P1 SIM

LE MANS ULTIMATE

THE OFFICIAL GAME OF THE FIA WORLD ENDURANCE CHAMPIONSHIP

LM GT3

push lap.
garage

v1.01

Page 3

Page 21

Next Step

Page 12

Page 30

Next Step

LE MANS ULTIMATE

THE OFFICIAL GAME OF THE FIA WORLD ENDURANCE CHAMPIONSHIP

P1 SIM

296
LMGT3

AF corse

LE MANS ULTIMATE

THE OFFICIAL GAME OF THE FIA WORLD ENDURANCE CHAMPIONSHIP

MISTRAL

P1 SIM

An ideal pedal set for your favorite simulations

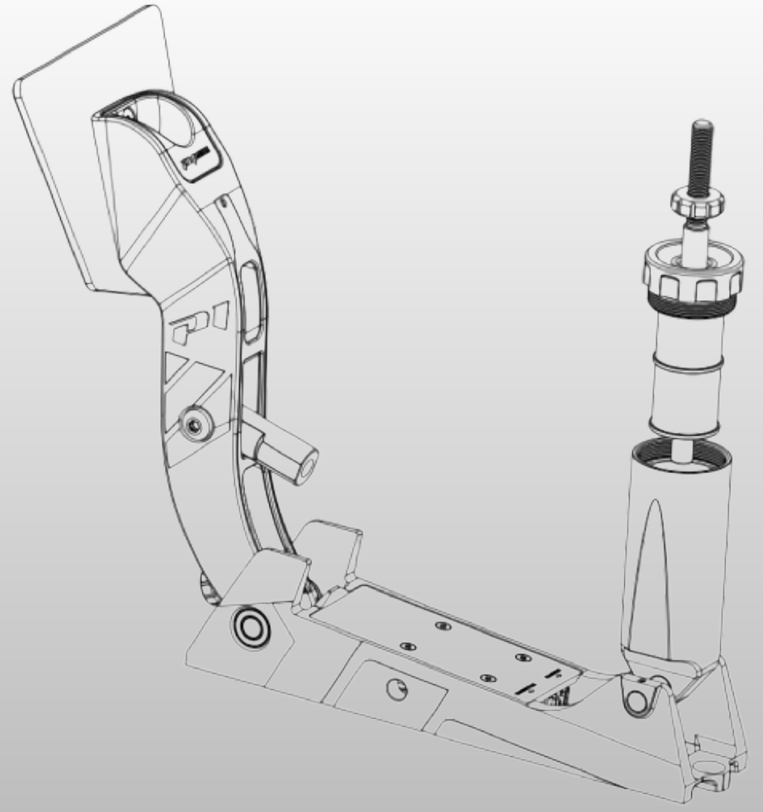
The P1 SIM Mistral pedal set delivers the precision needed to mirror the Ferrari 296 GT3 LM assisted, ABS-equipped brake feel. By tailoring your brake curve, you can place ABS onset exactly where you want it while preserving a broad, controllable mid-range for trail-braking. That modulation turns braking 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

push lap .
garage

MISTRAL
PRISM

Brake rubbers



The choice of elastomers mostly depends on your preferred pedal feel. As a general guideline, the LMGT3 category—especially with the Ferrari 296 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.

AF corse

LM GT3

push lap.
garage

MISTRAL

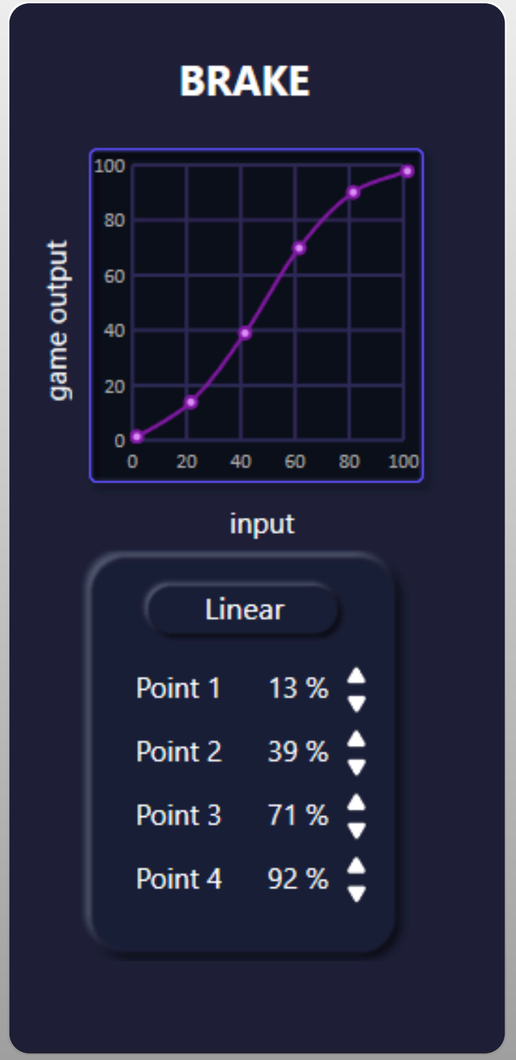
Brake to Win: When Control Becomes Your Strategy

The **Ferrari 296 GT3 LM.** 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.

push lap .
garage

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 Ferrari 296 GT3 LM. and giving you precise control over initial bite, ABS onset, and trail-brake release.

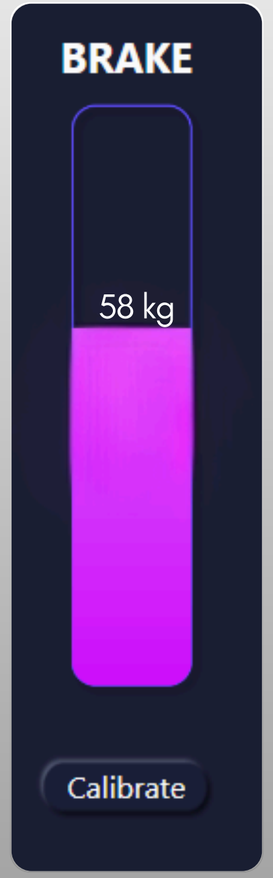
Point 1 – 13% of Pedal Travel (≈ 8 kgf) – Initiation Phase: The first contact with the brake pedal, applying light pressure to settle the car and transfer weight to the front axle.

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.

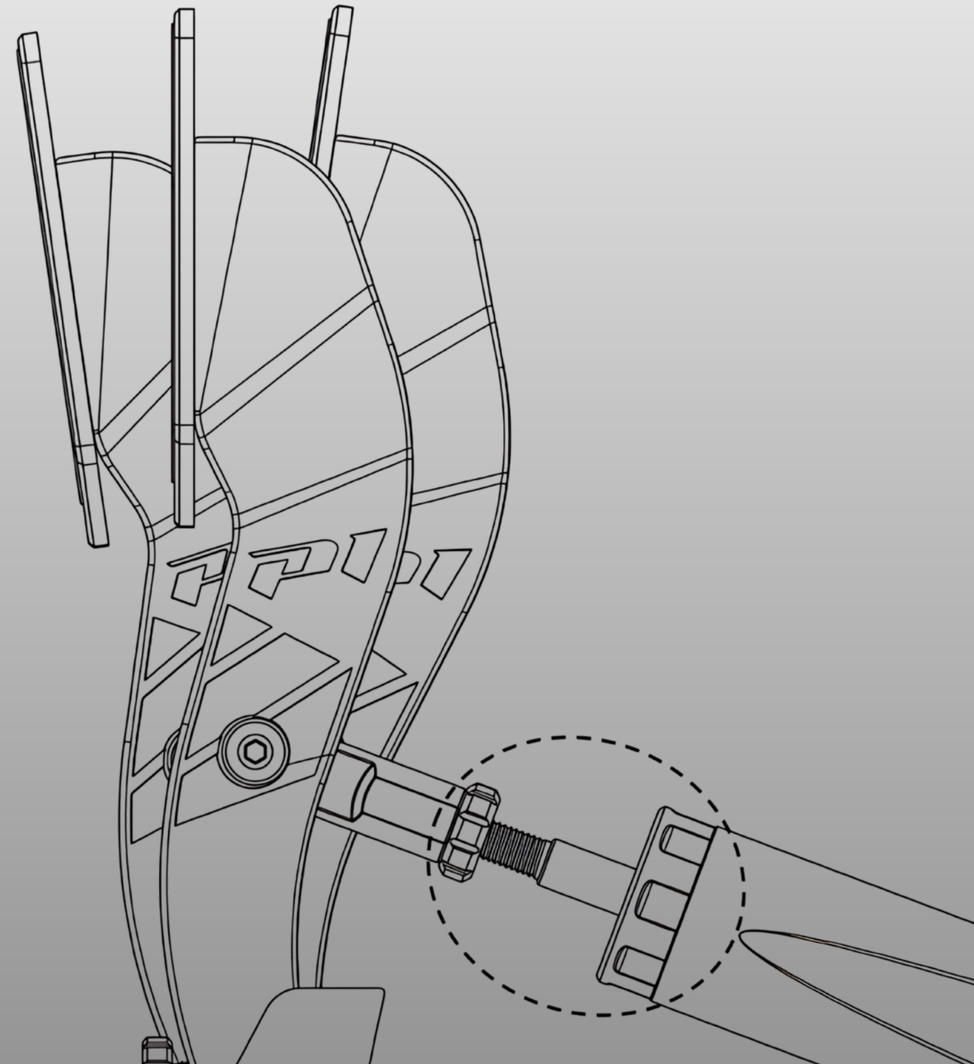
Point 4 – 92% of Pedal Travel (≈ 58 kgf) – Threshold Phase: Near the pedal hard-stop, maximum pressure is available; from here the brake can be progressively released to guide the car smoothly into corner entry.

push lap .
garage



Ferrari 296 GT3 — braking baseline
For the Ferrari 296 GT3, the maximum braking force is set at 58 kgf (≈ 570 N), equivalent to ~114 bar with a 17.8 mmmaster cylinder and a 5:1 pedal ratio. This value serves as the reference for pedal calibration and aligns with our telemetry target (p98 brake pressure ≈ 6.0, ~60 bar, at ~90–95% pedal travel).

SimHub curve (unchanged)
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 reproduces a GT3-style response: sharp initial bite, stable mid-phase, and a firm end of travel.



P1 SIM

AF corse

P95 45 NM

Force Feedback Strength 43*

P99 50.4 NM

* FANATEC ClubSport DD 12 Nm

push lap. garage

P1 SIM

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 with your direct-drive base and cockpit position.

476° = recommended steering rotation (Vehicle Set / Soft-Lock)

:

480° → lock ≈ 17.3° (instead of 17.2°)

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 296 GT3 LM.**
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%

push lap. garage

P1 SIM

LM LE MANS ULTIMATE

THE OFFICIAL GAME OF THE FIA WORLD ENDURANCE CHAMPIONSHIP

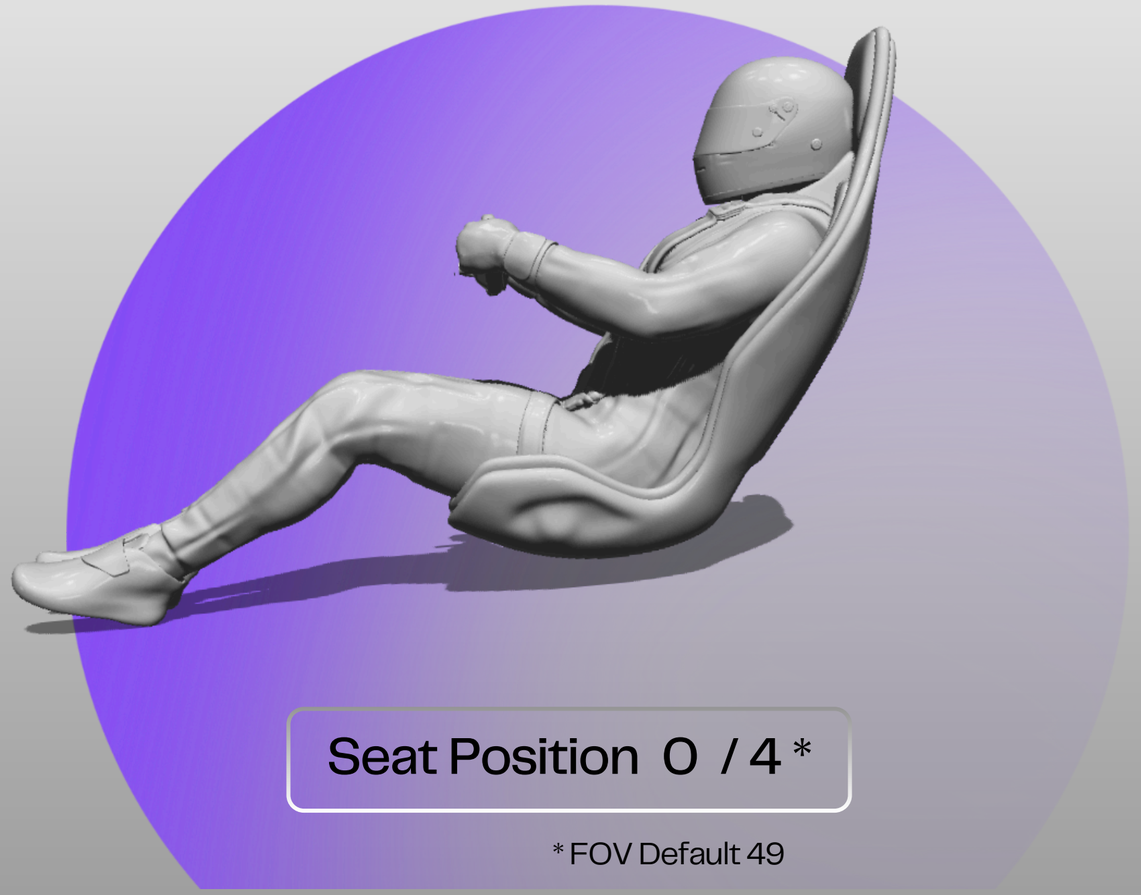
What does this feature allow you to adjust ?

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

- 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 0 / 4 *

* FOV Default 49

push lap. garage

P1 SIM

AMG GT
LMGT3

IRON LYNX
MOTORSPORT LAB

LE MANS ULTIMATE

THE OFFICIAL GAME OF THE FIA WORLD ENDURANCE CHAMPIONSHIP

MISTRAL

An ideal pedal set for your favorite simulations

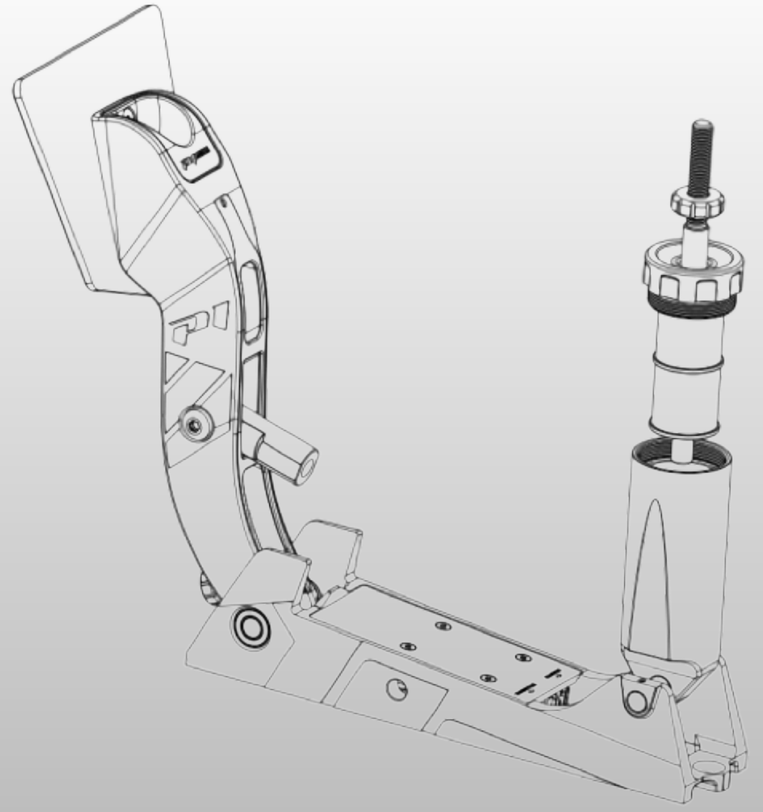
The P1 SIM Mistral pedal set delivers the precision needed to mirror the Mercedes-AMG GT3's assisted, ABS-equipped brake feel. By tailoring your brake curve, you can place ABS onset exactly where you want it while preserving a broad, controllable mid-range for trail-braking. That modulation turns braking 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.

push lap .
garage

MISTRAL

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.



IRON LYNX
MOTORSPORT LAB

LM GT3

push lap.
garage

MISTRAL

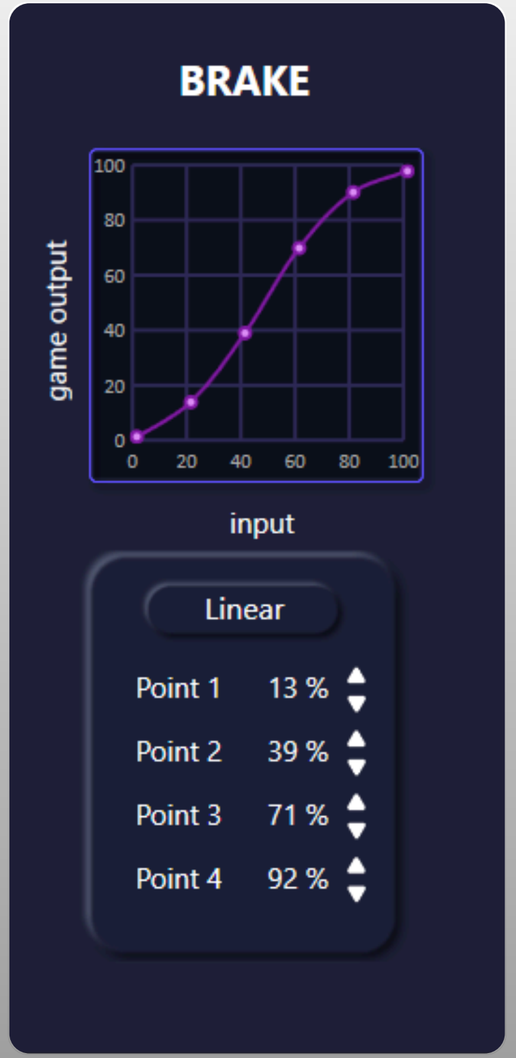
Brake to Win: When Control Becomes Your Strategy

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.

push lap .
garage

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.

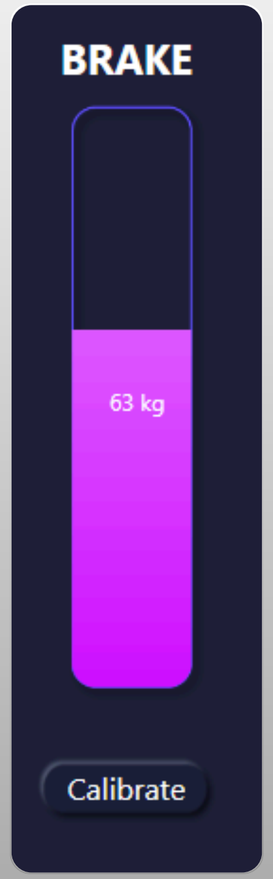
Point 2 – 40% of Pedal Travel (≈ 25 kgf) – Building Braking Force: The pedal load increases sharply, providing strong deceleration while maintaining stability.

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.

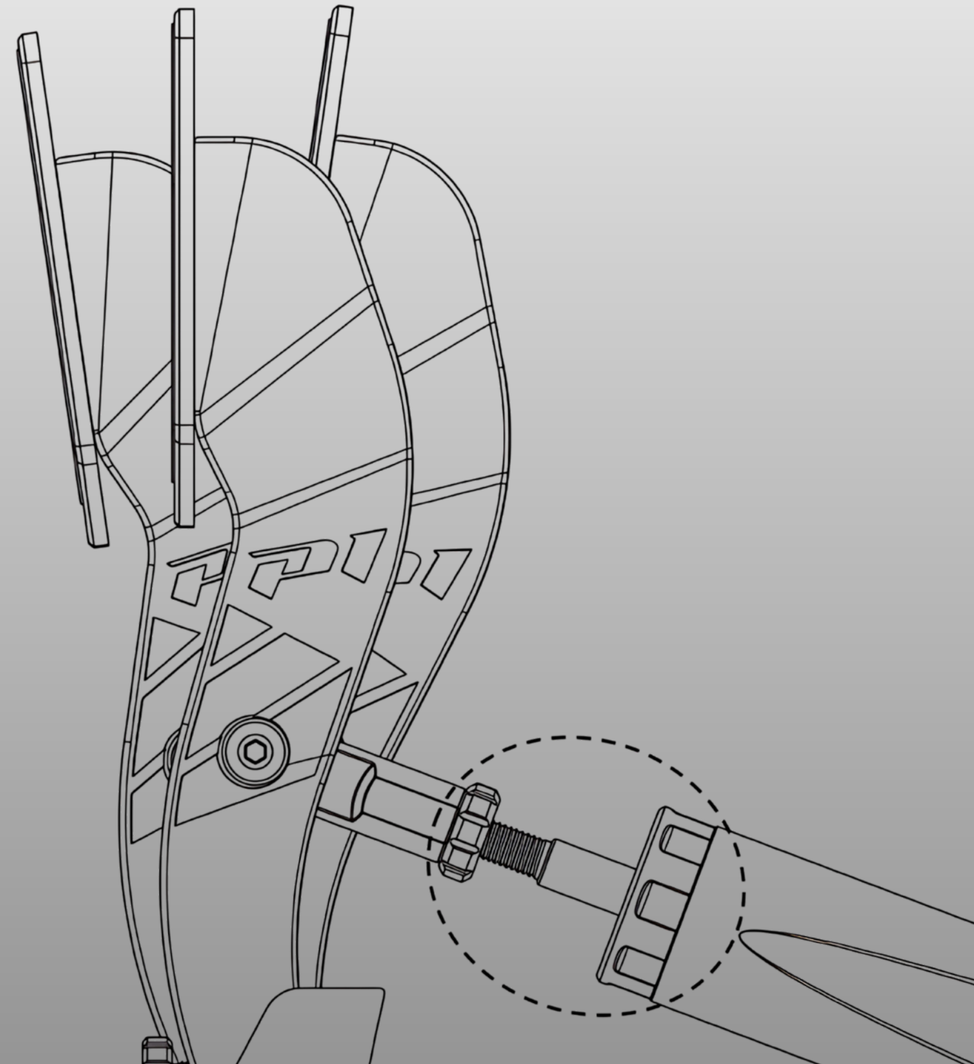
push lap .
garage

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.



push lap .
garage

P1 SIM

IRON LYNX
MOTORSPORT LAB

P95 22 NM

Force Feedback Strength 47*

P99 24.4 NM

* FANATEC ClubSport DD 12 Nm

push lap.
garage

P1 SIM

LM LE MANS ULTIMATE

THE OFFICIAL GAME OF THE FIA WORLD ENDURANCE CHAMPIONSHIP

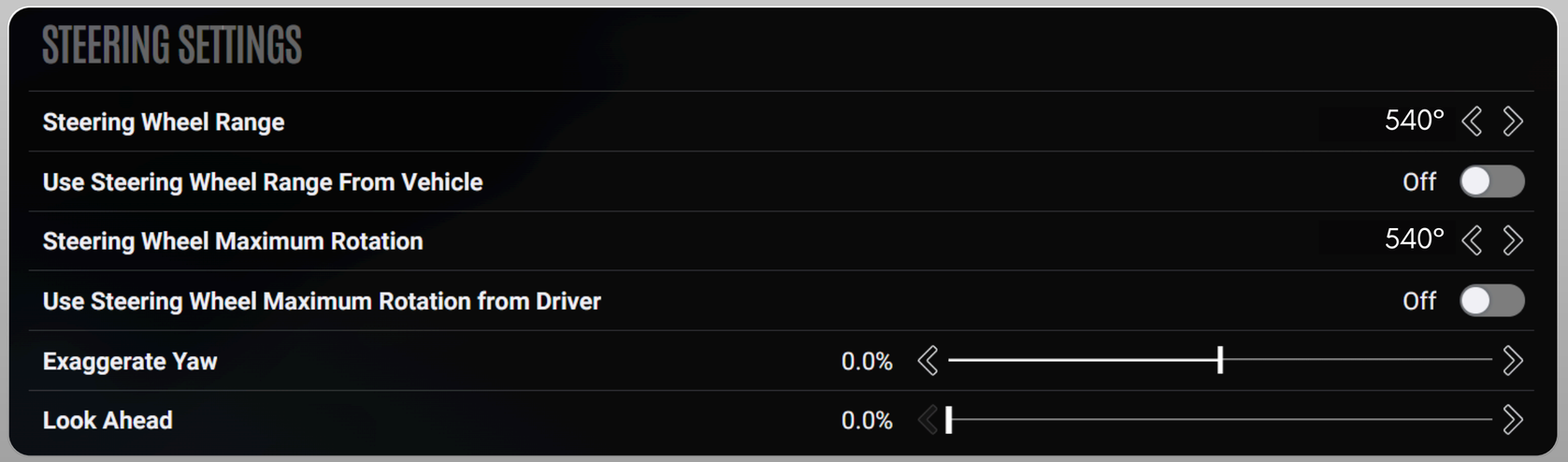
Recommended settings in the simulation

The settings are provided as a guideline and may vary with your direct-drive base and cockpit position.

536° = recommended steering rotation (Vehicle Set / Soft-Lock) :

540° → lock ≈ 18.1° (instead of 18.0°)

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.



push lap . garage

P1 SIM

LE MANS ULTIMATE

THE OFFICIAL GAME OF THE FIA WORLD ENDURANCE CHAMPIONSHIP

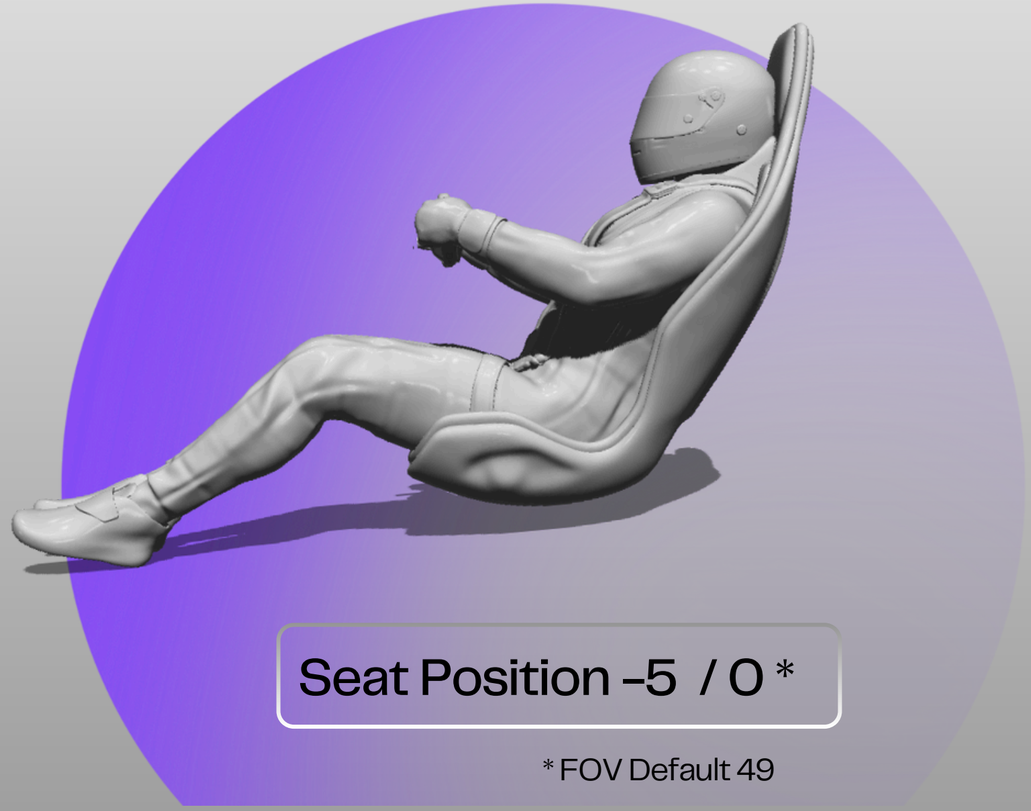
What does this feature allow you to adjust ?

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

- 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

push lap. garage

P1 SIM

BMW

M4
LMGT3

WRT
w-racingteam.com

LE MANS ULTIMATE

THE OFFICIAL GAME OF THE FIA WORLD ENDURANCE CHAMPIONSHIP

MISTRAL

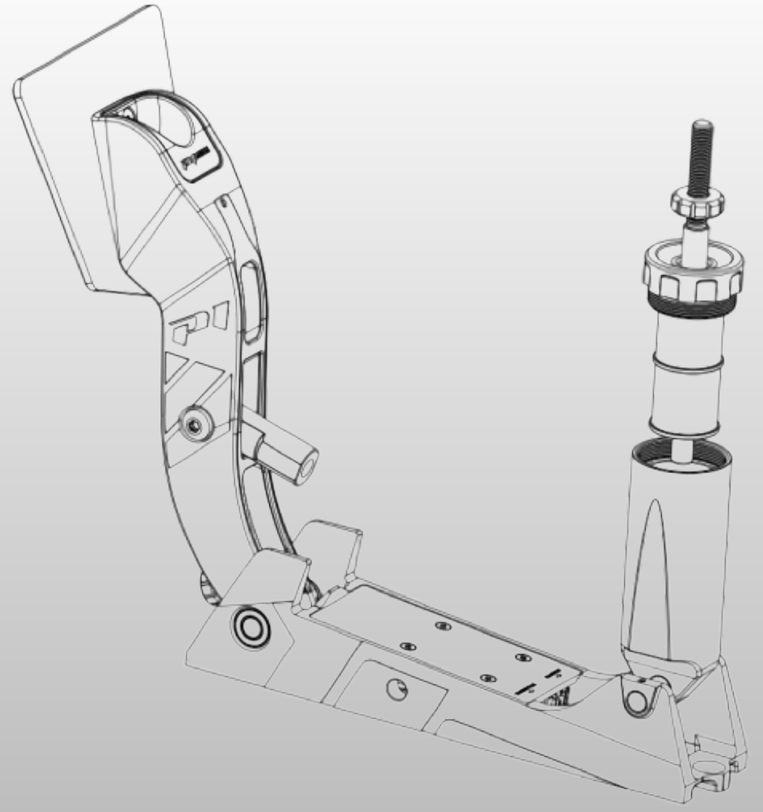
An ideal pedal set for your favorite simulations

The P1 SIM Mistral pedal set delivers the precision needed to mirror the BMW M4 LMGT3 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.

push lap.
garage

MISTRAL

Brake rubbers



The choice of elastomers mostly depends on your preferred pedal feel. As a general guideline, the LMGT3 category—especially with the BMW M4 LMGT3 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.

BMW WRT w-racingteam.com

LM GT3

push lap garage

MISTRAL

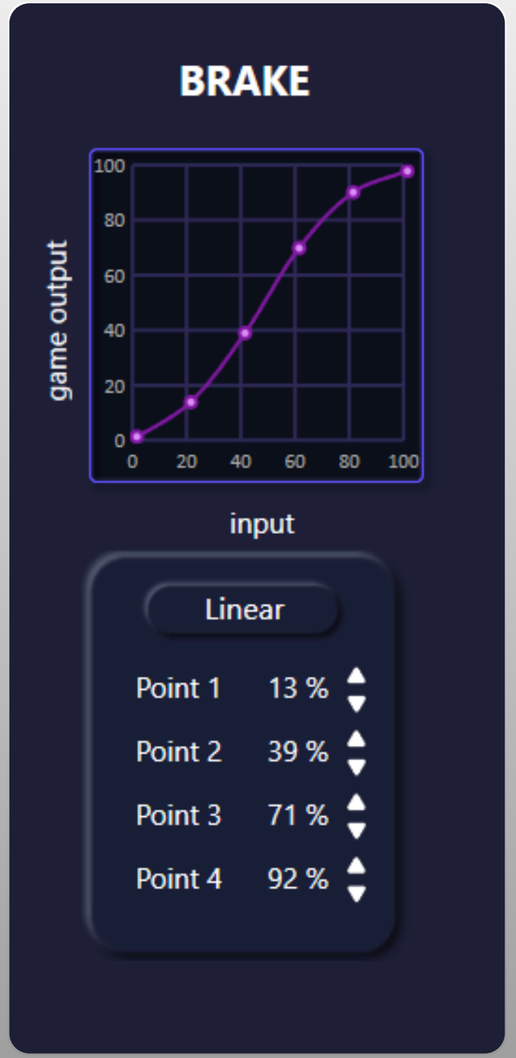
Brake to Win: When Control Becomes Your Strategy

The **BMW M4 LMGT3** 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.

push lap .
garage

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 BMW M4 LMGT3 and giving you precise control over initial bite, ABS onset, and trail-brake release.

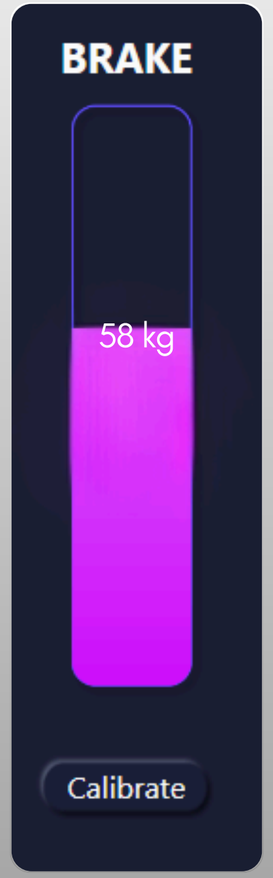
Point 1 – 13% of Pedal Travel (≈ 8 kgf) – Initiation Phase: The first contact with the brake pedal, applying light pressure to settle the car and transfer weight to the front axle.

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.

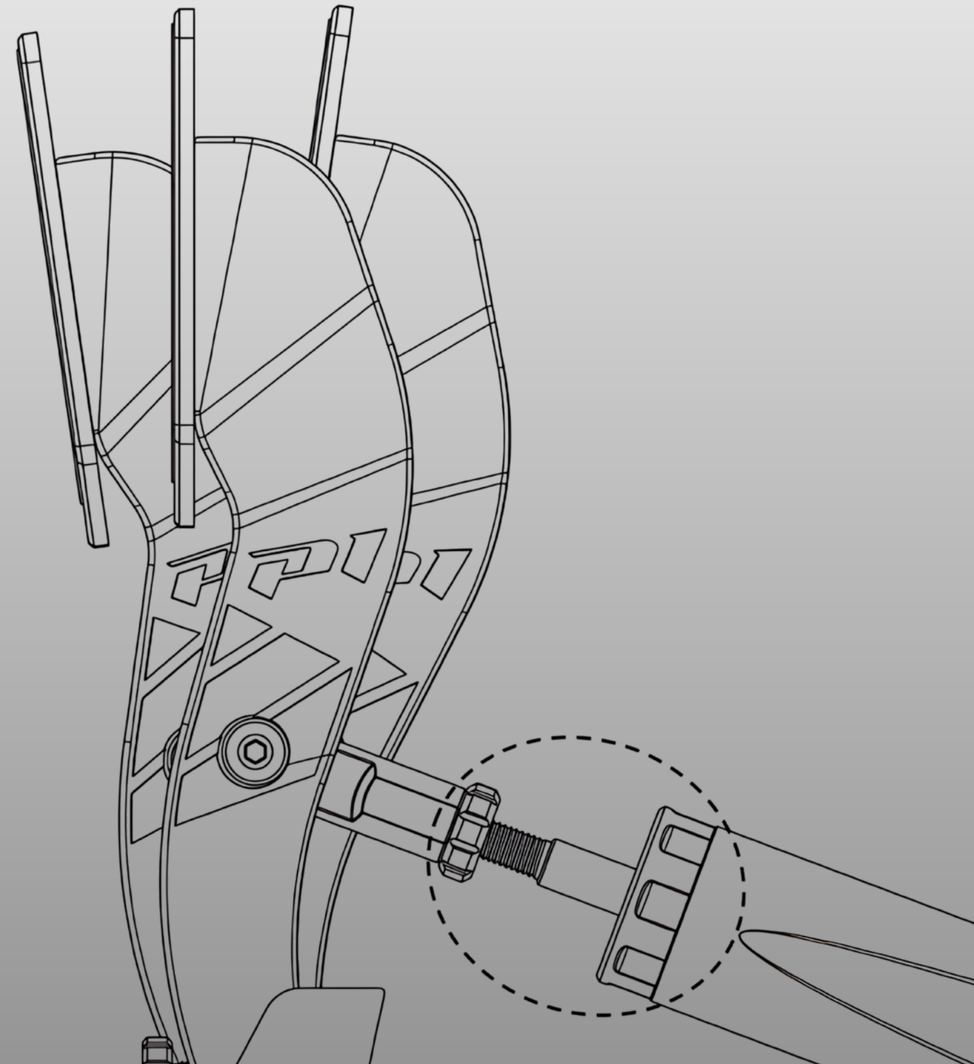
Point 4 – 92% of Pedal Travel (≈ 58 kgf) – Threshold Phase: Near the pedal hard-stop, maximum pressure is available; from here the brake can be progressively released to guide the car smoothly into corner entry.

push lap .
garage



BMW M4 GT3 LM — braking baseline

For the BMW M4 GT3 LM, the maximum braking force is set at 58–60 kgf (≈ 580–600 N), equivalent to ~116–120 bar with a 17.8 mm master cylinder and a 5:1 pedal ratio. This range serves as the baseline for pedal calibration and aligns with telemetry targets (p98 brake pressure ≈ 6.0, ~60 bar, reached at ~90–95% pedal travel). Compared to the Ferrari, the BMW feels slightly more progressive at the top of the pedal stroke, giving a more forgiving modulation window before ABS activation.



P1 SIM

BMW

WRT
w-racingteam.com

P95 22 NM

Force Feedback Strength 44*

P99 25 NM

* FANATEC ClubSport DD 12 Nm

push lap.
garage

P1 SIM

LE MANS ULTIMATE

THE OFFICIAL GAME OF THE FIA WORLD ENDURANCE CHAMPIONSHIP

Recommended settings in the simulation

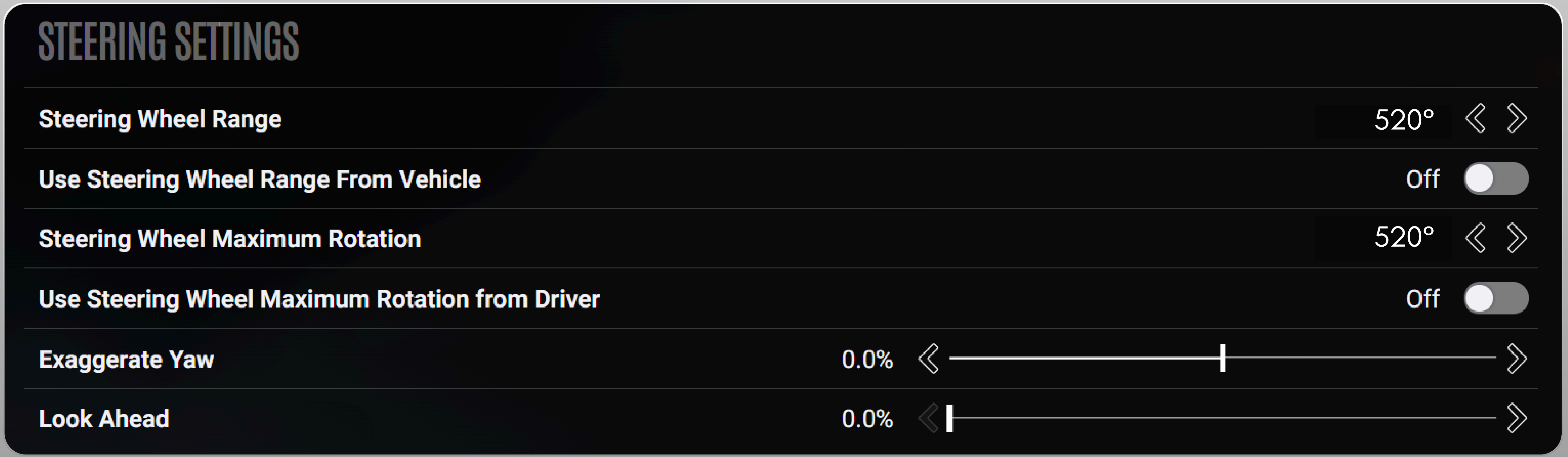
The settings are provided as a guideline and may vary with your direct-drive base and cockpit position.

516° = recommended steering rotation (Vehicle Set / Soft-Lock)

:

520° → lock ≈ 19.9° (smoother alignment)

You can use the 1080° rotation or AUTO mode, but it's preferable to set the rotation to **520°** to ensure you're using the full capabilities of the **BMW M4 LMGT3.**
Use the same steering rotation on your direct drive base.



push lap. garage

P1 SIM

LM LE MANS ULTIMATE

THE OFFICIAL GAME OF THE FIA WORLD ENDURANCE CHAMPIONSHIP

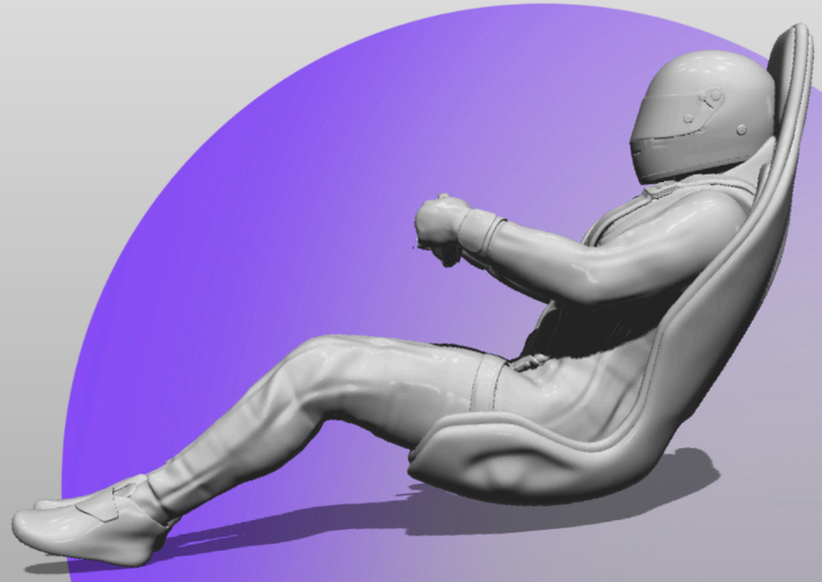
What does this feature allow you to adjust ?

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

- 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 18 / 4 *

* FOV Default 49

push lap. garage

P1 SIM

LEXUS

RC F
LMGT3

AKKODIS

LE MANS ULTIMATE

THE OFFICIAL GAME OF THE FIA WORLD ENDURANCE CHAMPIONSHIP

MISTRAL

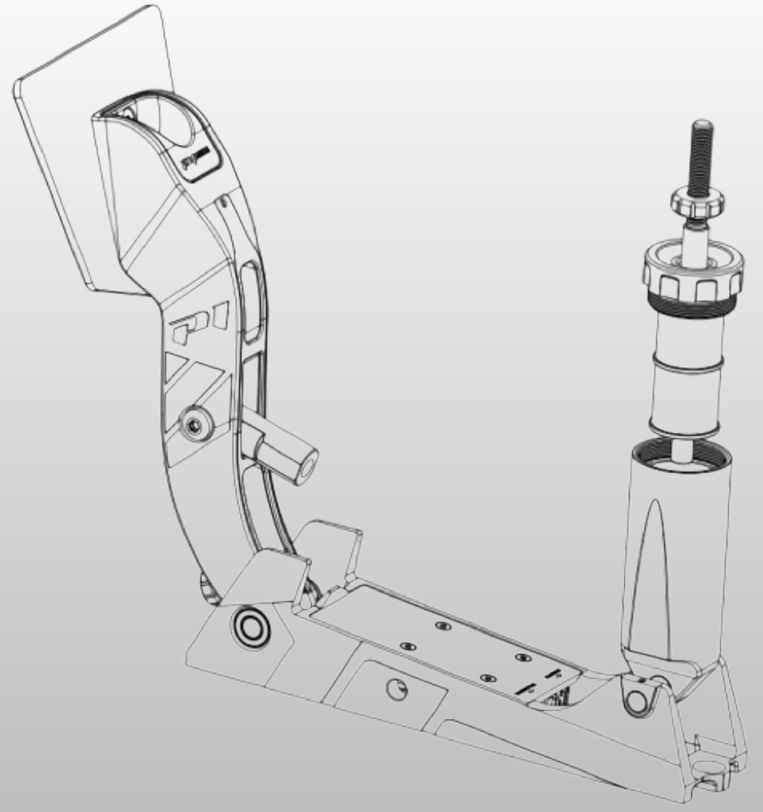
An ideal pedal set for your favorite simulations

The P1 SIM Mistral pedal set delivers the precision needed to mirror the LEXUS RC F LMGT3 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.

push lap.
garage

MISTRAL

Brake rubbers



The choice of elastomers mostly depends on your preferred pedal feel. As a general guideline, the LMGT3 category—especially with the Lexus RC F LMGT3 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.

LEXUS AKKODIS

LM GT3

push lap garage

MISTRAL

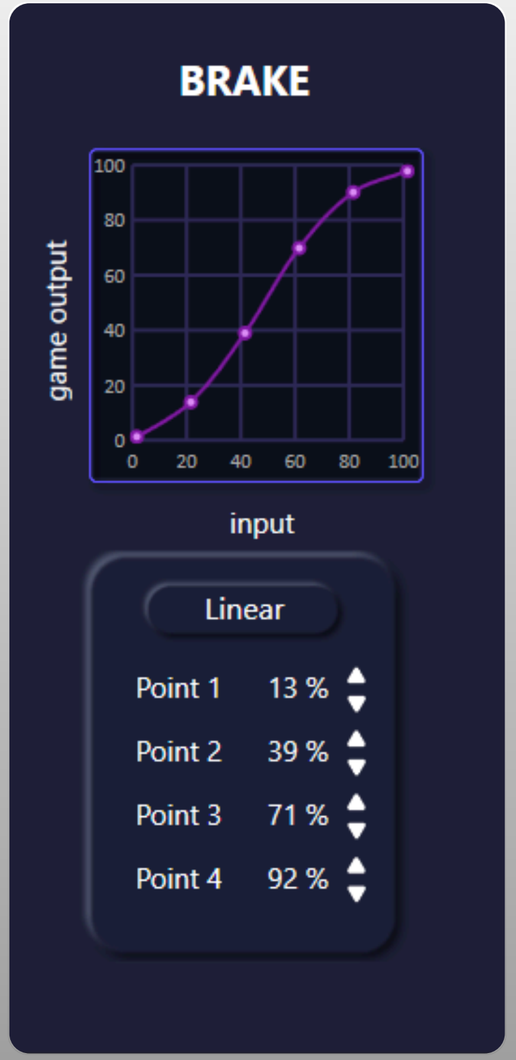
Brake to Win: When Control Becomes Your Strategy

The **Lexus RC F LMGT3** 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.

push lap .
garage

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 Lexus RC F LMGT3 and giving you precise control over initial bite, ABS onset, and trail-brake release.

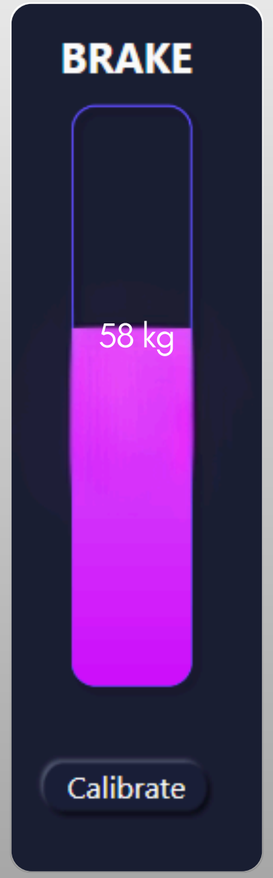
Point 1 – 13% of Pedal Travel (≈ 8 kgf) – Initiation Phase: The first contact with the brake pedal, applying light pressure to settle the car and transfer weight to the front axle.

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.

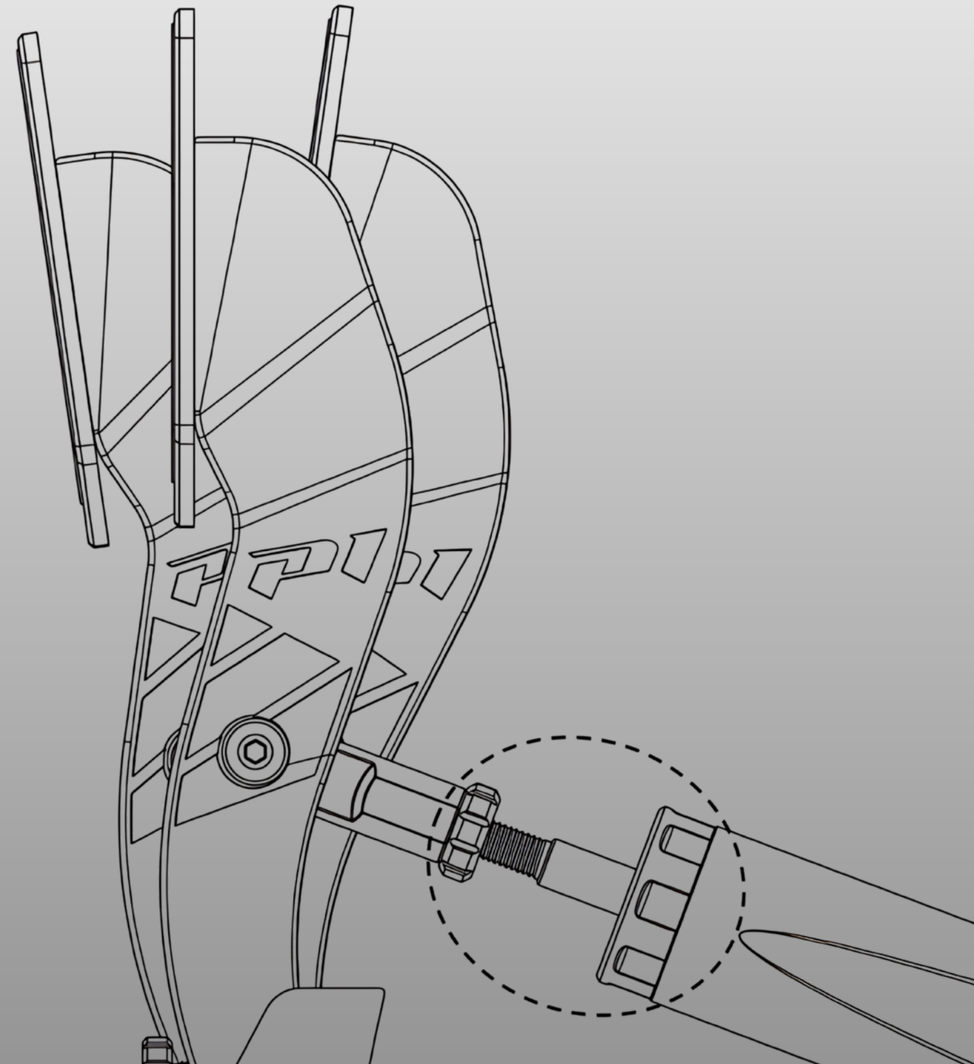
Point 4 – 92% of Pedal Travel (≈ 58 kgf) – Threshold Phase: Near the pedal hard-stop, maximum pressure is available; from here the brake can be progressively released to guide the car smoothly into corner entry.

push lap .
garage



Lexuc RC F LMGT3 — braking baseline

For the Lexus RC F LMGT3, the maximum braking force is set at 58–60 kgf (≈ 580–600 N), equivalent to ~116–120 bar with a 17.8 mm master cylinder and a 5:1 pedal ratio. This range serves as the baseline for pedal calibration and aligns with telemetry targets (p98 brake pressure ≈ 6.0, ~60 bar, reached at ~90–95% pedal travel). Compared to the Ferrari, the Lexus feels slightly more progressive at the top of the pedal stroke, giving a more forgiving modulation window before ABS activation.



P1 SIM

LEXUS

AKKODIS

P95 20 NM

Force Feedback Strength 54*

P99 22 NM

* FANATEC ClubSport DD 12 Nm

push lap.
garage

P1 SIM

LE MANS ULTIMATE

THE OFFICIAL GAME OF THE FIA WORLD ENDURANCE CHAMPIONSHIP

Recommended settings in the simulation

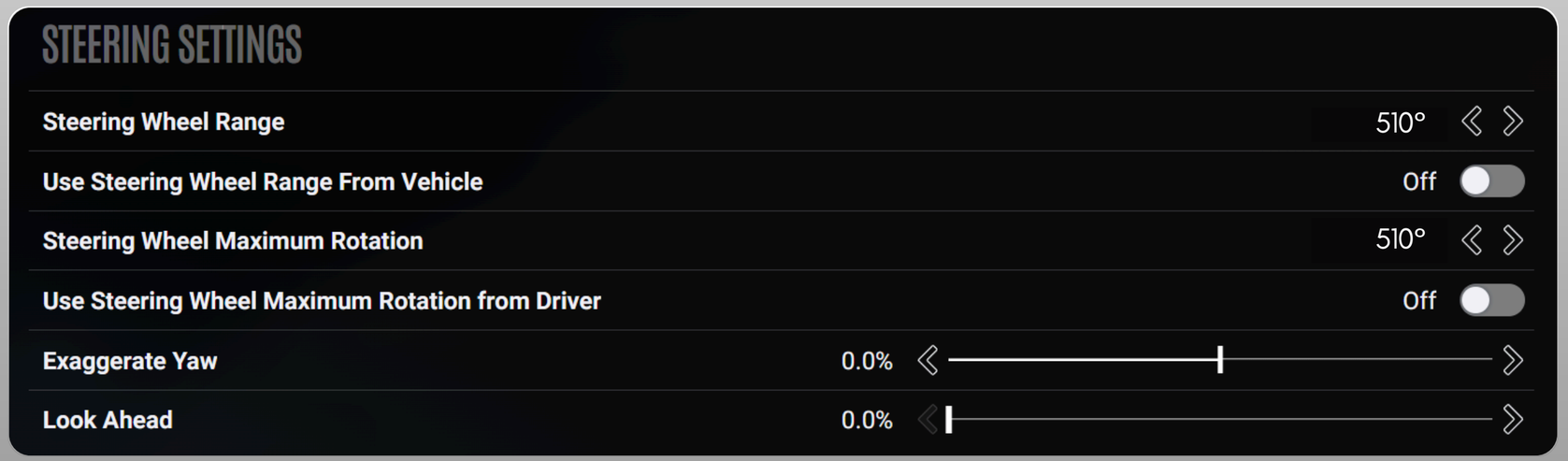
The settings are provided as a guideline and may vary with your direct-drive base and cockpit position.

505° = recommended steering rotation (Vehicle Set / Soft-Lock)

:

510° → lock ≈ 17.1° (smoother alignment)

You can use the 1080° rotation or AUTO mode, but it's preferable to set the rotation to **510°** to ensure you're using the full capabilities of the **Lexus RC F LMGT3.**
Use the same steering rotation on your direct drive base.



push lap .
garage

P1 SIM

LM LE MANS ULTIMATE

THE OFFICIAL GAME OF THE FIA WORLD ENDURANCE CHAMPIONSHIP

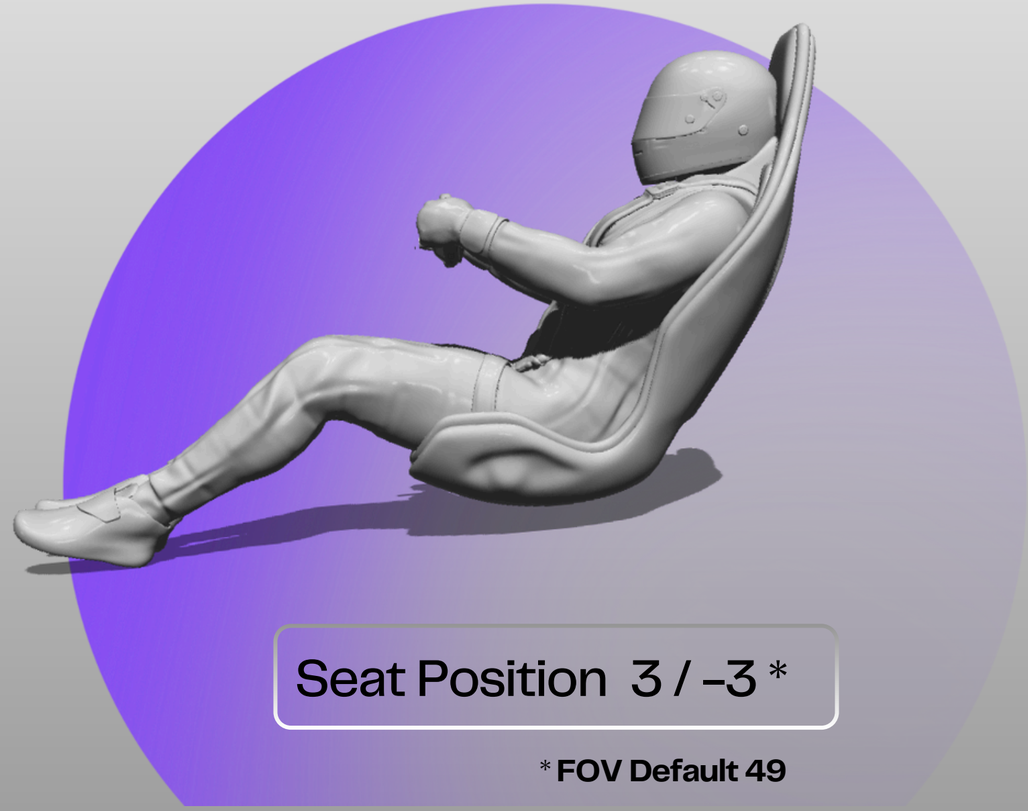
What does this feature allow you to adjust ?

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

- 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 3 / -3 *

* **FOV Default 49**

push lap. garage

APEX

EAU ROUGE

PISIM

LE MANS ULTIMATE

THE OFFICIAL GAME OF THE FIA WORLD ENDURANCE CHAMPIONSHIP

LM GT3

push lap.
garage

APEX

EAU ROUGE

P1 SIM

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.

push lap .
garage

APEX

EAU ROUGE

P1 SIM

TC Power Cut — Engine Power Reduction

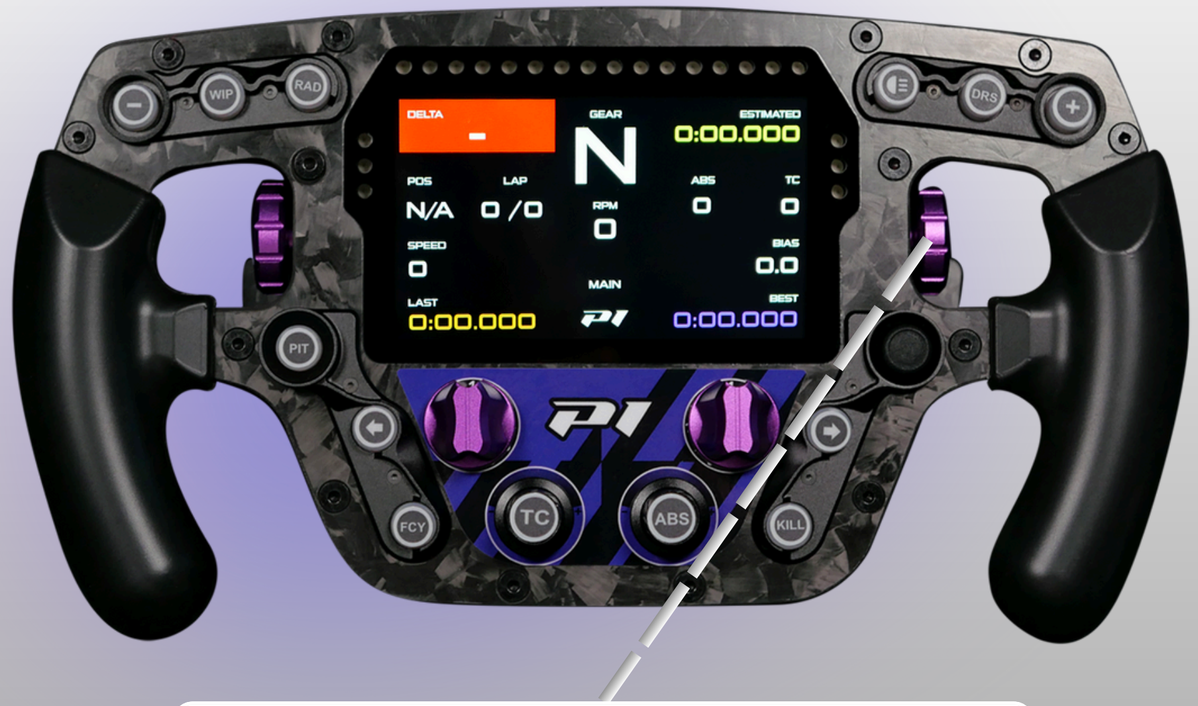
- Role: Controls the amount of engine power cut when TC intervenes.
- Logic: Not about when TC acts, but how strongly it reacts.
- Effect on track:
  - High value (7–10) → harsh power cut → very stable, but poor acceleration.
  - Low value (1–4) → softer cut, power comes back quickly → faster on dry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

push lap .
garage

APEX

EAU ROUGE

P1 SIM



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.

push lap . garage

APEX

EAU ROUGE

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.

push lap .
garage

Traction Control Power Increase

Traction Control Power Decrease

Traction Control Slip Angle Increase

Traction Control Slip Angle Decrease

Traction Control Increase

Traction Control Decrease

APEX

EAU ROUGE

PISIM

Onboard ABS Increase

Onboard ABS Decrease

push lap.
garage