



Sprint pedals
product manual

**Congratulations on acquiring the Heusinkveld®
Sprint pedals.** We hope you will enjoy this top-of-the
line racing simulator pedal set for many years to come.

Introduction

This is the manual for Heusinkveld® Sprint. We advise you to read it thoroughly in order to get the most enjoyment out of your pedal set.

Table of contents

This manual has the following main sections:

- Introduction
- Initial setup
- SmartControl adjustments
- Mechanical adjustments
- Maintenance
- Safety
- Recycling
- CE Declaration of Conformity

Packing list

The box contains the following:

- Throttle pedal
- Brake pedal with integrated controller
- Clutch pedal (only if you have ordered a 3-pedal set)
- USB cable
- Quick start manual

Accessory box, which contains:

- 19mm hard rubber
- 19mm soft rubber
- 37 mm soft rubber
- 2x 10mm thick acrylic spacer
- 5mm thick disc
- 7/8mm wrench
- 10/13mm wrench
- USB cable
- 2.5mm hex key
- 3mm hex key
- 4mm hex key
- 12x M5x12mm bolts
- 12x M5x25mm bolts
- 12x M5 washer
- 12x M5 flanged nut

Videos

In the Support section of the heusinkveld.com website you will find tutorial videos which further demonstrate a number of the pedal adjustments shown in this manual.

Manual version & digital download

The latest version of the manual can be found at heusinkveld.com/support.

Contact

If you have any questions which are not covered in this manual or in the instruction videos, feel free to send us an email at support@heusinkveld.com.

Initial setup

In this section we will get your Sprint pedals up and running. Detailed software and mechanical adjustments are explained later in this manual.

Setting the pedal angle

You have the option to adjust the pedal angle. This can be done before mounting, but it is also possible to change this after you have mounted the pedals.

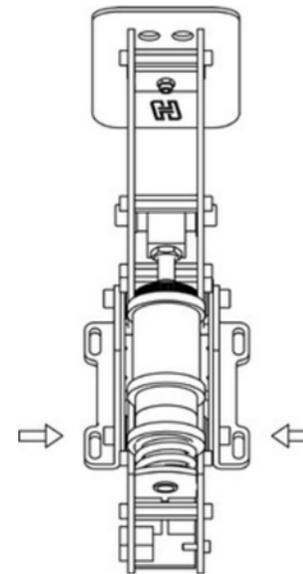
In the default configuration the pedals are slanted backwards (-25 degrees). This is a useful position if your seat is relatively high compared to the pedal area, or if your rig has an angled base / pedal plate.

The lower your seat is relative to the pedal area, the further you may wish to angle your pedals forward. Eight positions covering a total range of 30 degrees (from -25 degrees to +5 degrees) are available.

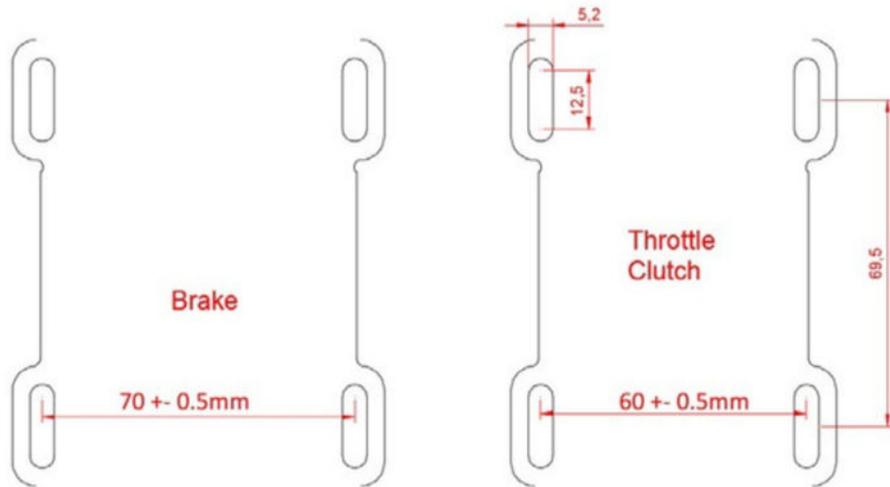
Adjusting the pedal angle is done by adjusting the angle of the pedal body relative to the rear feet.

Do the following in order to adjust this angle:

- Using the 4mm hex key, remove the 2 bolts which sit in the small holes in the rear pedal feet (indicated in the image below). You can take out both bolts at once, the internals of the pedall will not be affected.
- Move the pedal and line up the inner spacer with another set of holes in the rear feet. Slightly loosen the 2 bolts in the front feet if the pedal is difficult to move.
- Insert the 2 bolts in the inner spacer and tighten both bolts.



Angle adjustment bolts (indicated by the arrows) in the rear brake feet. Throttle and clutch have a similar system.



Pedal mounting schematic (for later spec pedals with 3mm thick feet)

Mounting the pedals

Each pedal is equipped with four mounting slots, allowing forwards and backwards adjustments to be made for optimal ergonomics. The bolt size for these slots is M5 (5mm).

The width of the throttle and clutch pedal is identical, the brake pedal is a bit wider. For reference, please see the schematic (all dimensions are in millimeters).

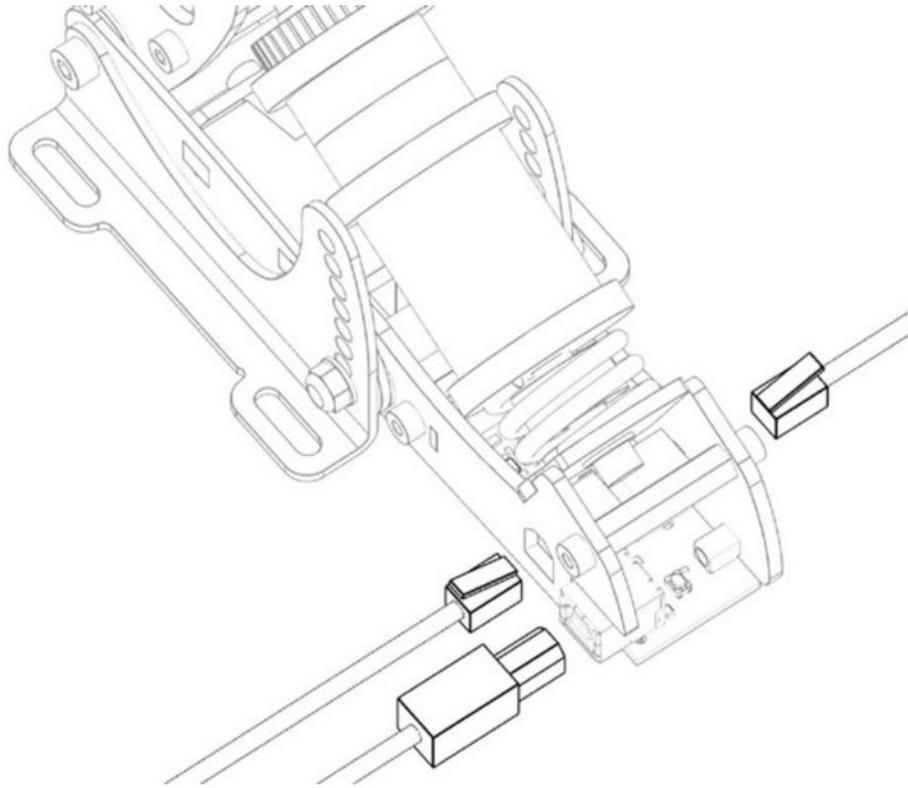
Because the Sprint pedals can handle relatively high operating forces (up to 65kg at the brake pedal), you must install the pedals on a very rigid base. Possible mounting solutions are aluminium profile beams, a thick metal (drilled) plate or our (optional) Sprint Baseplate.

The following mounting materials are included:

- 12x M5x12mm bolts.
- 12x M5x25mm bolts.
- 12x M5 washer.
- 12x M5 flanged nut.

Connecting the electronics

The controller board of the pedals is integrated in the rear of the brake pedal. The throttle pedal and clutch pedal connect to each side of the brake using an RJ9 connector. It does not matter on which side you connect the throttle or clutch cable.



Connecting the RJ9 and USB cables to the controller in the brake.

If you ever need to remove the RJ9 plugs from the brake, use a small flathead screwdriver to press the tabs on the RJ9 plugs.

Next, connect the provided USB-cable. One side of the cable can be plugged into the brake pedal. The other side should be connected directly to your pc.

Please make sure there always is a bit of slack in the cables. This prevents damage to plugs, sockets and electronics. Specifically if you use a motion simulator, secure the USB cable to the (moving) frame of your simulator before you connect it to the brake.

Plug & play

Your pedals are now ready for racing. They are pre-calibrated with a brake force of appr. 30kg and will work after assigning them in your favourite simulator software. Please note that iRacing requires an additional one-time in-game calibration: calibrate all axis to an output of 4095.

SmartControl adjustments

Your Sprint pedals come with a powerful configuration tool allowing you to set up your pedals in ways not previously possible: SmartControl & SmartControl LIVE.

Download SmartControl

The software can be downloaded from our website heusinkveld.com/downloads. Choose SmartControl. Save the file and run from a folder of your choice.

Overview

With SmartControl you can configure (non-linear) pedal output curves, set pedal deadzones and the brake pedal force. All settings can be saved into profiles, which can be loaded again in a few mouse clicks.

Settings applied in SmartControl will have effect in any simulator software, without having to make additional adjustments, re-assign controls or recalibrate (including iRacing) in the simulator software itself.

Calibration

SmartControl also includes a calibration wizard. Because your pedals have been pre-calibrated during assembly, calibration is not required before first use. Recalibration in SmartControl is only required when:

- The mechanical end-stop of the throttle pedal has been adjusted.
- Mechanical adjustments have been made to the brake.
- The cables of the throttle and clutch pedal have been switched in the brake-mounted controller (for example when you mount your pedals inverted).

Throttle and clutch deadzone adjustment

For the throttle and clutch pedal you can set a bottom and top deadzone in SmartControl.

- **Bottom deadzone:** Pedal output starts after a little bit of movement from the pedal.
- **Top deadzone:** Pedal output reaches 100% a little bit before hitting the endstop.

The throttle and clutch deadzone are expressed as a percentage of total pedal travel. The effect of your deadzone setting can be checked in realtime in the green vertical signal output bar.

Because the Sim Pedals Sprint use soft endstops there may be small signal variations between instances of the pedal being at rest or being fully pressed. We therefore always recommend setting a minimum bottom & top deadzone of 3%. You should get 0% or 100% pedal output without having to force the pedals into their endstop.

Especially on the clutch pedal a larger top deadzone will influence the bite point, the point where releasing the clutch further makes the car move. This depends greatly on the software title and car used. A larger bottom deadzone will prevent accidental clutch slip from resting your foot on the pedal.

Brake bottom deadzone adjustment

Preload on the rubber stack applies a small force to the load cell. After SmartControl calibration, this slight initial force becomes 0% output. The bottom deadzone can apply additional offset, resulting in a brake pedal that needs some initial force and movement before becoming active.

The bottom deadzone is a percentage of the set brake force. At 30kg brake force and 5% deadzone, the load cell will register 1,5kg of force before brake pedal output starts. The effect of your deadzone setting can be checked in realtime in the green vertical signal output bar.

Your brake is equipped with a 2-stage system. Initially a metal coil spring is compressed. This coil spring simulates the pad-to-disc gap. The main loading of the brake disc is simulated by compressing the rubbers. A use case for setting a large bottom deadzone can be that you only want braking in the simulator to start after the metal coil spring has been fully compressed.

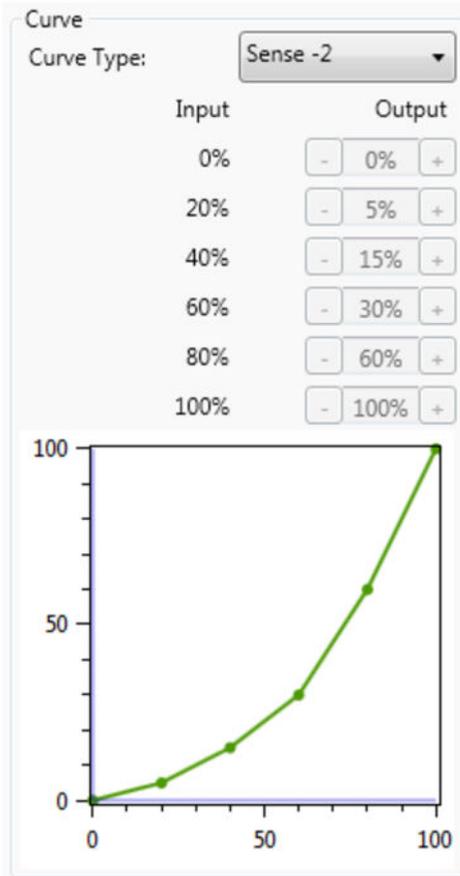
Brake force setting

SmartControl allows you to set a maximum force on the brake pedal. This setting is in kilograms (kg) and represents the actual brake force where your foot touches the brake pedal pad (for a medium sized foot).

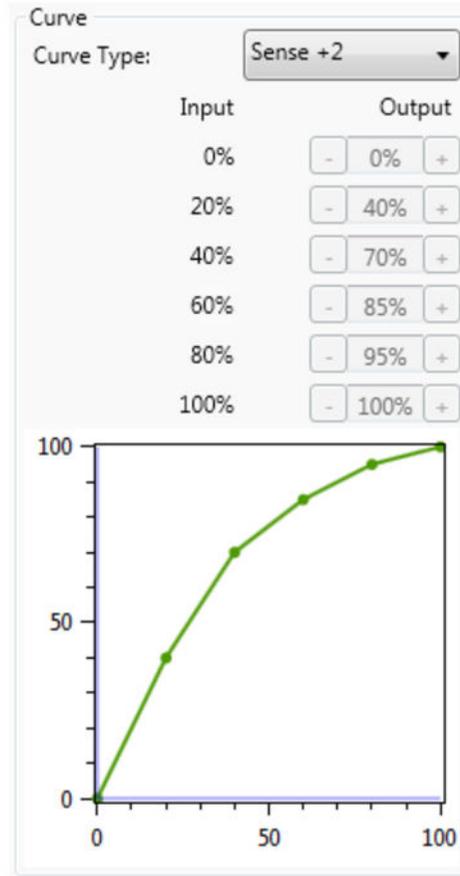
When you press the set maximum force on the brake pedal, the pedal will give 100% brake output signal to the simulator software. The maximum brake force of the Sim Pedals Sprint is 65kg.

How you set the maximum brake force depends on your personal preference. Even in similar real race cars, the required peak brake force varies a lot as this is a function of the size of the brake cylinders and other components installed in that specific car.

In general, fast high-downforce race cars require higher brake forces than slower, low-downforce race cars.



Use case 1: Throttle curve in case of rain.



Use case 2: Throttle curve in an underpowered car.

Throttle, brake and clutch mapping

A key feature of SmartControl is the ability to set custom signal output maps per pedal. Traditionally race simulator pedal output has had a one-on-one sensitivity in relation to the pedal input. SmartControl allows you to map non-linear output curves using 5 zones (six input parameters).

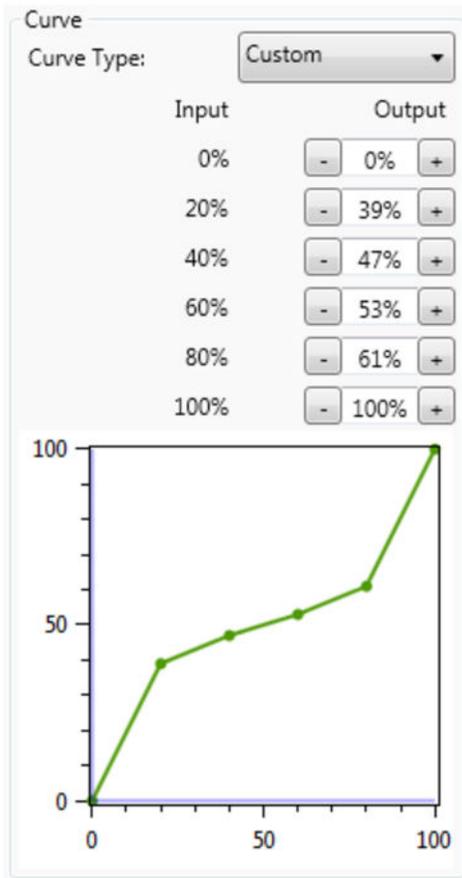
Each pedal has a Curve Type pull-down menu with pre-defined output curves. Here you can also select the option to make a custom curve and then set the desired pedal output percentage at the 0%, 20%, 40%, 60%, 80% and 100% marks of the pedal input. You have complete freedom to set your own shapes.

Please note that some simulator software offers in-game options affecting the linearity of certain pedal outputs. In order for SmartControl to work effectively, always make sure that all in-game pedal settings are set to linear.

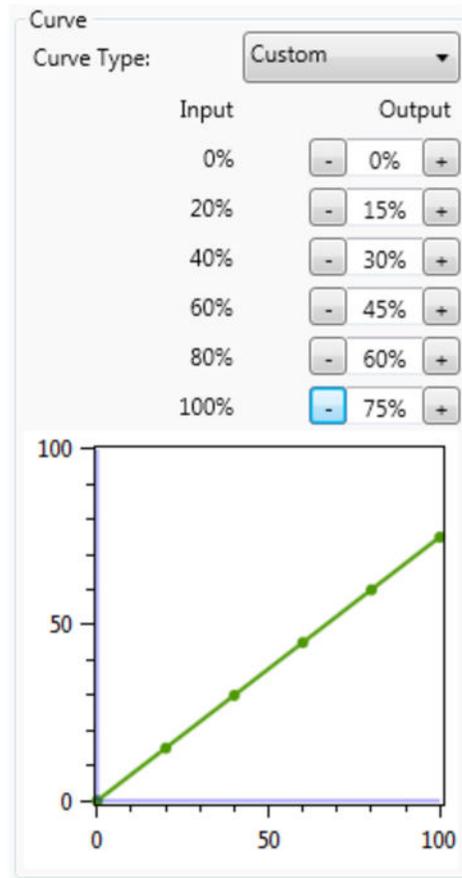
We will illustrate this functionality with a few use cases:

Use case 1: Throttle curve in case of rain

Real race car drivers have the option to adjust the throttle response of their car to be less sensitive on initial input. This helps to prevent unintended wheelspin when starting to apply the throttle in slippery conditions, such as rain. SmartControl allows you to set a lower sensitivity in the early phases of throttle application.



Use case 3: Clutch curve with optimal bite point setting.



Use case 4: Early brake lock compensation.

Use case 2: Throttle curve in an underpowered car

As opposed to use case 1, sometimes you want your throttle response to be as aggressive as possible. This can be the case when you race an underpowered car with limited chance of wheelspin. SmartControl allows you to set a curve in which the sensitivity is higher in the initial phases of throttle application.

Use case 3: Clutch curve with optimal bite point setting

When making a standing start, you want to reach an optimal ratio between clutch slip and RPM. This ensures you have maximum acceleration.

If you know where this optimal bite point of your clutch is, you can configure the clutch output curve in a way that it is easy to accurately reach and hold the optimal bite-point. In the image the optimal bite point is when the clutch is 50% disengaged.

Use case 4: Early brake lock compensation

Some cars in certain titles are known to lock the wheels well before maximum brake input is reached, for example already at 70% of pedal input. SmartControl allows you to set a lower output percentage at 100% pedal input.

This means you can use the full force range of your brake (close to 100% pedal input instead of 70% pedal input) pedal before your wheels start locking up.

Using SmartControl with iRacing

The Sim Pedals Sprint output values per pedal axis always range from 0-4095, regardless of your settings in SmartControl. Most simulator software can instantly use these output values, because Windows works with a default range of 0-4095 for 12bit USB devices as well.

A notable exception is iRacing, because iRacing uses an in-game method to calibrate the pedals. In order for the Sim Pedals Sprint to function correctly in iRacing, you must do the following:

1. When using the pedal calibration wizard in iRacing, you will see a RAW value. When asked to press a pedal, make sure you always press it to a value of 4095 for every single pedal.
2. Always set the Brake Force Factor to 0.

This ensures that your SmartControl settings always function correctly in iRacing. You will only need to calibrate in iRacing once. Re-calibration after changing SmartControl settings is not required.

iRacing offers the optional setting 'custom controls for this car'. If you use this setting, always make sure to follow instructions 1 and 2 per car in order for your SmartControl adjustments to function correctly in iRacing.

Save a profile

SmartControl allows you to store an unlimited amount of profiles. In order to save a profile, do the following:

- Click File, then click Save Profile.
- Select a folder where you want to save your profiles.
- Set the desired filename, leave the extension (.xml) as is.
- Click Save.

Load an existing profile

In order to use a previously saved profile, do the following:

- Click File, then click Open Profile.
- Locate the profile, then click Open.
- In order to apply the profile, click Save settings to the pedals in the Profile tab.

Good to know

All profiles are saved relative to your personal calibration values. This means that you can exchange pedal profiles with fellow Sim Pedals Sprint owners and apply them without re-calibrating.

Profile changes are applied directly onto the Sim Pedals Sprint controller board. If your simulator software is Alt-TAB friendly, you can apply a different profile or test specific adjustments in the middle of a training session.

Mechanical adjustments

Next to SmartControl adjustments, there are also plenty of mechanical adjustments that change the feel of your Sprint pedals.

Overview

The following adjustments are available:

All pedals:

- Pedal plate height.

Throttle:

- Pedal travel.
- Pedal force.
- Pedal spring preload.

Brake:

- Pedal stiffness.
- Coil spring preload.

Clutch:

- Pedal force.
- Pedal spring preload.

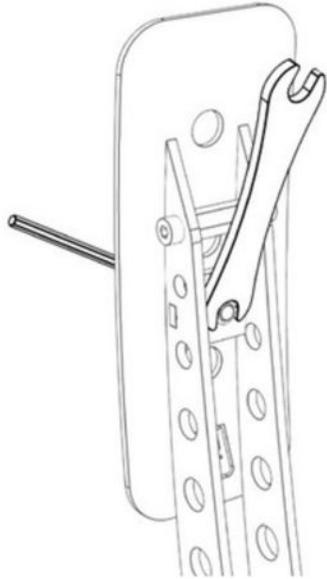
Each of the adjustments will be explained in detail below. Some (not all) of the steps are illustrated by images.

All pedals – pedal plate height adjustment

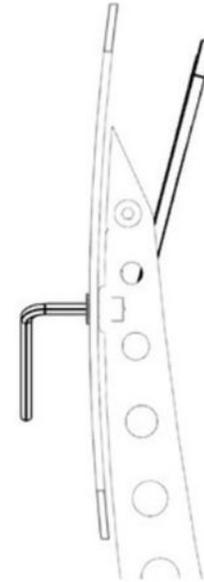
The pedal plate of each pedal can be rotated in order to accommodate different lengths of human feet. By default the pedals are in their tallest position. If you race without shoes and/or have small feet, you may benefit from a lower pedal height.

The pedal height is adjusted as follows:

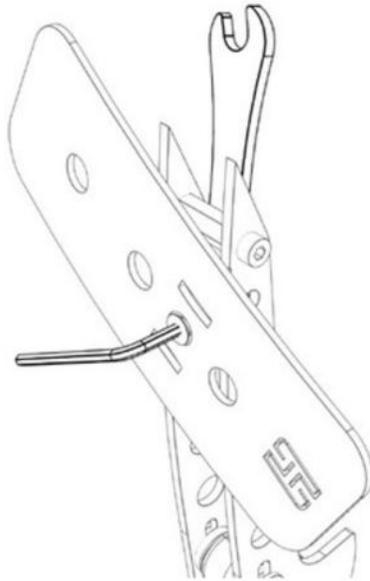
1. Take the supplied 2.5mm hex key and 7mm wrench.
2. Use the wrench to lock the rear nut. Insert the hex key in the bolt on the front side of the pedal plate.
3. Loosen the nut and bolt so the pedal plate can rotate. It's not necessary to completely remove the nut from the bolt.
4. Rotate the pedal plate 180 degrees.
5. Lock the nut back in place. Do not over-tighten.



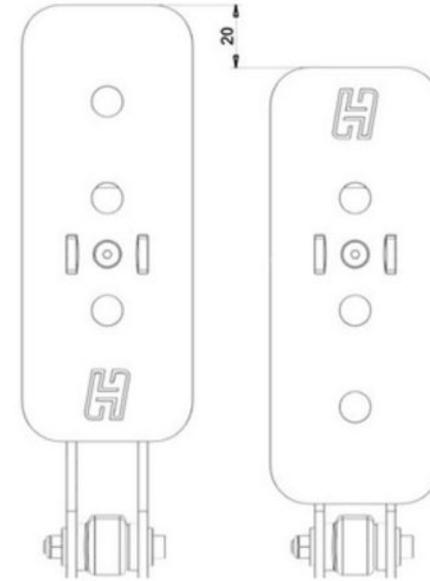
Step 2: Use the wrench to lock the rear nut, insert the hex key.



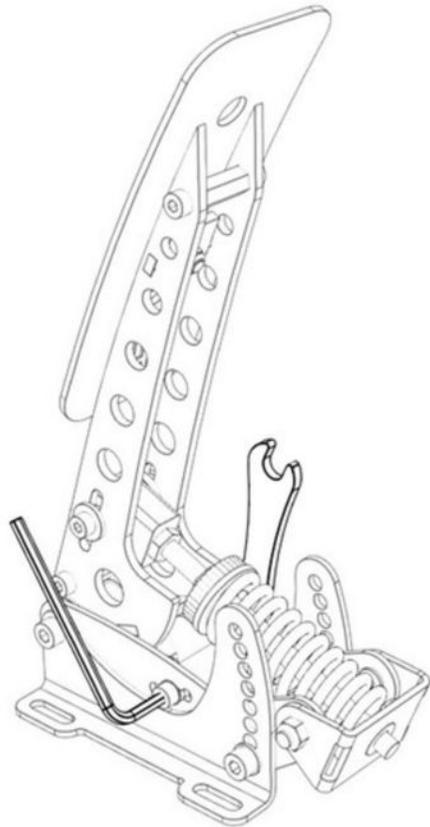
Step 3: Loosen the nut and bolt so the pedal plate can rotate.



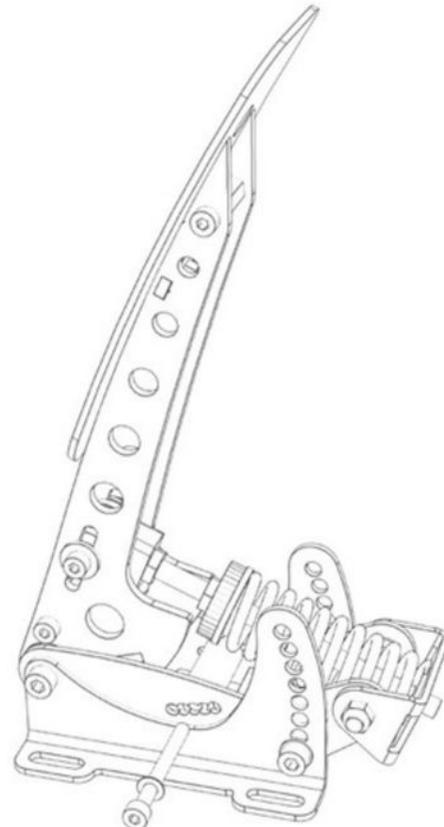
Step 4: Rotate the pedal plate 180 degrees.



Pedal plate height adjustment overview.



Step 1-2: Locate the round rubber endstop. Use hex key and wrench.



Step 3: Remove nut, washers and bolt so the endstop can be moved.

Throttle – pedal travel

There are 5 available settings which determine the amount of travel of the throttle pedal. By default the pedal is set in the center position (3 out of 5). This means you can make the travel 1 or 2 positions shorter or longer.

In order to change the pedal travel, adjust the throttle as follows:

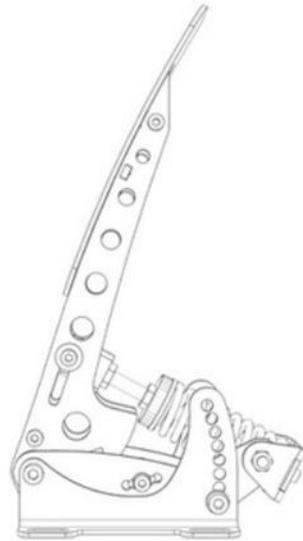
1. Locate the round endstop with rubber cover.
2. Take the supplied 3mm hex key and the 7mm wrench. Lock the nut with the wrench and insert the hex key in the bolt.
3. Remove the nut and washer and pull out the bolt (and washer) which runs through the rubber endstop.
4. Move the endstop to the desired position. If your fingers are too thick to reach inside the mechanism, you can use the hex key to gently push the endstop in the desired position.
5. Re-insert the bolt, washers and re-attach the nut. Tighten the nut.
6. Recalibrate the pedals in SmartControl.

Throttle - pedal force curve

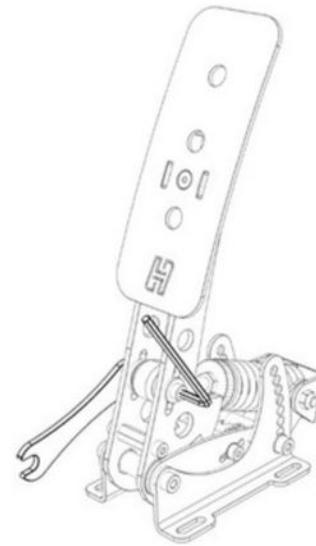
In the arm of the throttle pedal you'll find an adjustment to (mainly) change the slope of the pedal force curve. In the highest position, you'll need more force to reach the end of pedal travel compared to the lowest setting. It also slightly raises the overall amount of force required.

The adjustment is made as follows:

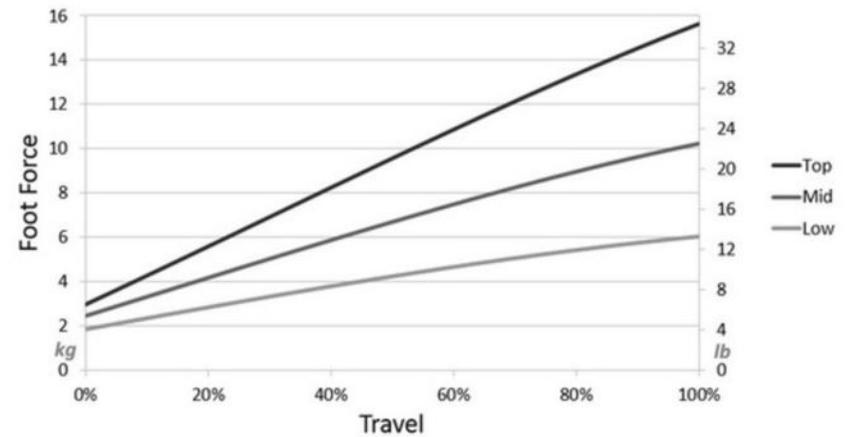
1. Loosen (do not remove) the nut on the adjustment bolt.
2. Slide the adjustment bolt to the desired position. If it is difficult to slide, you may slightly loosen the lowest hex spacer in the pedal arm.
3. Re-tighten the nut.



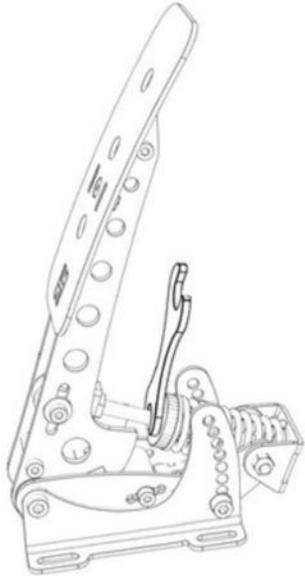
Step 2: Slide the adjustment bolt (shown here in the highest position).



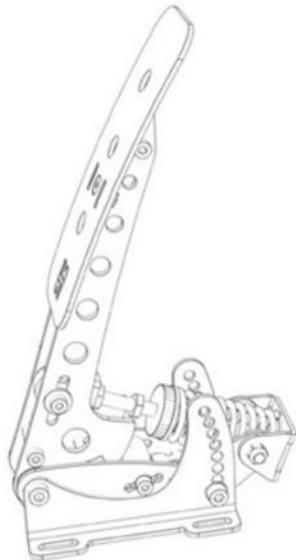
Step 1: Loosen nut on the adjustment bolt.



Throttle pedal force curve adjustment - possible force curves.



Location of the pedal spring preload adjustment.



Step 1-2: Separate lock nut from adjustment nut, then turn the adj. nut.

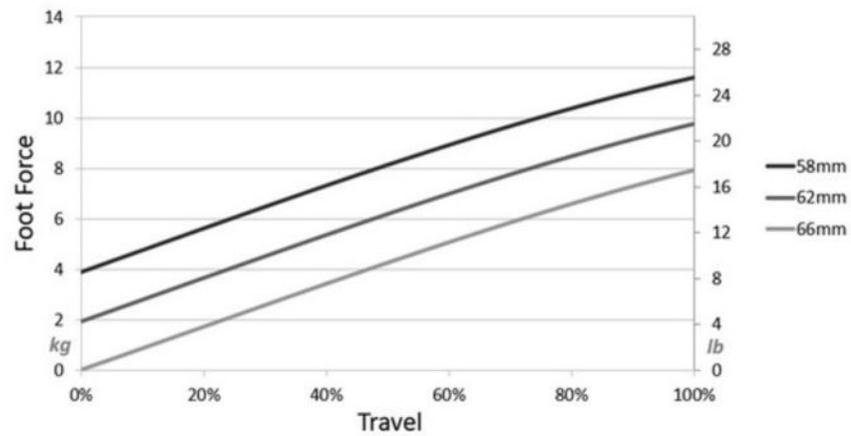
Throttle - pedal spring preload

Next to the spring you will find an adjustment to change the spring preload. By making the spring length in the rest position shorter or longer, you change the initial amount of force required to move the pedal. The slope of the force curve will remain identical.

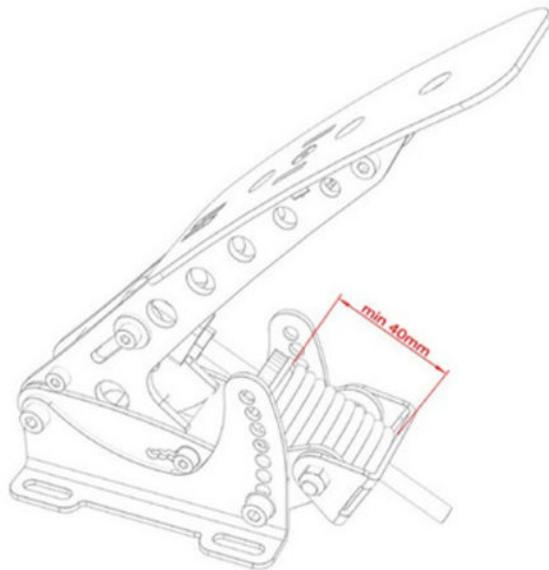
Caution: Because the spring length in the rest position is affected by the pedal force curve settings, not all preload settings work in conjunction with all pedal force curve settings. Strictly adhere to the minimum spring length recommendations as set out later in this paragraph, otherwise damage to your pedal may occur.

The adjustment is made as follows:

1. Use the supplied 10mm wrench to remove the lock nut from the preload adjustment nut.
2. Set the desired preload by turning the preload adjustment nut. Make sure that you don't turn the preload adjustment nut beyond the thread of the rod.
3. Tighten the lock nut back against the preload adjustment nut.
4. Check if the other lock nut, which tightens the rod into the metal eye (inside the pedal arm), is still tight against the eye.



Throttle pedal spring preload adjustment-possible force curves.



Check minimum compressed spring length after adjusting preload.

After making the pedal spring preload adjustment, make sure to check if it meets the minimum spring length requirement:

1. Push the pedal all the way down to the endstop, so the spring is compressed.
2. Take measurement of the compressed spring length. It should be at least 40mm (1,6 inch).
3. If your spring is shorter than 40mm (1,6 inch), re-adjust your preload setting.

Brake – principle of operation

The Sim Pedals Sprint brake pedal is force based. The harder you press, the higher the signal output to the simulator software will be.

Your brake is equipped with a 2-stage system. Initially a metal coil spring is compressed. This coil spring simulates the pad-to-disc gap. The main loading of the brake disc is simulated by compressing the rubbers.

By adjusting the brake pedal deadzone in SmartControl you have the option to let the brake signal output start as soon as you compress the metal coil spring, or only after the metal coil spring has been fully compressed.

Brake – pedal resistance

The Sim Pedals Sprint allow for a large range of settings to set the resistance of your brake. This is done by varying the total length of the elastomers in the brake rubber stack and/or the hardness of the elastomer.

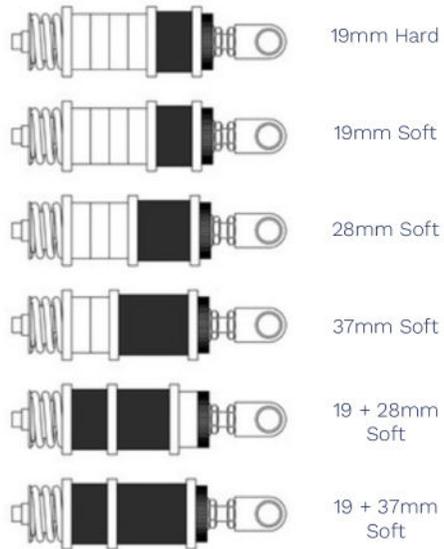
Please note that adjusting the resistance determines how much pedal travel you will get for a fixed amount of force applied to the brake pedal. The total amount of force required to get 100% pedal output in your simulator software is set in the SmartControl software.

A total of 6 resistance settings are available:

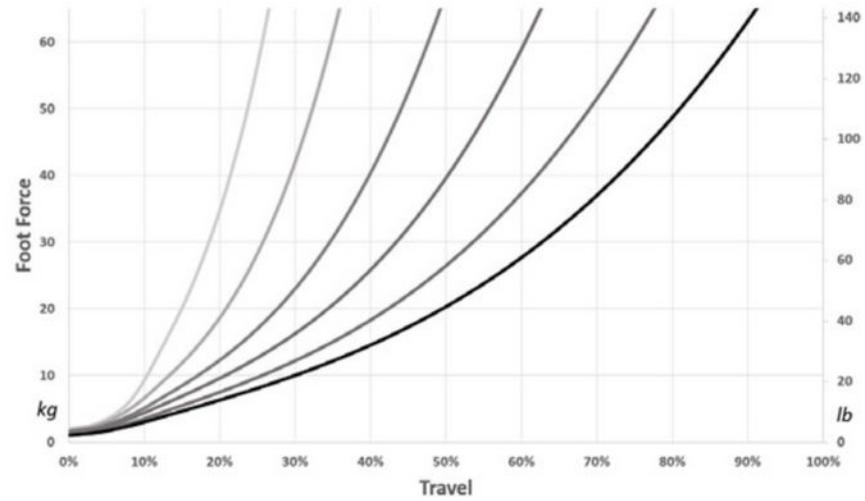
- 1 hard 19mm elastomer. This is the hardest setting.
- 1x soft 19mm elastomer.
- 1x soft 28mm elastomer. This is the default setting.
- 1x soft 37mm elastomer.
- 1x soft 19mm + 1x soft 28mm elastomer.
- 1x soft 19mm + 1x soft 37mm elastomer. This is the softest setting.

The brake pedal resistance is changed as follows:

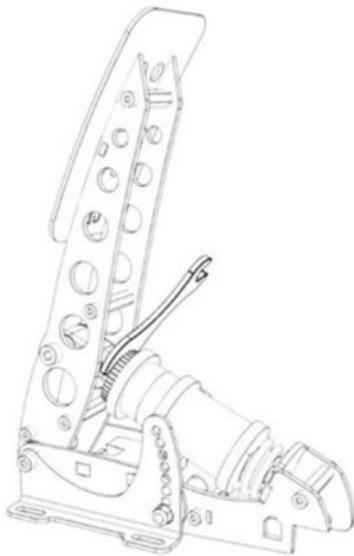
1. Remove all preload on the rubber stack. First you need to turn the lock nut towards the pedal arm, using the supplied wrench. Then you turn the black knurled adjustment nut towards the pedal arm.
2. Pop the rubber stack out of position by pressing with two thumbs on the rear of the pedal backplate.
3. Remove or add rubbers, discs and spacers as desired. Look carefully at the rubber stack schematics to correctly assemble a rubber stack. There must always be a large disc before and after every individual rubber.
4. Pop the rubber stack back in position.
5. Re-set the desired preload by turning the knurled nut. Make sure there is enough tension on the rubber stack so it won't pop out. Do not turn the preload adjustment nut beyond the thread of the rod. If this happens, consider adding an extra spacer.
6. Lock the knurled nut by tightening the lock nut firmly against it.
7. Recalibrate the pedals in SmartControl.



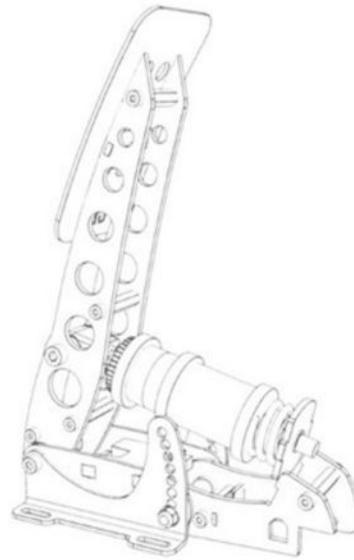
Rubber/elastomer stack options.
Hardest setting on top of the table,
softest on the bottom.



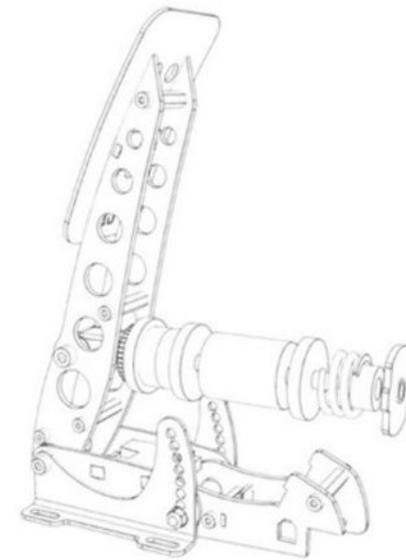
Force curves for each brake setting.
Hardest setting on the left, softest on the right.



Step 1: Remove all preload.



Step 2: Pop out rubber stack.



Step 3: Add/remove rubbers,
washers and spacers.

Brake – coil spring preload

The coil spring simulates the pad-to-disc gap of a brake assembly. You have the option to shorten this gap by changing the preload on the coil spring:

1. Turn the lock nut (which locks the knurled adjustment nut) towards the pedal arm, using a supplied wrench.
2. Adjust the black knurled adjustment nut to the desired position. Make sure there is enough tension on the rubber stack so it won't pop out.
3. Lock the knurled nut again by tightening the lock nut firmly against it.
4. Recalibrate the pedals in SmartControl.

Please note that the rubbers will shrink a little during the first hours of use. You may have to adjust the preload after this one time 'break in' period.

Recommended brake settings

We often get asked what a correct brake pedal setting is for a specific car. It's important to keep in mind that even for similar cars there can be large variations in the brake feel, depending for example on the size of the hydraulic brake cylinders.

Also, the Sim Pedals Sprint can handle a maximum brake force of 65kg. While this may be enough for lower junior formula cars, road cars and slower GT cars,

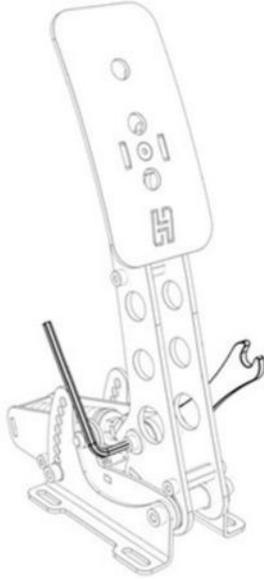
typically quick formula cars and top-level GT cars require higher peak brake forces. You will therefore not be able to simulate 1:1 brake forces for all race cars with the Sim Pedals Sprint.

In terms of brake stiffness, a general rule of thumb is that a quicker, high downforce car has a stiffer brake pedal compared to a slower, low downforce car. The following recommendations can therefore be a good baseline when finding a brake setup which suits you:

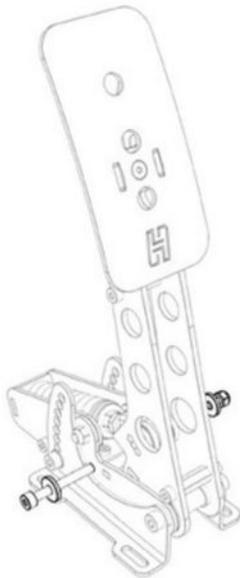
- F1, GP2, F3, Indycar, LMP: 1x soft or hard 19mm elastomer.
- GT cars, Nascar, Rally: 1x soft 28mm elastomer.
- Road cars: 1x soft 19mm + 1x soft 28mm elastomer.

Cars with high downforce typically require very sudden, very hard brake application at the end of a straight. A stiff, barely moving pedal is easier to operate this way than a long soft pedal. Physically moving your foot always takes time, so the stiffer the pedal is, the quicker you can build up braking force.

Road cars or softly sprung stock cars on the other hand may benefit from a slightly slower brake force buildup. Weight transfer takes more time in these cars, and the front tires will lock up if your braking force grows quicker than the weight transfer.



Location of the pedal force curve adjustment bolt.



Step 2: Remove nut on the adjustment bolt. Remove washers and bolt.

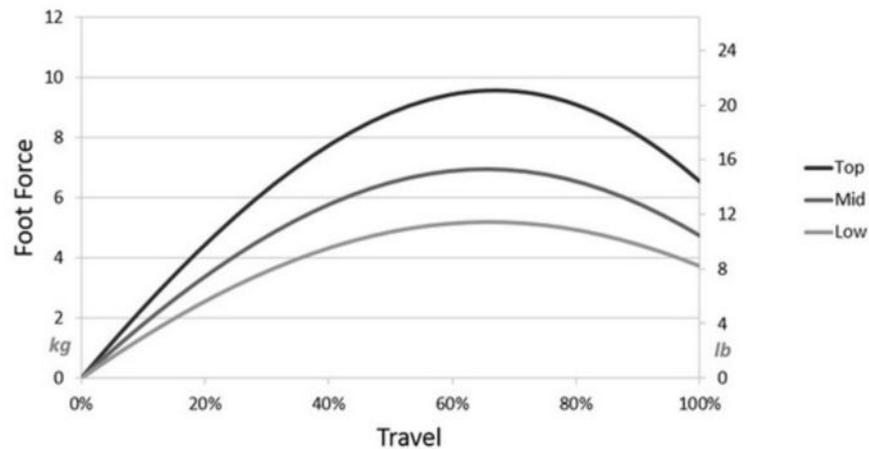
Clutch – pedal force curve

In the arm of the clutch pedal you will find an adjustment to change the slope of the pedal force curve. In the highest position, you'll need more force to reach the end of pedal travel compared to the lowest setting.

There are 3 possible settings. By default, the pedal force adjustment setting is in the middle position.

The adjustment is made as follows:

1. Remove all preload from the spring. First you need to turn the lock nut towards the pedal arm, using the supplied 10mm wrench. Then you turn the preload adjustment nut towards the pedal arm.
2. Remove nut on the adjustment bolt. Remove bolt.
3. Reposition the eye at the end of the spring rod to the desired position in the pedal arm.
4. Insert bolt, re-attach the nut and tighten.
5. Set the preload nut and the lock nut back to the original position.

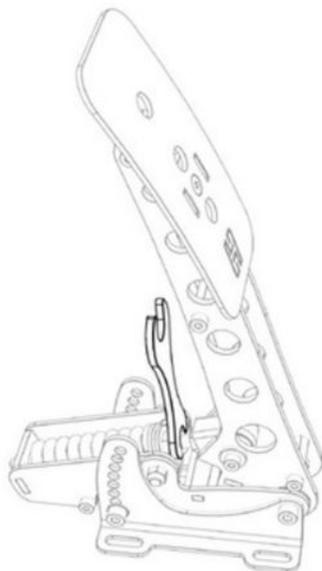


Clutch pedal force curve adjustment – possible force curves.

Clutch – pedal spring preload

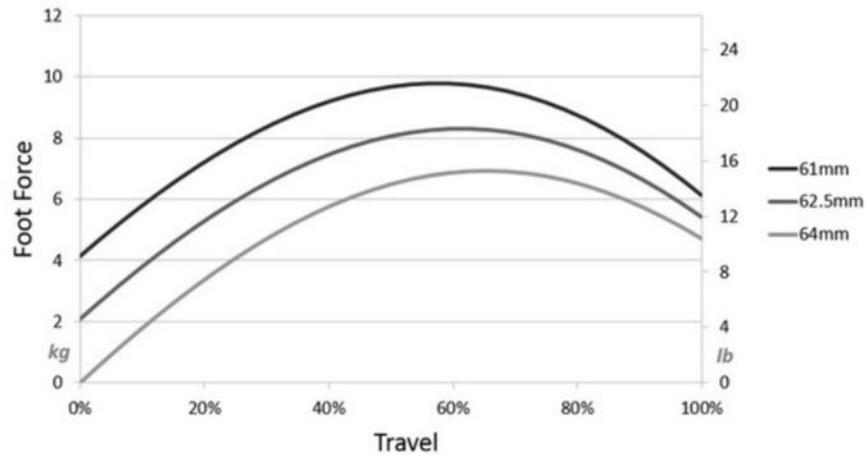
Next to the spring you will find an adjustment to change the spring preload. By making the spring length in the rest position shorter or longer, you change the initial amount of force required to move the pedal. The slope of the force curve will remain identical.

Caution: Because the spring length in the rest position is affected by the pedal force curve settings, not all preload settings work in conjunction with all pedal force curve settings. Strictly adhere to the minimum spring length recommendations as set out later in this paragraph, otherwise damage to your pedal may occur.



Location of the pedal spring preload adjustment.

1. Use the supplied 10mm wrench to remove the lock nut from the preload adjustment nut.
2. Set the desired preload by turning the preload adjustment nut.
3. adjustment nut. Make sure that you don't turn the preload adjustment nut beyond the thread of the rod.
4. Tighten the lock nut back against the preload adjustment nut.
5. Check if the other lock nut, which tightens the rod into the metal eye (inside the pedal arm), is still tight against the eye.



Clutch pedal spring preload adjustment – possible force curves.

After making the pedal spring preload adjustment, make sure to check if it meets the minimum spring length requirement:

1. Leave the pedal in the rest position.
2. Take measurement of the uncompressed spring length. It should at least be:
 - 60mm (2,36 inch) when in the lowest/softest pedal force curve setting (4mm preload).
 - 61mm (2,40 inch) when in the middle/medium pedal force curve setting (3mm preload).
 - 62mm (2,44 inch) when in the highest/stiffest pedal force curve setting (2mm preload).
3. If your spring is shorter, re-adjust your preload setting.

Maintenance

Your Sprint pedals have been designed to have a minimum of wear, tear and noise. In order to keep your pedals in good shape for many years, we recommend following these maintenance procedures.

Preventive lubrication – throttle & clutch

Most pivot points on the Sim Pedals Sprint have self lubricating bearings. On the throttle and the clutch there are 3 positions which may however receive preventive lubrication:

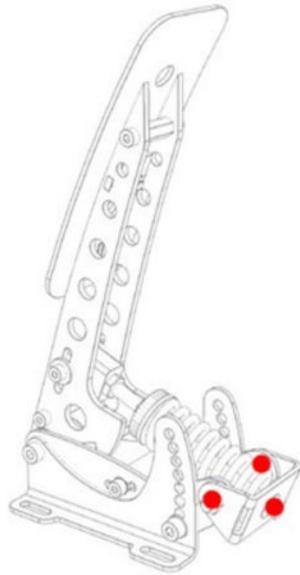
- Bearing in the backplate (rear part of the swingarm, through which the spring rod runs).
- Both side-bearings of the swingarms.

Please refer to the images to see the exact location.

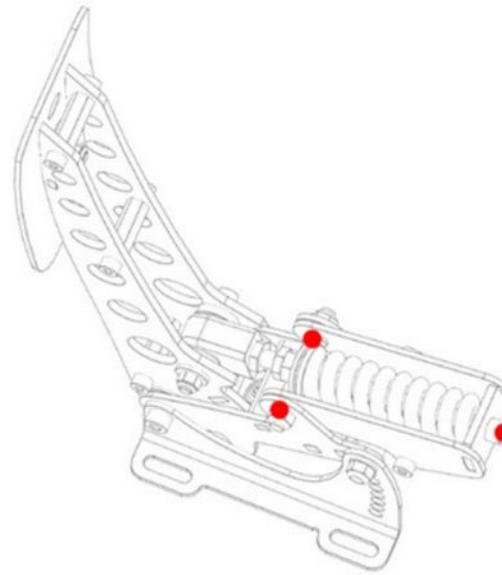
The recommended lubricant for the throttle and clutch is PTFE Dry Spray. A good service interval would be to lubricate every 100 hours of use.

Lubrication – brake pedal Lubrication of the brake is only required if the brake makes an unwanted noise. In this case, check if the noise comes from the bearing in the backplate of the brake (through which the rod runs). If so, apply a bit of lubricant to this bearing.

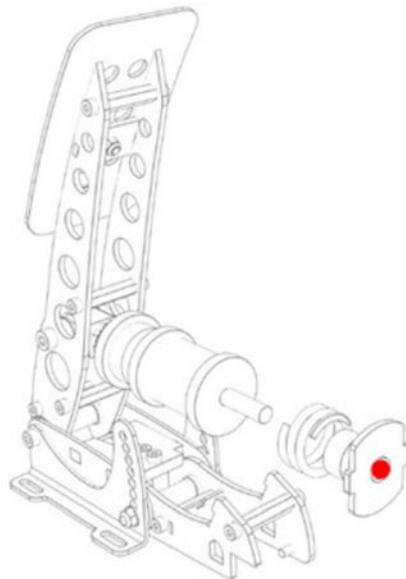
The recommended lubricant for your brake pedal is PTFE Dry Spray.



Throttle lubrication points.



Clutch lubrication points.



Brake lubrication point.



Recommended lubricant - PTFE Dry Spray.

Safety

Please take note of the following when using our pedals.

General product description and intended use

The Sim Pedals Sprint is a sensor-based pedal set which can be connected to a computer for use in a driving simulator.

The product is suitable for use in a simulator only. The product is not suitable for use on (public) roads, on a test track, or as part of an electric vehicle.

Safety precautions No specific personal safety equipment is required to use this product. We recommend considering wearing shoes when using the product.

The product must be mounted rigidly to the simulator. When driving, the seat of the simulator and the product must not be allowed to move freely relative to each other.

Recycling

We try to make our products as durable as possible. Please act responsibly when you need to discard (parts of) this Heusinkveld® product.

The packaging of the Sim Pedals Sprint is made out of paper and cardboard where possible. Please use the appropriate paper waste stream to dispose the packaging in case you don't want to keep it.

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At Heusinkveld® we support our products with spare parts for many years after the original production date. In the very unlikely case the product itself needs to be scrapped, please make sure to follow local guidelines for responsible recycling.

If you need to disassemble the product, please use the provided hex keys to do so. This allows you to separate the various materials used in the product.

If you are unsure how to responsibly recycle the product, you may always send it back by mail to Heusinkveld.

Our mail address is: Heusinkveld Engineering, Cuxhavenweg 5E, 9723JK Groningen The Netherlands

CE Declaration of Conformity

EU DECLARATION OF CONFORMITY (No. 2020/459-01)

This Declaration of Conformity is issued under the sole responsibility of the manufacturer.

MANUFACTURER

Company name	Heusinkveld Engineering B.V.
Full address	Cuxhavenweg 5E
Postal code	9723 JK
Place	Groningen
Country	The Netherlands

IDENTIFICATION OF APPARATUS

(Commercial) name	Sim Pedals
Function/intended use	Sensor based pedal set for driving simulator
Type/model	Sprint
Batch/serial	HE-SPS

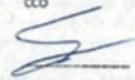
The object of the Declaration described above is in conformity with all relevant provisions of:

EMC Directive 2014/30/EU; RoHS Directive 2011/65/EU;
General Product Safety Directive 2001/95/EC

In conjunction with the following relevant harmonised standards or technical specifications:

EN 55032:2012/AC:2013; EN 55024:2010; EN IEC 63000:2018; EN ISO 12100:2010

Signed for and on behalf of:

Place of issue:	Groningen The Netherlands	Identity:	Mr. Svend van der Vlugt
		Function:	CCO
Date of issue:	15 July 2021	Signature:	

Welcome to Heusinkveld



WILLIAMS / ESPORTS
OFFICIAL SUPPLIER