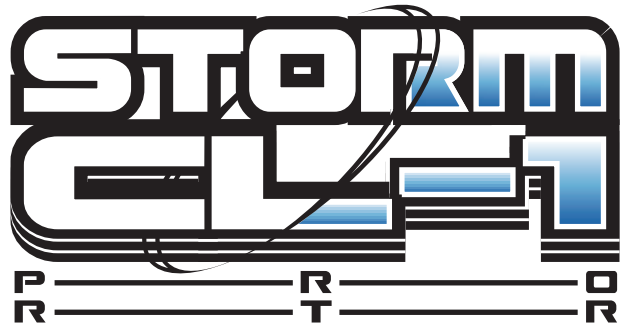


INSTRUCTION MANUAL



Technical Data

- Length/520mm
- Width/310mm
- Height/220mm
- Ground Clearance/75mm
- Wheelbase/325-330mm
- Track/F:306mm/R308mm
- Gear Ratio/C:44/13T, F/R:38/11T
- Weight/3480g



1/8 Scale Radio Controlled Gas Powered Off Road 4WD Racing Buggy

INDEX

Required Equipment for Operation.....	3
Before You Start.....	4
Operation Guide.....	5
Step By Step from A to Z.....	6-16
Assembly Steps.....	17-44
Troubleshooting Guide.....	45
Set-up Sheet/Blank Set-up Sheet.....	46-48
Team Kit Key No. List.....	49-52
Team Kit Spare Part List.....	52-54
Pro RTR Key No. List.....	55-57
Pro RTR Spare Part List.....	58-60
Memo.....	61-62
Warranty.....	63
Company Info.....	64



This radio controlled racing car is not a toy!
This high-performance R/C model is recommended for ages 14 and older.

Contents



Congratulations on your purchase of the new GS Racing Storm CL-1 Pro RTR 1/8 scale off-road buggy.

Please read this manual thoroughly, before you attempt to start or drive your Storm CL-1 Pro RTR, Storm CL-1 Pro RTR for short. This manual contains step-by-step instructions to help you complete, prepare for startup, and fine-tune your buggy. Updates, setups, and product news will be posted on our website, so check often.

As always, if you should ever have any questions or need help with your Storm CL-1 Pro RTR, please feel free to contact our official GS Racing dealers and distributors, as they will be glad to help you. You may also contact us at any time for the most up to date information and support.

Good luck and good racing!

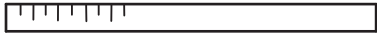
- GS RACING -



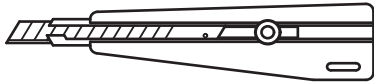
Required Equipment for Operation

1. Tools Required for Building and Maintenance:

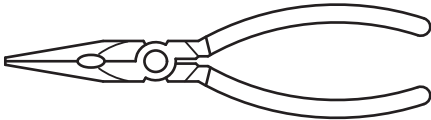
- Precision Ruler or Caliper



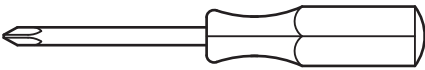
- Hobby Knife



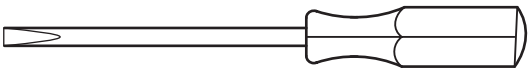
- Needle Nose Pliers



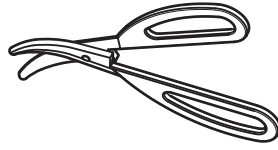
- Phillips Screwdriver (#0,#1,#2)



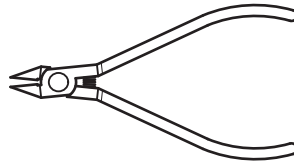
- Flathead Screwdriver



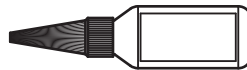
- Hobby Scissors



- Wire Cutters



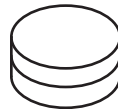
- Thread Locking Compound



- CA Glue and Rubber Cement

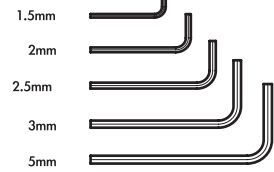


- Silicone Type of Grease

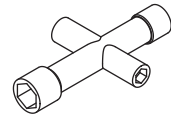
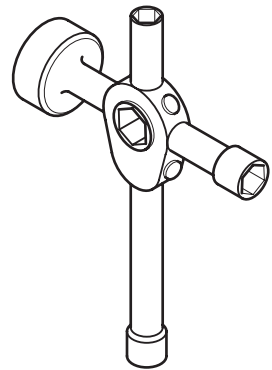


Tools Included:

- Hex Wrench



- Cross Wrench



WARNING!

Do not use a power screwdriver to install screws into nylon or plastic materials. The fast rotation speed can heat up the screws being installed. They can then break the molded parts or strip the threads during installation.

2. Additional Items Required:

- 8 AA size Batteries (For Transmitter)
- 4 AA size Batteries (For Receiver)
- 1AA size Battery (For Igniter)
- One 6-Cell 7.2-Volt Battery Packs for Drill Starter Unit (Drill Starter Kits only)
- Glow Fuel (20-30%)

3. Suggested Items:

- Ni-Cd/Ni-MH Battery Pack (5-Cell Hump Type)
- High Speed/High Torque Servos
- Differential, Shock, Air Filter Oils and Model Grease

Before You Start

Introduction

We have taken the time to build your buggy with our best racing setup, so take the time to follow our instructions to ensure winning results with your Storm CL-1 Pro RTR.

We have outlined an A to Z checklist to help guide you from the final preparation to break-in to advanced setup changes. Continue reading the next several pages before you attempt to operate your CL-1, or use any of the components included.

Your Storm CL-1 Pro RTR is based on the evolution of the original Storm CL-1 buggy used to win numerous regional, national, and international titles all over the world. We believe the Storm CL-1 Pro RTR is the finest RTR buggy available. Improvements over the original Storm RTR series include redesigned chassis, race ready setup, reinforced and redesigned suspension mounts, improved operation guide, and drill start engine.

1. If you find any problems regarding parts or packaging, please contact your local dealer or your GS Racing Distributor. If you ever have any questions, please feel free to contact your GS Racing distributor.
2. The following are symbols used throughout this instruction manual:



Apply CA glue



Attention



Apply air filter oil



Assemble front and rear



Assemble both left and right sides



Grease



Assemble in the specified order



Pure Silicone Oil



Thread Locking Compound

3. We are constantly updating parts to improve our products. These changes, if any, will be noted in supplementary sheets.
4. The circled numbers in the drawings are key numbers. These numbers are to be used to quickly find the part name and item (part) number in the back of the manual.
5. When we refer to left and right sides, we are referring to the driver's point of view from inside the buggy.
6. The engine mounts supplied with the Storm CL-1 Pro RTR may not fit some of the newer type racing engines.

Safety Precautions

This is a high performance radio controlled model which needs to be operated with caution and common sense. Failure to operate your model in a safe and responsible manner could result in personal injury and/or property damage. It is your responsibility to read and follow all safety precautions. The Storm CL-1 Pro RTR is not intended for children under the age of 14 without adult supervision. GS Racing shall not be held liable for any loss or damages, whether direct, indirect, act of nature, arising from the abuse or misuse of this product or any other product required while operating this model.

- Fuel can be dangerous is improperly handled. Follow all of the manufacturer's suggestions.
- Always keep fuel in a cool area and never use near flame, sparks, or while smoking.
- Keep fuel, and all other flammables, out of the reach of children.
- Always run your model in a well ventilated area outdoors. Never run your model indoors.
- All parts of the engine and exhaust can become extremely hot during, and after use. Be careful not to touch these parts especially when refueling, or making repairs.
- This model creates high levels of noise. Use ear protection is you find noise objectionable.
- This model is controlled by a radio frequency that is vulnerable to interference from many outside sources. This interference can cause a loss of control so it is necessary to operate this model in an open area to avoid personal, or property damage. Always ensure no one is using your frequency before turning on your radio or model.
- Keep all the product included in the package out of reach of children.
- This model contains many fast rotating parts. Never touch them during operation.
- Read, understand, and follow the instruction included with your radio gear.
- Never operate your model near people or property. The speed of this model has the potential for injury and or damage to people and or property.
- Always use original GS Racing and GS approved spare and option parts.
- Never point the radio antenna at a person's face.
- Always encure the buggy is in proper working condition before use.
- Always exercise caution when using any and all tools.

Never use anything other than model car fuel.

Never operate the model with a low battery. If the response becomes slow, stop immediately and replace batteries. Always use correct batteries and never reverse polarity. Follow manufacturer's instructions for proper batttery disposal.

Never run the model without a clean and properly installed air cleaner.

Never run the model lean or allow the engine to overheat.



Step By Step from A to Z

Follow these steps to finish, prepare, break in, and run your Storm CL-1 Pro RTR. Performing the following steps will ensure your Storm CL-1 Pro RTR operates properly. If you are new to R/C or have limited Nitro experience, these instructions should help you get running quickly and with minimal problems.

A: Remove the Storm CL-1 Pro RTR and all other contents from the box. Identify and familiarize yourself with the following items:

- 1) Storm CL-1 Pro RTR with body (body and wheels included in your kit may differ from those shown in photos). Remove the buggy from the packaging board.



- 2) Antenna Tube. This tube houses the receiver antenna wire. You will install this antenna tube shortly.



- 3) Shock Spring Spacers. These spacers fit onto the shocks and are used to raise (or lower) the height of the car (ride height). You may need to install these onto the shock shortly.



Step By Step from A to Z

- 5) Tools. Your Storm CL-1 Pro RTR includes a set of hex wrenches and a 4 way cross wrench. You will use these tools for the various adjustments and maintenance of your Storm CL-1 Pro RTR.



- 6) Fuel Bottle. The fuel bottle is used to transfer fuel from your fuel container to the fuel tank in your buggy.



- 7) Window Sticker Sheet. These stickers will be applied shortly. Storm CL-1 Pro RTR Sticker Sheet. You may apply these to the body shortly.



- 8) Glow Igniter. The glow igniter attaches to the glow plug during engine start up. Inside the igniter is a gold spring. Unscrew the end cap of the igniter, locate the spring now and set aside along with igniter.



Step By Step from A to Z

- 10) Radio Control with antenna (control included in your kit may differ from that shown in photo). The radio control is used to drive the buggy and control the various functions (brake, etc.). The radio control unit also contains several knobs and switches, which are used to adjust the servo units in the buggy.



- 11) Power Start Unit with driveshaft (drill start kits only). The Power Start is a hand held unit which is used to start the engine. The shaft is inserted into the coupler in the rear of the engine and when powered, turns the engine over until it starts (much like the starters in F1 or Indy cars).



- 12) Radio Instruction Manual. This manual contains the detailed info for the various functions of the radio.



- B: Remove the body from the Storm CL-1 Pro RTR by removing the 2 body clips and gently pulling the body away from the buggy. Check the buggy over for loose screws and linkages. Also check the wheel nuts to ensure they are tight. Nitro vehicles produce a high amount of vibration, and even through shipping, screws can come loose. If you find any loose screws, tighten them now. Due to pressure variances during shipping, some oil may leak out of the diffs and shocks. This is normal, and in no way harmful to the performance of the buggy. If you find any leaks, simply wipe them clean with a rag.



Step By Step from A to Z

C: Check the tires to make sure they are fully glued to the wheels. Gently peel the tire away from the wheel, and if you find any spots where there is a gap between the tire and wheel, apply a small amount of CA glue.



D: Remove the bottom cover of the radio control and install eight AA size batteries. Always use fresh, fully charged batteries. Read all the 'Safety Precautions' in the radio manual before operating your buggy. Replace the cover.



E: Remove the plastic cap from the antenna tube, unwrap the receiver antenna wire and feed it through the antenna tube. Allow about 1" of the wire to stick out of the tube and place the cap over the tube and wire. Feed the extra receiver wire back through the hole back into the radio box.



Step By Step from A to Z

F: Remove the radio box cover by removing the small clip and lifting the cover out. Remove the battery tray from the box and install four AA size batteries. Again, always use fresh, fully charged batteries. Place the battery tray back in the box and replace the cover and clip.



G: Check and adjust the ride height. Ride height is the height of the buggy at rest. Your Storm CL-1 Pro RTR is factory built to the correct ride height. However, through shipping the shock springs settle and the ride height can change. The proper ride height is front and rear arms parallel (level) with flat ground. For very smooth surfaces (i.e. paved track) you can run the buggy lower, and for very rough surfaces (i.e. rutted track) you can run the buggy a little higher. To check the ride height, place the buggy on a flat surface and press the front and rear of the buggy down several times in rapid succession. Allow the buggy to rise and rest. Look at the front and rear of the buggy at ground level. If the lower suspension arms are parallel with the ground, do nothing (as shown). If the arms are lower (inside of the arms lower than the outside), then add spacers (as shown) to raise the buggy so that the arms are level. Make sure you install the same amount of spacers to the left and right shocks, and adjust the front and rear independently.

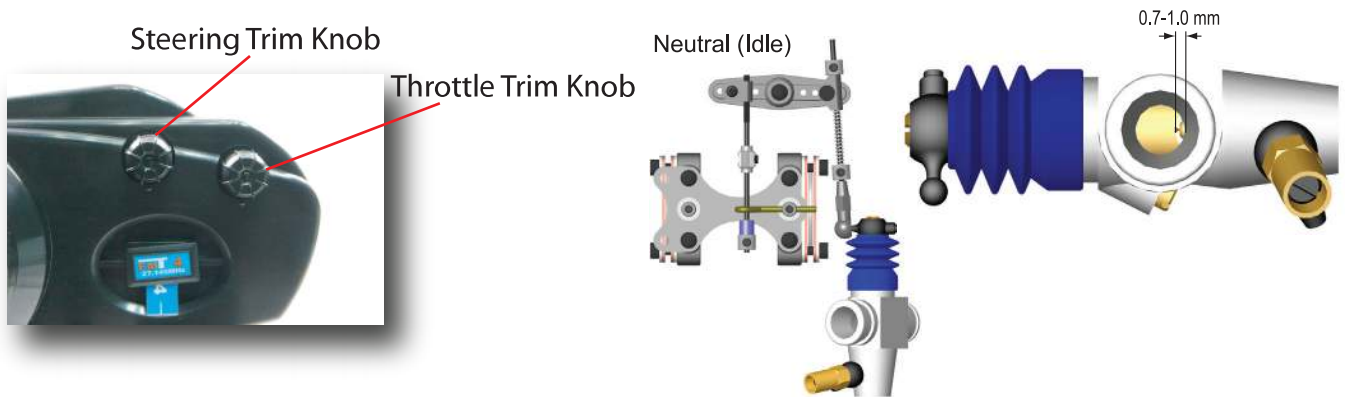


H: Now it's time to check the radio and servo settings. Install the radio antenna in the radio control unit. Turn on the radio control followed by the receiver switch in the buggy. Pull the trigger on the radio. The throttle servo (the servo closer to the rear of the buggy) should turn counter-clockwise. If the servo rotates in the opposite direction, slide the 'TH' servo reverse switch to the opposite setting. Repeat this process for the steering, by rotating the steering wheel left and right and adjusting the 'ST' switch accordingly.

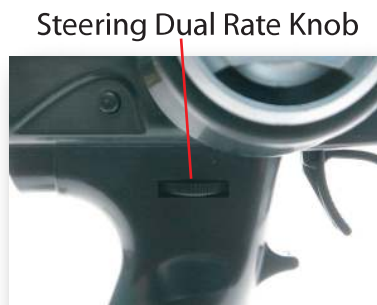


Step By Step from A to Z

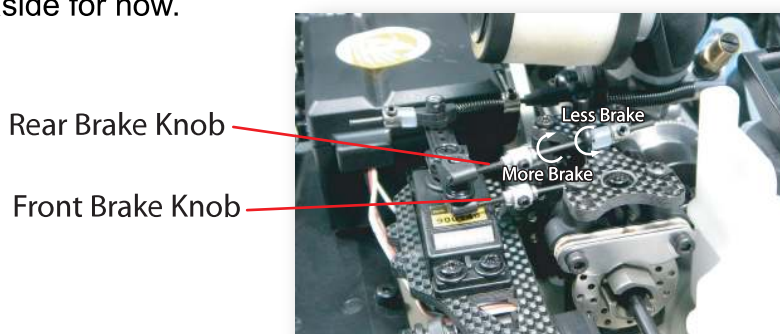
I: Now check the neutral 'trim' settings. With the steering wheel and trigger in the neutral position (hands off), the wheels should be pointing straight ahead, and the throttle servo horn should be pointing straight back and forth with the carburetor in the neutral (closed) position. If either servo is not centered, rotate the steering and throttle trim knobs accordingly to place both servos in the correct neutral position.



Set the steering dual rate. Dual rate is the amount of maximum steering, left and right. It is controlled by the thumb activated knob directly below the steering wheel. Rotate the knob so that the white mark is centered. Rotating the knob to the right will increase the amount of steering (smaller turning radius), and turning the knob to the left will decrease the amount of steering (bigger turning radius). We suggest keeping the white mark in the center position.



Now check the brake bias. The front and rear brakes are activated by the brake cams located in the center diff mount and can be adjusted independently. We suggest an equal brake bias front and rear. Push the trigger to activate the brakes. On a smooth paved surface, pick the rear of the buggy off the ground and push the buggy forward, with the brakes engaged. The front wheels should barely rotate as you apply pressure. Now pick up the front of the buggy and push the buggy backwards. The rear tires should have the same amount of resistance. If one end has more brake bias than the other, adjust accordingly by rotating the brake rods as shown below. You can also increase or decrease the total amount of front and rear brake using these knobs. Turn off the receiver switch and the radio switch and set aside for now.



Step By Step from A to Z

J: The air filter is pre-oiled at the factory. However, it is a good idea to make sure it is well oiled before each and every run. Gently squeeze the foam of the filter. If it does not leave a residue on your fingers, apply a light coat of model air filter oil to the entire surface of the filter foam and remove excess oil with a clean rag.



K: Fill your fuel bottle with **brand name 20% model car glow fuel**. Lift the lid of the fuel tank, place the tube of the fuel bottle over the opening, and full with fuel. Be careful not to spill fuel on the buggy.



L: Install a fully charged 6 cell 7.2V battery into the **Power Start Unit** (drill start kits only). Install the battery plug into the unit. If you have not done so yet, insert the driveshaft into the unit now.

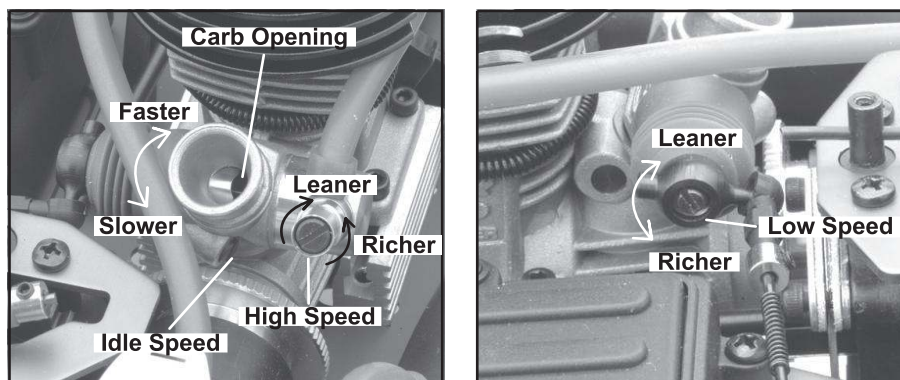


M: Install an **AA size battery** into the glow igniter as shown. Replace the spring and end cap and tighten fully. After usage, always remove the battery from the igniter. More powerful aftermarket rechargeable igniters are available at your local hobby shop.

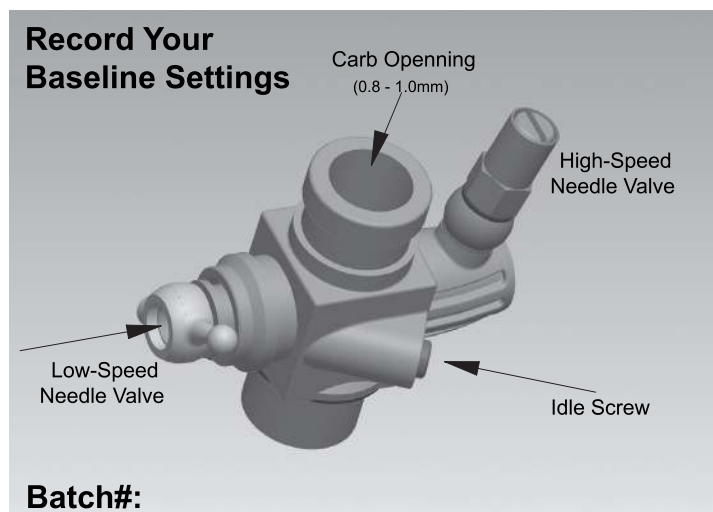


Step By Step from A to Z

N: The adjustment needles (adjustment screws) on the engine carburetor are preset at the factory for engine break-in. These needles control the fuel/air mixture of the engine, and are used to tune the engine during and after break-in, and during the use of the engine. These needle settings may need minor tuning as ambient temperature, brand and nitro content of fuel, atmospheric pressure, type of surface driven on, and other factors, all have an effect on the engine idle, tune, and temperature. Tightening the needles will 'lean' the engine, making the speed faster. Loosening the needles will 'richen' the engine, making the speed slower. The factory presets, along with the information in this manual should help you properly and easily start, break-in, and tune the engine. If you are unsure about your ability to properly break-in and tune the engine, or encounter difficulty, please seek help from your local hobby shop or GS distributor. Nearly all engine problems are directly related to poor break-in procedure and improper adjustments. The following guidelines are for the GS-B03 engine only, follow them carefully!

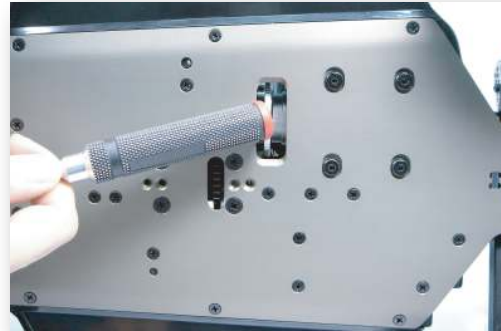


The engine will have a sticker placed over the cooling head. Remove this sticker and record the batch number and needle settings below for future reference. The High-Speed (also known as the Main or Top end) needle controls the high end rpm's of the engine. This needle is located in the brass tube directly next to the air filter. The Low-Speed (also known as the bottom end) needle control the low end rpm's of the engine. This needle is located inside the rubber boot, directly next to the ball linkage. Should you lose the baseline settings, you can easily re-tune the motor to the proper starting point by tightening (turn clockwise) the needle slowly until you begin to feel resistance. Stop, and loosen (turn counterclockwise) the needle the said number of turns. The idle screw, located just above the flywheel, does not control the fuel mixture, but instead is used to raise or lower the idle rpm by physically limiting the carburetor opening while the throttle is in the neutral or brake position. The gap in the carburetor (remove the air filter assembly to view) should be 0.8~1mm



Step By Step from A to Z

N: Before starting the engine, familiarize yourself with a few ways to safely shut off the engine. The easiest way is to allow the fuel to run out. To expedite the process, you can draw the fuel out of the fuel tank with your fuel bottle. A second method is to pinch the fuel line as shown. Carefully pinch the fuel line (the tubing from the fuel tank to the engine) until the engine stops. Be careful not to cut or damage the tubing. A third way is to press the tip of a screwdriver or other tool against the flywheel, as shown. A fourth method is to cover the exhaust outlet. Do not use your bare fingers, as the exhaust gets extremely hot during use. Instead, use a thick rag and cover the outlet until the engine stops.

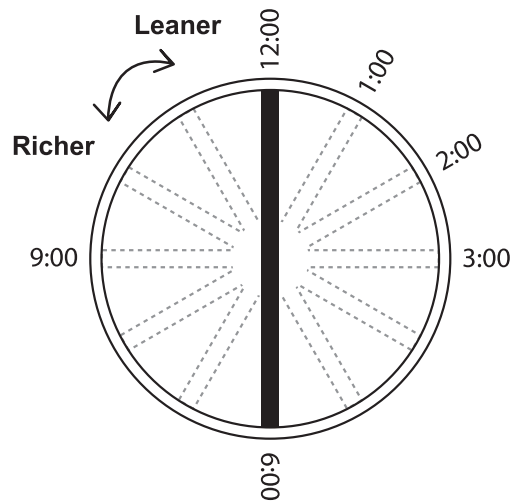


O: Now it's time to start the engine and begin the break in process. Turn on the radio followed by the receiver switch. Make sure the throttle servo is in the neutral position and the carburetor is in the closed position. Place the car on a block, so that the wheels are off the ground. Place a rag over the exhaust pipe outlet, pull the engine starter 3-4 times. This will force fuel into the carburetor. Remove the rag, and attach the glow igniter to the glow plug in the engine, and press the button until the engine starts. If the engine does not start within 5 seconds, stop, wait, and try again. To help aid the engine start up, you may apply a small amount of throttle during the first few seconds after it fires. If the engine does not start at all, refer to the engine troubleshooting page. If the engine starts, but shuts off due to a low idle speed, tighten (clockwise) the idle screw $\frac{1}{2}$ turn. If the engine runs for 10-30 seconds and shuts off, tighten (lean/clockwise) the low speed needle $\frac{1}{4}$ turn, and/or leave the igniter on the glow plug to keep the plug 'lit'. Since the engine runs 'rich' during break-in, keeping the glow plug 'lit' helps keep the engine from flooding and shutting off. If the engine starts but the idle is very high, loosen the idle screw $\frac{1}{2}$ turn and/or make sure the throttle is in neutral/brake and the carburetor is in the closed position.



Step By Step by A to Z

Q: After the engine has broken in and tuned for proper speeds and performance, you will likely need to fine tune between race weekends or even on the same day. Adjust only one needle at a time, and in one hour increments.



The optimum high speed needle setting will allow the engine to accelerate to top speed with no hesitation, and maintain that speed with a thin stream of white smoke from the exhaust. If the high speed needle is too lean, the engine will hesitate during acceleration and will lose power at high speeds. The engine will also overheat. After setting the high speed needle, you can set the low speed needle. Apply full throttle for 2 seconds, followed by full brakes. Wait 5 seconds, and apply full throttle again for 2 seconds. The engine should accelerate smoothly with a large puff of smoke, and only a slight sluggishness or 'blubbering'. If the low speed needle is too rich, the engine will 'blubber' heavily during the above mentioned process. If the low speed needle is too lean, the engine will hesitate or 'starve' for fuel during acceleration.

R: It's time to finish your Storm CL-1 Pro RTR. Shut the engine off and allow it to cool. Wipe the buggy clean with a dry rag, and inspect for loose screws. Remove the clear coating from the body, and apply the window decals as well as the Storm CL-1 Pro RTR decals, to your liking. Reinstall the body on the car and secure with the body clips. Fill up the tank with fuel, and you are off to the races!



Step By Step from A to Z

W: Your Storm CL-1 Pro RTR is built and setup to our Factory Team Specs. The stock setup will work well on most tracks. The only major setup change you might make is tires. The stock tires will work on a variety of surfaces and tracks, but ask the locals for the best tire for your specific track. We suggest Panther tires, as they are available in a wide variety of patterns and compounds. Otherwise, refer to the setup sheet in the back of the manual should you need to replace the shock or diff oils, or replace broken parts, for the correct settings. Your Storm CL-1 does offer a wide variety of adjustments, so experiment to fine tune to your track needs, or contact us for setup tips. We have won many races with our Storm series buggies over the years, and your Storm CL-1 is a capable race buggy.

X: A full line of GS option parts is available; contact us for details and/or check the back of this manual for parts listing. Fioroni also offers a full line of Storm option parts, as do several other companies.

Y: Maintenance is important on any RC model. Even though your CL-1 is an RTR, it still requires basic cleaning and maintenance. Always check for loose screws before each run. After each race weekend, disassemble the buggy (use this manual for reference) and check for bent or broken parts. Worn out or bent parts will cause other parts to bend or break. Shock and differential oils need to be replaced regularly. Clutch shoes and springs have a limited life span, so replace when performance drops. The servos in your kit also have a limited life span. Even the most expensive servos do not last forever. Your engine, if properly tuned and cared for, can last through several gallons of fuel. Always draw out all the fuel out of the tank, apply after-run oil to the engine, and remove batteries before storing the kit away.

Z: Warranty: Your Storm CL-1 warranty covers workmanship and manufacturing defects of the original and unmodified parts. Warranty claims resulting from crashes, abuse, improper operation, improper mounting, improper adjustment or lack of maintenance will not be honored. Ready to run does not mean maintenance free, nor does it imply that the buggy or any parts of it are impervious to wear and tear or even unexpected breakage.

The GS-B03 engine and supplied Power Start unit are only warranted against factory defects in material and/or workmanship. Under no circumstances will the engines be considered under warranty if they have been disassembled, operated on anything other than r/c car model glow fuel, run with lean needle settings, without a proper functioning air filter, or used for any purpose other than that which the engine was designed and manufactured for. In other words, if you redline the engine, or run it with a dirty air filter, or tighten the needles too far, it's not covered.

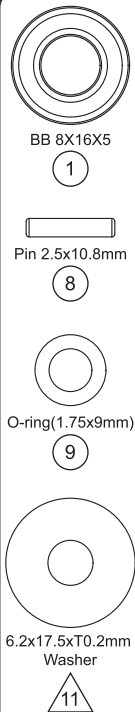
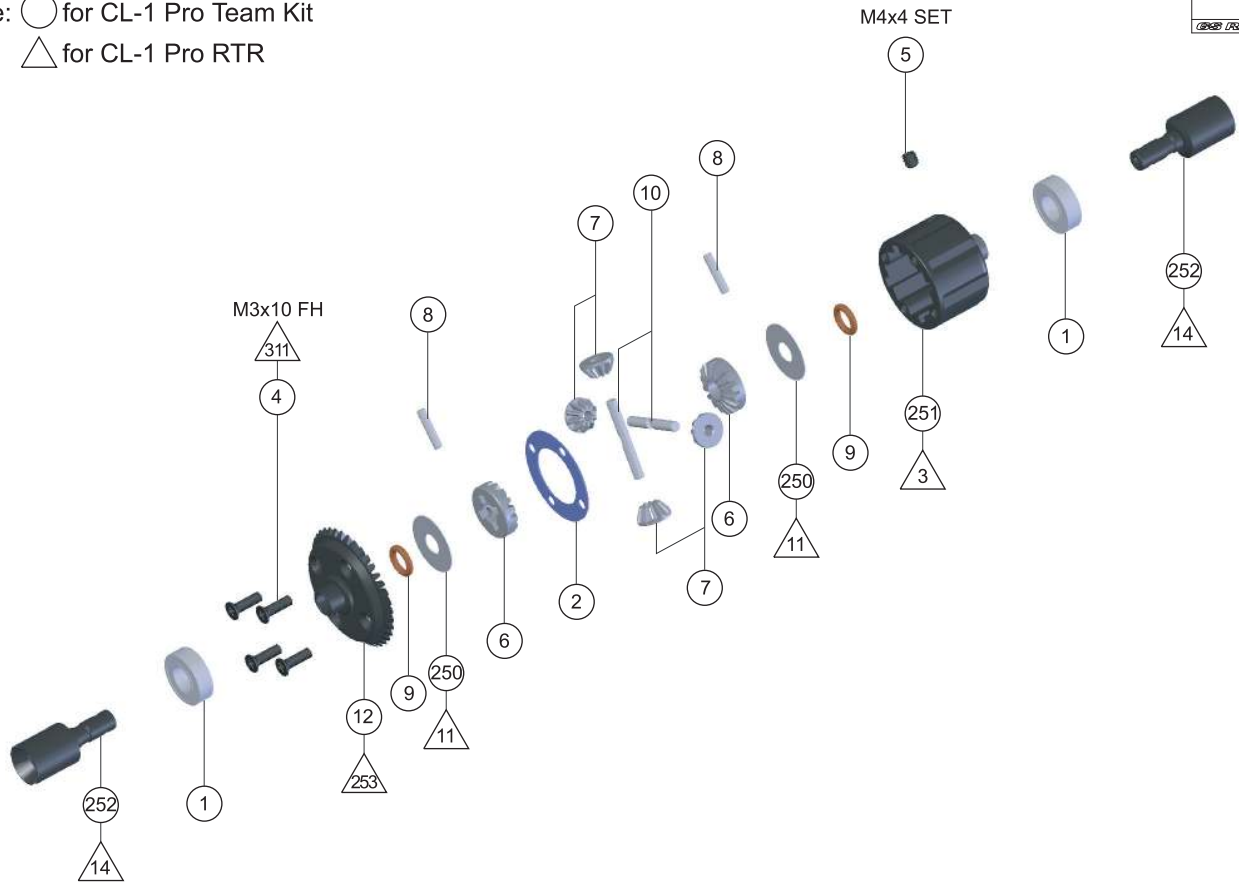


1. FRONT & REAR DIFFERENTIALS

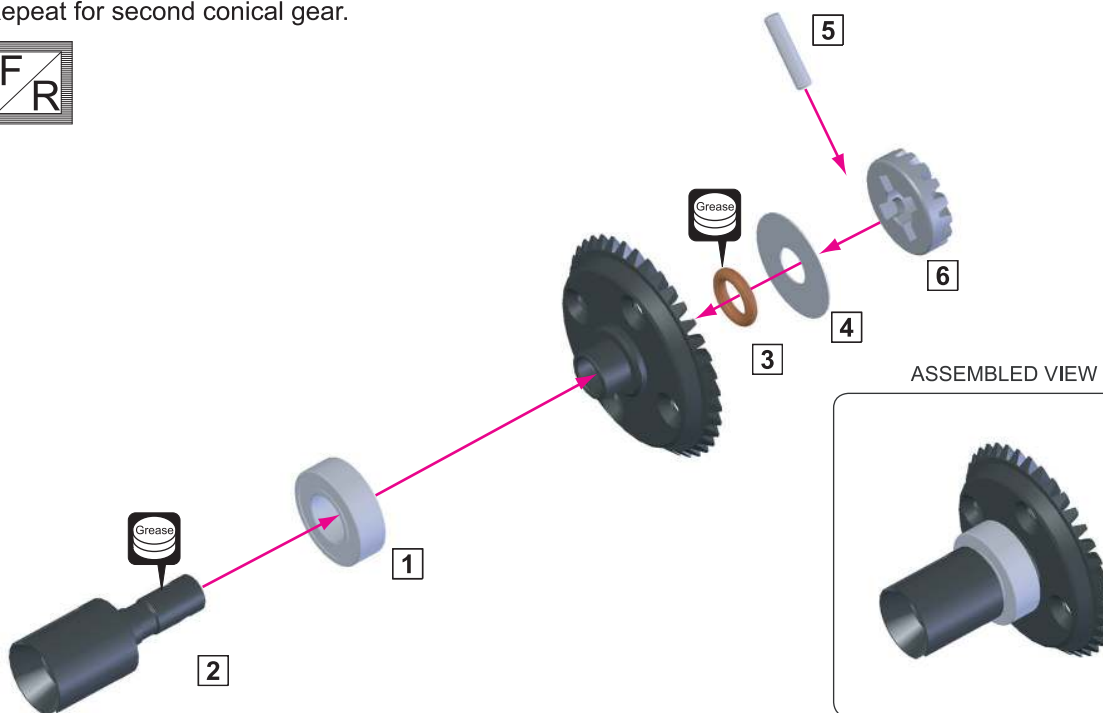
Exploded View with Key Numbers

Note: ○ for CL-1 Pro Team Kit

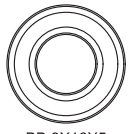
△ for CL-1 Pro RTR



Front/Rear Conical Gear: Slide the bearing over the output shaft of the front/rear conical gear. Apply a light coat of grease to the male portion of the front/rear diff out drive and insert it through the spur gear. Apply a very light coat of grease to the o-ring, then slide it over the shaft of the out drive and seat it in the spur gear. Slide the shim on the shaft and over the o-ring. Insert the pin through the hole in the shaft of the out drive. Check to make sure the out drive rotates freely. If it does not, make sure the o-ring is properly seated and/or apply a bit more grease to the o-ring. Slide the large bevel gear over the pin. Repeat for second conical gear.



FRONT & REAR DIFFERENTIALS

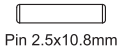


BB 8x16x5

1



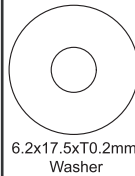
5



8

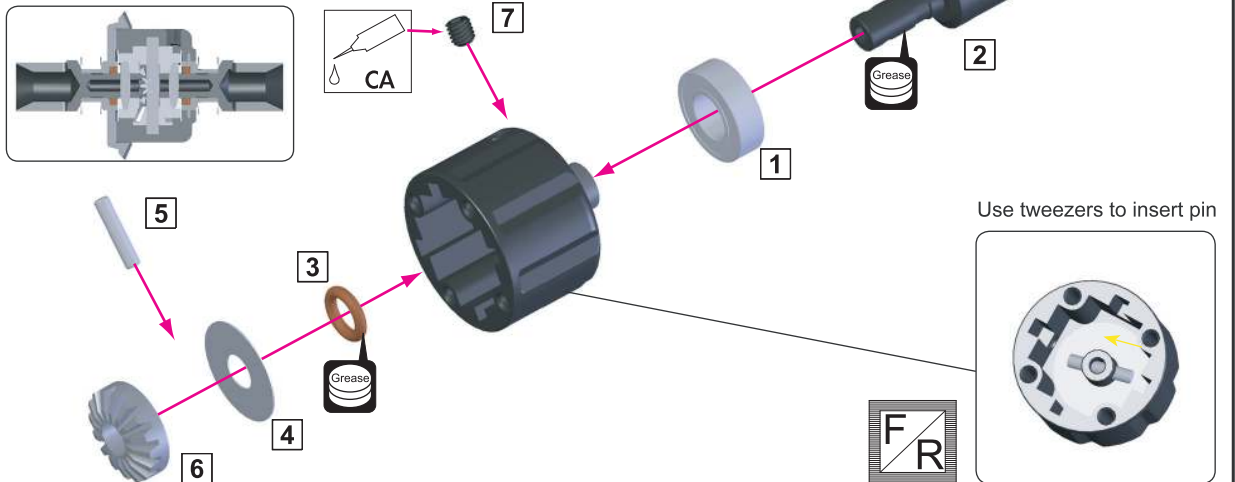


9



11

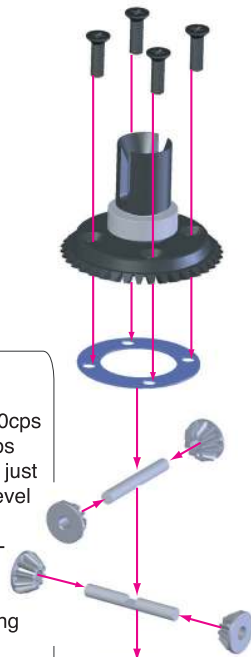
Front/Rear Diff Assembly: In this step you will assemble the diff cases for both the front and rear differentials. Slide the bearing onto the output shaft of the diff case. Apply a light coat of grease to the male portion of the front/rear diff out drive and insert it through the diff case. Apply a very light coat of grease to the o-ring, then slide it over the shaft of the out drive and seat it in the diff case. Slide the shim on the shaft and over the o-ring. Insert the pin through the hole in the diff case and through the hole in the shaft of the out drive. Check to make sure the out drive rotates freely. Install the set screw in the hole in the diff case and tighten until just under flush with the outside of the diff case. Slide the large bevel gear over the pin. Slide one of the small bevel gear assemblies into the grooves of the diff case and over the large bevel gear. You may need to rotate the out drive to allow the small bevel gear assembly to seat properly. Check to make sure all parts rotate smooth and are properly seated. Repeat for second diff case.



3x12mm FH HEX Screw

9

FRONT DIFFERENTIAL



Front Diff: Use GS Pure Silicone Oil.
Euro Setup: 10,000cps
US Setup: 7,000cps
Fill diff 80% full, or just above the small bevel gears. Allow oil to settle before installing conical gear. Ensure smooth operation by rotating both outdrives in opposite directions. Replace oil after heavy use. Replace gasket and o-ring regularly.



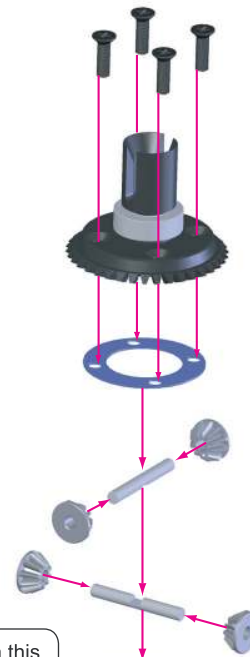
Tight the screws equally



Finish tightening in this order

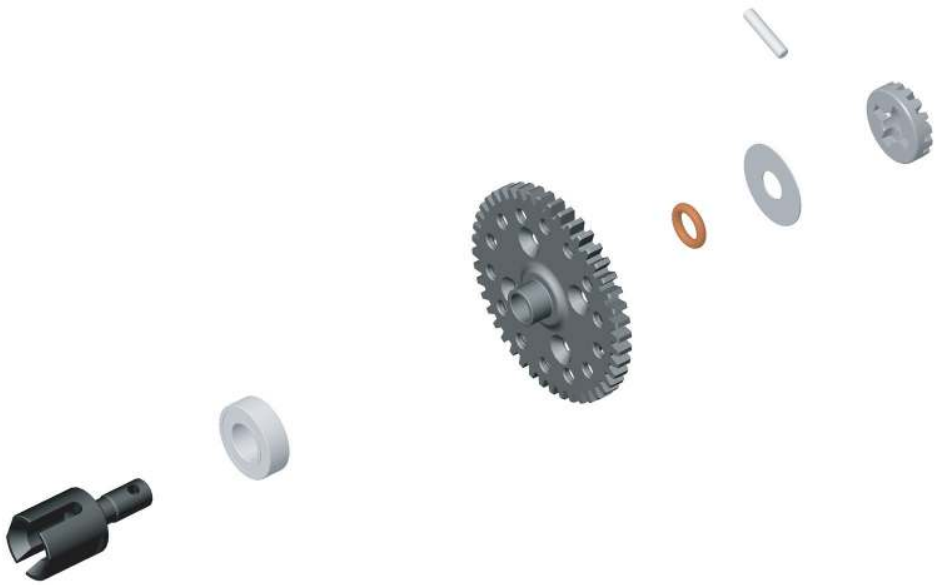


REAR DIFFERENTIAL

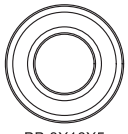


Rear Diff: Use GS Pure Silicone Oil.
Euro Setup: 1,000cps
US Setup: 500cps
For loose track conditions, replace the oil with a heavy coat of the grease provided in your kit. Fill diff 80% full, or just above the small bevel gears.





CENTER DIFFERENTIAL



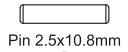
BB 8X16X5

1



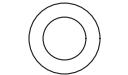
4x4mm SET Screw

5



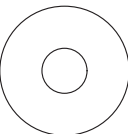
Pin 2.5x10.8mm

8



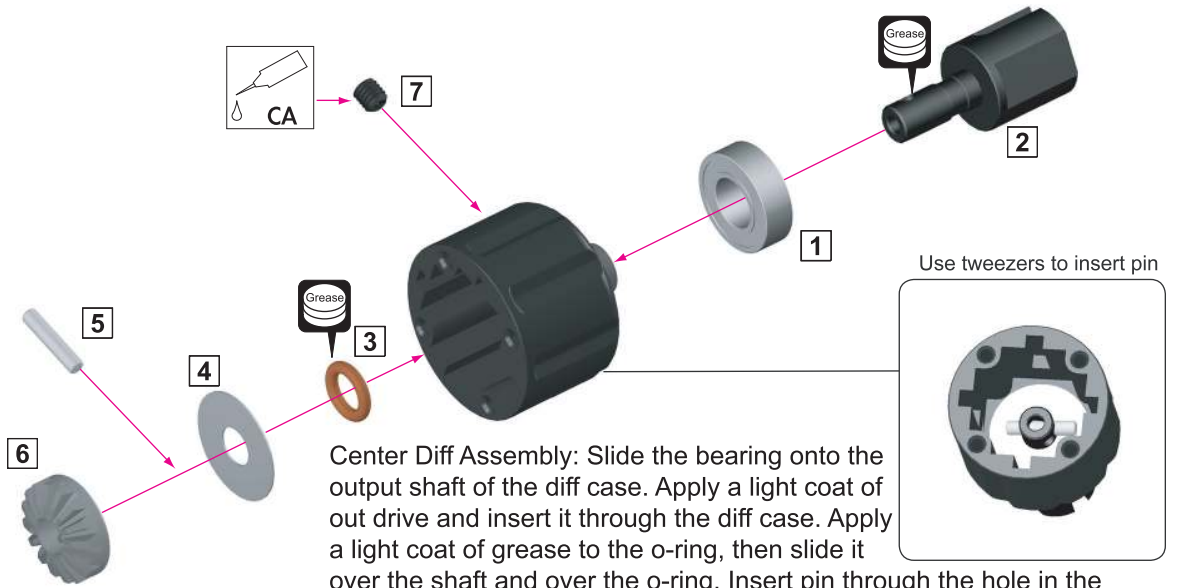
O-ring (1.75x9mm)

9



6.2x17.5xT0.2mm Washer

11



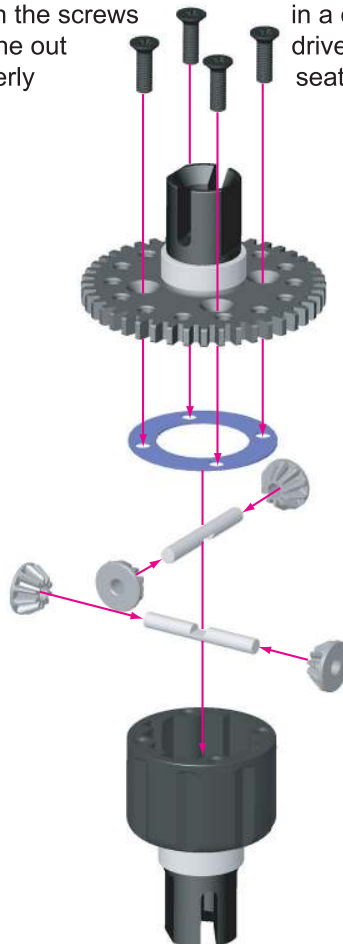
Center Diff Assembly: Slide the bearing onto the output shaft of the diff case. Apply a light coat of out drive and insert it through the diff case. Apply a light coat of grease to the o-ring, then slide it over the shaft and over the o-ring. Insert pin through the hole in the case and through the hole in the shaft of the out drive. Check to make sure the out drive rotates freely. Install the set screw in the hole on the diff case and tighten until just under flush with the outside of the diff case. Slide the large bevel gear over the pin. Slide one of the small bevel gear assemblies into the diff case and over the large bevel gear. You may need to rotate the out drive to allow the small bevel gear assembly to seat properly. Check to make sure all parts rotate smooth and are properly seated.



3x10mm FH HEX Screw

4

Center Differential: Fill the center diff to just above the small bevel gears with GS Racing Pure Silicone Diff Oil. Rotate the out drive to allow the oil to settle, then if needed, add more oil to bring oil level just above the small bevel gears. Place the gasket over the diff case, lining up the holes. Place the center spur gear assembly over the gasket, again lining up the holes. Attach the spur gear assembly using 3x10mm FH screws. Tighten the screws in a cross pattern until firmly snug, do not over tighten! Check to make sure the out drives rotate smoothly. If there is any binding, disassemble and check for improperly seated parts.



At the end of this step you may have extra screws, shims, and parts left over. Save these for later use or for spares. You may also have 2 pinion gears left over. These will be used in the next step.

Center Diff:
Euro Setup: 10,000cps
U.S. Setup: 10,000cps

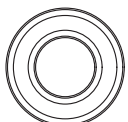


Finish tightening in this order



2. FRONT TRANSMISSION

Exploded View with Key Numbers



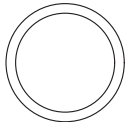
BB 8X16X5

1



5x4 mm SET Screw

60



13.4x16x0.2mm Washer

63



3.5x25mm FH/ST Screw

69

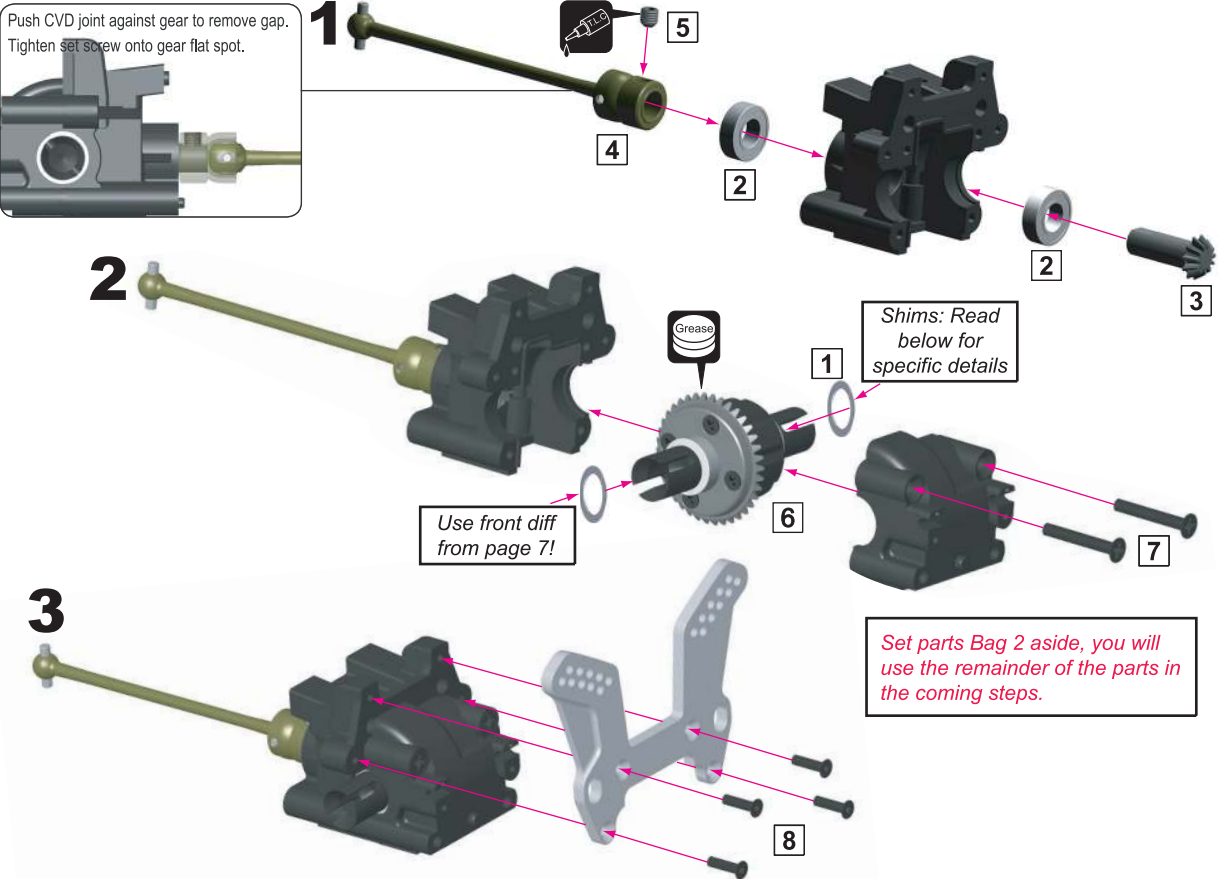


3x12mm FH HEX Screw

4



Push CVD joint against gear to remove gap. Tighten set screw onto gear flat spot.



Shims: Read below for specific details

Use front diff from page 7!

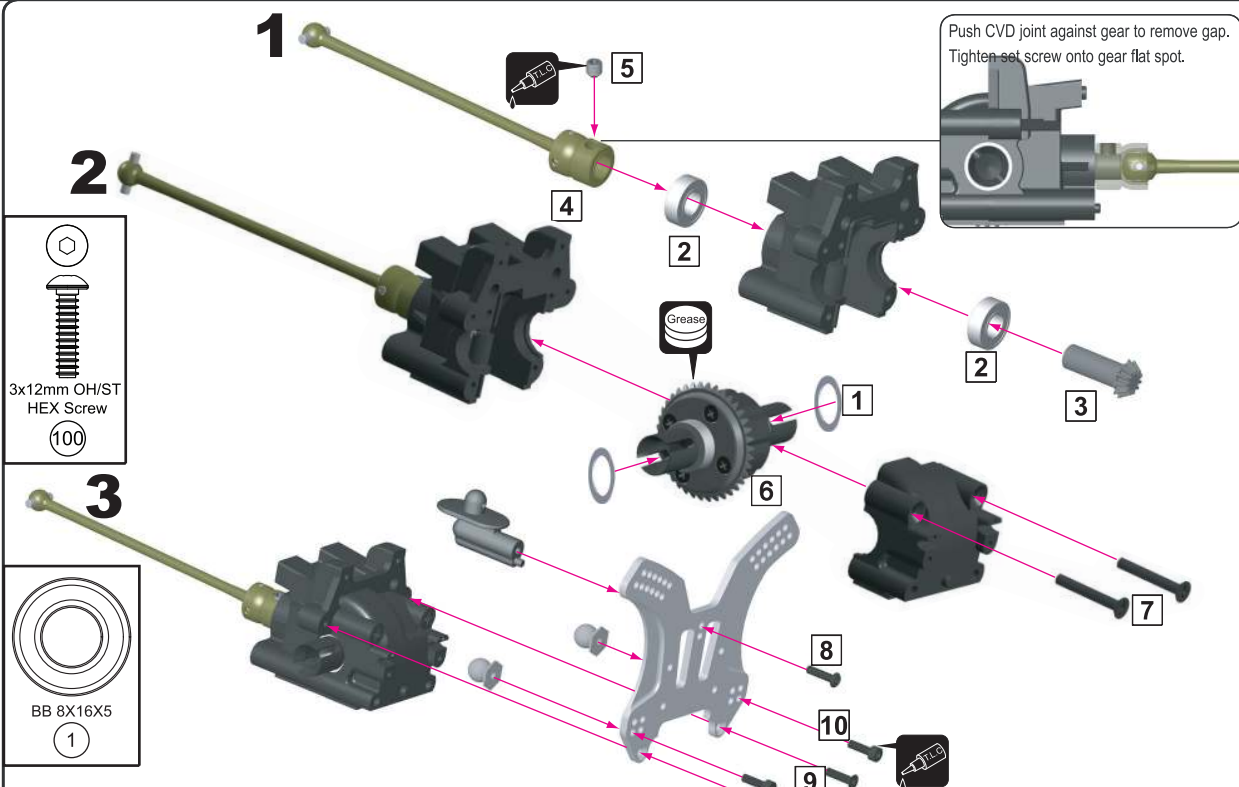
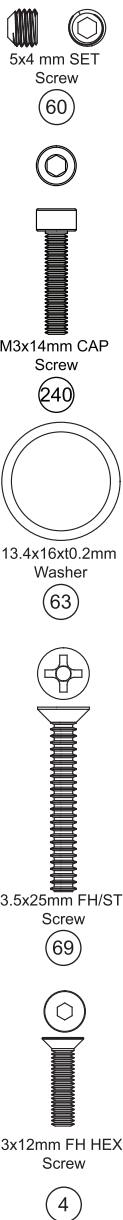
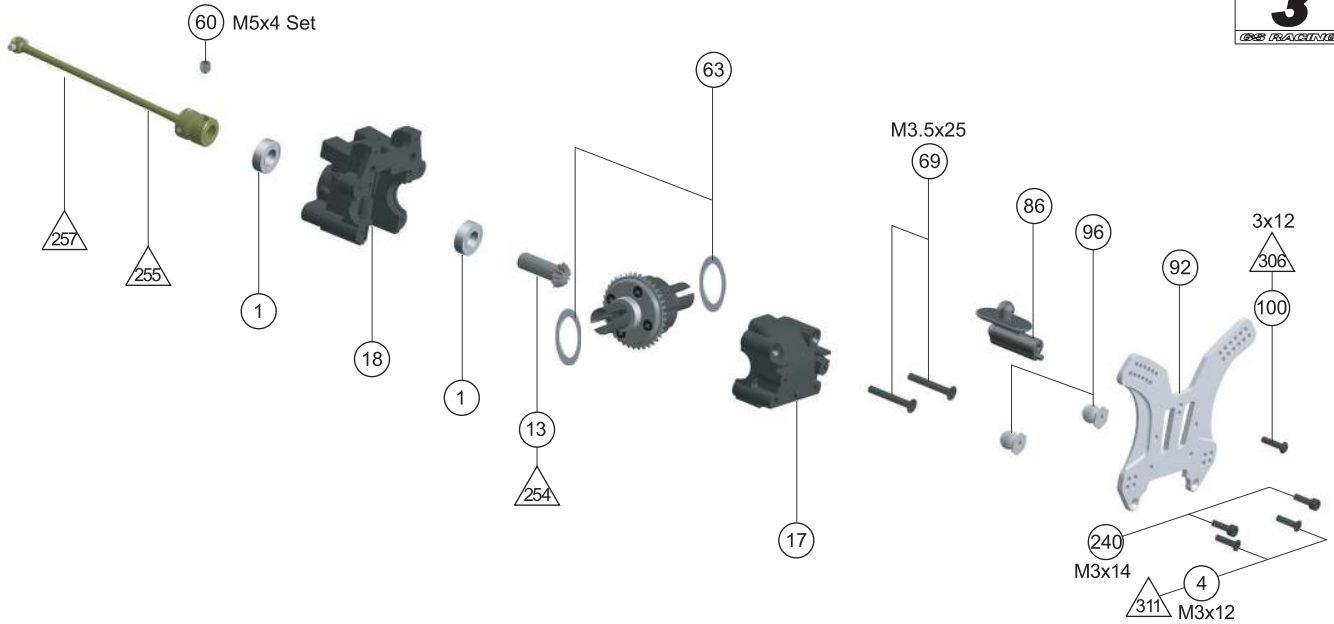
Set parts Bag 2 aside, you will use the remainder of the parts in the coming steps.

Slide 2 Shims (63) onto each diff out drive next to the bearing. Install 2 bearings (1) into Bulkhead-R (18), 1 inside and 1 outside. Slide the small pinion gear (13) into Bulkhead-R. Apply pressure to the pinion gear and fix the front center universal (45) using the 5x4mm Set Screw (60). Apply thread locking compound to the set screw. Apply a light coat of grease to the large Crown Gear on the diff, and install the diff into Bulkhead-R. Fit Bulkhead-F using 2pcs 3.5x25mm RH/ST. Make sure the thin shims seat properly and do not bend. Mark this gearbox as front. Attach the front shock tower using four 3x12mm screws. Shims: Due to tolerances, you may not need 4 shims. The gear mesh should be tight without binding. Test fitness of the diff with both shims on the gear-side of the diff and if the diff turns freely without binding continue to next step. If the diff binds and does not turn freely (it will make a grinding or crunching sound when spun), remove a shim from the gear side of the diff and reassemble. If the crown gear does not make enough contact with the pinion gear (it will make a clicking sound), add a shim to the gear side. Repeat until you are satisfied that you have the best gear mesh possible.

REAR TRANSMISSION

Exploded View with Key Numbers

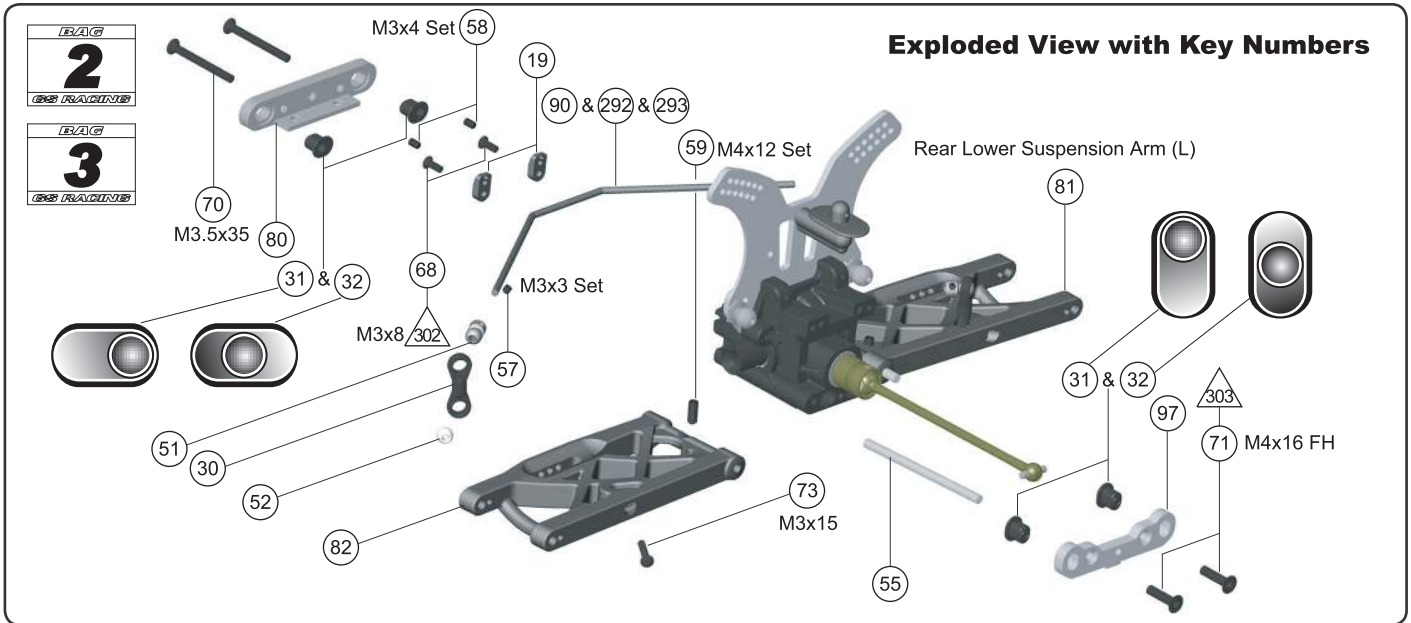
3
BBB BALANCE



Push CVD joint against gear to remove gap. Tighten set screw onto gear flat spot.

Slide 2 Shims (63) onto each diff out drive next to the bearing. Install 2 bearings (1) into Bulkhead-R (18), 1 inside and 1 outside. Slide the small pinion gear (13) into Bulkhead-R. Apply pressure to the pinion gear and fix the rear center universal (91) using the 5x4mm Set Screw (60). Apply thread locking compound to the set screw. Apply a light coat of grease to the large Crown Gear on the diff, and install the diff into Bulkhead-R. Fit Bulkhead-F using 2pcs 3.5x25mm RH/ST. Make sure the thin shims seat properly and do not bend. Mark this gearbox as rear. Attach the rear shock tower using two 3x12mm screws. Shims: Due to tolerances, you may not need 4 shims. The gear mesh should be tight without binding. Test fitness of the diff with both shims on the gear-side of the diff and if the diff turns freely without binding continue to next step. If the diff binds and does not turn freely (it will make a grinding or crunching sound when spun), remove a shim from the gear side of the diff and reassemble. If the crown gear does not make enough contact with the pinion gear (it will make a clicking sound), add a shim to the gear side. Repeat until you are satisfied that you have the best gear mesh possible. Attach body mount to tower using a 3x12 OH/ST screw. Attach ball studs to inside upper holes on tower using two 3x14 cap screws.

3. REAR SUSPENSION



4x12mm SET Screw (59)

3.5x35mm FH/ST Screw (70)

4x16mm FH HEX Screw (71)

Rear Lower Arms: Thread a 4x12mm set screw (some kits may contain 4x10mm) through the hole on the tab of the inside of the right and left arms until it sticks out 1.5mm. You will recheck this down stop setting on page 30.

Rear Suspension: Install a #31 insert circle side up, into the anti squat mount. Attach the mount to the bulkhead. Slide pins into mount followed by arms. Install a #31 insert circle side out (US Setup) or a #32 insert (Euro Setup) into suspension mount. Slide mount over pins and attach to bulkhead. Make sure inserts are fully seated. Check fit and rotation of arms. Should there be binding in the movement of the arms, disassemble and remove a small amount of material from either side of the pin hole area of arm.

3x3mm SET Screw (57)

3x4mm SET Screw (58)

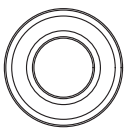
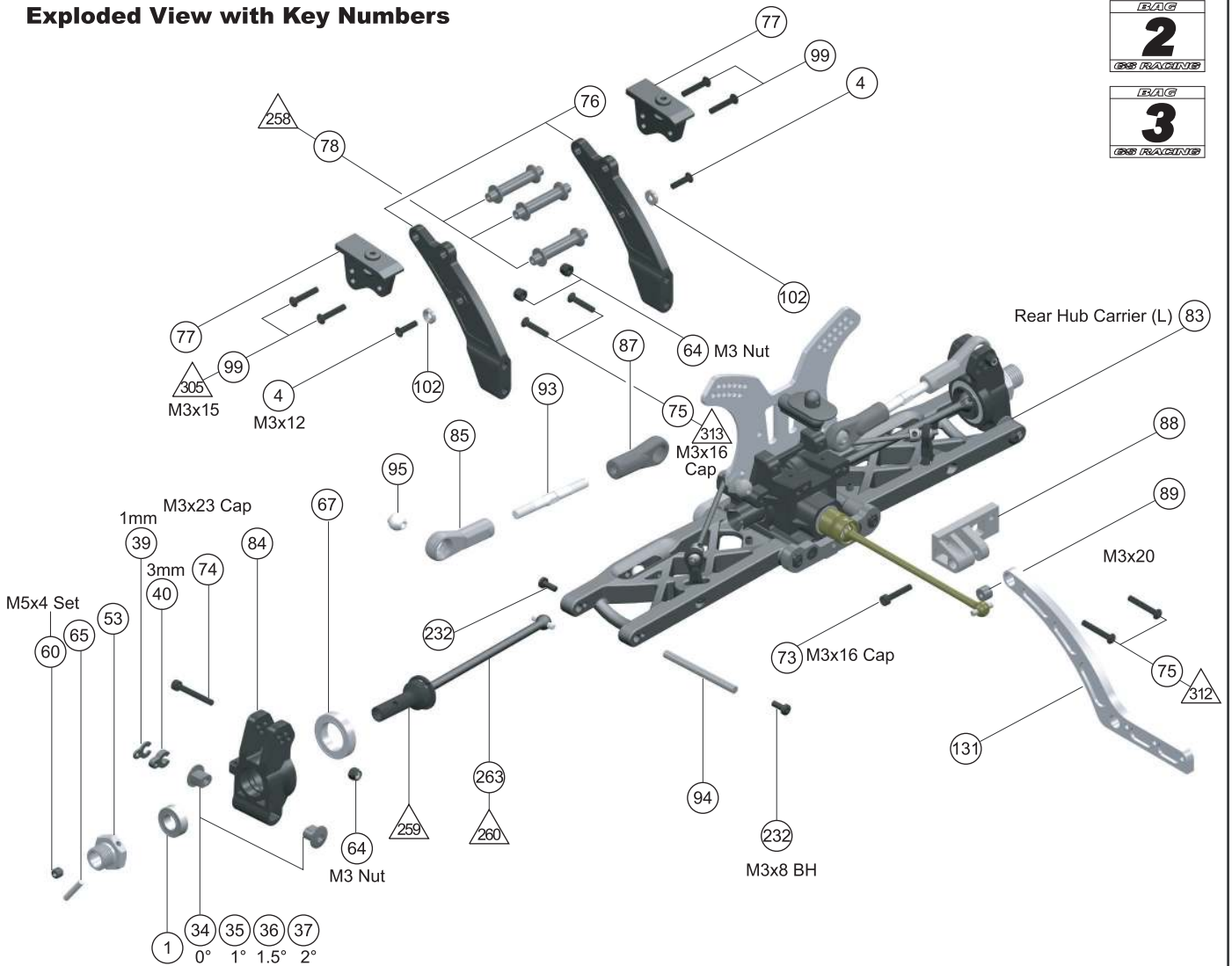
3x8mm FH HEX Screw (68)

3x15mm OH/ST HEX Screw (99)

Rear Sway Bar: Place the rear sway bar in the grooves of the Bulkhead-F. Place the sway bar plates over the sway bar, lining up the holes in the plates with the holes in the Bulkhead-F. Fasten the sway bar plate to the Bulkhead-F using two 3x8 FH/ST screws. The 3x4 set screws shown in the diagram are used to hold the sway bar in place, but should not be tightened to the point of causing the sway bar to bind. Some racers choose not to use these set screws. Check to make sure the sway bar rotates freely. Fasten the sway bar mounts using the 3x3mm set screws onto the sway bar. Attach sway bar mounts to arms using 3x15mm OH/ST screws.

4. REAR SUSPENSION

Exploded View with Key Numbers



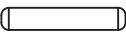
BB 8x16x5

1



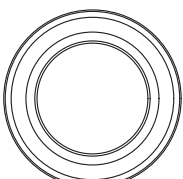
5x4 mm SET Screw

60



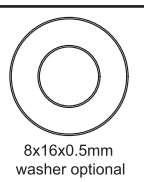
Pin 3x16.8mm

65



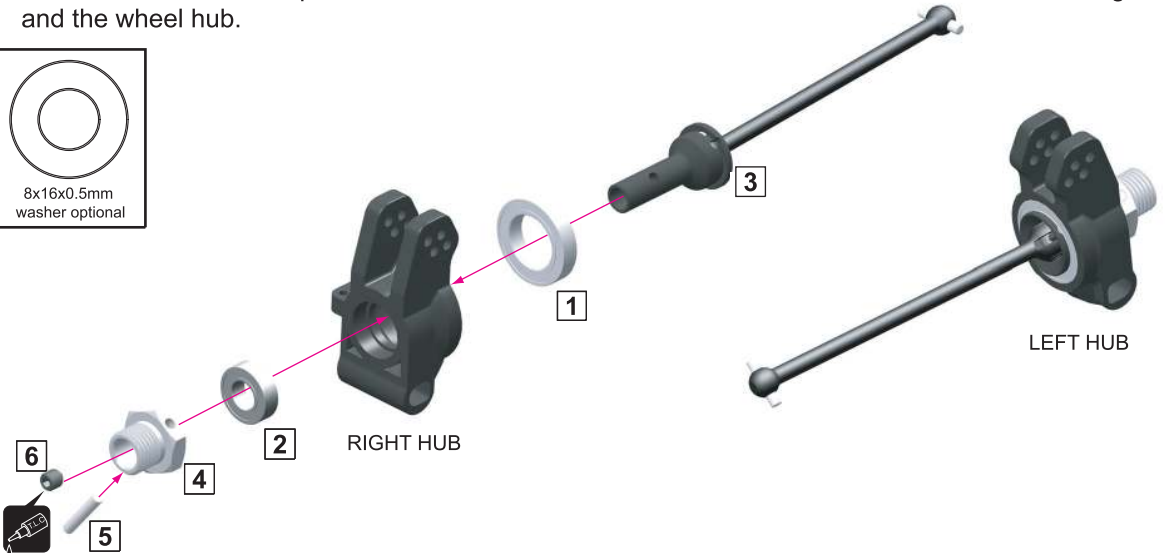
BB 24x15x5mm

67

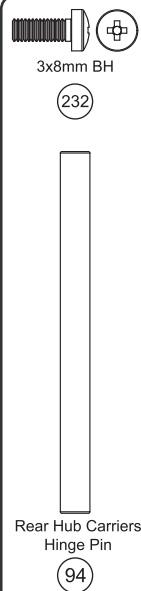


8x16x0.5mm washer optional

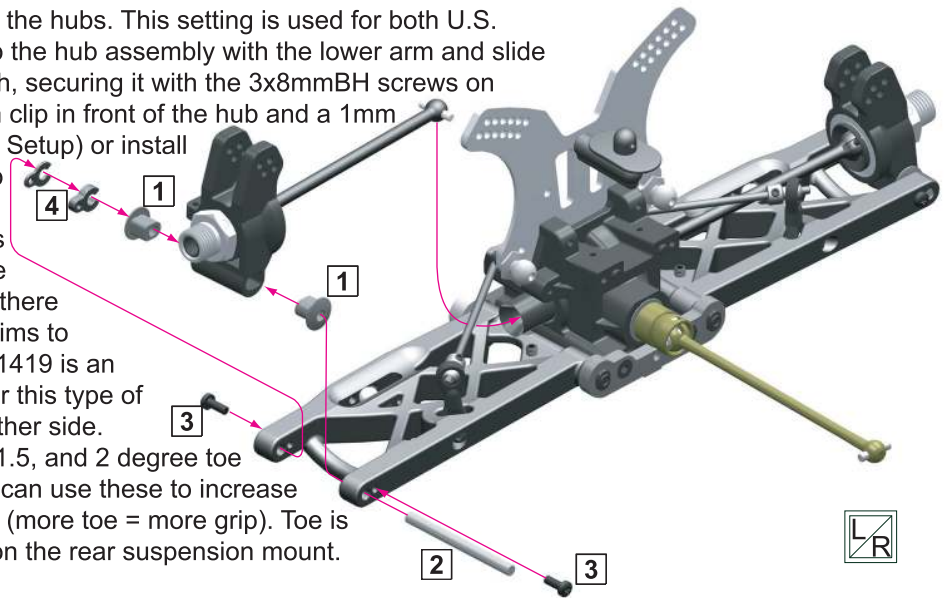
Rear Hub Carrier Assembly: The rear hubs on the CL-1 are not the same left and right. Push a 24x15x5 bearing into the inside of the hub and an 8x16x5 bearing into the outside of the hub. Slide a CVD through the bearings. Slide a wheel hub over the axle, lining up the holes in the axle and wheel hub. Push the 3mm pin through the hub and axle. Fasten the pin in place with a 5x5mm set screw. Repeat for other hub. Check to ensure wheel axle spins free. If the axle has an excessive amount of slop, disassemble and install an 8x16x0.5mm washer between the bearing and the wheel hub.



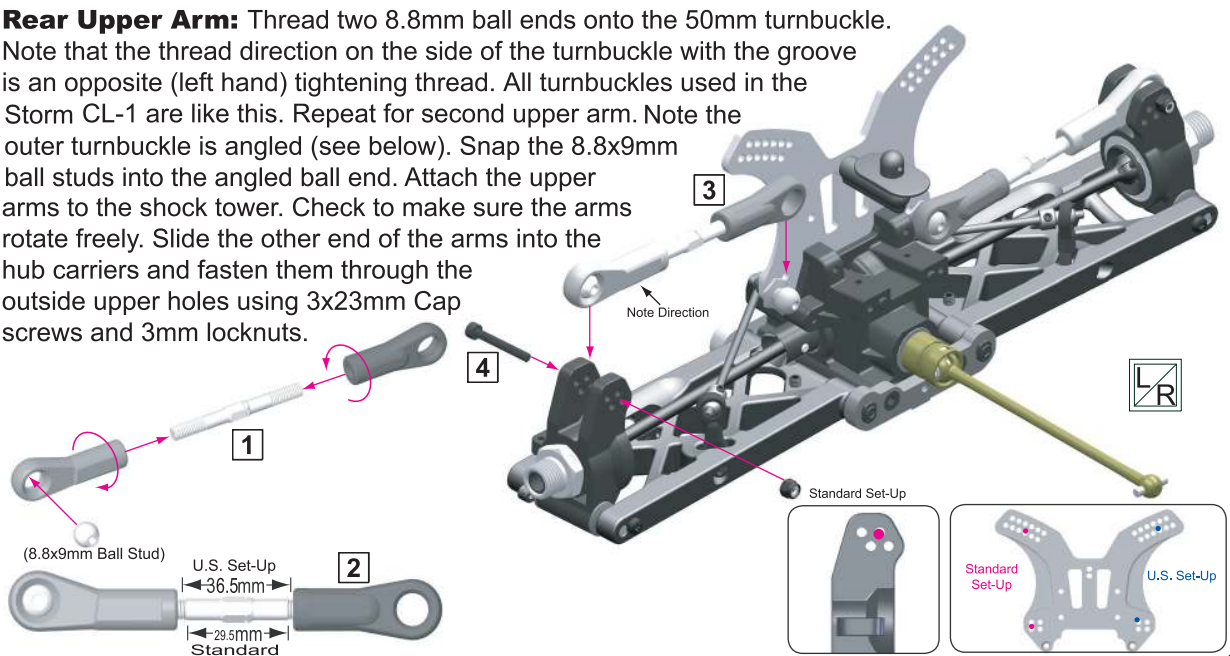
REAR SUSPENSION



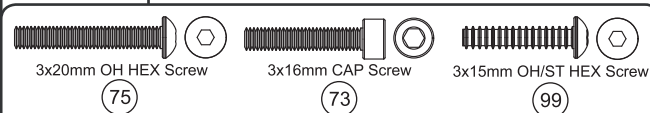
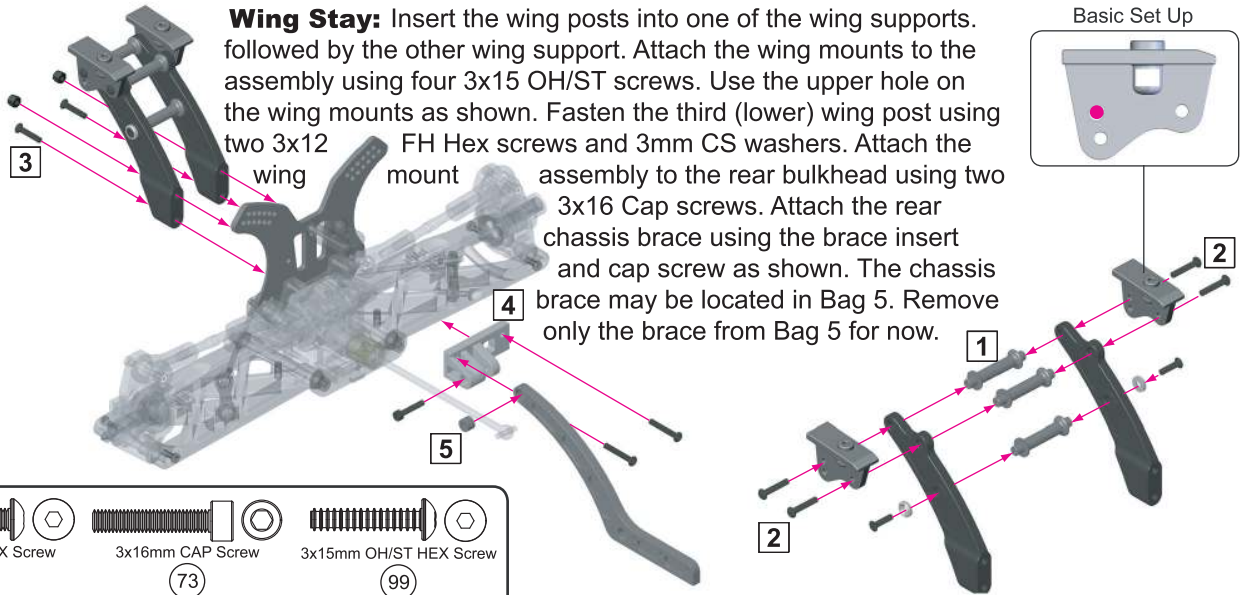
Insert #1 hub inserts into the hubs. This setting is used for both U.S. and Euro setups. Line up the hub assembly with the lower arm and slide the rear lower pin through, securing it with the 3x8mmBH screws on both sides. Install a 3mm clip in front of the hub and a 1mm clip behind the hub (U.S. Setup) or install both clips behind the hub (Euro Setup). Check for binding or slop. If there is any binding, disassemble and work out the bind. If there is any slop, insert thin shims to remove the slop. GS-VS1419 is an excellent bag of shims for this type of application. Repeat for other side. Your kit also includes 0, 1.5, and 2 degree toe inserts for the hubs. You can use these to increase or decrease rear toe/grip (more toe = more grip). Toe is also adjustable inboard on the rear suspension mount.



Rear Upper Arm: Thread two 8.8mm ball ends onto the 50mm turnbuckle. Note that the thread direction on the side of the turnbuckle with the groove is an opposite (left hand) tightening thread. All turnbuckles used in the Storm CL-1 are like this. Repeat for second upper arm. Note the outer turnbuckle is angled (see below). Snap the 8.8x9mm ball studs into the angled ball end. Attach the upper arms to the shock tower. Check to make sure the arms rotate freely. Slide the other end of the arms into the hub carriers and fasten them through the outside upper holes using 3x23mm Cap screws and 3mm locknuts.

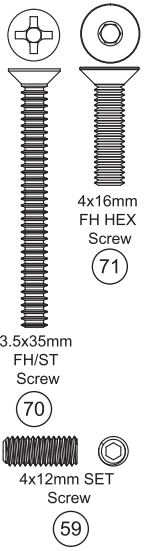
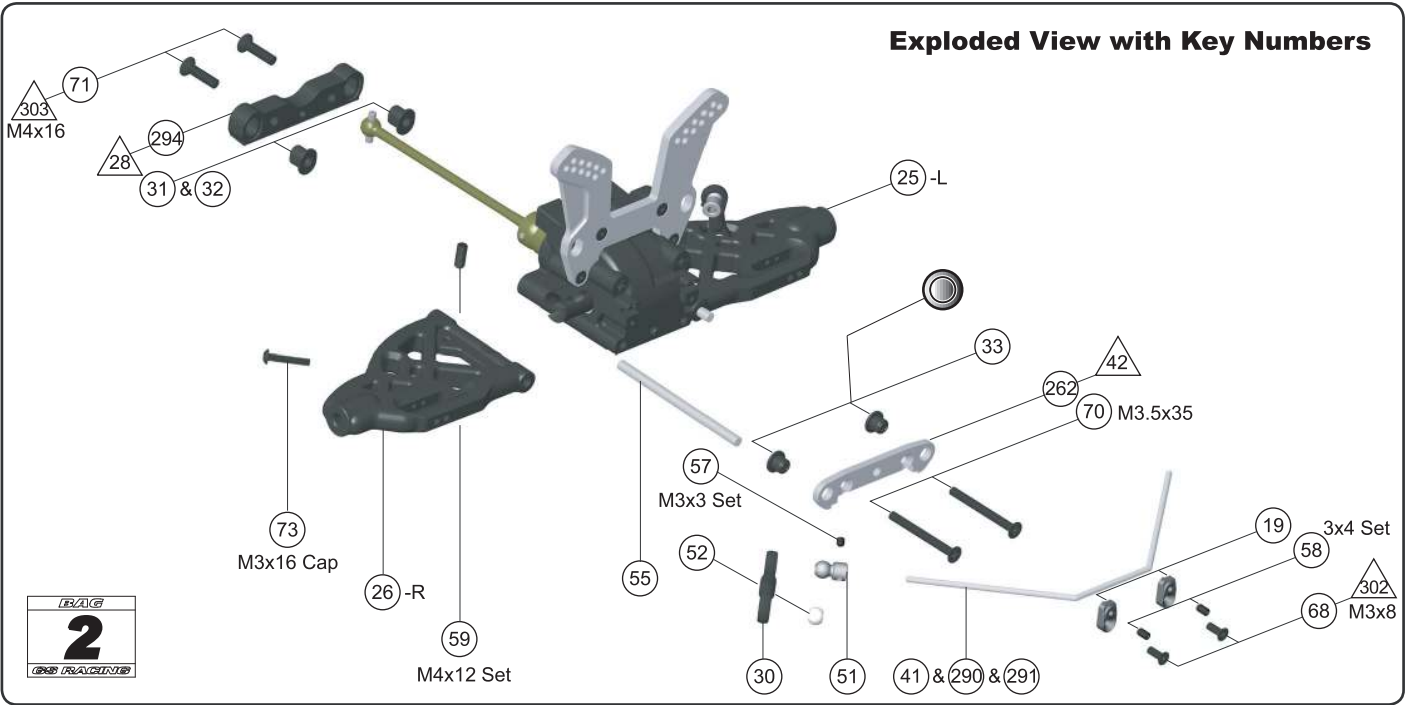


Wing Stay: Insert the wing posts into one of the wing supports, followed by the other wing support. Attach the wing mounts to the assembly using four 3x15 OH/ST screws. Use the upper hole on the wing mounts as shown. Fasten the third (lower) wing post using two 3x12 FH Hex screws and 3mm CS washers. Attach the assembly to the rear bulkhead using two 3x16 Cap screws. Attach the rear chassis brace using the brace insert and cap screw as shown. The chassis brace may be located in Bag 5. Remove only the brace from Bag 5 for now.



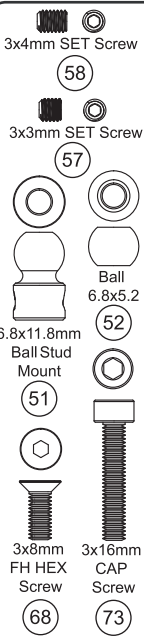
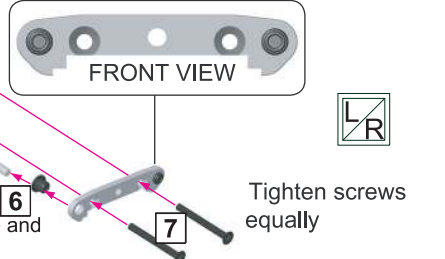
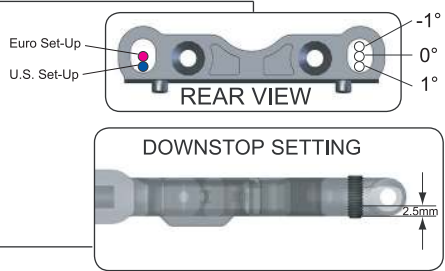
5. FRONT SUSPENSION

Exploded View with Key Numbers



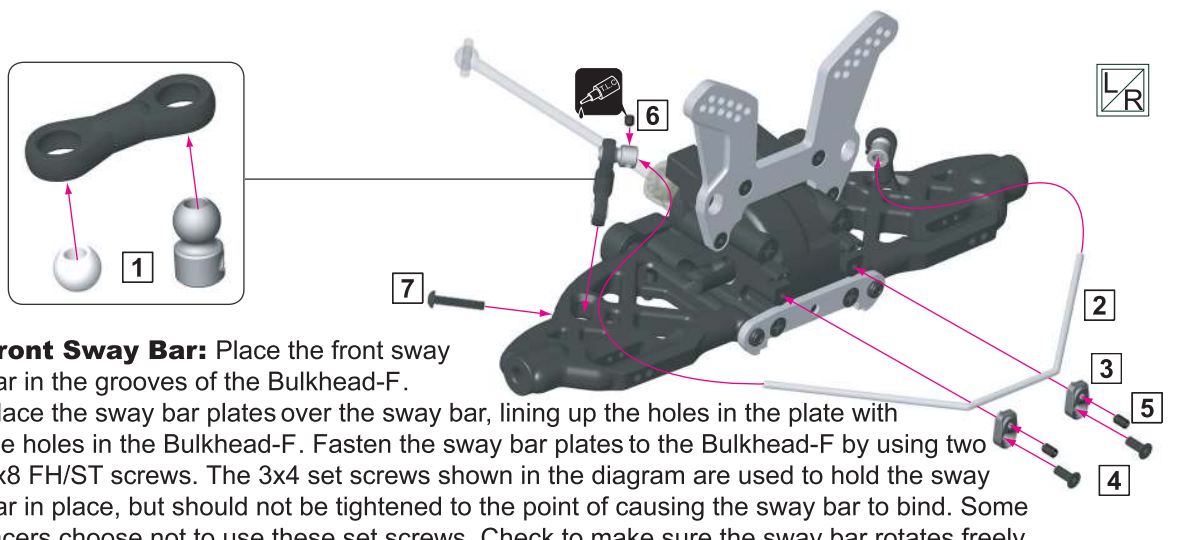
Front Lower Arms: 2

The front lower arms are not identical left and right. If your kit contains an extra pair of arms, use them and either discard or keep as spares the arms in Bag 2. Thread a 4x12mm set screw (some kits may contain 4x10) through the hole on the tab of the inside of the arm until it sticks out 2.5mm below the arm. You will recheck this downstop setting on page 29. Install a #31 insert circle side down (U.S. Setup) or #32 insert (Euro Setup) into the front suspension mount. Attach the mount to the bulkhead using 4x16 FH screws. Slide the pins, followed by the arms (note direction of left and right arms), round insert and front suspension plate into the mount. Make sure inserts are fully seated. Check fit and rotation of arms. Should there be binding in the movement of the pin of the arms, disassemble and remove a small amount of material from either side of the pin hole area of the arm.



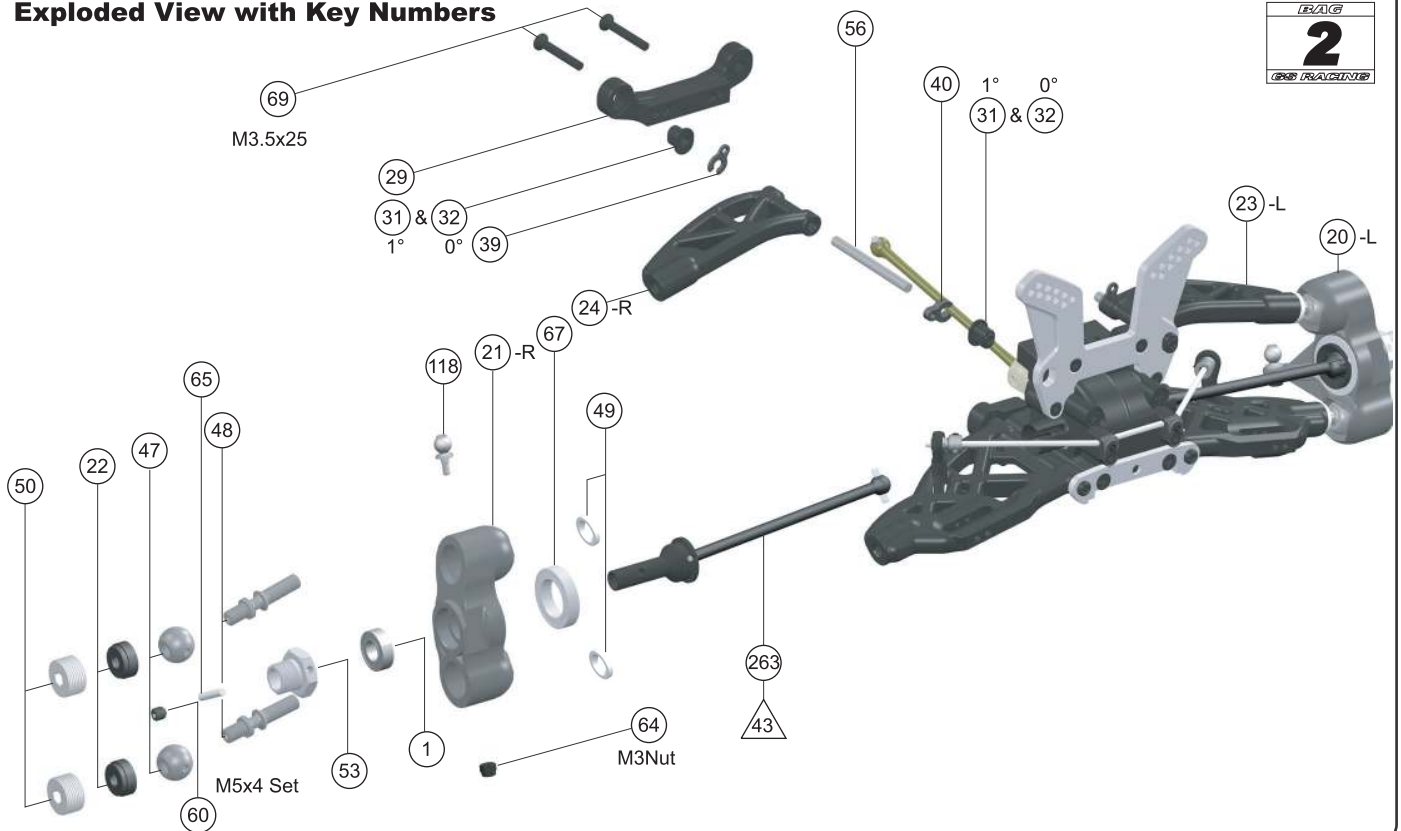
Front Sway Bar: 1

Place the front sway bar in the grooves of the Bulkhead-F. Place the sway bar plates over the sway bar, lining up the holes in the plate with the holes in the Bulkhead-F. Fasten the sway bar plates to the Bulkhead-F by using two 3x8 FH/ST screws. The 3x4 set screws shown in the diagram are used to hold the sway bar in place, but should not be tightened to the point of causing the sway bar to bind. Some racers choose not to use these set screws. Check to make sure the sway bar rotates freely. Fasten the sway bar mounts using the 3x3mm set screws onto the sway bar. Attach sway bar mounts to arms using 3x16 Cap screws.



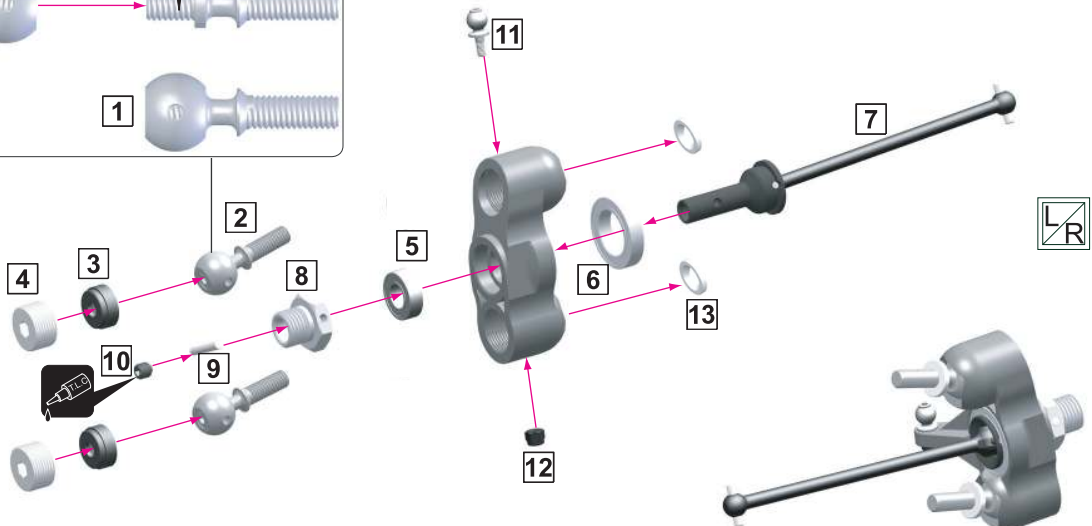
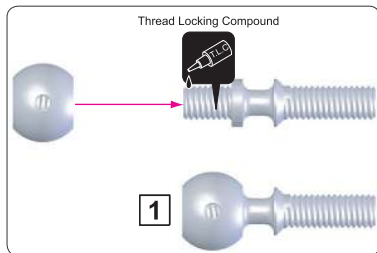
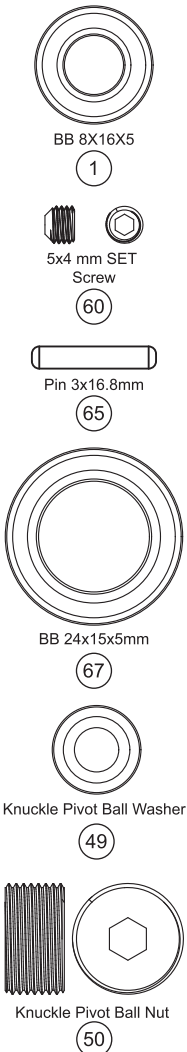
6. FRONT SUSPENSION

Exploded View with Key Numbers



BAG
2
FRONT RACING

Steering Knuckles: First assemble the pivot balls by threading the ball onto the turnbuckle, open side first (insert). Slide the 14mm pivot balls into the knuckles, and pull them through until they are properly seated. Place the 14mm pivot ball cups, cup side first, over the pivot balls. Place the pivot ball nuts into the knuckles and carefully tighten. As you tighten the nuts, check to make sure the pivot ball cups do not slide out of place. Continue to tighten until snug. Check the play of the pivot ball against the pivot ball cup and nut. If the pivot balls have too much play/slop, continue to tighten the pivot ball nut. Repeat this until the pivot balls bind slightly then back off the nut about 1/8 turn. Slide the small and large bearings into the knuckles. Slide the front universal drive shafts through the bearings and attach wheel hubs with pin and set screw. If the drive shaft has an excessive amount of slop, disassemble and install an 8x16x0.5mm washer between the bearing and the wheel hub. Install 6.8mm ball studs in hole. Install ball stud into knuckle and fasten in place with 3mm locknut. The ball studs may be located in Bag 4. You can install them later on, after you have opened Bag 4. Slide the knuckle pivot ball washers over the threads of the pivot ball turnbuckles. Repeat for left side.



L/R

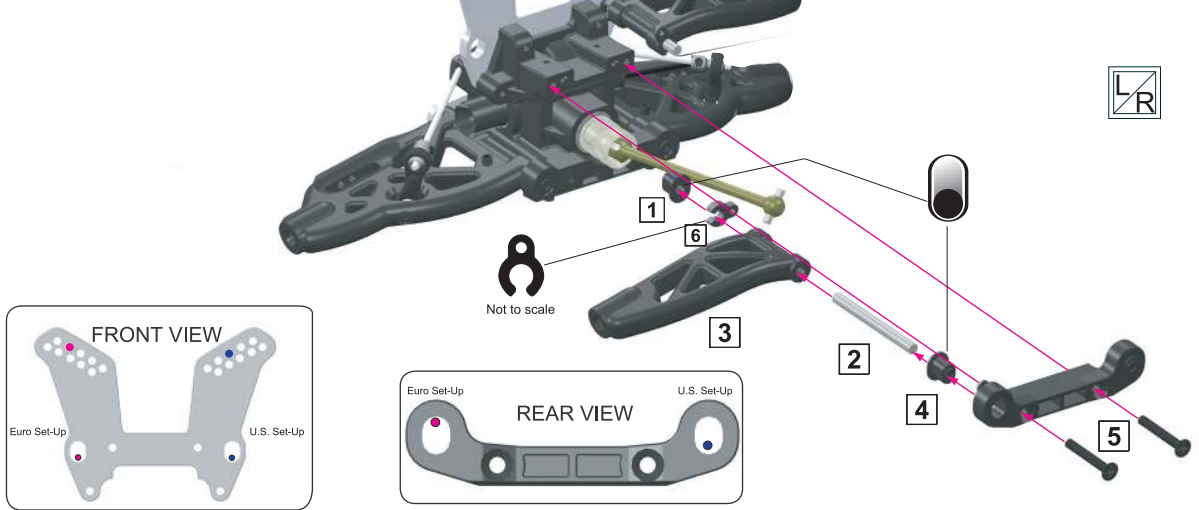
FRONT SUSPENSION



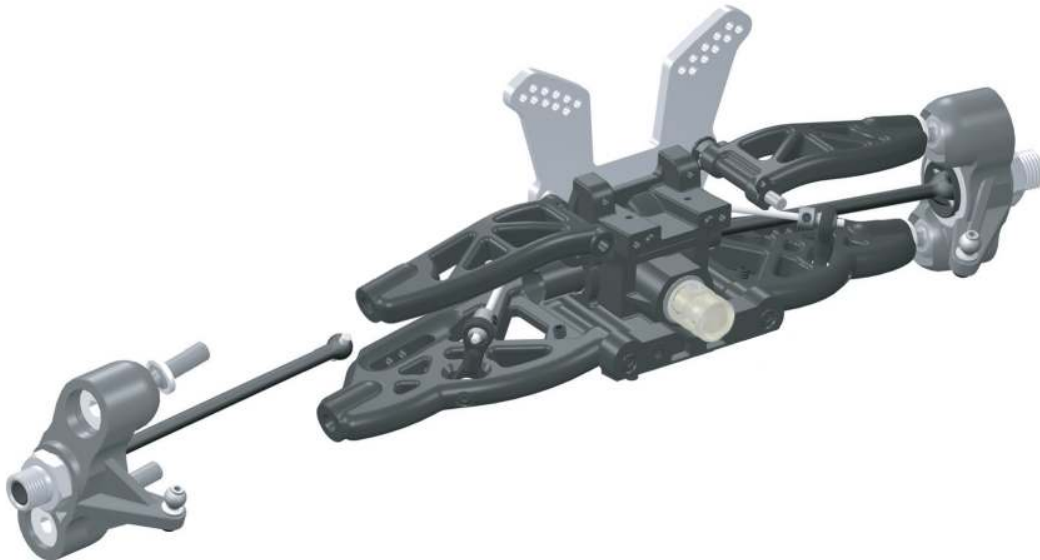
3.5x25mm FH/ST Screw

69

Front Upper Arms: Install #31 hinge pin inserts into the front shock tower, circle side down for both U.S. and Euro Setups. Slide the upper hinge pins into the inserts in the front shock tower followed by the upper arms. Note left and right arms. Install #31 inserts into the front upper arm holder, circle side down for U.S. Setup and circle side up for Euro Setups. The Euro setup provides for active caster, which causes caster angle change during suspension compression. Slide the holder with inserts fully seated, over the hinge pin and fasten to bulkhead with 3.5x25 screws. Install a 3mm and 1mm caster clip on the hinge pin; both behind the arm for the U.S. Setup; both in front of the upper (and lower) arms rotate freely. If there is any binding, disassemble and check for the cause of the bind.



Check to make sure the pivot ball washers, cone side first, are placed over the threaded portion of the pivot balls. Using a 2.5mm hex wrench, begin tightening the pivot balls into the upper and lower arms. Rotate between the upper and lower pivot balls about every 3 turns, and make sure the dog bone end of the front drive shafts enter the diff out drives. Tighten until the washers are snug against the arm. This setting will produce -1 degree of camber for the U.S. Setup.

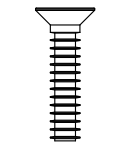
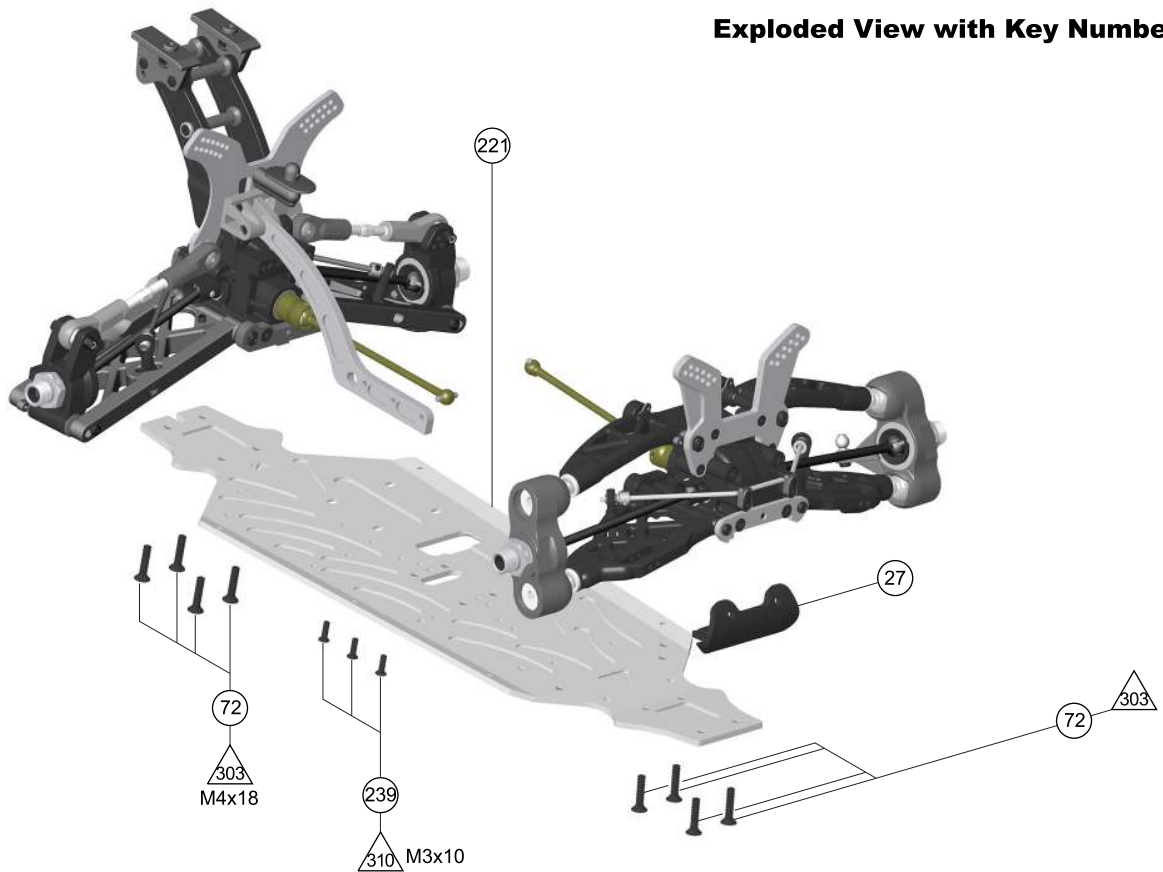


At the end of the next page, you will have several pieces of hardware and plastic inserts left over in Bags 2 and 3. Locate 4 each of the following items: Shock Cap Studs (used on page 29/30); 3x10mm Washers (also used on page 29/30), 3x23mm Cap Screws, 3mm Lock Nuts, 3x20mm Round Head (OH) Screws. These pieces are used to mount the shocks. You can wait for page 29 and 30 to install these pieces, or you can install them now (recommended): Slide the 3x23mm Cap Screws through the holes shown above (front tower) and the holes shown on page 14 (rear tower). Thread the Shock Cap Studs onto the cap screws (apply thread lock) and tighten firmly. Slide the washers on followed by the locknuts. Finger tighten the locknuts, as you will have to remove them along with the washers later on to install the shocks. Finger tighten the four 3x20mm Round Head (OH) Screws into the middle holes on the rear lower arms (Euro and US Setups), and the inside holes (US Setup) or the outside holes (Euro Setup) on the front lower arms. The remainder of the hardware and parts will be used later on or kept as spare/option parts.

FRONT & REAR ASSEMBLY

BAG
2
RACING

Exploded View with Key Numbers



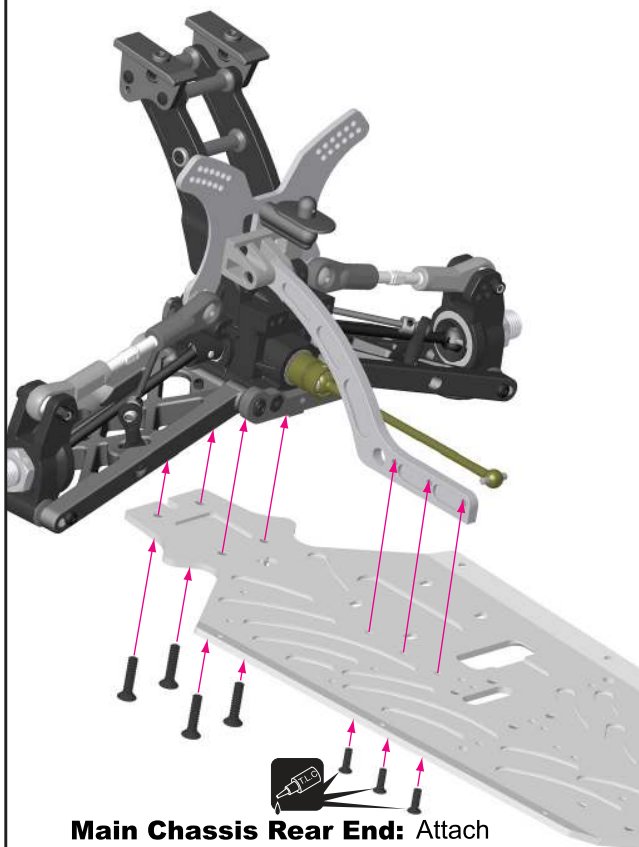
4x18mm FH/ST
HEX Screw

72



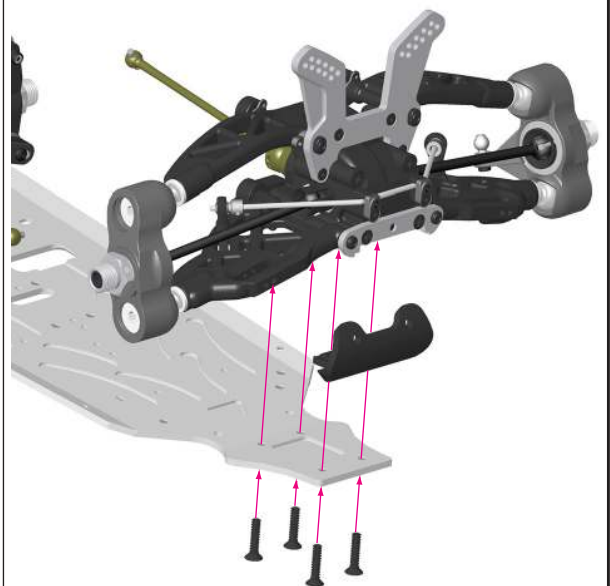
M3x10mm FH
HEX SCREW

239



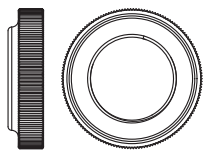
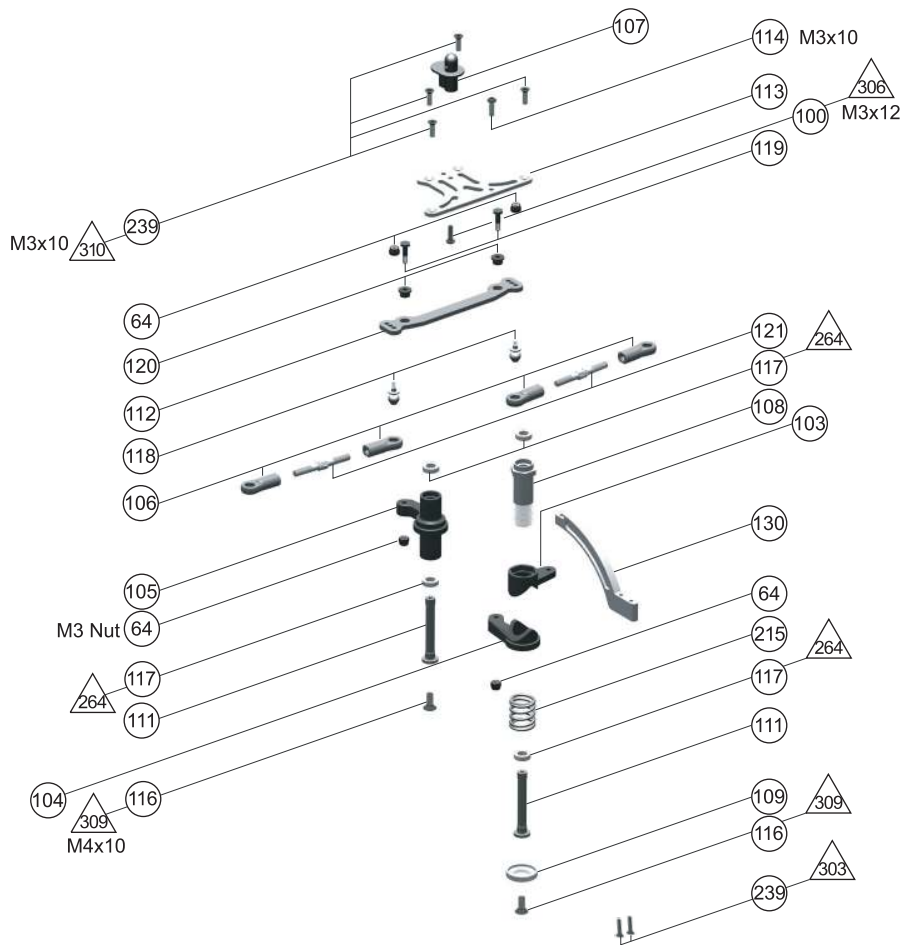
Main Chassis Rear End: Attach the rear end assembly using four 4x18 FH/ST screws. Attach chassis brace using three 3x10 FH machine thread screws. The 3x10 screws may be located in Bag 5. You can attach the brace later, after opening Bag 5.

Main Chassis Front End: Attach the front assembly using four 4x18mm FH screws.



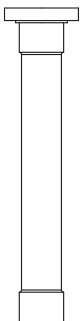
7. STEERING

Exploded View with Key Numbers



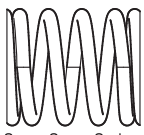
Servo Saver Nut

(109)



Servo Saver Shafts

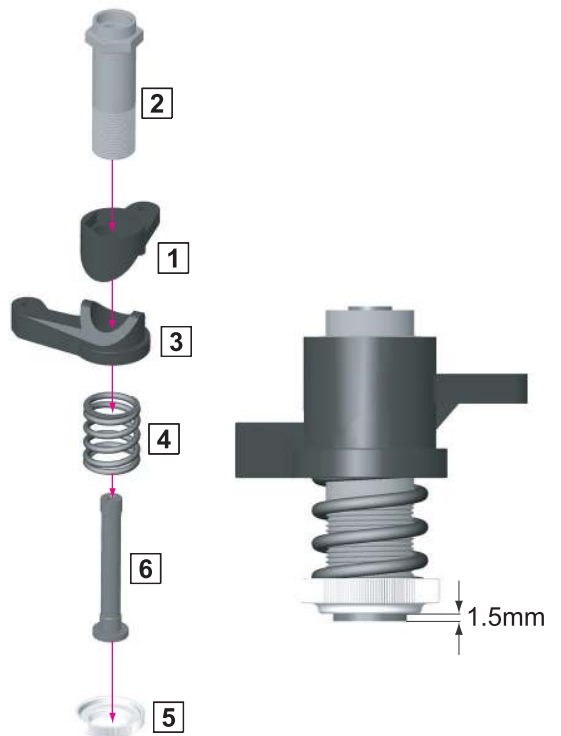
(111)



Servo Saver Spring

(110)

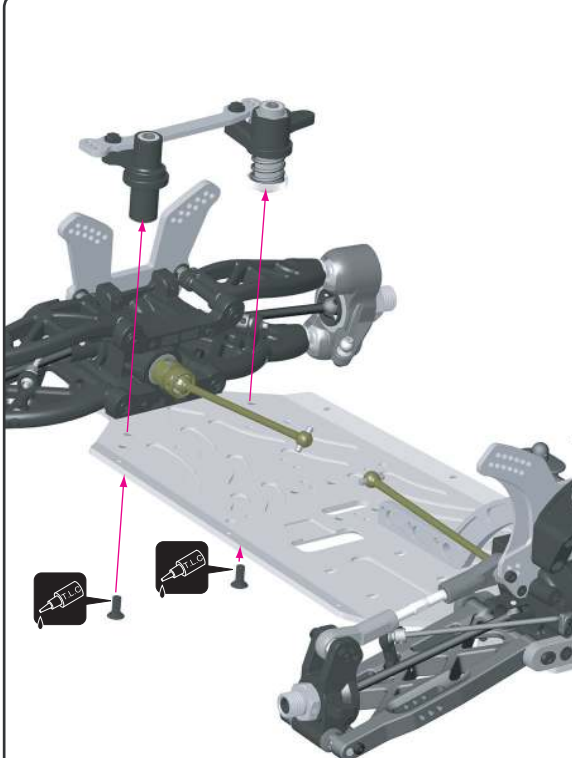
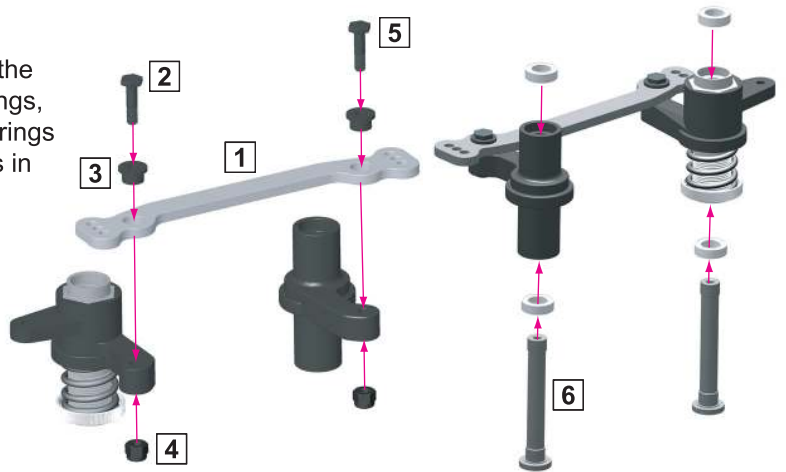
Servo Saver: Slide the Servo Saver Pipe through Bellcrank-A, aligning the hex portion of both pieces. Slide Bellcrank-B over servo saver mount (note direction) and onto Bellcrank-A. Slide the servo saver spring over the mount. Thread the servo saver mount nut onto the mount and tighten until 1.5mm of the mount protrudes past the nut. If you tighten the nut more, the steering may become more responsive, but you will risk premature servo failure. You may fine tune this setting after initial break in.



STEERING

Servo Saver Assembly:

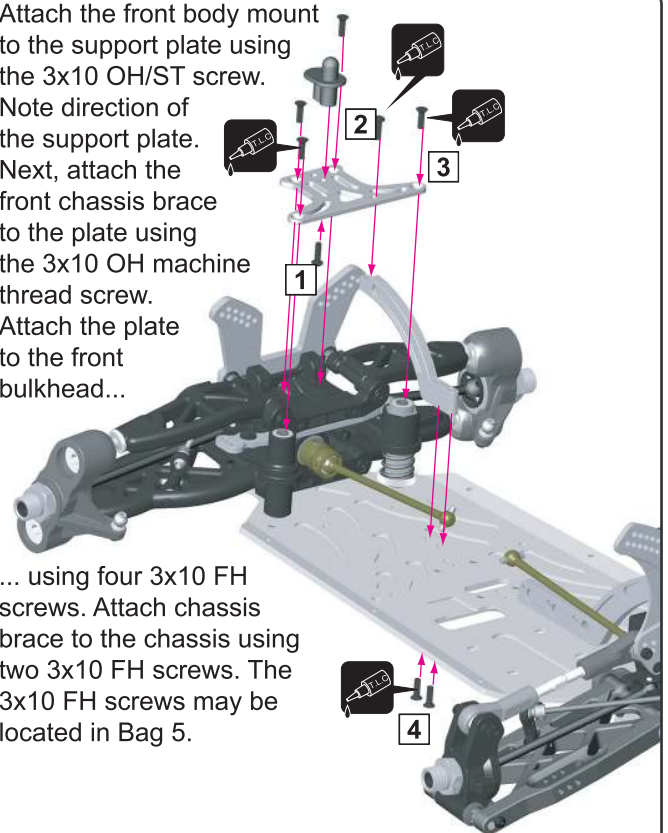
Attach the steering plate as shown to the bellcranks using 3mm locknuts, bushings, and plate screws. Next, insert the bearings into the bellcranks and slide the shafts in the direction shown.



Install the steering assembly to the chassis using 4x10 FH screws.

Attach the front body mount to the support plate using the 3x10 OH/ST screw.

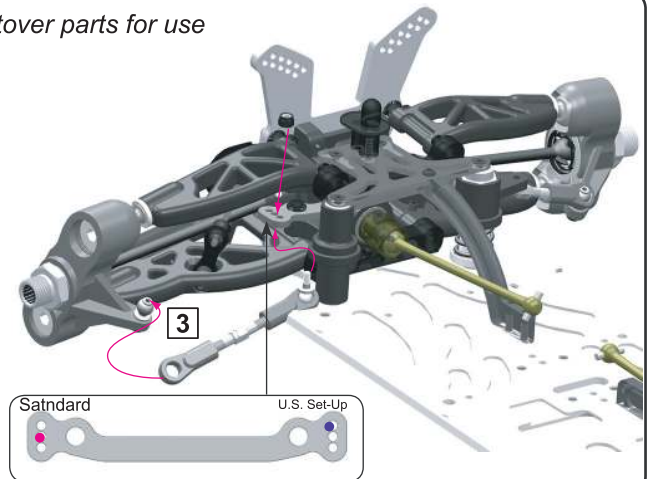
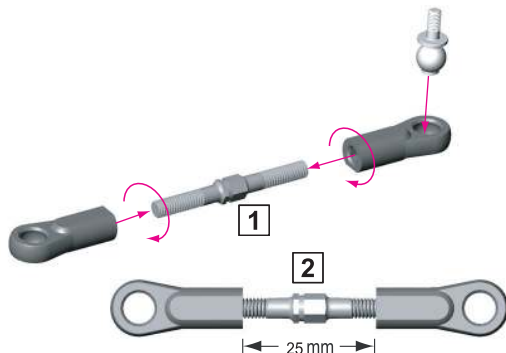
Note direction of the support plate. Next, attach the front chassis brace to the plate using the 3x10 OH machine thread screw. Attach the plate to the front bulkhead...



... using four 3x10 FH screws. Attach chassis brace to the chassis using two 3x10 FH screws. The 3x10 FH screws may be located in Bag 5.



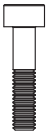
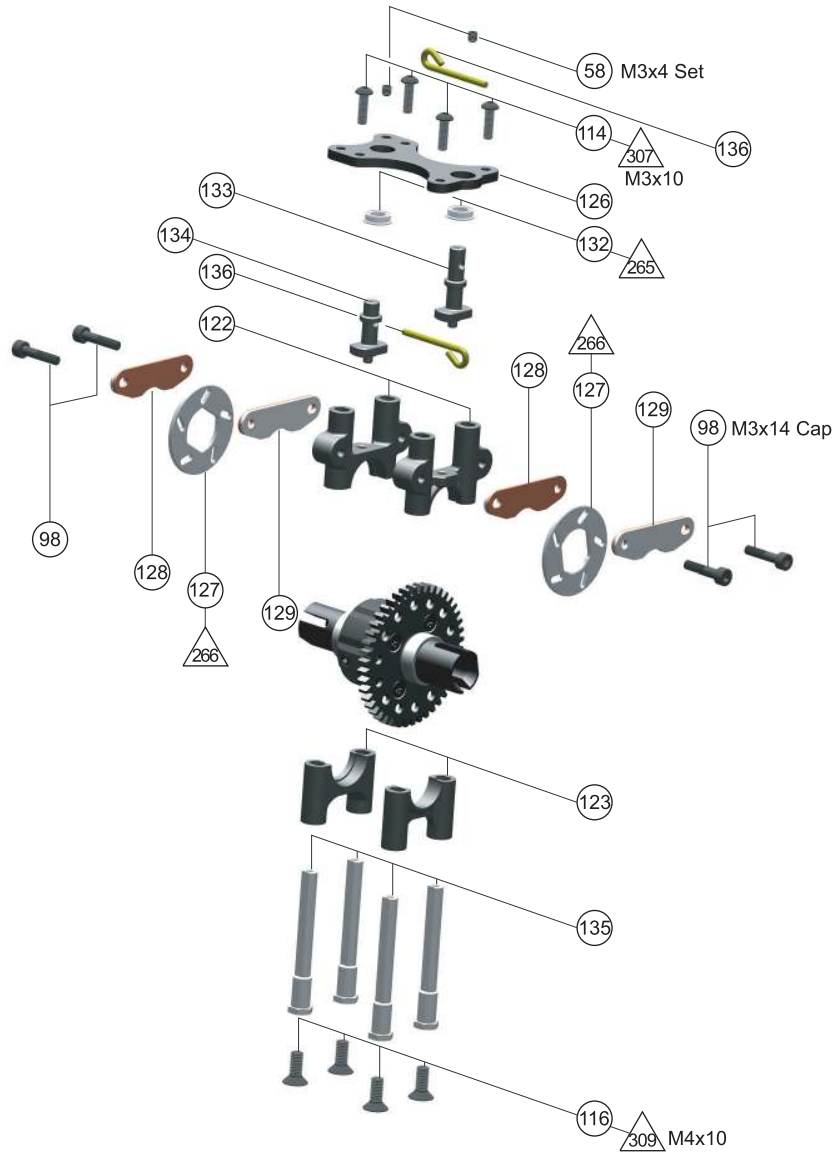
After completing this page, set aside any leftover parts for use later on or to keep as spares.



8. CENTER DIFF & BRAKE



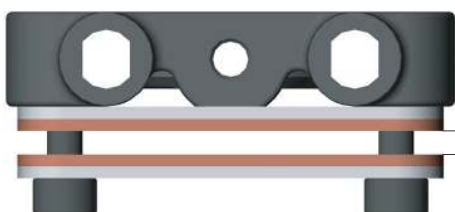
Exploded View with Key Numbers



M3x14 Cap Screw

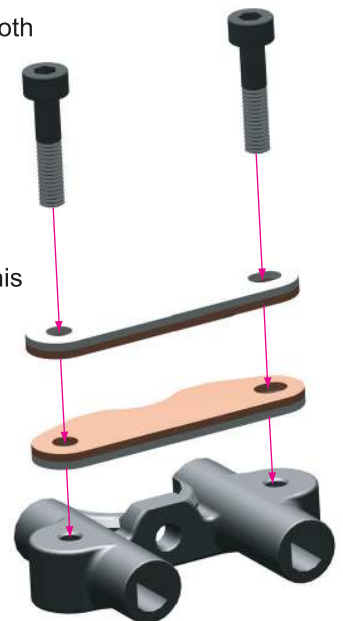


Brake Pads: Place both Center Diff Mount-A pieces flat on a table, smooth side down. Locate and inspect the brake pad/caliper assemblies. The brake pads and calipers included in your kit may come pre-glued. You will notice that one of the holes in each assembly is elongated. Make 2 pairs of brake pad/caliper assemblies (as shown in diagram) so that the elongated holes line up. Place the assemblies over the mounts, lining up the holes in the mounts and the brake assemblies. Thread two 3x14 cap screws through the brake assemblies and tighten until there is approximately a 2.5mm gap between the pads. Later, you may readjust this setting if the brakes are too tight or too loose.

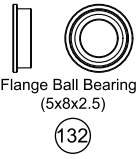


2mm (RTR Set-Up)

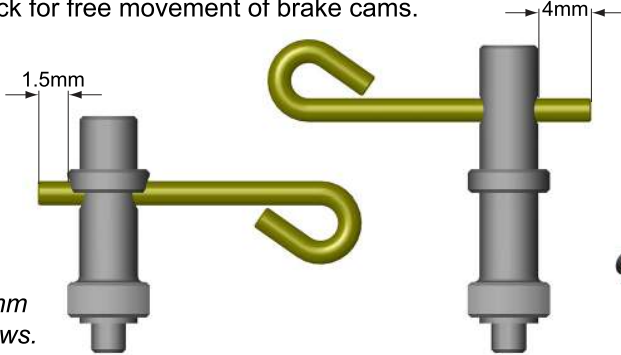
↑ 2.5mm for Pro Team Kit Set-Up



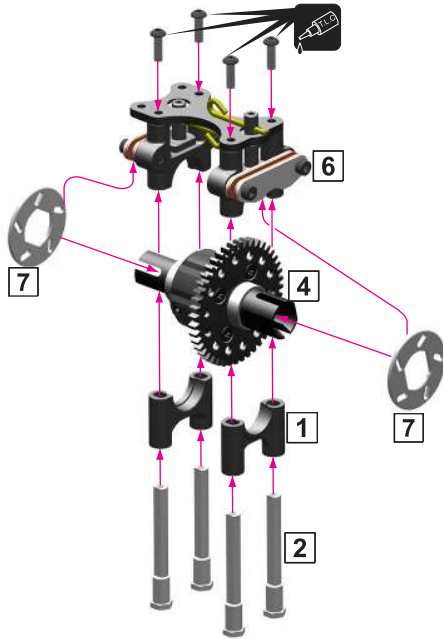
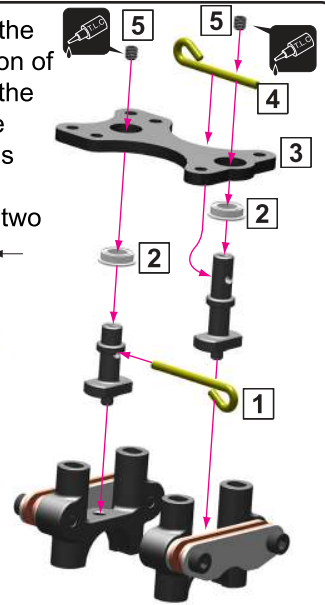
CENTER DIFF & BRAKE



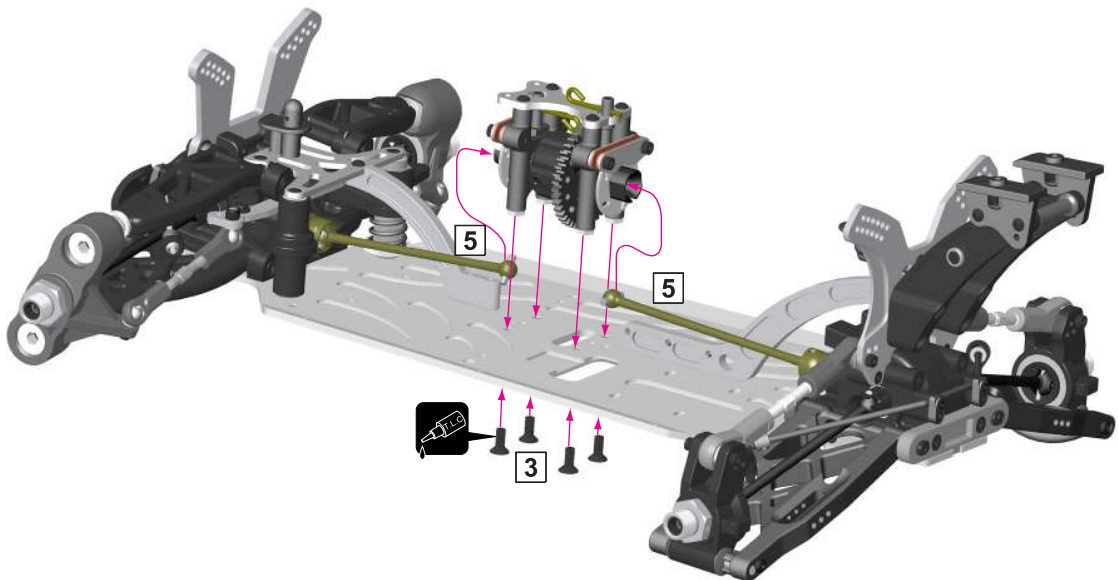
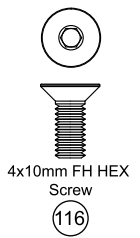
Brake Assembly: Slide a brake lever through the short brake cam. Slide the flanged brake cam bearings over the short and long brake cams, note direction of flange. Place brake cams in holes in the center diff mounts, note direction of the brake cams. Slide the center diff support plate over the brake cams. Slide the other brake lever through the hole of the long brake cam. Position brake cams as shown in the diagram, so that the ears are directly above each other, approximately in the center line of the support plate, and fasten in place with two 3x4mm set screws. Check for free movement of brake cams.



Your kit may include 3x3mm instead of 3x4mm set screws.

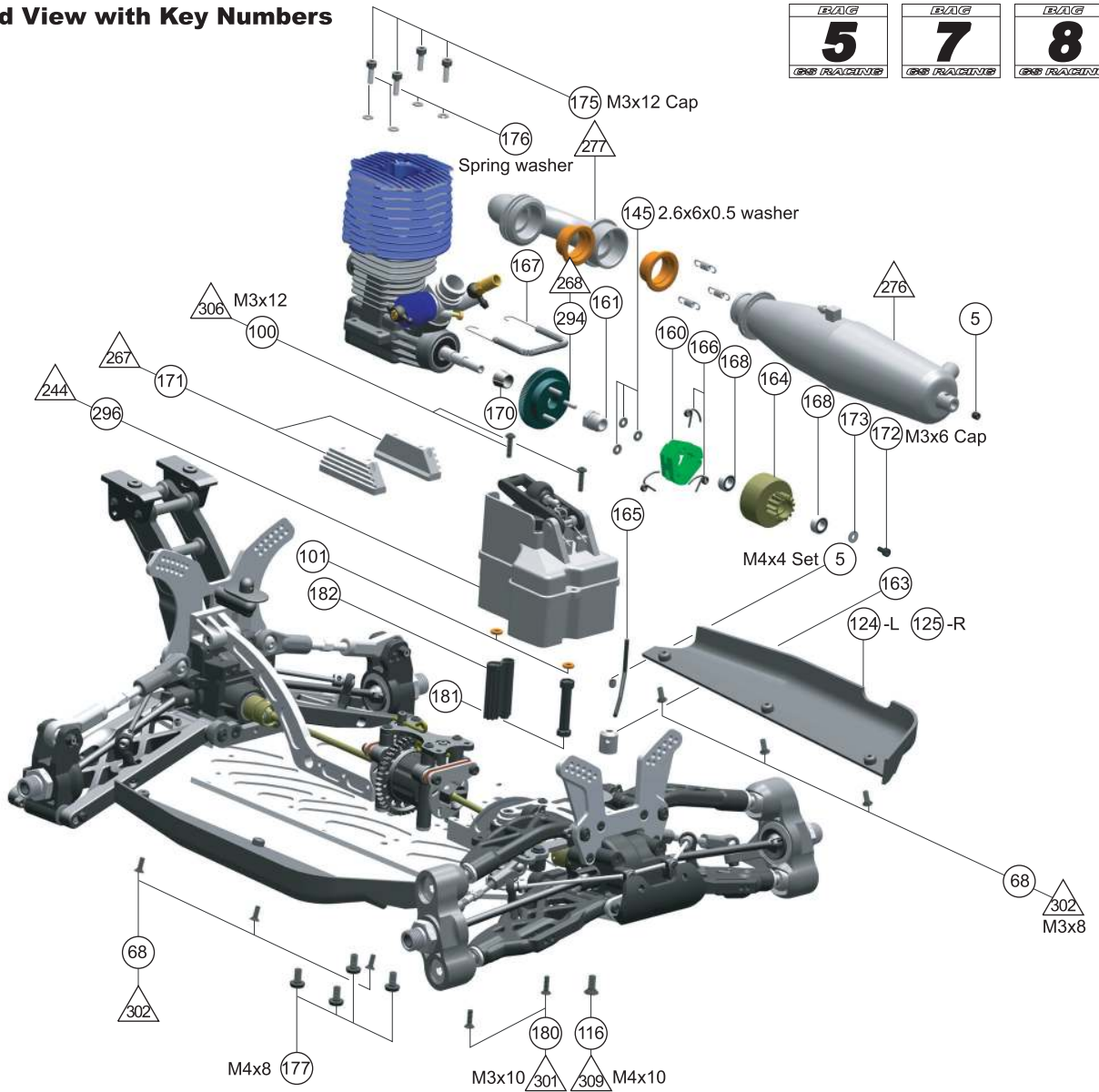


Center Diff and Brakes: The assembly method shown in the diagrams can be difficult to follow. To facilitate the assembly: Slide the diff mount 'B' pieces over the diff mount posts, as shown on the left (1 & 2). Attach the mount/post assemblies to the chassis as shown below using 4x10 FH screws (3). Place the center diff onto the mounts on the chassis, making sure the diff is properly seated in the grooves of the diff mount (4) and the dogbones seat into the outrives (5). Slide the upper diff mounts **without** the brake cams and levers onto the diff posts (6). Line up the brake discs between the brake pads and push the upper mounts down until snug (7). Place the short and long brake cams with bearings into the diff assembly, noting location and direction for each (see diagram at the top of the page). Slide the upper plate over the brake cams and fasten with 3x10 OH Screws (8). Slide the brake lever into the long brake cam, and after centering both brake levers, fasten with set screw (see diagram at the top of the page). Check to make sure all parts spin free. Check brake tolerances.

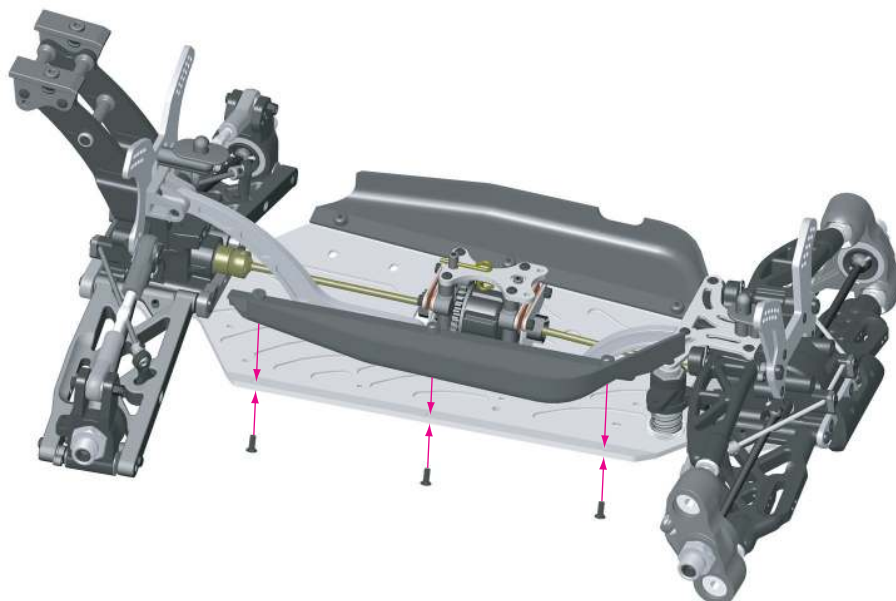


9. FUEL TANK & ENGINE

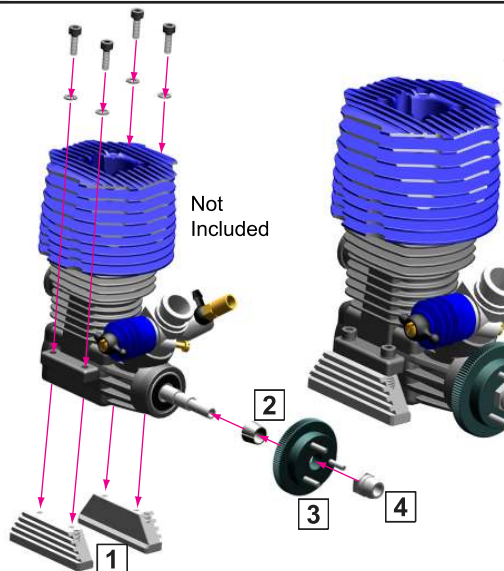
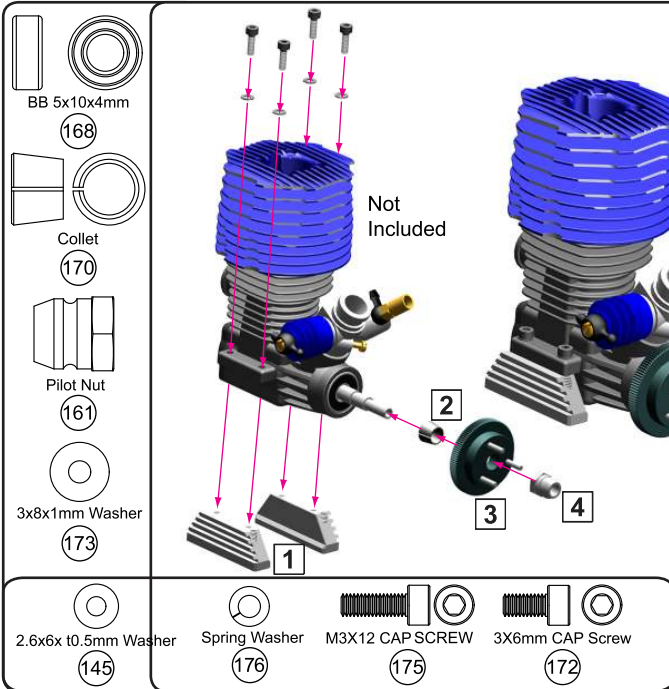
Exploded View with Key Numbers



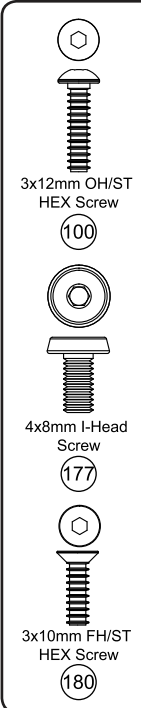
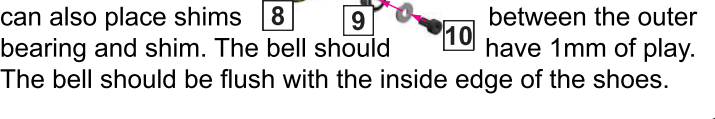
Side Guards: Attach the side guards to the chassis using six 3x8mm FH HEX machine thread screws. You may need to drill the holes out in the side guards.



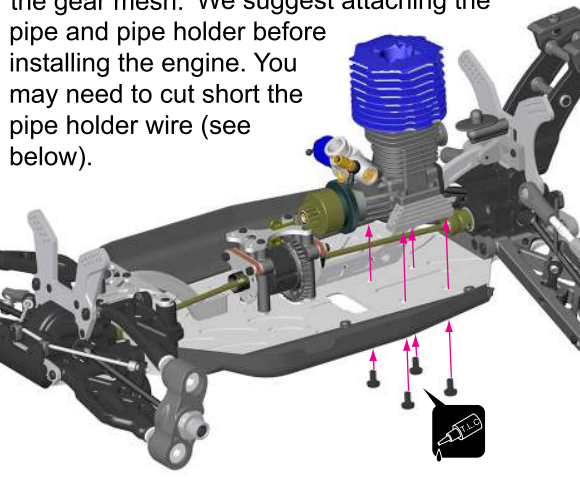
FUEL TANK & ENGINE



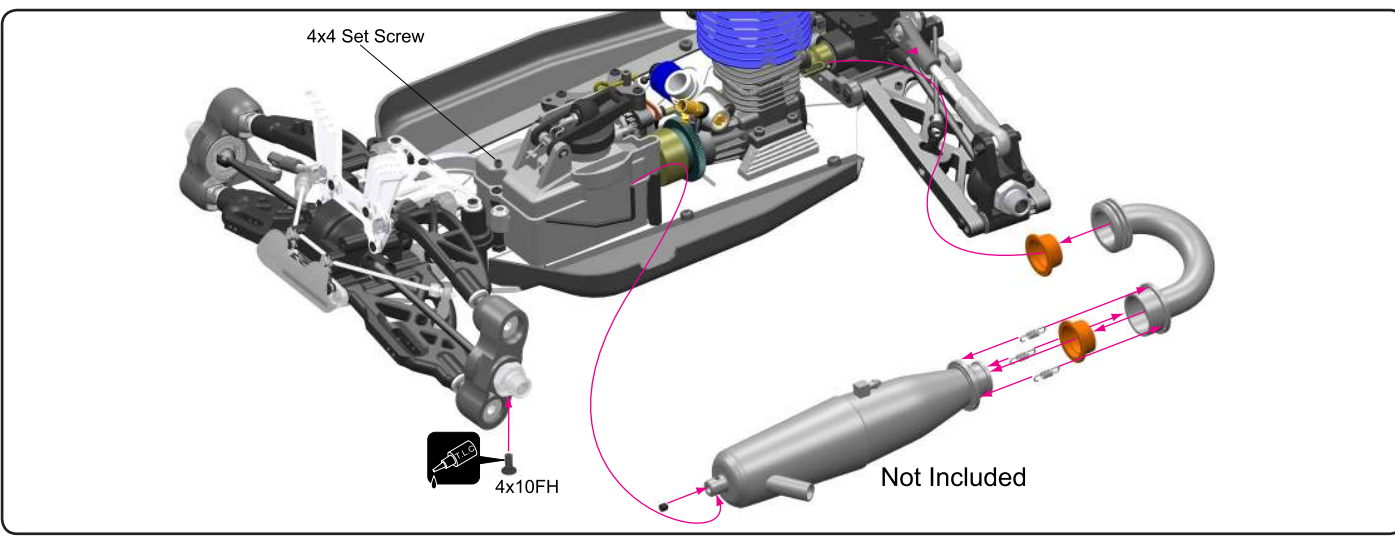
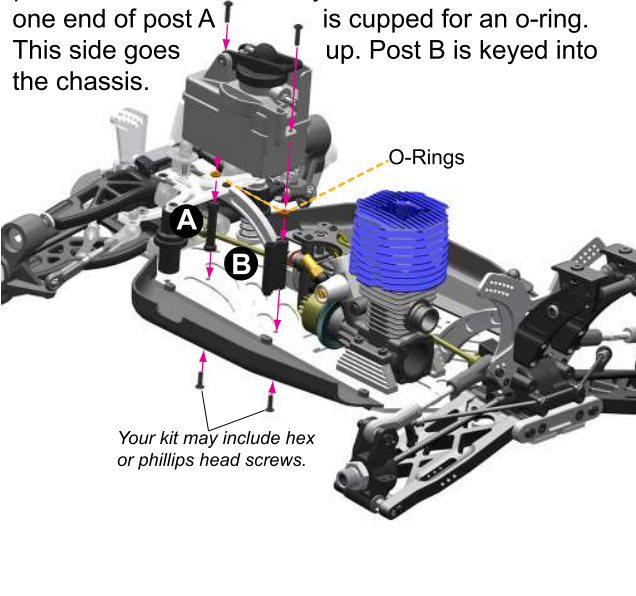
Clutch: Rotate carb, ball link, and fuel nipple to direction shown. Install engine mounts using 3x12 Cap screws and spring washers. Slide kit collet and flywheel over crankshaft and secure with pilot nut. Slide three 2.6mm washers onto flywheel posts. Place springs into the grooves of the clutch shoes. Align and slide shoe and spring assembly onto a post. Use caution and push down on the shoe and snap the tip of the spring into the groove on the nut. The shoe should be flush with the washer. Work in a counter clockwise direction until all 3 shoes are installed. Next, slide a bearing, clutchbell, bearing over the crankshaft and secure with a 3x8 washer and 3x6 Cap screw. Your kit includes 5x7x0.2mm washers. Use these washers to reduce the play of the bell. If the bell has too much play, remove the bell and bearings, and place shims over the shaft. Reinstall the bell and check for play. You can also place shims between the outer bearing and shim. The bell should have 1mm of play. The bell should be flush with the inside edge of the shoes.



Engine: Mount the engine assembly to the chassis with four 4x8 I-Head machine screws. Place a small empty plastic bag between the clutch bell and spur gear. Press the gears together as you tighten down on the engine mount screws. Remove the plastic and check the gear mesh. We suggest attaching the pipe and pipe holder before installing the engine. You may need to cut short the pipe holder wire (see below).

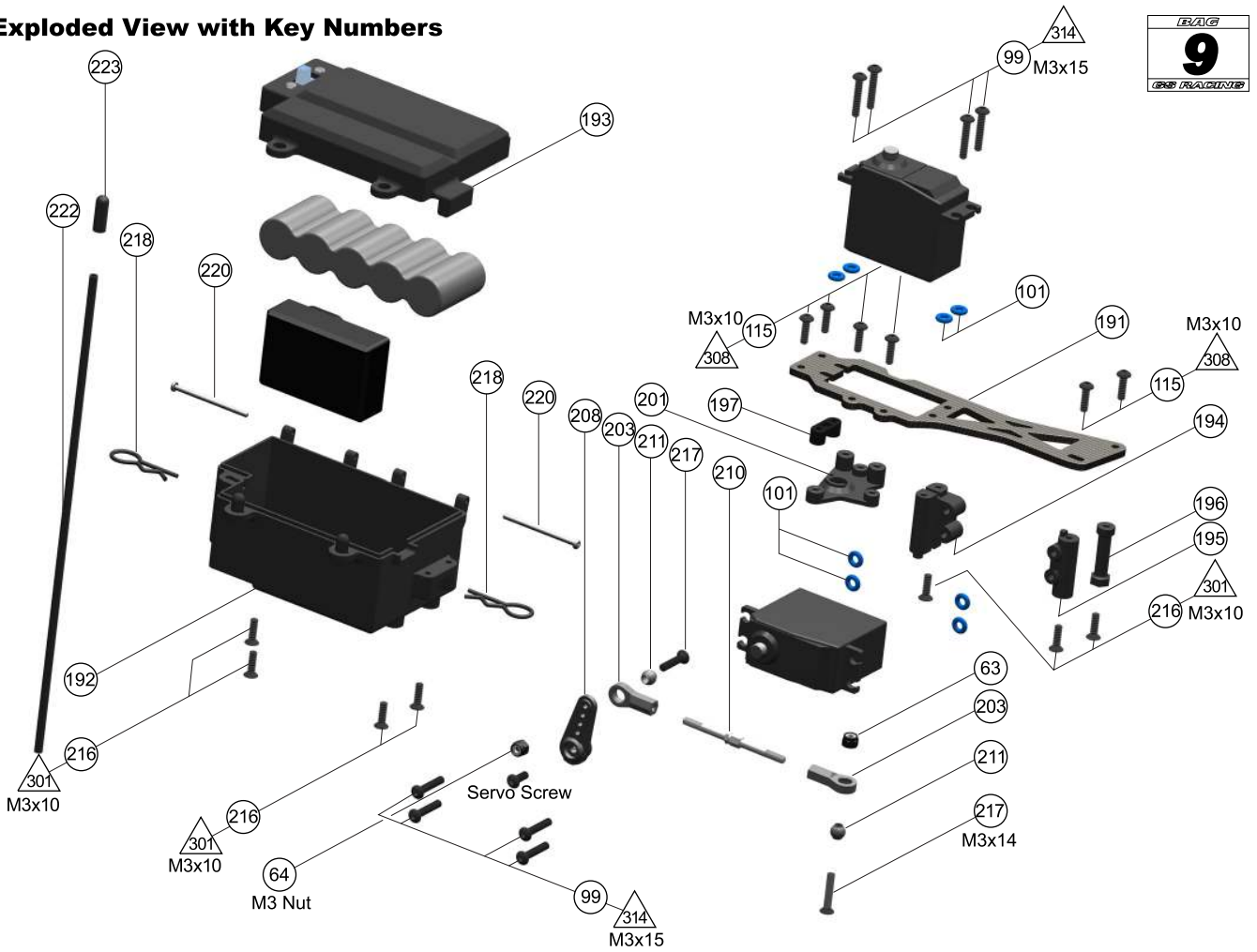


Fuel tank: Mount the fuel tank posts A and B to the chassis as shown. Place P3 o-rings on top of each post as shown, followed by the fuel tank. Note that one end of post A is cupped for an o-ring. This side goes up. Post B is keyed into the chassis.

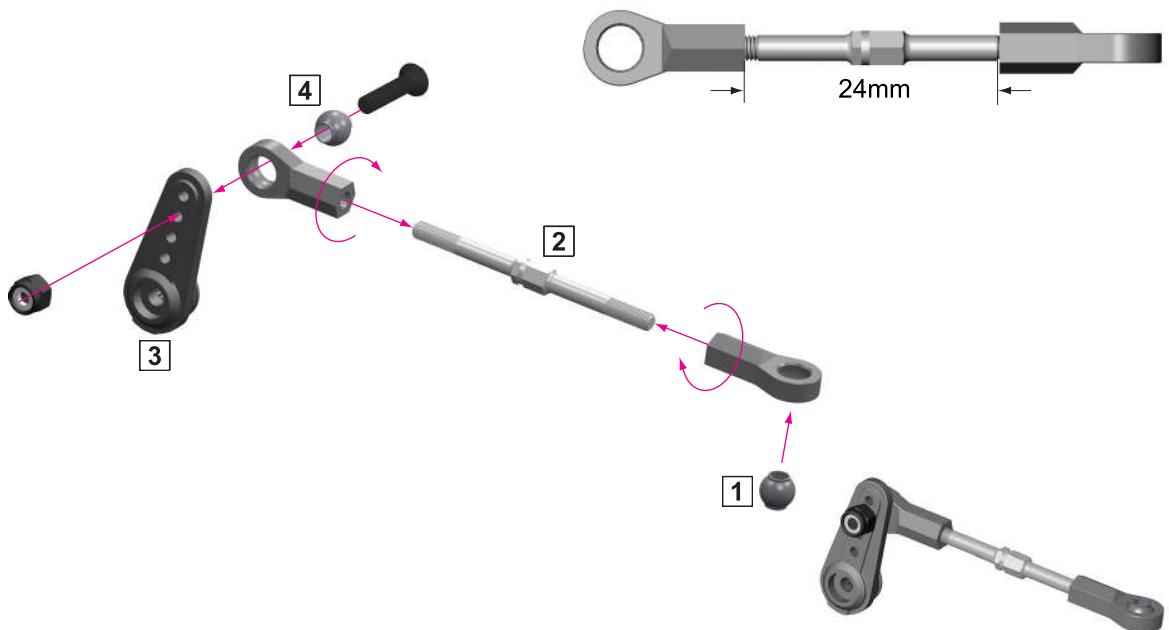
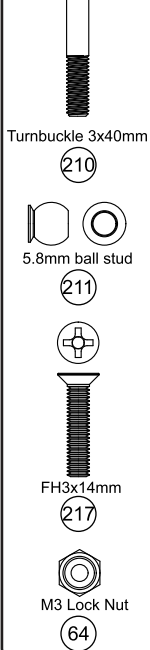


10. RADIO TRAY

Exploded View with Key Numbers



Steering Arm: The ball ends and turnbuckles may vary slightly from those included in your kit. Press a ball stud into each ball end. Tighten the ball ends onto the turnbuckle. The gap between the ball ends should be 24mm. After you install the radio tray, re-adjust the setting as needed so that the servo horn is vertical with the front tires pointing straight ahead. Cut/shape a servo horn included in the kit or with your radio equipment like the one shown below. Install the linkage to the horn as shown.



RADIO TRAY

Servos: Install the rubber grommets included with your servos to the servos. Attach post C to the radio tray, hex side down. Attach throttle servo to tray with servo mount (shown on left). Attach post A to tray and servo (note direction). Attach steering servo (shown on right) to posts A and B. Do not overtighten any of the screws. Route steering servo wire around the outside, away from the center of the car. Attach transponder mount and linkage. If you have a personal transponder, install it now.

3x15mm OH/ST HEX Screw (99)

3x10mm OH/ST HEX Screw (115)

Not included

Radio Box: Mount the on/off switch into radio box A with the "on" side facing toward the inside of the buggy. You may install the silicone switch cover included in your kit over the switch before installation. Install radio box A and radio box B together using two 2x33mm BH screws. Place the receiver and battery (flat or hump pack can be used) inside the radio box. Route the antenna wire through the small groove in the rear of the radio box. Route the wire through the antenna tube and secure the antenna tube in the mount in the radio box. Before securing the lid with the body pins, route the servo leads into the radio box. Refer to your radio instruction manual for proper wiring. Secure lid with 4mm body pin. *The opening in the lid may need to be made larger to accept some brands of on/off switches.*

M2X33 BH (220)

Body Pin (218)

Attach the radio tray to the radio box with two 3x10 OH/ST screws. Attach radio tray assembly to the chassis using seven 3x10 FH/ST screws. Attach the steering link to the bellcrank using a 3mm locknut and 3x4 FH screw. Make sure the linkage is attached under the bellcrank (see page 29). Check alignment of steering servo horn against the front knuckles. Set aside any left over parts from Bag 9 for use later on or to keep as spares.

M3x10mm FH/ST HEX Screw (216)

FH3x14mm (217)

3x10mm OH/ST HEX Screw (115)

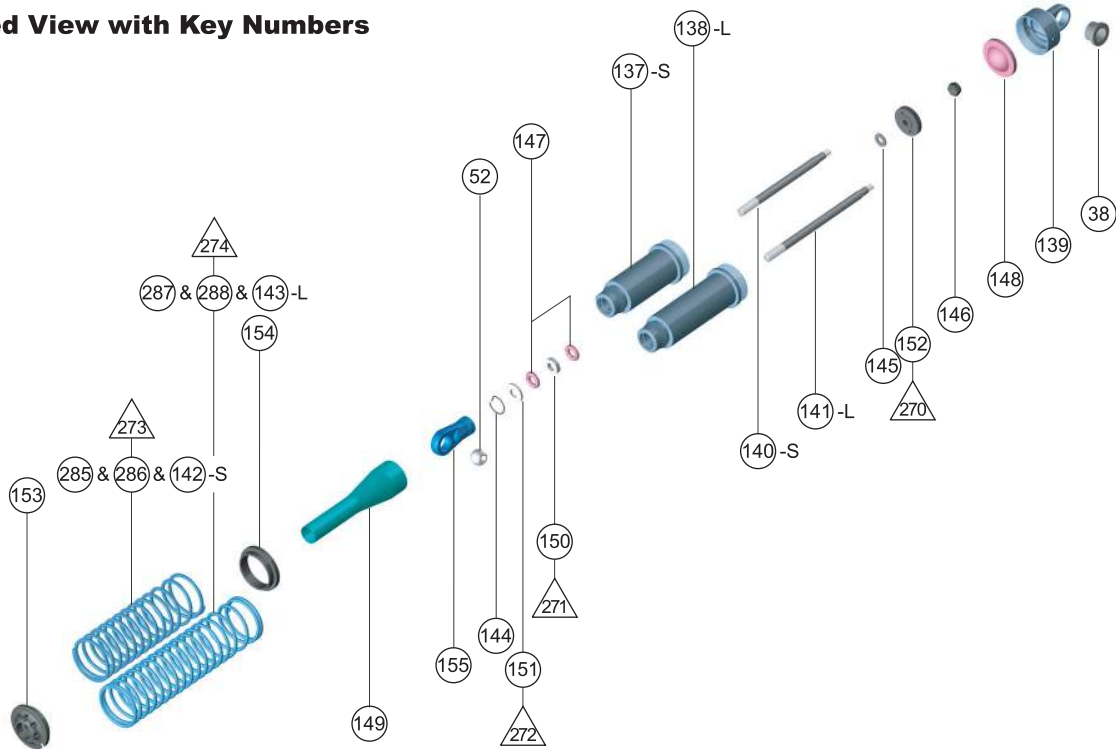
M3 Lock Nut (64)

3mm Nut

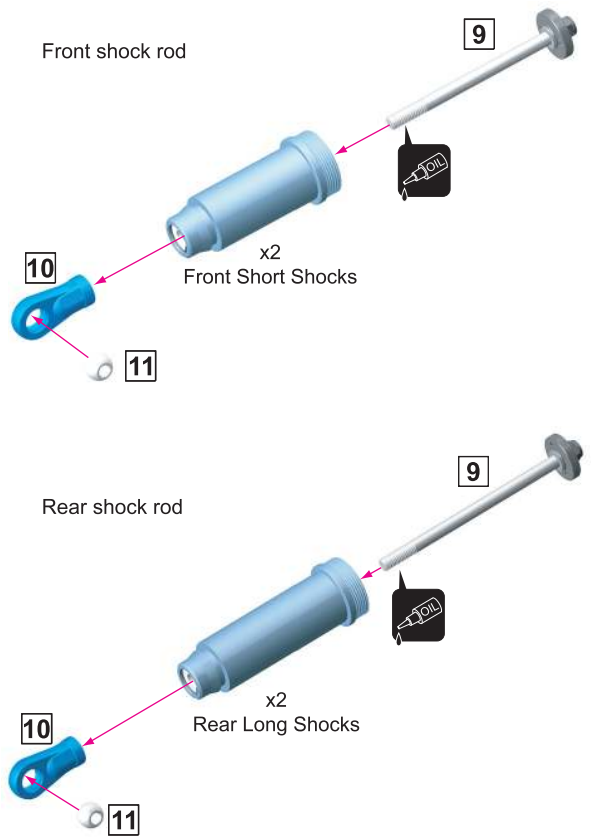
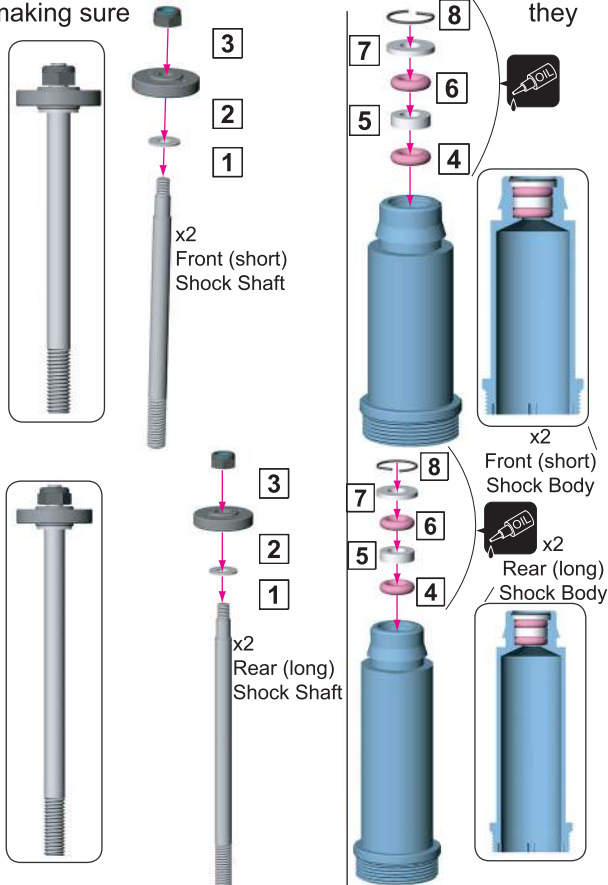
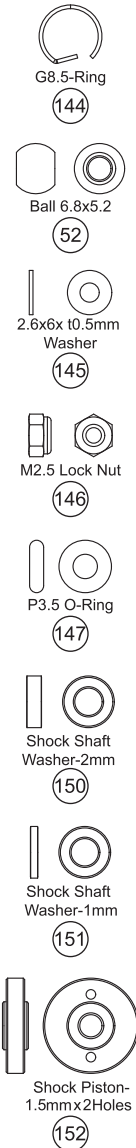
For Steering Linkage

11. SHOCK ABSORBERS

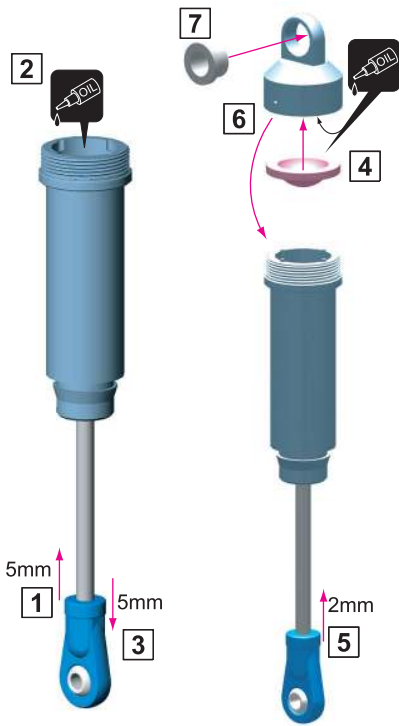
Exploded View with Key Numbers



Shock Body/Piston: You will build 2 front (short) and 2 rear (long) shocks. Slide a 2.6mm washer over the stepped end of a shock shaft. Place a piston over the shaft and secure with 2.5mm locknut. You may hold the shaft with pliers, holding the pliers just above the threads at the opposite end of the shaft. Apply a drop of shock oil to the o-rings. Place an o-ring, followed by a 2mm plastic washer, a second o-ring, and 1mm plastic washer into the bottom of the shock body. Gently press the 1mm washer to seat the parts and expose the small groove in the body. Carefully place the G-ring in the shock body and snap into the groove. Apply a drop of oil to the threads of the shock shaft and carefully insert through the shock body. Tighten ball ends onto shafts until the threads of the shafts are covered. Install ball studs in ball ends, making sure they rotate freely. Keep any extra hardware as spares.



SHOCK ABSORBERS

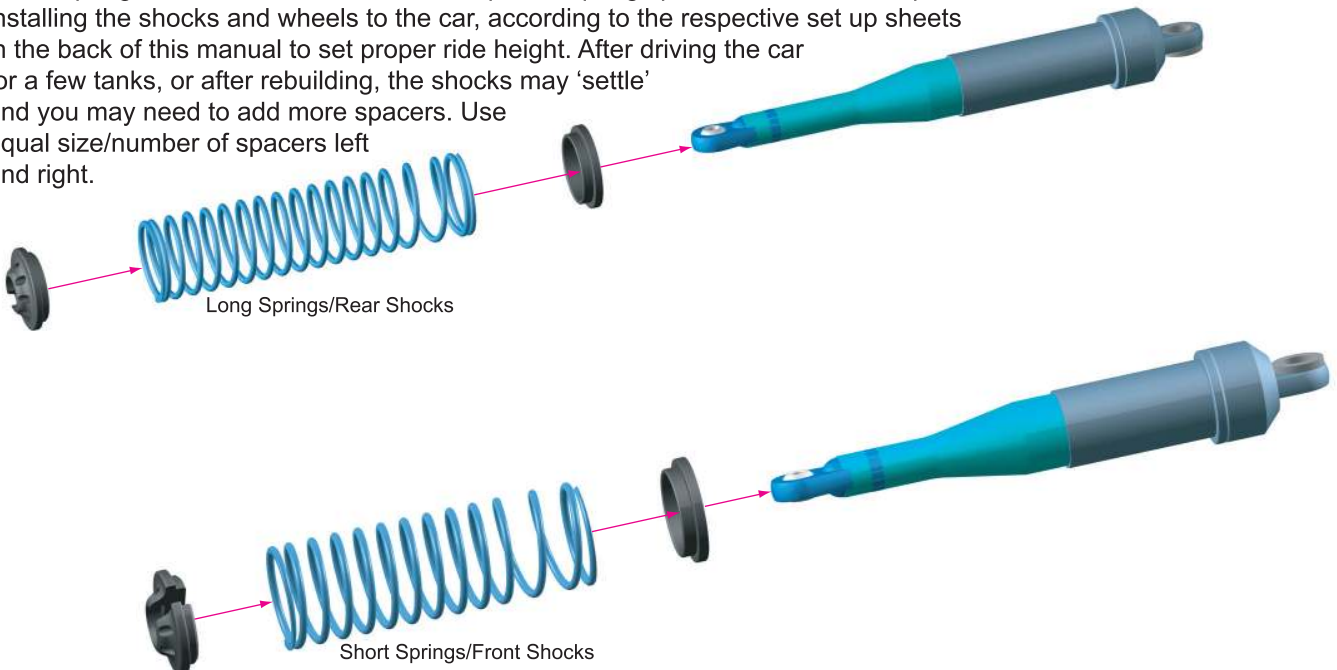


Shock Oil: Push the shock shaft in/up about 5mm. Fill the shock with shock oil about half way, see below for suggested oils. Pull the shock shaft down/out and continue to fill until oil level is just below the top of the body. Set aside and allow air bubbles to escape. Apply a few drops of oil to the threads inside the shock cap. Carefully seat the bladder inside the cap until evenly seated. Push the shaft up/in again about 2mm. Carefully thread the shock cap onto the shock body until tight and fully seated. Wipe off any excess oil, which may have leaked, out at this time. Check shock action. The shock shaft should be able to fully compress into the body without resistance, but rebound 5-10mm. If the shaft cannot compress completely, there is too much oil in the shock. If there is no rebound, there is too little oil in the shock. Make sure all the shocks have the same amount of rebound. You may notice minor oil leakage after initial assembly. If oil leakage persists, disassemble, check to make sure the bladder is properly seated in the shock cap and repeat the process. Install the shock cap bushing (these may be left over from Bag 2.)

U.S. Set-Up: 50wt. GS oil in front shocks, 35 wt. GS oil in rear shocks
 Euro Set-Up: 350cps GS oil in all shocks.
 Use lighter oil in very cold weather, heavier oil in very hot weather.
 Use only genuine GS Pure Silicone Oils.

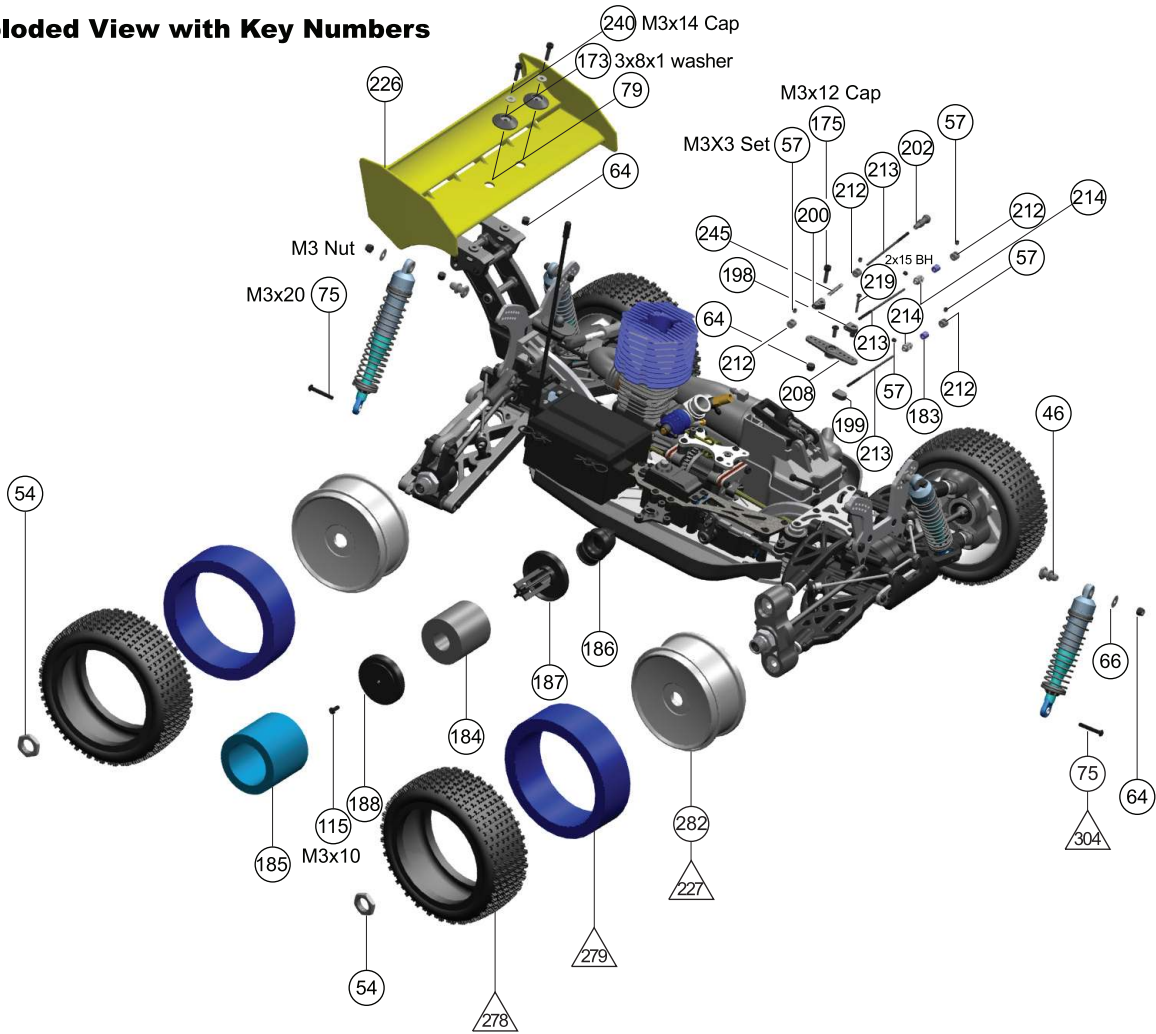


Install springs as shown. Locate the tree of plastic spring spacers. Install these spacers, after installing the shocks and wheels to the car, according to the respective set up sheets in the back of this manual to set proper ride height. After driving the car for a few tanks, or after rebuilding, the shocks may 'settle' and you may need to add more spacers. Use equal size/number of spacers left and right.

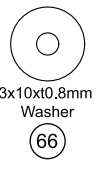


12. FINAL ASSEMBLY

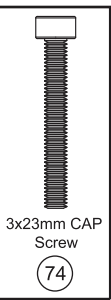
Exploded View with Key Numbers



M3 Lock Nut
(64)



3x10x0.8mm Washer
(66)



3x23mm CAP Screw
(74)



3x20mm OH HEX Screw
(75)

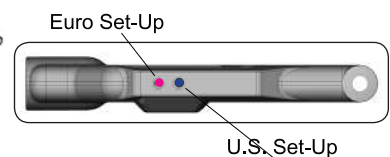
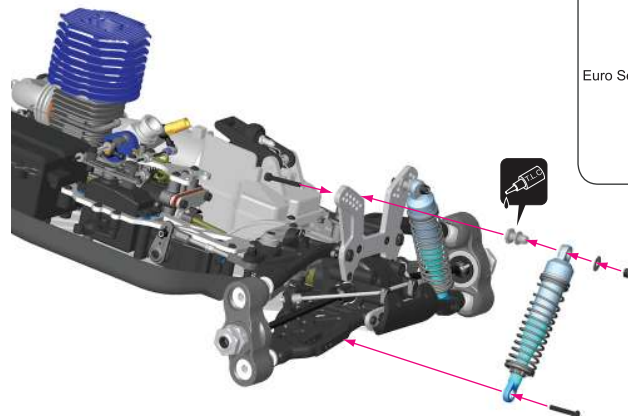
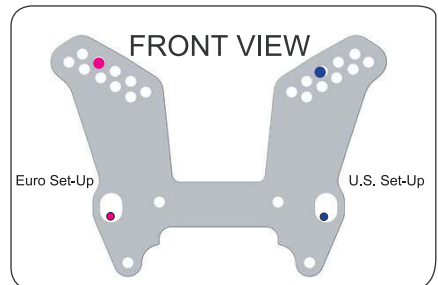


Shock Cap Stud
(46)



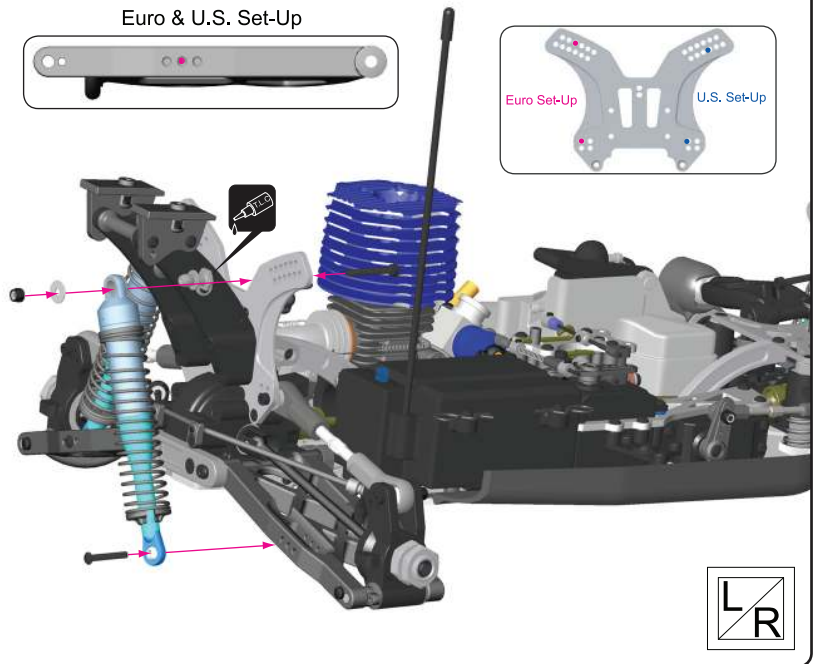
Front Shocks:

At the end of page 17, you should have pre-installed the shock mounting hardware. If not, locate 4 each of the following from Bags 2 and 3: Shock Cap Studs, 3x10mm Washers, 3x23mm Cap Screws, 3mm Lock Nuts, 3x20mm Round Head (OH) Screws. These pieces are used to mount the front shocks (this step) and rear shock (next step). Slide two 3x23mm Cap Screws through the holes in the shock tower at the positions shown below. Thread the Shock Cap Studs onto the cap screws (apply thread lock) and tighten firmly. Slide the shocks as shown, followed by washers, and secure with locknuts. Slide the shock bottoms into the openings of the arms. Attach the shocks to the arms using 3x20mm Round Head (OH) Screws at the positions shown below. Check to make sure the front suspension rotates freely.



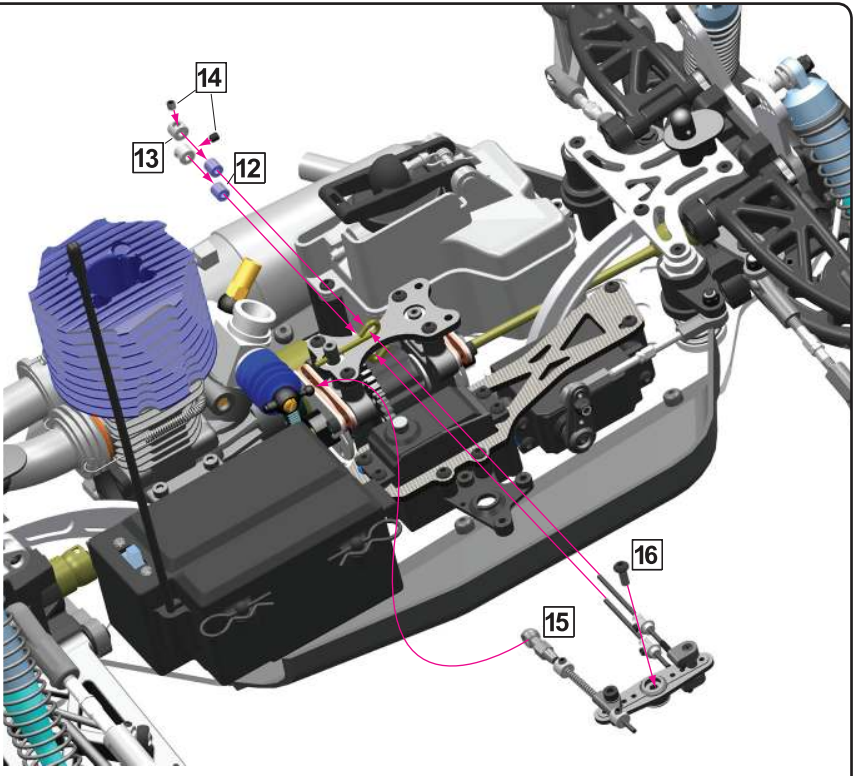
FINAL ASSEMBLY

Rear Shocks: Using the same hardware as you did to attach the front shocks, continue with the rear shocks. Slide two 3x23mm Cap Screws through the holes in the shock tower at the positions shown on the right. Thread the Shock Cap Studs onto the cap screws (apply thread lock) and tighten firmly. Slide the shocks as shown, followed by washers, and secure with locknuts. Slide the shock bottoms into the openings of the arms. Attach the shocks to the arms using 3x20mm Round Head (OH) Screws at the positions shown on the right. Check to make sure the rear suspension rotates freely. After installing the wheels (next page), be sure to install spring spacers to set proper ride height.



- Stopper (212)
- Adjuster Knob (214)
- M2X15 RH (219)
- M3X12 CAP (175)
- 3x3mm SET Screw (57)
- M3 Lock Nut (64)

Throttle/Brake Linkage: Thread the ball cup onto a throttle rod until tight. Slide a 2mm stopper over the rod followed by the linkage spring, throttle rod support, and stopper. Tighten the last stopper to keep parts in place for now. Install this assembly to the 3rd or 4th hole of the servo horn. You may need to enlarge the hole slightly. Do not overtighten, make sure the linkage rotates freely. Slide the adjuster knobs onto the middle of the remaining 2 rods and tighten in place. Thread one rod onto the upper brake rod support and one rod into the lower rod support until flush. Mount both support onto the 2nd or 3rd hole of the servo horn (opposite the throttle side) using a 2x15 RH screw. Make sure the linkage rotates freely.

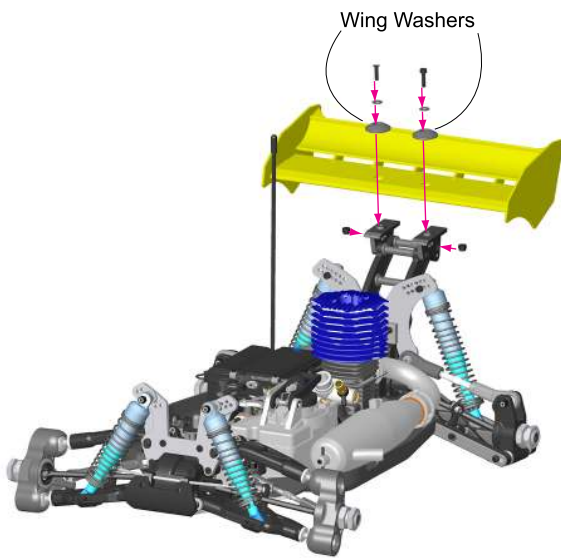


Slide the brake rods through the upper and lower brake levers until they extend about 15mm past the levers. The upper lever activates the rear brakes, the lower lever activates the front brakes. Slide a 5mm piece of fuel line over the ends of the rods followed by the stoppers. Tighten the stoppers about 10mm from the end of the rods. Snap the ball cup onto the carburetor ball link. Slide the servo horn onto the servo and fasten in place. Refer to page 33 for throttle and brake linkage settings. Make sure to tighten the set screw in the stopper next to the ball cup. This stopper is used to adjust the spring tension required to close the carburetor when the throttle servo is at neutral. By rotating the adjuster knobs on the brake linkages, you can independently fine tune front and rear brakes. Use the stoppers at the end of each brake linkage to adjust the overall brake settings.

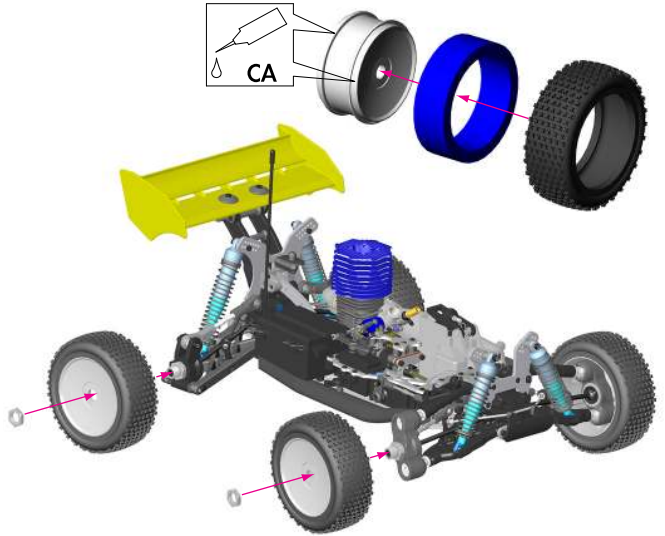


FINAL ASSEMBLY

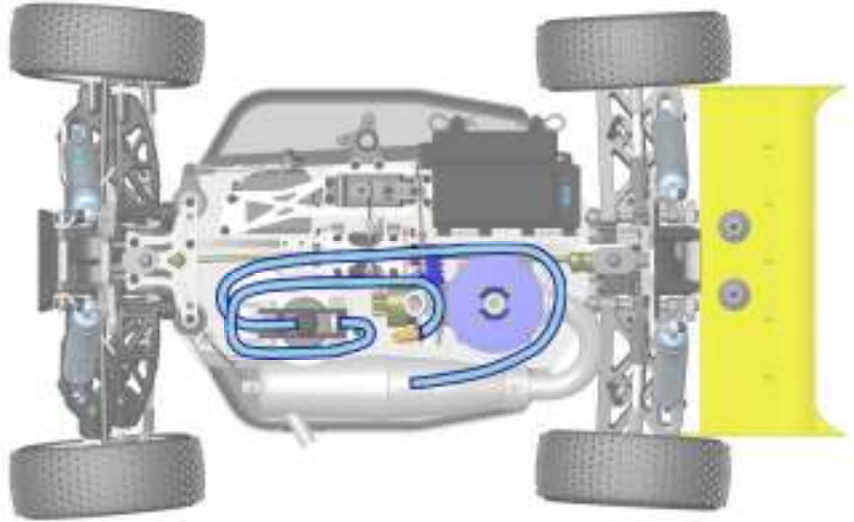
-  3x8x1mm Washer (173)
-  M3x14mm CAP Screw (240)
-  M3 Lock Nut (64)




Clean contact area of the wheels and tires with rubbing alcohol or window cleaner before gluing!

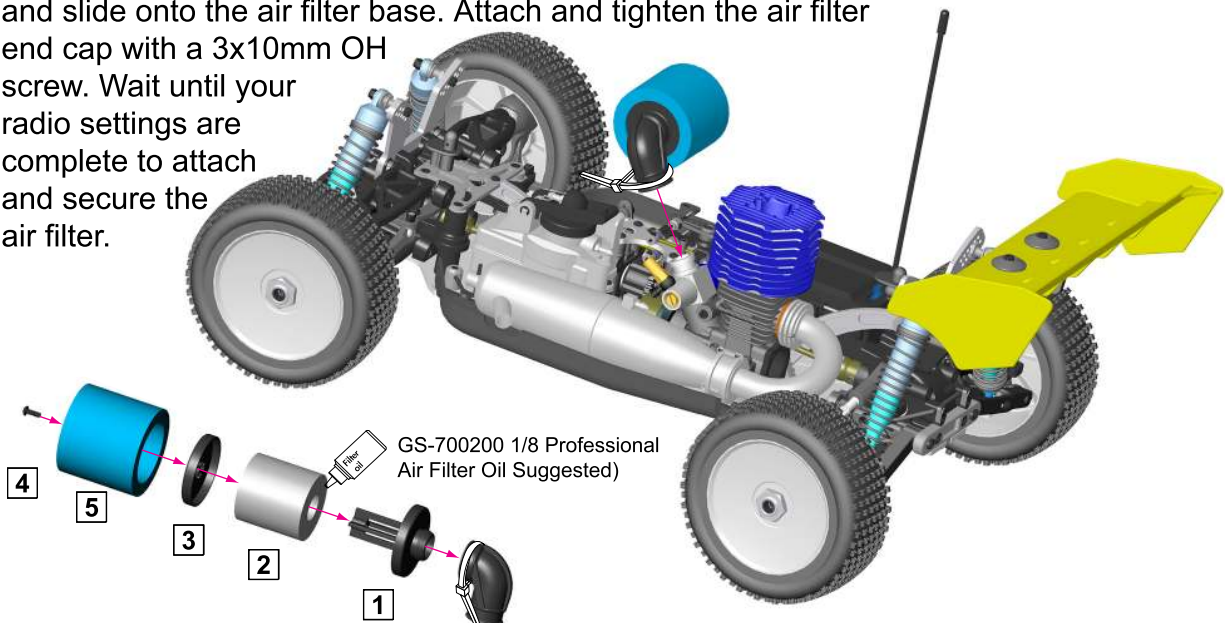


Fuel Line: Prepare 2 pieces of fuel tubing as shown. Attach the fuel line from the lower pressure fitting of the fuel tank to the engine. Attach the pressure line from the upper pressure fitting of the fuel tank cap to the exhaust pipe. Keep both lines away from rotating parts.



-  3x10mm OH/ST HEX Screw (115)

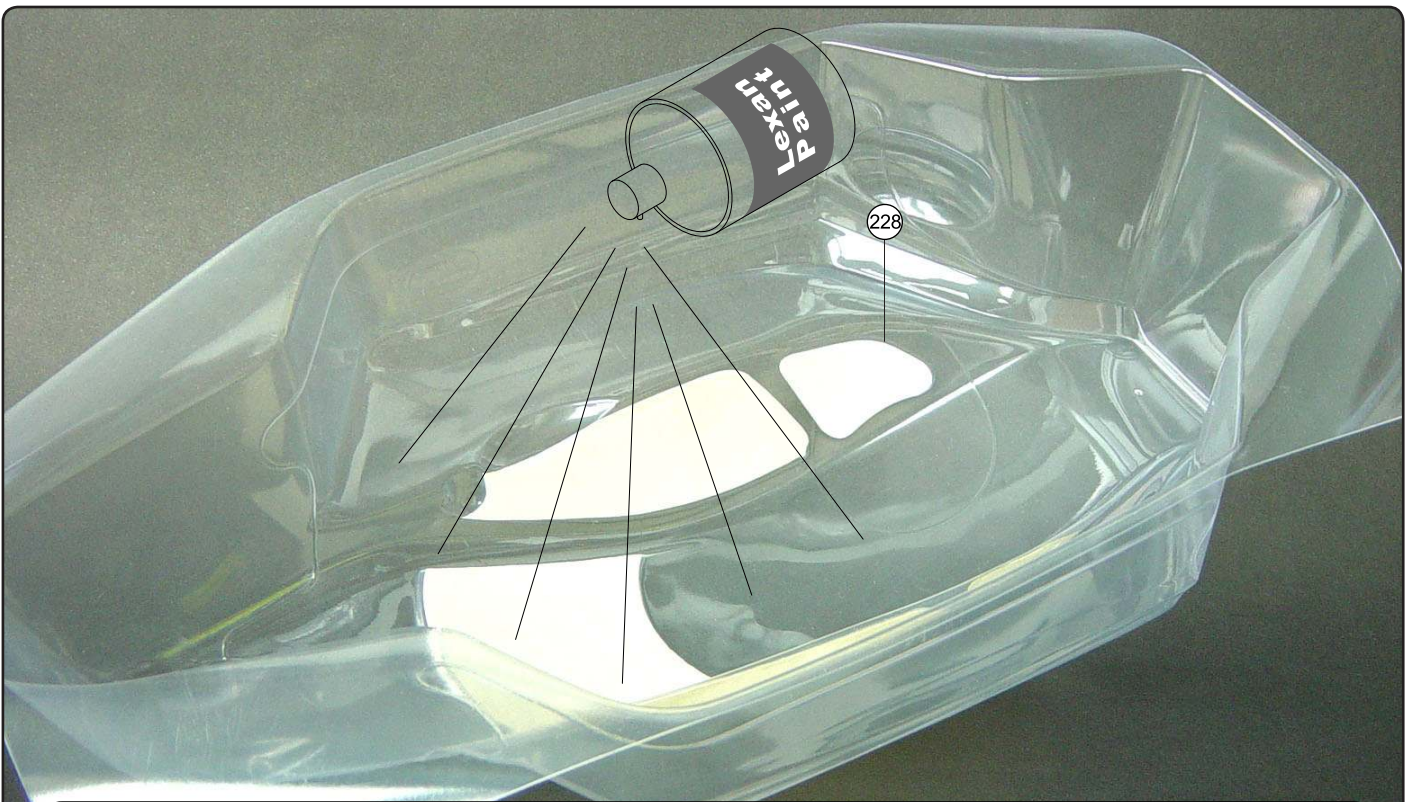
Air Filter: Push the air filter base onto the air filter adapter and secure with a small tie wrap. Apply a liberal amount of air filter oil (not included) to the air filter foam element and slide onto the air filter base. Attach and tighten the air filter end cap with a 3x10mm OH screw. Wait until your radio settings are complete to attach and secure the air filter.



BODY



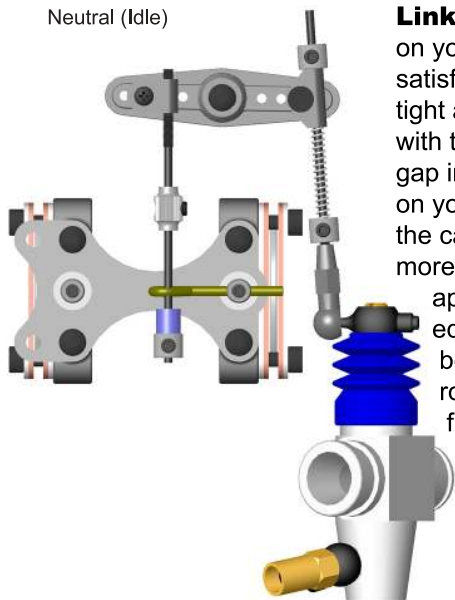
Body: Trim the body following the cut lines. The cut lines along the rear of the body, will leave the back of the radio box and manifold exposed. Cut around the cut lines if you wish to keep these areas covered. Place the body over the buggy before cutting the body mount holes. You will also cut holes for the tank, engine, and exhaust stinger.



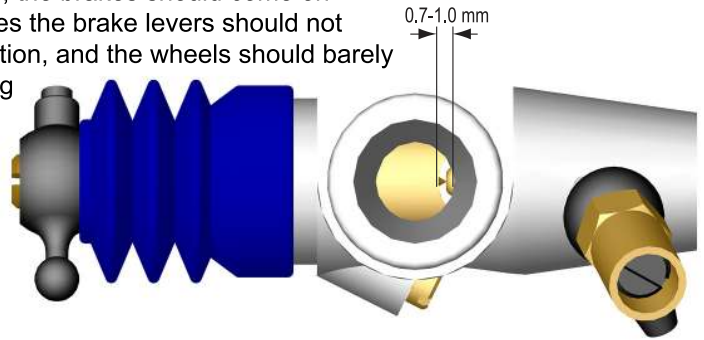
Wash the inside of the body with mild soap and water, then rinse out and dry thoroughly. Apply the window masks. Mask the inside of the body in any pattern or design you wish. Paint beginning with the darkest color first. If using spray cans, spray three light coats. Follow the paint manufacturer's guidelines for safe and proper use of paint. Allow for paint to dry, and remove window masks. Peel off protective outside film, apply decals, and attach body using body pins. Good luck racing!

THROTTLE LINKAGE ADJUSTMENT

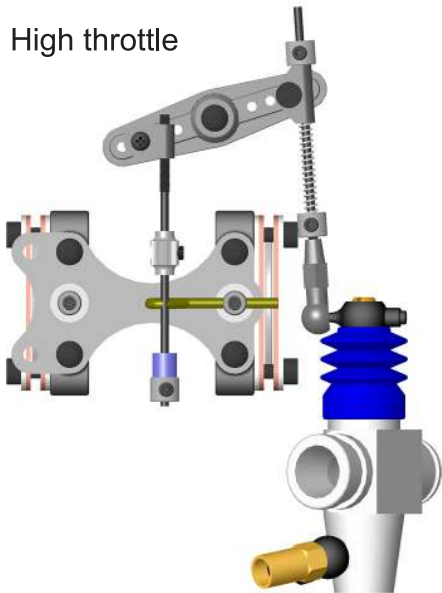
Neutral (Idle)



Linkage Adjustment: Study and understand the illustration first before you turn on your radio to check the linkage. Adjust linkage per illustration. When you are satisfied that the linkage is functioning correctly make sure all the 2mm Stoppers are tight and secure. When the throttle is in neutral, the servo horn should be parallel with the throttle servo, the throttle should be closed (there should be about a 0.7mm gap inside the carb), and the brakes should be disengaged. Adjust the Trim settings on your radio and/or adjust the linkages to achieve this setting. Upon applying throttle, the carb should begin to open. At full throttle, the carb should be fully open, and no more. Adjust the end point adjustment on your radio to achieve this setting. Upon applying the brakes, the brakes should come on equally. At full brakes the brake levers should not be in a locked position, and the wheels should barely rotate when rotating firmly by hand.

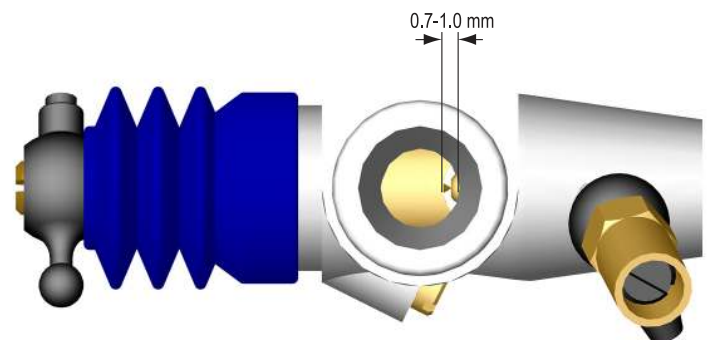
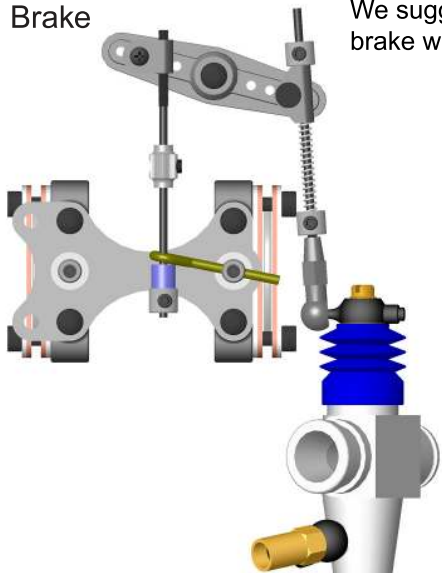


High throttle



Brake

We suggest adjusting the brakes to have slightly more rear bias. Too much front brake will make the car push entering corners under braking.



TROUBLESHOOTING GUIDE

Problem	Things To Check	Solution
Engine won't start	<ol style="list-style-type: none"> 1. Fuel tank is empty. 2. Bad glowplug or dead igniter battery. 3. Fuel lines, fuel filter, air cleaner, or muffler is clogged. 4. Engine is flooded due to over-priming. 5. Carburetor is not adjusted properly. 	<ol style="list-style-type: none"> 1. Fill fuel tank with fuel. 2. Replace glowplug or recharge/replace igniter battery. 3. Clean or replace clogged parts. 4. Remove glowplug, turn car over to discharge fuel from cylinder. Test glowplug and replace if defective. 5. Set idle and full/slow needle adjusting screw to standard starting position.
Engine won't turn over	<ol style="list-style-type: none"> 1. Fuel tank is empty. 2. Fuel lines, fuel filter, air cleaner, or muffler is clogged. 3. Carburetor is not adjusted properly. 4. Engine has overheated. 	<ol style="list-style-type: none"> 1. Fill fuel tank with fuel. 2. Clean or replace clogged parts. 3. Re-adjust idle and full/slow needle adjusting screw. 4. Allow engine to thoroughly cool down and open main needle adjusting screw turn richer (CCW).
Bad reaction and response from engine	<ol style="list-style-type: none"> 1. Carburetor is not adjusted properly. 2. Fuel lines, fuel filter, air cleaner, or muffler is clogged 3. Low fuel pressure from muffler. 	<ol style="list-style-type: none"> 1. Re-adjust full/slow needle adjusting screw. 2. Clean or replace clogged parts. 3. Properly install pressure line between muffler and fuel tank.
Car isn't easy to control	<ol style="list-style-type: none"> 1. Weak transmitter and /or receiver batteries. 2. Low reception from radio antennas. 3. Servo linkages not adjusted properly. 	<ol style="list-style-type: none"> 1. Recharge or replace batteries 2. Fully extend transmitter and receiver antennas 3. Move servo to neutral then re-adjust linkage(s).

Set-Up/Handling Tips

Car under steers in corner	<ol style="list-style-type: none"> 1. Reduce caster in front upper arms 2. Reduce kickup in front lower arms 3. Add front toe out 4. Soften front sway bar
Car is loose	<ol style="list-style-type: none"> 1. Add rear toe in 2. Decrease rear anti-squat 3. Lengthen rear camber link position 4. Lighten rear diff oil 5. Move rear hubs forward
Car is unstable on bumpy tracks	<ol style="list-style-type: none"> 1. Raise ride height 2. Soften sway bars 3. Move rear hubs forward 4. Increase down travel
Car over steers on high grip surfaces	<ol style="list-style-type: none"> 1. Reduce down travel 2. Stiffen sway bars 3. Lower ride height 4. Move shock positions to outer locations 5. Stiffen shock oils and/or springs



SET-UP SHEET

Race time / Lap: _____

Best lap: _____

Name: Marty Korn/GS-USA
Date: _____
Track: G.S. KZ Speedway

Track Conditions

Size: Open Med. Tight
Traction: High Med. Low
Surface: Smooth Med. Bumpy

Diff. Oil

Front: # 7,000cps
Center: # 10,000cps
Rear: # 500cps

Engine

Type: Medial Pro M3K
Gasket: _____ mm Exhaust: 9886
Plug: Medial Pro Nova 7 Fuel: 30%

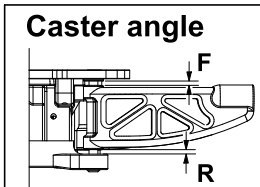
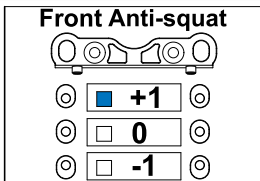
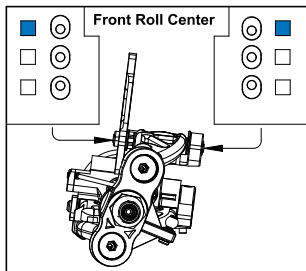
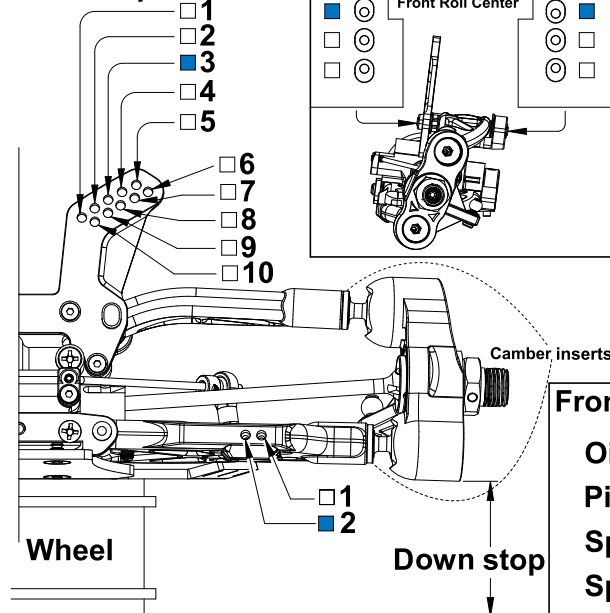
Tire

Front Type: Medial Pro Vega Green Rear Type: Medial Pro Vega Green
Foam: Firm Foam: Firm

Clutch

Clutch shoes: Stock Aluminum
Spring: Stock mm
Clutch bell / Spur gear: 13/44

Front Suspension

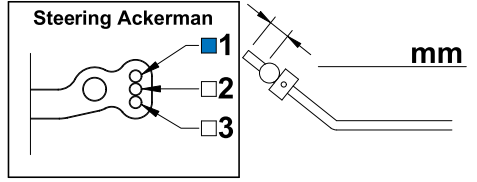


Track width 305 mm
Camber insert Upper none mm
only washers
Camber angle -1.5 Lower none mm
only washers
Caster F 0 mm
R 4 mm

Toe angle +0.5 each side
Down stop 20 mm
Sway bar Use 2.3 mm
 None

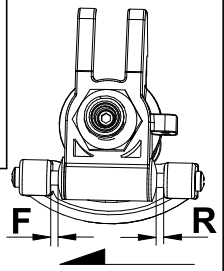
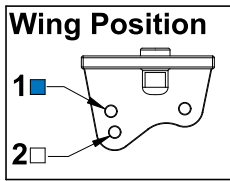
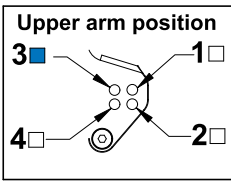
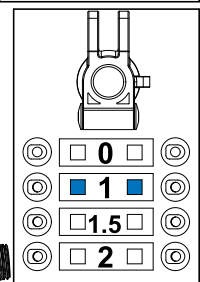
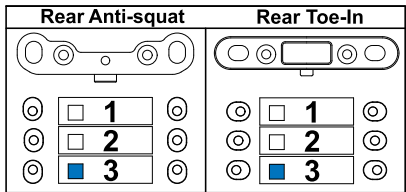
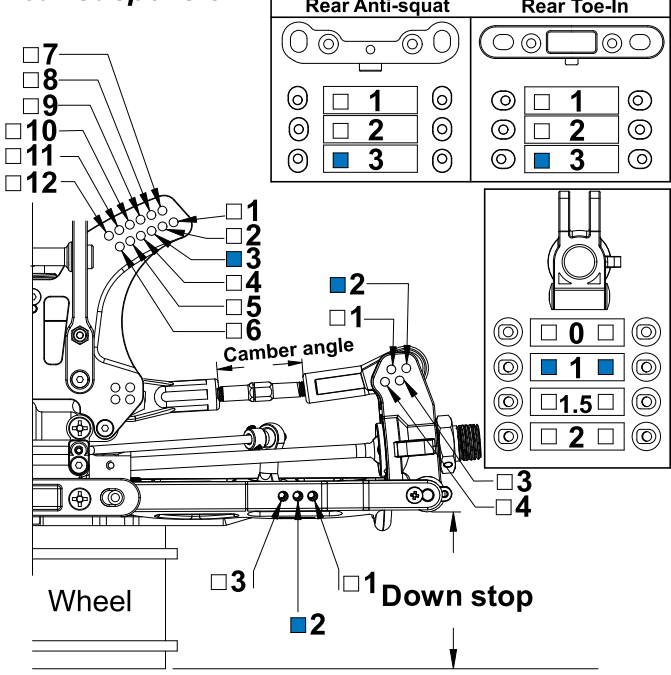
Front Shocks

Oil: 50wt
Pistons: 1.5mm x2
Spring: Blue
Spacer: 7 mm



Notes: Lower arms just above level

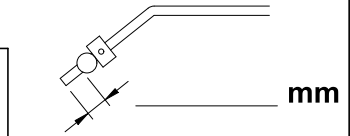
Rear Suspension



Camber angle -2.5, 36.5 mm
Down stop 20 mm
Wheelbase adjustment F 3 mm Front
R 1 mm
Sway bar Use 28 mm
 None

Rear Shocks

Oil: 35wt
Pistons: 1.5mm x2
Spring: Blue
Spacer: 7 mm



Notes: Lower arms level





SET-UP SHEET

Race time / Lap: _____

Best lap: _____

Name: STORM CL-1 Pro RTR
Date: Baseline Setup
Track: _____

Track Conditions

Size: Open Med. Tight
Traction: High Med. Low
Surface: Smooth Med. Bumpy

Diff. Oil

Front: # GS Grease
Center: # GS Grease
Rear: # GS Grease

Engine

Type: GS B03 .21 High Torque Engine
Gasket: 0.2 mm Exhaust: GS-ST081
Plug: GS No.4 Fuel: 20%

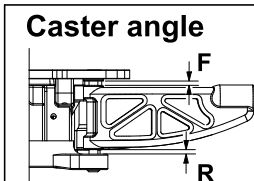
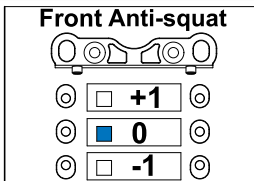
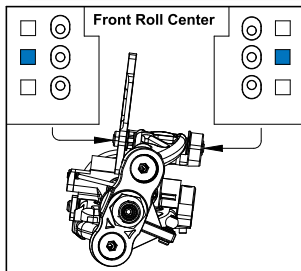
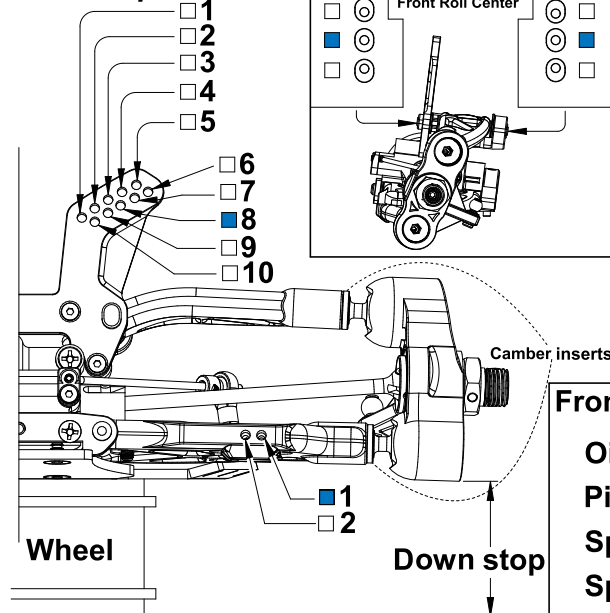
Tire

Front Type: GS Spider Rear Type: GS Spider
Foam: GS Foam: GS

Clutch

Clutch shoes: GS-ST004
Spring: 1.0 mm
Clutch bell / Spur gear: 13/44T

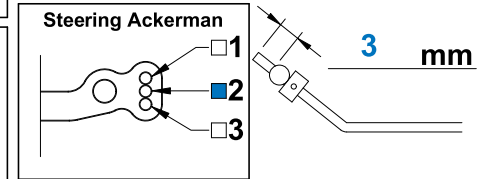
Front Suspension



Front Shocks

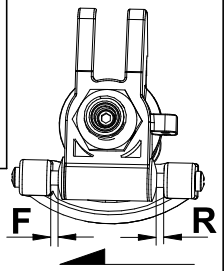
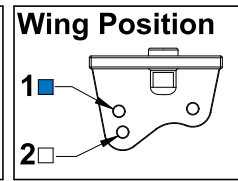
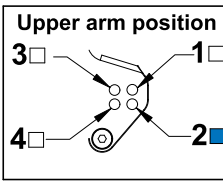
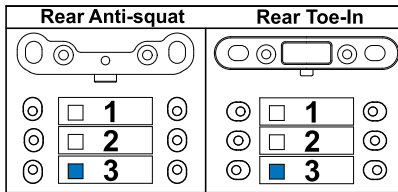
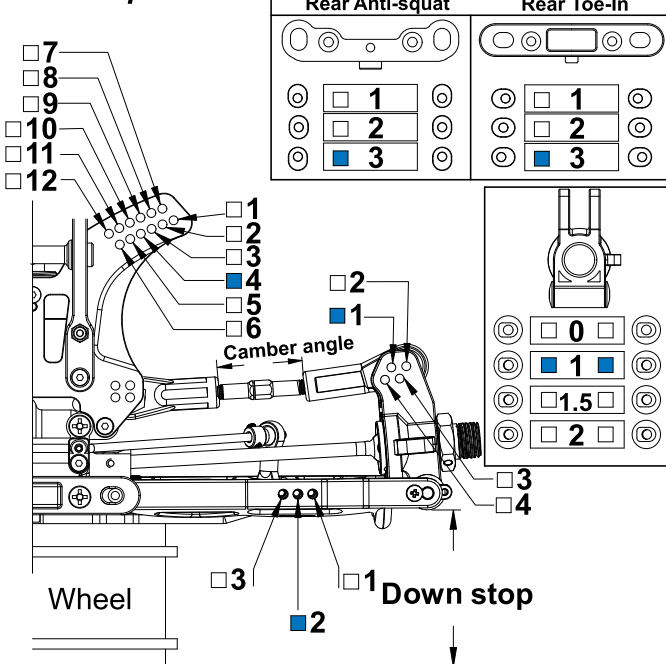
Oil: GS 300cps
Pistons: 1.3mmX2
Spring: D1.5mmBK
Spacer: 2.0 mm

Track width 308 mm
Camber insert Upper 0 mm
Camber angle 0.5 Lower 0 mm
Caster F 0 mm
R 4 mm
Toe angle -0.5
Down stop _____ mm
Sway bar Use 2.4 mm
 None



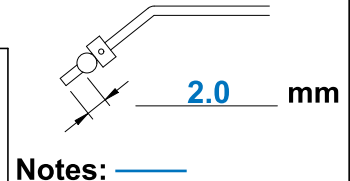
Notes: _____

Rear Suspension



Camber angle 29.5 mm
Down stop _____ mm
Wheelbase adjustment F _____ mm
R _____ mm
Sway bar Use 2.8 mm
 None

Rear Shocks
Oil: GS 300cps
Pistons: 1.3mmX2
Spring: D1.5mmBK
Spacer: 5.0 mm



Notes: _____





SET-UP SHEET

Race time / Lap: _____

Best lap: _____

Name: _____
Date: _____
Track: _____

Track Conditions

Size: Open Med. Tight
Traction: High Med. Low
Surface: Smooth Med. Bumpy

Diff. Oil

Front: # _____
Center: # _____
Rear: # _____

Engine

Type: _____
Gasket: _____ mm Exhaust: _____
Plug: _____ Fuel: _____

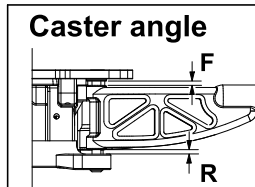
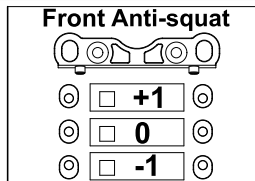
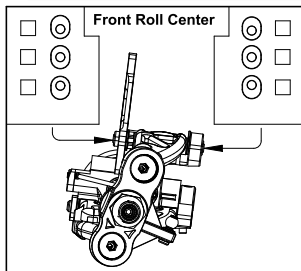
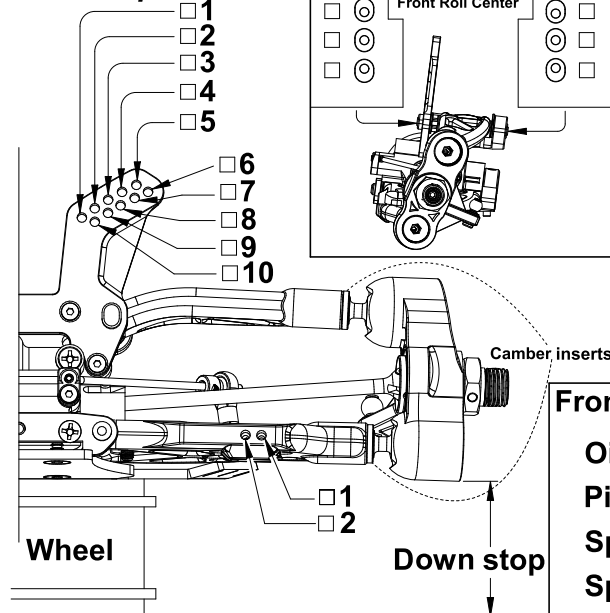
Tire

Front Type: _____ Rear Type: _____
Foam: _____ Foam: _____

Clutch

Clutch shoes: _____
Spring: _____ mm
Clutch bell / Spur gear: _____

Front Suspension

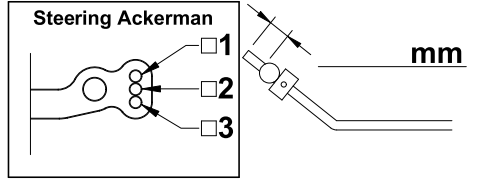


Track width _____ mm
Camber insert Upper _____ mm
Camber angle _____ Lower _____ mm
Caster F _____ mm
R _____ mm

Toe angle _____
Down stop _____ mm
Sway bar Use _____ mm
 None

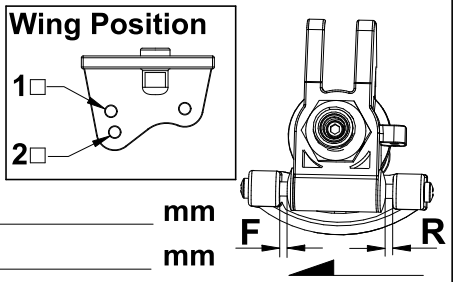
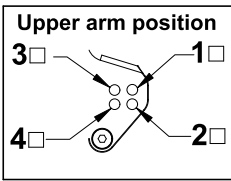
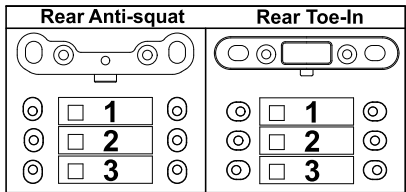
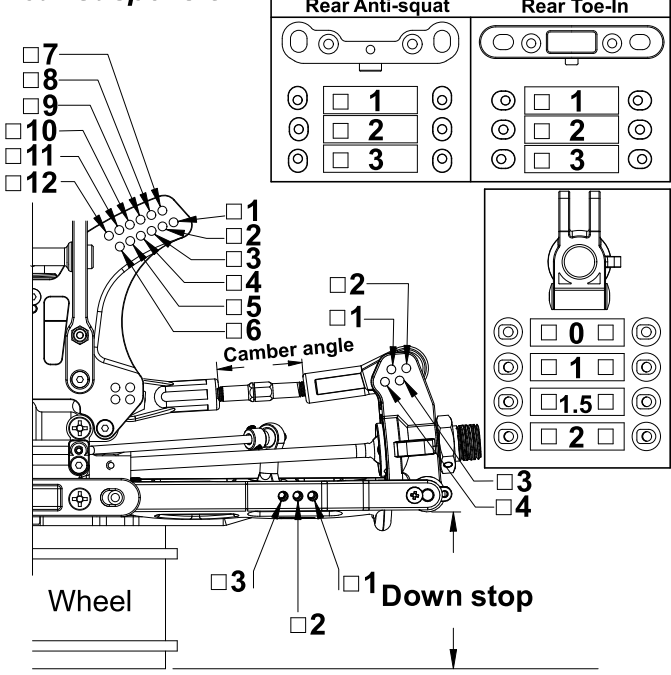
Front Shocks

Oil: _____
Pistons: _____
Spring: _____
Spacer: _____ mm



Notes: _____

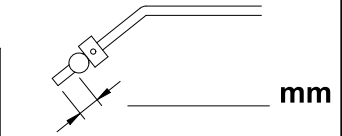
Rear Suspension



Camber angle _____ mm
Down stop _____ mm
Wheelbase adjustment F _____ mm Front
R _____ mm
Sway bar Use _____ mm
 None

Rear Shocks

Oil: _____
Pistons: _____
Spring: _____
Spacer: _____ mm



Notes: _____



STORM CL-1 Team Kit Key No. List

Team Kit Key No.	Part Name	Q'ty in Use	Item No.
1	Ball Bearing 8X16X5	14	GSC-690003A
2	Diff. Gasket	3	GSC-AV006
251	High Performance Diff. Case	3	GSC-CLP032
4	3x12mm FH HEX Screw	20	GSC-620204
5	4x4mm SET Screw	5	GSC-610020
6	Diff. Large Bevel Gear	6	GSC-AV004
7	Diff. Small Bevel Gear	12	GSC-AV004
8	Pin 2.5x10.8mm	6	GSC-AV094
9	O-ring(1.75x9mm) AS009	6	GSC-ST067
10	Bevel Gear Shaft	6	GSC-AV095
250	M6.1x17.5xT0.3mm Steel Shim for Diff	6	GSC-CLP033
12	Crown Gear 38T	2	GSC-CL002
13	Pinion Gear 11T	2	GSC-CL003
252	Lightend Front/Rear Diff. Outdrive	4	GSC-CLP030
15	44T Spur Gear	1	GSC-CL001
16	Center Diff. Outdrives	2	GSC-CL009
17	Differential Bulkhead Set (F)	2	GSC-CL005
18	Differential Bulkhead Set (R)	2	GSC-CL005
19	Sway Bar Plate	4	GSC-CL006
20	Steering Knuckle (L)	1	GSC-CL010
21	Steering Knuckle (R)	1	GSC-CL011
22	14mm Pivot Ball Cup (5)	4	GSC-AV026
23	Front Upper Suspension Arms(L)	1	GSC-CL012
24	Front Upper Suspension Arms(R)	1	GSC-CL012
25	Front Lower Suspension Arms(L)	1	GSC-CL013
26	Front Lower Suspension Arms(R)	1	GSC-CL013
27	Front Bumper	1	GSC-CL007
294	Aluminum CNC Front Lower Arm Holder	1	GSC-CLP015
29	Front Upper Arm Holder	1	GSC-CL014
30	Sway Bar Linkage Set	4	GSC-CL027
31	CL-1 Caster Insert Set 1°	10	GSC-CL015
32	CL-1 Caster Insert Set 0°	10	GSC-CL015
33	CL-1 Camber, Caster Insert Set	4	GSC-CL015
34	CL-1 Camber Insert Set 0°	4	GSC-CL015
35	CL-1 Camber Insert Set 1°	4	GSC-CL015
36	CL-1 Camber Insert Set 1.5°	4	GSC-CL015
37	CL-1 Camber Insert Set 2°	4	GSC-CL015
38	CL-1 Shock Bushing	6	GSC-CL015
39	Caster Insert Set 1mm	4	GSC-CL028
40	Caster Insert Set 3mm	4	GSC-CL028
41	Front Sway Bar 2.3mm	1	GSC-CL018

Team Kit Key No.	Part Name	Q'ty in Use	Item No.
290	Front Sway Bar 2.5mm	1	GSC-CLP025
291	Front Sway Bar 2.7mm	1	GSC-CLP025
262	7075 T6 Front Lower Suspension Plate(5mm)	1	GSC-CLP014
263	CL-1 Lightened Drive Shaft	4	GSC-CLP035
297	CL-1 Ultra Front Shock Tower (5mm 7075 T6)	1	GSC-CLP018
45	Front Center CVD Drive Shaft	1	GSC-CLP009
46	Shock Cap Stud	4	GSC-CL045
47	14mm Knuckle Pivot Ball (Al hard coated)	4	GSC-CLP011
48	14mm Knuckle Pivot Ball Turnbuckles	4	GSC-CLP012
49	Knuckle Pivot Ball Washer	4	GSC-AV024
50	Knuckle Pivot Ball Nut	4	GSC-AV025
51	6.8x11.8mm Bar Stud Mount	4	GSC-AV084
52	Ball 6.8x5.2	8	GSC-AV085
53	Wheel Hub	4	GSC-STP20
54	Wheel Hub Nut	4	GSC-STP042
55	Front/Rear Lower Arm Hinge Pin	4	GSC-CL016
56	Front Upper Arm Hinge Pin	2	GSC-CL017
57	3x3mm SET Screw	10	GSC-610000
58	3x4mm SET Screw	6	GSC-610001
59	4x10mm SET Screw	4	GSC-610025
60	5x4 mm SET Screw	6	GSC-610039
61	3x8x0.5 mm Washer	4	GSC-AV099
62	12x8.2x t0.5 mm Washer	4	GSC-AV098
63	13.4x16xt0.2mm Washer	8	GSC-ST082
64	M3 Lock Nut	18	GSC-603007
65	Pin 3x16.8mm	4	GSC-602008
66	3x10xt0.8mm Washer	4	GSC-601023
67	Ball Bearing 24x15x5mm	4	GSC-AV088
68	3x8mm FH HEX Screw	10	GSC-620202
69	3.5x25mm FH/ST Screw	6	GSC-650065
70	3.5x35mm FH/ST Screw	4	GSC-650069
71	4x16mm FH HEX Screw	4	GSC-620224
72	4x18mm FH/ST HEX Screw	8	GSC-650211
73	3x16mm CAP Screw	5	GSC-611026
74	3x23mm CAP Screw	6	GSC-611030
75	3x20mm OH HEX Screw	8	GSC-613107
76	Wing support	2	GSC-CL020
77	Wing Mount	2	GSC-CL020
258	CL-1 Aluminum Wing joint	3	GSC-CLP024
79	Washer	2	GSC-CL020
80	Rear Suspension Mount	1	GSC-CL021

STORM CL-1 Team Kit Key No. List

Team Kit Key No.	Part Name	Q'ty in Use	Item No.
81	Rear Lower Suspension Arms(L)	1	GSC-CL022
82	Rear Lower Suspension Arms(R)	1	GSC-CL022
83	Rear Hub Carriers (L)	1	GSC-CL023
84	Rear Hub Carriers (R)	1	GSC-CL023
85	Rear Upper Sus. Arm Ball End	1	GSC-CL024
86	Body Mount	1	GSC-CL025
87	Rear Upper Sus. Arm Ball Ends Set	2	GSC-CL024
88	Rear Chassis Brace Mount	1	GSC-CL026
89	Rear Chassis Brace Inserts	1	GSC-CL026
90	Rear Sway Bar 2.8mm	1	GSC-CL032
292	Rear Sway Bar 2.6mm	1	GSC-CLP026
293	Rear Sway Bar 3.0mm	1	GSC-CLP026
91	Rear Center CVD Drive Shaft	1	GSC-CLP010
92	7075 T6 Rear Shock Tower	1	GSC-CLP005
93	Rear Upper Suspension Arm	2	GSC-CL029
94	Rear Hub Carriers Hinge Pin	2	GSC-CL031
95	Rear Upper Sus. Arm Ball Stud (8.8xL9mm)	2	GSC-CL030
96	Rear Upper Sus. Arm Ball Stud (8.8xL10mm)	2	GSC-CL030
97	7075 T6 Rear Anti-Squat Mount	1	GSC-CLP008
98	M3x14 Cap Screw (Half tooth)	4	GSC-611024A
99	3x15mm OH/ST HEX Screw	12	GSC-613205
100	3x12mm OH/ST HEX Screw	4	GSC-613204
101	O-ring 2.8x6.6mm TBL	2	GSC-SH-8BL
102	M3 Aluminum Countersunk Washer	2	GSC-W00110TA
103	Steering Bellcranks (A)	1	GSC-CL036
104	Steering Bellcranks (B)	1	GSC-CL036
105	Steering Bellcranks (C)	1	GSC-CL036
106	6.8mm Steering Linkage Ball End	4	GSC-CL041
107	Body Mount	1	GSC-CL025
108	Servo Saver Adjustable Pipe	1	GSC-CL038
109	Servo Saver Nut	1	GSC-CL038
110	Servo Saver Spring	1	GSC-CL038
111	Servo Saver Shafts	2	GSC-CL037
112	Servo Saver Steering Plate	1	GSC-CL039
113	Carbon Fiber Front Support Plate	1	GSC-CLP003
114	3x10mm OH HEX Screw	5	GSC-610103
115	3x10mm OH/ST HEX Screw	7	GSC-613203
116	4x10mm FH HEX Screw	7	GSC-620222
117	Ball Bearing 6x10x3mm	4	GSC-690005
118	6.8mm Steering Linkage Ball Stud	5	GSC-CL042
119	Servo Saver Steering Plate Screws	2	GSC-CL039A

Team Kit Key No.	Part Name	Q'ty in Use	Item No.
120	Servo Saver Steering Plate bushings	2	GSC-CL039A
121	CL-1 Steering Linkage Turnbuckles	2	GSC-CL046
122	Center Diff . Mount Set A	2	GSC-AV008
123	Center Diff . Mount Set B	2	GSC-AV008
124	Side Guard (L)	1	GSC-ST059
125	Side Guard (R)	1	GSC-ST059
126	Carbon Fiber Center Diff Support Plate	1	GSC-AVP005
127	Vented Brake Disk	2	GSC-AVP030
128	Brake Calipers A	2	GSC-CL035
129	Brake Calipers C	2	GSC-CL035
130	Front Support Brace	1	GSC-CLP006
131	Rear Support Brace	1	GSC-CLP007
132	Flange Ball Bearing (5x8x2.5)	2	GSC-690004A
133	Brake Cam Long	1	GSC-CL034
134	Brake Cam Short	1	GSC-CL033
135	Center Diff. Mount Posts	4	GSC-AV009
136	Brake Lever	2	GSC-CL033
137	Shock Body (S)	2	GS-25076
138	Shock Body (L)	2	GSC-25077
139	Shock Cap (13mm)	4	GSC-25080
140	Shock Shaft	2	GSC-25081
141	Shock Shaft-L	2	GSC-25082
142	Shock Spring - 1.6 Front (BL)	2	GSC-AVP034
285	13mm Front Shock Spring (F1.5mm) (FY)	2	GSC-CLP034
286	13mm Front Shock Spring (F1.7mm) (FO)	2	GSC-CLP034
143	Shock Spring - 1.6 Rear (BL)	2	GSC-AVP036
287	13mm Rear Shock Spring (R1.5mm) (FY)	2	GSC-CLP034
288	13mm Rear Shock Spring (R1.7mm) (FO)	2	GSC-CLP034
144	G8.5-Ring	5	GSC-25083
145	2.6x6x t0.5mm Washer	9	GSC-ST105
146	M2.5 Lock Nut	5	GSC-ST105
147	P3.5 O-Ring	8	GSC-SH-8-35
148	Shock Bladder	4	GSC-SH-8-13
149	Shock Boot	4	GSC-34002
150	Shock Shaft Washer-2mm/POM	4	GSC-10065
151	Shock Shaft Washer-1mm/POM	4	GSC-10065
152	Shock Piston-1.5x2/POM	4	GSC-10066
153	Shock spring Cup (Lower)	4	GSC-AV105
154	Shock spring Cup (Upper)	4	GSC-AV105
155	Shock Shaft Ball End	4	GSC-100082
156	CL-1 Shock Spring Adjuster 1mm	8	GSC-CL044

STORM CL-1 Team Kit Key No. List

Team Kit Key No.	Part Name	Q'ty in Use	Item No.
157	CL-1 Shock Spring Adjuster 2mm	8	GSC-CL044
158	CL-1 Shock Spring Adjuster 5mm	4	GSC-CL044
159	CL-1 Shock Spring Adjuster 8mm	4	GSC-CL044
160	Aluminum Clutch Shoe	3	GSC-250404
161	Pilot Nut #117	1	GSC-ST032
162	Exhaust Gasket For .21 Engine	1	GSC-E21TBL
163	Manifold stay #144	1	GSC-ST071
164	Clutch Bell 13T(N1-CHB13B)	1	GSC-ST001
165	Muffler Stay Wire	1	GSC-ST071
166	Clutch Spring(B11-001)	3	GSC-ST003
167	Manifold Holder Spring	2	GSC-ST078
168	Ball Bearing 5x10x4mm	2	GSC-581814
295	GS High Performance Aluminum 35mm Fly Wheel	1	GSC-CLP021
170	Cone Collar	1	GSC-ST002A
171	CL1 Engine Mount	2	GSC-CLP013
172	3X6mm CAP Screw	1	GSC-611020
173	3x8x1mm Washer	9	GSC-601008
174	5x7x0.2mm Washer	8	GSC-ST065
175	M3X12 CAP	5	GSC-611023
176	M3 Spring Washer	4	GSC-601005
177	4x8mm I-Head Screw	4	GSC-615001
180	3x10mm FH/ST HEX Screw	2	GSC-650024
181	Fuel Tank Posts-A (ST2-126)	1	GSC-AV092
182	Fuel Tank Posts-B (ST2-127)	1	GSC-AV092
183	Silicone Fuel Tubing 2.4x5.5mm/3ft (BL)	2	GSC-24553TBL
184	Air Filter Foam	1	GSC-701017-1
185	Air Filter Outer Foam	1	GSC-701017-2
186	Air Filter Adapter	1	GSC-701017
187	Air Filter base	1	GSC-701017
188	Air Filter End Cap	1	GSC-701017
189	Zip tide 5X120	2	GSC-701017
190	Air Cleaner Sticker	1	GSC-701017
191	Carbon Fibre Radio tray	1	GSC-CLP002
192	Radio Box-A	1	GSC-AV069
193	Radio Box-B	1	GSC-AV069
194	Radio Tray Post (A)	1	GSC-CL047
195	Radio Tray Post (B)	1	GSC-CL047
196	Radio Tray Post (C)	1	GSC-CL047
197	Servo Mount	1	GSC-AV072
198	Brake Rod Support - Up	1	GSC-AV072
199	Brake Rod Support - Lower	1	GSC-AV072

Team Kit Key No.	Part Name	Q'ty in Use	Item No.
200	Throttle Rod Support	1	GSC-AV072
201	Transponder Mount	1	GSC-AV089
202	Throttle Ball End	1	GSC-AV072
203	Steering Servo Linkage Ball End	2	GSC-CL049
204	Servo Horn Adapter,Black (KO,Sanwa,Air)	2	GSC-900007BK
205	Servo Horn Adapter,Black (J)	2	GSC-900007BK
206	Servo Horn Adapter,Black (F)	2	GSC-900007BK
207	Servo Horn Adapter,Black (H)	2	GSC-900007BK
208	Servo Horn(BK)	2	GSC-900007BK
209	Silicone Switch Cover	1	GSC-COV001TBL
210	Turnbuckle 3x40mm	1	GSC-250147C
211	5.8mm ball stud	2	GSC-CL049
212	Stoper (CU2)	4	GSC-AV072
213	Linkage Rod 2x55mm	3	GSC-AV072
214	Adjuster Knob #137	2	GSC-AV072
215	Servo Saver Spring	1	GSC-CL038
216	M3x10mm FH/ST HEX Screw	7	GSC-650203
217	FH3x14mm	2	GSC-620028
218	Body Pin (R4)	2	GSC-60004A
219	M2X15 RH	2	GSC-AV072
220	M2X33 BH	2	GSC-AV069
221	7075 Hard Anodized chassis plate	1	GSC-CLP001
222	Antenna (BK)	1	GSC-AV091
223	Tube Cap	1	GSC-AV091
224	CL-1 Body	1	GSC-CL052
225	Body Pin (R8)	2	GSC-80006
226	CL-1 Wing (WH)	1	GSC-CL050WH
282	1/8 Off Road Competition Wheel(WH)	4	GSC-100340WH
228	CL-1 window masks	1	GSC-CL052
229	CL-1 Body decals	1	GSC-CL053
230	CL1 manual	1	GSC-CL054
231	Cross Wrench-7/8/10/17MM	1	GSC-706051
232	BH3x8mm	4	GSC-640022
233	Cross Wrench-4/5/5.5/7MM	1	GSC-706006
234	HEX Wrench (5mm)	1	GSC-706009
235	5000 cps Silicone oil	1	GSC-70023
236	7000 cps Silicone oil	1	GSC-70025
237	1000 cps Silicone oil	1	GSC-70019
238	35wt Silicone oil	1	GSC-700111
239	M3x10mm FH HEX SCREW	9	GSC-620203
240	M3x14mm CAP SCREW	4	GSC-611024

STORM CL-1 Team Kit Key No. List

Team Kit Key No.	Part Name	Q'ty in Use	Item No.
242	CL-1 Rear Wing Sticker	1	GSC-CL050WH
243	Grease 5g	1	GSC-707019
296	Fuel Tank 125CC	1	GSC-CLP036
245	Linkage spring	1	GSC-AV072

Team Kit Key No.	Part Name	Q'ty in Use	Item No.
283	1/8 Spacer For TH-Servo	2	GSC-CLR010
284	Break Holder	2	GSC-CLR010
289	GS Professional Fuel Filter	1	GSC-250483

STORM CL-1 Pro Team Kit Spare Part List

Item No.	Part Name
GSC-CL001	44T Spur Gear
GSC-CL002	Crown Gear 38T
GSC-CL003	Pinion Gear 11T
GSC-CL005	Differential Bulkhead Set (F/R)
GSC-CL006	Sway Bar Plate(4)
GSC-CL007	Front Bumper
GSC-CL009	Center Diff. Outdrives (2)
GSC-CL010	Steering Knuckle (L)
GSC-CL011	Steering Knuckle (R)
GSC-CL012	Front Upper Suspension Arms (L/R)
GSC-CL013	Front Lower Suspension Arms (L/R)
GSC-CL014	Front Upper/Lower Arm Holder
GSC-CL015	CL-1 Camber, Caster Insert Set (2 Set)
GSC-CL016	Front/Rear Lower Hinge Pin (4)
GSC-CL017	Front Upper Arm Hinge Pin (2)
GSC-CL018	Front Sway Bar 2.3mm
GSC-CL020	Wing Stay Set
GSC-CL021	Rear Suspension Mount
GSC-CL022	Rear Lower Suspension Arms (L/R)
GSC-CL023	Rear Hub Carriers (L/R)
GSC-CL024	Rear Upper Sus. Arm Ball Ends Set
GSC-CL025	Body Mount Set (F/R)
GSC-CL026	Rear Chassis Brace Mount
GSC-CL027	Sway Bar Linkage Set (4)
GSC-CL028	Caster Insert Set
GSC-CL029	Rear Upper Suspension Arm Set
GSC-CL030	Rear Upper Sus. Arm Ball Stud Set
GSC-CL031	Rear Hub Carriers Hinge Pin (2)
GSC-CL032	Rear Sway Bar 2.8mm
GSC-CL033	Brake Cam Short
GSC-CL034	Brake Cam Long

Item No.	Part Name
GSC-CL035	Brake Calipers
GSC-CL036	Steering Bellcranks (A/B/C)
GSC-CL037	Servo Saver Shafts
GSC-CL038	Servo Saver Nut/Spring
GSC-CL039	Servo Saver Steering Plate (w/bushings)
GSC-CL039A	Servo Saver Steering Plate bushings
GSC-CL041	6.8mm Steering Linkage Ball End(5)
GSC-CL042	6.8mm Steering Linkage Ball Stud(5)
GSC-CL044	CL-1 Shock Spring Adjuster, Camber, Caster Insert Set (2)
GSC-CL045	Shock Cap Stud(4)
GSC-CL046	CL-1 Steering Linkage Turnbuckles
GSC-CL047	Radio Tray Post Set (A/B/C)
GSC-CL049	CL-1 Steering Servo Linkage Set
GSC-CL050WH	CL-1 Eagle Wing Set (WH) (w/Sticker)
GSC-CL052	CL-1 Body (includes window masks + decals)
GSC-CL053	CL-1 Decal Sheet
GSC-CL054	CL-1 Instruction Manual
GSC-CLP001	CL-1 Main Chassis Pro (7075 T6 Hard Anodized)
GSC-CLP002	Carbon Fiber Radio Tray
GSC-CLP003	Carbon Fiber Front Support Plate
GSC-CLP004	7075 T6 Front Shock Tower
GSC-CLP005	7075 T6 Rear Shock Tower
GSC-CLP006	Aluminum Front Chassis Brace
GSC-CLP007	Aluminum Rear Chassis Brace
GSC-CLP008	Aluminum Rear Anti-Squat Mount
GSC-CLP009	Front Center CVD Drive Shaft (1)
GSC-CLP010	Rear Center CVD Drive Shaft (1)
GSC-CLP011	14mm Knuckle Pivot Ball (4) (Al hard coding)
GSC-CLP012	14mm Knuckle Pivot Ball Turnbuckles (4)
GSC-CLP013	7075 T6 Engine Mounts (fits all .21/.25 engines)
GSC-CLP014	7075 T6 Front Lower Suspension Plate (5mm)

STORM CL-1 Pro Team Kit Spare Part List

Item No.	Part Name
GSC-CLP015	Aluminum CNC Front Lower Arm Holder
GSC-CLP018	CL-1 Ultra Front Shock Tower (5mm 7075 T6)
GSC-CLP021	GS High performance Aluminum 35mm Fly Wheel Set
GSC-CLP024	CL-1 Aluminum Wing joint Set
GSC-CLP025	Front Sway bar Set (2.3mm/2.5mm/2.7mm)
GSC-CLP026	Rear Sway bar Set (2.6mm/2.8mm/3.0mm)
GSC-CLP030	Lightend Front/Rear Diff. Outdrive
GSC-CLP032	High Performance Diff. Case
GSC-CLP033	M6.1x17.5xT0.3mm Steel Shim for Diff
GSC-CLP034	13MM PRO SHOCK SPRING SET(S-FY/H-FO) (8pcs)
GSC-CLP035	CL-1 Lightened Drive Shaft
GSC-CLP036	1/8 Off Road Fuel Tank 120CC
GSC-CLR010	1/8 Spacer For TH-Servo/Break Holder
GSC-AV004	Diff. Bevel Gear Set
GSC-AV006	Diff. Gasket (3)
GSC-AV008	Center Diff . Mount Set
GSC-AV009	Center Diff . Mount Shaft Set (4)
GSC-AV024	Knuckle Pivot Ball Washer (5)
GSC-AV025	Knuckle Pivot Ball Nut (5)
GSC-AV026	14mm Pivot Ball Cup (5)
GSC-AV069	Radio Box Set
GSC-AV072	Throttle Linkage Set
GSC-AV084	Sway Bar Collar 6.8x11.8mm (4)
GSC-AV085	Ball 6.8x5.2mm (4)
GSC-AV088	Ball Bearing 15x24x5mm (4)
GSC-AV089	Transponder Mount
GSC-AV091	Pro Antenna (Black) (2)
GSC-AV092	Fuel Tank Post Set (A/B)
GSC-AV094	Pin 2.5x10.8mm
GSC-AV095	Bevel Gear Shaft
GSC-AV098	Washer 12x8.2x0.5mm
GSC-AV099	Washer 3x8x0.5mm
GSC-AV105	Shock spring Cup (Upper)
GSC-AVP005	Carbon Fiber Center Diff Support Plate
GSC-AVP030	Vented Pro Brake Disk (2)
GSC-AVP034	Shock Spring - 1.6 Front (BL)
GSC-AVP036	Shock Spring - 1.6 Rear (BL)
GSC-ST001	Cluth Bell ,13T
GSC-ST002A	Cone Collar
GSC-ST003	Clutch Spring
GSC-ST032	Pilot Nut

Item No.	Part Name
GSC-ST059	Side Guard Set (for STORM / CL-1)
GSC-ST065	Clutch Shim, 5X7X0.3mm (10)
GSC-ST067	O-Ring, AS009 (6)
GSC-ST071	Muffler Holder Set
GSC-ST078	Manifold Spring Holder Set
GSC-ST082	13.4x16x0.2mm Shim (10)
GSC-ST105	Storm/ SUT 2.5mm Shock Locknut kit (10 pcs)
GSC-STP042	Hard Anodized Wheel Nut(4)
GSC-STP20	Hard Anodized Wheel Hub & Nut Set (2)
GS-25076	13mm CL-1 Front Shock Body (2)
GSC-100082	Shock Shaft Ball End (5)
GSC-100340WH	1/8 Off Road Competition Wheel (WH)
GSC-10065	Pro Shock Seal Kit (for 3.5mm shock shaft)
GSC-10066	13mm Shock Piston - (2 hole x 1.5mm)
GSC-24553TBL	Silicone Fuel Tubing 2.4x5.5mm/3ft (BL)
GSC-250147C	Turnbuckle Rod-3x40mm (2)
GSC-250404	1/8 Aluminum Clutch Shoes (1 Set)
GSC-250483	GS Professional Fuel Filter Set
GSC-25077	13mm CL-1 Rear Shock Body (2)
GSC-25080	Shock Cap (13mm) (2)
GSC-25081	Front 3.5mm Shock Shaft (2)
GSC-25082	Rear 3.5mm Shock Shaft (2)
GSC-25083	G8.5-Ring (5)
GSC-34002	Silicone Shock Boot
GSC-581814	Ball Bearing 5x10x4mm
GSC-60004A	Body Pin (R4)
GSC-601005	M3 Spring Washer(10)
GSC-601008	Washer, 3x8x1mm (10)
GSC-601023	3x10xt0.8mm Shim(10)
GSC-602008	Pin, 3x16.8mm(5)
GSC-603007	M3 Nylon Nut (10)
GSC-610000	M3x3 set screw (10)
GSC-610001	M3x4 set screw (10)
GSC-610020	M4x4 set screw (10)
GSC-610025	M4x10mm Set Screw (10)
GSC-610039	M5x4 set screw (10)
GSC-610103	M3x10mm OH/ ST HEX Screw (10)
GSC-611020	3X6 Cap (10)
GSC-611023	M3X12 Cap Screw (10)
GSC-611024	M3x14mm Cap Screw (10)
GSC-611024A	M3x14 Cap Screw (Half Thread) (10)

STORM CL-1 Pro RTR Key No. List

Pro RTR Key No.	Part Name	Q'ty in Use	Item No.
1	Ball Bearing 8X16X5	14	GSC-690003A
2	Diff. Gasket	3	GSC-AV006
3	Diff. Case Set	3	GSC-CL004
5	4x4mm SET Screw	5	GSC-610020
6	Diff. Large Bevel Gear	6	GSC-AV004
7	Diff. Small Bevel Gear	12	GSC-AV004
8	Pin 2.5x10.8mm	6	GSC-AV094
9	O-ring(1.75x9mm) AS009	6	GSC-ST067
10	Bevel Gear Shaft	6	GSC-AV095
11	6.2x17.5xT0.2mm Washer	8	GSC-AV102
14	Front/Rear Diff. Outdrive	4	GSC-CL008
15	44T Spur Gear	1	GSC-CL001
16	Center Diff. Outdrives	2	GSC-CL009
17	Differential Bulkhead Set (F)	2	GSC-CL005
18	Differential Bulkhead Set (R)	2	GSC-CL005
19	Sway Bar Plate	4	GSC-CL006
20	Steering Knuckle (L)	1	GSC-CL010
21	Steering Knuckle (R)	1	GSC-CL011
22	14mm Pivot Ball Cup (5)	4	GSC-AV026
23	Front Upper Suspension Arms (L)	1	GSC-CL012
24	Front Upper Suspension Arms (R)	1	GSC-CL012
25	Front Lower Suspension Arms (L)	1	GSC-CL013
26	Front Lower Suspension Arms (R)	1	GSC-CL013
27	Front Bumper	1	GSC-CL007
28	Front Lower Arm Holder	1	GSC-CL014
29	Front Upper Arm Holder	1	GSC-CL014
30	Sway Bar Linkage Set	4	GSC-CL027
31	CL-1 Caster Insert Set 1°	10	GSC-CL015
32	CL-1 Caster Insert Set 0°	10	GSC-CL015
33	CL-1 Camber, Caster Insert Set	4	GSC-CL015
34	CL-1 Camber Insert Set 0°	4	GSC-CL015
35	CL-1 Camber Insert Set 1°	4	GSC-CL015
36	CL-1 Camber Insert Set 1.5°	4	GSC-CL015
37	CL-1 Camber Insert Set 2°	4	GSC-CL015
38	CL-1 Shock Bushing	6	GSC-CL015
39	Caster Insert Set 1mm	4	GSC-CL028
40	Caster Insert Set 3mm	4	GSC-CL028
41	Front Sway Bar 2.3mm	1	GSC-CL018
42	7075 T6 Front Lower Suspension Plate	1	GSC-CL019
43	Universal Drive Shaft (F/R)	2	GSC-AV042
44	7075 T6 Front Shock Tower	1	GSC-CLP004

Pro RTR Key No.	Part Name	Q'ty in Use	Item No.
46	Shock Cap Stud	4	GSC-CL045
47	14mm Knuckle Pivot Ball (Al hard coated)	4	GSC-CLP011
48	14mm Knuckle Pivot Ball Turnbuckles	4	GSC-CLP012
49	Knuckle Pivot Ball Washer	4	GSC-AV024
50	Knuckle Pivot Ball Nut	4	GSC-AV025
51	6.8x11.8mm Bar Stud Mount	4	GSC-AV084
52	Ball 6.8x5.2	8	GSC-AV085
53	Wheel Hub	4	GSC-STP20
54	Wheel Hub Nut	4	GSC-STP042
55	Front/Rear Lower Arm Hinge Pin	4	GSC-CL016
56	Front Upper Arm Hinge Pin	2	GSC-CL017
57	3x3mm SET Screw	10	GSC-610000
58	3x4mm SET Screw	6	GSC-610001
59	4x10mm SET Screw	4	GSC-610025
60	5x4 mm SET Screw	6	GSC-610039
61	3x8x0.5 mm Washer	4	GSC-AV099
62	12x8.2x t0.5 mm Washer	4	GSC-AV098
63	13.4x16xt0.2mm Washer	8	GSC-ST082
64	M3 Lock Nut	18	GSC-603007
65	Pin 3x16.8mm	4	GSC-602008
66	3x10xt0.8mm Washer	4	GSC-601023
67	Ball Bearing 24x15x5mm	4	GSC-AV088
69	3.5x25mm FH/ST Screw	6	GSC-650065
70	3.5x35mm FH/ST Screw	4	GSC-650069
73	3x16mm CAP Screw	5	GSC-611026
74	3x23mm CAP Screw	6	GSC-611030
75	3x20mm OH HEX Screw	4	GSC-613107
76	Wing support	2	GSC-CL020
77	Wing Mount	2	GSC-CL020
78	Wing joint	3	GSC-CL020
79	Washer	2	GSC-CL020
80	Rear Suspension Mount	1	GSC-CL021
81	Rear Lower Suspension Arms (L)	1	GSC-CL022
82	Rear Lower Suspension Arms (R)	1	GSC-CL022
83	Rear Hub Carriers (L)	1	GSC-CL023
84	Rear Hub Carriers (R)	1	GSC-CL023
85	Rear Upper Sus. Arm Ball End	1	GSC-CL024
86	Body Mount	1	GSC-CL025
87	Rear Upper Sus. Arm Ball Ends Set	2	GSC-CL024
88	Rear Chassis Brace Mount	1	GSC-CL026
89	Rear Chassis Brace Inserts	1	GSC-CL026

STORM CL-1 Pro RTR Key No. List

Pro RTR Key No.	Part Name	Q'ty in Use	Item No.
90	Rear Sway Bar 2.8mm	1	GSC-CL032
92	7075 T6 Rear Shock Tower	1	GSC-CLP005
93	Rear Upper Suspension Arm	2	GSC-CL029
94	Rear Hub Carriers Hinge Pin	2	GSC-CL031
95	Rear Upper Sus. Arm Ball Stud (8.8xL9mm)	2	GSC-CL030
96	Rear Upper Sus. Arm Ball Stud (8.8xL10mm)	2	GSC-CL030
97	7075 T6 Rear Anti-Squat Mount	1	GSC-CLP008
98	M3x14 Cap Screw (Half tooth)	4	GSC-611024A
101	O-ring 2.8x6.6mm TBL	2	GSC-SH-8BL
102	M3 Aluminum Countersunk Washer	2	GSC-W00110TA
103	Steering Bellcranks (A)	1	GSC-CL036
104	Steering Bellcranks (B)	1	GSC-CL036
105	Steering Bellcranks (C)	1	GSC-CL036
106	6.8mm Steering Linkage Ball End	4	GSC-CL041
107	Body Mount	1	GSC-CL025
108	Servo Saver Adjustable Pipe	1	GSC-CL038
109	Servo Saver Nut	1	GSC-CL038
110	Servo Saver Spring	1	GSC-CL038
111	Servo Saver Shafts	2	GSC-CL037
112	Servo Saver Steering Plate	1	GSC-CL039
113	Carbon Fiber Front Support Plate	1	GSC-CLP003
115	3x10mm OH/ST HEX Screw	1	GSC-613203
118	6.8mm Steering Linkage Ball Stud	5	GSC-CL042
119	Servo Saver Steering Plate Screws	2	GSC-CL039A
120	Servo Saver Steering Plate bushings	2	GSC-CL039A
121	CL-1 Steering Linkage Turnbuckles	2	GSC-CL046
122	Center Diff . Mount Set A	2	GSC-AV008
123	Center Diff . Mount Set B	2	GSC-AV008
124	Side Guard (L)	1	GSC-ST059
125	Side Guard (R)	1	GSC-ST059
126	Carbon Fiber Center Diff Support Plate	1	GSC-AVP005
128	Brake Calipers A	2	GSC-CL035
129	Brake Calipers C	2	GSC-CL035
130	Front Support Brace	1	GSC-CLP006
131	Rear Support Brace	1	GSC-CLP007
133	Brake Cam Long	1	GSC-CL034
134	Brake Cam Short	1	GSC-CL033
135	Center Diff. Mount Posts	4	GSC-AV009
136	Brake Lever	2	GSC-CL033
137	Shock Body (S)	2	GSC-25076
138	Shock Body (L)	2	GSC-25077

Pro RTR Key No.	Part Name	Q'ty in Use	Item No.
139	Shock Cap (13mm)	4	GSC-25080
140	Shock Shaft	2	GSC-25081
141	Shock Shaft-L	2	GSC-25082
144	G8.5-Ring	5	GSC-25083
145	2.6x6x t0.5mm Washer	9	GSC-ST105
146	M2.5 Lock Nut	5	GSC-ST105
147	P3.5 O-Ring	8	GSC-SH-8-35
148	Shock Bladder	4	GSC-SH-8-13
149	Shock Boot	4	GSC-34002
153	Shock spring Cup (Lower)	4	GSC-AV105
154	Shock spring Cup (Upper)	4	GSC-AV105
155	Shock Shaft Ball End	4	GSC-100082
156	CL-1 Shock Spring Adjuster 1mm	8	GSC-CL044
157	CL-1 Shock Spring Adjuster 2mm	8	GSC-CL044
158	CL-1 Shock Spring Adjuster 5mm	4	GSC-CL044
159	CL-1 Shock Spring Adjuster 8mm	4	GSC-CL044
161	Pilot Nut #117	1	GSC-ST032
162	Exhaust Gasket For .21 Engine	1	GSC-E21TBL
163	Manifold stay #144	1	GSC-ST071
164	Clutch Bell 13T(N1-CHB13B)	1	GSC-ST001
165	Muffler Stay Wire	1	GSC-ST071
166	Clutch Spring (B11-001)	3	GSC-ST003
167	Manifold Holder Spring	2	GSC-ST078
168	Ball Bearing 5x10x4mm	2	GSC-581814
170	Cone Collar	1	GSC-ST002A
172	3X6mm CAP Screw	1	GSC-611020
173	3x8x1mm Washer	9	GSC-601008
174	5x7x0.2mm Washer	8	GSC-ST065
175	M3X12 CAP	5	GSC-611023
176	M3 Spring Washer	4	GSC-601005
177	4x8mm I-Head Screw	4	GSC-615001
181	Fuel Tank Posts-A (ST2-126)	1	GSC-AV092
182	Fuel Tank Posts-B (ST2-127)	1	GSC-AV092
183	Silicone Fuel Tubing 2.4x5.5mm/3ft (BL)	2	GSC-24553TBL
184	Air Filter Foam	1	GSC-701017-1
185	Air Filter Outer Foam	1	GSC-701017-2
186	Air Filter Adapter	1	GSC-701017
187	Air Filter base	1	GSC-701017
188	Air Filter End Cap	1	GSC-701017
189	Zip tide 5X120	2	GSC-701017
190	Air Cleaner Sticker	1	GSC-701017

STORM CL-1 Pro RTR Key No. List

Pro RTR Key No.	Part Name	Q'ty in Use	Item No.
191	Carbon Fibre Radio tray	1	GSC-CLP002
192	Radio Box-A	1	GSC-AV069
193	Radio Box-B	1	GSC-AV069
194	Radio Tray Post (A)	1	GSC-CL047
195	Radio Tray Post (B)	1	GSC-CL047
196	Radio Tray Post (C)	1	GSC-CL047
197	Servo Mount	1	GSC-AV072
198	Brake Rod Support -Up	1	GSC-AV072
199	Brake Rod Support-Lower	1	GSC-AV072
200	Throttle Rod Support	1	GSC-AV072
201	Transponder Mount	1	GSC-AV089
202	Throttle Ball End	1	GSC-AV072
203	Steering Servo Linkage Ball End	2	GSC-CL049
204	Servo Horn Adapter,Black(KO,Sanwa,Air)	2	GSC-900007BK
205	Servo Horn Adapter,Black(J)	2	GSC-900007BK
206	Servo Horn Adapter,Black(F)	2	GSC-900007BK
207	Servo Horn Adapter,Black(H)	2	GSC-900007BK
208	Servo Horn (BK)	2	GSC-900007BK
209	Silicone Switch Cover	1	GSC-COV001TBL
210	Turnbuckle 3x40mm	1	GSC-250147C
211	5.8mm ball stud	2	GSC-CL049
212	Stoper (CU2)	4	GSC-AV072
213	Linkage Rod 2x55mm	3	GSC-AV072
214	Adjuster Knob #137	2	GSC-AV072
215	Servo Saver Spring	1	GSC-CL038
217	FH3x14mm	2	GSC-620028
218	Body Pin (R4)	2	GSC-60004A
219	M2X15 RH	2	GSC-AV072
220	M2X33 BH	2	GSC-AV069
221	7075 Hard Anodized chassis plate	1	GSC-CLP001
222	Antenna (BK)	1	GSC-AV091
223	Tube Cap	1	GSC-AV091
225	Body Pin (R8)	2	GSC-80006
226	CL-1 Wing (WH)	1	GSC-CL050WH
227	Dish Wheel (WH)	4	GSC-100075WH
231	Cross Wrench-7/8/10/17MM	1	GSC-706051
232	BH3x8mm	4	GSC-640022
233	Cross Wrench-4/5/5.5/7MM	1	GSC-706006
234	HEX Wrench (5mm)	1	GSC-706009
240	M3x14mm CAP SCREW	4	GSC-611024
244	Fuel Tank 125CC	1	GSC-AV090
245	Linkage spring	1	GSC-AV072

Pro RTR Key No.	Part Name	Q'ty in Use	Item No.
253	RTR Crown Gear 38T	2	GSC-CLR001
254	RTR Pinion Gear 11T	2	GSC-CLR002
255	Drive Joint	2	GSC-ST029
256	CL-1 Center Drive Shaft 92mm	1	GSC-CLR003
257	CL-1 Center Drive Shaft 104mm	1	GSC-CLR004
259	Rear Wheel Axle	2	GSC-AV044
260	Rear Drive Shaft	2	GSC-CLR005
264	Servo Saver Bushing, Pastic, 6x10mm	4	GSC-CLR006
265	Brake Cam Bushing, Flanged	2	GSC-AV104
266	Disc Brake	2	GSC-AV061
267	CL-1 RTR Engine Mount	2	GSC-CLR008
268	RTR Flight Wheel	1	GSC-ST002
269	Clutch Shoe	3	GSC-ST004
270	13mm Shock Piston - (2 hole x 1.3mm for RTR)	4	GSC-10067
271	Shock Shaft Washer-2mm/RTR	4	GSC-10064
272	Shock Shaft Washer-1mm/RTR	4	GSC-10064
273	Shock Spring - 1.5 Front	2	GSC-680026
274	Shock Spring - 1.5 Rear	2	GSC-680028
275	Manifold Spring Holder	1	GSC-ST078A
276	Muffler	1	GSC-ST081
277	Manifold	1	GSC-ST079
278	GS Spider Tire	4	GSC-ST063
279	Foam Tire Insert	4	GSC-ST062
280	CL-1 RTR Painted Body (Red Spider)	1	GSC-150033
281	CL-1 RTR Decal	1	GSC-CLR009
283	1/8 Spacer For TH-Servo	2	GSC-CLR010
298	CL-1 Pro Kit/RTR Manual	1	GSC-CLR007
301	3x10mm FH CRO_Tp3X10	9	GSC-650024
302	FH CRO_Tp3X8	10	GSC-650023
303	FH CRO_M4X15	12	GSC-620083
304	BH CRO_M3X18	4	GSC-640029
305	BH CRO_3X16	4	GSC-640028
306	BH CRO_Tp3X12	4	GSC-670024
307	BH CRO_M3X10	5	GSC-640023
308	3x10mm OH/ST HEX Screw	6	GSC-670023
309	FH CRO_M4X10	7	GSC-620079
310	FH CRO M3X10	9	GSC-620025
311	FH CRO_Tp3X12	18	GSC-650025
312	BH CRO_Tp3X18	2	GSC-670029
313	FH CRO_3X20	2	GSC-620034
314	BH CRO_Tp3X15	8	GSC-670027

STORM CL-1 Pro RTR Spare Part List

Item No.	Part Name
GSC-CL001	44T Spur Gear
GSC-CL004	Diff. Case Set
GSC-CL005	Differential Bulkhead Set (F/R)
GSC-CL006	Sway Bar Plate(4)
GSC-CL007	Front Bumper
GSC-CL008	Front/Rear Diff. Outdrive(2)
GSC-CL009	Center Diff. Outdrives (2)
GSC-CL010	Steering Knuckle (L)
GSC-CL011	Steering Knuckle (R)
GSC-CL012	Front Upper Suspension Arms(L/R)
GSC-CL013	Front Lower Suspension Arms(L/R)
GSC-CL014	Front Upper/Lower Arm Holder
GSC-CL015	CL-1 Camber, Caster Insert Set (2 Set)
GSC-CL016	Front/Rear Lower Hinge Pin (4)
GSC-CL017	Front Upper Arm Hinge Pin (2)
GSC-CL018	Front Sway Bar 2.3mm
GSC-CL019	7075 T6 Front Lower Suspension Plate
GSC-CL020	Wing Stay Set
GSC-CL021	Rear Suspension Mount
GSC-CL022	Rear Lower Suspension Arms(L/R)
GSC-CL023	Rear Hub Carriers (L/R)
GSC-CL024	Rear Upper Sus. Arm Ball Ends Set
GSC-CL025	Body Mount Set(F/R)
GSC-CL026	Rear Chassis Brace Mount
GSC-CL027	Sway Bar Linkage Set (4)
GSC-CL028	Caster Insert Set
GSC-CL029	Rear Upper Suspension Arm Set
GSC-CL030	Rear Upper Sus. Arm Ball Stud Set
GSC-CL031	Rear Hub Carriers Hinge Pin (2)
GSC-CL032	Rear Sway Bar 2.8mm
GSC-CL033	Brake Cam Short
GSC-CL034	Brake Cam Long
GSC-CL035	Brake Calipers
GSC-CL036	Steering Bellcranks (A/B/C)
GSC-CL037	Servo Saver Shafts
GSC-CL038	Servo Saver Nut/Spring
GSC-CL039	Servo Saver Steering Plate (w/bushings)
GSC-CL039A	Servo Saver Steering Plate bushings
GSC-CL041	6.8mm Steering Linkage Ball End(5)
GSC-CL042	6.8mm Steering Linkage Ball Stud(5)
GSC-CL044	CL-1 Shock Spring Adjuster, Camber, Caster Insert Set (2)
GSC-CL045	Shock Cap Stud(4)

Item No.	Part Name
GSC-CL046	CL-1 Steering Linkage Turnbuckles
GSC-CL047	Radio Tray Post Set (A/B/C)
GSC-CL049	CL-1 Steering Servo Linkage Set
GSC-CL050WH	CL-1 Eagle Wing Set (WH)(w/Sticker)
GSC-CL052	CL-1 Body (includes window masks + decals)
GSC-CLR001	RTR Crown Gear 38T
GSC-CLR002	RTR Pinion Gear 11T
GSC-CLR003	CL-1 Center Drive Shaft 92mm
GSC-CLR004	CL-1 Center Drive Shaft 104mm
GSC-CLR005	Rear Drive Shaft
GSC-CLR006	Servo Saver Bushing, Pastic, 6x10mm
GSC-CLR007	CL-1 Pro Kit/RTR Manual
GSC-CLR008	CL-1 RTR Engine Mount
GSC-CLR009	CL-1 RTR Decal
GSC-CLR010	1/8 Spacer For TH-Servo/Break Holder
GSC-CLP001	CL-1 Main Chassis Pro (7075 T6 Hard Anodized)
GSC-CLP002	Carbon Fiber Radio Tray
GSC-CLP003	Carbon Fiber Front Support Plate
GSC-CLP004	7075 T6 Front Shock Tower
GSC-CLP005	7075 T6 Rear Shock Tower
GSC-CLP006	Aluminum Front Chassis Brace
GSC-CLP007	Aluminum Rear Chassis Brace
GSC-CLP008	Aluminum Rear Anti-Squat Mount
GSC-CLP011	14mm Knuckle Pivot Ball (4) (Al hard coding)
GSC-CLP012	14mm Knuckle Pivot Ball Turnbuckles (4)
GSC-AV004	Diff. Bevel Gear Set
GSC-AV006	Diff. Gasket (3)
GSC-AV008	Center Diff. Mount Set
GSC-AV009	Center Diff. Mount Shaft Set (4)
GSC-AV024	Knuckle Pivot Ball Washer (5)
GSC-AV025	Knuckle Pivot Ball Nut (5)
GSC-AV026	14mm Pivot Ball Cup (5)
GSC-AV042	Front Universal Drive Shaft (2)
GSC-AV044	Rear Wheel Axle (2)
GSC-AV061	Brake Disc
GSC-AV069	Radio Box Set
GSC-AV072	Throttle Linkage Set
GSC-AV084	Sway Bar Collar 6.8x11.8mm (4)
GSC-AV085	Ball 6.8x5.2mm (4)
GSC-AV088	Ball Bearing 15x24x5mm (4)
GSC-AV089	Transponder Mount
GSC-AV090	1/8th Buggy Fuel Tank (125cc)

STORM CL-1 Pro RTR Spare Part List

Item No.	Part Name
GSC-AV091	Pro Antenna (Black) (2)
GSC-AV092	Fuel Tank Post Set (A/B)
GSC-AV094	Pin 2.5x10.8mm
GSC-AV095	Bevel Gear Shaft
GSC-AV098	Washer 12x8.2x0.5mm
GSC-AV099	Washer 3x8x0.5mm
GSC-AV102	6.2x17.5xT0.2mm
GSC-AV104	Brake Cam Bushing, Flanged (Plastic)
GSC-AV105	Shock spring Cup (Upper)
GSC-APV005	Carbon Fiber Center Diff Support Plate
GSC-ST001	Cluth Bell ,13T
GSC-ST002	Flywheel & Collet
GSC-ST002A	Cone Collar
GSC-ST003	Clutch Spring
GSC-ST004	Clutch Shoes
GSC-ST029	Drive Joint (2)
GSC-ST032	Pilot Nut
GSC-ST059	Side Guard Set (for STORM / CL-1)
GSC-ST062	Foam Tire Insert (2)
GSC-ST063	GS Spired Tire (2)
GSC-ST065	Clutch Shim, 5X7X0.3mm (10)
GSC-ST067	O-Ring, AS009 (6)
GSC-ST071	Muffler Holder Set
GSC-ST078	Manifold Spring Holder Set
GSC-ST078A	Manifold Holder Spring(2)
GSC-ST079	Manifold Set
GSC-ST082	13.4x16x0.2mm Shim (10)
GSC-ST105	Storm/ SUT 2.5mm Shock Locknut kit (10 pcs)
GSC-STP042	Hard Anodized Wheel Nut (4)
GSC-STP20	Hard Anodized Wheel Hub & Nut Set (2)
GSC-100075WH	1/8 Off road Competition Wheel
GSC-100082	Shock Shaft Ball End (5)
GSC-10064	RTR Shock Seal Kit (o-rings/washers/g-rings/4 shocks)
GSC-10067	13mm Shock Piston - (2 hole x 1.3mm for RTR) (4)
GSC-150033	CL-1 RTR Painted Body (Red Spider)
GSC-24553TBL	Silicone Fuel Tubing 2.4x5.5mm/3ft (BL)
GSC-250147C	Turnbuckle Rod-3x40mm(2)
GSC-25076	13mm RTR Front Shock Body (2)
GSC-25077	13mm CL-1 Rear Shock Body (2)
GSC-25080	Shock Cap (13mm) (2)
GSC-25081	Front 3.5mm Shock Shaft (2)
GSC-25082	Rear 3.5mm Shock Shaft (2)

Item No.	Part Name
GSC-25083	G8.5-Ring (5)
GSC-34002	Silicone Shock Boot
GSC-581814	Ball Bearing 5x10x4mm
GSC-60004A	Body Pin (R4)
GSC-601005	M3 Spring Washer (10)
GSC-601008	Washer, 3x8x1mm (10)
GSC-601023	3x10xt0.8mm Shim (10)
GSC-602008	Pin, 3x16.8mm (5)
GSC-603007	M3 Nylon Nut (10)
GSC-610000	M3x3 set screw (10)
GSC-610001	M3x4 set screw (10)
GSC-610020	M4x4 set screw (10)
GSC-610025	M4x10mm Set Screw (10)
GSC-610039	M5x4 set screw (10)
GSC-611020	3X6 Cap (10)
GSC-611023	M3X12 Cap Screw (10)
GSC-611024	M3x14mm Cap Screw (10)
GSC-611024A	M3x14 Cap Screw (Half Thread) (10)
GSC-611026	M3x16 Cap Screw (10)
GSC-611030	M3x23 Cap Screw (10)
GSC-613107	M3x20mm OH/ ST HEX Screw (10)
GSC-613203	M3x10mm OH/ ST HEX Screw (10)
GSC-615001	M4x8 B/H Hex Screw (10Pcs)
GSC-620025	M3X10 FH Screw (10)
GSC-620028	M3x14mm FH Screw (10)
GSC-620034	M3X20 FH Screw (10)
GSC-620079	M4X10 FH Screw (10)
GSC-620083	M4X15 FH Screw (10)
GSC-640022	BH M3x8mm (10)
GSC-640023	BH M3x10mm (10)
GSC-640028	BH M3x16mm (10)
GSC-640029	BH M3x18mm (10)
GSC-650023	M3x8mm FH/ST Screw (10)
GSC-650024	M3x10mm FH/ST Screw (10)
GSC-650025	M3x12mm FH/ST Screw (10)
GSC-650065	3.5x25mm FH/ST Screw (10)
GSC-650069	3.5x35mm FH/ST Screw (10)
GSC-670023	M3X10 BH/ST Screws (10)
GSC-670024	M3X12 BH/ST Screws(10)
GSC-670027	M3X15 BH/ST Screws(10)
GSC-670029	M3X18 BH/ST Screws(10)
GSC-680026	Shock Spring - 1.5 Front (2)

MEMO

Lined area for writing the memo content.

MEMO

Lined area for writing the memo content.



Warranty

Your Storm CL-1 Pro RTR warranty covers workmanship and manufacturing defects of the original and unmodified parts. Warranty claims resulting from crashes, abuse, improper operation, improper mounting, improper adjustment or lack of maintenance will not be honored.

Contact your local hobby shop or GS distributor for all claims and questions. Claims must be well documented. All Claims are subject to expert examination approval by **GS RACING**

- GS RACING -





www.GSRACING.com

