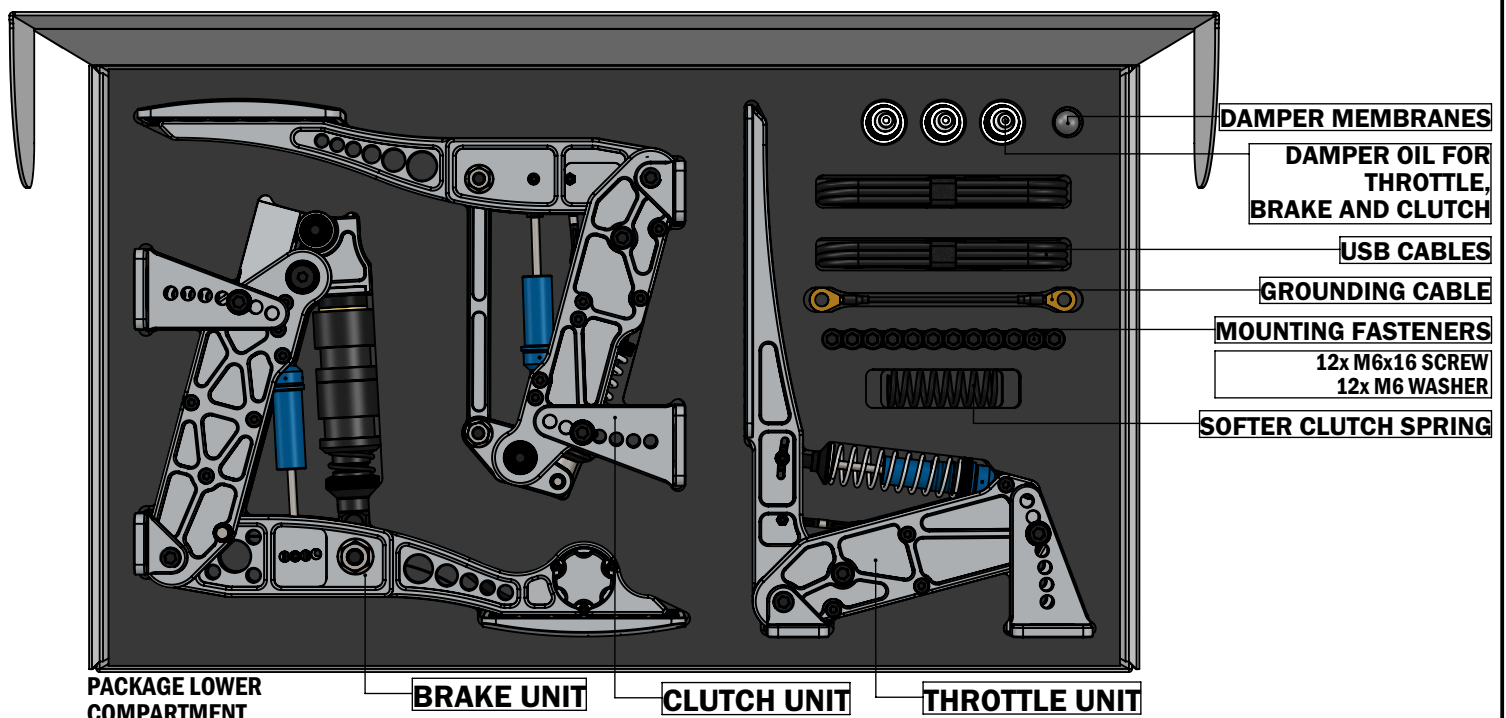
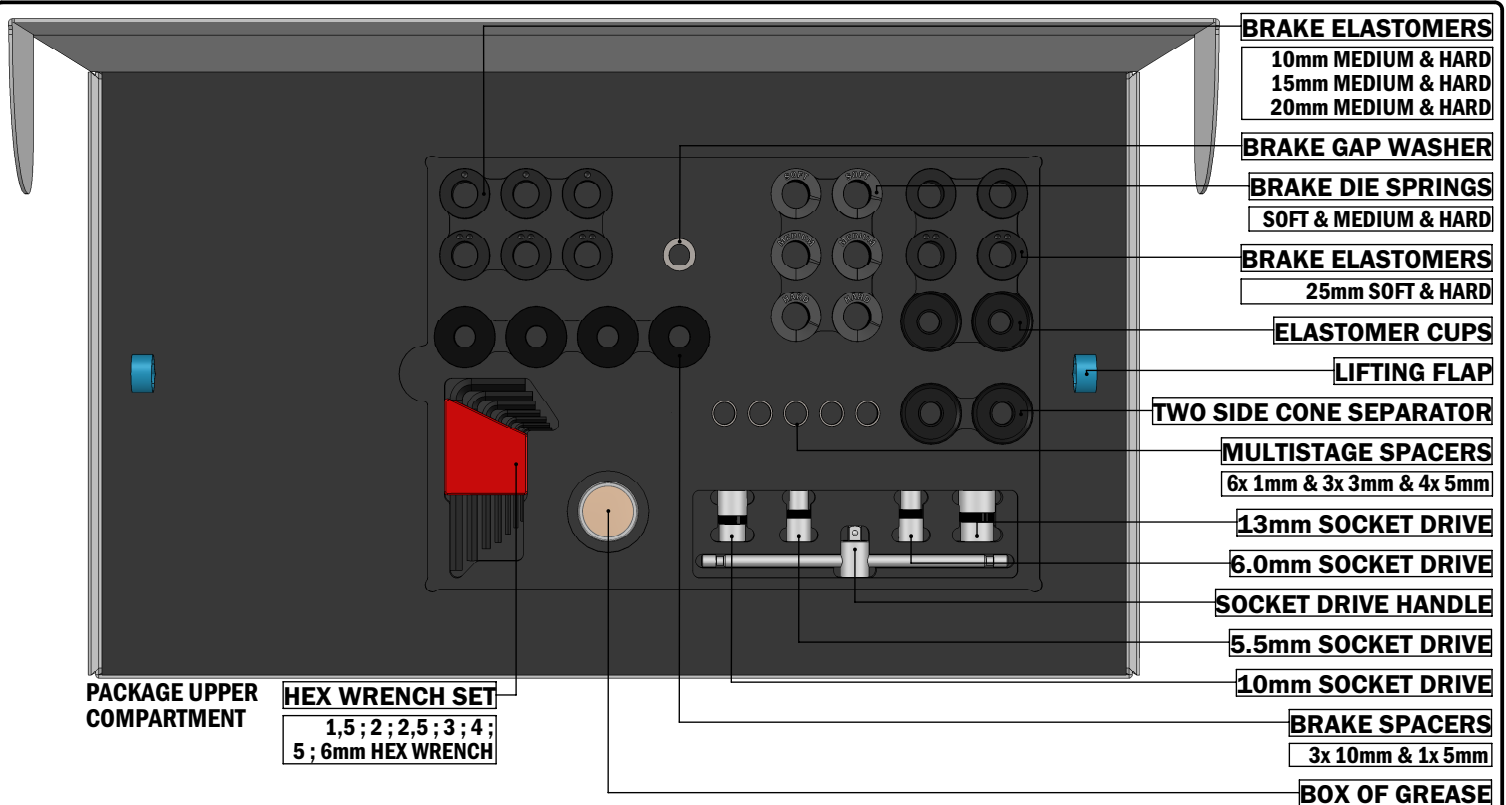


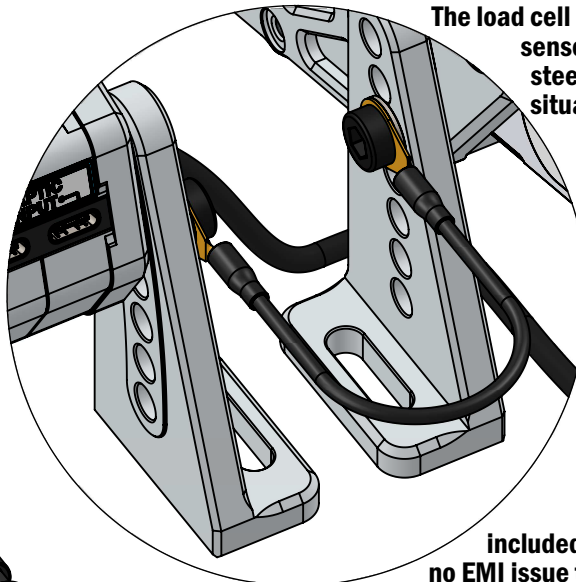
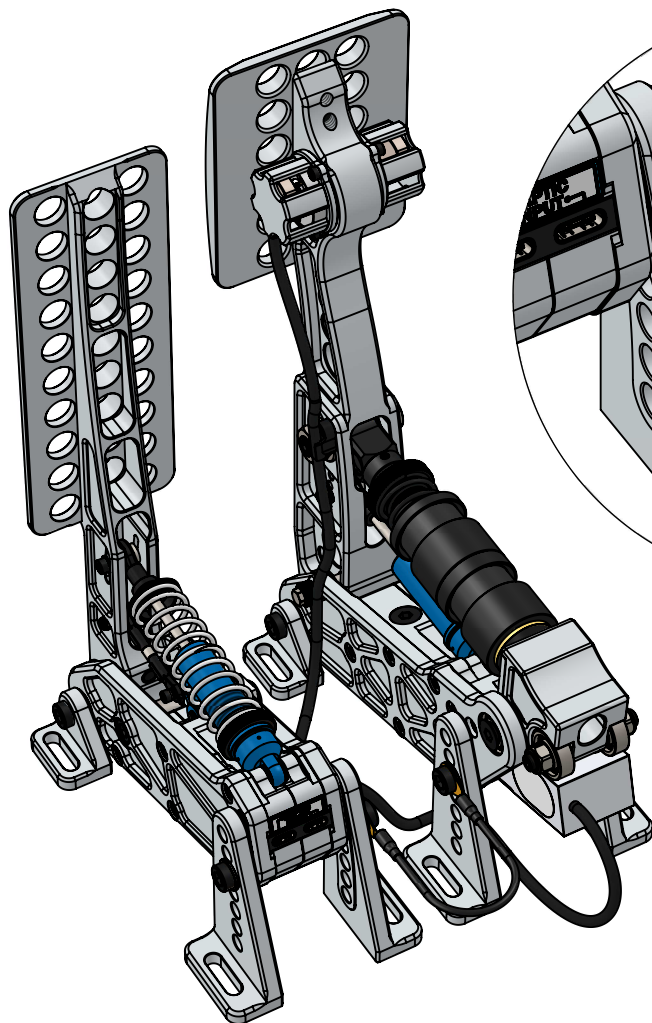
Thank You

Thank you for selecting the Simtrecs product! This pedal set is designed for SimRacing and uses top quality parts for durability. To get the most out of your new pedal set, please read this manual carefully before you start using it. This instruction manual is designed to be easy to understand by showing examples. Simtrecs would like you to enjoy using your new pedal set. If you have any issue or need help to setup your ProPedal, drop us an email and we will do our very best to support you.

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Pedal angle adjustment	page 07	Clutch pedal adjustments	page 17
Pedal height & travel adjustment	page 08	ProPedal baseplate assembly	page 18
Throttle pedal adjustments	page 09	ProPedal baseplate assembly	page 19
Brake stack explanation	page 10	ProPedal mounting on baseplate	page 20

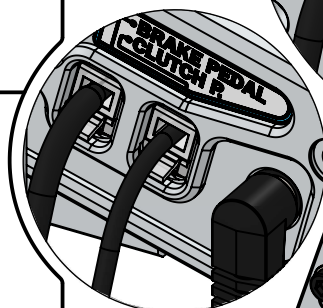
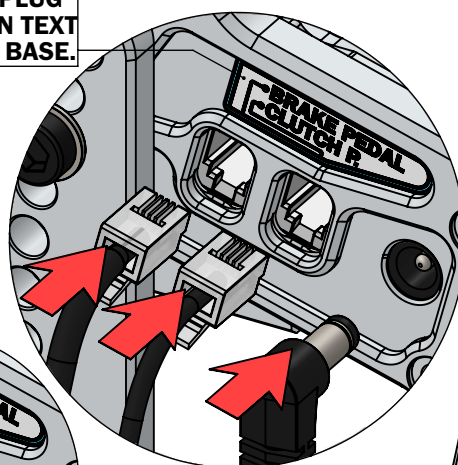




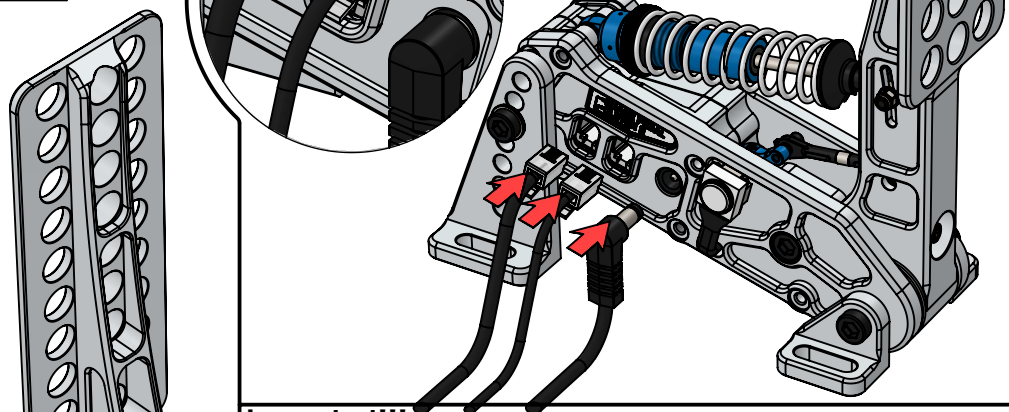
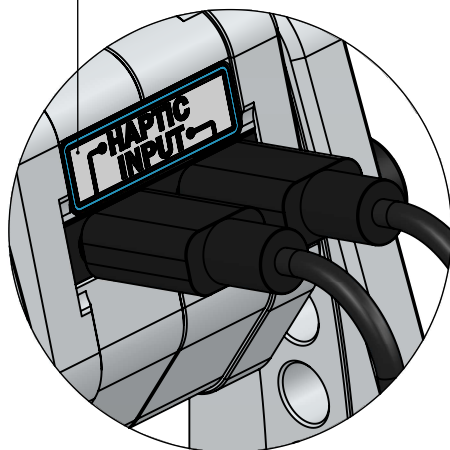
The load cell on the brake pedal is a very sensible sensor. Industrial Direct Drive motors, on steering or in motion systems in specific situations could cause EMI on the brake pedal signal. The sign of an EMI is random vibration or spikes on the pedal output. If pedal is mounted on a metal baseplate probably there will be no EMI. In spite of this, if there is still an EMI, the solution is to connect the supplied ground wire to the pedal.

Please note grounding wire is included only for maximum safety. If there is no EMI issue then grounding wire is unnecessary!

FOLLOW THE PLUG IDENTIFICATION TEXT ON THE PEDAL BASE.



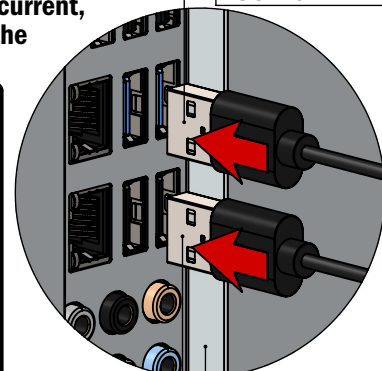
FOLLOW THE PLUG IDENTIFICATION TEXT ON THE PEDAL BASE.



Important!!!

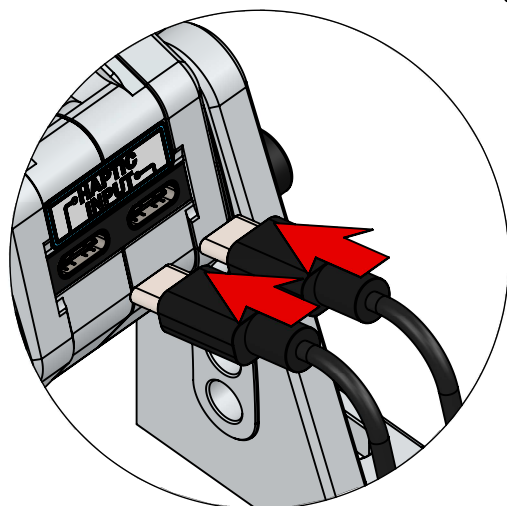
The USB cable of the pedal Haptic controller must be connected to the high-current USB port of the PC! These ports are marked in red, yellow or blue. If You notice any disconnections, plug it into a powered USB hub. SimDash displays consumes a lot of current, never connect them to the same power source.

PEDAL HAPTIC USB CABLE



PEDAL INPUT USB CABLE

SIMULATOR COMPUTER



SmartDrive is our unique configuration software for the ProPedal. SmartDrive software can be downloaded from our website's (www.simtreCs.com) support section. There is always the latest version available. To make ProPedal future proof it has an update able firmware. The latest version can be downloaded from our website's support section. SmartDrive allows to calibrate pedals, adjust dead zone and brake force, limit the brake output, choose from four unique pedal curve (linear, exponential, one point, multi point). SmartDrive allows to create profiles, which could be stored on a connected PC. Every adjustment is stored on the pedal controller, so after all adjustment done, the pedal can connect to an other simulator and it works exactly the same way like before.

CURRENTLY SELECTED PEDAL. MULTIPLE PEDAL COULD BE PARALELL CONNECTED TO THE SAME PC.

READ DATA OUT FROM PROPEDAL.

SAVES SETTINGS, AFTER CHANGING ANY SETTING, IT MUST BE SAVED TO THE PEDAL CONTROLLER.

DEVICE AND SOFTWARE INFO.

RESET EVERY SETTING TO ITS FACTORY DEFAULT.

EXPORT PROFILE TO XML FILE. YOU CAN STOREGE THEM ON YOUR PC.

Buttons can be assigned here to control pedal parameters. Overlay can be adjusted.

THE BRAKE FORCE CAN BE ADJUSTED BY THIS VALUE AND WITH A POTENTIOMETER ON THE THROTTLE PEDAL. RECOMMENDED TO USE THE POTENTIOMETER FOR MAIN BRAKE FORCE ADJUSTMENT AND USE THIS SETTING ONLY TO COMPENSATE THE DIFFERENCE BETWEEN VARIOUS CARS AND VARIOUS SIM TITLES.

THE PROFILE NOW ONLY LOADED TO SMARTDRIVE. IT MUST BE SAVED TO APPLY IT.

LOAD* AN XML PROFILE FILE INTO SMARTDRIVE*. BY CLICKING THE BUTTON YOU WILL GET AN POP-UP WINDOW WHERE YOU CAN SELECT THE SETTINGS TO LOAD.

PEDAL POSITION RAW INDICATOR. THE ACTIVE ZONE IS LIGHT GRAY. AFTER CALIBRATION THE INACTIVE/CUTTED ZONE BECOMES DARK GRAY.

ADDS EXTRA UPPER INACTIVE ZONE. ADJUSTMENT VALUE IS PERCENTAGE.

IT ADDS EXTRA LOWER INACTIVE ZONE. ADJUSTMENT IS IN PERCENTAGE.

TO CALIBRATE THE PEDAL END POINT, PUSH THE PEDAL ALL THE WAY DOWN AND HIT THIS BUTTON.

TO CALIBRATE THE PEDAL START POINT, LET THE PEDAL UNLOADED AND HIT THIS BUTTON.

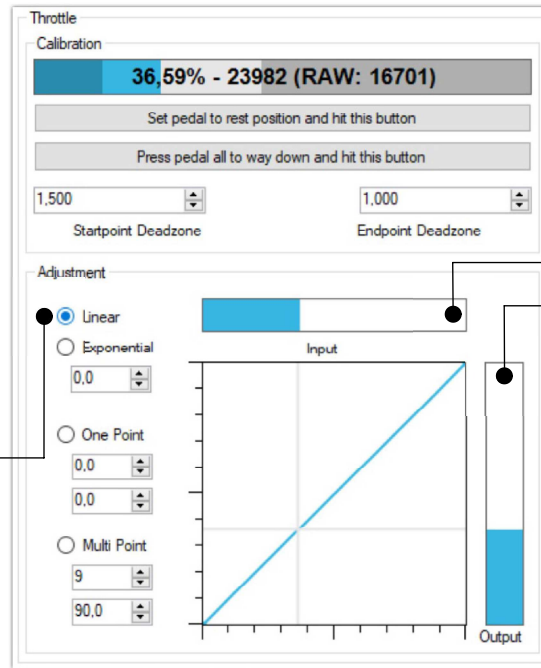
The SimtreCs ProPedal uses 16 bit controller. Regardless of settings in SmartDrive, each axis range is between 0 and 65535. Most of the simulators use these values and therefore additional calibration not needed. E.g. iRacing is an exception, because it uses its own RAW based calibration method. So driver must take care to press the pedal until it shows 65535 as a value. When You calibrate your pedal never use the option "Brake output limit" on SmartDrive. Recommended to use completely linear pedal curves in the simulator software, like "Brake force factor to 0" in iRacing, or "100% sensitivity" in rFactor 2... specific thoes settings in SmartDrive instead.

LINEAR PEDAL CURVE SETTING

Most simulator pedals on the market have only Linear characteristics, one-in-one pedal input and output ratio.

The unique feature of ProPedal and SmartDrive configuration software is the adjustable pedal characteristic. There are four different characteristics available Linear, Exponential, One point and Multi point. Pedals could be independently set to any of them.

HERE YOU CAN SELECT LINEAR CURVE SETTING.



INPUT INDICATOR

OUTPUT INDICATOR

Linear curve setting example.

EXPONENTIAL PEDAL CURVE SETTING

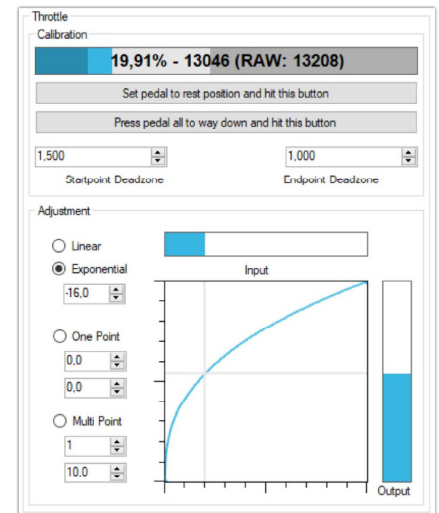
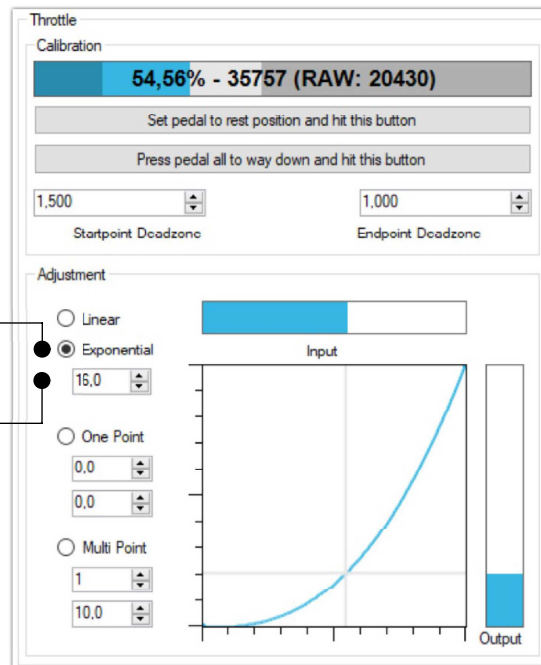
This setting makes the axis low side operation quicker or milder than your pedal input and therefore it changes the sensitivity.

HERE YOU CAN SELECT EXPONENTIAL CURVE SETTING.

SHAPE OF THE EXPONENTIAL CURVE DEPENDS ON THIS VALUE RANGE BETWEEN -30 and +30.

Positive values makes the low side milder and high side quicker, making the axis less sensitive at the beginning.

Negative values makes the low side quicker and high side milder, making the axis more sensitive at the beginning.



Exponential curve setting example.

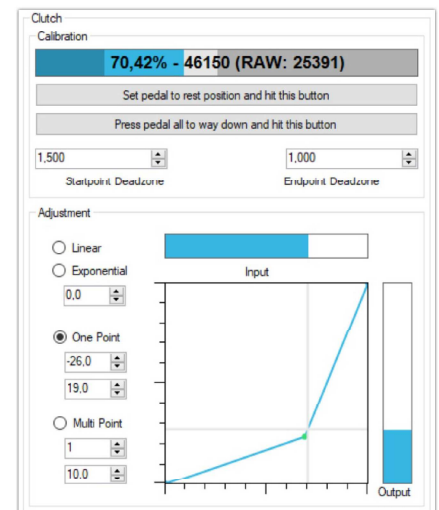
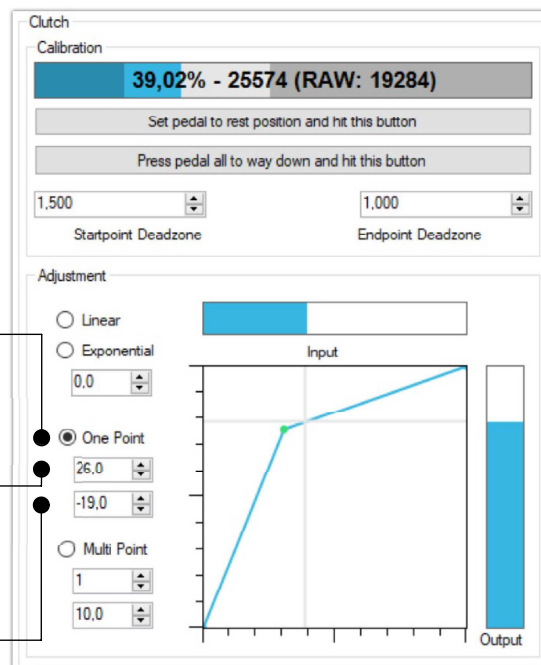
ONE POINT PEDAL CURVE SETTING

This setting until a point, makes the axis low side operation quicker or milder than your pedal input and after that changes its previous behavior.

YOU CAN SELECT ONE POINT CURVE SETTING HERE.

THIS SETTING MOVES THE POINT UP OR DOWN. POSITIVE VALUE MOVES IT UPWARDS, NEGATIVE VALUE MOVES DOWNWARDS. RANGE BETWEEN -49 and +49.

THIS SETTING MOVES THE POINT LEFT AND RIGHT. POSITIVE VALUE MOVES IT TO THE RIGHT, NEGATIVE VALUE MOVES TO THE LEFT. RANGE BETWEEN -49 AND +49.



One Point curve setting example.

MULTI POINT PEDAL CURVE SETTING

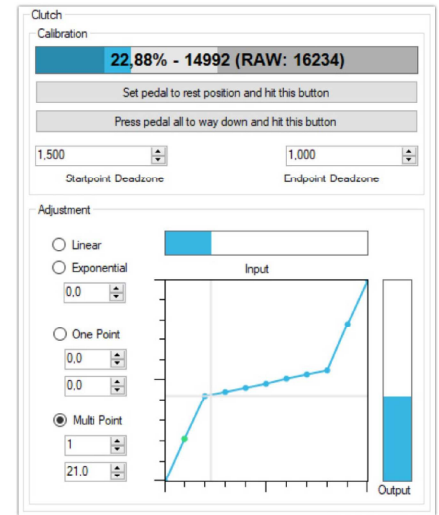
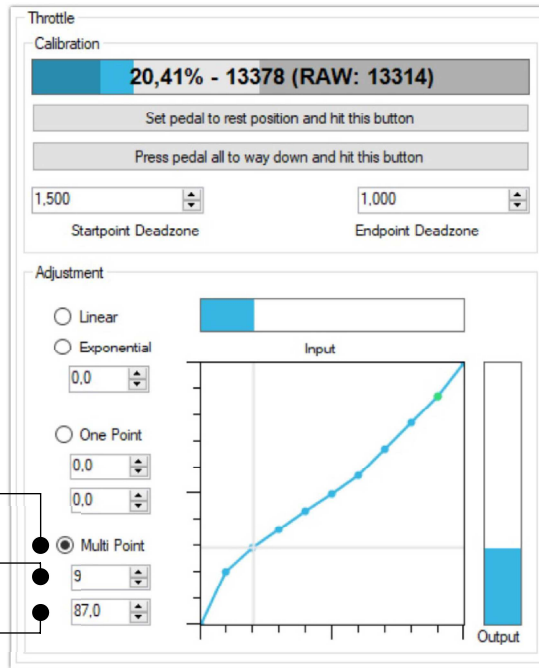
The position of nine curve setting point is independently adjustable. By changing these point any curve can be defined.

One the right picture there is a customized curve for clutch pedal with optimal bite point setting.

YOU CAN SELECT EXPONENTIAL CURVE SETTING HERE.

THIS ADJUSTER SELECT THE POINT TO EDIT FROM 1-9.

THIS ADJUSTER MOVE THE SELECTED POINT UP AND DOWN FROM 0-100.



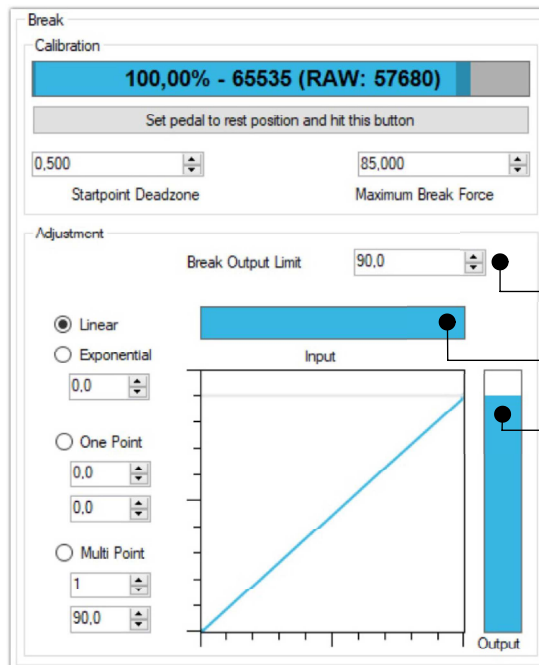
CLUTCH CURVE LAYOUT

Multi Point curve setting is selected, the input and output signal are coupled by the curve.

BRAKE OUTPUT LIMIT SETTING

The output of the Brake pedal can be limited with this setting. It is very useful when the car on the simulator title what you use start to lock the brake up much earlier then 100% pedal output. By lowering the value of this setting you can compensate this.

This setting does not change pedal curve, it is completely independent setting. It only limits the peak break force value, the proportion of your input and output stay exactly the same relative to each other.

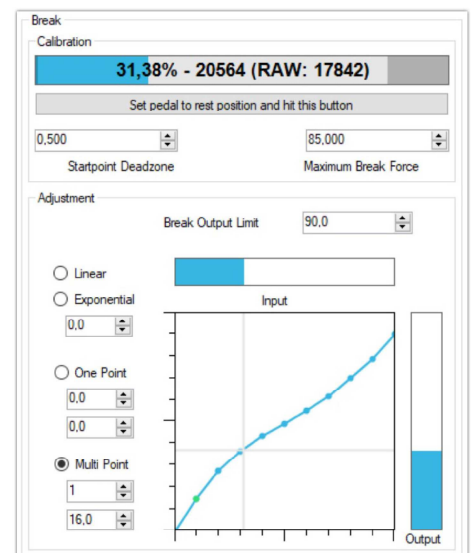
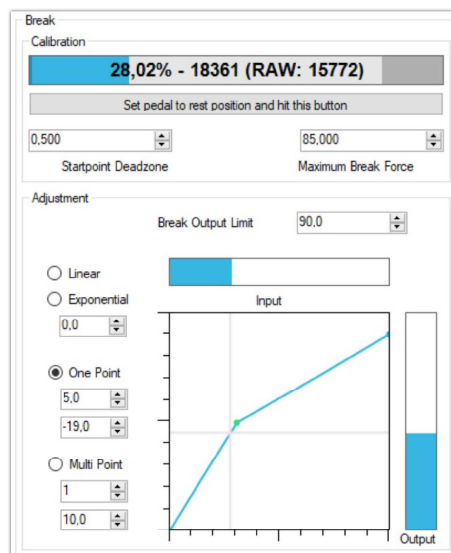
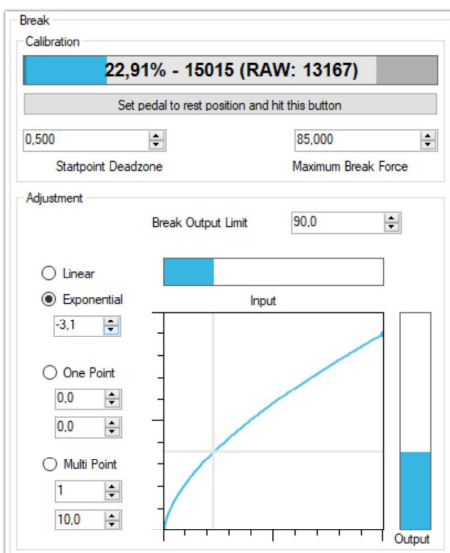


BRAKE OUTPUT LIMIT RANGE BETWEEN 0 AND 100.

THE INPUT INDICATOR ARE ON ITS END POSITION.

THE OUTPUT INDICATOR ARE ON ITS LIMITED END POSITION.

The relative shape of the curves are unchanged.

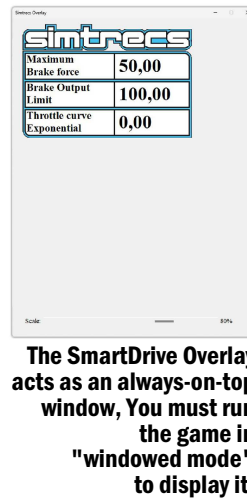
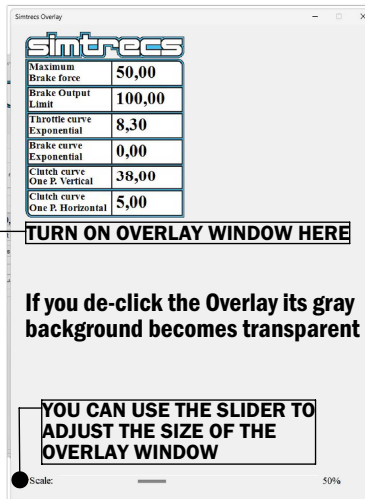
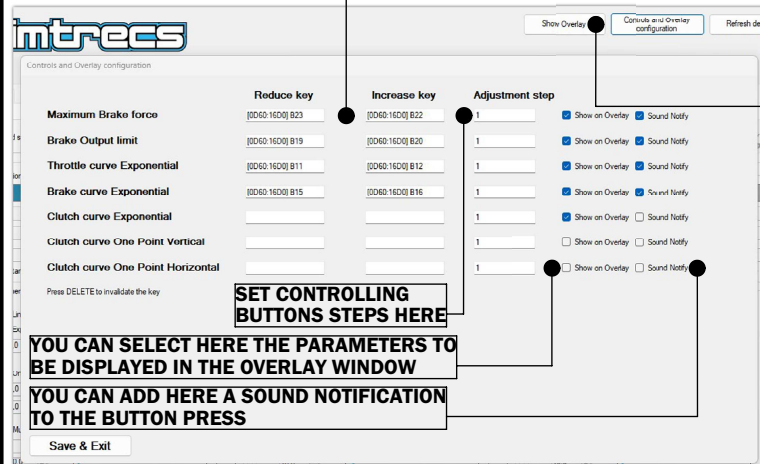


Few simulator softwares has built in brake force limiter, which works similar to our Brake output limit setting. It is recommended to disable them by setting it to 100% (also all pedal manipulation features). To have full control adjust pedal characteristics in SmartDrive!

CONTROLS AND OVERLAY CONFIGURATION

To control the pedal parameters, you can assign buttons of any controller for example, to the steering wheel or a key on the keyboard. Parameters can be displayed in a small always-on-top Overlay window.

ASSIGN CONTROLLING BUTTONS/KEY HERE

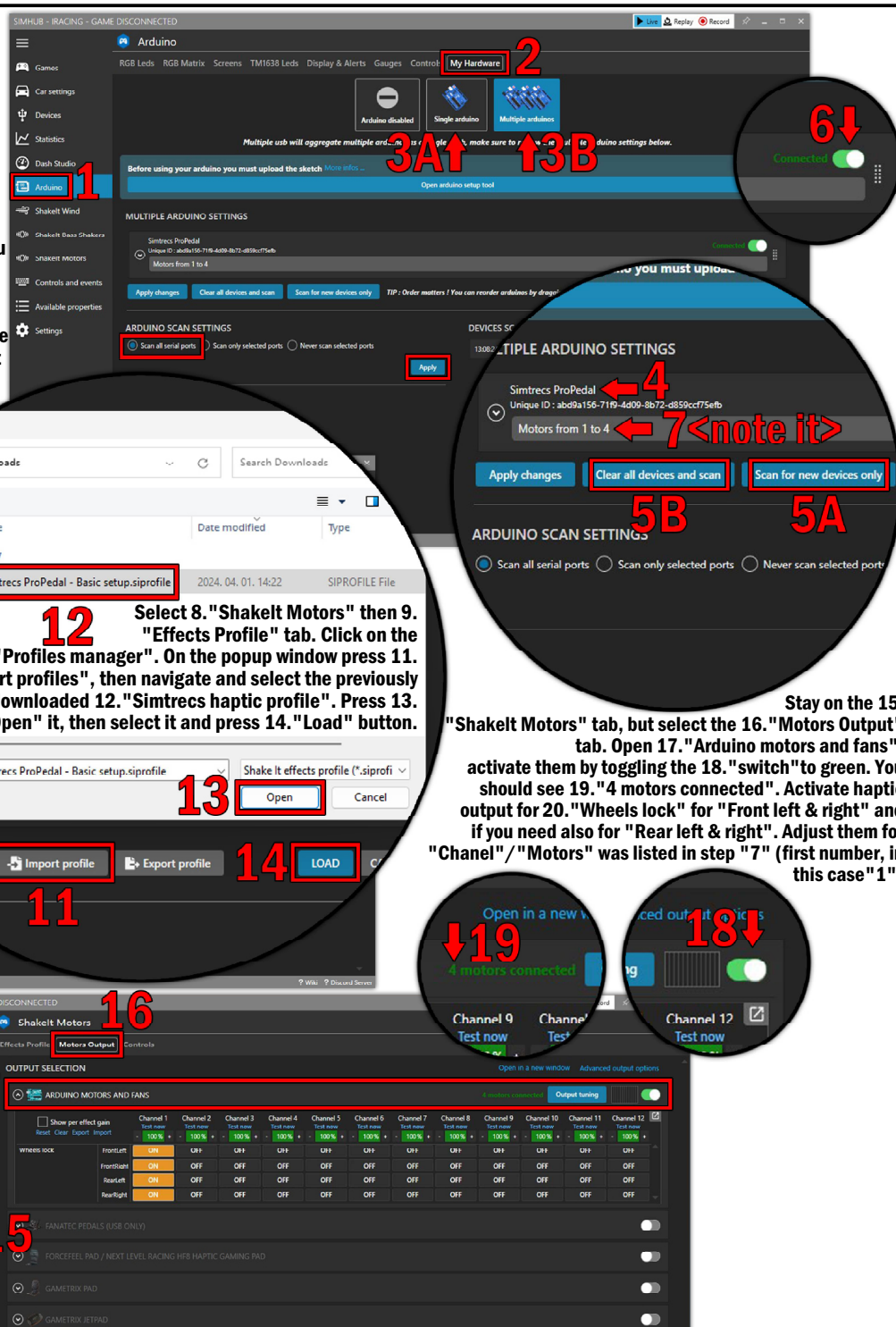


To control pedal parameters with buttons or keys, you need to run the SmartDrive software always in the background. If you want to control "Exponential" or "One Point" curves while driving, you should have this as the active setting in the main windows "Adjustment" section for that axis.

SIMHUB HAPTIC FEEDBACK SETUP

Download and install SimHub software from www.simhubdash.com webpage. Recommend to use the paid version to enable higher refresh rate and to support the Guys behind this great software. Download the "Simtrece ProPedal - Basic setup" haptic profile from the support section of our www.simtrece.com webpage. Or any other haptic profile you find there. Open SimHub and follow this numbered setup guide.

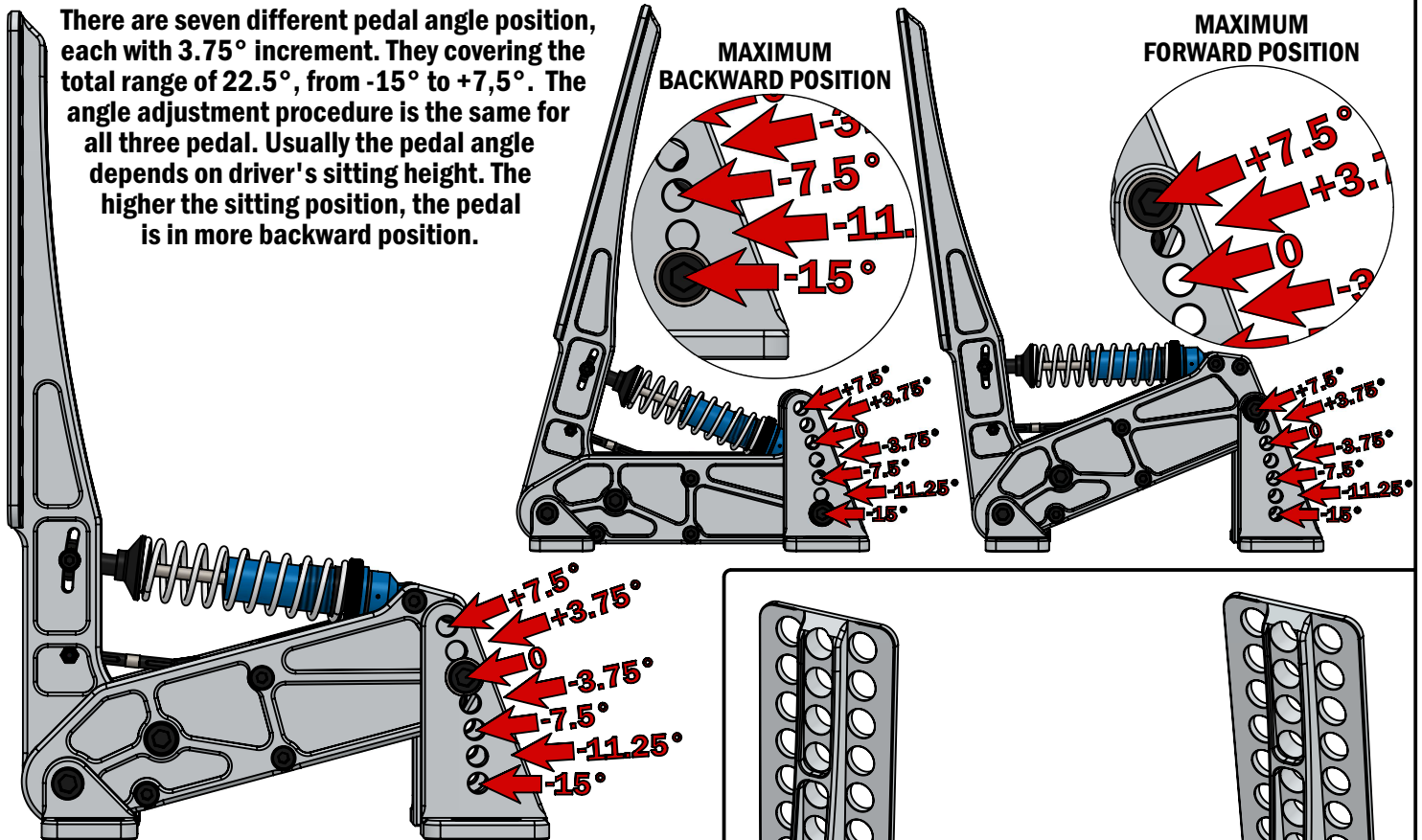
Select 1. "Arduino" then 2. "My Hardware" tab. If you have any other Arduino based device like Dashboard, then select 3B. "Multiple arduinos", if not then select 3A. "Single arduino". Under Arduino settings you need to see 4. "Simtrece ProPedal". If you not see it, press 5A. "Scan for new devices only", if it still not visible then press 5B. "Clear all devices and scan". Toggle the 6. "switch" into "connected" position. Note the 7. "Motors from ..." text first number, in this case "4".



There are seven different pedal angle position, each with 3.75° increment. They covering the total range of 22.5°, from -15° to +7.5°. The angle adjustment procedure is the same for all three pedal. Usually the pedal angle depends on driver's sitting height. The higher the sitting position, the pedal is in more backward position.

MAXIMUM
BACKWARD POSITION

MAXIMUM
FORWARD POSITION



Use 5mm Hex wrench for this step
We recommend to adjust pedal angle after mounting it the to the baseplate.

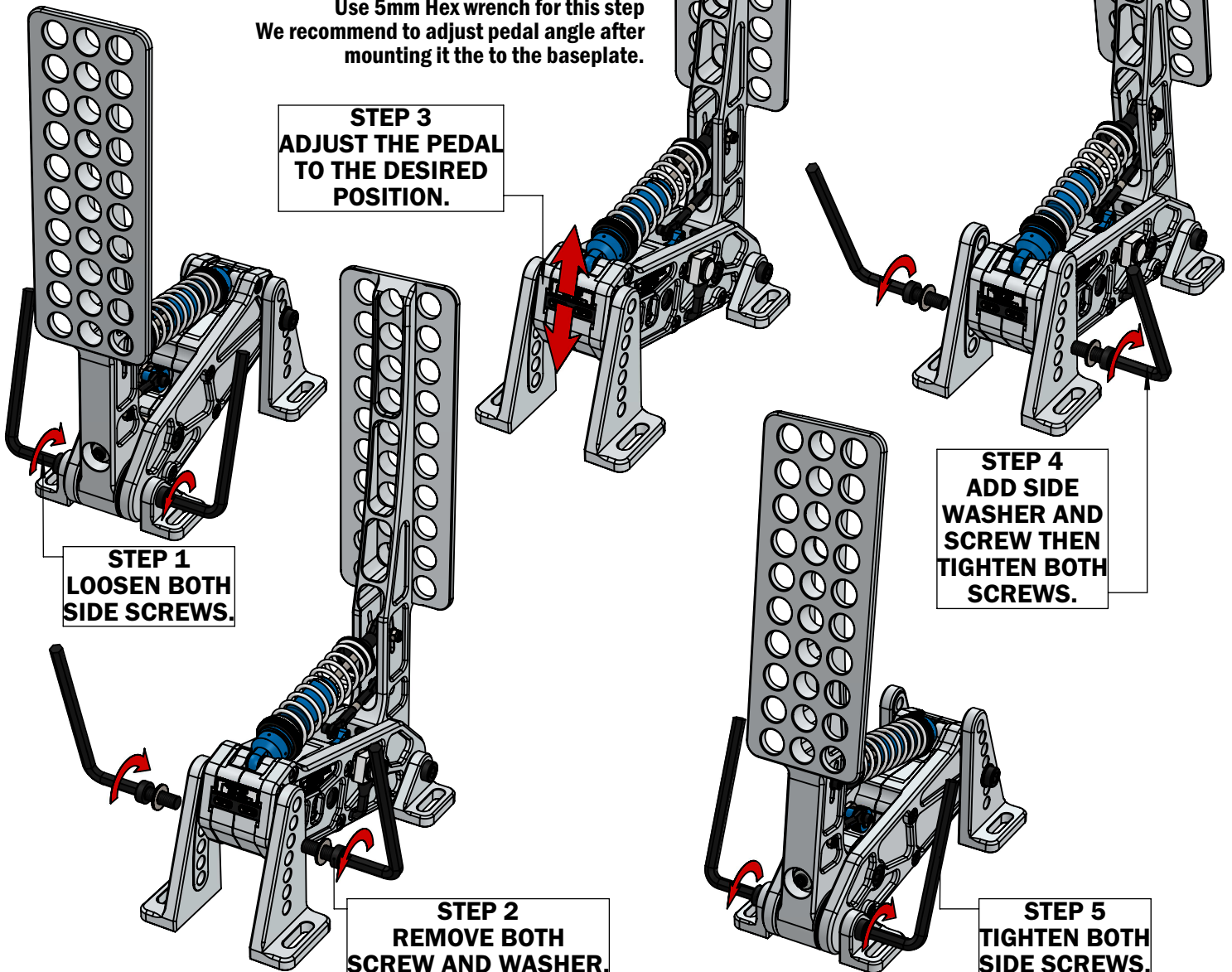
STEP 3
ADJUST THE PEDAL
TO THE DESIRED
POSITION.

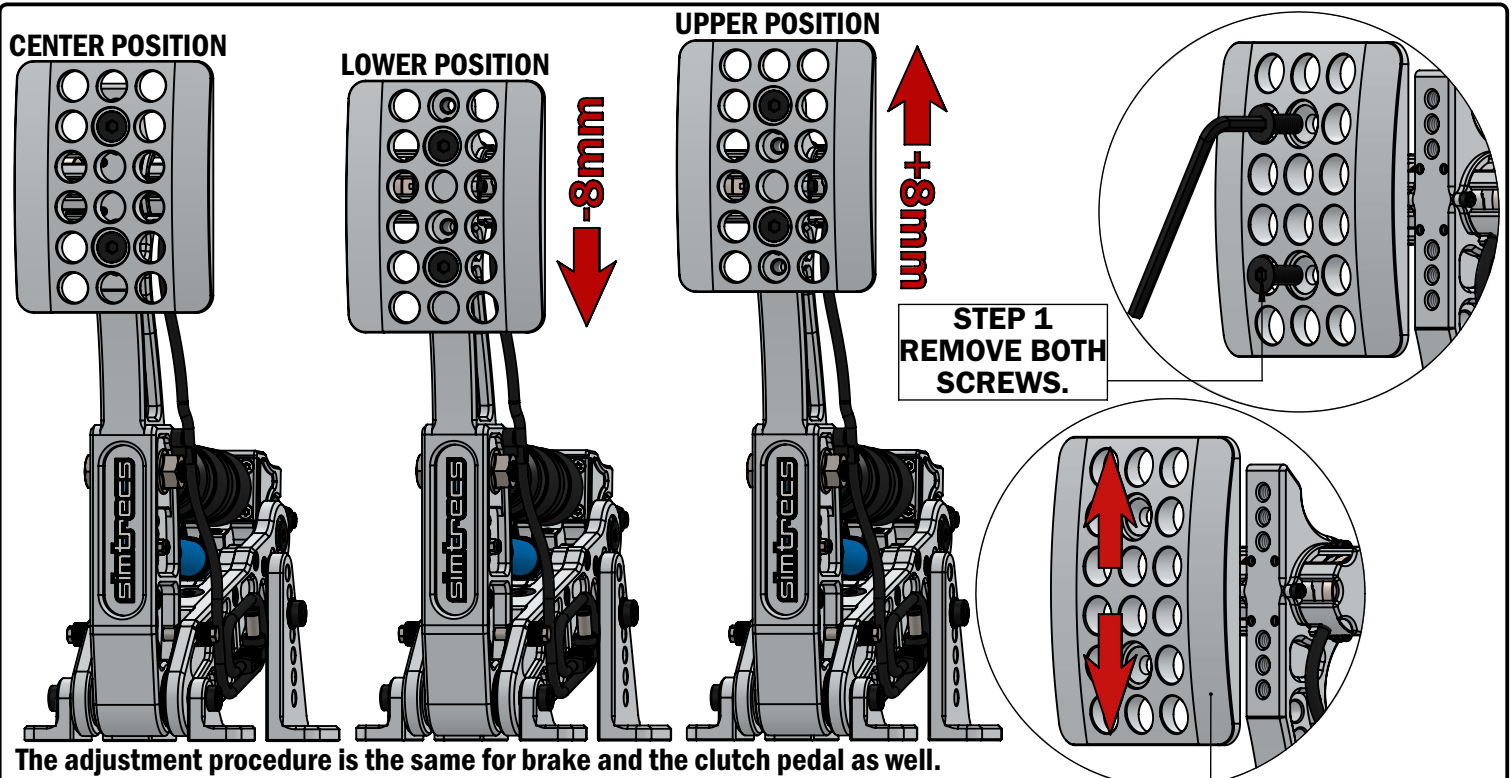
STEP 1
LOOSEN BOTH
SIDE SCREWS.

STEP 2
REMOVE BOTH
SCREW AND WASHER.

STEP 4
ADD SIDE
WASHER AND
SCREW THEN
TIGHTEN BOTH
SCREWS.

STEP 5
TIGHTEN BOTH
SIDE SCREWS.

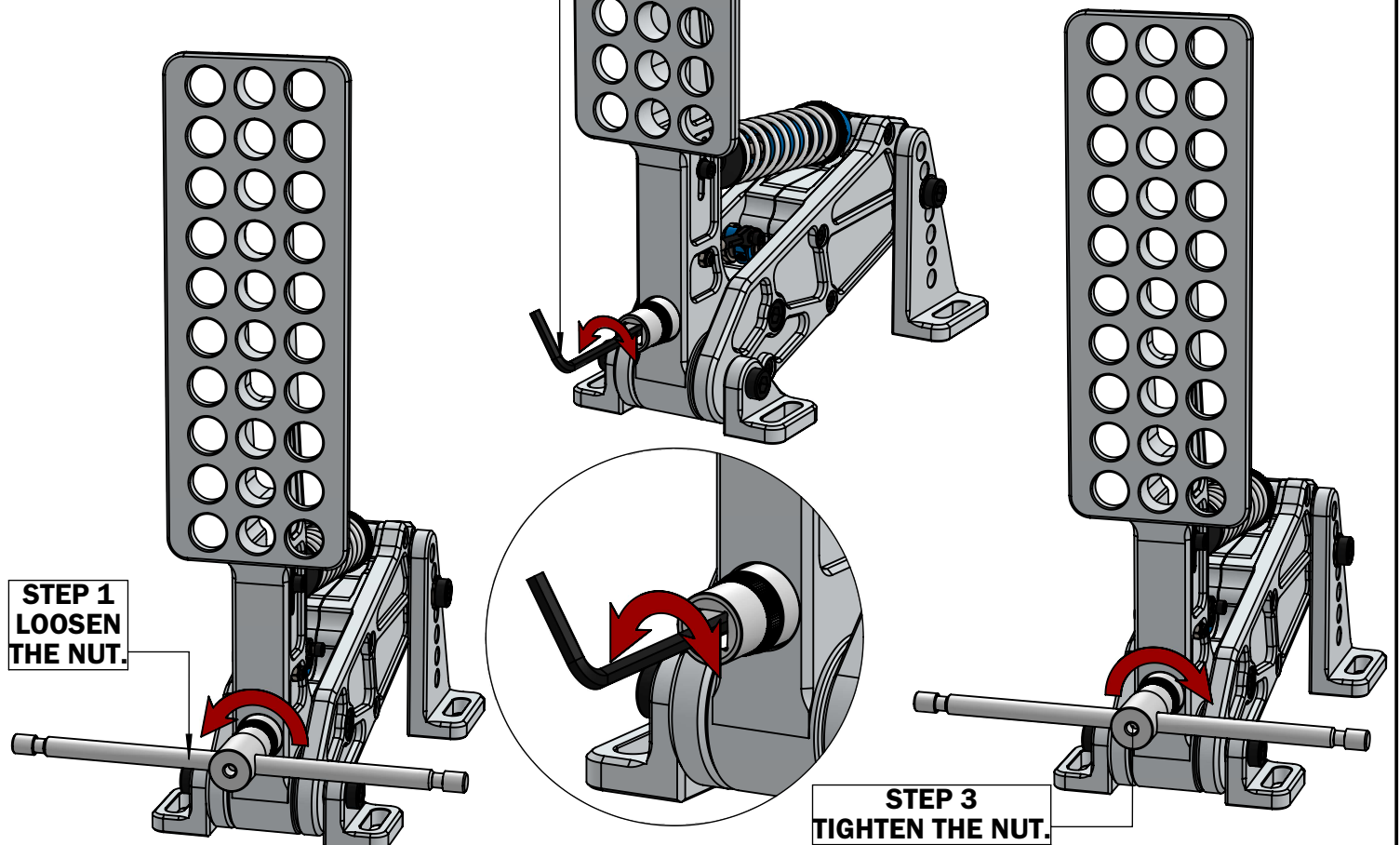
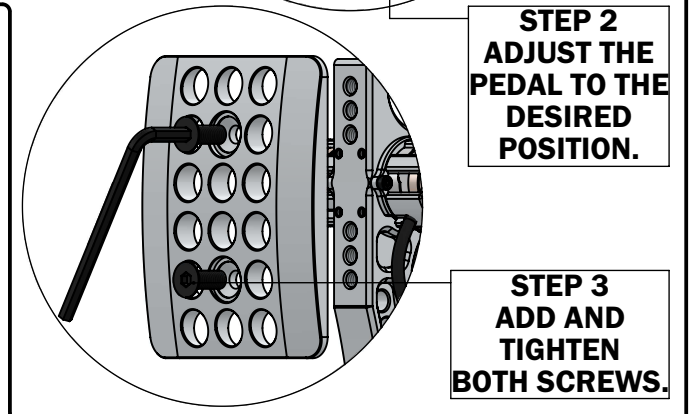


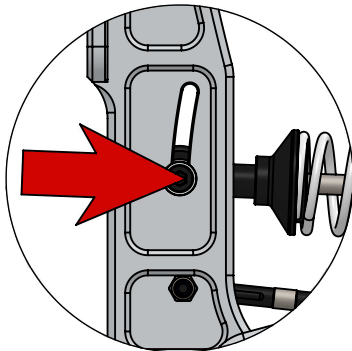


The adjustment procedure is the same for brake and the clutch pedal as well.

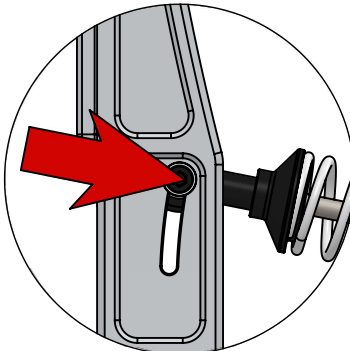
Use 3mm hex wrench and 10mm socket drive for this step.
 The pedal travel adjustment procedure is the same for throttle and clutch pedals as well.

STEP 2
 TURNING THE SCREW LEFT WILL INCREASE, AND TURNING IT TO RIGHT WILL REDUCE THE PEDAL TRAVEL. DURING THE PROCESS HOLD WITH ONE HAND THE 10mm SOCKET DRIVER.



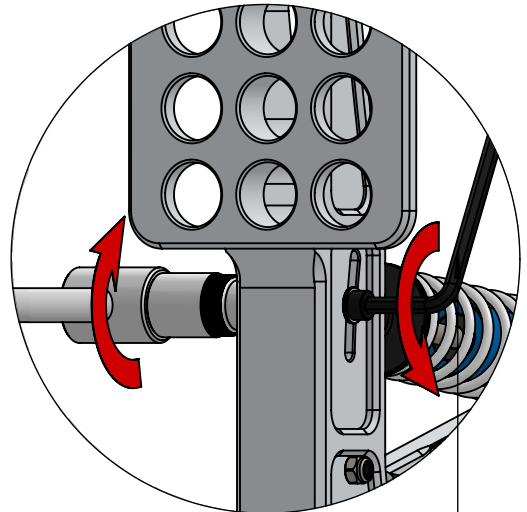


SOFTER PEDAL FEEL

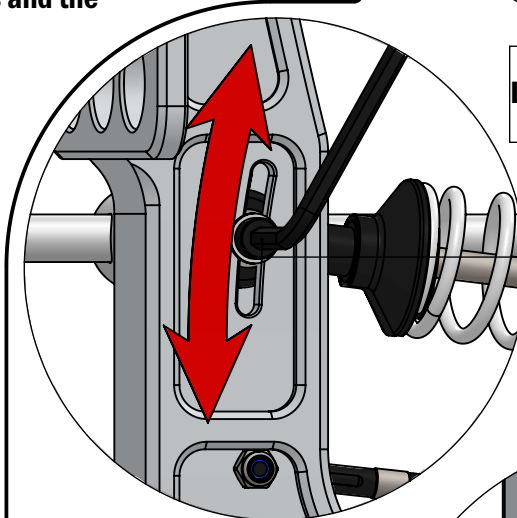


HARDER PEDAL FEEL

In the highest position, pedal has a stiffer characteristics and the required pedal force is higher, whilst in the lower position pedal has a softer characteristics and the required pedal force is lower.

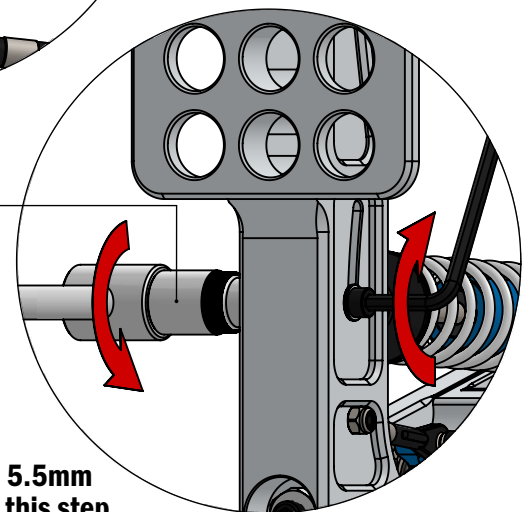


**STEP 1
LOOSEN THE SCREW
AND THE NUT.**

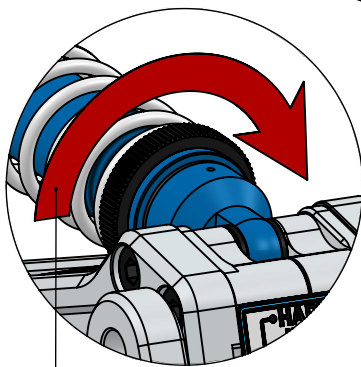


**STEP 2
SLIDE THE ADJUSTMENT
BOLT TO THE DESIRED
POSITION.**

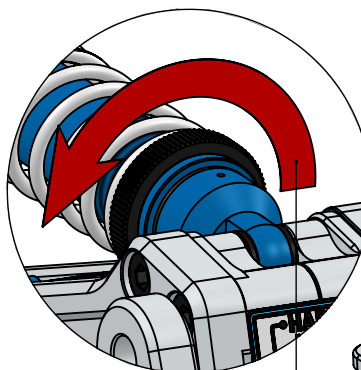
**STEP 3
TIGHTEN THE SCREW
AND THE NUT.**



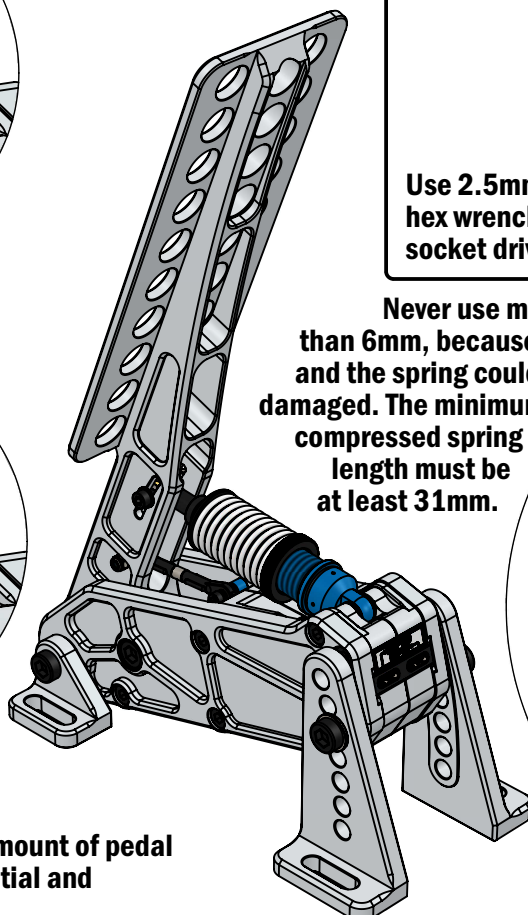
Use 2.5mm
hex wrench and 5.5mm
socket drive for this step.



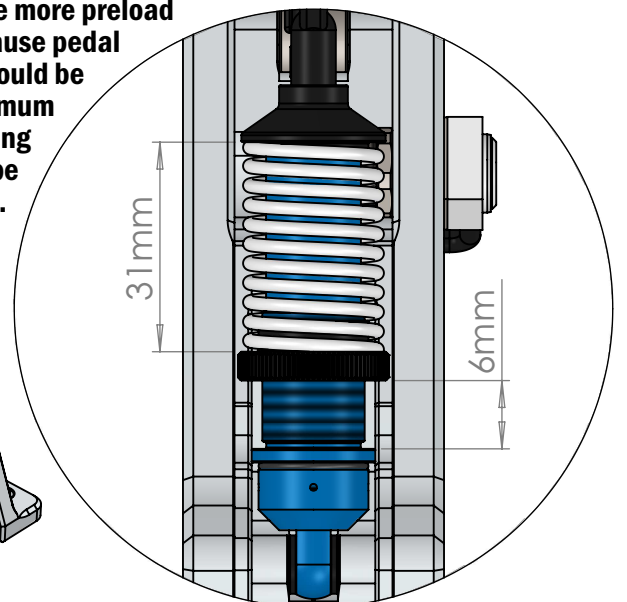
**INCREASE
PRELOAD**



**REDUCE
PRELOAD**



Never use more preload
than 6mm, because pedal
and the spring could be
damaged. The minimum
compressed spring
length must be
at least 31mm.



More preload increases the amount of pedal
force, it increases both the initial and
the total amount of force.

Our MultiStage brake system are fully customisable. The first stage simulates the real brake system Pad-to-Disk gap with a spring. The second stage simulates the flex of brake calipers and brake lines. On the third stage Your Brake pedal stiffens up completely. You can set Your brake to behave progressively, like in a real car, with a defined but soft "stiff up point", or lineary, with a defined and hard "stiff up point". With the MultiStage spacers You can adjust the "stiff up point" in 1mm increment.

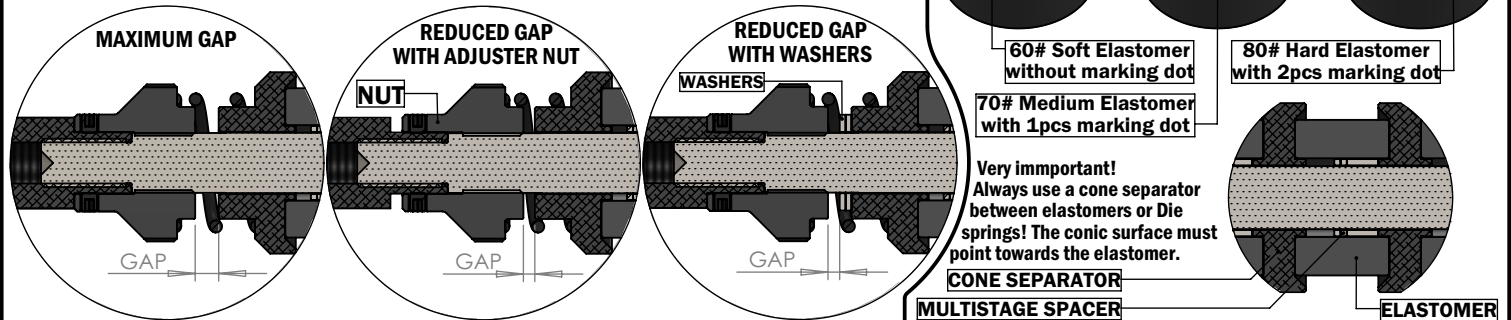
The Pad-to-Disk gap can be set by two ways.

1: Reduce or increase the gap by the adjuster nut.

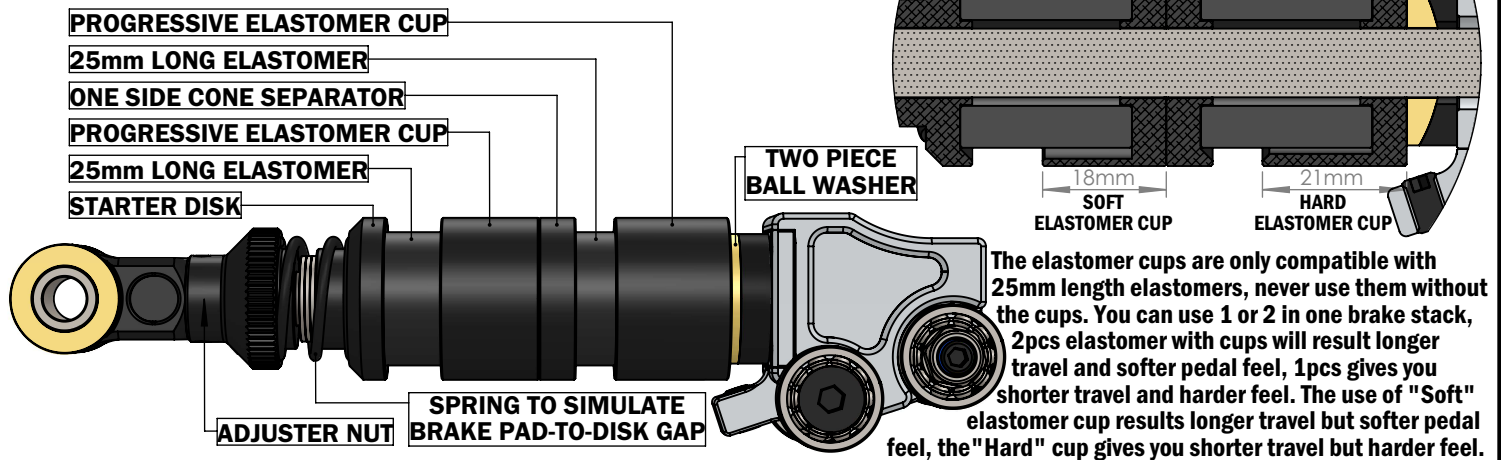
Please note, this method gives preload of the spring too.

2: By adding spacers between the adjuster nut and the first disk of the elastomer pack.

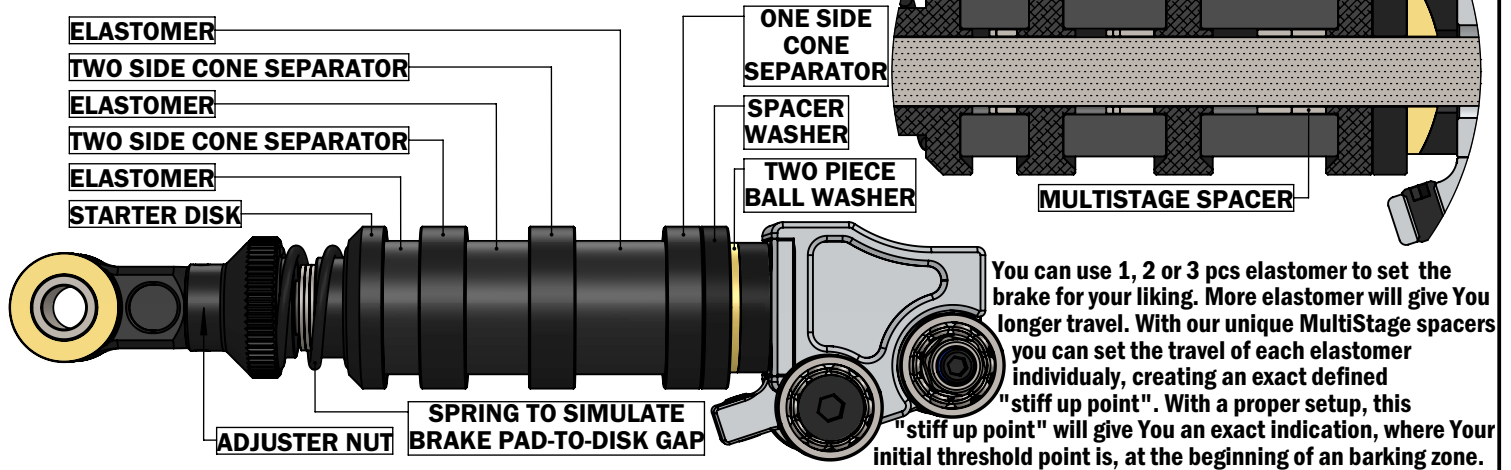
When Your pedal left Our factory, it has the following configuration:
Basic setup: 3pcs washer - Zero preload



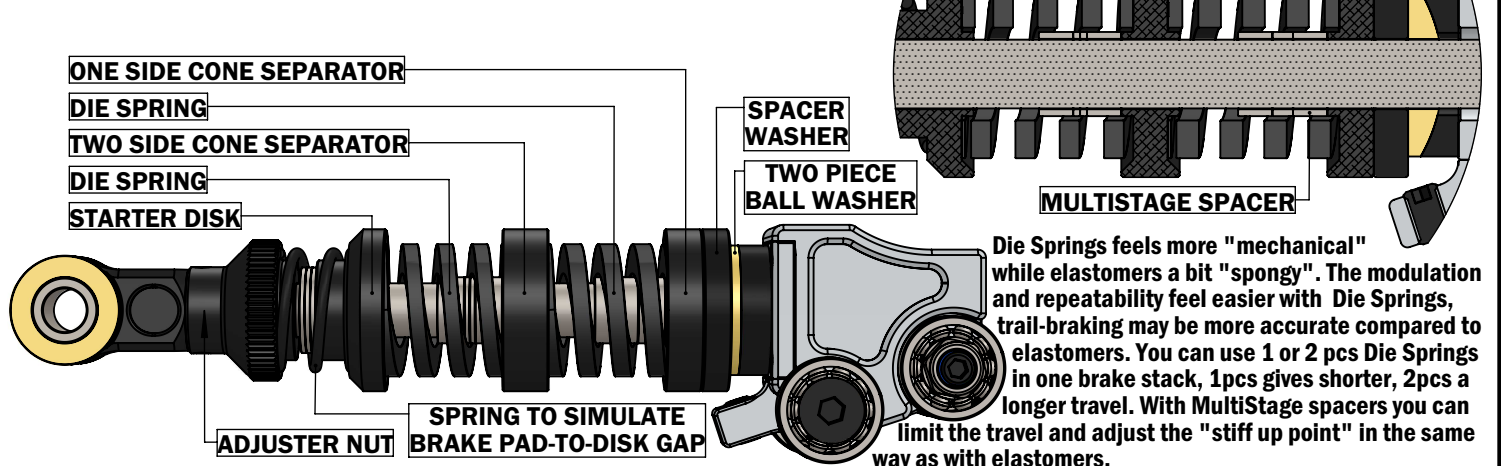
PROGRESSIVE ELASTOMER BASED BRAKE STACK EXPLANATION



MULTISTAGE ELASTOMER BASED BRAKE STACK EXPLANATION



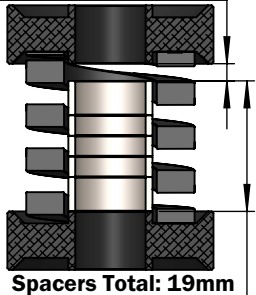
MULTISTAGE DIE SPRING BASED BRAKE STACK EXPLANATION



This guide describe how much percent of Pedal force required, to compress an Die Spring until it hit the MultiStage spacer.

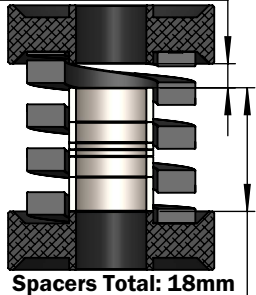
If you are required to use 1mm spacer, always use them between bigger spacers.

Spring Travel: 2,5mm



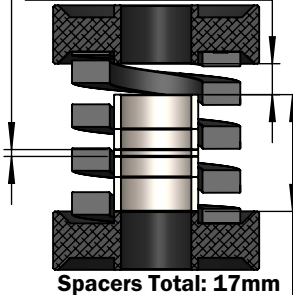
Spacers Total: 19mm
 8% Force - Soft Spring
 15% Force - Medium Spring
 29% Force - Hard Spring

Spring Travel: 3,5mm



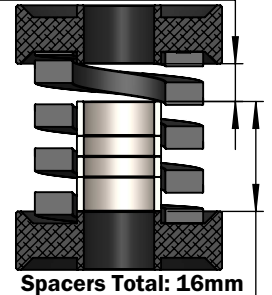
Spacers Total: 18mm
 11% Force - Soft Spring
 20% Force - Medium Spring
 41% Force - Hard Spring

Spring Travel: 4,5mm



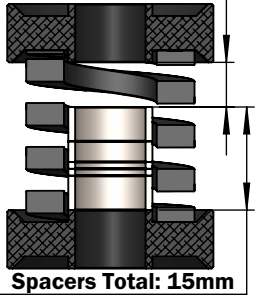
Spacers Total: 17mm
 14% Force - Soft Spring
 26% Force - Medium Spring
 53% Force - Hard Spring

Spring Travel: 5,5mm



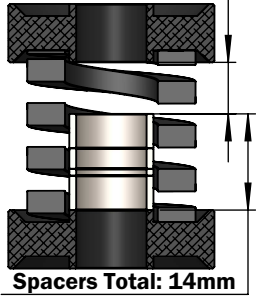
Spacers Total: 16mm
 17% Force - Soft Spring
 32% Force - Medium Spring
 64% Force - Hard Spring

Spring Travel: 6,5mm



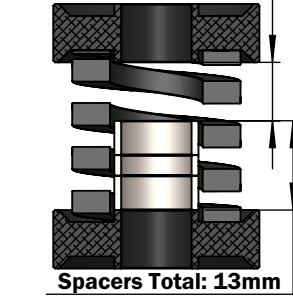
Spacers Total: 15mm
 20% Force - Soft Spring
 38% Force - Medium Spring
 76% Force - Hard Spring

Spring Travel: 7,5mm



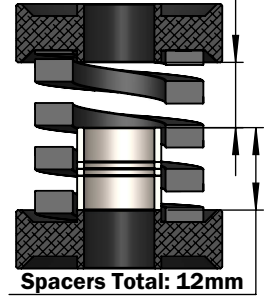
Spacers Total: 14mm
 24% Force - Soft Spring
 44% Force - Medium Spring
 Out of range - Hard Spring

Spring Travel: 8,5mm



Spacers Total: 13mm
 27% Force - Soft Spring
 50% Force - Medium Spring
 Out of range - Hard Spring

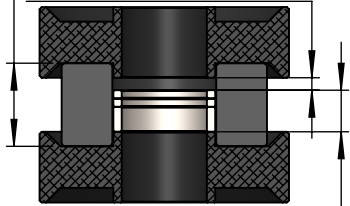
Spring Travel: 9,5mm



Spacers Total: 12mm
 30% Force - Soft Spring
 Out of range - Medium Spring
 Out of range - Hard Spring

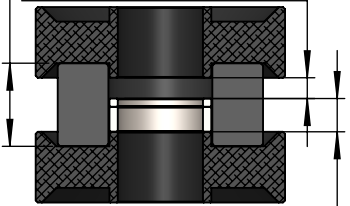
This guide describe how much percent of Pedal force required, to compress an elastomer until it hit the MultiStage spacer. If You use more travel for an elastomers then described in this guide, You have the risk to damage them!!!

Elastomer Thickness: 10mm
Elastomer Travel: 1,5mm



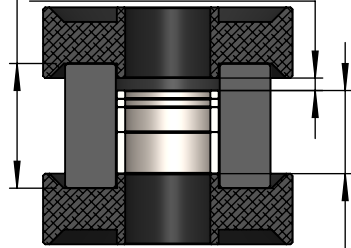
Spacers Total: 5mm
 25% Force - 70# Medium (1 dot)
 40% Force - 80# Hard (2 dot)

Elastomer Thickness: 10mm
Elastomer Travel: 2,5mm



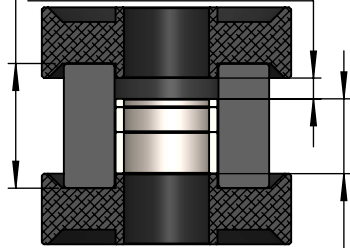
Spacers Total: 4mm
 55% Force - 70# Medium (1 dot)
 75% Force - 80# Hard (2 dot)

Elastomer Thickness: 15mm
Elastomer Travel: 1,5mm



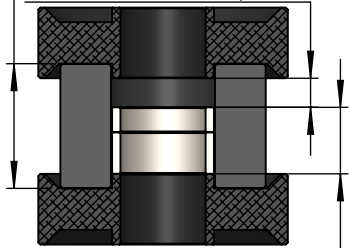
Spacers Total: 10mm
 12% Force - 70# Medium (1 dot)
 18% Force - 80# Hard (2 dot)

Elastomer Thickness: 15mm
Elastomer Travel: 2,5mm



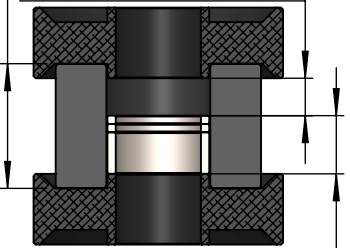
Spacers Total: 9mm
 23% Force - 70# Medium (1 dot)
 33% Force - 80# Hard (2 dot)

Elastomer Thickness: 15mm
Elastomer Travel: 3,5mm



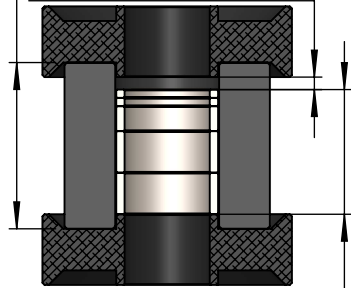
Spacers Total: 8mm
 38% Force - 70# Medium (1 dot)
 56% Force - 80# Hard (2 dot)

Elastomer Thickness: 15mm
Elastomer Travel: 4,5mm



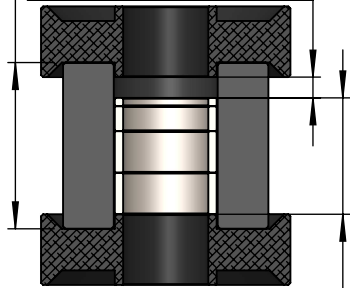
Spacers Total: 7mm
 50% Force - 70# Medium (1 dot)
 68% Force - 80# Hard (2 dot)

Elastomer Thickness: 20mm
Elastomer Travel: 1,5mm



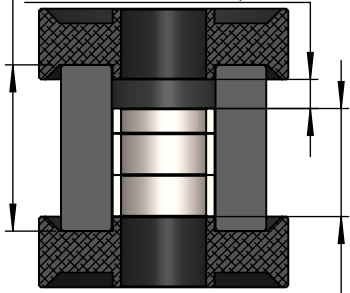
Spacers Total: 15mm
 4% Force - 70# Medium (1 dot)
 12% Force - 80# Hard (2 dot)

Elastomer Thickness: 20mm
Elastomer Travel: 2,5mm



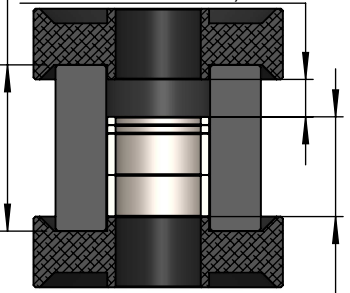
Spacers Total: 14mm
 10% Force - 70# Medium (1 dot)
 24% Force - 80# Hard (2 dot)

Elastomer Thickness: 20mm
Elastomer Travel: 3,5mm



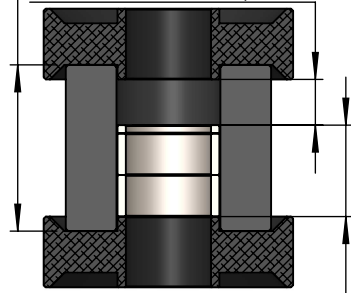
Spacers Total: 13mm
 17% Force - 70# Medium (1 dot)
 36% Force - 80# Hard (2 dot)

Elastomer Thickness: 20mm
Elastomer Travel: 4,5mm



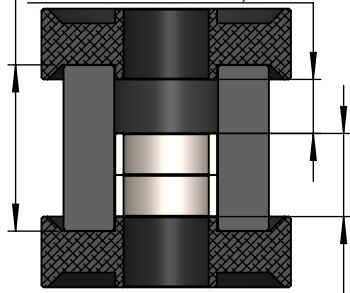
Spacers Total: 12mm
 28% Force - 70# Medium (1 dot)
 49% Force - 80# Hard (2 dot)

Elastomer Thickness: 20mm
Elastomer Travel: 5,5mm

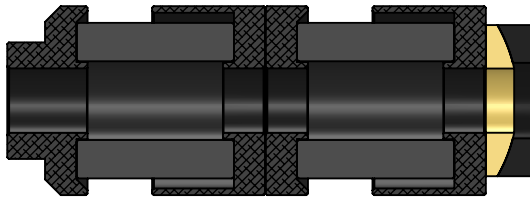


Spacers Total: 11mm
 36% Force - 70# Medium (1 dot)
 62% Force - 80# Hard (2 dot)

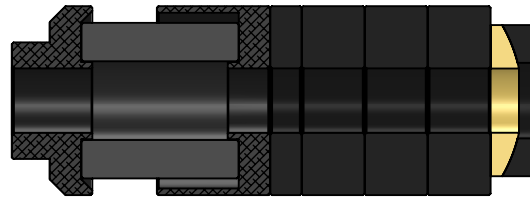
Elastomer Thickness: 20mm
Elastomer Travel: 6,5mm



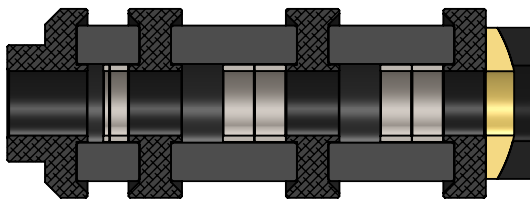
Spacers Total: 10mm
 43% Force - 70# Medium (1 dot)
 68% Force - 80# Hard (2 dot)



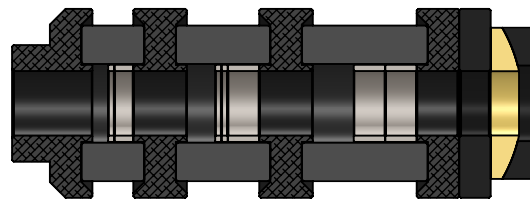
2pcs - 25mm Elastomer
 2pcs - Progressive Elastomer cup
 1pcs - One side cone separator

VERSION 01


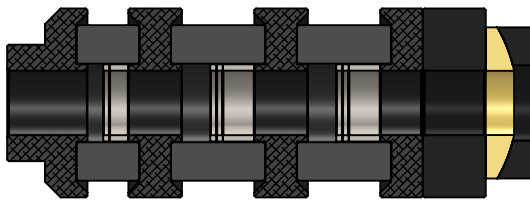
1pcs - 25mm Elastomer
 1pcs - Progressive Elastomer cup
 1x 5mm spacer
 3x 10mm spacer

VERSION 02


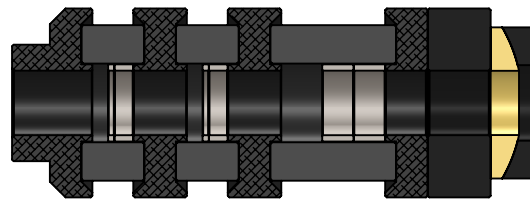
1pcs - 10mm Elastomer
 2pcs - 20mm Elastomer
 2pcs - Two side cone separator
 1pcs - One side cone separator
 MultiStage spacers

VERSION 03


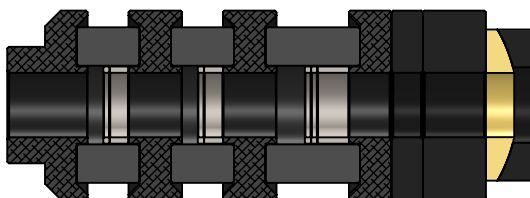
1pcs 10 & 15 & 20mm Elastomer
 2pcs - Two side cone separator
 1pcs - One side cone separator
 1x 5mm spacer
 MultiStage spacers

VERSION 04


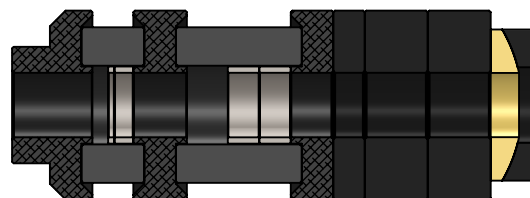
1pcs - 10mm Elastomer
 2pcs - 15mm Elastomer
 2pcs - Two side cone separator
 1pcs - One side cone separator
 1x 10mm spacer
 MultiStage spacers

VERSION 05


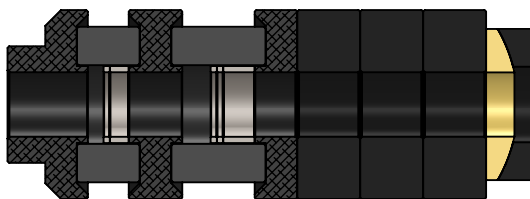
2pcs - 10mm Elastomer
 1pcs - 20mm Elastomer
 2pcs - Two side cone separator
 1pcs - One side cone separator
 1x 10mm spacer
 MultiStage spacers

VERSION 06


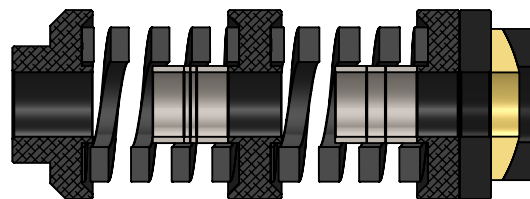
2pcs - 10mm Elastomer
 1pcs - 15mm Elastomer
 2pcs - Two side cone separator
 1pcs - One side cone separator
 1x 5 & 10mm spacer
 MultiStage spacers

VERSION 07


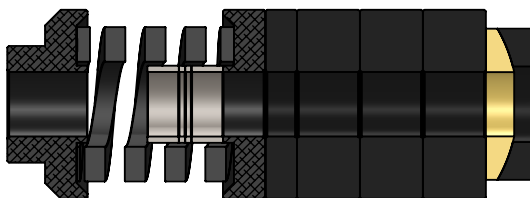
1pcs - 10 & 20mm Elastomer
 1pcs - Two side cone separator
 1pcs - One side cone separator
 1x 5mm spacer
 2x 10mm spacer
 MultiStage spacers

VERSION 08


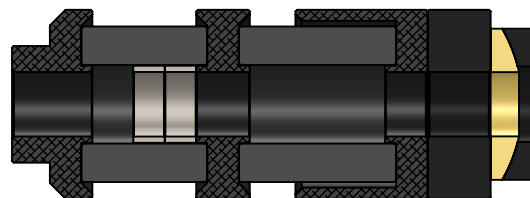
1pcs - 10mm Elastomer
 1pcs - 15mm Elastomer
 1pcs - Two side cone separator
 1pcs - One side cone separator
 3x 10mm spacer
 MultiStage spacers

VERSION 09


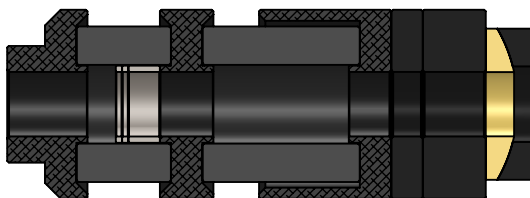
2pcs - Die Spring
 1pcs - Two side cone separator
 1pcs - One side cone separator
 1x 5mm spacer
 MultiStage spacers

VERSION 10


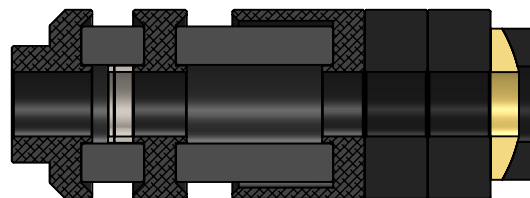
1pcs - Die Spring
 1pcs - One side cone separator
 1x 5mm spacer
 3x 10mm spacer
 MultiStage spacers

VERSION 11


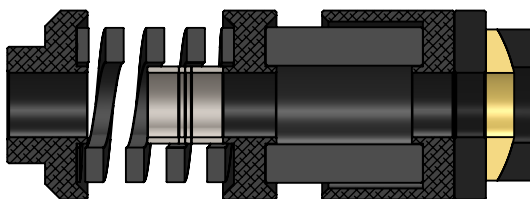
1pcs - 20 & 25mm Elastomer
 1pcs - Progressive Elastomer cup
 1pcs - Two side cone separator
 1x 10mm spacer
 MultiStage spacers

VERSION 12


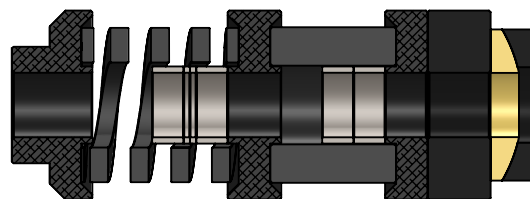
1pcs - 15 & 25mm Elastomer
 1pcs - Progressive Elastomer cup
 1pcs - Two side cone separator
 1x 5 & 10mm spacer
 MultiStage spacers

VERSION 13


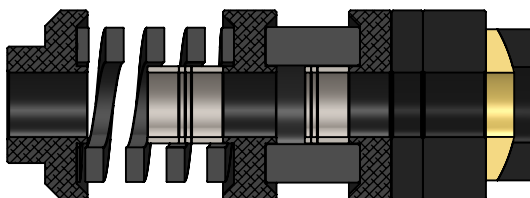
1pcs - 10 & 25mm Elastomer
 1pcs - Progressive Elastomer cup
 1pcs - Two side cone separator
 2x 10mm spacer
 MultiStage spacers

VERSION 14


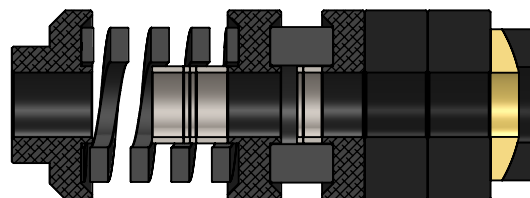
1pcs - Die Spring
 1pcs - 25mm Elastomer
 1pcs - Progressive Elastomer cup
 1pcs - Two side cone separator
 1x 5mm spacer
 MultiStage spacers

VERSION 15


1pcs - Die Spring
 1pcs - 20mm Elastomer
 1pcs - Two side cone separator
 1pcs - One side cone separator
 1x 10mm spacer
 MultiStage spacers

VERSION 16


1pcs - Die Spring
 1pcs - 15mm Elastomer
 1pcs - Two side cone separator
 1pcs - One side cone separator
 1x 5 & 10mm spacer
 MultiStage spacers

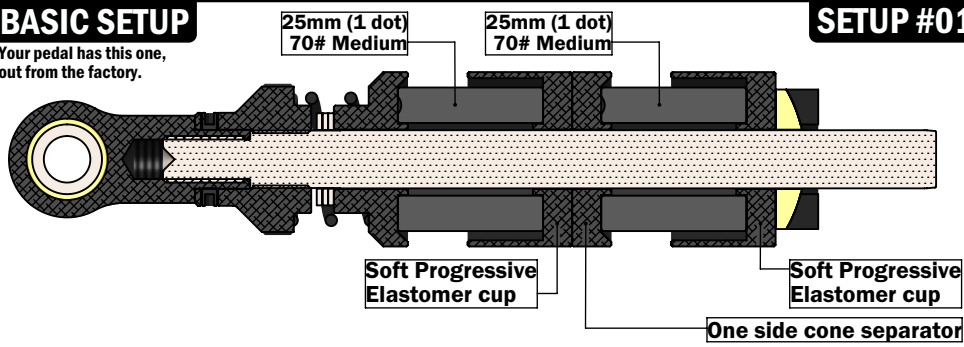
VERSION 17


1pcs - Die Spring
 1pcs - 10mm Elastomer
 1pcs - Two side cone separator
 1pcs - One side cone separator
 2x 10mm spacer
 MultiStage spacers

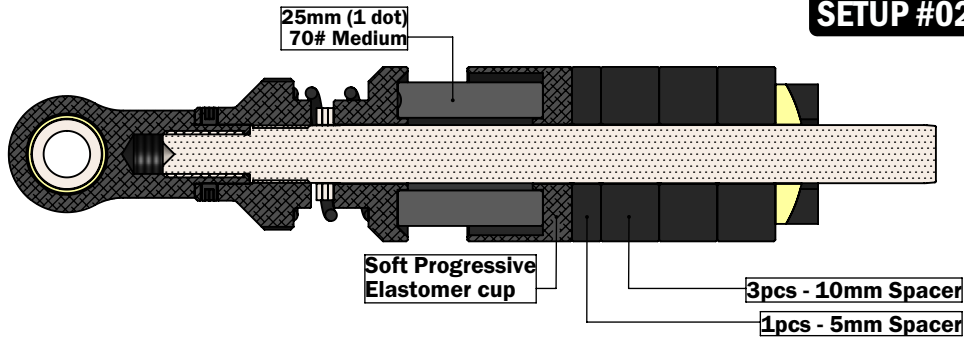
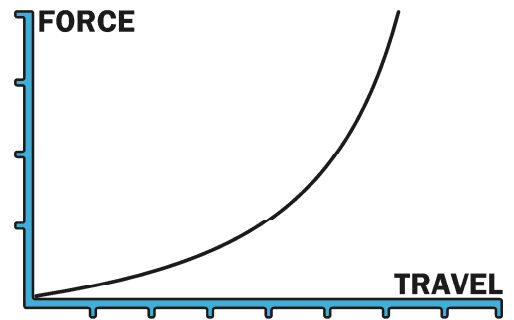
VERSION 18

BASIC SETUP

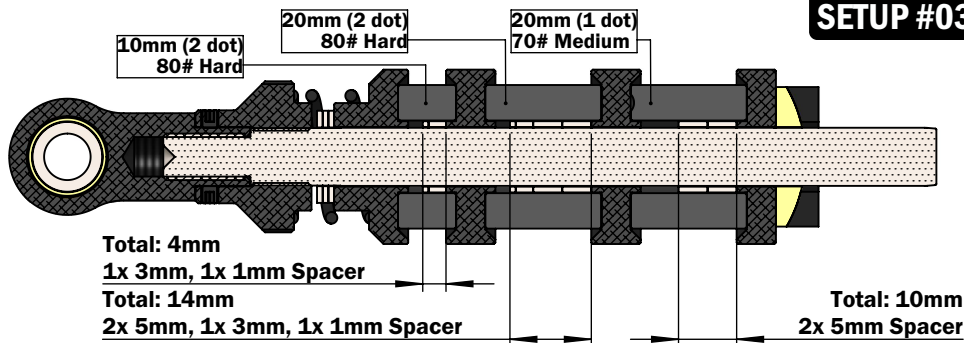
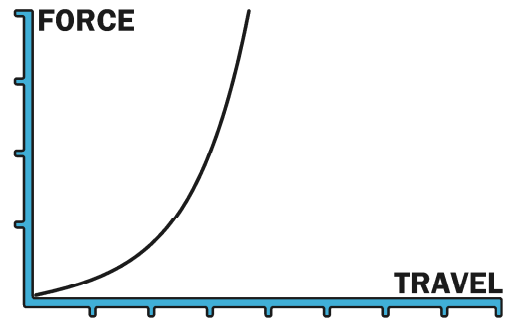
Your pedal has this one, out from the factory.



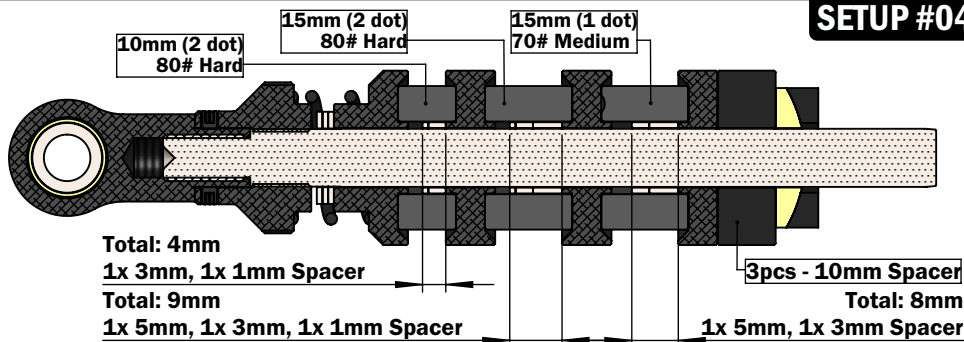
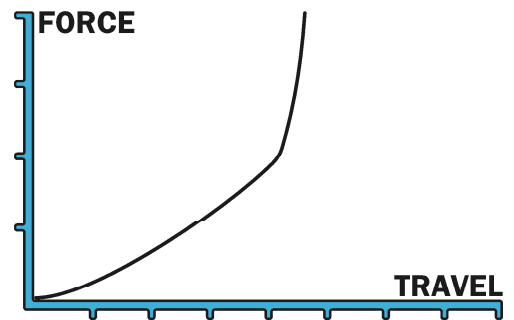
SETUP #01



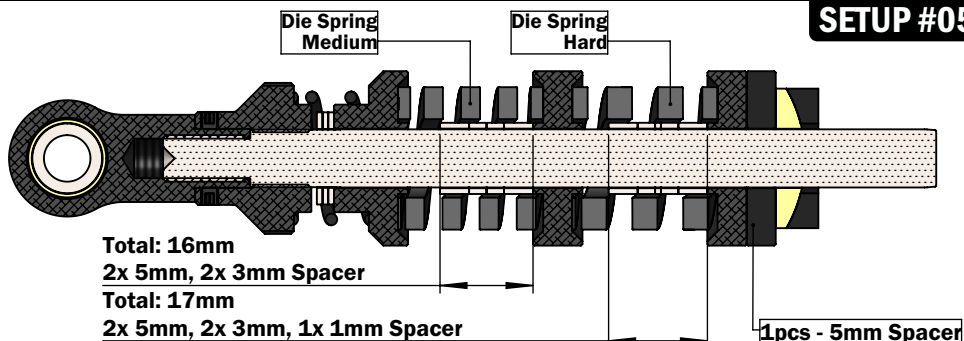
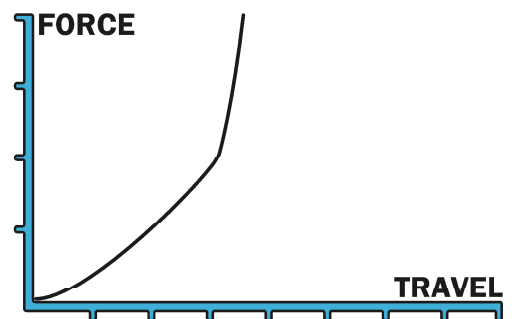
SETUP #02



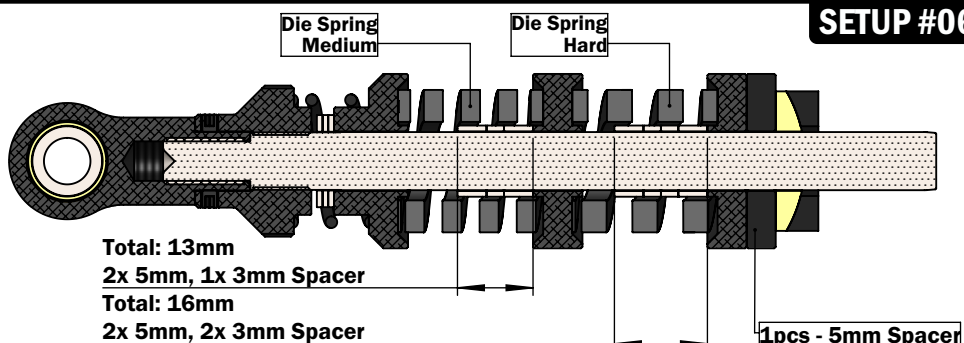
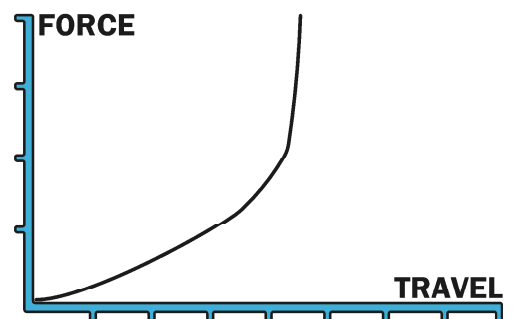
SETUP #03



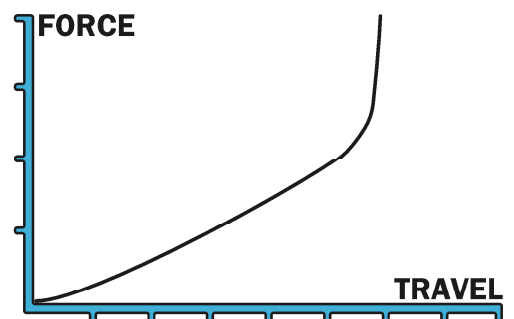
SETUP #04



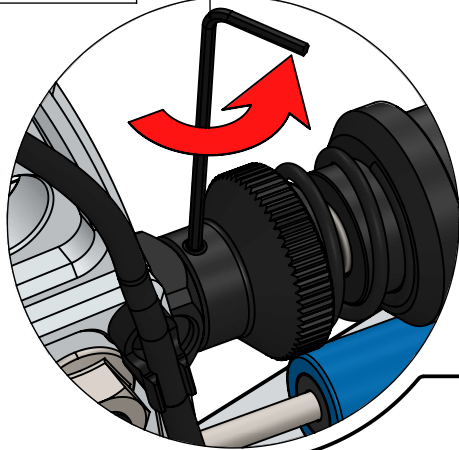
SETUP #05



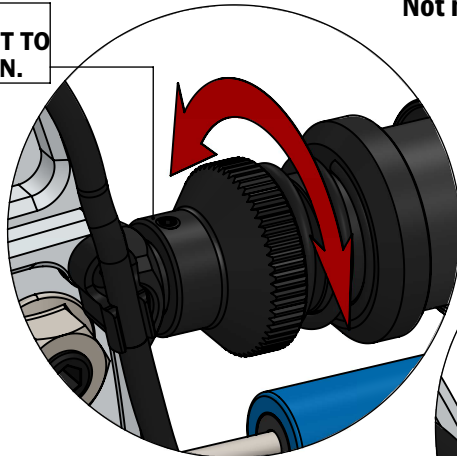
SETUP #06



STEP 1
LOOSEN THE
SCREW.

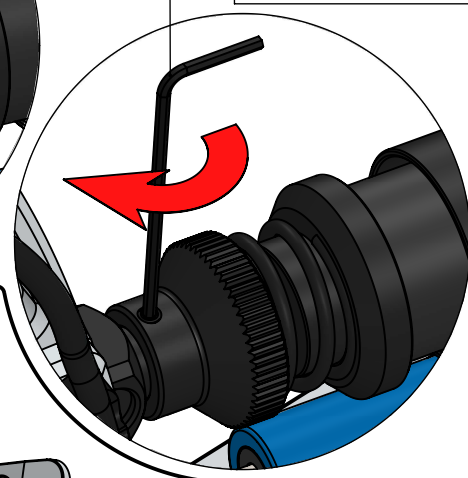


STEP 2
TURN THE ADJUSTER NUT TO
THE DESIRED POSITION.



Not necessary to use the securing screw.
Use 1.5mm hex wrench
for this step.

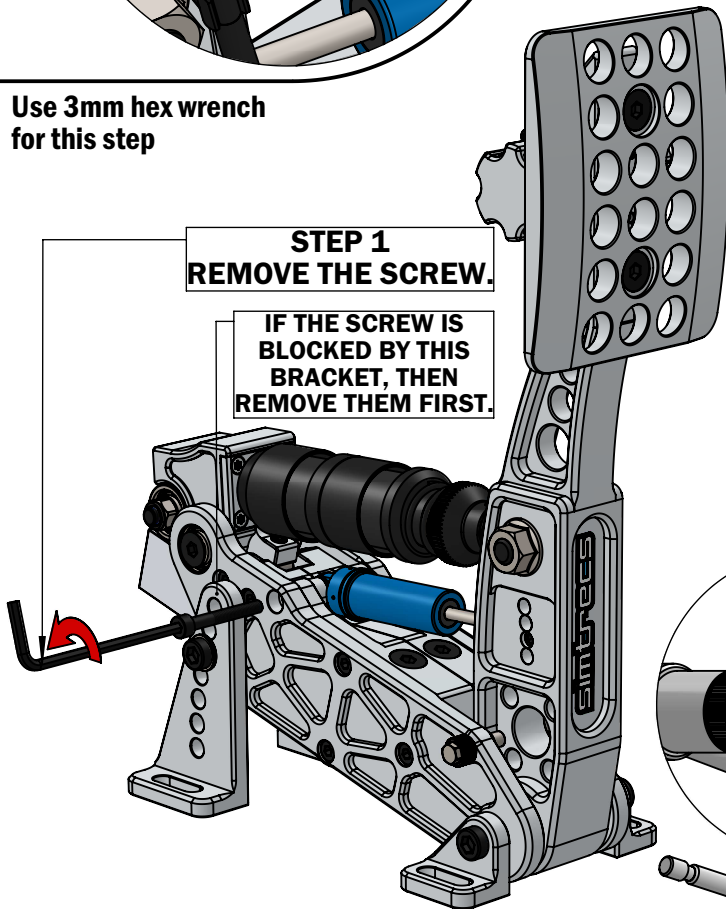
STEP 3
GENTLY TIGHTEN
THE SCREW.



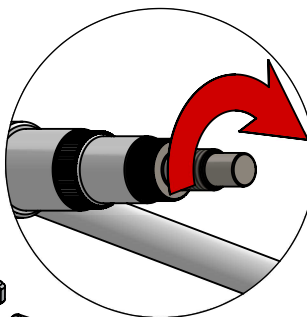
Use 3mm hex wrench
for this step

STEP 1
REMOVE THE SCREW.

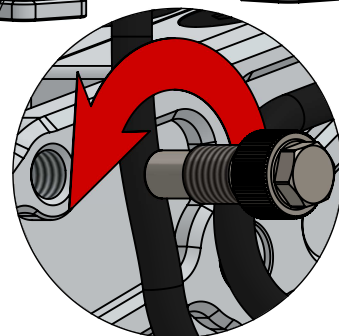
IF THE SCREW IS
BLOCKED BY THIS
BRACKET, THEN
REMOVE THEM FIRST.



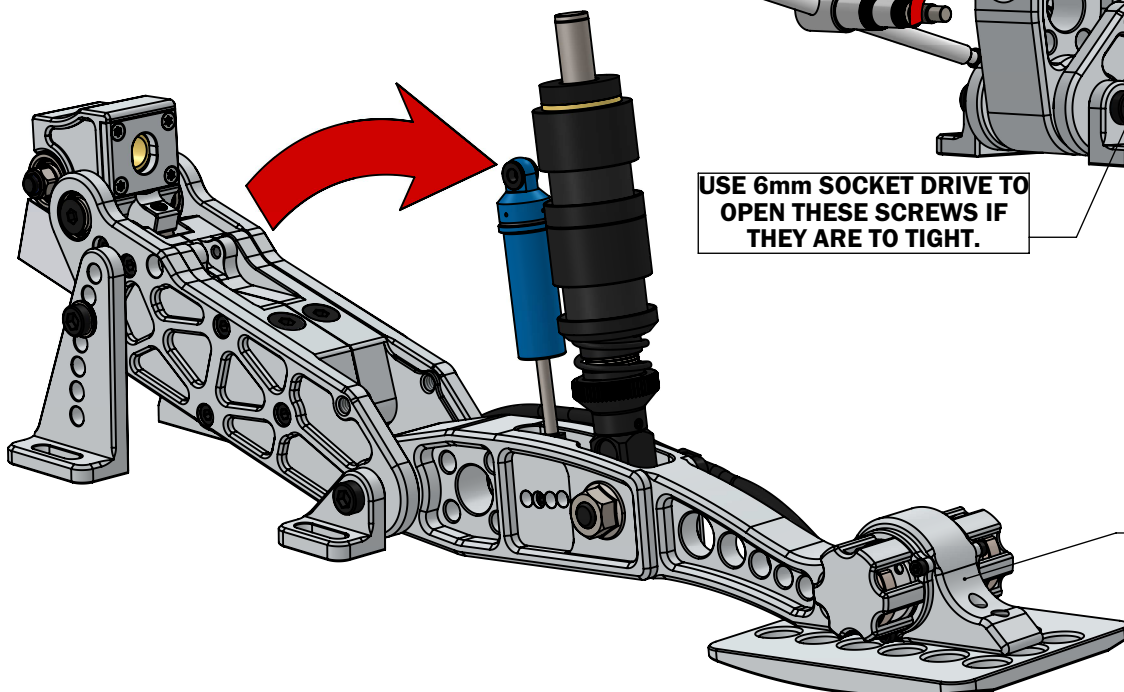
STEP 2
REMOVE THE 2 SIDE
SCREW WHILE YOU
PUSH THE PEDAL
A LITTLE BIT
BACKWARDS.

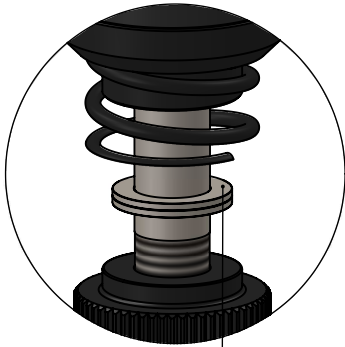


USE 6mm SOCKET DRIVE TO
OPEN THESE SCREWS IF
THEY ARE TO TIGHT.



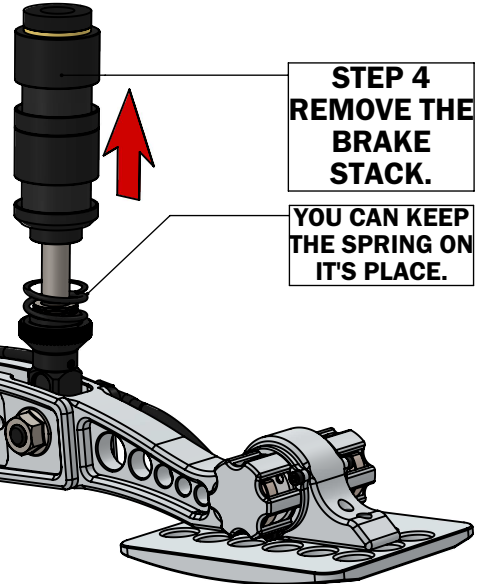
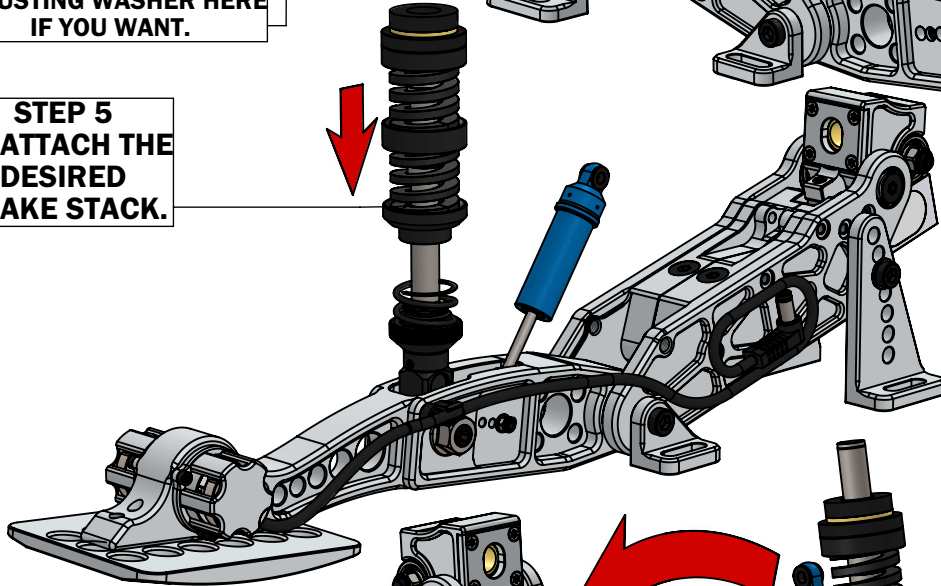
STEP 3
TILT FORWARD
THE PEDAL ARM.





PLACE OR REMOVE GAP ADJUSTING WASHER HERE IF YOU WANT.

STEP 5
RE-ATTACH THE DESIRED BRAKE STACK.

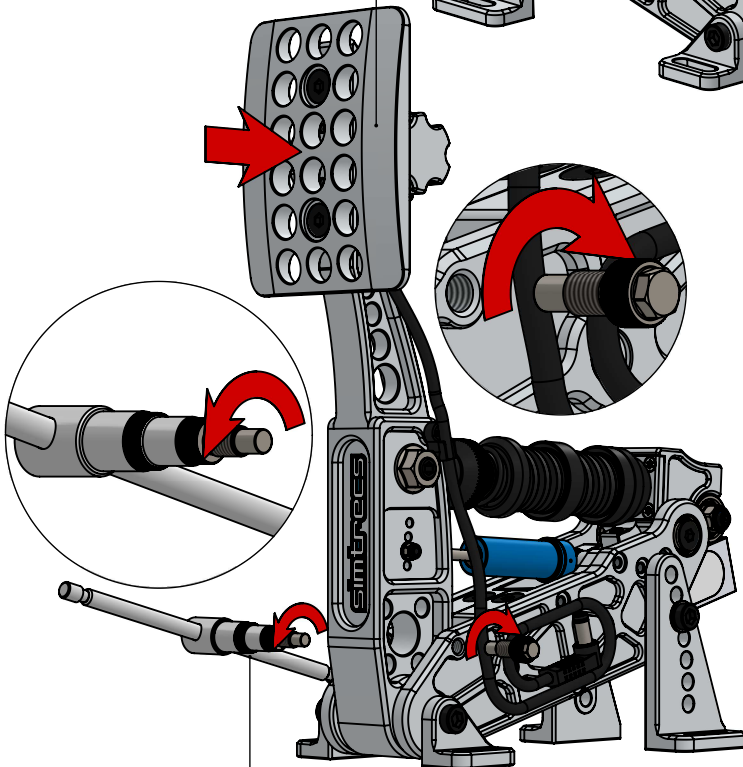


STEP 4
REMOVE THE BRAKE STACK.

YOU CAN KEEP THE SPRING ON IT'S PLACE.

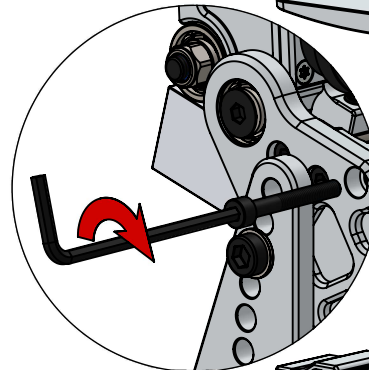
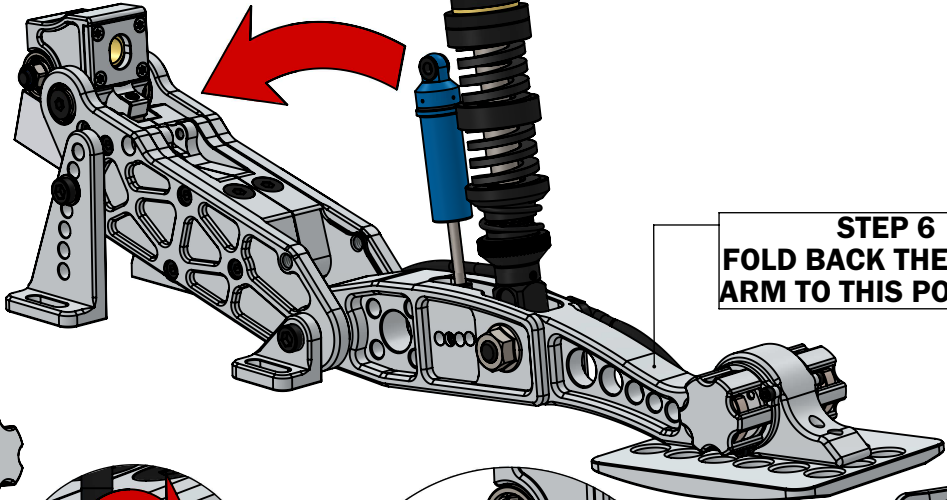


STEP 7
ADD TWO SCREWS WHILE PRESSING THE PEDAL A LITTLE BIT BACKWARDS.

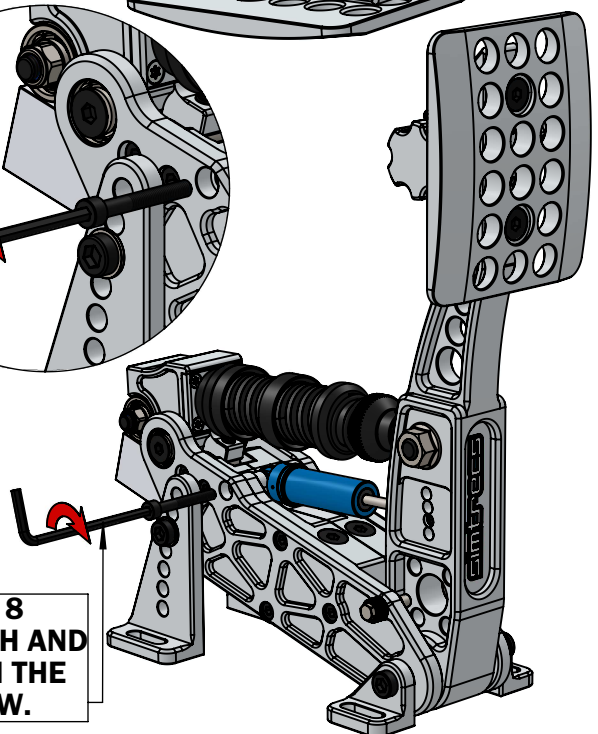


ENOUGH WHEN YOU HAND TIGHTEN THEM. USE 6mm SOCKET DRIVE TO TIGHTEN THEM MORE.

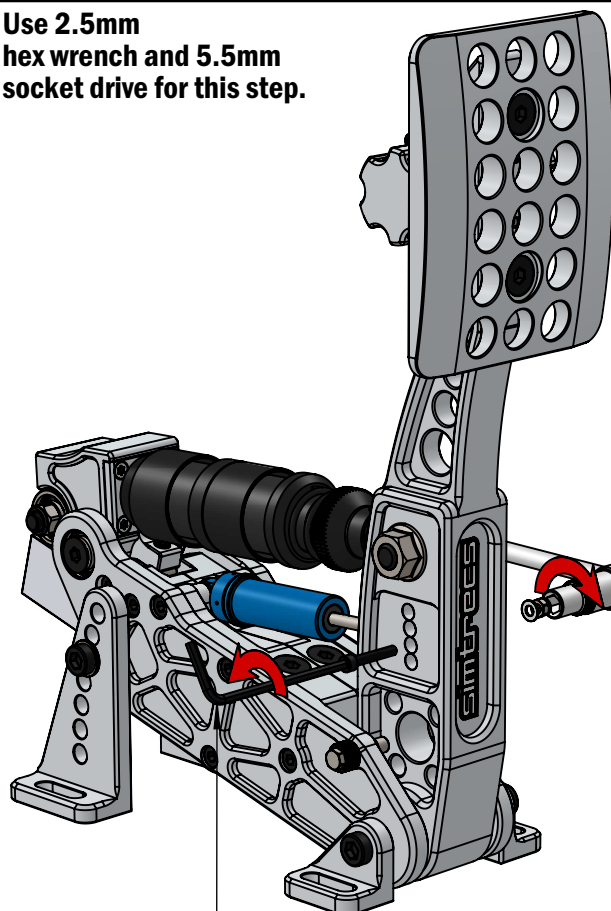
STEP 6
FOLD BACK THE PEDAL ARM TO THIS POSITION.



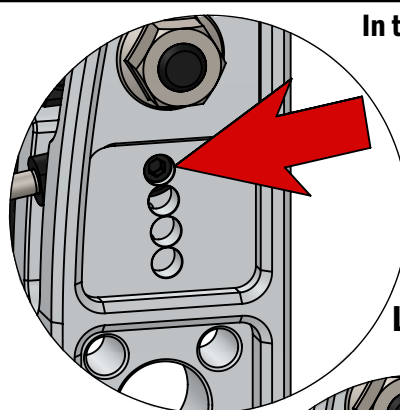
STEP 8
RE-ATTACH AND TIGHTEN THE SCREW.



Use 2.5mm hex wrench and 5.5mm socket drive for this step.

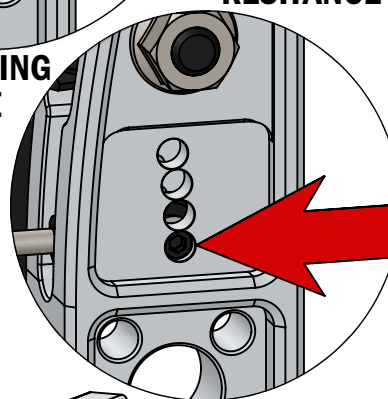


STEP 1
REMOVE THE SCREW
AND THE NUT

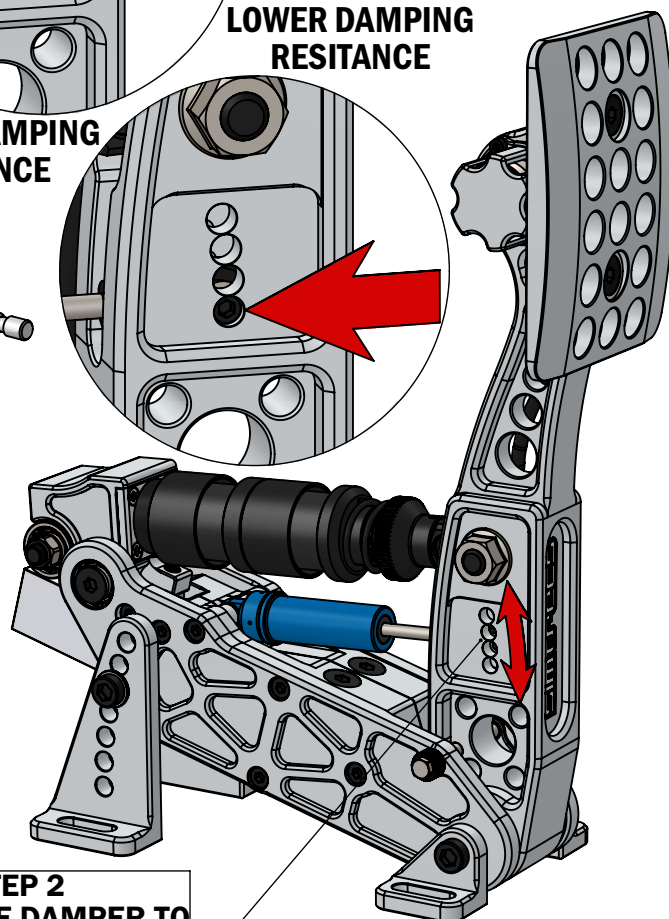


**HIGHER DAMPING
RESISTANCE**

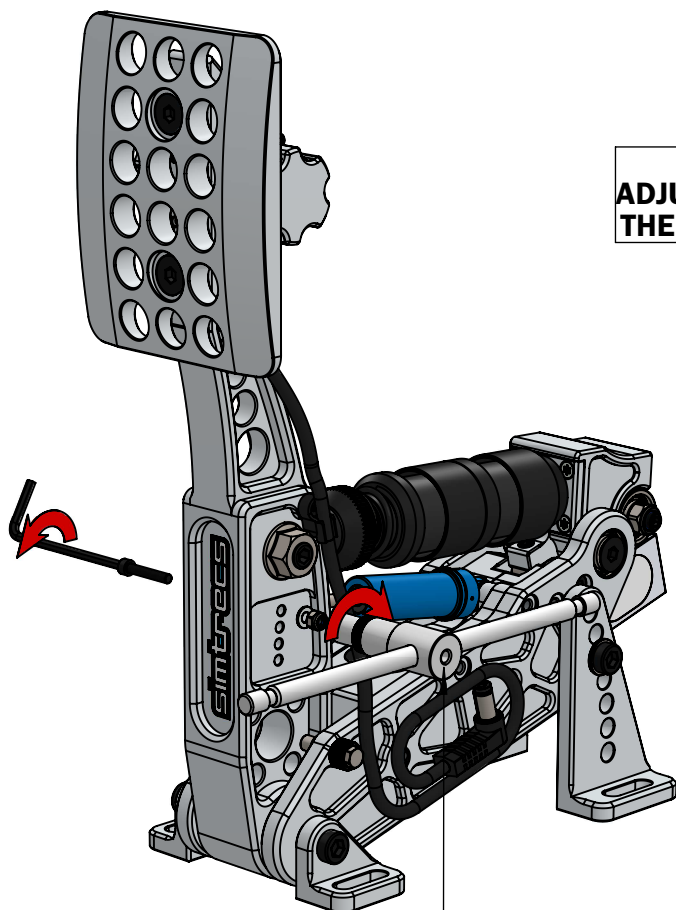
In the highest position, pedal has a higher damping resistances, whilst in the lowest position pedal has lower damping resistances.



**LOWER DAMPING
RESISTANCE**

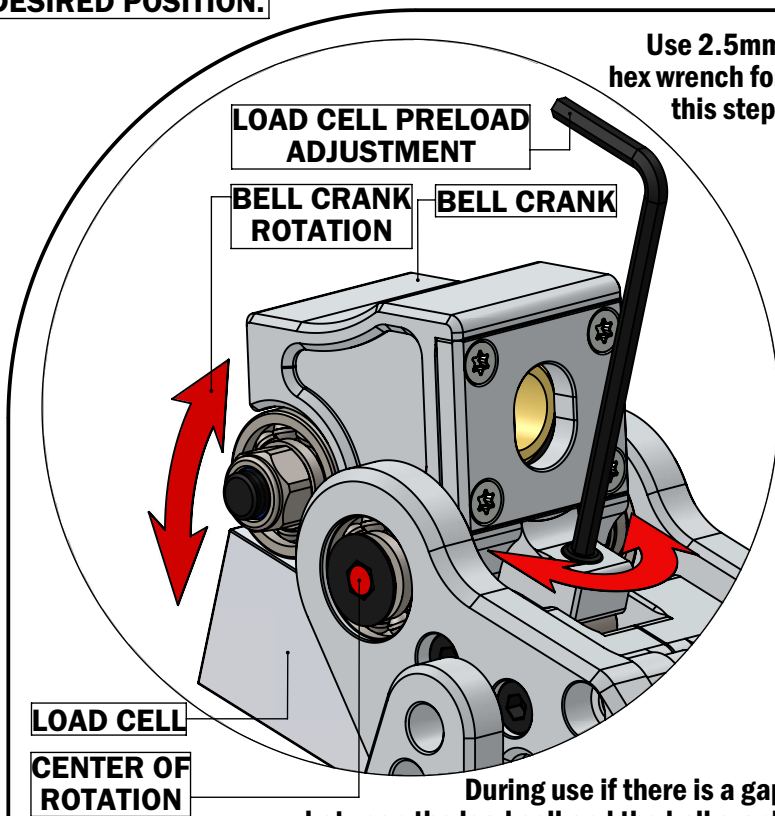


STEP 2
ADJUST THE DAMPER TO
THE DESIRED POSITION.

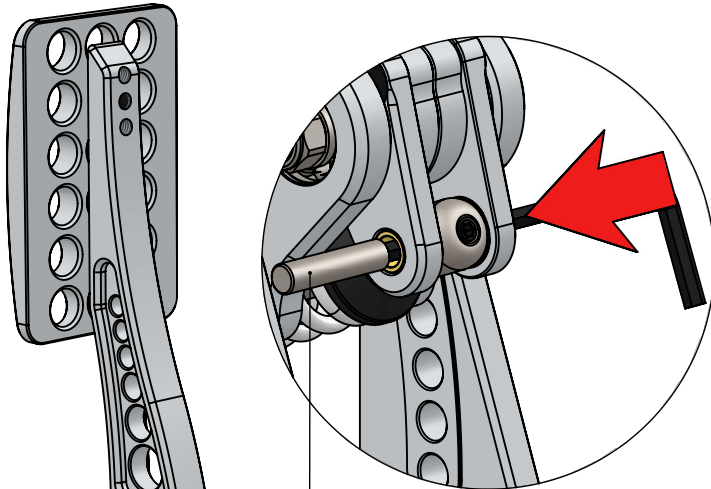


STEP 3
RE-ATTACH AND
TIGHTEN THE
SCREW AND THE NUT

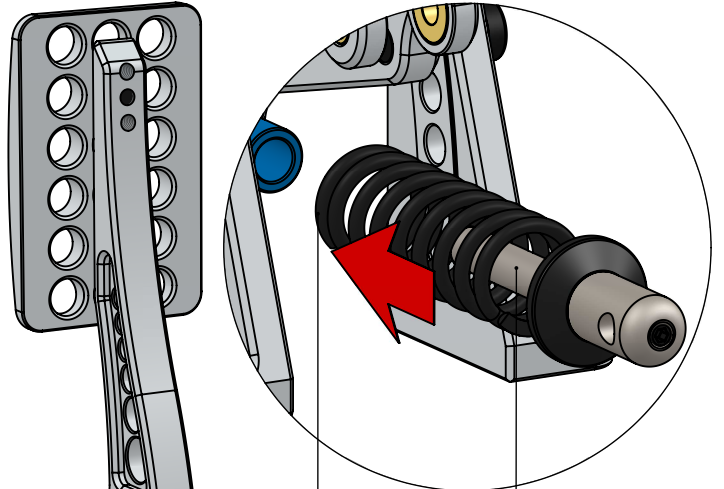
Use 2.5mm hex wrench for this step.



During use if there is a gap between the load cell and the bell crank bearing, please adjust its preload with a screw.

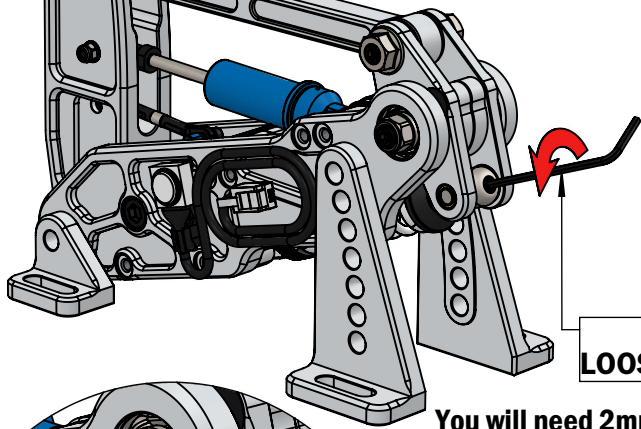


**STEP 2
PUSH OUT THE PIN.**



**USE GREASE
HERE.**

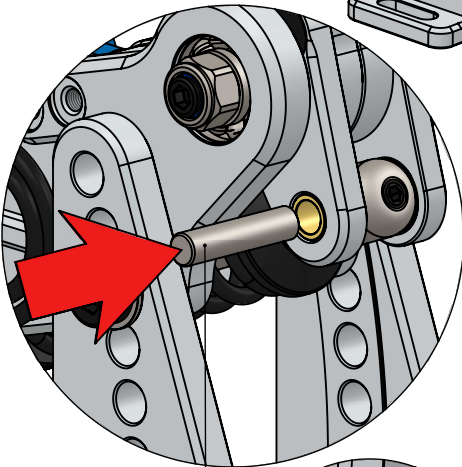
**STEP 4
RE-ATTACH THE
DESIRED SPRING.**



**STEP 1
LOOSEN THE SCREW.**

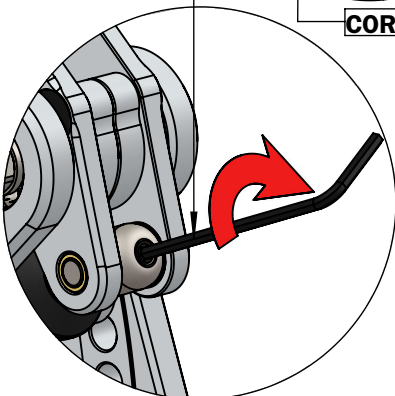
**STEP 3
REMOVE
THE SPRING.**

You will need 2mm hex wrench for this step.

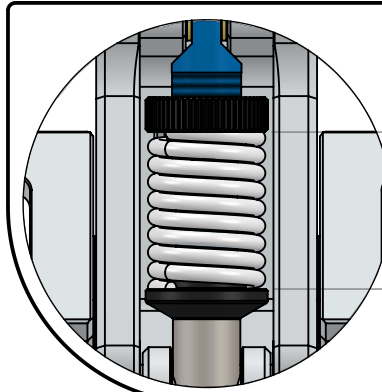


**STEP 5
PUSH BACK
THE PIN.**

**STEP 6
TIGHTEN
THE SCREW.**



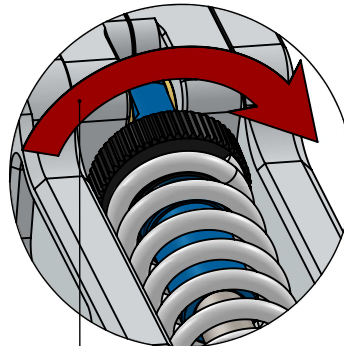
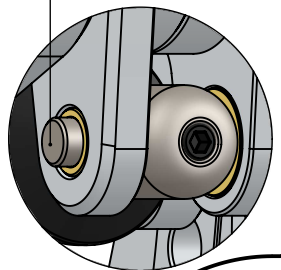
CORRECT



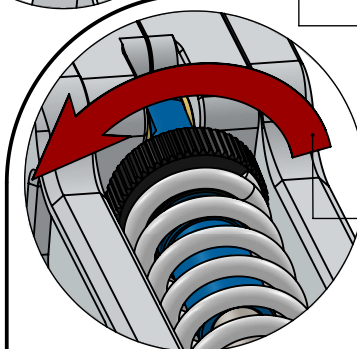
The minimum compressed spring length always need to be higher than 28mm.

28mm

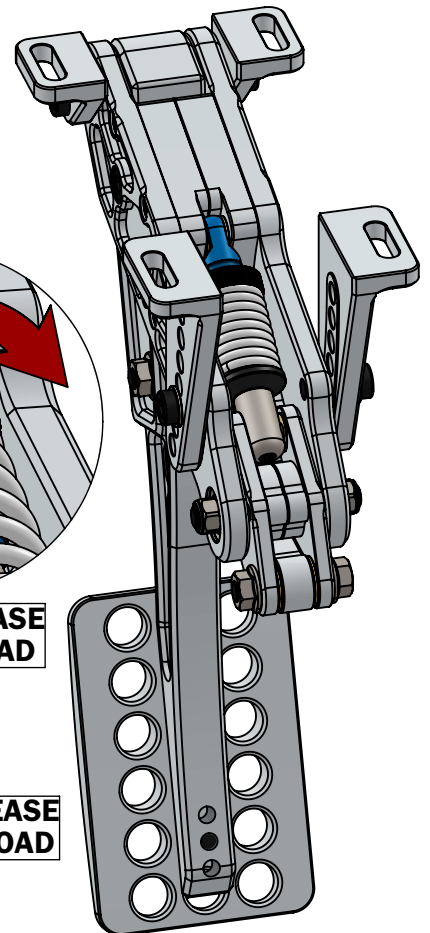
WRONG

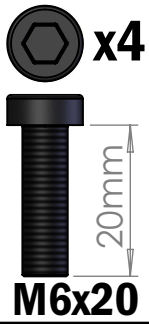


**DECREASE
PRELOAD**



**INCREASE
PRELOAD**





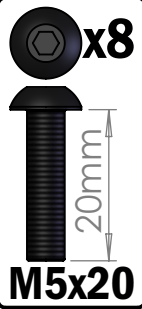
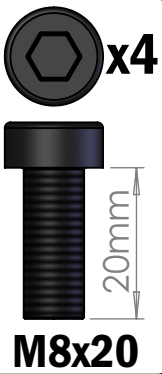
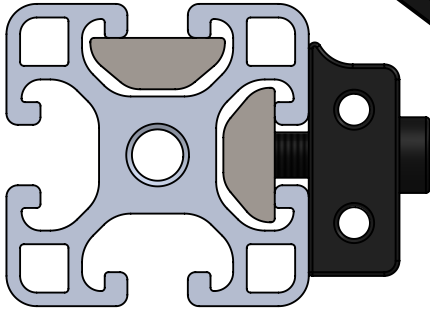
Use 5mm hex wrench for this step.

INSERT THE T-NUTS INTO THE ALUMINIUM PROFILE.

CLUTCH

BRAKE

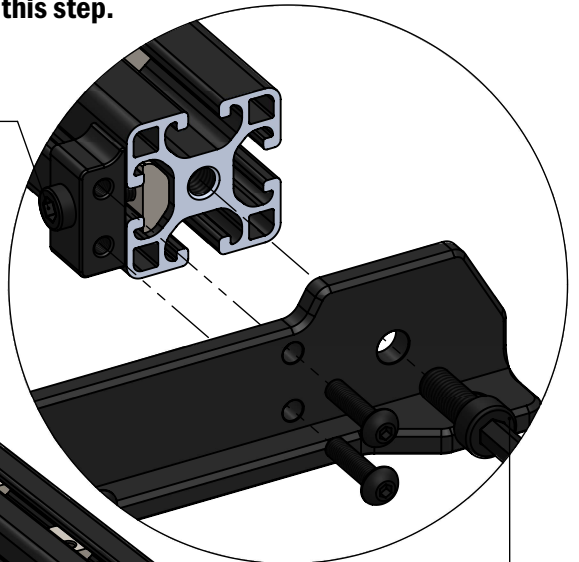
THROTTLE



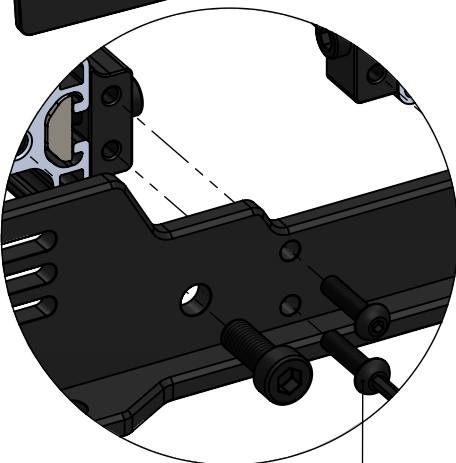
ADD SCREWS BUT NOT TIGHTEN THEM FULLY.

You will need 3mm and 6mm hex wrench for this step.

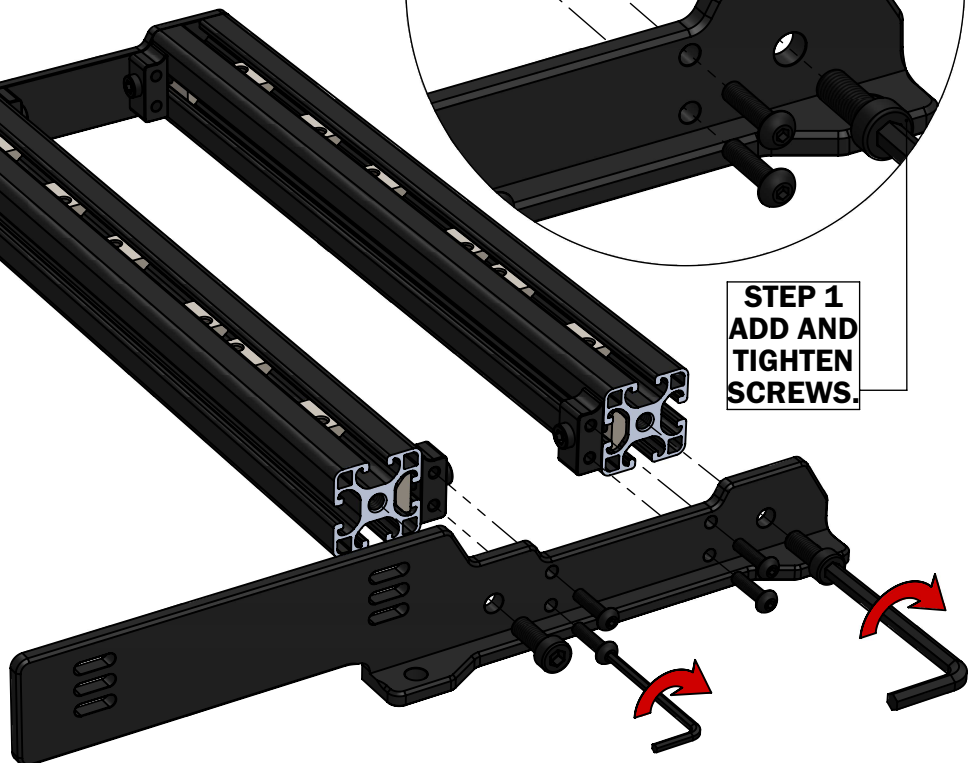
STEP 2
TIGHTEN SCREWS FROM THE PREVIOUS STEP.

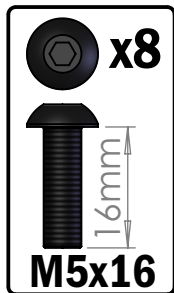


STEP 1
ADD AND TIGHTEN SCREWS.

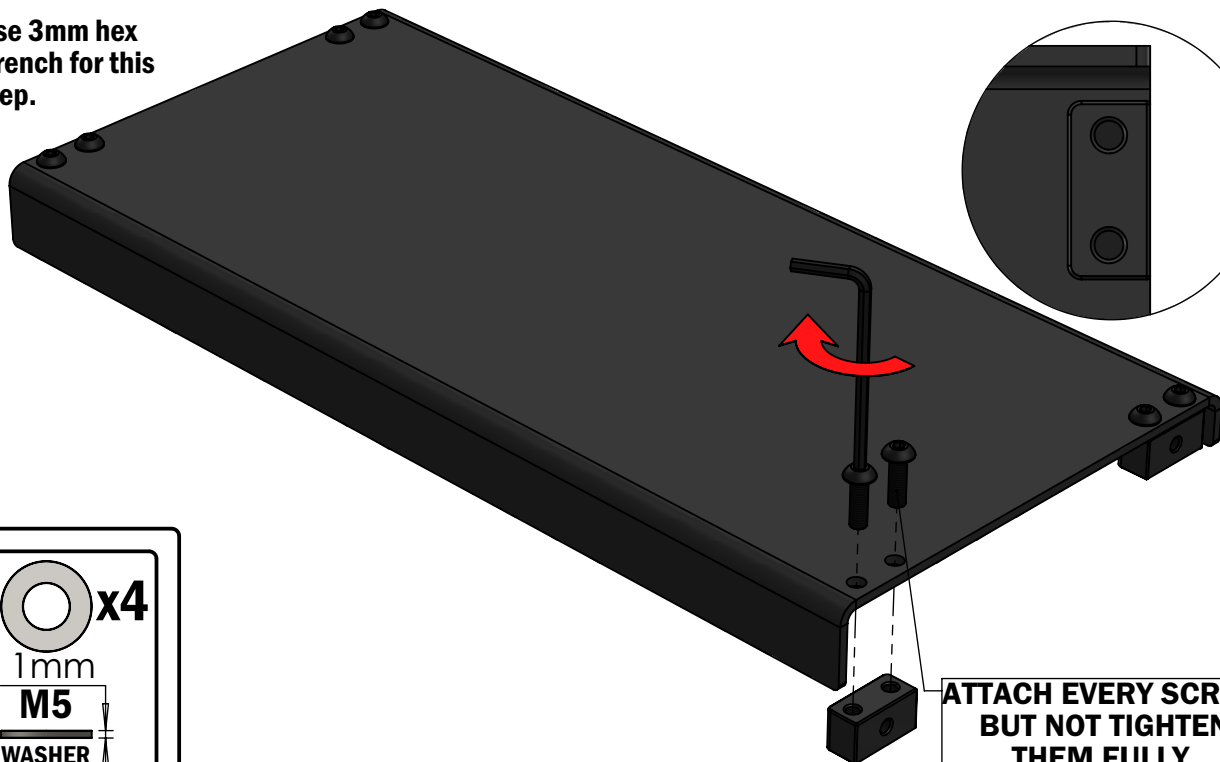


ATTACH AND TIGHTEN THE SCREWS.

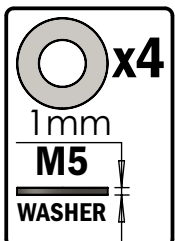
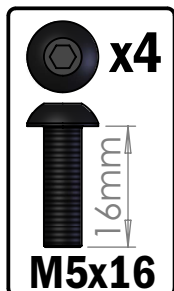




Use 3mm hex wrench for this step.

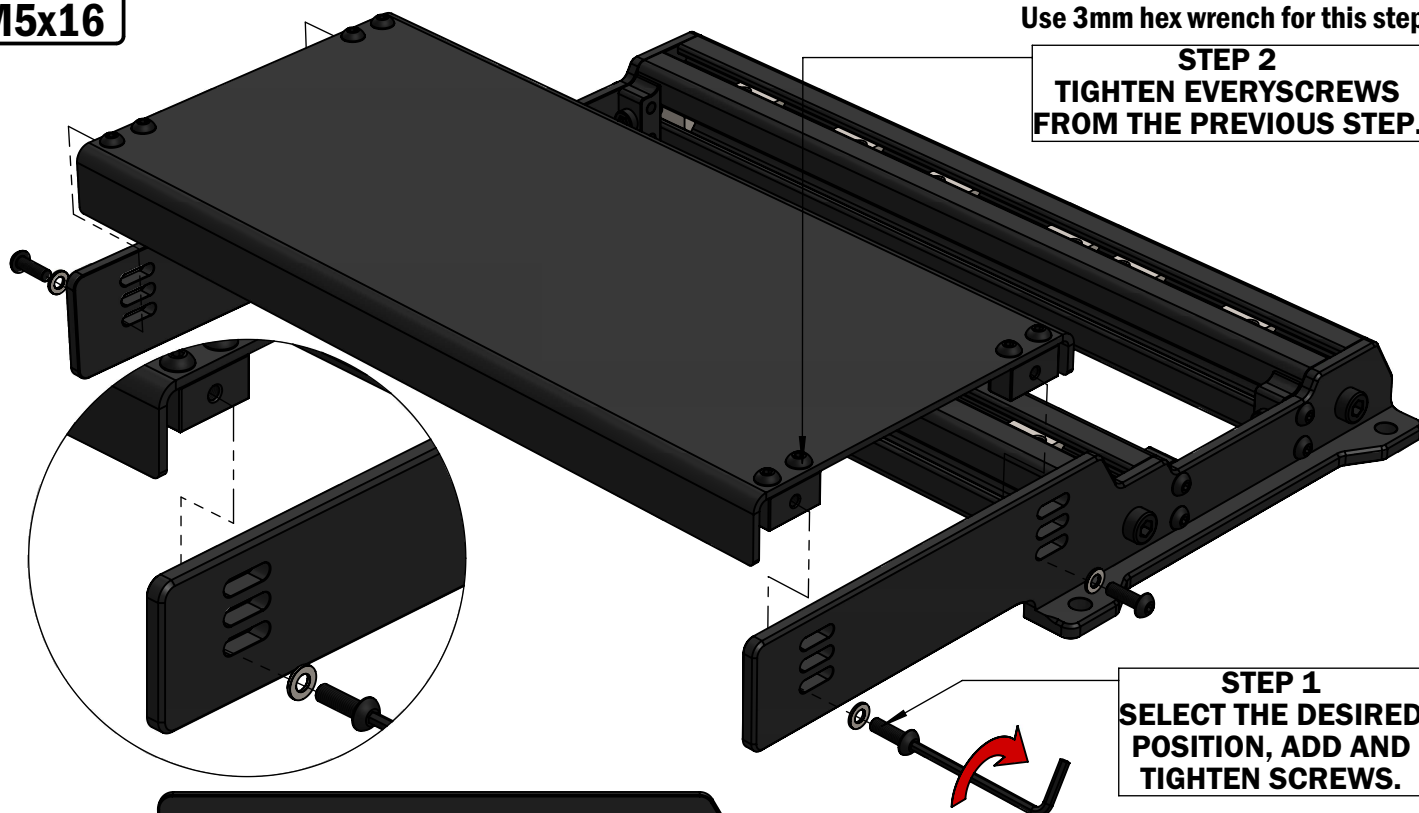


ATTACH EVERY SCREW BUT NOT TIGHTEN THEM FULLY.

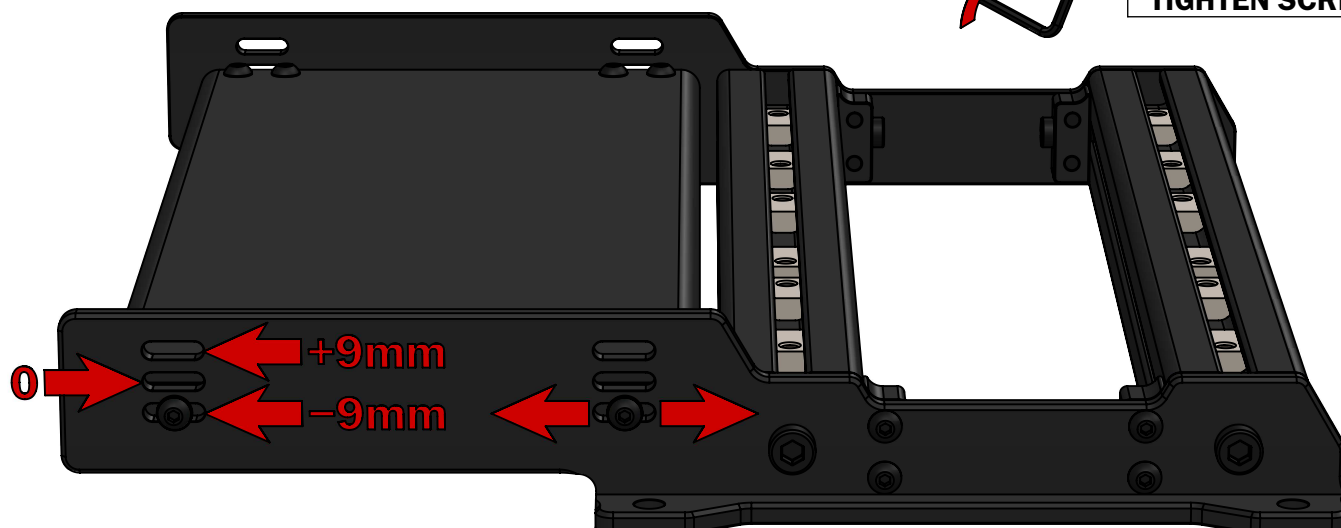


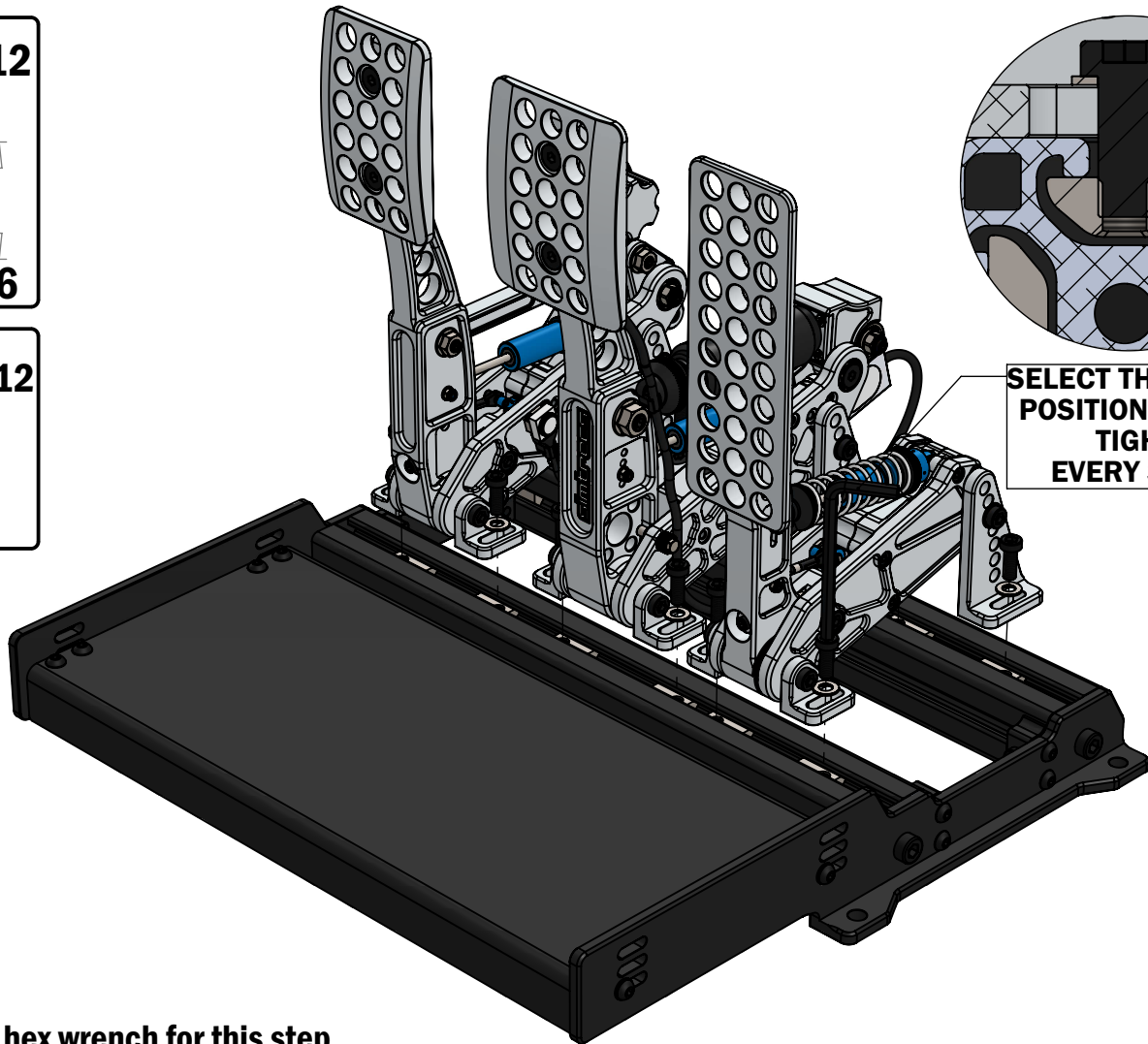
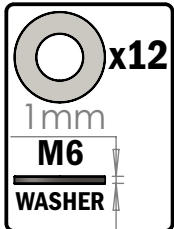
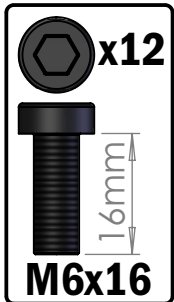
Use 3mm hex wrench for this step.

STEP 2
TIGHTEN EVERYSCREWS FROM THE PREVIOUS STEP.



STEP 1
SELECT THE DESIRED POSITION, ADD AND TIGHTEN SCREWS.





**SELECT THE DESIRED
POSITION, ADD AND
TIGHTEN
EVERY SCREW.**

Use 5mm hex wrench for this step.

MAXIMUM WIDTH:
WIDE BASEPLATE: 415mm ; NARROW BASEPLATE: 375mm

HOLE DISTANCE ACROSS:
WIDE BASEPLATE: 395mm ; NARROW BASEPLATE: 355mm

