



CRP2 Racing Pedals



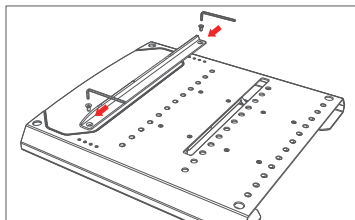
01 Product Introduction

- Aviation-grade Aluminum Alloy
- 200KG Load Cell Sensor
- 15Bit High-precision Angle Sensor
- Adjustable Pedal Feel for All Types of Racing Cars
- Adjustable Spring & Travel
- Support Inverted Installation

02 Base Plate Installation

1. Attach the Baffle Plate:

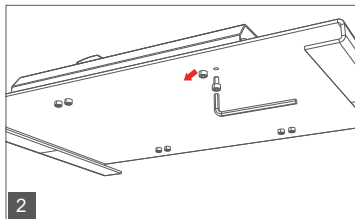
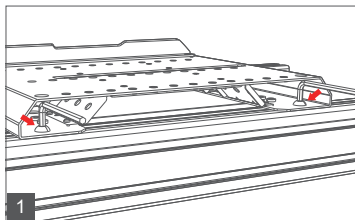
Use the 2.5mm hex wrench and screws from the accessory pack to secure the baffle plate to the base. You can move the baffle plate forward or backward to suit your preference.



2. Mount the Pedal Base:

Method 1 (for installation direct to aluminum profile): Use four M8 screws and a wrench to secure the base using M8 t-nuts in the aluminum profile slot.

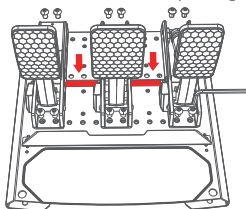
Method 2 (for installation direct to pedal plates) Align the pre-drilled holes and use 4 to 8 M6 screws or mounting hardware supplied with your pedal plate.



03 Pedal Installation

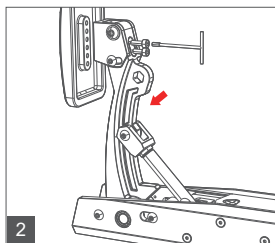
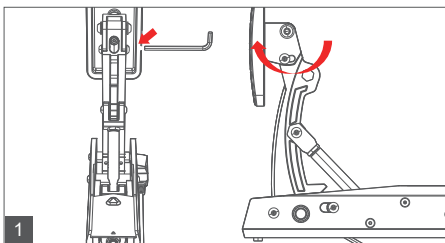
Mount the Pedals:

Use the screws and wrench from the accessory pack to attach the throttle and brake pedals to the base. Adjust the pedal positions as needed. Route the pedal cables through the base and connect them to the control box at the bottom. (Avoid pulling or pressing on the cables too hard during installation.)



04 Pedal Face Adjustment

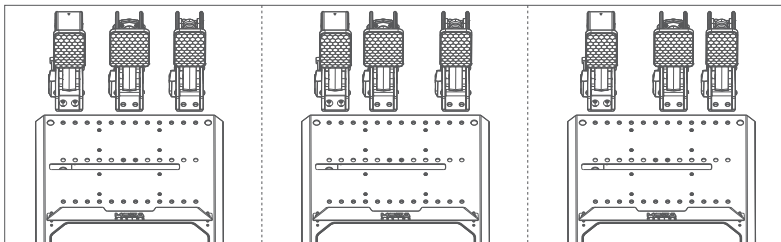
- 1. Adjusting Pedal Face Angle:** Use a wrench to loosen the screws on both sides, adjust the pedal face to the suitable angle, then tighten the screws on both sides (see Figure 1).
- 2. Adjusting Pedal Face Height:** Use the T-shaped wrench to remove the screws (see Figure 2), adjust the pedal face height, then tighten the screws. If the blue glue on the screws wears off after multiple adjustments, consider replacing the screws for better stability.



05 Pedal Spacing Adjustment

Adjust Pedal Spacing

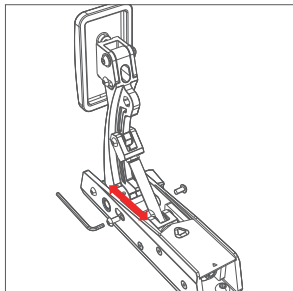
Move the pedals left or right to adjust the spacing between them. After choosing the correct holes, secure the screws. This method works for the throttle, brake, and clutch pedals.



06 Adjusting Pedal Travel

Adjust Pedal Travel:

To adjust the travel of the throttle, brake, and clutch pedals, loosen the screws on both sides of the limit shaft with a wrench, adjust to the desired position, and then tighten the screws.



07 Pedal Feel Adjustment

1. Throttle Pedal Feel Adjustment:

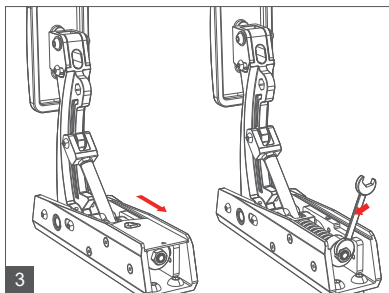
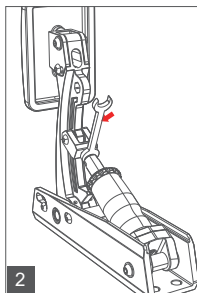
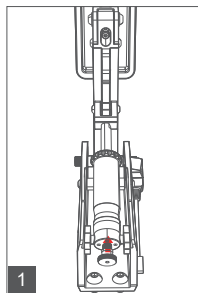
Turn the adjustment nut clockwise to make the throttle return feel stronger. Turn it counterclockwise to make it softer (see Figure 1). You can also change the spring to adjust the feel; see the next section for details.

2. Brake Pedal Feel Adjustment:

Use an open-end wrench to turn the pressure shaft clockwise to make the brake feel firmer, or counterclockwise to make it softer. After adjusting, use two wrenches to tighten the nut and pressure shaft to prevent loosening. You can also change the damping blocks to adjust the feel; see the next section for details.

3. Clutch Pedal Feel Adjustment (Clutch Pedal is available separately):

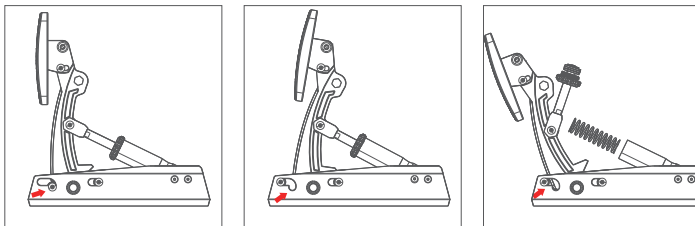
Slide the cover plate back and remove it. Use an open-end wrench to turn the nut clockwise to make the clutch feel firmer or counterclockwise to make it softer. After adjustment, slide the cover plate back. You can also change the spring to adjust the feel; see the next section for details (spring included with the clutch pedal).



08 Replacing Springs and Damping Blocks

1. Throttle Spring Replacement:

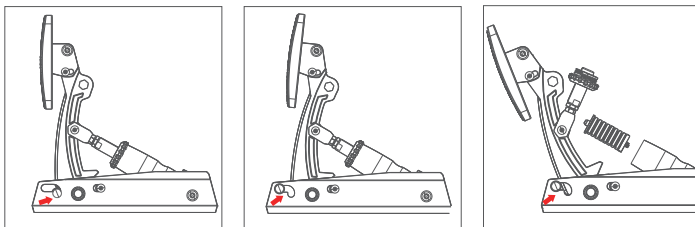
Loosen the 2 knurled limit shaft screws by hand, press the pedal to a slight angle and lift the front limit shaft away from the pedal to allow extra forward pedal travel. Release the pedal, unscrew the sleeve cover, remove the existing spring, and replace it with the silver spring from the accessory pack for a stronger feel. Ensure the spring is centered to avoid noise. Reassemble the sleeve cover, press the pedal again, reposition the front limit shaft, and tighten the knurled screws by hand.



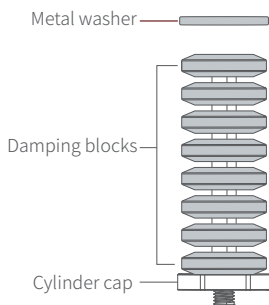
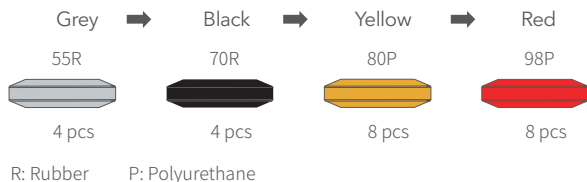
2. Brake Damping Block Replacement:

The damping block (black and yellow) out of factory is medium hardness, the gray is softer, and the red is harder. The brake sleeve comes with 4 yellow and 4 black damping blocks out of factory. The accessory pack provides 8 red, 4 yellow, and 4 grey damping blocks. For more details on the different colors and their applications, please refer to the following pages.

To replace, loosen the 2 knurled limit shaft screws by hand, press the pedal to a slight angle (may require foot pressure due to damper stiffness) and lift the front limit shaft away from the pedal to allow extra forward pedal travel. release the pedal, and remove the front cover. Replace the damping blocks (install 9 blocks in any hardness combination), then reassemble the front cover and pressure shaft. If the pressure shaft doesn't fit, rotate it to align the internal rod. Press the pedal and reposition the front limit shaft. For the red damping block, rotate the pressure shaft counterclockwise to ease reassembly.

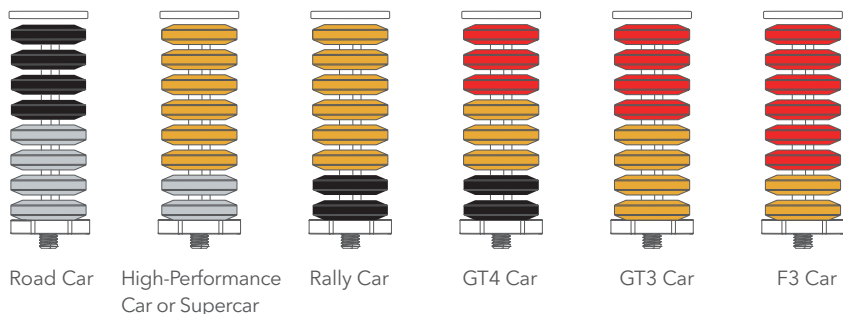


Damping Block Hardness (Soft to Hard)

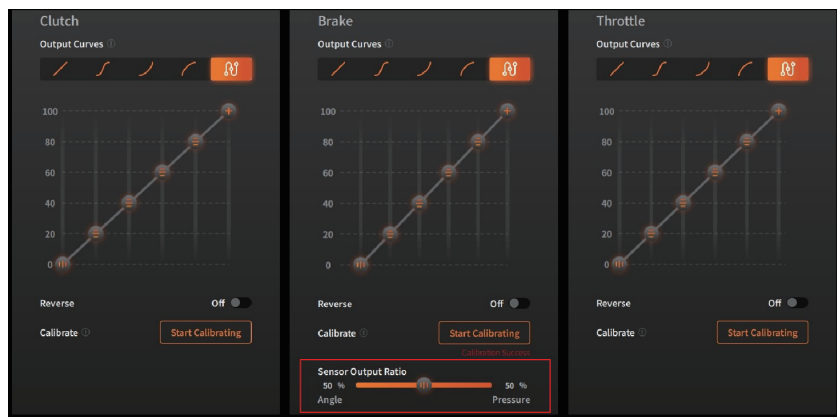


Installation Method:

To simulate the pedal feel of various race cars, you can freely combine 8 damping blocks as shown in the diagram. You can use the following recommended combinations or adjust them according to your preference:



To achieve the ideal braking feel, adjust the angle/pressure sensor ratio in the MOZA Pit House software when using different dampers. The image below shows the recommended settings:



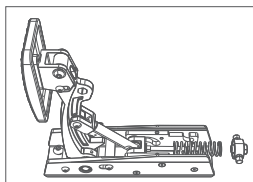
Heavier Brake Pedal Feel with Shorter Travel: Increase the pressure sensor bias ratio.

Recommended Sensor Ratios by Vehicle Type:

1. Road Cars, High-Performance Cars, Supercars, Rally Cars: Set the angle sensor bias to 60-80%.
2. GT4, GT3, and Other GT Cars: Set the pressure bias to 60-80%.
3. LMP, F3, F2, F1 Cars: Set the pressure bias to 100%.

3. Clutch Pedal Spring Replacement:

First, remove the cover plate. Then, take out the rear end block of the spring from the slot. Replace it with the stronger blue spring, reassemble the block in the slot, and put the cover plate back on.



Note:

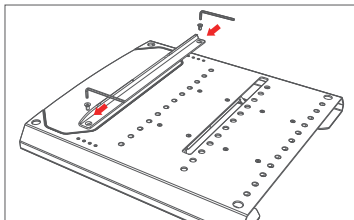
Do not connect the pedals to both the base and PC simultaneously; connect to only one device at a time!

01 产品介绍

- 航空级铝合金
- 200Kg高精度压力传感器
- 15Bit高精度角度传感器
- 各类车型脚感全覆盖
- 徒手快捷调节弹力和行程
- 可支持倒置安装

02 底座安装

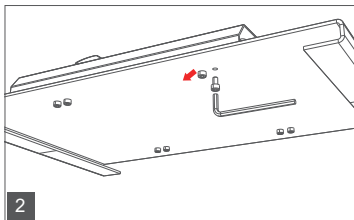
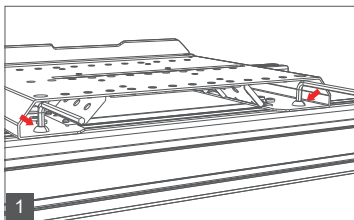
1. 用配件包里面的2.5mm六角扳手和螺丝将挡板固定在底座合适的位置上(挡板可以根据使用习惯前后调节)



2. 将踏板底座固定在支架

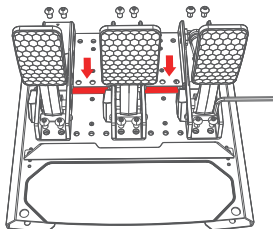
方式一(针对铝型材): 用四颗M8的螺丝和扳手将底座固定在铝型材的滑槽螺母上

方式二(成品支架底板): 成品支架一般都有对应的固定孔, 可用4~8颗M6螺丝和扳手从支架底板底部锁紧底座



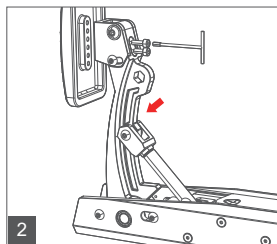
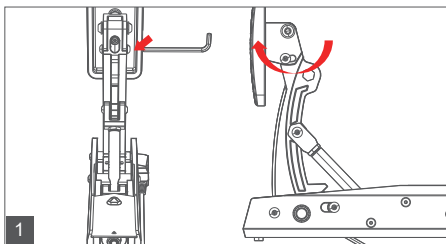
03 踏板安装

根据自己的习惯,用配件包里的螺丝和扳手将油门和刹车踏板固定在底座合适的位置上,踏板位置可调节,踏板线束从底座镂空处穿到底座下部控制盒处,根据线束上的标签,对应的插入控制盒插口。(请避免在安装过程中大力拉扯和压到线束)



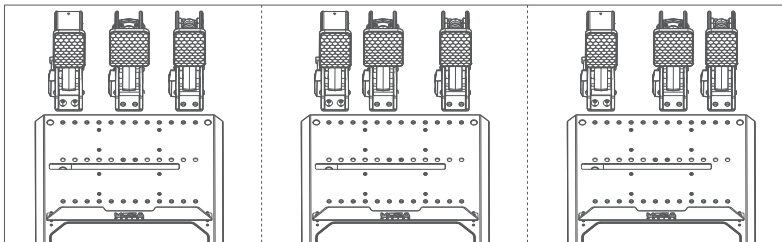
04 踏板面调节

1. 踏板面角度调节:用扳手将两侧螺丝拧松后,调整踏板面到适合的角度,然后固定两侧的螺丝(如图1)
2. 踏板面高度调节:用附赠的T型扳手将螺丝拧出(如图2),将踏板面调整到合适的角度,然后拧紧螺丝固定好。多次调节后,螺丝上的蓝胶可能有损耗,建议更换新螺丝以获得更好的稳定性



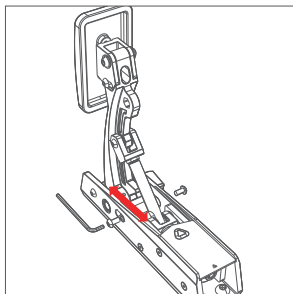
05 踏板间距调节方法

左右移动调节踏板与底座孔位之间的间距,选择好螺丝孔位后再锁紧螺丝,(油门、刹车和离合的间距调节方式一致)



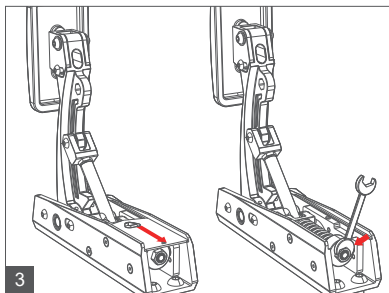
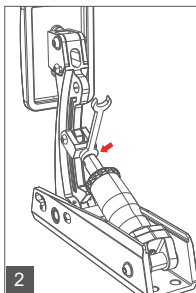
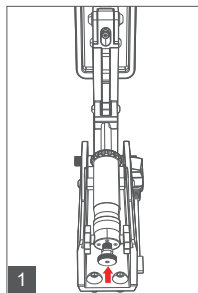
06 调节踏板行程

油门、刹车和离合踏板都可以调节踏板的行程,用扳手松动限位轴两侧的螺丝,调整到合适位置后,用扳手拧紧两侧螺丝



07 踏板脚感调节

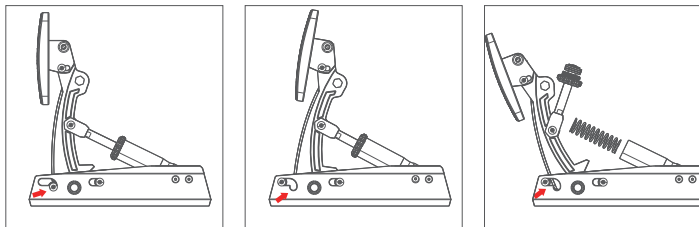
1. 油门脚感调节:手动或用扳手顺时针旋转调节螺母,可增大油门的回弹脚感,逆时针旋转调节螺母,可减少油门的回弹脚感(如图1)。更换弹簧也可改变油门脚感,方法请见下一节
2. 刹车脚感调节:用开口扳手顺时针旋转压力轴,可将压力轴往下移动,实现脚感增大调节,相反可实现脚感减少调节(注意:调整压力轴的位置后,用两个开口扳手拧紧螺母和压力轴,防止在使用中松动)。更换和搭配不同的胶簧可改变刹车脚感,方法请见下一节
3. 离合脚感调节(若已购买离合踏板):手动往后滑动盖板,取下盖板,用开口扳手顺时针拧动螺母,可增大脚感,反之则可减少脚感,调整好后,可将盖板滑到原始位置。更换弹簧也可改变离合脚感,方法请见下一节(弹簧在离合产品中)



08 踏板的弹簧以及阻尼块更换

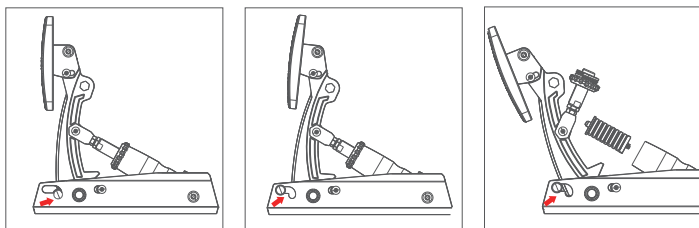
1. 油门弹簧更换

用手松动前端限位轴的滚花螺丝,脚踩踏板面到一定角度,用手抬起前端限位轴,松开踏板后,徒手拧出套筒上盖,取出弹簧,可更换配件里弹力更小的银色弹簧,注意将弹簧居中放在卡位中,以避免异响,然后装上套筒上盖,脚踩踏板面,将前端限位轴再放回到原位,用手拧紧滚花螺丝

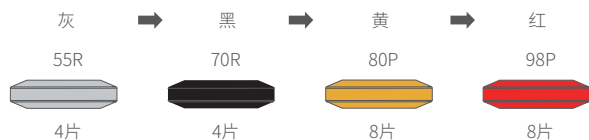


2. 刹车胶簧更换

原装胶簧(黑色和黄色)为中等硬度胶簧,配件盒里灰色胶簧为偏软的胶簧,红色为偏硬的胶簧,原装刹车套筒内为4黄4黑,配件盒里提供了8红4黄4灰,各颜色胶簧和用法请参见下方页面。与油门更换弹簧步骤的相同,用手松动滚花前端限位轴的滚花螺丝,脚踩踏板面到一定角度,用手抬起前端限位轴,松开踏板后,将套筒前盖取下后,手动取出胶簧结构,更换胶簧(胶簧需要装8个,各种力度的可以自由组合搭配),装好前盖,装好压力轴(如遇到压力轴装不到位,可旋转压力轴,使内部小杆进入压力轴里面),脚踩踏板面,将前端限位轴装到原位,用手拧紧滚花螺丝(注意:由于红色胶簧偏硬,可以逆时针旋转压力轴,方便踩压踏板面来装好前端限位轴)

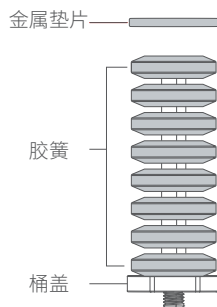


胶簧硬度排序：由软到硬



R: 橡胶Rubber

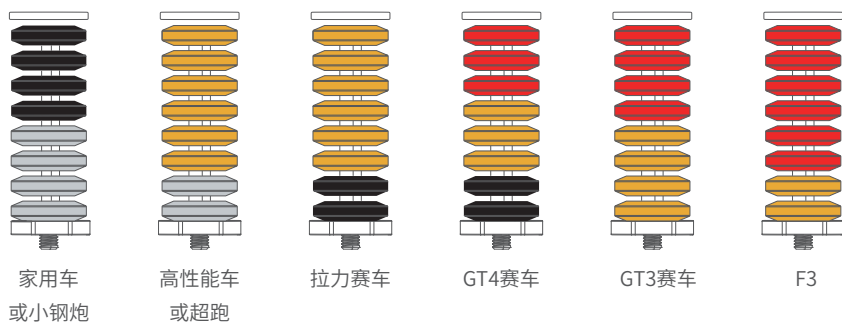
P: 聚氨酯 Polyurethane



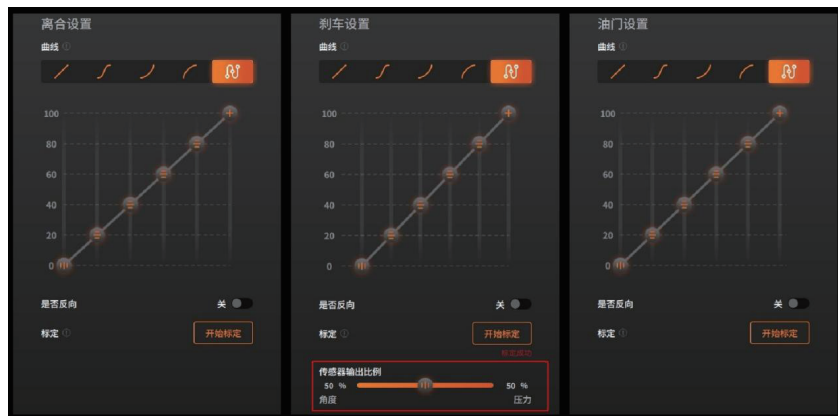
安装方法：

如图，在底座和顶部垫片之间，可自由搭配8片胶簧叠在刹车套筒中，以模拟各类赛车的脚感。

可以参考以下几种推荐搭配方式，也可以根据个人习惯调整搭配



为了更加匹配刹车脚感,更换不同胶簧搭配之后,可以在Pithouse中适当调整角度/压力传感器比例,如下图所示:



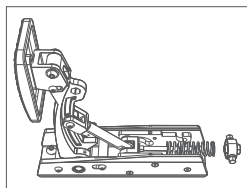
*刹车脚感越重、行程越短的搭配,推荐使用更大的压力传感器比例

不同赛车推荐比例:

1. 家用车或小钢炮、高性能车或超跑、拉力赛车:推荐使用60%-80%角度传感器
2. GT4、GT3等GT赛车:推荐使用60%-80%压力传感器
3. LMP、F3、F2、F1赛车:推荐使用100%压力传感器

3.离合踏板弹簧更换

先取下盖板,用手将弹簧后端挡块从滑槽中抽出,更换蓝色弹簧(力度大),再将挡块装到滑槽里面,装回盖板



注意: 请勿把踏板同时接入基座和PC, 只能接入其中一个设备!

产品保修卡

产品型号		购买日期	
用户姓名		用户电话	
产品条码		通讯地址	

经销商信息(签章)

产品保修条例

保修期

自购机日起,基座主体,方向盘,踏板和仪表显示屏保修12个月。设备外壳、说明书、线材、螺丝、扳手、包装等不在"一年免费保修服务"范围内,但您可以选择有偿服务。

购买者在以下条件下不享受免费保修服务,但您可以选择有偿服务。

1. 超过三包有效期的；
2. 无三包凭证及有效发票的,但能够证明该产品在三包有效期内的除外；
3. 包修凭证上的型号与修理产品型号不符或者涂改的；
4. 非本公司特约维修人员拆动造成损坏的；
5. 因不可抗力造成损坏的；
6. 未按产品使用说明书要求使用、维护、保养而造成损坏的。

保修期限鉴于产品部位、不同国家法律法规等差异,将有所不同。相关国家与区域的保修期限,请咨询MOZA官方或购买时联系的MOZA授权经销商。

