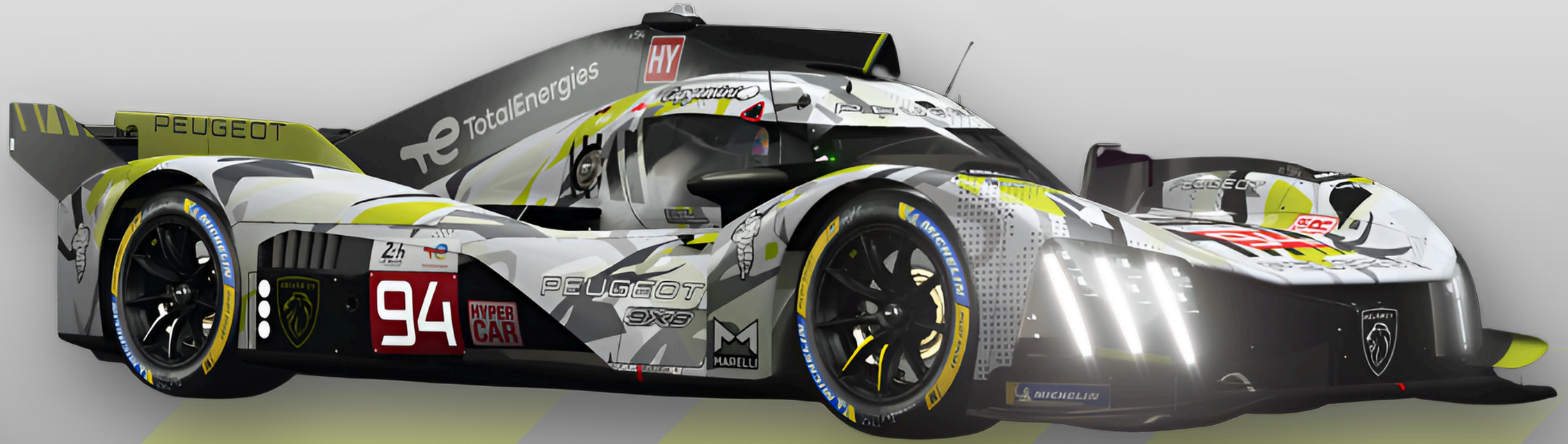
# MISTRAL

P1 SIM




PEUGEOT 9X8 TotalEnergies

# MISTRAL

## An ideal pedal set for your favorite simulations

The P1 SIM Mistral pedal set gives you the precision needed to replicate the advanced energy recovery system of the Peugeot 9X8. With fine control over your braking curve, you can simulate the activation of the front-axle electric motor under deceleration—just like in the real hybrid Hypercar. This level of modulation turns braking into a tactical asset, helping you optimize regeneration, maintain balance through high-speed entries, and unleash the full potential of the 9X8's all-wheel drive architecture.

push lap.
garage

P1 SIM

x

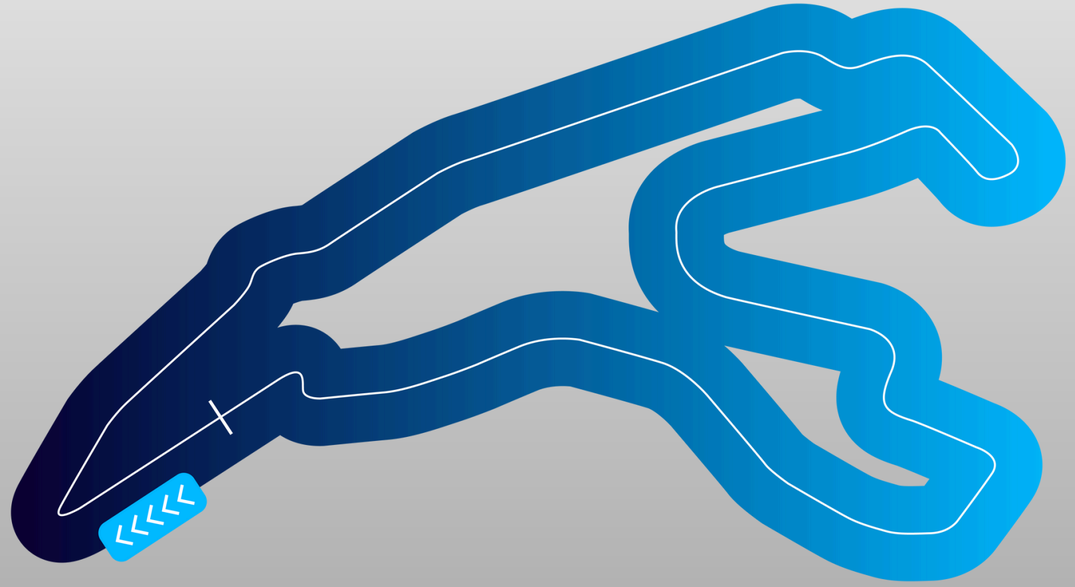
PEUGEOT SPORT


In 2024, Peugeot Sport partnered with P1 SIM to integrate high-end simulation technology into its World Endurance Championship (WEC) program. As the official eSport simulator provider for the team, P1 SIM helps translate the engineering precision of the 9X8 Hypercar into an immersive sim racing experience. This collaboration gives sim racers access to a virtual environment shaped by real-world performance data and team feedback, bridging the gap between professional motorsport and home simulation. By aligning with a WEC factory team, P1 SIM elevates the realism and training value of its setups, offering enthusiasts and aspiring drivers tools that closely mirror those used in endurance racing.

push lap.
garage

MISTRAL
P1 SIM

PEUGEOT 9X8 TotalEnergies



# SPA FRANCORCHAMPS

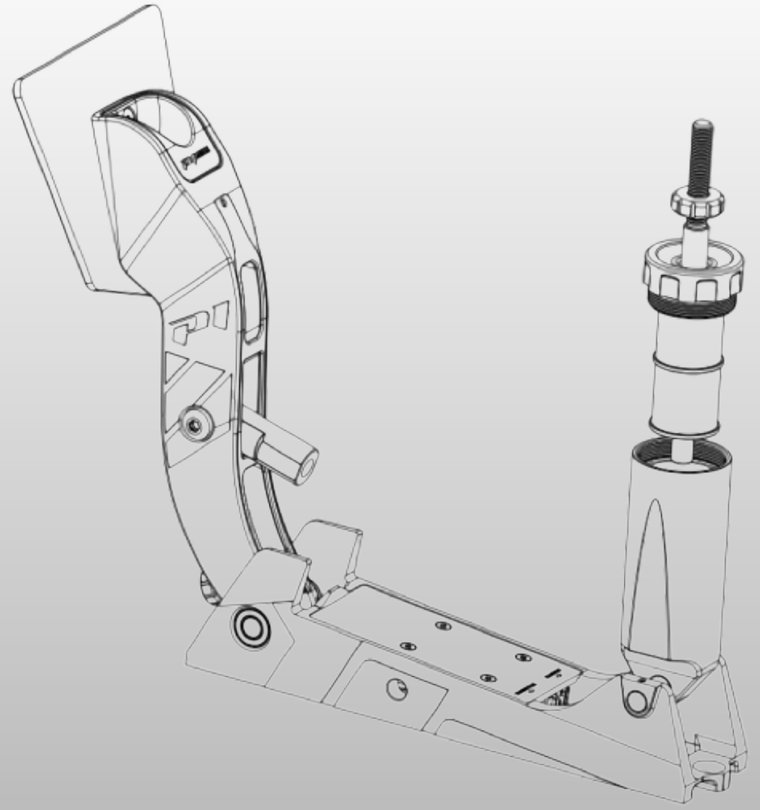
**Stretching over 7 km, it blends legendary high-speed sections like Eau Rouge–Raidillon with technical sequences such as Les Combes and the final chicane.**

**A regular fixture in the modern WEC calendar, Spa is often seen as a full-scale rehearsal for the 24 Hours of Le Mans, thanks to its unpredictable weather and demanding nature for both drivers and prototypes.**

push lap .
garage

MISTRAL

# Brake rubbers



**The choice of elastomers mainly depends on your driving comfort. As a general guideline, the HYPERCAR category typically requires HARD and VERY HARD compounds to replicate the stiffness found in the Peugeot 9X8's pedal setup.**

PEUGEOT 9X8 TotalEnergies


HYPER CAR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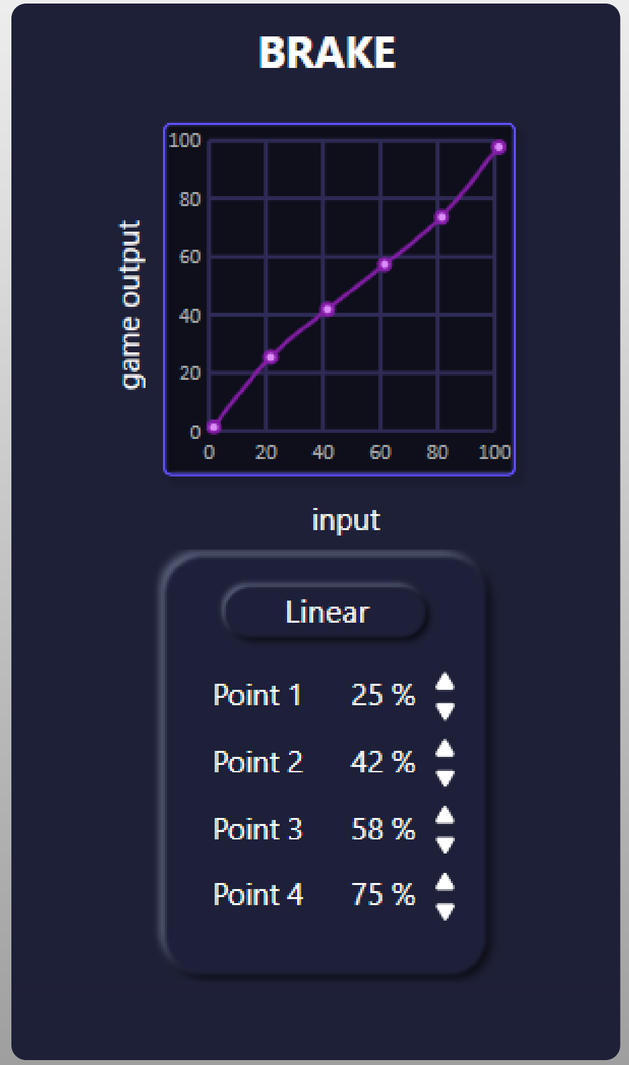
## Brake to Win: When Energy Becomes a Strategy

The hybrid system of the Peugeot 9X8 2025 is designed for more than just power delivery—it transforms every braking phase into an opportunity to recover and optimize energy. With no rear wing and a unique aerodynamic philosophy, the 9X8 demands precise brake control to maintain balance and efficiency. In sim racing, replicating this behavior takes you into a new dimension, where pedal control becomes just as vital as horsepower.

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

push lap .
garage

MISTRAL




**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 Peugot 9X8 manages energy regeneration.**

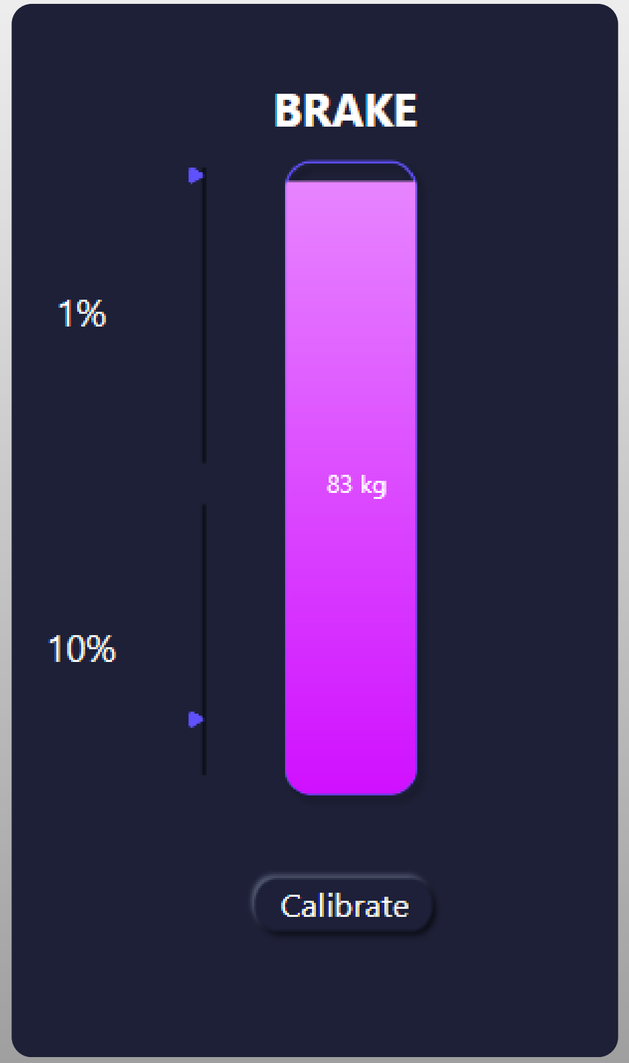
- Point 1: You initiate braking with a smooth but firm press to activate the Peugeot 9X8's front-axle energy recovery system. This phase is essential in corners like **La Source** and **Les Combes**, where early regen capture improves hybrid efficiency without overloading the front tires

- Points 2 and 3 : As you continue to decelerate, slightly reducing pedal pressure helps stabilize the car. This middle phase mirrors the vehicle's own regenerative management, especially useful in technical zones like **Bruxelles** or **Stavelot**, where abrupt weight shifts can lead to understeer or lockups. .

- Point 4 : If needed, you can increase pedal pressure again to adjust for grip loss or tighten your braking line — for instance at the **Bus Stop** chicane, where a final burst of braking control is key.

push lap .
garage

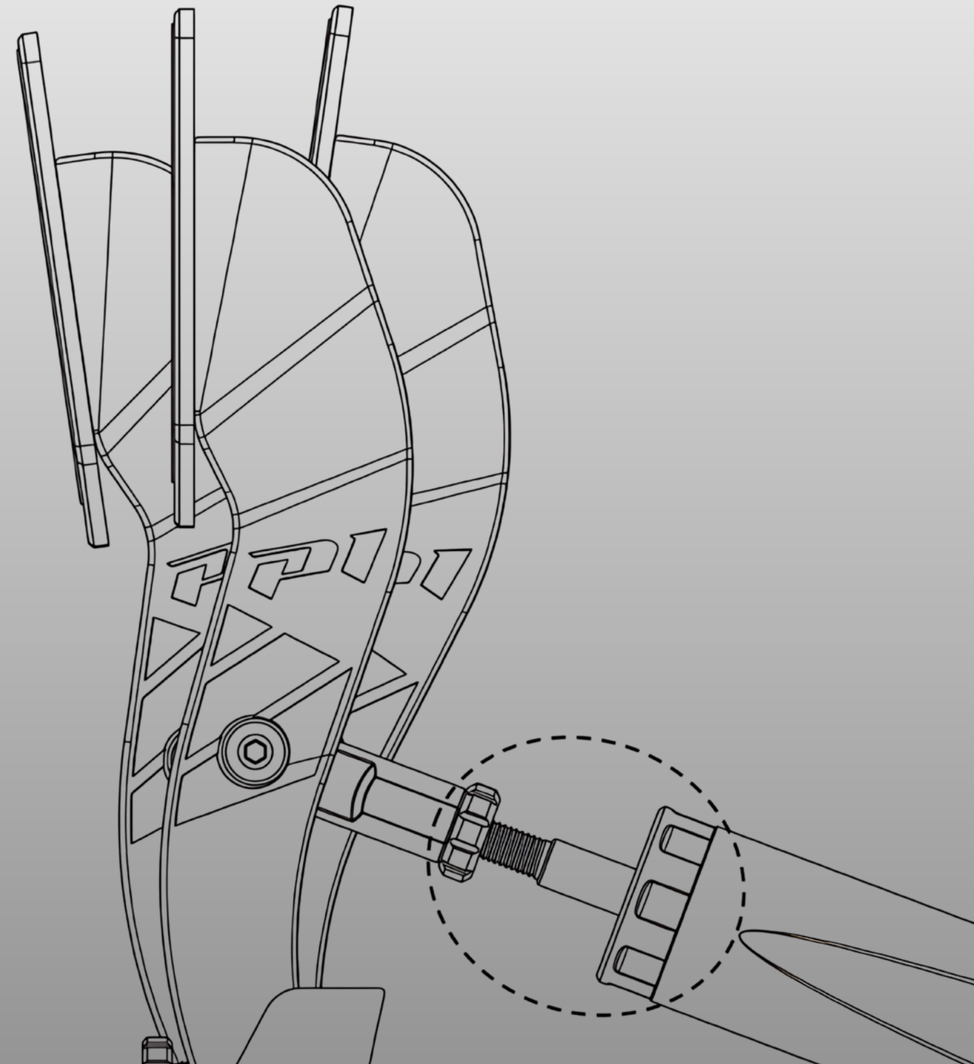
MISTRAL




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.

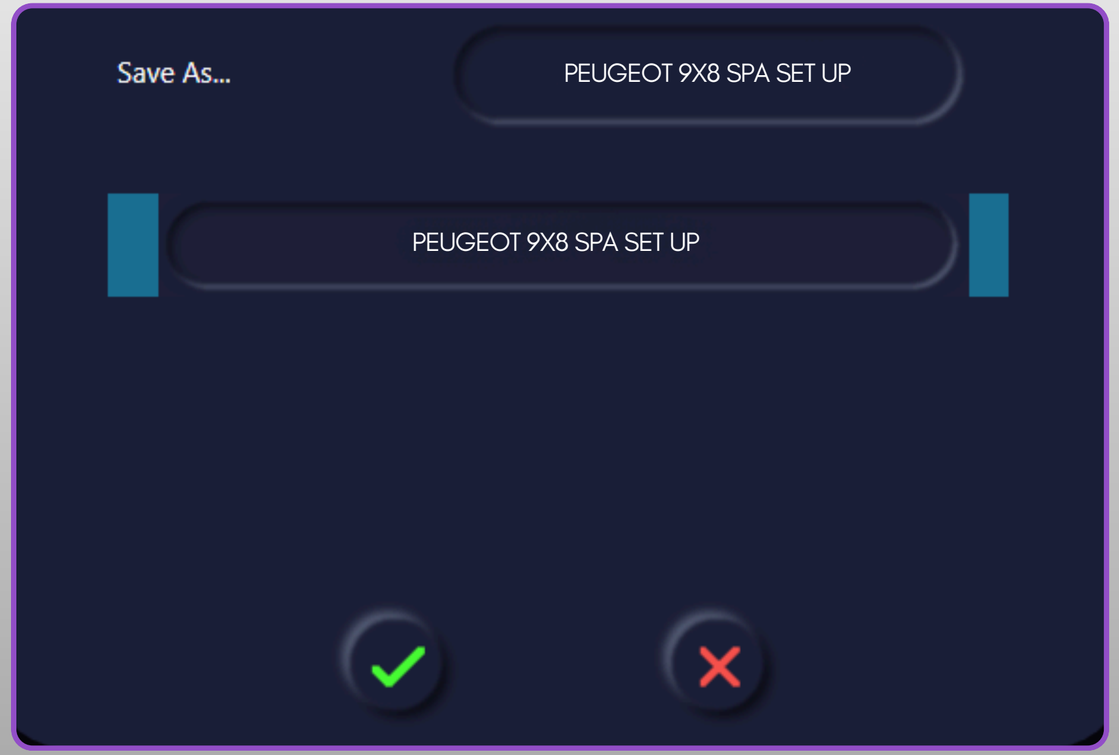
83 kg corresponds to comfortable braking when using HARD and VERY HARD brake rubbers, while still maintaining a usable range on the brake pedal.

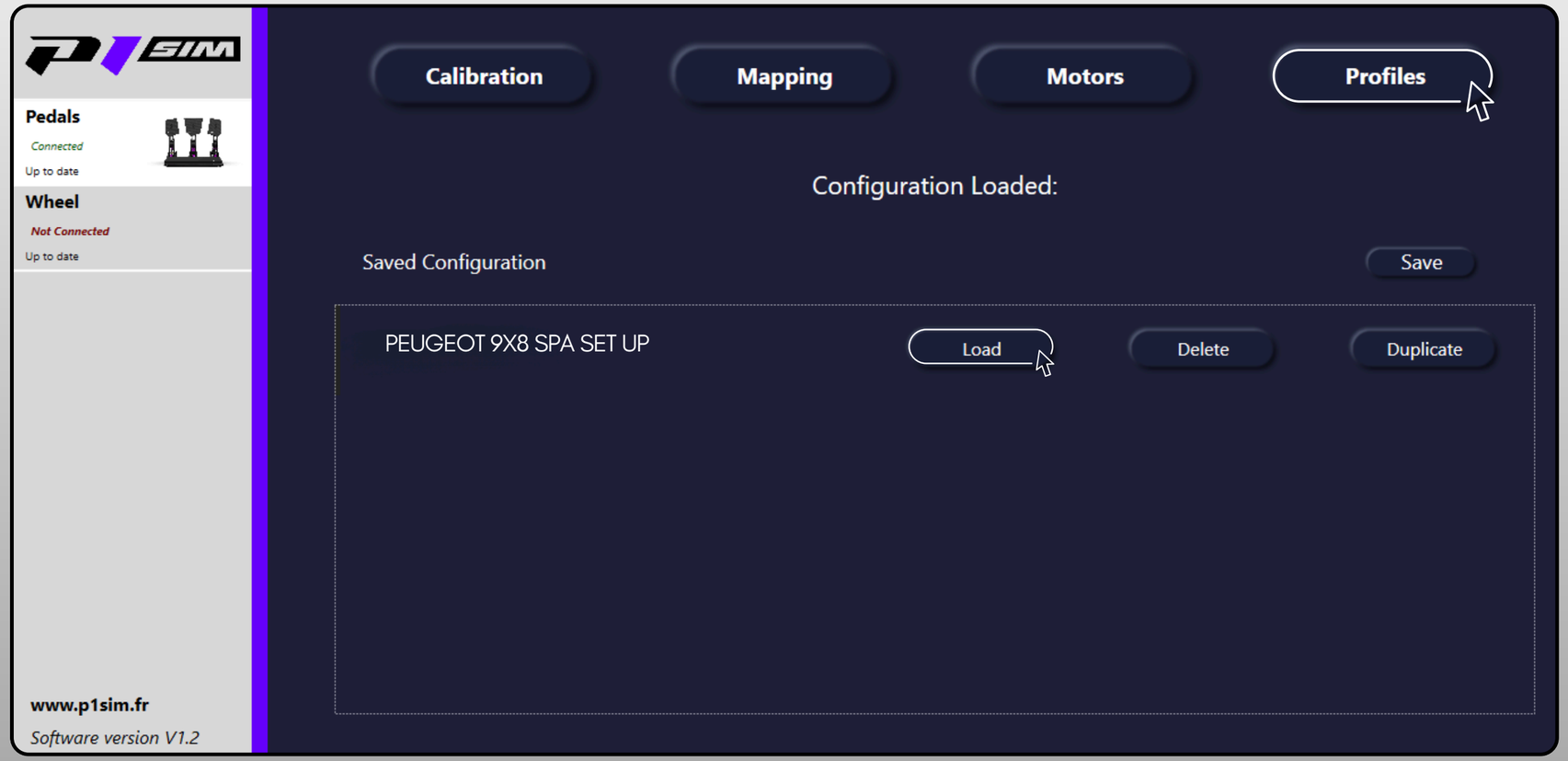


push lap .
garage

# Save your profile to SimHub

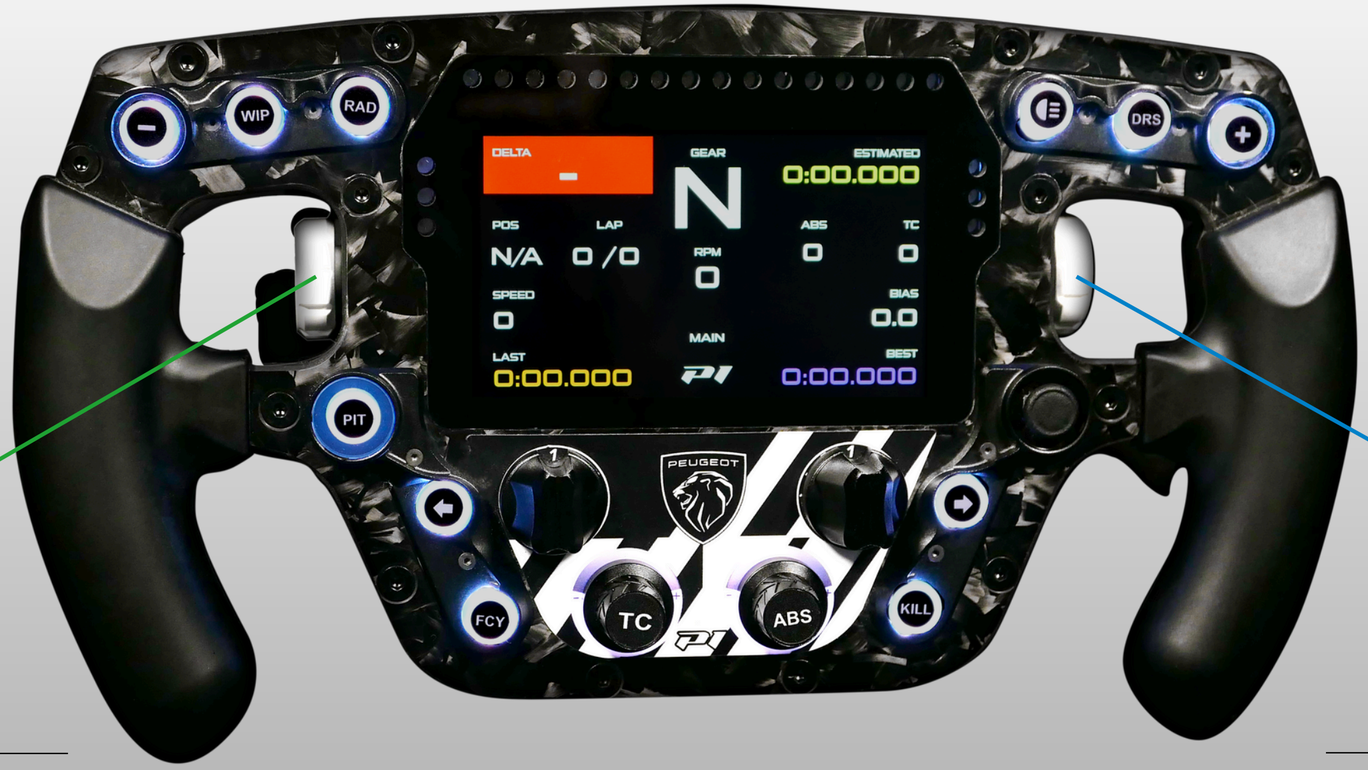
**To get the most out of each vehicle, don't hesitate to build a complete setup library.**






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

APEX
EAU ROUGE
P1 SIM




Increment Regeneration

Decrement Regeneration

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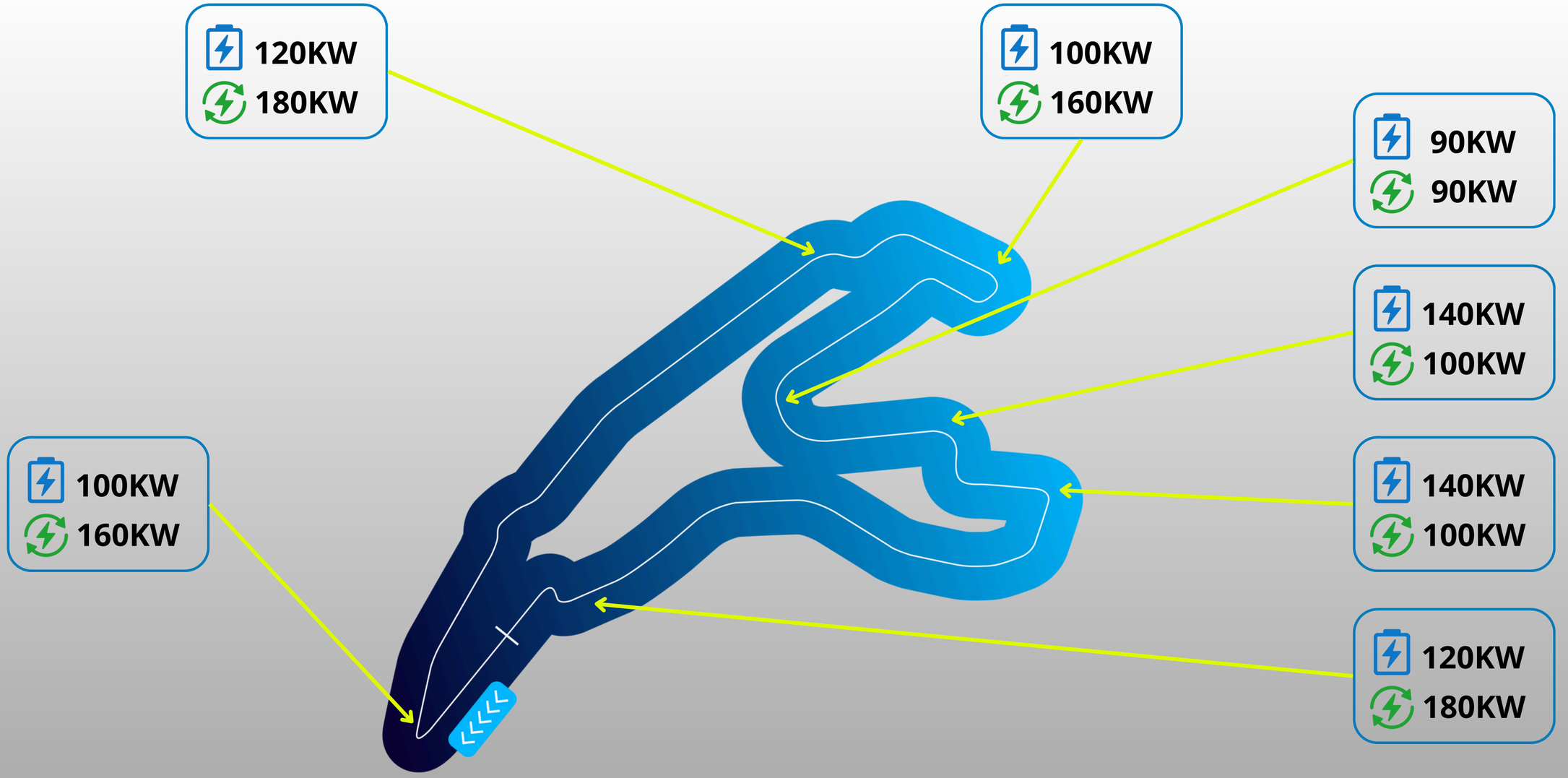
Increment Motor Map

Decrement Motor Map

push lap.
garage

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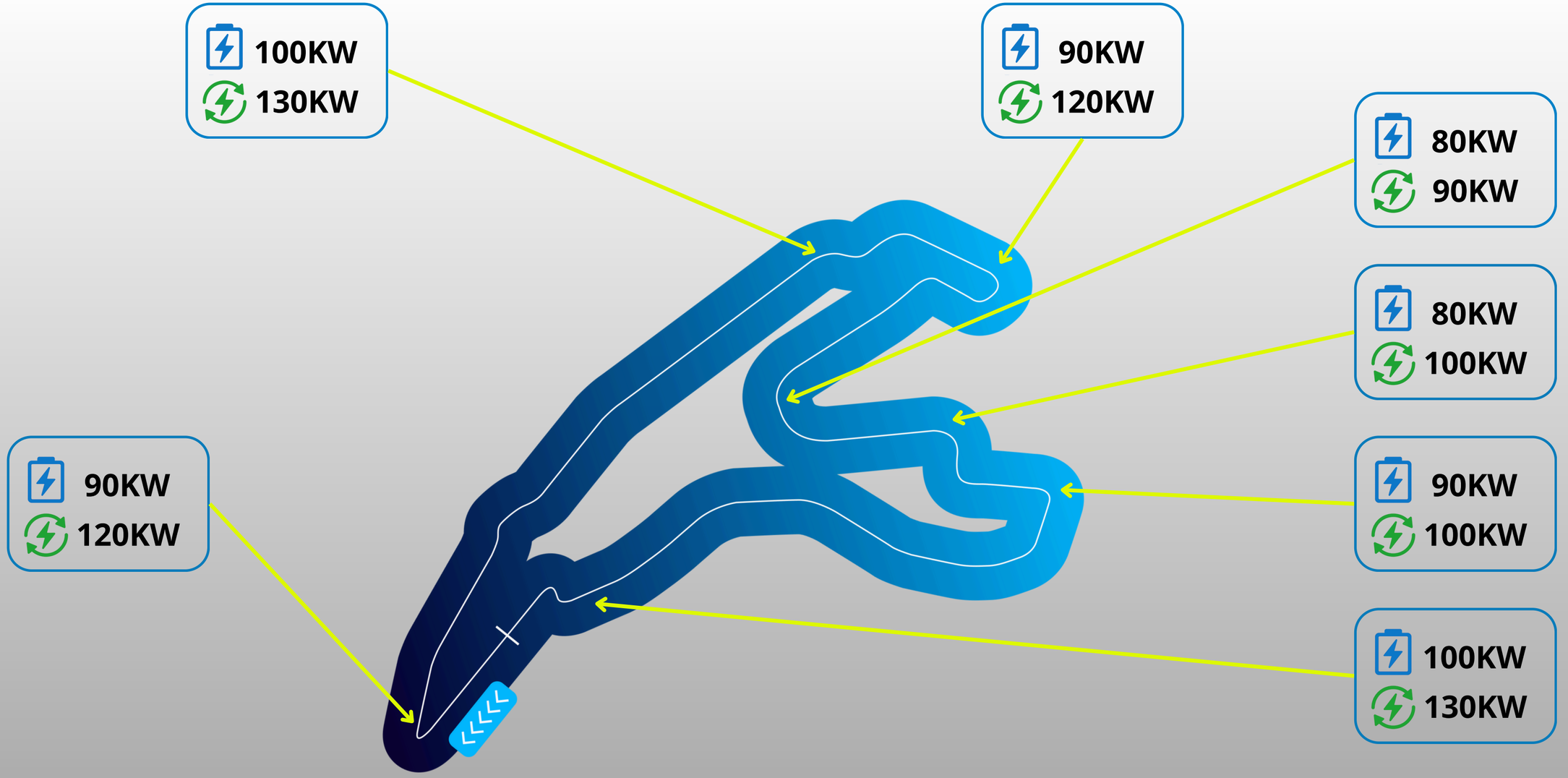
Optimal REGEN / MOTOR MAP settings based on corner type

push lap. garage




MISTRAL

Optimal REGEN / MOTOR MAP settings based on corner type

push lap. garage

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

By precisely tuning your braking curve with the P1 SIM Mistral pedal set, you unlock the full hybrid potential of the Peugeot 9X8. At Spa-Francorchamps, each point of the curve reflects a strategic phase: initial braking zones like La Source and Les Combes allow for strong energy regeneration; mid-phase modulation in corners like Bruxelles ensures smooth weight transfer and stable handling; and a final adjustment before Bus Stop lets you manage grip and maximize exit acceleration. This corner-by-corner strategy not only boosts energy efficiency but also elevates your consistency and race pace. With the P1 SIM Mistral, braking isn't just stopping—it's managing flow, energy, and performance across the entire lap.

CIRCUIT DE SPA FRANCORCHAMPS

MISTRAL

| | | Energy used (Motor Map kW) | Energy recovered (Regen kW) | Energy balance |
|---|---|---|---|---|
| La Source | Point 1 (25%) | 100 | 160 | +60 kW |
| Les Combes | Points 2–3 (42–58%) | 120 | 180 | +60 kW |
| Bruxcelles | Point 1 (25%) | 100 | 160 | +60 kW |
| Double Gauche | Points 2–3 (42–58%) | 90 | 90 | 0 kW |
| Fagnes | Point 1 (25%) | 140 | 100 | -40 kW |
| Stavelot | Points 2–3 (42–58%) | 140 | 100 | -40 kW |
| Chicane | Points 1 & 4 (25–75%) | 180 | 120 | +40 kW |

push lap . garage

MISTRAL

LE MANS ULTIMATE

THE OFFICIAL GAME OF THE FIA WORLD ENDURANCE CHAMPIONSHIP

# 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.**

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You can use the 1080° rotation or AUTO mode, but it's preferable to set the rotation to **510° t**o ensure you're using the full capabilities of the **PEUGEOT 9X8.** Use the same steering rotation on your direct drive base.


push lap .
garage

MISTRAL

# LE MANS ULTIMATE

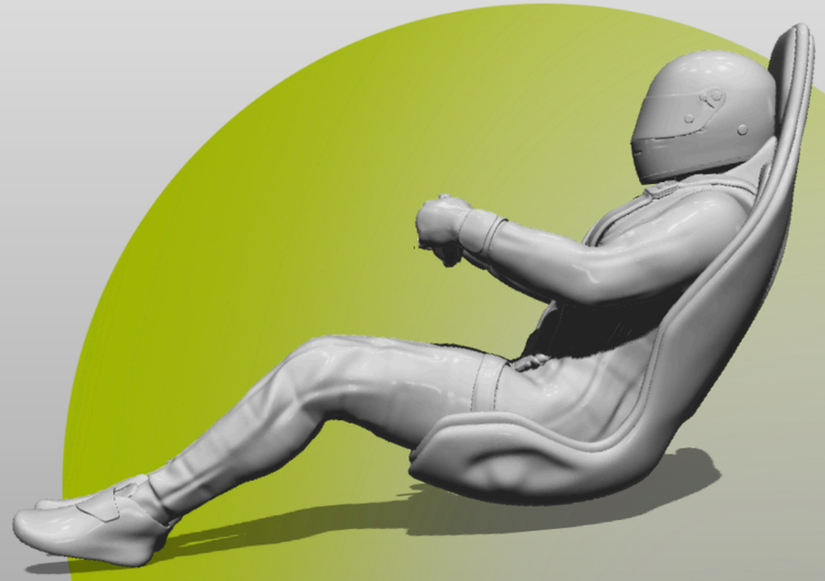
THE OFFICIAL GAME OF THE FIA WORLD ENDURANCE CHAMPIONSHIP

## 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 – 6 / 0 *

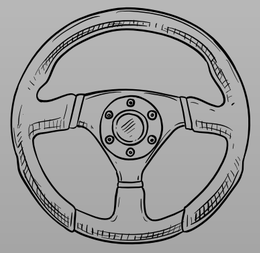
push lap. garage

MISTRAL

# 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**

510°

| | |
|---|---|
| FOR | 100 |
| FEI | 100 |
| MPS | PULSE |

push lap.
garage

# MISTRAL

P1 SIM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garage