

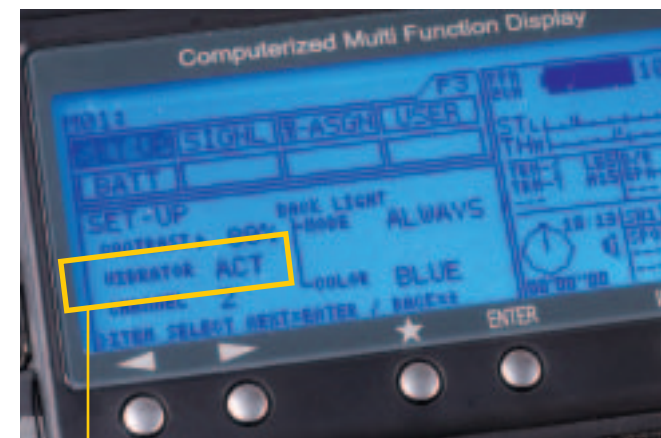
how to:

Airtronics M11 Secrets

M11 SOFTWARE SECRETS

NEVER MISS A PIT STOP

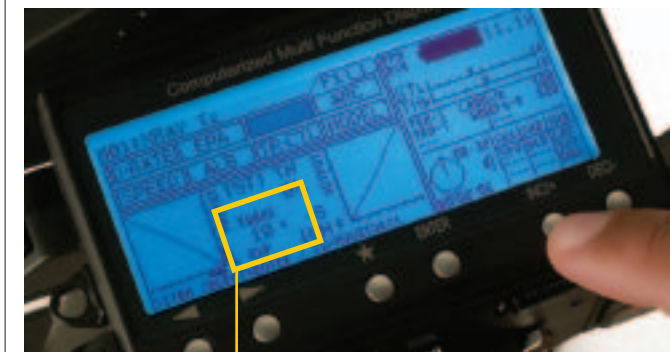
One of the M11's impressive features is its vibrating grip. It is excellent for nitro racing in long Main events. You can program the grip to vibrate to coincide with your pit schedule. To activate the vibrating-grip feature, go to the "setup" folder and scroll down to "vibrator." The default setting is INH; switch it to ACT. Now the vibrating grip will work with your timer system and programmed alarms.



ACT turns the vibrator on.

TWEAKING EXPONENTIAL SETTINGS

The exponential function varies the amount of servo action with respect to manipulating the steering wheel or throttle trigger based off neutral position. Add more EXP to increase initial servo action, and decrease EXP to slow down the initial servo movement. To activate this function, scroll to EXP, and use INC/+ or DEC/- to adjust the curve of both directions of servo movements. The M11 also has a cool TWEAK function; it allows you to adjust the individual servo directions slightly (-20 to 20). Example: you increased your throttle curve but don't like the way it affects your brakes. With TWEAK, you can move the curve back to a more neutral direction.



Adjust the exponential for each direction of servo throw by using the TWEAK function.

EASIER ENGINE STARTING WITH START POSITION

Have you ever had difficulty trying to fire up your nitro vehicle, balancing the radio in one hand while trying to fire the engine with the other? The Start Position opens the throttle servo to a predetermined percentage to allow the carburetor to receive more fuel and air. This makes it much easier to start the engine without having to hold your radio and applying a little throttle during the starting process. A Start Position set at 10 to 15 percent is a good starting point. Once the engine is fired and warmed up, push the start button again, and the engine will return to its normal idle.



Set the Starting Position by inputting a percentage of full throttle. For example, 10% would hold the engine at 1/10 of full throttle.

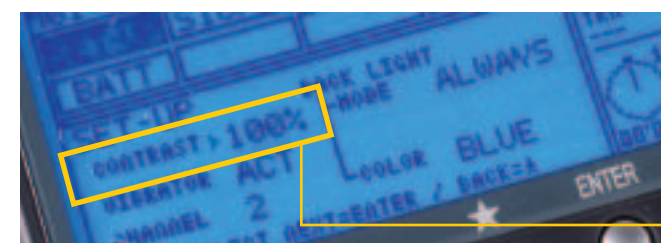
ANTI-LOCK BRAKING EXPLAINED

The anti-lock braking (ALB) feature allows greater stability during hard braking so you can nail that perfect line into the corner. It works by pulsing the brakes on and off just as in a full-size car. The great thing about ALB is that you can adjust where the ALB feature kicks in via the Point setting; just input the percentage of brake throw at which you want ALB to be applied (typically 70 percent of full brake or more). Set the Stroke Length to adjust how hard the servo applies the brakes in each pulse. The SPEED setting will then adjust how long each pulse lasts; the ALB can be large, intense brake movements or smaller quicker pulses based on track conditions.



The ALB function is fully adjustable to suit your servos and available traction.

So you got yourself an Airtronics M11 radio and have been using it for some time. Just about everyone knows about throttle/brake curves and endpoint and trim adjustments, but I bet there are a few features on the M11 that you never knew it had. For example, grip-height and anti-lock-brake adjustments and even traction control. Some of these features may be specific to certain types of surface vehicles such as 1/5-scale on-road cars with multiple braking servos, or your 1/8-scale buggy/truggy that needs a little extra throttle to get it started. I'll show you these features and more that will make your M11 truly unique to your own preferences. Some features are tailored to the experienced enthusiast, but with testing and experimenting, you'll use them like a pro in no time flat.



NIGHT VISION

To help make it easier to see the M11's display screen at night, go to the setup menu under contrast, and set the screen contrast to its highest setting. The factory default setting is 80 percent; for better visibility in the dark, bump it up to 95 to 100 percent.

A quick contrast adjustment will make the screen easier to view in the dark.

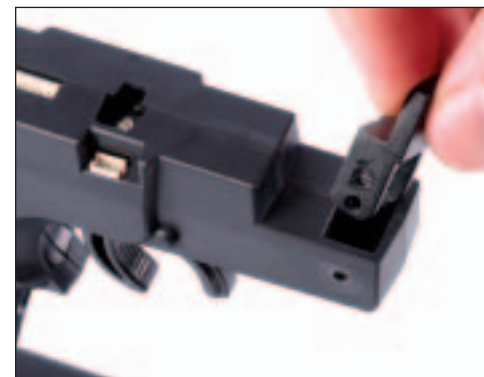
FIT TIPS

ADJUST THE TRIGGER/WHEEL TENSION

Adjust the spring tension for the trigger/wheel to your own specifications using a 1.5mm hex-wrench. Turn the screw clockwise to tighten the spring's tension and counterclockwise to create a softer spring tension. Generally, a lighter trigger/wheel will help with fatigue during extended periods of use, but a stiffer trigger/wheel may provide more feel in the throttle/brake and steering. The wheel tension adjust is below the wheel on the transmitter body slightly right of center line. The throttle tension requires separating the main transmitter body from the grip frame. The tension screw is just above the trigger on the top section of the trigger frame body.



Trigger and wheel tension settings let you customize the M11's feel.



INTEGRATED LIFT KIT

With the radio body separated via the two 3mm screws on its sides, you'll notice two more sets of screws in pairs on the radio's front and rear sides. The M11's factory setting is its lowest position. By removing the two Phillips-head screws on both sides of the radio, you will be able to raise the main transmitter body up by 5mm. Just as an extra precaution, add a small dab of blue thread-lock to help ensure the screws never work themselves loose.

The factory lift kit gives your hands a bit more room.

BETTER BRAKE

If you've got dead space between your finger and the brake trigger, that space represents "deadband" than may reduce your braking responsiveness and precision. You could heat the trigger and re-bend it, but the simple fix is to just slide a piece of fuel tubing over the trigger to take up the extra space. In addition to taking out the deadband, the tubing adds a little bit of grippiness.



More control, and a bit of color too.



Keep the dirt out by covering the wheel bearing.

PROTECT THE WHEEL BEARING

To help protect the exposed steering-wheel bearing, cut a 38mm circle out of decal material, and place it on top of the wheel to help minimize the exposure to dirt or gunk and eliminate that gritty feel. Back in the day, Team Losi produced yoyos, and the sticker used was approximately 38mm in diameter and could be used to cover the wheel.

SOUTHPAW SWITCHEROO

Out of the box, the M11 is set up for right-handed drivers, but this can be changed. The M11 is an ambidextrous radio, giving left- and right-handed drivers equal usage. How is this done?



Remove the two 4mm hex-head screws with a 3mm hex-wrench, one on each side of the radio.



Separate the transmitter body from the grip body by simply pulling them apart.



Rotate the transmitter body 180 degrees, and lower the transmitter body back down onto the grip body. Be careful not to damage the wires by pulling them out too far or by pinching them between the transmitter body and grip body.



Reinstall the 4mm hex screws to finish the job. Just snug them up; don't overtighten.



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MORE M11 TIPS

Here are some additional tips to consider when setting up your M11 radio. Setup is the key to prolonging your electronics' and vehicle's life.

» The protective cover for the LCD display and the display itself is a fairly soft plastic that can easily be scratched. Cover these screens with a clear vinyl sticker sheet found at office supply stores. These vinyl sheets are usually sold for protecting cell phones and can be found in the cell-phone accessory aisle. Cut the vinyl to match the dimensions of the screen. Make sure to clean the screen and cover it with a soft lint-free cloth and some glass cleaner before you lay down the vinyl sheet. Each package usually contains a few sheets of vinyl, so you can replace the protective material when it looks worn.

» Install a LiPo battery setup; it will give you a more consistent voltage level for better range and will help drop the weight of the radio by at least 2 ounces. The radio's lighter weight will help take some of the stress off your hands during extended periods of use.

» The M11 has a bit of a forward weight feeling to it. To help balance out the radio, add about 1/4 ounce more weight near the lower charge port. This will help balance out the radio and make it feel more centered.

» To help keep the foam donut on the steering wheel planted, add dabs of rubber cement around the wheel. Lift up the back side of the donut, and apply the glue with a toothpick. Place four dabs equally around the wheel. Rubber cement is a good adhesive that holds well and can be easily removed. **Z**

SOURCES

Airtronics distributed by Global Hobby; airtronics.com
Team Losi distributed by Horizon Hobby; teamlosi.com



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