P1SIM

AMG GT

IRON LYNX
MOTORSPORT LAB

#61

GT3 LM

LE MANS ULTIMATE

THE OFFICIAL GAME OF THE FIA WORLD ENDURANCE CHAMPIONSHIP

MISTRAL

P1 SIM

An ideal pedal set for your favorite simulations

The P1 SIM Mistral pedal set delivers the precision needed to mirror the Mercedes-AMG GT3's assisted, ABS-equipped brake feel. By tailoring your brake curve, you can place ABS onset exactly where you want it while preserving a broad, controllable mid-range for trail-braking. That modulation turns braking into a repeatable tool—stabilizing the car over bumps and kerbs, managing front-tire load, and rotating the car cleanly into the apex. The result is shorter, more consistent stops and race-stint pace you can sustain lap after lap.

P1 SIM

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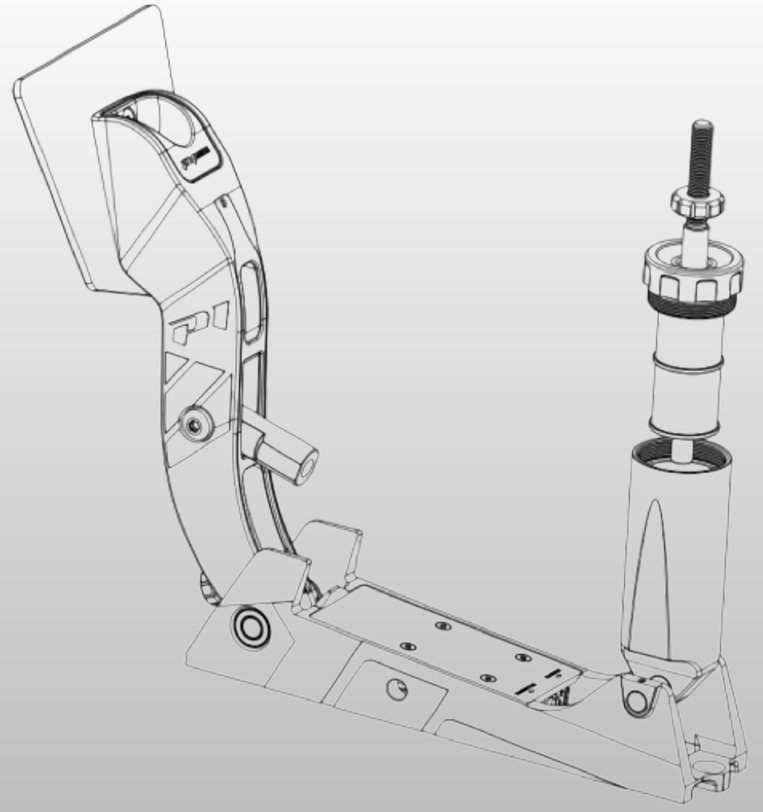
Brake rubbers



The choice of elastomers mostly depends on your preferred pedal feel. As a general guideline, the LMGT3 category—especially with the MERCEDES AMG GT GT3 LM works best with SOFT to VERY HARD compounds, allowing you to fine-tune modulation and replicate the firm, progressive resistance of a real GT3 endurance pedal setup.

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LM GT3

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Brake to Win: When Control Becomes Your Strategy

The **MERCEDES AMG GT GT3** isn't about hybrid systems or futuristic aero—it's about mastering the fundamentals. With its rear-engine layout and mechanical grip-focused design, every braking phase becomes a test of balance and commitment. Precise brake modulation is key to managing weight transfer, avoiding excessive ABS engagement, and extracting maximum cornering speed. In sim racing, replicating this behavior brings you closer to the raw, analog feel of GT endurance racing—where control and consistency outweigh pure power.

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

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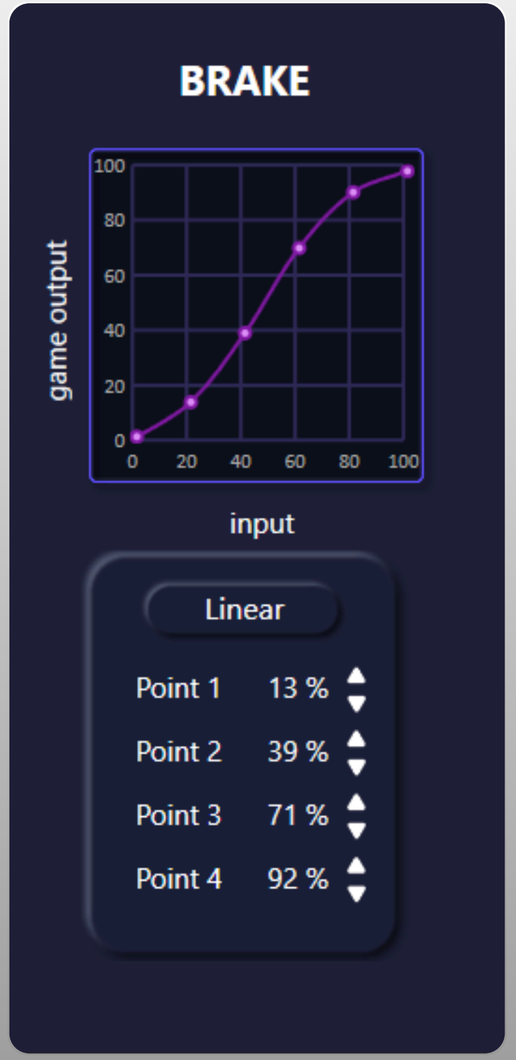
MISTRAL



A personalized braking curve on the P1 SIM Mistral lets you meter pedal force across every phase of braking—matching the assisted, ABS-equipped character of the Mercedes-AMG GT3 and giving you precise control over initial bite, ABS onset, and trail-brake release.

Point 1 – 13% of Pedal Travel (≈ 8 kgf) – Initiation Phase: The first contact with the brake pedal, applying light pressure to settle the car and transfer weight to the front axle.

Point 2 – 40% of Pedal Travel (≈ 25 kgf) – Building Braking Force: The pedal load increases sharply, providing strong deceleration while maintaining stability.

Point 3 – 71% of Pedal Travel (≈ 45 kgf) – Maximum Control Phase: Braking reaches its peak efficiency, giving the driver full control in the heaviest braking zones.

Point 4 – 92% of Pedal Travel (≈ 58 kgf) – Threshold Phase: Near the pedal hard-stop, maximum pressure is available; from here the brake can be progressively released to guide the car smoothly into corner entry.

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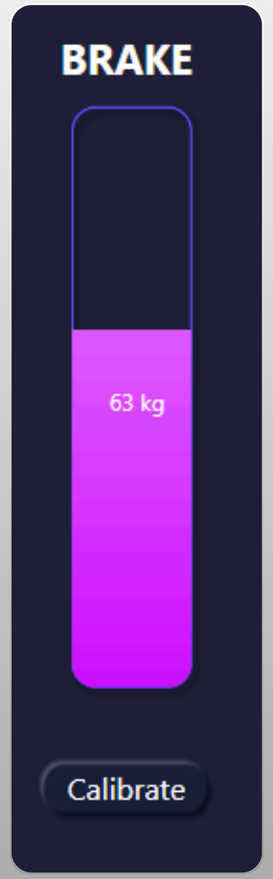
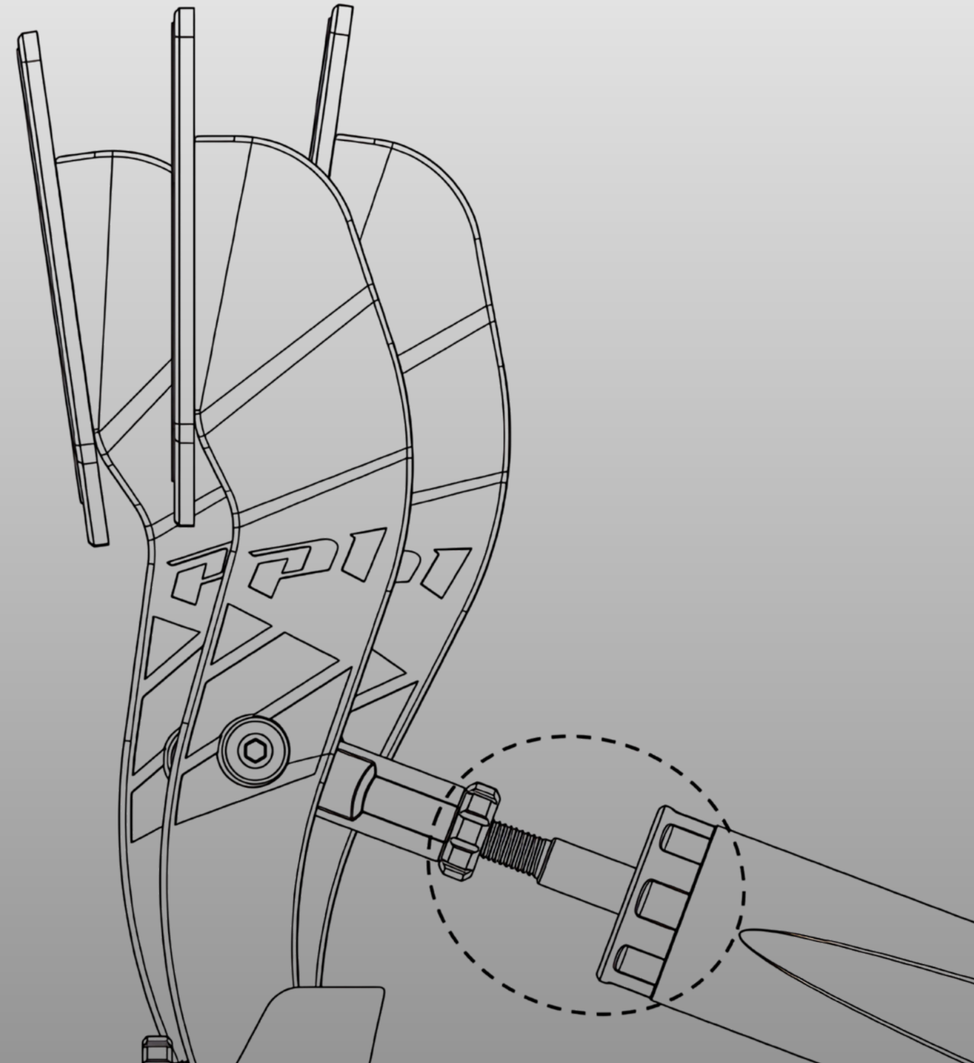
MISTRAL



For the Mercedes AMG GT3, the maximum braking force is set at 63 kgf (≈ 618 N), equivalent to a hydraulic pressure of about 112 bar with a 17.8 mm master cylinder and a 5:1 pedal ratio. This value serves as the reference for pedal calibration.

The recommended SimHub curve uses four points: 13% (≈ 8 kgf → 10%), 40% (≈ 25 kgf → 60%), 71% (≈ 45 kgf → 88%), and 92% (≈ 58 kgf → 97%). This profile replicates the typical GT3 braking response: sharp initial bite, stable mid-phase, and a firm end of travel.

Max Pedal Force	63 kgf



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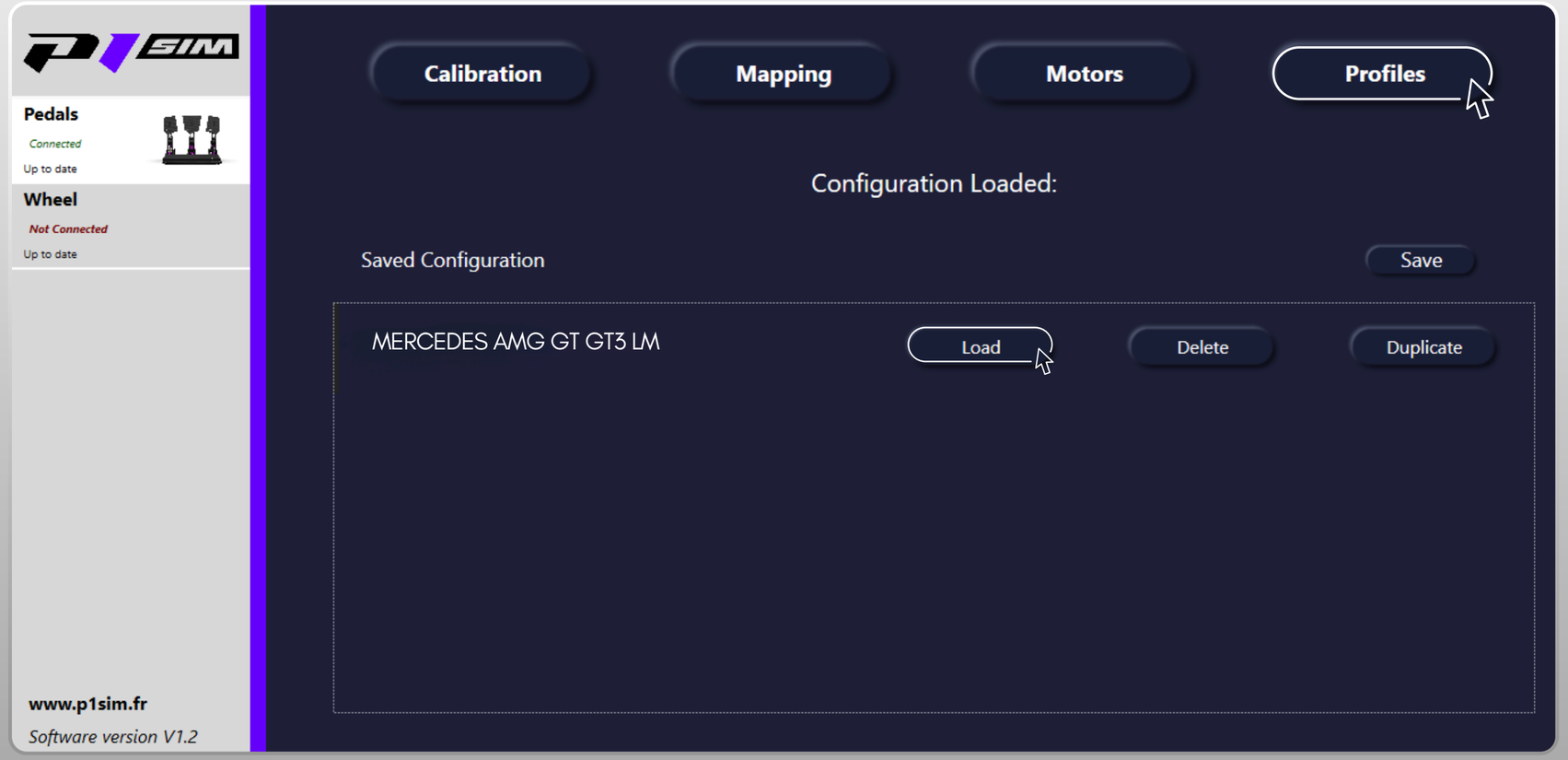
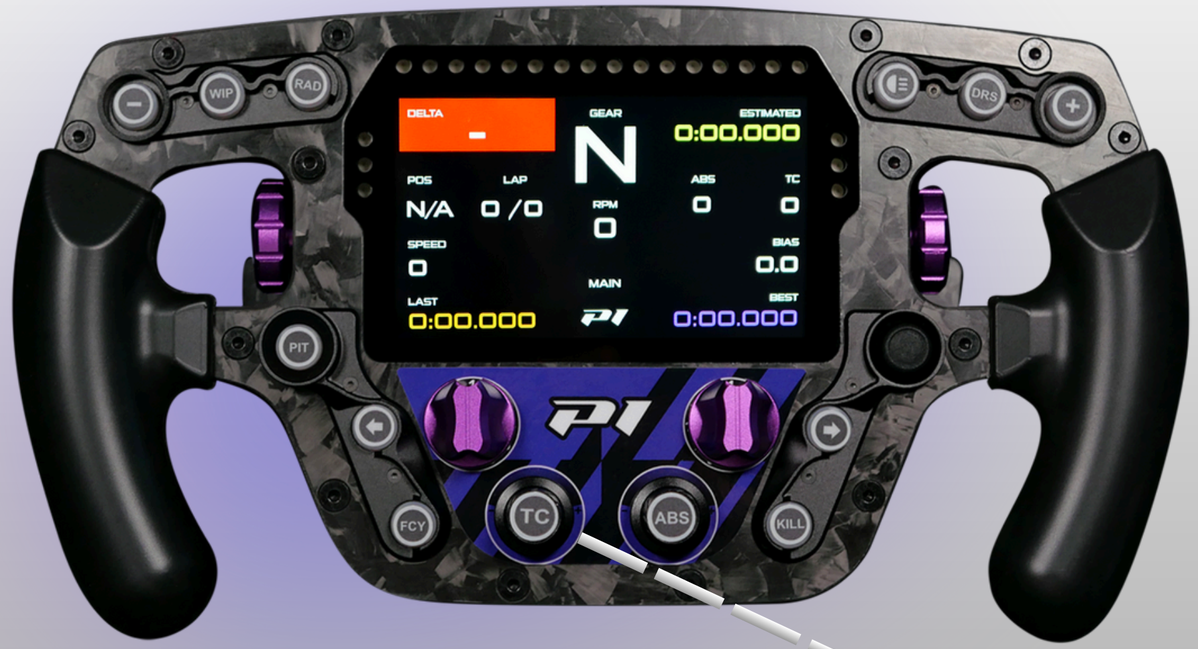
Save your profile to SimHub

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



Traction Control Increase

Traction Control Decrease

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TC — Main Intervention Level

Role: Sets the overall sensitivity of the traction control.

- **Logic: The higher the value, the sooner TC will react when the rear wheels start to spin.**
- **Effect on track:**
  - **High value (8–11) → maximum safety, very stable, but slower on corner exits.**
  - **Low value (1–3) → more freedom, the rear can slide to help rotation, but higher risk of spinning.**

- **Simple image: TC is the gatekeeper — it decides when to step in.**

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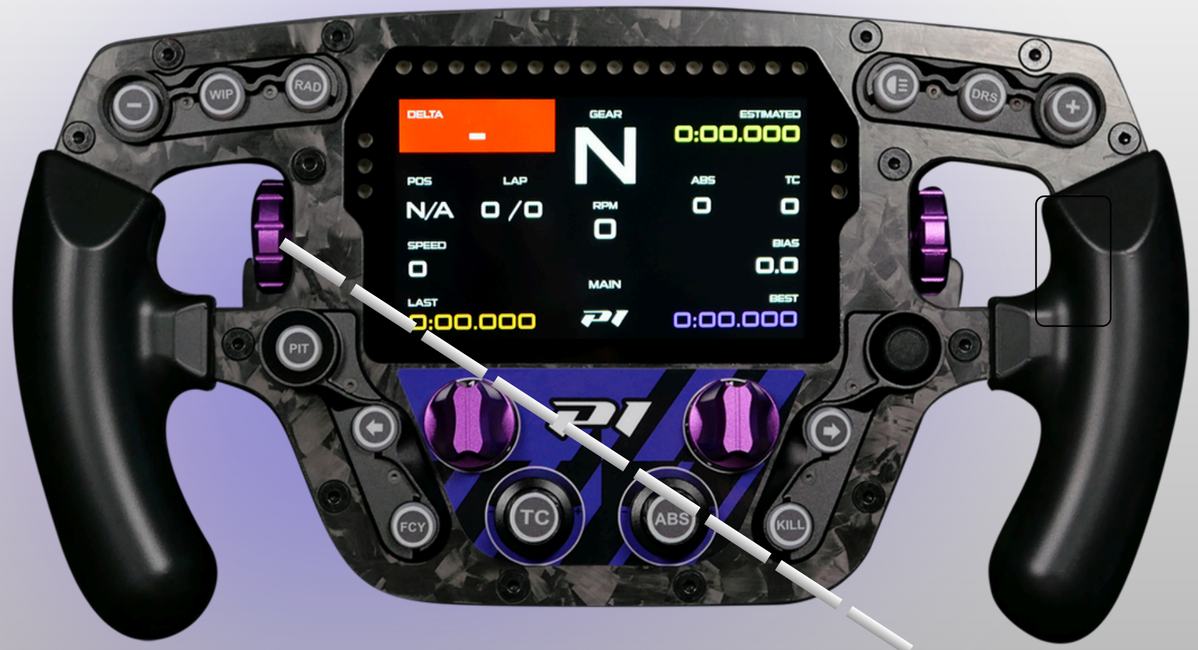
APEX

EAU ROUGE

P1 SIM



Traction Control Power Increase

Traction Control Power Decrease

TC Power Cut — Engine Power Reduction

- Role: Controls the amount of engine power cut when TC intervenes.
- Logic: Not about when TC acts, but how strongly it reacts.
- Effect on track:
  - High value (7–10) → harsh power cut → very stable, but poor acceleration.
  - Low value (1–4) → softer cut, power comes back quickly → faster on dry track but riskier.

- Simple image: Think of it as the volume knob — TC can cut power hard (car feels stuck) or lightly (car feels alive).

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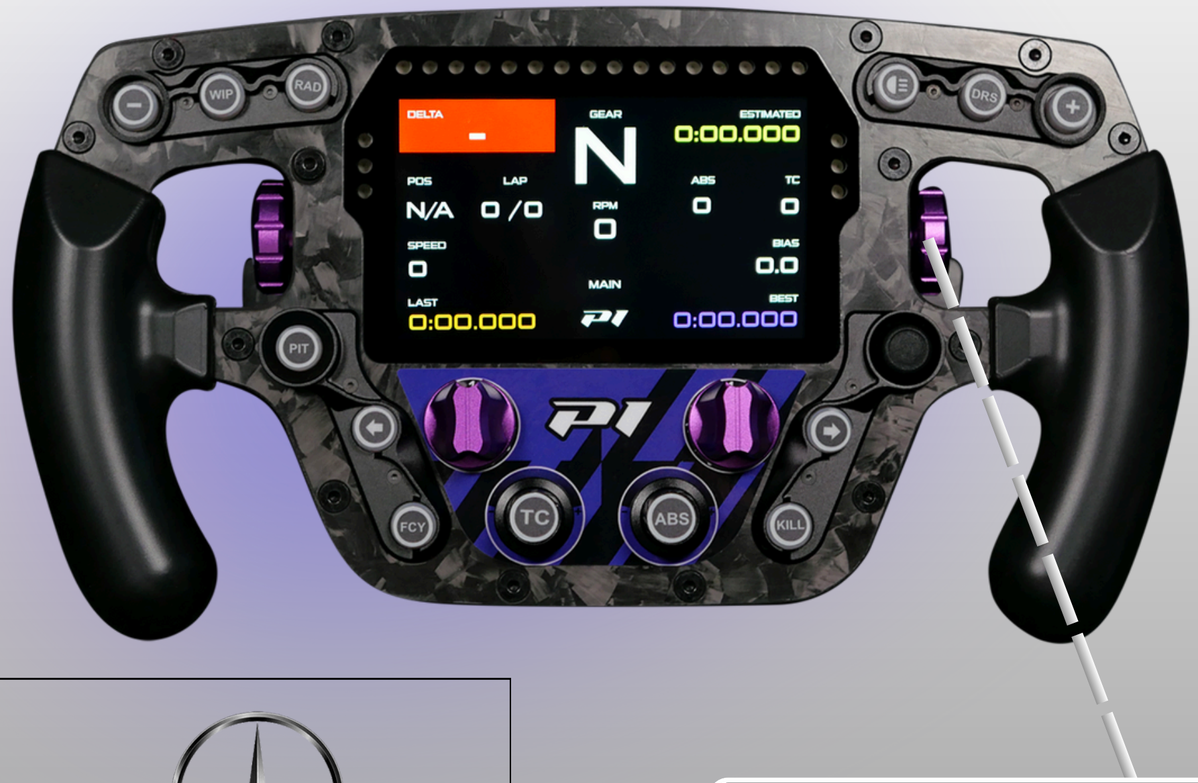

Traction Control Slip Angle Increase

Traction Control Slip Angle Decrease

TC Slip (a.k.a. TC2) — Slip Tolerance

- Role: Defines the slip ratio allowed between rear and front wheels.
- Logic: Higher values mean less slip is tolerated → the car must stay more "locked in."
- Effect on track:
  - Low value (1–3) → allows more rear slip → helps rotate the car on throttle, great for qualifying.
  - High value (8–11) → minimizes slip → best for wet conditions or cold tyres.
- Simple image: Slip is like an elastic band:
  - Short → rear stays tight and controlled.
  - Long → more freedom before TC pulls you back.

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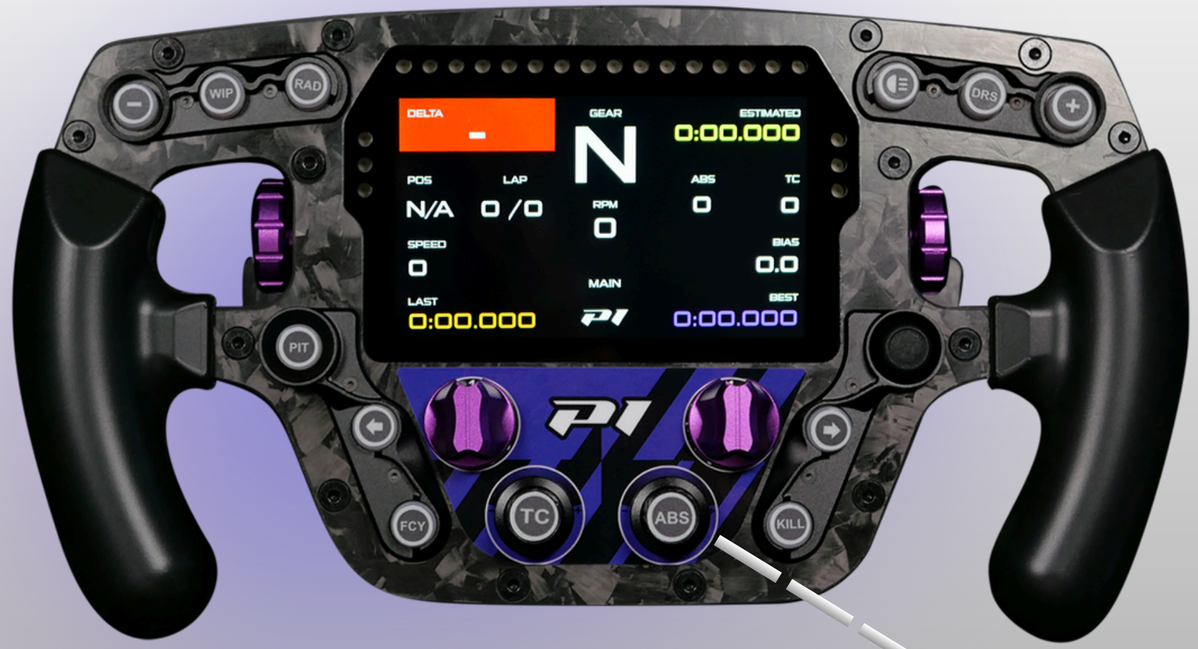
P1 SIM



ABS – Balancing Stability and Rotation

- On the Mercedes AMG GT3, the ABS ranges from 0 to 9, directly influencing how the car reacts under heavy braking.
- Effect on track:
  - 1–3: promotes oversteer, useful for tighter rotation but more difficult to control.
  - 4–6: a balanced zone, combining stability with agility.
  - 7–9: leans toward understeer, offering maximum stability but reducing corner entry rotation.

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APEX

EAU ROUGE

Pi SIM

Traction Control Power Increase

Traction Control Power Decrease

Traction Control Slip Angle Increase

Traction Control Slip Angle Decrease

Traction Control Increase

Traction Control Decrease

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Onboard ABS Increase

Onboard ABS Decrease

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p99 is a threshold amplitude: the torque value that 99% of samples do not exceed (a force, not a frequency).

On our Mercedes AMG GT3, we measure p99 ≈ 24.4 Nm (range 24.1–25.3). We then set the in-game gain so this p99 maps to ≈114 Nm at the rim—i.e., 95% of a DD12, a credible “heavy GT3” level.

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P99

24.4 Nm

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This table converts, for each base torque between 11.0 and 12.0 Nm (FFB Strength 100%), the ideal in-game gain in full-usage mode with 5% headroom. It's computed from our reference p99 = 24.4 Nm and shows both the "Ideal Gain"(one decimal) and the "Set in game" value rounded to the nearest integer.

In practice, just read the row you need: e.g., 11.0 Nm → ~42.8% ⇒ 43%, 12.0 Nm → ~46.7% ⇒ 47%. The goal is to use the full dynamic range without clipping; allow a tolerance of ±2 points depending on the track—drop if the FFB bar sticks at the top, raise if it never brushes the ceiling.

Force Feedback Strength x **Force Feedback Nm**

FFB Nm	11	11.1	11.2	11.3	11.4	11.5	11.6	11.7	11.8	11.9	12
FFS LMU	43	43	44	44	44	45	45	46	46	46	47

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Here's an indicative table for bases from 3 to 12 Nm (in 1-Nm steps) to help users find the in-game gain that matches a base set to FFB Strength 100%. Values are computed from our reference p99 = 24.4 Nm in full-usage mode with 5% headroom — formula:
Gain (%) = (Nm_base × 0.95 / 24.4) × 100, then round to the nearest integer in game.
Use it as a starting point and adjust by ±2 points depending on the track (drop if the FFB bar sticks at the top; raise if it never brushes the ceiling).
If you run Strength < 100%, multiply the table's value by that percentage (e.g., 80% ⇒ table gain × 0.8).
If you prefer targeting a specific rim torque (e.g., 9–10 Nm), use Gain = Nm_target / p99 × 100 instead.

Force Feedback Strength x **Force Feedback Nm**

FFB Nm	3	4	5	6	7	8	9	10	11	12
FFS LMU	13	16	19	23	27	31	35	39	43	47

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Here's is an indicative table for bases from 3 to 25 Nm to help you find the in-game gain that matches a base set to 100% Strength. Values are computed using our reference p99 = 24.4 Nm in full-usage mode with 5% headroom — formula:
Gain (%) = (Nm_base × 0.95 / 24.4) × 100, then round to the nearest integer in game.
Use it as a starting point: adjust by ±2 points depending on the track (if the FFB bar sticks at the top → −; if it never brushes the ceiling → +).
If you run Strength < 100%, multiply the table value by that percentage (e.g., 80% ⇒ table gain × 0.8).
Finally, if you prefer targeting a specific rim torque (e.g., 9–10 Nm), use instead: Gain = Nm_target / p99 × 100.

Force Feedback Strength x **Force Feedback Nm**

FFB Nm	3	5	8	9	12	15	18	21	25
FFS LMU	13	19	31	35	47	58	70	82	97

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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.

536° = ideal steering lock

- **540° → lock ≈ 18.1° (instead of 18.0°)**
- **530° → lock ≈ 17.8°**

You can use the 1080° rotation or AUTO mode, but it's preferable to set the rotation to **540°** to ensure you're using the full capabilities of the **MERCEDES AMG GT GT3 LM.**
Use the same steering rotation on your direct drive base.

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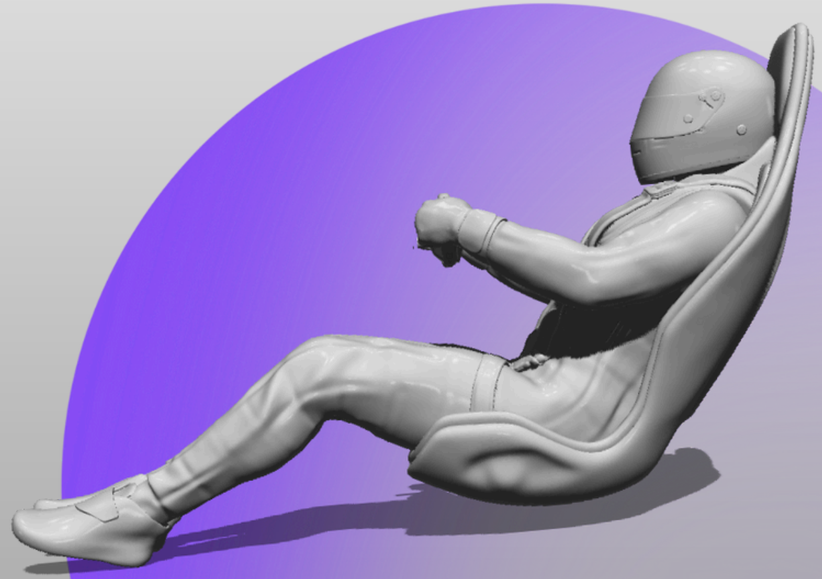
What does this feature allow you to adjust ?

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

- Adjust Seat Forward
- Adjust Seat Backwards
- Adjust Seat Up
- Adjust Seat Down

Steering Wheel Off

Caution ! For better force feedback, please remove the steering wheel.



Seat Position -5 / 0 *

* FOV Default 49

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Seat Position	Tyre Pressures Kpa			
	FL	FR	RL	RR
0/0	170.13	169.77	170.54	170.13
0/0	167.84	167.17	167.88	166.73
+5/0	168.59	168.06	168.05	166.24
+5/0	168.37	169.09	170.27	169.03
-5/0	171.02	170.81	171.21	170.79
-5/0	169.88	169.29	169.26	168.19

Evolution of temperatures in the carcass and on the surface of the tire as a function of the driver's seat adjustment.

Seat position / Default setup / New tires for each two-lap session *

* FOV Default 49 / First lap exiting the pits / Second lap in qualification mode.

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garage

Seat Position	Tyre Surface Temps C°			
	FL	FR	RL	RR
0/0	63.2	61.9	60	57.6
0/0	70.2	70.7	63	60.4
+5/0	73.6	73.7	64	61.2
+5/0	84.9	82.4	83.1	83.1
-5/0	65.2	65.2	62.5	62.5
-5/0	79.5	77.7	67.2	64.7

Evolution of temperatures in the carcass and on the surface of the tire as a function of the driver's seat adjustment.

Seat position / Default setup / New tires for each two-lap session *

* FOV Default 49 / First lap exiting the pits / Second lap in qualification mode.

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Seat Position	Tyre Carcass Temps C°			
	FL	FR	RL	RR
0/0	77.3	76.6	78.3	77.3
0/0	78.7	77.5	78.8	78.6
+5/0	77	76.4	76	73.2
+5/0	81.8	83.7	96.9	85.8
-5/0	79.6	79.1	80	79
-5/0	82.7	81.5	81.6	79.4

Evolution of temperatures in the carcass and on the surface of the tire as a function of the driver's seat adjustment.

Seat position / Default setup / New tires for each two-lap session *

* FOV Default 49 / First lap exiting the pits / Second lap in qualification mode.

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Seat Position	Tyre Wear %			
	FL	FR	RL	RR
0/0	0.856	0.971	0.773	0.727
0/0	0.983	1.157	0.812	0.835
+5/0	1.260	1.399	1.008	1.015
+5/0	2.168	4.978	7.480	11.686
-5/0	0.996	1.091	0.791	0.735
-5/0	1.217	1.254	0.736	0.753

Evolution of temperatures in the carcass and on the surface of the tire as a function of the driver's seat adjustment.

Seat position / Default setup / New tires for each two-lap session *

* FOV Default 49 / First lap exiting the pits / Second lap in qualification mode.

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