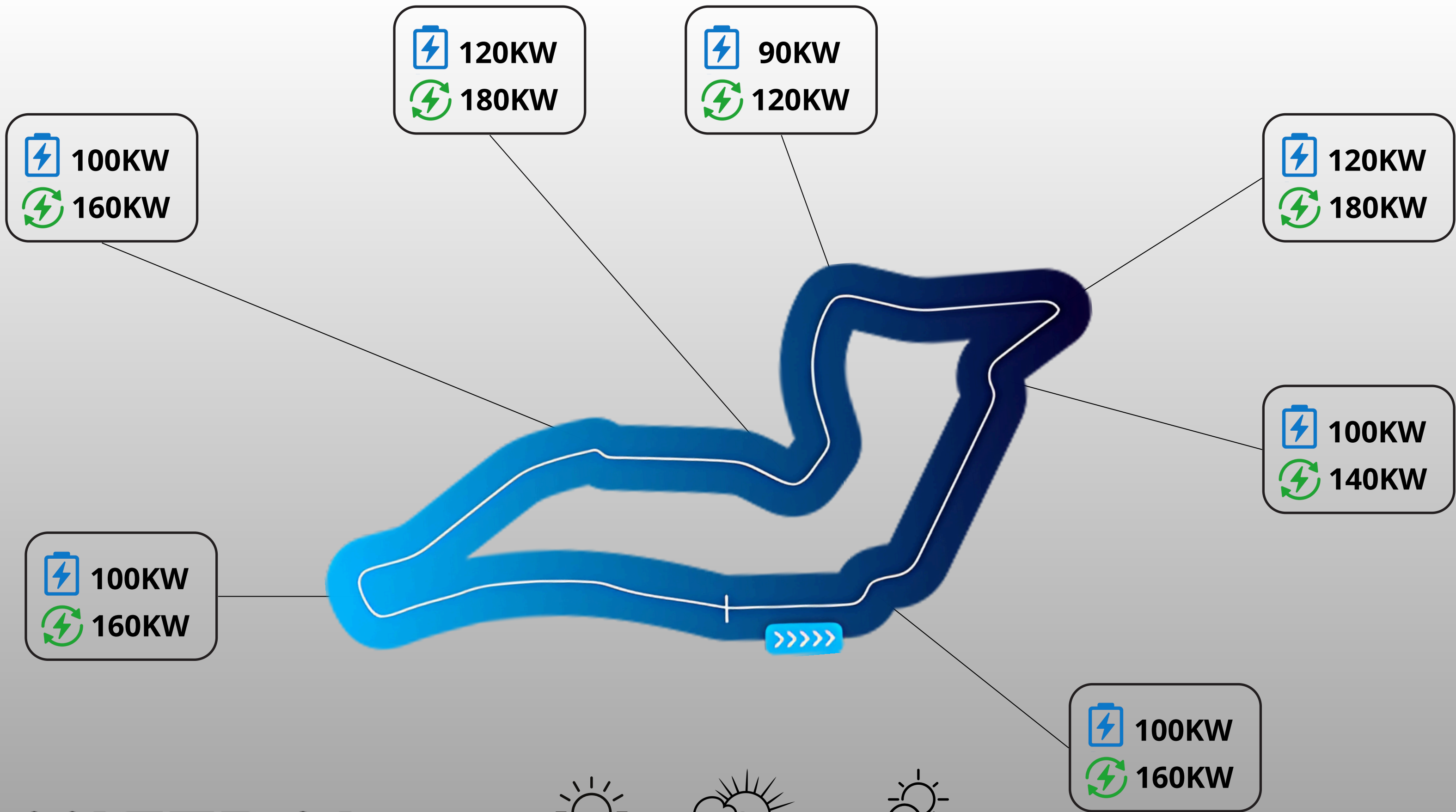
Decrement Regeneration

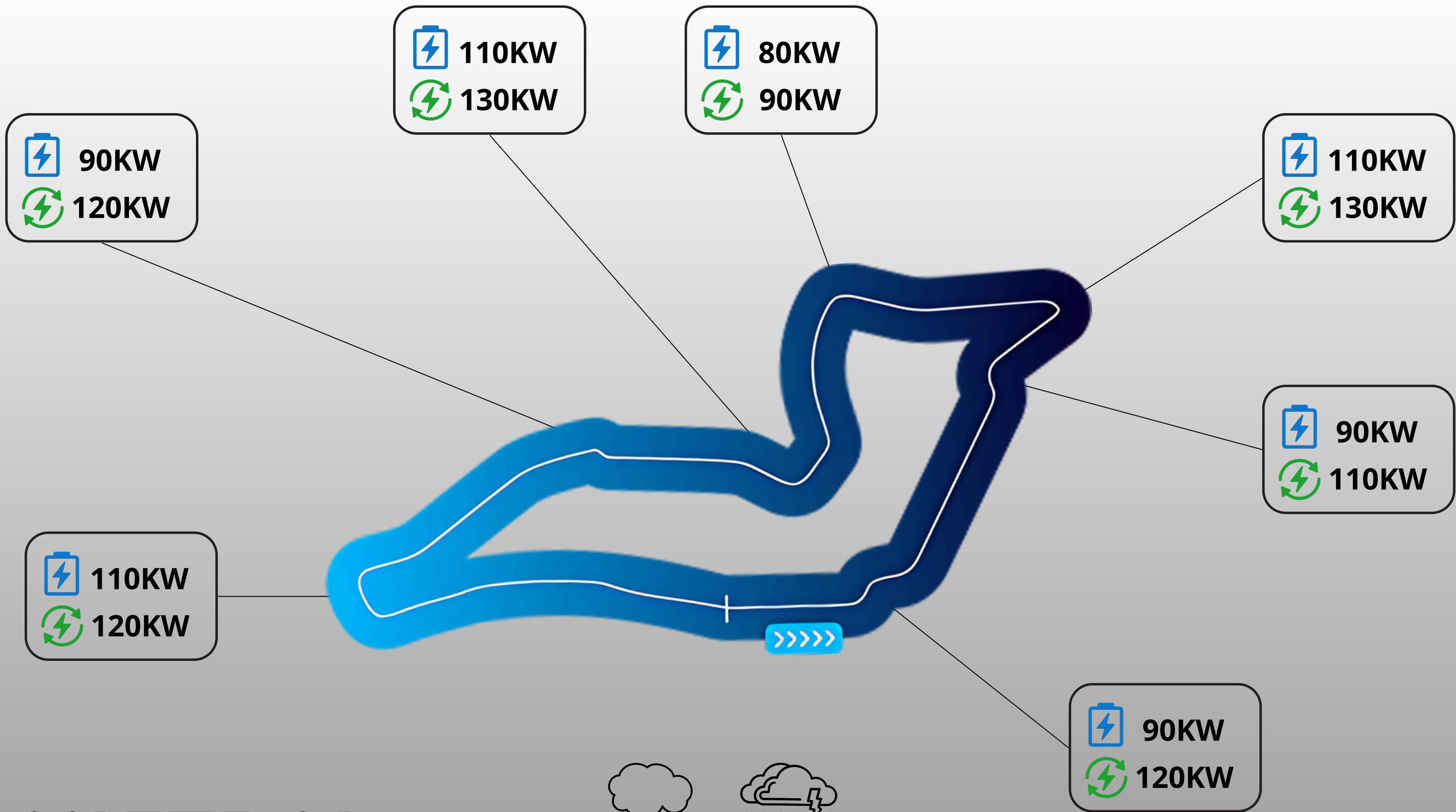
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Increment Motor Map

Decrement Motor Map





Why adapting your braking curve with the P1 SIM Mistral transforms your energy management?

By precisely adapting your braking curve with the P1 SIM Mistral pedal set, you fully leverage hybrid technology, such as that used in the Ferrari 499P. Each point of your braking curve corresponds to a specific phase: intense braking to maximize energy regeneration, stabilization to effectively manage weight transfer, and a final adjustment to perfectly control your acceleration out of corners. This corner-by-corner strategy not only conserves more energy but also optimizes your overall performance on track. With the P1 SIM Mistral, braking becomes much more than a simple action: it's your key to energy efficiency and excellence.



		Energy used (Motor Map kW)	Energy recovered (Regen kW)	Energy balance
Tamburello	Point 1 (32%)	100	160	+60 kW
Villeneuve	Points 2-3 (46-60%)	100	140	+40 kW
Tosa	Point 1 (32%)	120	180	+60 kW
Piratella	Points 2-3 (46-60%)	90	120	+30 kW
Acque Minerali	Point 1 (32%)	120	180	+60 kW
Variante Alta	Points 2-3 (46-60%)	100	160	+60 kW
Rivazza	Points 1 & 4 (32-77%)	120	160	+40 kW
Straight line		140	0	-140 kW



Energy
Management
on track through
the steering wheel

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499P



Recommended settings in the simulation

The settings are provided as a guideline and may vary depending on your direct drive base and your position in the cockpit.

Force Feedback Strength

57 < >

You can use the 1080° rotation or AUTO mode, but it's preferable to set the rotation to **480°** to ensure you're using the full capabilities of the **FERRARI P499**. Use the same steering rotation on your direct drive base.

STEERING SETTINGS

Steering Wheel Range	480°	<	>
Use Steering Wheel Range From Vehicle	Off	☐	
Steering Wheel Maximum Rotation	480°	<	>
Use Steering Wheel Maximum Rotation from Driver	Off	☐	
Exaggerate Yaw	0.0%	<	>
Look Ahead	0.0%	<	>

LMD LE MANS ULTIMATE

THE OFFICIAL GAME OF THE FIA WORLD ENDURANCE CHAMPIONSHIP

What does this feature allow you to adjust ?

Adjusting the driver's position refines the game's force feedback, enhancing and balancing the effects.

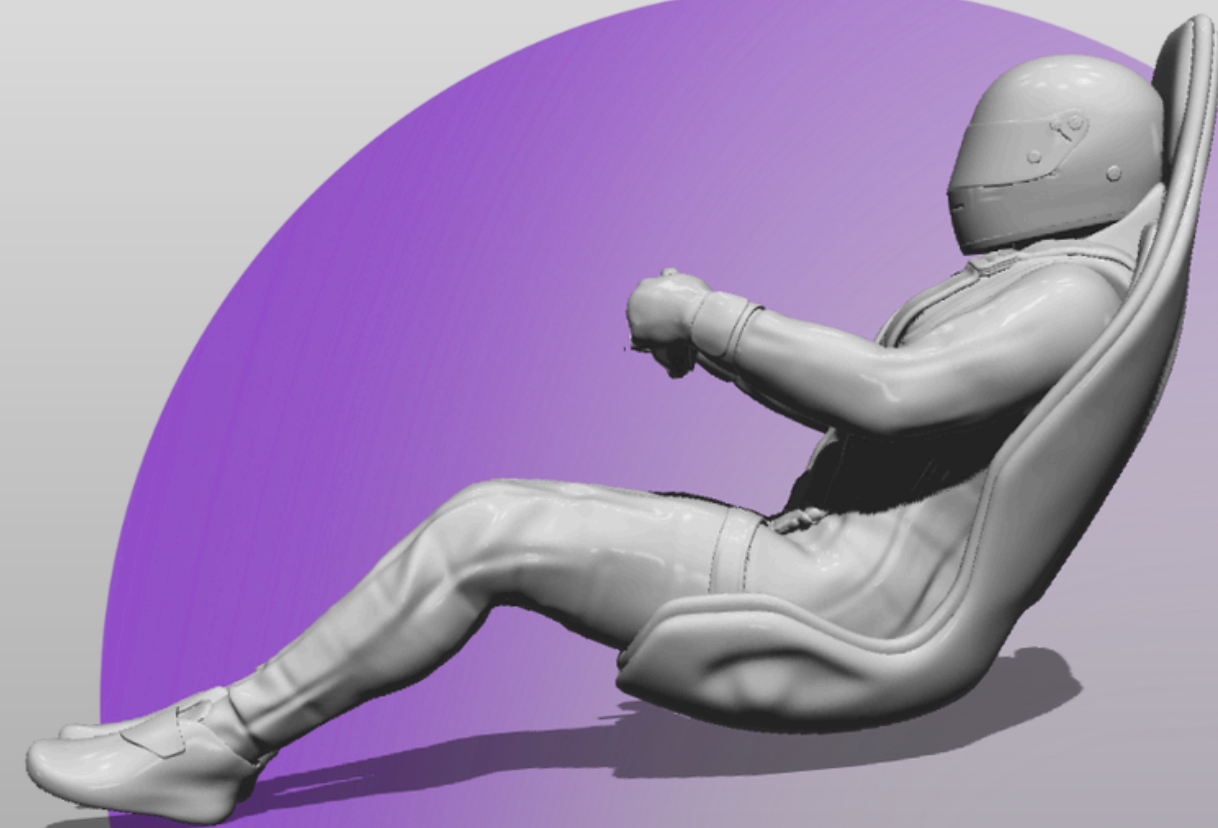
*FOV Default: 49

Adjust Seat Forward

Adjust Seat Backwards

Adjust Seat Up

Adjust Seat Down



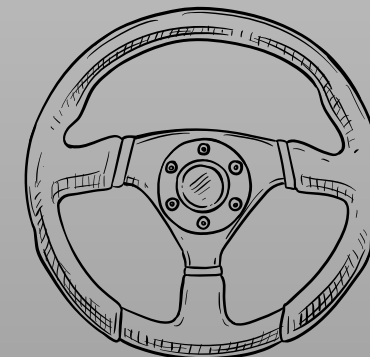
Seat Position – 3 / 3 *

ClubSport DD

For your information, here are some guidelines on the optimal settings for the 12 Nm ClubSport DD base.



Essential
Settings for Le
Mans Ultimate



480°

FOR	100
FEI	100
MPS	PULSE

MISTRAL



push lap.
garage
