



Some helpful information for your new Nuova Faor RC Motorcycle

Question:

I am confused about how the correct direction of steering should be for RC motorcycles. So left input on the TX turns the steering wheel right and vice-versus. So how do the pro racers have their steering setup? I have heard people do it both ways. Any help would be great. Thanks.

Answer:

Left input turns steering right. If you set it up the other way, you won't be able to control it. The steering input is used to cause the bike to lean, not actually steer it around the corner. Once it has leaned, you then use the throttle to control how open or tight you want to turn. It's all about physics☺

Technique:

It's not like a car where you hold the TX wheel/stick control hard left or hard right through a turn but, with a bike coming to a corner, you use the brake then tip the bike into the turn, then off the brake and let the bike coast through the first quarter of the turn, then back on the throttle again for the last half of the turn, while making steering inputs correcting/standing the bike up again out of the corner/turn.. Just loads of practice keep at it you will get it down more and more with each tank-ful.

Braking:

You really need a high torque servo for the throttle/brake minimum requirements 107oz.in at 4.8V metal gears only. The Nuova Faor 1/5th Scale Brake system will not lock the wheels up but slow the bike down enough to maneuver around. When your proficient in your driving and need some real stopping performance please spend the RC \$'s on Pats Brakes they are worth the money honestly.

Pats Brakes will lock the wheels up with much less torque needed from the servo. For the CSF411 models braking works very well right out of the box.

Starting Nitro Bikes:

The most common issue starting Nuova Faor 1/5th Nitro RC Bikes is too much fuel in the chamber causing a hydraulic lock. Once this occurs you will not be able to turn the engine over and you may strip the plastic insert out in the roto-start if you continue to try. At this point you must remove the glow plug, clamp the fuel line so no more fuel can get into engine. Now turn the engine over many times until no more spray coming out of plug hole from excess fuel. Refresh the glow plug stand bike up on starting stand remove clamp if you still have on fuel line, attach your hot glow plug igniter and fire her up the engine will fire up in a few revolutions. Until you become proficient in starting your new bike leave it in this position when you shut her down. Put something behind the stand so the bike will sit there safely in the up-right position you will see excess oil drip out that if you set bike down normally would drip into your engine. Sometime's the one-way bearing #2005 behind the crankcase plate has too much oil on it and just spins if this happens remove spray with nitro blast clean and replace. The CSF411SM Nitro ¼ Scale Bikes do not have to be started in this manner do to the new location of the fuel tank.

Tip: run your bike out of fuel and empty tank at end of the day runs and you will have many hours of enjoyment. After run oil too if not in your fuel.

Additional Info:

Please take the time or have us cut out the faring for you and use the faring on your first runs you really need this protection when learning. However you do not need the rider on any of the Nuova Faor bikes including the 1/14 scale CSF411SM

Hope this information helps,

GotNitro Team