

La Prima™ Sim Racing Pedals Manual



LA PRIMA™

Thank you for purchasing the Asetek SimSports® La Prima™ pedals.

You have made an excellent choice! We are sure the La Prima™ pedals will help you take your sim racing career to the next level. Whether you are a beginner or an experienced racer.

Prepare for the sensation of being in a real race car.

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Foreword

About This Document

This manual is written for the end-user of the Asetek SimSports® La Prima™ Pedals (hereon after: “pedals”) and contains all information required to correctly and safely install, use and maintain the following model:

Model Name	P-BT-2
Product Name	La Prima™ Brake & Throttle
Product Code	40-010-0000004

This manual was authored in English. All other languages are translations of the original document.

Please make sure that you have thoroughly read and understood all contents of this manual before installing, using, or performing maintenance on the pedals.

If anything in this manual is unclear, please contact Asetek SimSports® Support (available on www.asetek.com/simsports/support/).

Please note the serial number on your product before contacting the support. The serial number can be found on the bottom of the base plate and written here for your convenience:



Serial Number	
Asetek Denmark A/S Assensvej 2 9220 Aalborg East Denmark www.asetek.com	

Other Relevant Documents

These documents may assist you in your quest for faster lap times:

Mounting patterns, software, DoC, and other installation manuals can be found here:

www.asetek.com/simsports/knowledge-base/

Symbols Used

Make sure you pay attention to all warnings and symbols on the product and packaging.

Indicates that minor to moderate injuries may be sustained if the instruction is not followed correctly



This indicates that the product could be damaged if the instruction is not followed correctly



Copyright

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1. Introduction

Thank you for purchasing the Asetek SimSports® La Prima™ pedals. We strongly encourage you to read through this manual thoroughly in its entirety. The La Prima™ Pedals is a premium product made to fit each user.

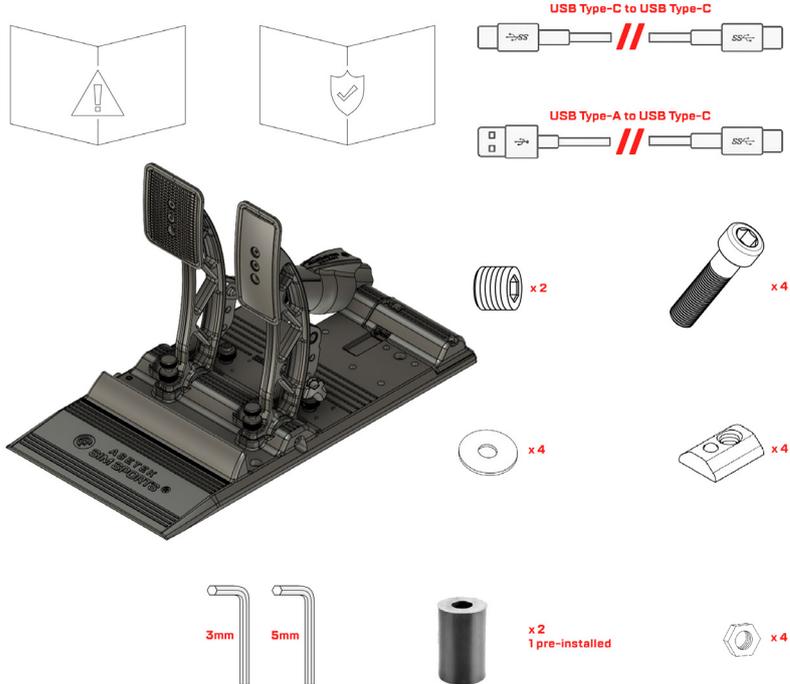
Inspired by real life racing, the La Prima™ Sim Racing Pedal set has been thoroughly tested by racers and sim racers alike. With all their feedback in mind, the pedals were designed and engineered to give sim racers an amazingly immersive experience. The M.L.C.P.C.™ (Mechanical Load Cell Powered Cylinder) brake cylinder is designed to give you a realistic brake experience and is rigorously tested with up to 180 kg of pedal force. They have an excellent baseline adjustment out of the box, and we strongly encourage you to drive for 5+ hours with the baseline adjustments before changing anything. After that, your full immersion racing experience is unlocked when they are adjusted to your personal preference.



1.1 Box Contents

The box contains the following components and accessories:

- La Prima™ Brake & Throttle pedal combo
- Safety information
- Warranty statement
- USB Type-A to USB Type-C cable (Two (2) meters)
- USB Type-C to USB Type-C cable (Two (2) meters)
- M6x5 Set screw (x2)
- M6x20 Bolt (x4)
- M6 slot nut (x4)
- Washer (x4)
- M6 Hex nut (x4)
- Allen Key, 3mm
- Allen key, 5mm
- Elastomer
 - Soft, Extra
 - Medium, Preinstalled



2. Product

2.1 Intended Use

Thank you for purchasing the Asetek SimSports® La Prima™ pedals; you have made an excellent choice! Asetek SimSports® La Prima™ pedals will bring you to the next level of your Sim Racing career. Whether you are a beginning or experienced racer, you will feel the immersion of being in a real race car while racing the tracks across the globe in the virtual space.

The Asetek SimSports® La Prima™ pedals are designed to be used in competitive sim racing. The pedals can be directly connected to any PC with a USB port and are intended to be mounted in a sim racing cockpit. The pedals can be combined with the Asetek SimSports® La Prima™ Clutch pedal and the Invicta™ Clutch pedal. The clutch pedal can be bought in our webshop or at an Asetek SimSports® authorized dealer. Information on the clutch can be found on: www.asetek.com/simsports/product-category/pedals/clutch-systems/



The pedals are intended for indoor use only



Recommended ages 15 and above



1.2 Videos

On the Asetek SimSports® YouTube channel ([https://www.youtube.com/aseteksimports](https://www.youtube.com/aseteksimsports)), you will be able to find tutorial videos which, in detail, demonstrates numerous ways the pedals can be set up and used. You will also find additional information about the development and ambition for the La Prima™ pedals.

1.3 Manual version

This manual is version 1.1. You will always be able to find the latest version of the manual at: www.asetek.com/simsports/knowledge-base-category/manuals/

1.4 Support & Contact

Should you stumble upon further questions that are not covered in this manual or any of our detailed instruction videos, we encourage you to contact our friendly support staff at support@aseteksimports.com

2.2 Compatibility

Platform(s)	PC (Windows 10, 11)
Games	Assetto Corsa Assetto Corsa Competizione DiRT Rally DiRT Rally 2.0 F1 Series iRacing Project Cars 2 rFactor 2 + many other games that accept direct input devices

2.3 Reasonably Foreseeable Unintended Use

The following is considered misuse and may void the warranty:

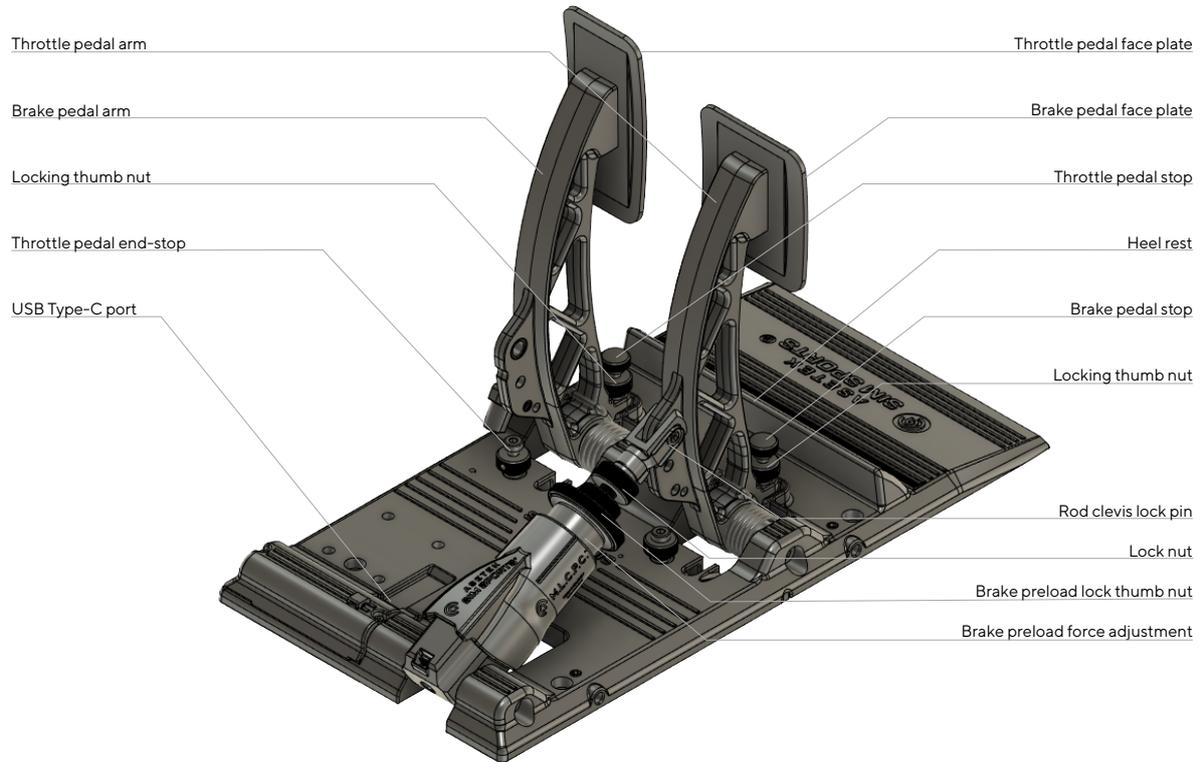
- Use of adaptors or extension sets for cables;
- Use of other cables than provided with the product;
- Use in an environment that varies from or exceeds the given environmental conditions;
- Use that varies from or exceeds the given operating conditions;
- Failure to comply with the instructions in this manual;

- Failure to eliminate faults, malfunctions, or defects of the product that impose safety risks;
- Unauthorized removal or modification of parts or safety devices of the product;
- Use of spare parts or accessories that Asetek SimSports® has not approved;
- Mounting and/or use of any parts in a vehicle;
- Adjusting pedal settings during operation;
- Operation in a flammable and/or explosive environment.

2.4 General Specifications

Dimensions (D x W x H)	405 x 212 x 256 mm
Weight	3 kg
Materials	Pedals: Aluminum PCB Housing: Plastic
Sensor Types	Throttle: Hall sensor Brake: Load Cell Sensor
Power Input	5V 500mA - Max. 2,5W
Operating Temperatures	15°C to 35°C, room temperature

3. Product Overview



4. Getting Started

This section will teach you how to get your pedals set up and running. Later in the manual, you will learn much more about fine-tuning and software.

4.1 Installing your Pedals

4.1.1 Tools Required

To mount the pedals in your cockpit, you will need the following tools:

- Allen key, 3 mm (included)
- Allen key, 5 mm (included)
- Key wrench (not included)

4.1.2 Optional Tools

Depending on your rig and mounting preference, you may also need the following tools:

- Pencil or marker
- Screwdriver
- Power drill

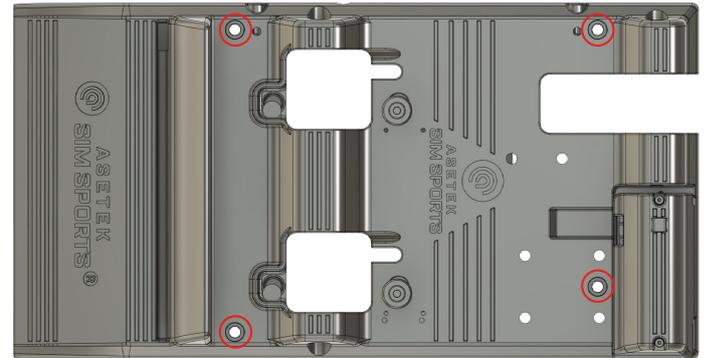
4.1.3 Mounting to your Rig

The pedals are intended to be solely used while mounted to a sim racing rig.

Do not use the pedals without mounting them as they may shift during use and cause injury to you, bystanders, or your cockpit.

⚠ CAUTION

The pedals have four (4) mounting holes in fixed positions. As such, all adjustments to the positioning of the base must be handled by your rig.



The baseplate is designed to be used with M6 screws, and holes in your rig should be with $\text{Ø}6,4$ diameter. It is also compatible with the included M6 slot nuts.

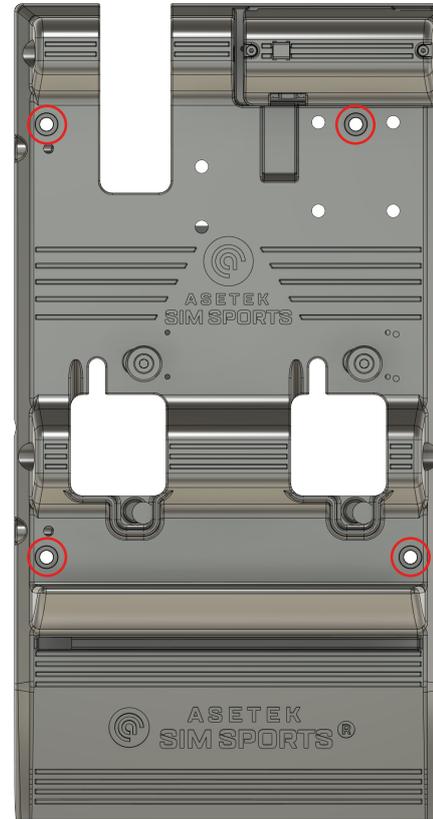
The Asetek SimSports® La Prima™ pedals are designed to withstand an extreme amount of braking force. Therefore, it is paramount that you install them on a very rigid base. Ideal conditions are in, aluminum profile cockpits, or a thick metal baseplate (as a minimum, we recommend: 3 mm, steel).

Mounting your pedals:

1. Carefully remove excess dust and debris from the installation location.
2. Place the pedals in their designated spot in your rig.
3. Align the holes in the pedals to four existing mounting holes in your sim rig, if available.

CAUTION

Do not use the pedals without mounting them.



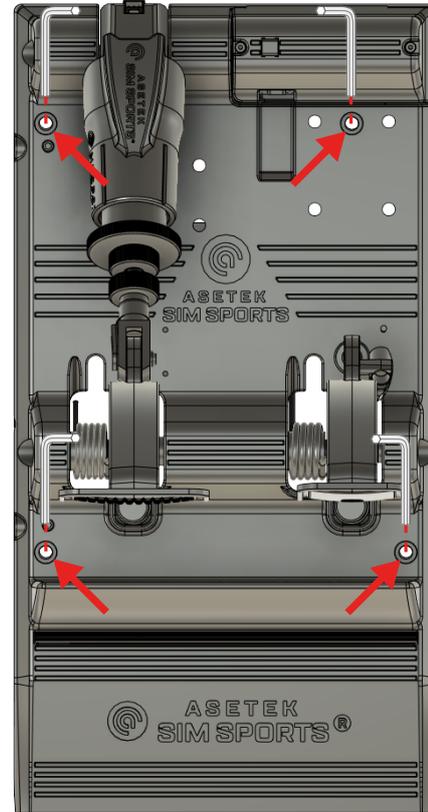
4. Mount the pedals to the existing holes using the four (4) provided M6x20 screws, four (4) washers, and four (4) nuts or four (4) M6 slot nuts (depending on your rig).

If there are no holes available or they do not line up, you can use the mounting hole schematics available here: www.asetek.com/simsports/product/la-prima-sim-racing-pedals-brake-and-throttle/ or continue to step 5:

5. Mark the drilling locations.
6. Remove the pedals and drill four (4) Ø6.4 mm holes.
7. Mount the pedals to the holes using the four (4) provided M6x20 screws, four (4) washers, and four (4) bolts or M6 slot nuts (depending on your rig).

Congratulations. You have successfully mounted your Asetek SimSports® La Prima™ Pedals to your rig. Enjoy the ride!

Note: If your rig is placed up against a wall, please make sure that there are minimum 5 cm of air between the rear of the brake cylinder and the wall, to avoid unnecessary friction between the two.



4.2 Adjusting the Pedals

CAUTION

Avoid eye contact with the lubrication grease and wash hands thoroughly after adjustment.

It is essential to make sure you have the correct pedal angle in any racing style. Setting this correctly will ensure maximum braking efficiency, allow you to use muscle memory to your advantage, and make you go even faster around the track!

The pedals are set up in their default configuration (out of the box) to give you maximum immersion. In other words, they are set up to be focused on realism – like what you would find in a real race car. The brake is at 90° to the base, and the throttle tilted a few degrees forward. This allows for the most efficient braking and will allow you to train your muscle memory to perfection while also maximizing your trail braking potential. The throttle and clutch pedals are further forward to ensure that you will hit the brake pedal as the first thing in an emergency on track.

The above setup is how it works in a real race car. We recommend you drive for several hours first and try to adapt. In a real race car, where you often have different drivers in the car (as well as in many endurance sim races), the pedals are adjusted like the

above, and there is no opportunity to change that specifically to any driver. It is just physics that you will have the most efficient braking when the brake pedal is at a 90-degree angle.

4.2.1 Pedal Face Plate Adjustments

NOTICE

Do not use a power drill, as this may damage the screws.

La Prima™ pedal face plates can be adjusted along the X and Y-axis. It will allow the pedals to accommodate a variety of different shoe sizes and increase performance and comfort for anyone using the pedals.

To adjust the position, follow these easy steps:

1. Remove the two screws with an allen key from the pedal face plates
2. Align the holes on the pedal arms with the desired holes on the pedal face plates.

NOTICE

Only use the holes marked green for mounting.

3. Insert and fasten the two screws with an allen key.

Note: The screws can bite hard, so be careful not to overtighten or have the tool slip. Recommended torque: 2 nm



4.2.2. La Prima™ Brake & Throttle Pedals

Through this chapter, you will learn more about the adjustment options related to the brake and throttle.

If you have been looking for the best race car brake pedal feel, without going full hydraulic, look no further! The brake pedal on the La Prima™ pedal set can be adjusted from soft to hard and it will stay that way – unlike many other sim racing pedals on the market, where the hardness and feel will degrade over time. It is not a coincidence a race driver wants a brake pedal, when fully depressed, feels like pushing a wall.

When applying brake pressure late you want to be able to use muscle memory to replicate that trail brake feeling going into the corner. By using muscle memory your brain is wired to be able to brake at the same spot over and over on the track. Conversely if you use a soft pedal, you will have to rely on foot or pedal position, disallowing your brain the ability to replicate with the same accuracy and you will – guaranteed – lose important lap time. Did you ever consider on a racetrack with 10 corners, gaining or losing 1/10 of a second on the brake, means a second on your lap time?

La Prima™, while not hydraulic, will still offer you the “hydraulic sensation” of a fully depressed brake pedal, where you can still pressure modulate/trail brake thanks to the 2-stage system inspired by Invicta™. In real life it will feel like the brake pedal when pressed 100% and hard, will still react to further pressure like when trying to compress the fluid in a brake system.

The design is engineered with user-experience in mind, where all adjustable elements are color coded to get you started quickly, and to ensure intuitive and mostly toolless use. The La Prima™ sim pedals are highly adjustable to help you channel your inner race car driver, by changing the travel and hardness settings to your exact preference. You can easily adjust hardness, “caliper to disc gap”, travel and much more. And by using the Asetek SimSports® RaceHub™ software, you’re ready to race in no time. (see section 5. RaceHub™)

4.2.3 How Does the M.L.C.P.C.™ System Function

The Asetek SimSports® M.L.C.P.C (Mechanical Load Cell Powered Cylinder) brake cylinder gives you, shy of a full hydraulic system, an authentic race car driving experience. The brake cylinder features a load cell sensor (up to 180 kg of pedal force) detecting actual changes in force on the pedal plate, which makes it the closest you will come to a realistic brake experience.

The load-cell ensures accurate and precise measurement in kilos, and measures force rather than travel. This allows you to train your muscle memory and subsequently making you faster on the track. With a hard load cell system, using your muscle memory is much more reliable than relying on a long travel. Training your muscle memory will take time, but with training you will improve, and trust your muscle memory rather than focusing on the travel in the pedal.

In our effort to achieve a feeling, which gives you the race car feeling, we have designed a load cell brake cylinder that is inspired by our hydraulic T.H.O.R.P.™ cylinder.

A hard and short brake pedal is faster because you can brake later, and it is required to proper trail brake and use your muscle memory to do so, as explained later. You can consider a race car braking system as 2 stages:

The “soft stage”: When you apply pressure on the pedal, it will move 10–20 mm (measured on the pedal plate), while you build up hydraulic pressure, while the caliper pistons are traveling to and pushing the brake pads against the brake disc, and to compensate for the small amount of play in all the mechanical parts on the pedal system that is required for them not to seize up. At this stage the car is slowing down but it is soft braking.

The “hard stage”: When hydraulic pressure is built up, the brake pads are squeezing the discs hard, and all mechanical play is compensated. In this stage, your foot is basically “pressing against a wall”, because now your muscles are pressing directly against the hydraulic forces (the brake fluid). Since the fluid cannot be compressed, you will feel the pedal is hard. When a race car driver complains about a “long” or a “soft” pedal, it is typically because there is air in the system, and since air CAN be compressed, the pedal will feel soft and long. The mechanics then bleed the brakes for air, meaning there is only fluid left in the system, and the pedal is once again hard after passing the “soft stage”.

Most mechanical sim racing pedals on the market, have an “unlimited” travel, as it is essentially a question about how hard you squeeze the elastomer. Oftentimes, the elastomer is overworked (compressed more than designed for) and it provides a spongy and inconsistent brake feel and eventually the elastomer will break because of being overworked out of spec. But worst of all: with the long brake pedal travel, you will have to brake earlier to build up full brake pressure!

In our quest to mimic the perfect race car feel, we have implemented a mechanical stop in our M.L.C.P.C.™ brake system. You can adjust the hardness of the “soft stage”, by changing elastomers, but the travel will be limited to 15-25mm on the pedal plate, to simulate the “hard stage” where the pressure has built up, and the feeling is like “pressing a wall”. In the transition between the soft and hard stage (when hitting the mechanical stop) we have implemented a rubber damper, which will simulate the fully engaged brake caliper but still enable the load cell sensor to measure additional pedal pressure, which again allows for a perfect trail braking. This is the same feeling you get in a real race car.

And THAT is the Asetek SimSports® M.L.C.P.C.™ difference!

By adjusting the piston and thumb lock nut in front of the mechanical brake cylinder, you can adjust the preload of the system to closely mimic the gap you will experience in a real car (between disc and brake pad). We have made this adjustable, so you can have the feeling just the way you like it – and just like your favorite car. Using the RaceHub™, you can also adjust your deadzone on the brake pedal. This allows you to rest your foot on the pedal without getting inputs to the game.

It may surprise you, but as described above, having a hard brake pedal will help you get around the track faster. It has to do with muscle memory and efficient trail braking.

Having a hard brake pedal will allow your muscle memory to be trained to perfection. Muscle memory is the subconscious telling your muscles just the right amount of pressure, leaving your conscious mind to take care of more important things at that moment – like watching traffic or hitting apex. Your muscle memory is not wired to remember a position. Try to lift your hand with your eyes closed and reach the same spot within 0.5 mm 10 times in a row, and you will get the point. But your muscle memory can memorize a pressure extremely accurately, meaning going around a track, your muscle memory can make you brake the same way again and again. This cannot be achieved with a soft pedal – especially when trail braking.

Furthermore, a hard and short travel brake pedal will allow you to brake later. Imagine having a brake pedal with 50 mm (common for many sim racers) of travel versus a brake pedal with almost zero travel. Imagine this scenario: You are going 300 km/h down a straight. With the long travel brake, it will physically take you perhaps 1/10 of a second more to reach full braking power. On the hard and short brake pedal, you will reach maximum braking power instantly. If you have three hard braking zones on a track, you will lose 3/10 of a second each lap.

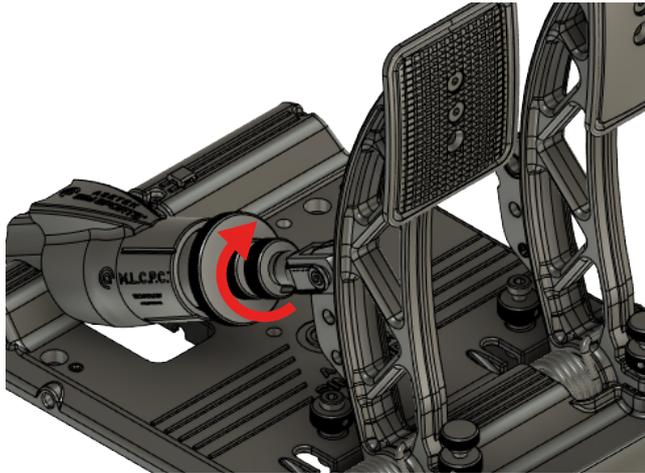
The Top 10 in F1 or GT3 is frequently determined in way less than 3/10 of a second. The conclusion is that we at Asetek SimSports® have developed our pedals to replicate a real race car. Why? Because it is the fastest but may not be what feels the most comfortable. It is your choice whether to be the quickest or have a brake pedal that feels soft and comfortable. The La Prima™ will allow both a softer and a longer brake pedal.

4.2.4 Adjusting the Brake Pedal Angle

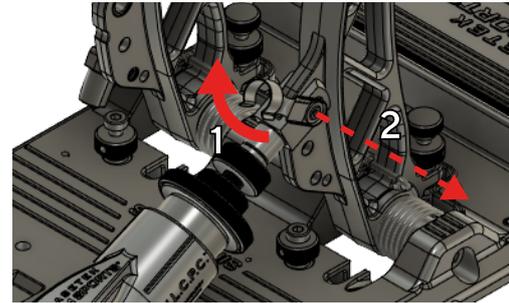
1. To adjust the brake pedal angle, you will have to remove the clevis attaching the M.L.C.P.C.™ brake cylinder push rod to the pedal arm and swing the cylinder out of the way of the brake pedal. To achieve this, you must first unlock the thumbnut on the rod.

CAUTION

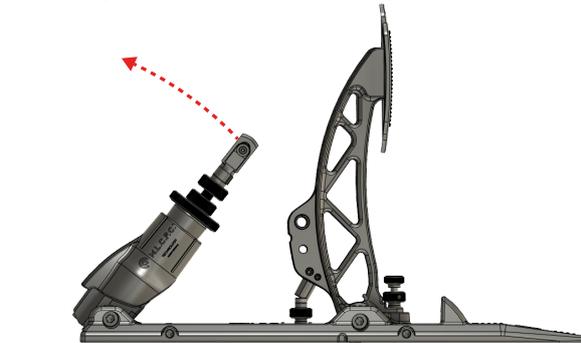
Please be aware that edges on the rod clevis can be sharp



2. Remove the clevis lock pin



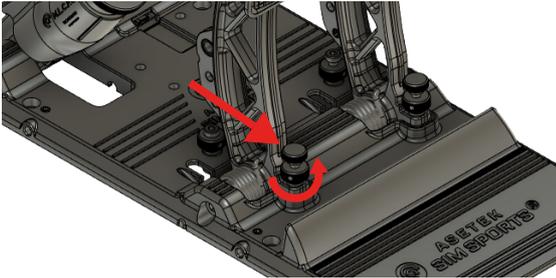
3. Swing the cylinder out of the way



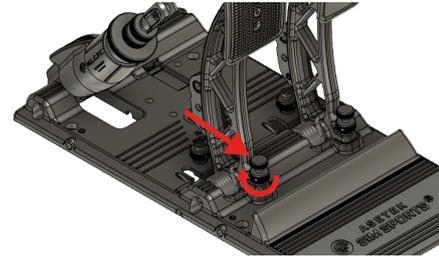
NOTICE

Please note that on a flat surface, you will have to unmount the pedals, to achieve this.

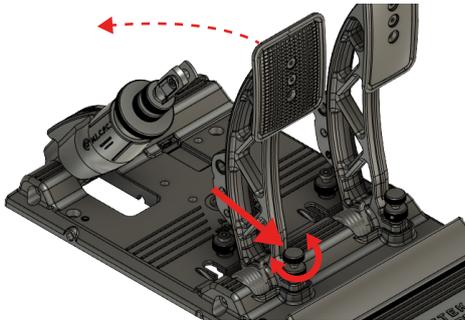
4. When the cylinder is out of the way, you can adjust the pedal stops by loosening the locking thumbnut



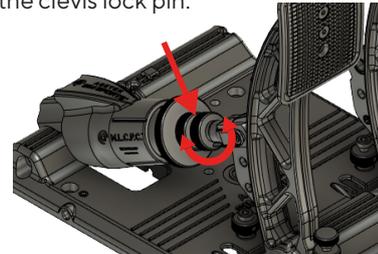
6. Once you have achieved your desired position, tighten the locking thumbnut



5. Push the pedal slightly forward, and rotate the thumbscrew



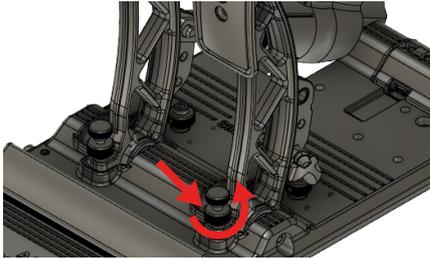
7. Adjust the pushrod length by turning the clevis until it approximately matches up with the hole in the pedal arm. Re-insert the clevis lock pin.



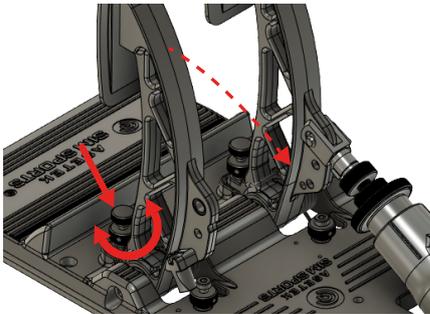
Because of the built-in spring in the pushrod, there will be a small preload requiring you to most likely having to pull back the clevis a bit while inserting the lock pin. This is normal.

4.2.5 Throttle Pedal Angle Adjustment

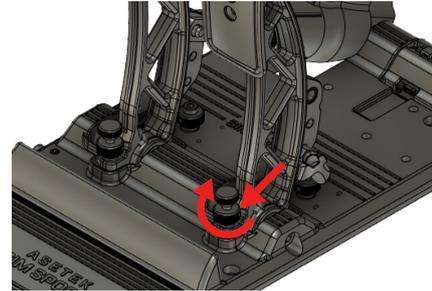
1. You can adjust the pedal stop on the throttle by loosening the locking thumbnut



2. Push the pedal slightly forward and rotate the thumbscrew (Clockwise to move the pedal forwards, Counter-Clockwise to move the pedal backwards)



3. Once you have achieved your desired position, tighten the locking thumbnut



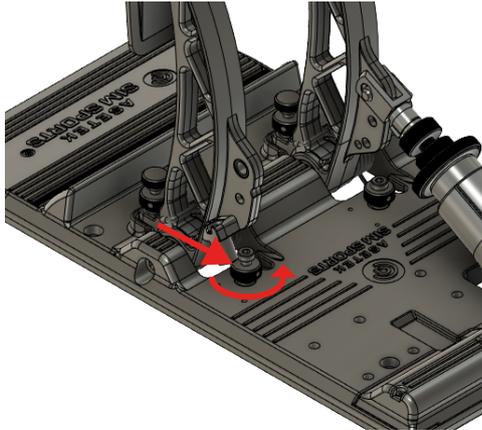
4. Recalibrate your pedals in the RaceHub™

4.2.6 Throttle Travel Distance Adjustment

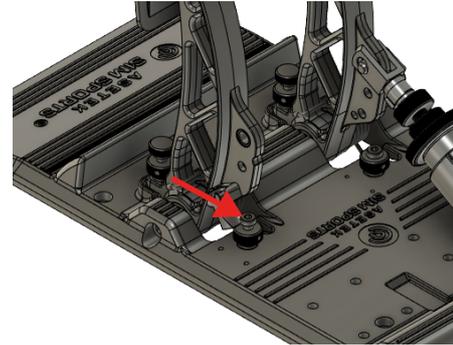
The throttle can have its travel distance adjusted. This allows you to set a new pedal stop of your throttle pedal – essentially reducing the distance of activation and the feeling of resistance as you move through less of the available spring distance.

The process can be done in three (3) simple steps:

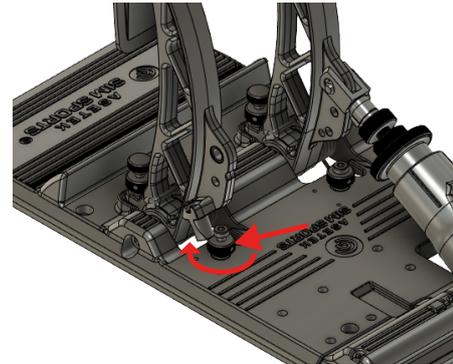
1. Loosen the thumbnut on the pedal stop, behind the pedal arm, by rotating it counterclockwise



2. Use an Allen key to adjust the height of the Allen screw.



3. Re-tighten the thumbnut by rotating it clockwise.



4.2.7 Swapping Elastomers

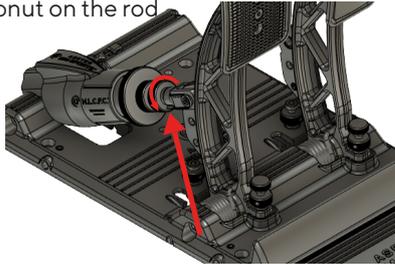
Changing the elastomers can easily be done, just follow the steps as instructed:

CAUTION

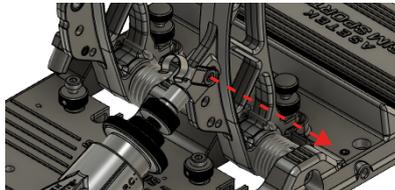
Please be aware that edges on the rod clevis can be sharp



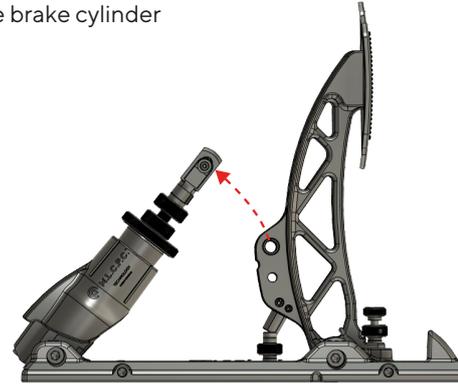
1. To swap the elastomers, you will have to remove the clevis attaching the M.L.C.P.C.™ brake cylinder to the pedal arm and swing the cylinder. To achieve this, you must first unlock the thumbnut on the rod.



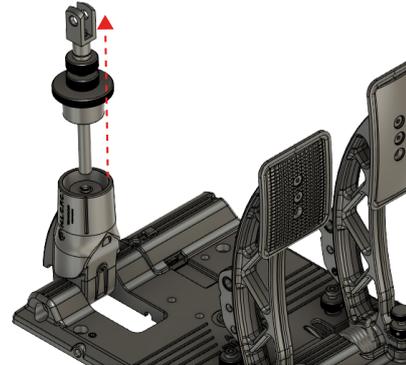
2. Remove the clevis lock pin



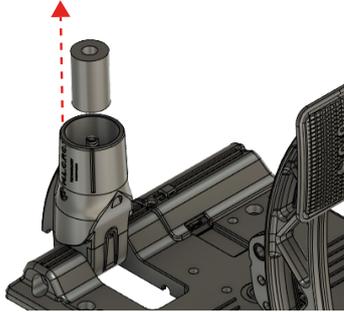
3. Lift the brake cylinder



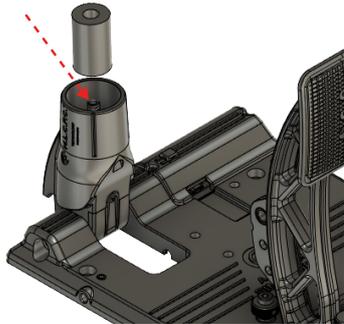
4. Carefully remove the rod out of the brake cylinder



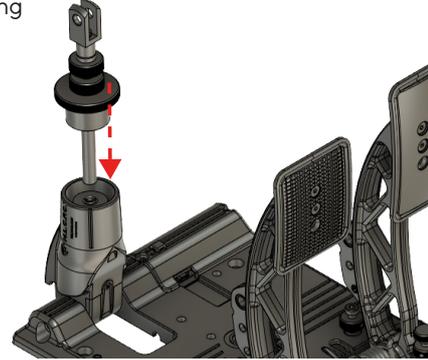
5. Carefully remove the elastomer with your fingers. If you cannot get it out with your fingers, use the pushrod spring to pull it out.



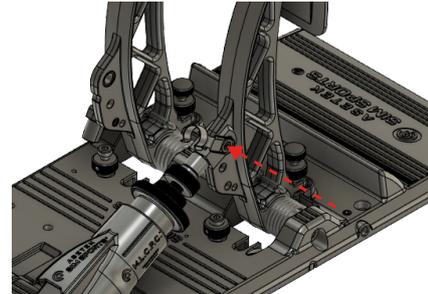
6. Carefully insert your preferred elastomer around the spring



7. Grab the rod and carefully insert into the elastomer and over the spring



8. Re-insert the clevis lock pin.

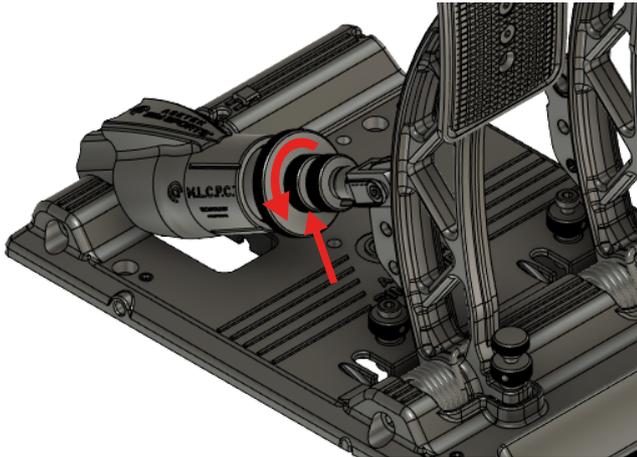


9. Recalibrate the pedals in RaceHub™

4.2.8 Brake Pedal Preload Adjustment

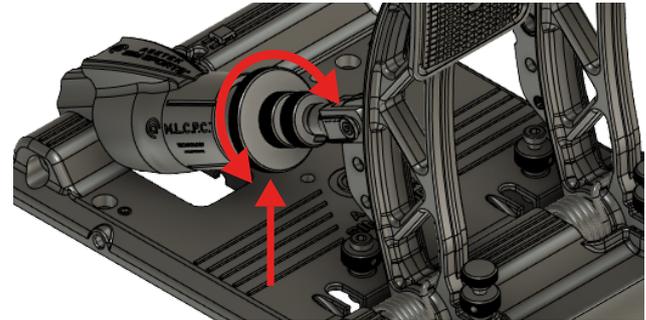
To simulate the brake pad to disc gap that exists in any real car – we have implemented a solution that easily lets you adjust just how much gap you want to use. To change the brake preload, follow these steps:

1. Loosen the smaller thumbnut (the one locking the piston) by rotating it counterclockwise

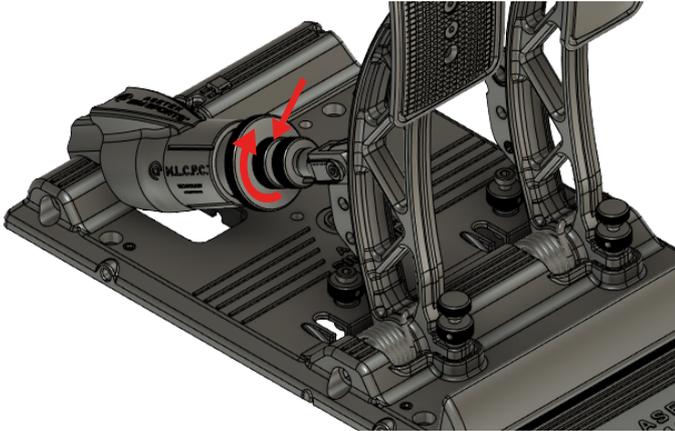


2. Rotate the piston to adjust the amount of preload on your brake:

- a. Clockwise to decrease the simulated distance between disc and caliper/pad. This will immediately engage the brake when you put your foot on it.
- b. Counterclockwise to increase the simulated distance between the disc and caliper/pad. This will give you some play in the brake pedal before you actively engage the brake.
- c. Should you not be able to reach the desired gap, you may have to loosen the clevis thumbnut (the one closest to the clevis) and adjust the pushrod itself.



3. Re-tighten the thumbnut and rotate clockwise, while holding the piston firm, until it locks up against the piston.
 - a. If you had to adjust the piston, retighten the clevis thumbnut.



4. Recalibrate your pedals in RaceHub™.

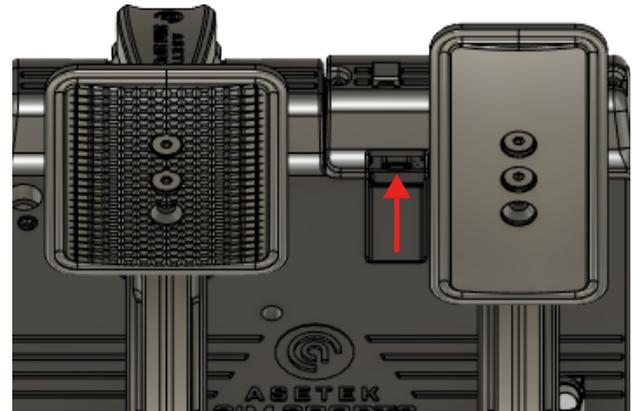
⚠ CAUTION

Make sure the mounting of the pedal is set and all parts are secured tightly before use

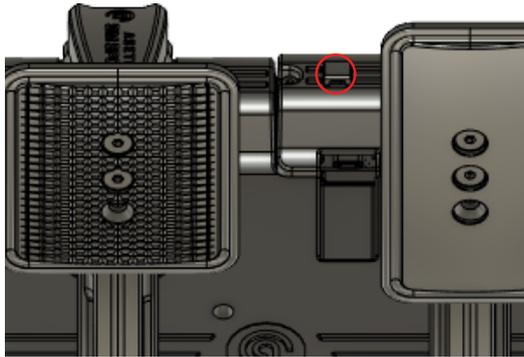
4.3 Connecting to your PC

In our relentless quest to make your experience as seamless and immersive as possible, we have gone to great lengths to simplify this process, too.

You will find a little dark-tinted plastic cover behind the throttle on your La Prima™ pedals. This houses the PCB for your entire pedal set (and your clutch, too, should you decide to add one). We have opted for a single USB Type-C interface to make things simple to connect and maintain.



When installing your pedals, you will find that the USB Type-C female connector is pointing towards the throttle, not towards the pedal set's rear. This was a very intentional choice on our side to make sure you will not coincidentally break the connector. Note also the small cable clip on the top of the cover. We want to make sure that your cable is not strained and suggest you use the provided clip to alleviate any potential strain on the cable.



Connecting is now a simple task.

If you connect directly to your PC, we recommend using the USB Type-C to USB Type-A cable.

Plug the Type-C end into your pedals and the Type-A end into your PC. Your PC will recognize the Asetek SimSports® La Prima™ pedals. Proceed to install the RaceHub™ and configure your pedals to your liking (See section 5.3. for instructions).

If you connect an Asetek SimSports® Direct-Drive wheelbase, we suggest using the USB Type-C to USB Type-C cable, to connect your pedals directly to your wheelbase.

Plug one end into your pedals and the other into your wheelbase. Open RaceHub™ and configure your pedals to your liking (See section 5. for instructions).

4.4 Start Racing!

Your pedals are ready for racing – even without adjusting them in the software. From our factory, they are calibrated with the maximum pressure of 185 kilos. The stock elastomer can be switched as you desire. Again – before changing anything, try to drive for several hours and adapt to the feeling of a real race car.

Assign the pedals in your favorite simulator game, and you are ready to go.

5. RaceHub™ Adjustments

All Asetek SimSports® products come with an extremely powerful yet easy-to-use piece of software that we have developed from the ground up. It is called RaceHub™ and will take care of your every need. RaceHub™ unlocks things you would not dare to dream and is continuously updated.

5.1 RaceHub™ Download

RaceHub™ is available for download, in its newest version, on our website: <https://www.asetek.com/simsports/racehub/>.

5.1.1 RaceHub™ Installation

After completing the download from our website, double-click the downloaded file to initiate the installation. Follow the on-screen instructions and install them in your desired directory. Once installed, open RaceHub™ using the shortcut on your desktop or in your programs folder.

5.1.2 RaceHub™ Updating

RaceHub™ will automatically notify you if there are available updates for the software. If you want to double-check, please go to www.asetek.com/simsports/racehub and download the newest version.

RaceHub™ has a built-in feature that allows you to update the firmware on your devices automatically.

5.2 Introduction

Asetek SimSports® RaceHub™ allows you to make a plethora of adjustments to your Asetek SimSports® products. On the La Prima™ pedals, it will allow you to adjust pedal maps, calibrate your pedals, and much more.

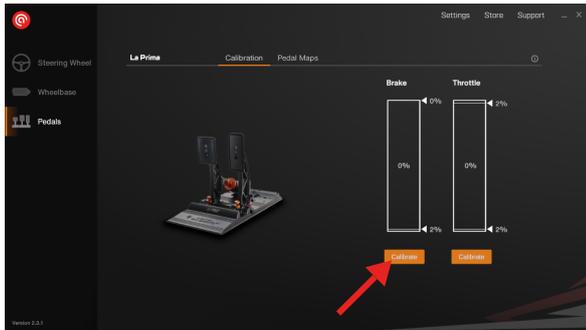
Everything is available in a highly user-friendly interface that allows for quick and easy customization that not only gives you complete control but does it in a manner where you are constantly in focus – teaching you everything you need to know to become a power user and expert sim racer.

The settings that you choose in RaceHub™ will be applied to all the supported games found in section 2.2, “Compatibility”—ensuring maximum performance and precision!

5.3 Pedal Calibration

To ensure your pedals are as precise as they can be, you should run the pedal calibration wizard in RaceHub™. It is a quick and straightforward process that takes you through a series of activations that calibrate your pedals.

1. Navigate to the pane in RaceHub™ called Calibration
2. Push the calibrate button



3. Follow the on-screen instructions
4. Done! Your calibration will carry over into all the supported games.

Once your pedals are calibrated, only a few unique scenarios will cause a need for recalibration:

- a. If so desired, you have adjusted the mechanical pedal stop of your throttle
- b. If so desired, you have adjusted the mechanical pedal stop of the brake pedal

5.4 Deadzone Adjustments

In RaceHub™, you will be able to set both top and bottom deadzones on all your pedals.

A bottom deadzone allows you to slightly activate your pedal without engaging the brake. For example, if you rest your foot on the pedal.

A top deadzone allows you to modify the point of full activation. In the case of a throttle pedal, this would allow you to reach 100% throttle before your throttle pedal reaches full activation and the mechanical pedal stop. This preference is individual and generally done by a race engineer before the car goes on track. RaceHub™ allows you to customize it fully, and we strongly encourage you to do it as well, not to lose potential speed and lap time

The top and bottom deadzones can be adjusted using these sliders marked here:

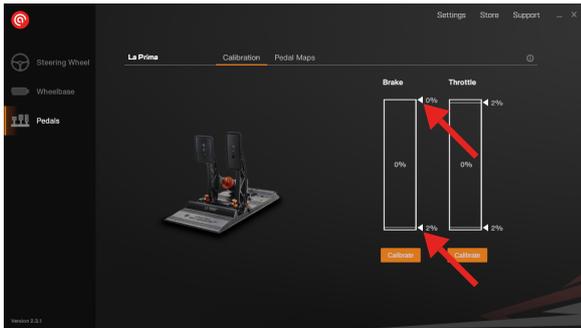
We suggest the following settings for deadzone when using the Asetek SimSports® La Prima™ pedals, which is how it is calibrated from our factory.

Throttle:

- Top: 2%
- Bottom: 2%

Brake:

- Top: 0%
- Bottom: 2%



5.5 Maximum Brake Force Adjustment

RaceHub™ allows you to calibrate your brake with accurate measurement from the load cell input. The calibration of your La Prima™ pedals is measured in measured in kilogram, with a maximum supported force of 180 kg.

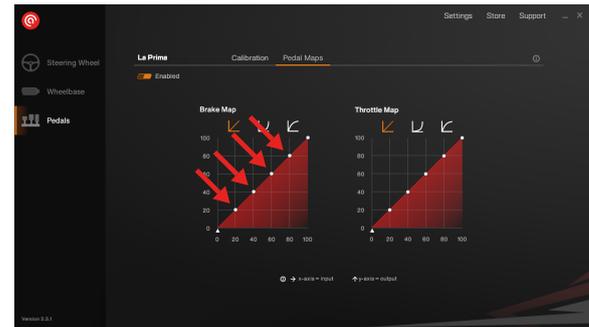
However, should you require less pressure to reach what the simulator is recognizing to be 100% brake application, you can calibrate whichever force you want to equal 100%.

5.6 Custom Pedal Mapping

One of the great features of RaceHub™ is the ability to map the curves of your pedals precisely to your liking. In most racing simulator pedals, you will find a 1:1 relation between the amount pressed on the pedal and the response in-game. This is not how things work in real racing – so why should it be this way in your sim rig? The answer is, it should not, and our pedal maps help you avoid just that.

We have made a few preset curves that mimic typical scenarios, but the RaceHub™ also allows complete customization of your pedal curves. Click, drag and drop – it is that simple!

As we briefly mentioned, a real race car will not have a linear throttle response. An example will be an Audi R8 LMS GT3, which has less activation of the throttle at the beginning of the pedal activation, increasing as you progress through the travel. Similarly, you can adjust your curves based on your driving conditions—all in search of ultimate performance.



Please note that RaceHub™ custom pedal maps work best when they are used exclusively and without the use of potential in-game settings. If your preferred simulator game offers a pedal mapping feature, we highly suggest you live it as linear and instead use the functionality in RaceHub™.

6. Maintenance

Owning a set of La Prima™ pedals means a minimum of maintenance needed. However, we do have a few suggestions that will help you keep your pedals feeling supreme.

6.1 Throttle Maintenance

We suggest you clean the throttle with regular intervals (6 months) with a soft, dry, clean cloth.
If unwanted rubbing sounds occur, we suggest using mineral oil

NOTICE

Do not use water or cleaning agents to clean the product.

6.2 Brake Maintenance

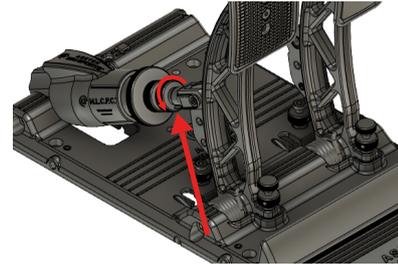
We suggest you clean the brake with regular intervals (3 months or 100 hours of use) with a soft, dry, clean cloth.
Likewise, with regular intervals, we suggest lubricating the clevis rods with mineral oil.

NOTICE

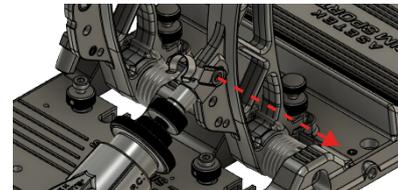
Do not use water or cleaning agents to clean the product.

In case the brake cylinder has a squeaking noise you will have to lubricate the inside of the rod in the brake cylinder.

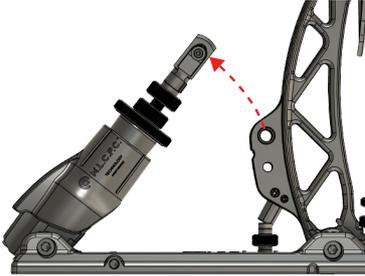
1. To remove the rod from the brake cylinder you will have to remove the clevis attaching the M.L.C.P.C.™ brake cylinder to the pedal arm and swing the cylinder. To achieve this, you must first unlock the thumbnut on the rod.



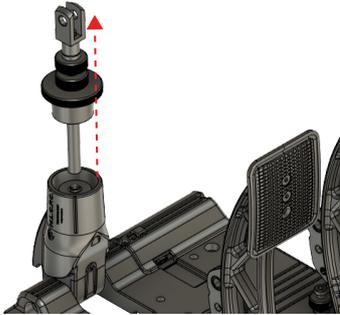
2. Remove the clevis lock pin.



3. Lift the brake cylinder



4. Carefully remove the rod out of the brake cylinder



Take a cotton bud, a small brush or similar and apply a small amount of the Asetek SimSports® Performance Grease inside the rod. If you don't have the Asetek SimSports® Performance Grease, you can also use a PTFE dry spray.

6.3 Spare Parts

We strongly advise you only use your original Asetek SimSports® spare parts. Failure to do so will void your warranty.

If you have questions, or do not know if you have an original part, please refer to <https://www.asetek.com/simsports/> or consult the Asetek SimSports® support via: www.asetek.com/simsports/support.

7. Troubleshooting

Sometimes unforeseen issues occur. But do not worry, we are here to help.

If you are having issues we suggest consulting the FAQ on www.asetek.com/simsports/knowledge-base-category/f-a-q-troubleshooting/

If you are not able to find a solution on the FAQ please consult our friendly and knowledgeable support staff via www.asetek.com/simsports/support or through our social channels.

8. Safety

- The device must not be exposed to rain or humidity to avoid the risk of fire and electric shock.
- We strongly advise you not to drive a vehicle immediately after racing simulation games.
- This product is not intended for children under the age of 15 years.
- Contains small pieces. Danger of swallowing!
- Extended periods of gaming may cause health risks. Take a break of 5 minutes every 20 minutes, and do not play for more than 2 hours per day.
- Keep hands, fingers, hair, clothing, and jewelry away from the product when in use.
- Only one person may use the product at any given time. Keep other persons away from the product when in use.
- Keep the product and the power cord away from children and pets.
- This product contains components that the user cannot repair. Opening parts of the product may compromise the safe use of the product and will void the warranty.
- Do not disassemble this product beyond what is described in the product manual.
- Avoid eye contact with the lubrication grease and wash hands thoroughly after adjustment.
- Make sure the mounting of the pedal set and all parts are secured tightly before use.
- Check frequently that the pedals are mounted properly
- Be aware that the rod clevis has sharp edges

9. De-commissioning & Sustainability

At Asetek we are fiercely committed to making the world a sustainable place. You can read more about Asetek’s sustainability efforts, including our sustainability reports, here: www.asetek.com/company/sustainability

	<p>This symbol indicates that this product should not be thrown away with other household waste throughout the EU. To prevent possible harm to the environment or human health by uncontrolled waste disposal, you are responsible for recycling it so that it can promote the sustainable reuse of raw materials. To return your used product, you can use the regular return and collection systems.</p>
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9.1 Packaging

All packaging is made out of paper and cardboard. All our cardboard and paper products are labeled with the FSC mark, ensuring maximum reusability and that the forests are sustainably forested. Furthermore, we regularly check our vendors to make sure they are upholding their commitments.

About FSC: www.fsc.org/en/fsc-labels

If you need to dispose of your packaging, please use the appropriate paper waste stream in your country, to dispose of the packaging. Naturally, we hope you want to keep it around – we are quite proud of it.

9.2 Product

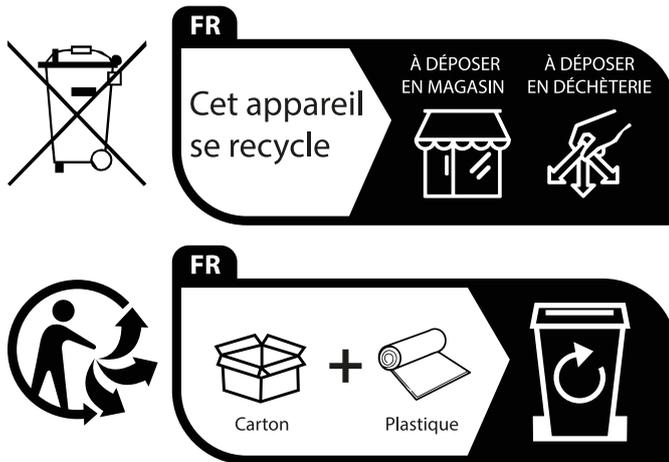
Asetek SimSports® is committed to making products that will last. However, we also know that sometimes things break, and that should not result in a scrap and forget, producing even more e-waste to our planet. That is why we are dedicated to supporting you and all other users with spare parts where possible, and in case of parts of the product defuncting, we offer return shipping of the part along with a new service part. We will then make sure the original part is de-commissioned in an environmentally sound manner.

If you feel uncertain about how to recycle any Asetek SimSports® product, we suggest getting in touch with our dedicated customer support team, who will happily help you.

Contact them here: www.asetek.com/simsports/support

9.3 Production

The Asetek SimSports® La Prima™ pedals are produced using primarily aluminum die-casting and forging techniques. As such, any waste aluminum is re-used minimizing waste.

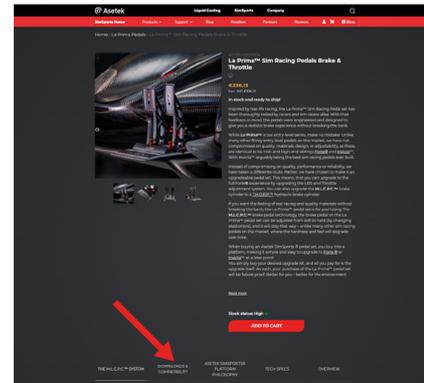


Points de collecte sur www.quefairedemesdechets.fr
Privilégiez la réparation ou le don de votre appareil !

10. Declaration of Conformity

We, Asetek, as manufacturer, declare that the La Prima™ products from the brand Asetek, produced in Denmark are tested according to all relevant CE standards/regulations and passed all tests.

The complete Declaration of Conformity can be found and downloaded via www.asetek.com/simsports/product-category/pedals/la-prima-pedals/





LA PRIMA™