



INSTRUCTION MANUAL

CL-1 Technical Data

- Length/520 mm (20.47")
- Width/315 mm (12.4")
- Height/220 mm (8.66")
- Ground Clearance/75 mm (2.95")
- Wheelbase/325~330mm(12.8"~12.99")
- Gear Ratio/11.69 : 1
- Track(F, R)/F : 306 mm (12.05"), R : 308 mm (12.13")
- Weight/3480 g (7.6 lbs)(Read to Race)
- Tank/120 cc



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

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



Congratulations on your purchase of the new GS Racing STORM CL-1 Kit. The STORM CL-1 represents a new generation of 1/8th off road buggies. Using years of experience and feedback from our race team and staff, we started with a clean sheet of paper and designed a whole new buggy from the ground up for the serious competition racer.

Please read this manual thoroughly and build the car our way first. The baseline setup is built into the assembly steps. Taking the time to study, reference, and understand your STORM CL-1 manual and the building steps included, is the key to ensure the maximum performance and longevity from your new 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, please feel free to contact our official GS Racing dealers and distributors, as they will be happy 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:

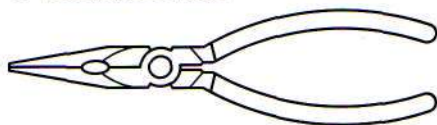
Precision Ruler or Caliper



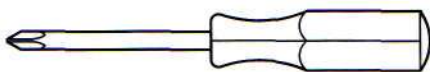
Hobby Knife



Needle Nose Pliers



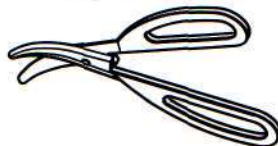
Phillips Screwdriver (#0,#1,#2)



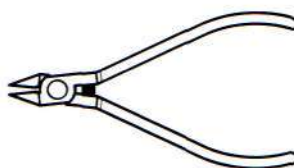
Flathead Screwdriver



Hobby Scissors



Wire Cutters



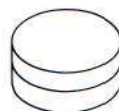
Thread Locking Compound



CA Glue and Rubber Cement



Silicone Type of Grease

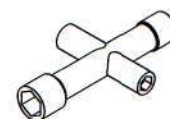
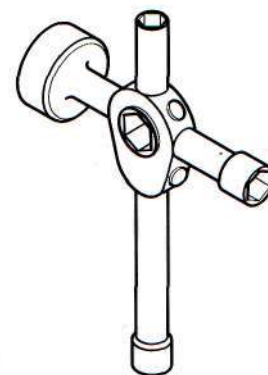


Tools Included:

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 Needed for Operation :

- Radio System (FM recommended with high speed/torque servos)
- 8 AA size Batteries (For Transmitter)
- Ni-Cd Battery Pack (5-Cell Hump Type)
- Glow Fuel and Fuel Bottle
- Starter Box (GS Racing Turbo Starter Recommended.)
- 12-Volt Battery or Two 6-Cell 7.2-Volt Battery Packs for Starter Box
- .21 Glow Powered Rear Exhaust R/C Racing Engine and Exhaust (GS R21PBX and GS ProX Tuned Pipe recommended)

Before You Start

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



Soak air filter oil



Assemble front and rear



Assemble both left and right sides



Grease



Bag number



Pure Silicone Oil



Thread Locking Compound



Assemble in the specified order

3. The assembly is arranged so that you will finish each bag before you go to the next one. Sometimes you will have parts remaining at the end of a bag. These will become part of the next bag.
4. We are constantly updating parts to improve our products. These changes, if any, will be noted in supplementary sheets located in a parts bag or inside the box. Check the box before you start and each bag as it is opened. When a supplement is found, attach it to the appropriate section of the manual.
5. 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.
6. When we refer to left and right sides, we are referring to the driver's point of view from inside the buggy.
7. Experienced racers pay special attention to small details. Two such details are making sure all parts are bind-free and making sure all screws are clean of manufacturing oil. As you build the car you will be asked to make sure parts "rotate freely" or "move freely". This is very important and should not be overlooked. Nearly all the screws supplied with this and most other r/c cars have a very thin coat of oil on them. Often, this oil can cause a screw to come loose prematurely. Take time to wipe clean all screws. You may also use a lighter or other flame (use caution, minors use adult supervision) to burn off this oil.

Introduction

Congratulations and thank you for choosing the GS Racing Storm CL-1 gas power off-road buggy. This manual contains all the basic instructions to finish assembly of, and break in, operation, and maintenance of your STORM CL-1. It is critical that you read all the instructions in this, and any/all accompanying guides, in order to operate your model correctly and avoid serious damage. Your hobby dealer cannot, under any circumstances, accept a model for return or exchange that has been run. We have taken the time to build your truck with our best setup, take the time to follow our instructions to ensure winning results with your STORM CL-1. If you should ever have any questions or need help with this or any GS product, please feel free to contact our official GS Racing dealers and distributors, as they will be happy to help you. Good luck and good racing!

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 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 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.

- 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.

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.

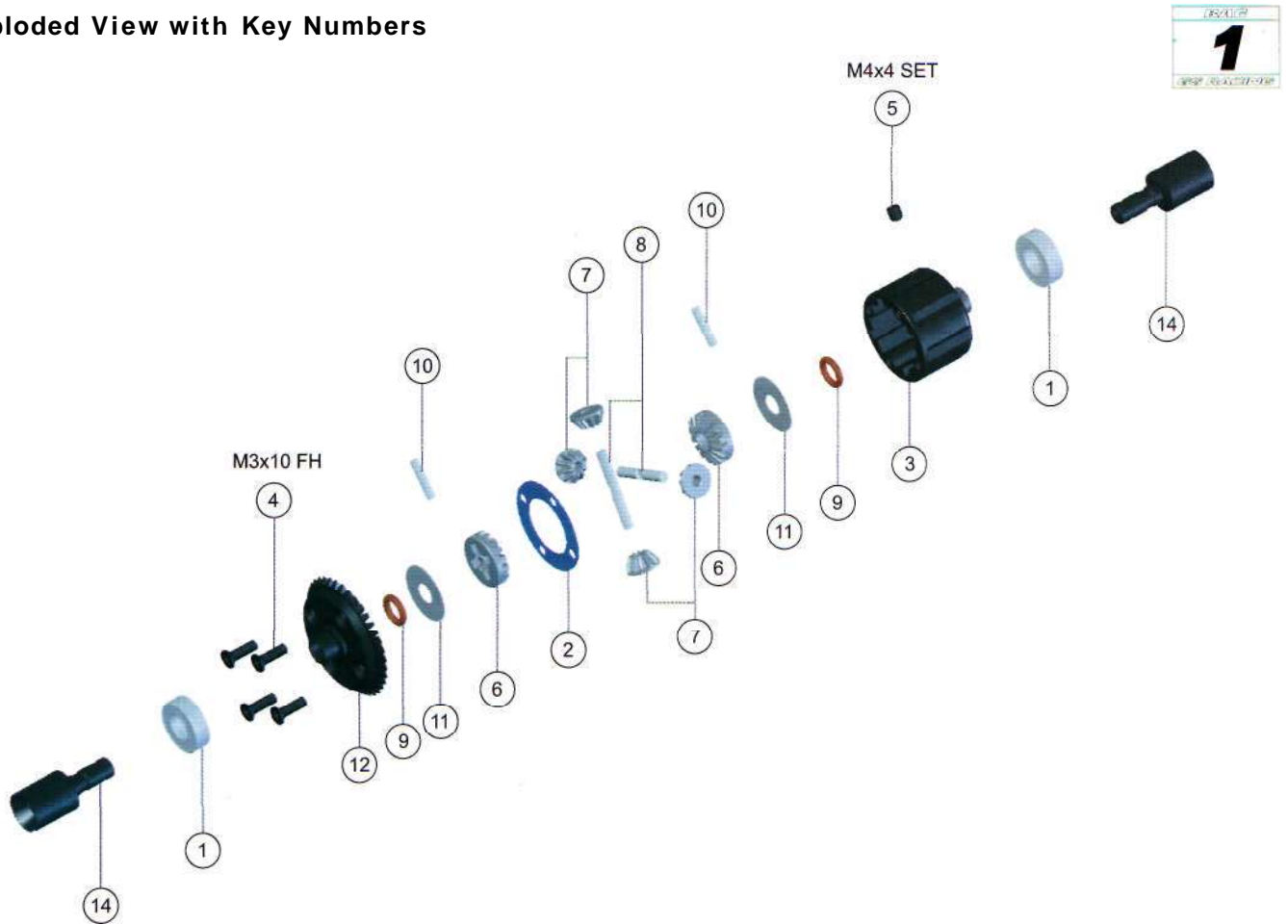
Never run the model without a clean and properly installed air cleaner.

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

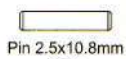


1. FRONT & REAR DIFFERENTIAL

Exploded View with Key Numbers



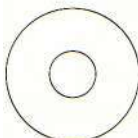
1



8

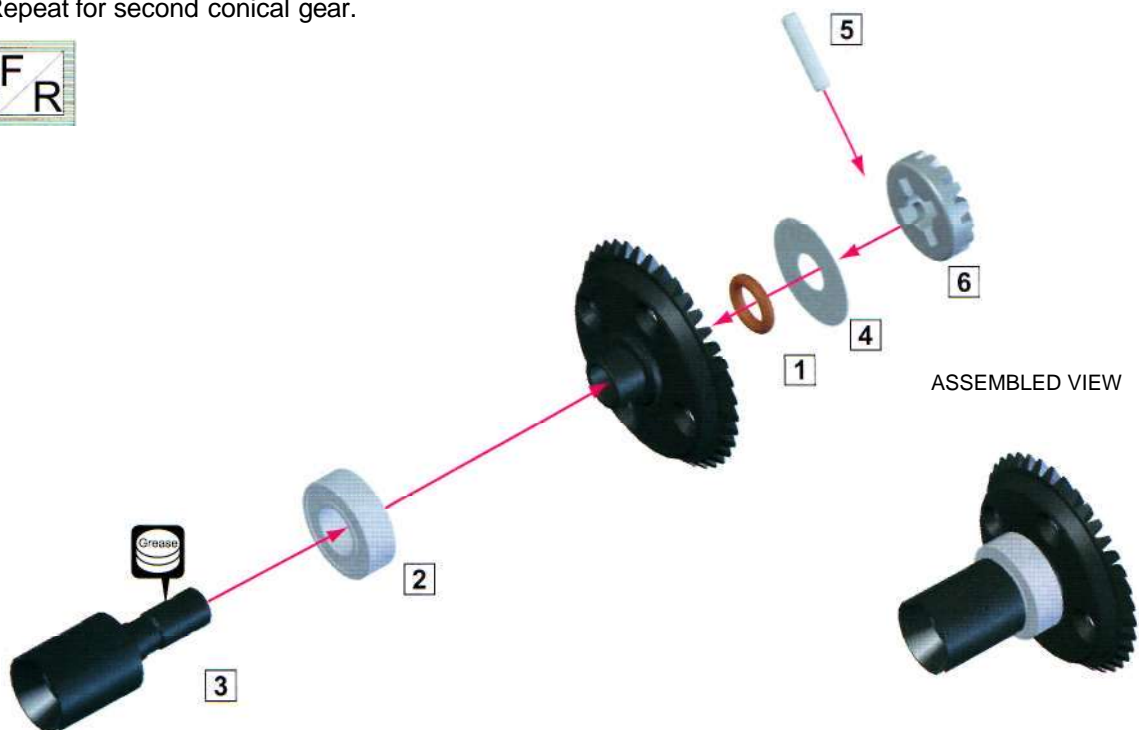


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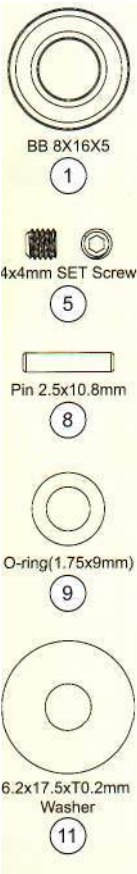


11

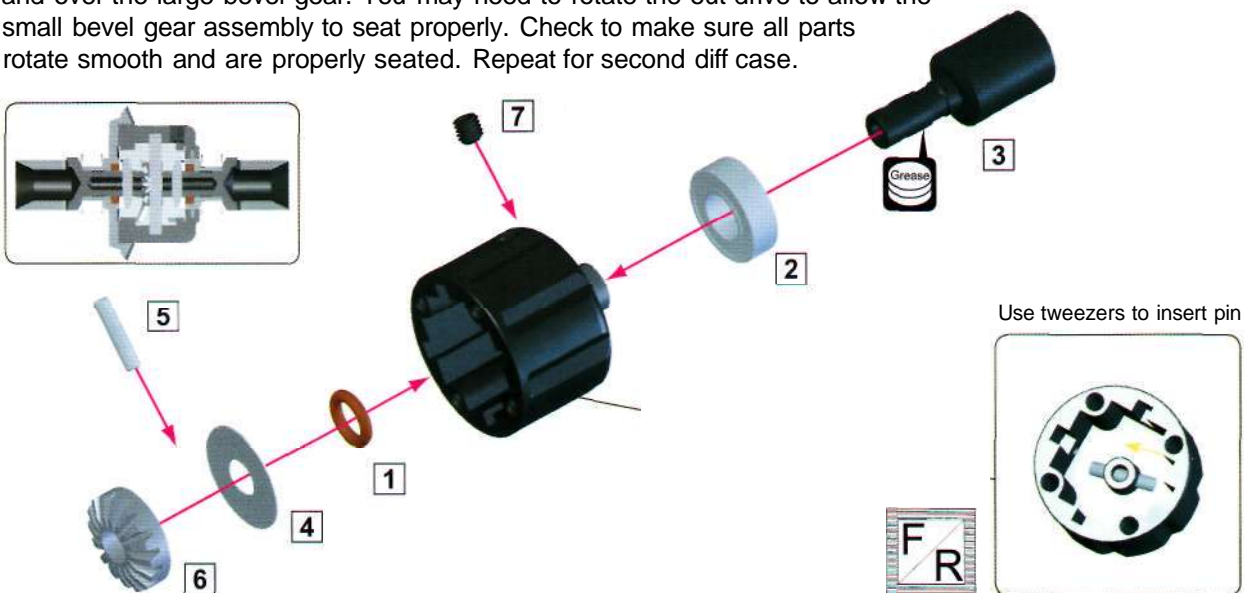
Front/Rear Conical Gear: Slide the bearing over the output shaft of the front/rear conical gear. Apply a light coat of grease to the male portion of the front/rear diff out drive and insert it through the spur gear. Apply a very light coat of grease to the o-ring, then slide it over the shaft of the 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 DIFFERENTIAL



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.



FRONT DIFFERENTIAL

REAR DIFFERENTIAL



Front Diff:
Use GS Racing Pure
Silicone Oil
5000cps~10000cps
Fill 80% Full



Tight the screws equally



Finish tightening in this order

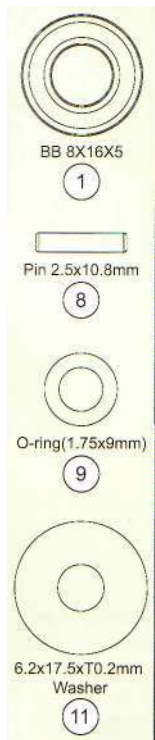
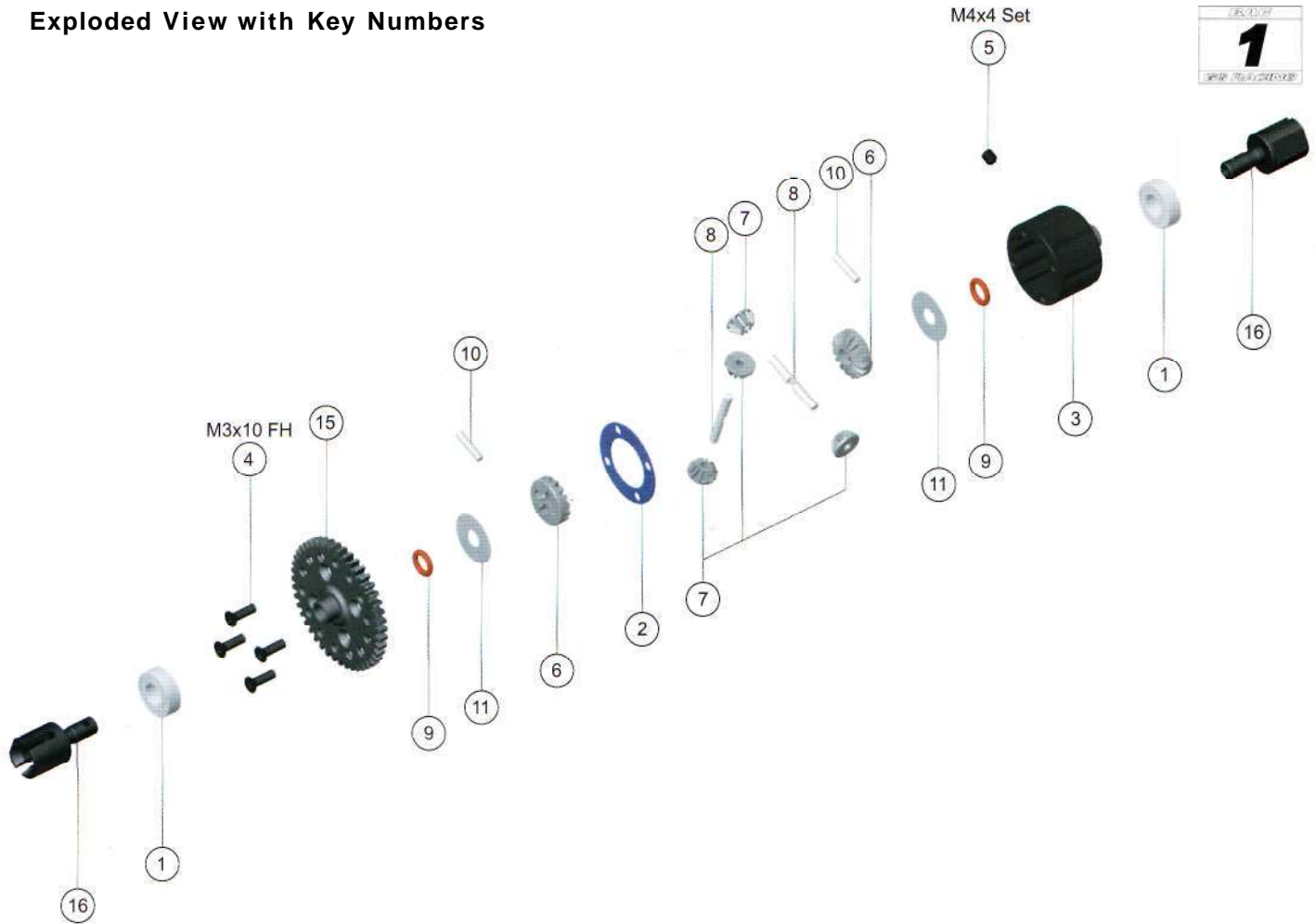


Rear Diff:
Use GS Racing Pure
Silicone Oil
1000cps
Fill 80% Full

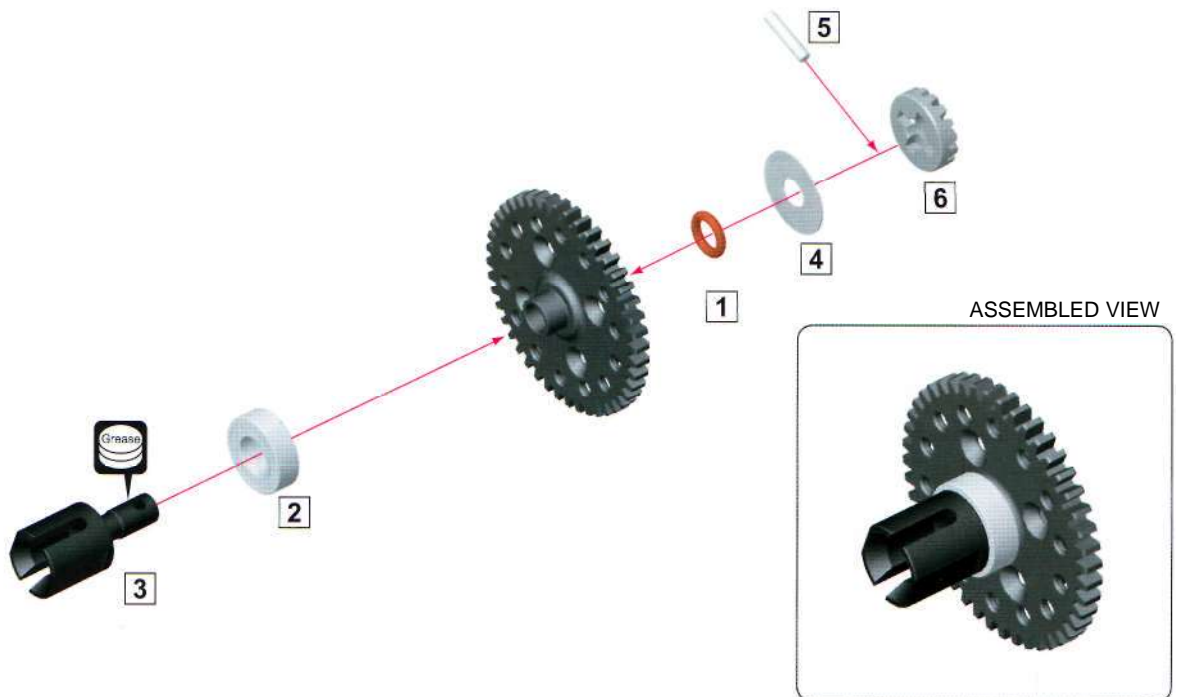


CENTER DIFFERENTIAL

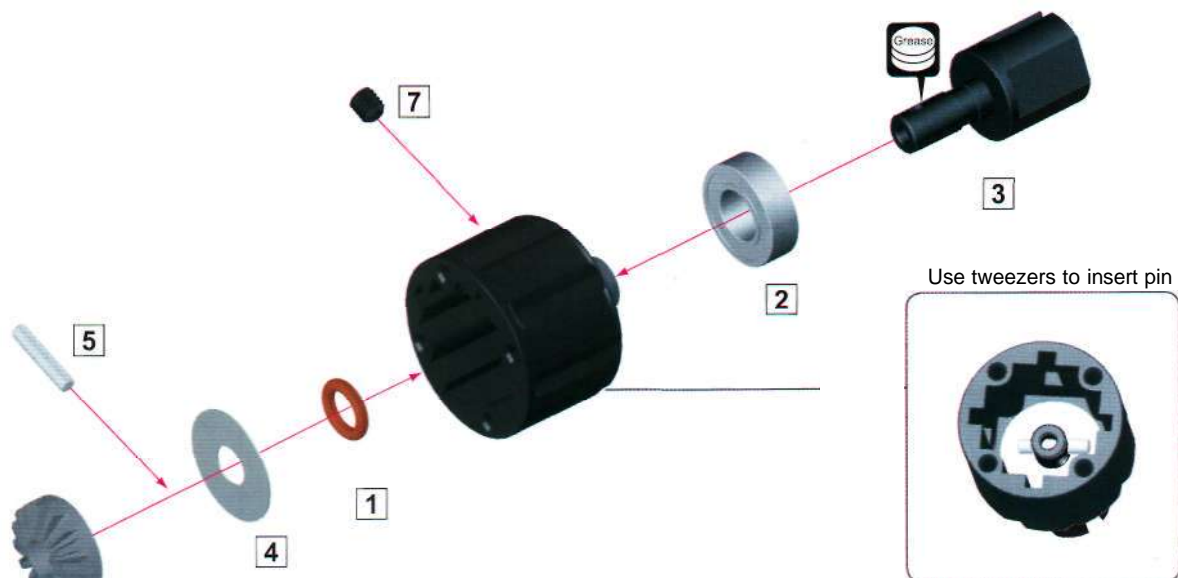
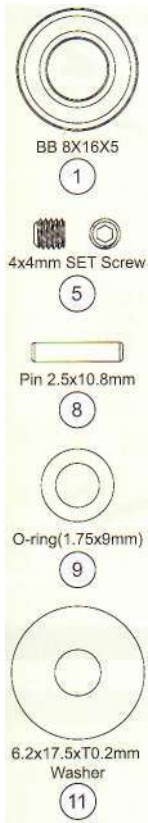
Exploded View with Key Numbers



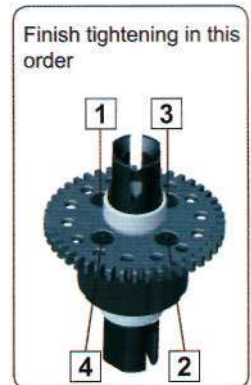
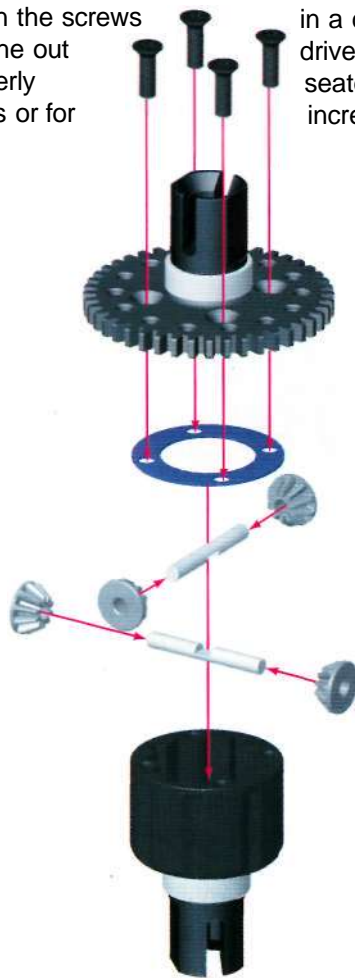
Center Spur Gear: Slide the bearing over the output shaft of the center spur gear. Apply a light coat of grease to the male portion of the long center diff out drive and insert it through the spur gear. Apply a very light coat of grease to the o-ring, then slide it over the shaft of the out drive and 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 more grease to the o-ring. Slide the large bevel gear over the pin.



CENTER DIFFERENTIAL



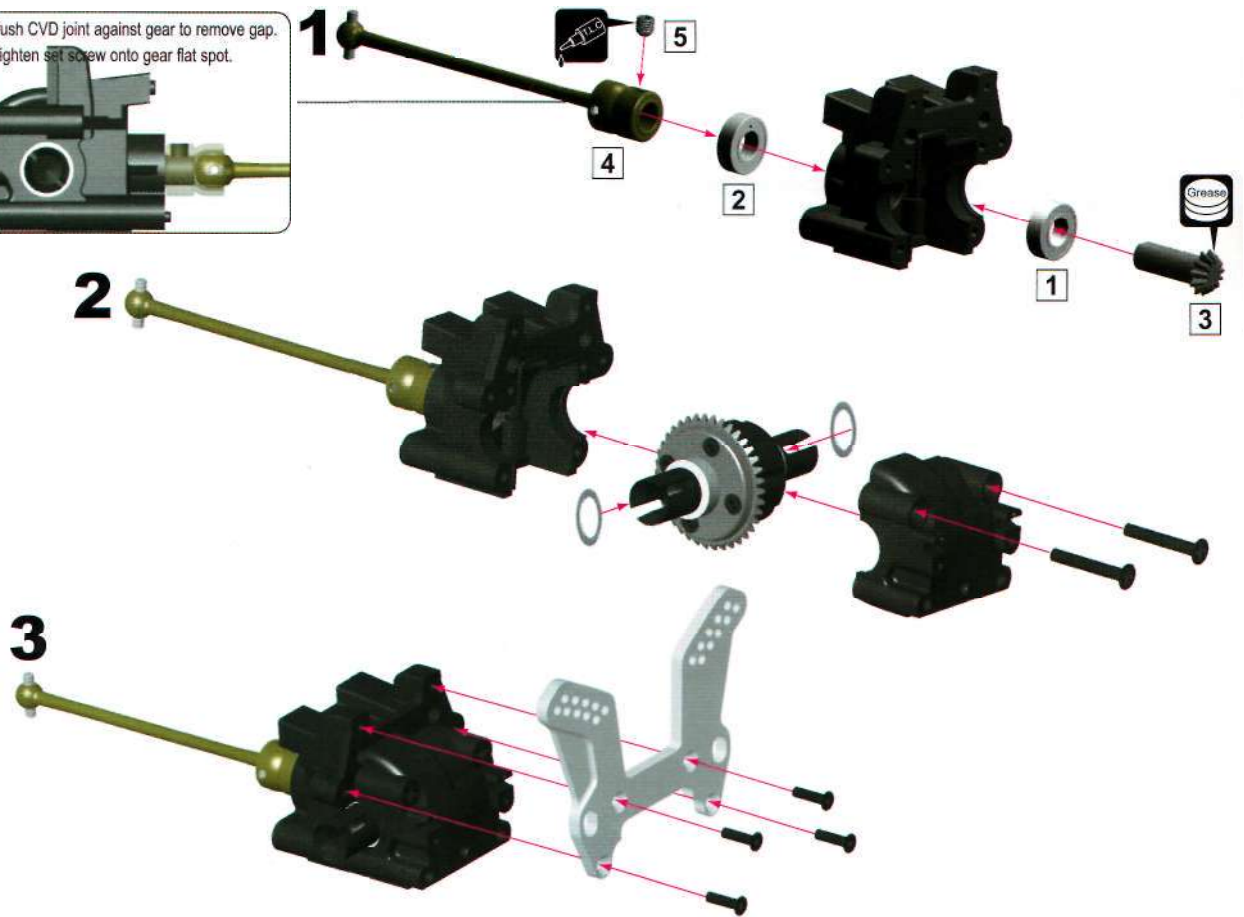
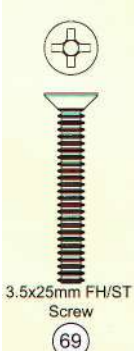
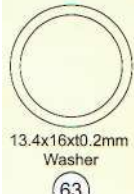
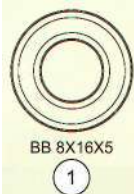
Center Differential: Fill the center diff to just above the small bevel gears with GS Racing Pure Silicone Diff Oil. Rotate the out drive to allow the oil to settle, then if needed, add more oil to bring oil level just above the small bevel gears. Place the gasket over the diff case, lining up the holes. Place the center spur gear assembly over the gasket, again lining up the holes. Attach the spur gear assembly using 3x 10mm 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. After building and driving your buggy, for high bite track conditions or for increased power and responsiveness, you may try using 10000cps oil.



2. FRONT TRANSMISSION

Exploded View with Key Numbers

2
ORANGE DISC COMPONENT



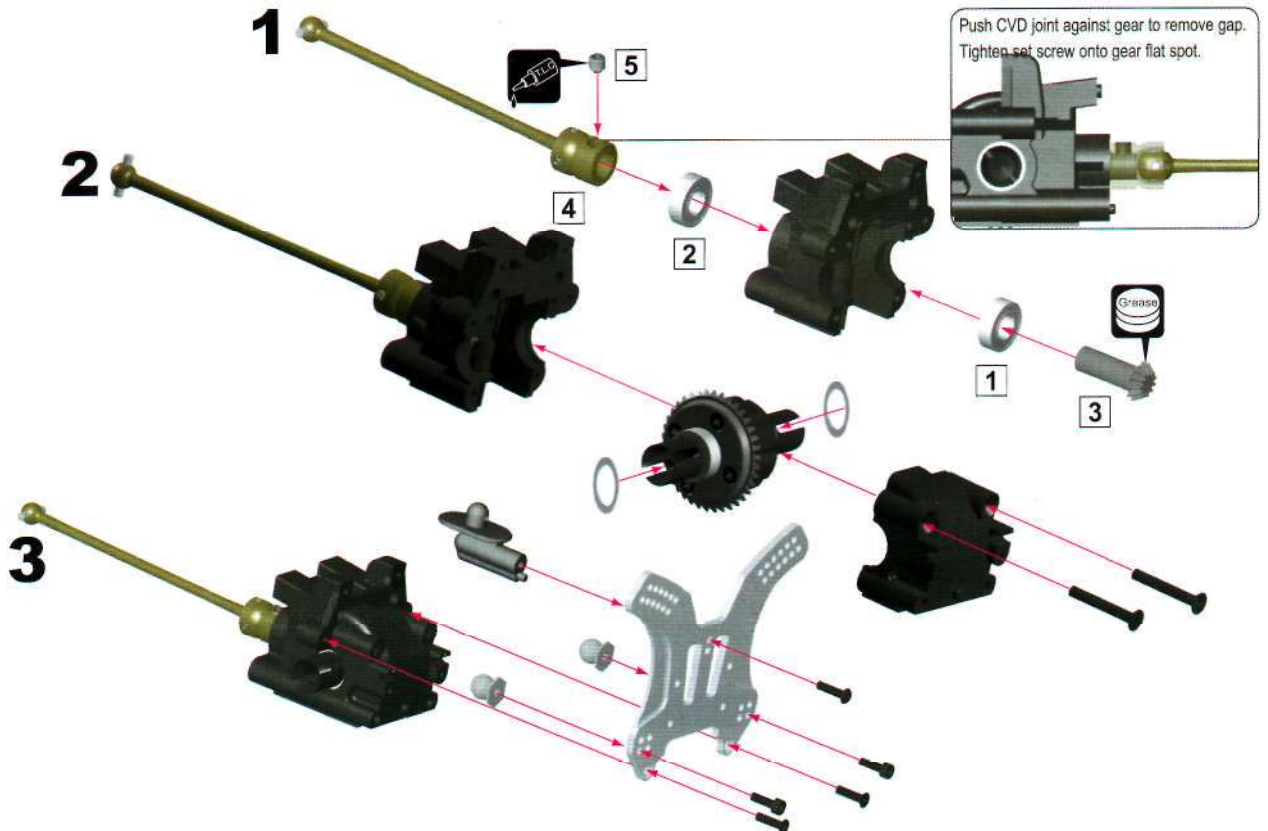
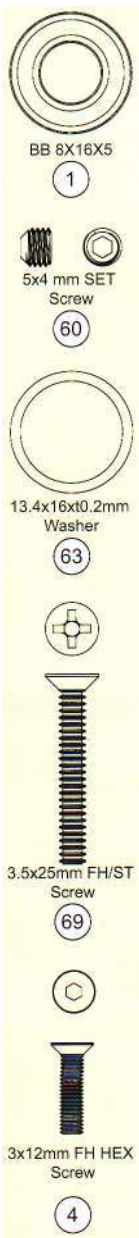
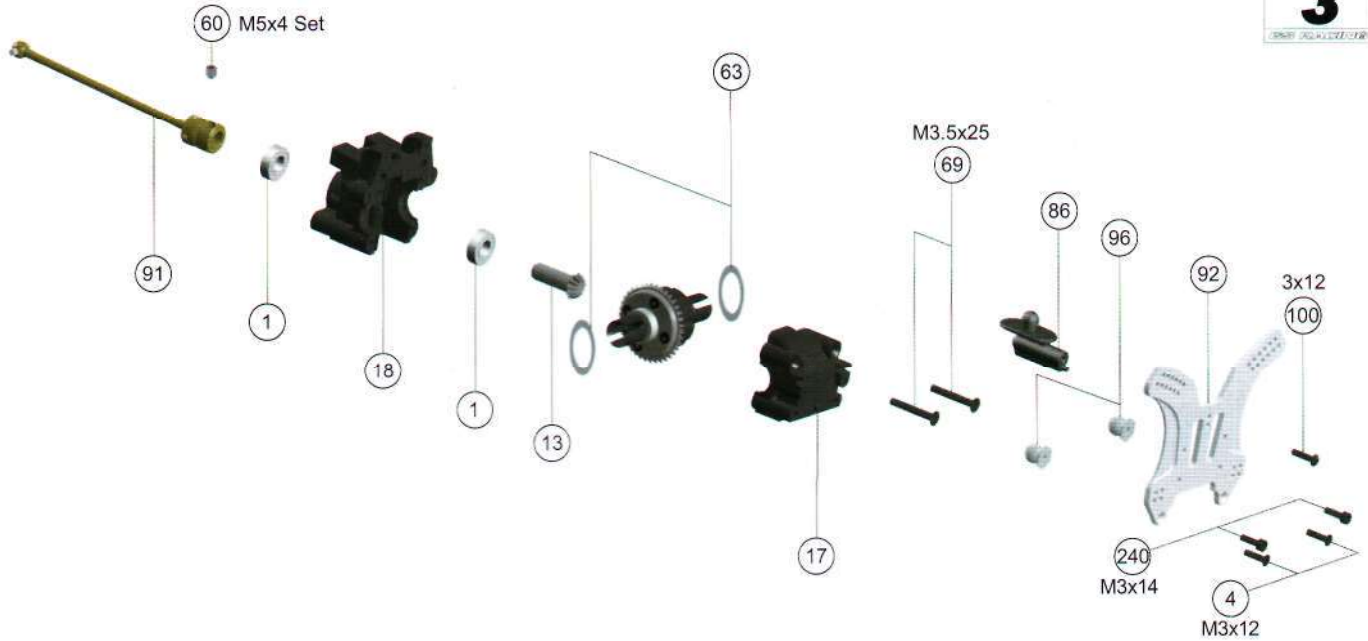
Slide 2 Shims (63) onto each diff out drive next to the bearing. Install 2 bearings (1) into Bulkhead-B (18), 1 inside and 1 outside. Slide the small pinion gear (13) into Bulkhead-B. Apply pressure to the pinion gear and fix the front center universal (45) using the 5x4mm Set Screw (60). Apply thread 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-B. Fit Bulkhead-A using 2pcs 3.5x25mm RH/ST. Make sure the thin shims seat properly and do not bend. Mark this gearbox as front. Repeat the process using the rear diff, the longer universal rear driveshaft (91), and mark the gearbox as rear. 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

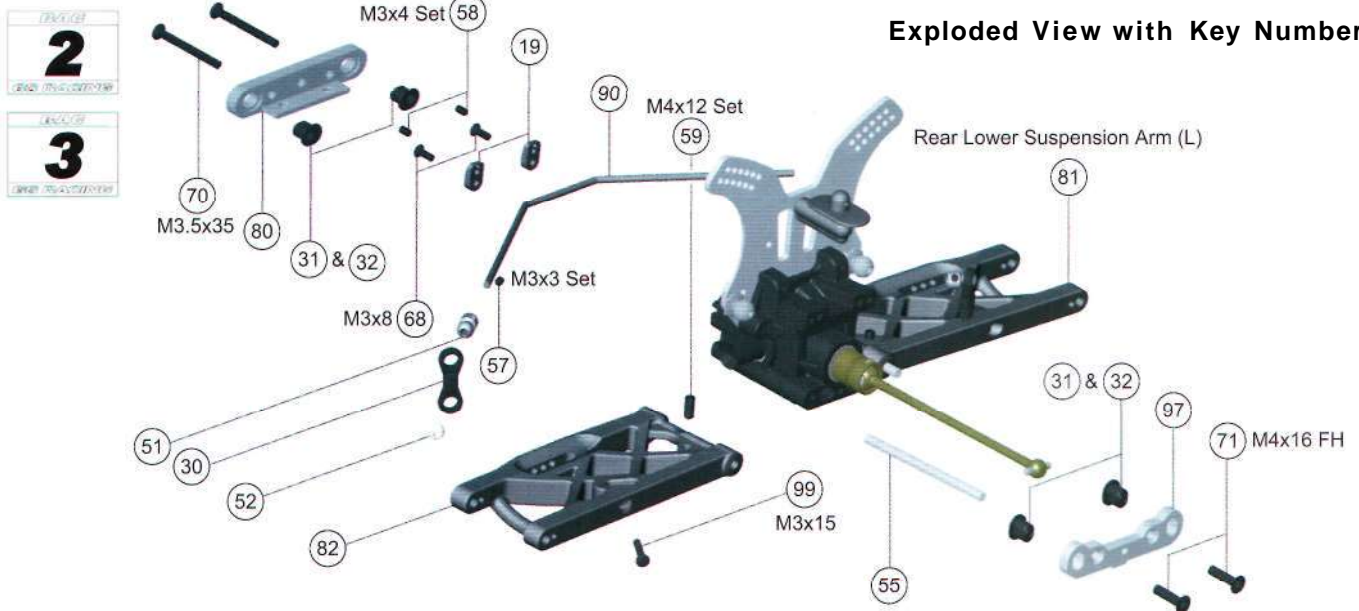


Slide 2 Shim (63) onto each diff out drive next to the bearing. Install 2 bearings (1) into Bulkhead-B (18), 1 inside and 1 outside. Slide the small pinion gear (13) into Bulkhead-B. Apply pressure to the pinion gear and fix the front center universal (45) using the 5x4mm Set Screw (60). Apply thread 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-B. Fit Bulkhead-A using 2pcs 3.5x25mm RH/ST. Make sure the thin shims seat properly and do not bend. Mark this gearbox as front. Repeat the process using the rear diff, the longer universal rear driveshaft (91), and mark the gearbox as rear. Shims: The gear mesh should be tight without binding. Test fit 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.

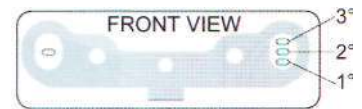
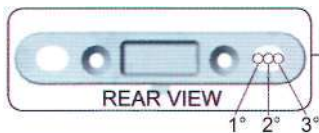


3. REAR SUSPENSION

Exploded View with Key Numbers



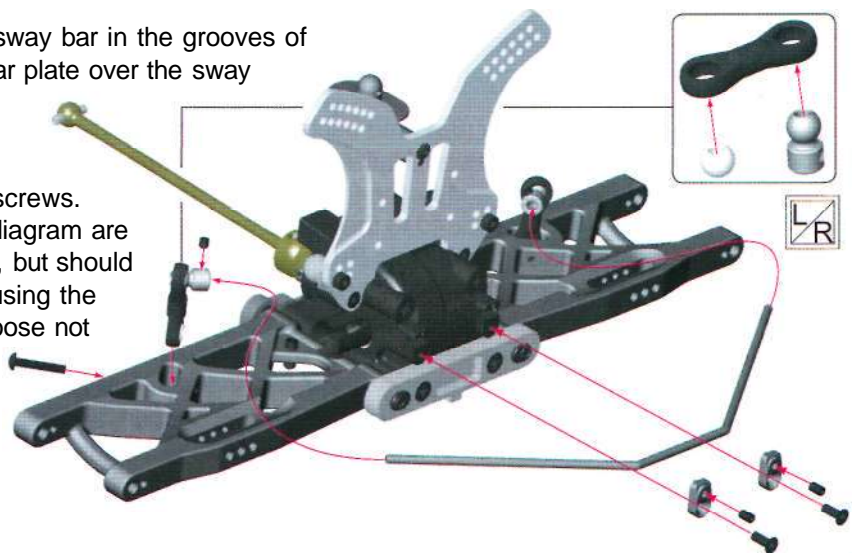
Rear Lower Arms: The rear lower left and right arms on the STORM CL-1 are not identical and can not be used on either side. Thread a 4x12mm set screw through the hole on the tab of the inside of the arm. Tighten it until it sticks out 1.5mm below the arm. This is the rear down stop adjustment.



Rear Suspension: All STORM CL-1 are using non e-clip suspension system. Insert the anti-squat inserts, circle side up, into the anti-squat mount. We suggest using the key No. 31 inserts. Slide the hinge pins into the anti-squat mount and slide the lower arm assemblies over the hinge pins. Insert the rear suspension mount inserts, circle side out, into the rear suspension mount. We suggest using the key No. 31 inserts. Slide the mount, with the inserts attached over the hinge pins.

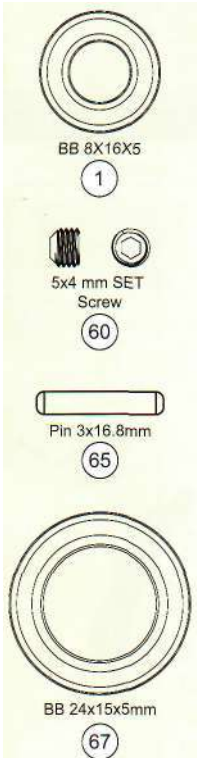
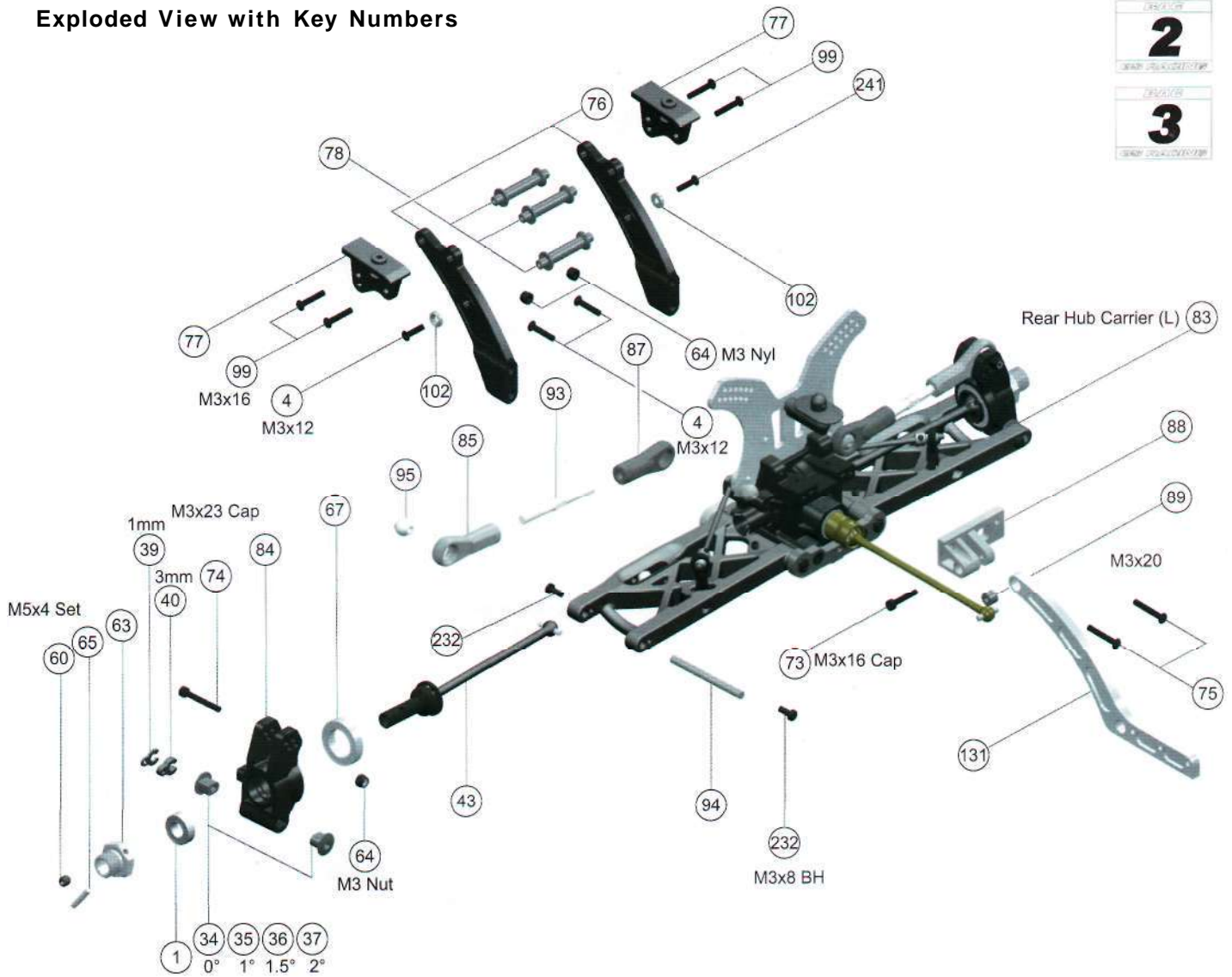


Rear Sway Bar: Place the rear sway bar in the grooves of the Bulkhead-A. Place the sway bar plate over the sway bar, lining up the holes in the plate with the holes in the Bulkhead-A. Fasten the sway bar plate to the Bulkhead-A using two 3x8 FH/ST screws. The 3x4 set screws shown in the diagram are used 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.



4. REAR SUSPENSION

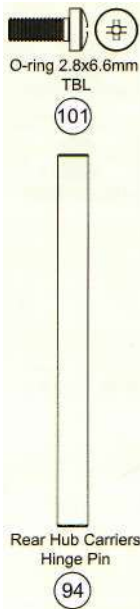
Exploded View with Key Numbers



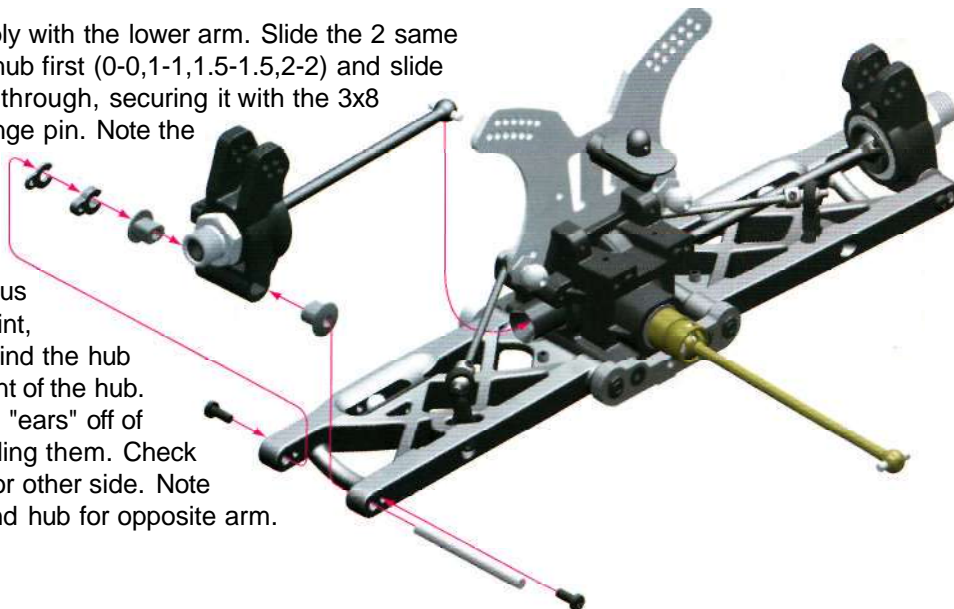
Rear Hub Carrier Assembly: The rear hubs on the STORM CL-1 are the same left and right. Push a 24x15x5 bearing into the inside of the hub and an 8x16x5 bearing into the outside of the hub. Slide a CVD through the bearings. Slide a wheel hub over the axle, lining up the holes in the axle and wheel hub. 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.



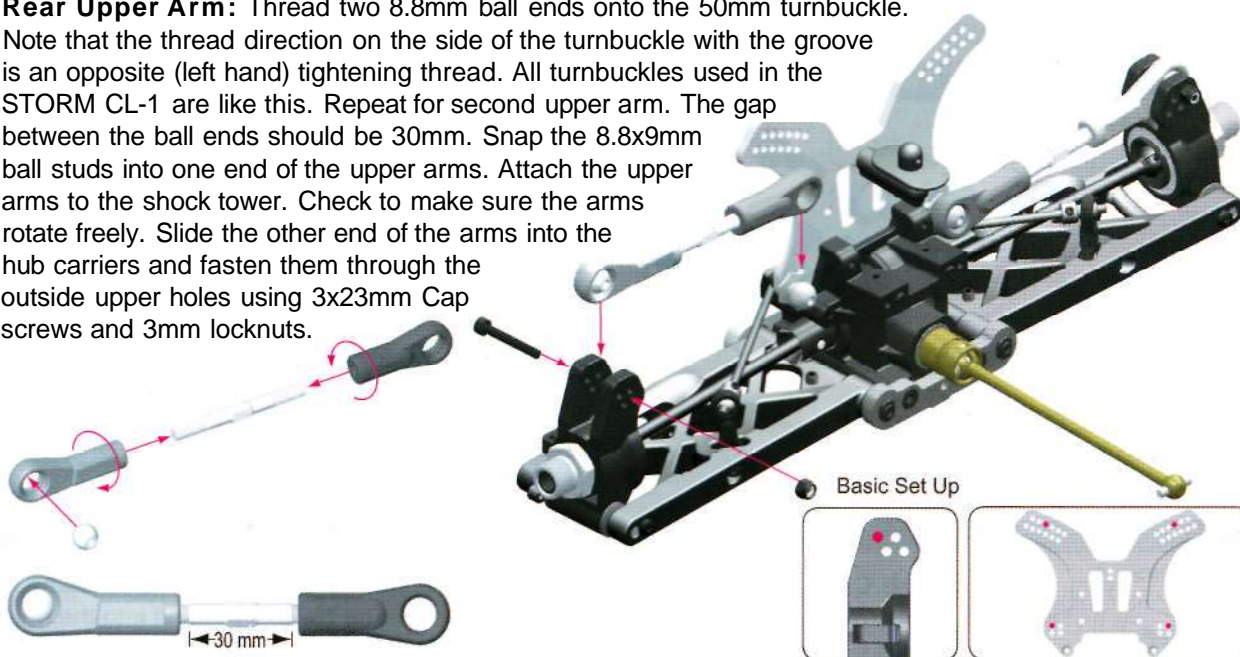
REAR SUSPENSION



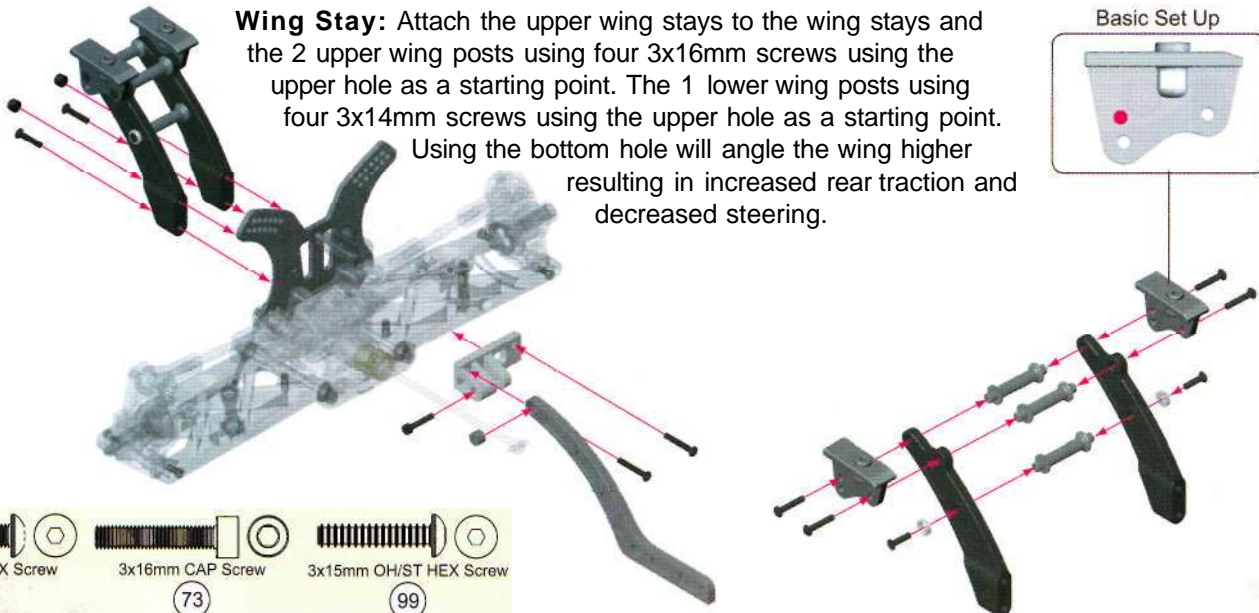
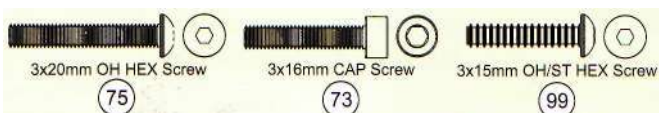
Line up the hub assembly with the lower arm. Slide the 2 same degree inserts into the hub first (0-0,1-1,1.5-1.5,2-2) and slide the rear lower hinge pin through, securing it with the 3x8 BH screw to stop the hinge pin. Note the direction of the hub in relation to the down stop screw. The wheelbase can be adjusted using the various inserts. As a starting point, install a 3mm insert behind the hub and a 1 mm insert in front of the hub. Some racers will cut the "ears" off of these inserts after installing them. Check for binding and repeat for other side. Note direction of set screw and hub for opposite arm.



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. The gap between the ball ends should be 30mm. Snap the 8.8x9mm ball studs into one end of the upper arms. 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.

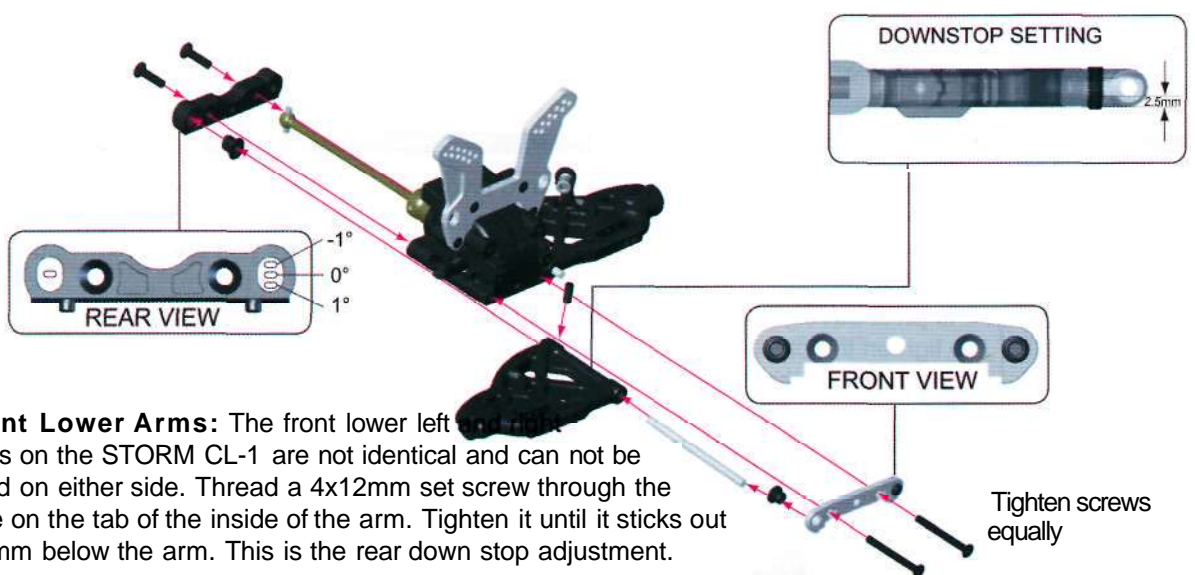
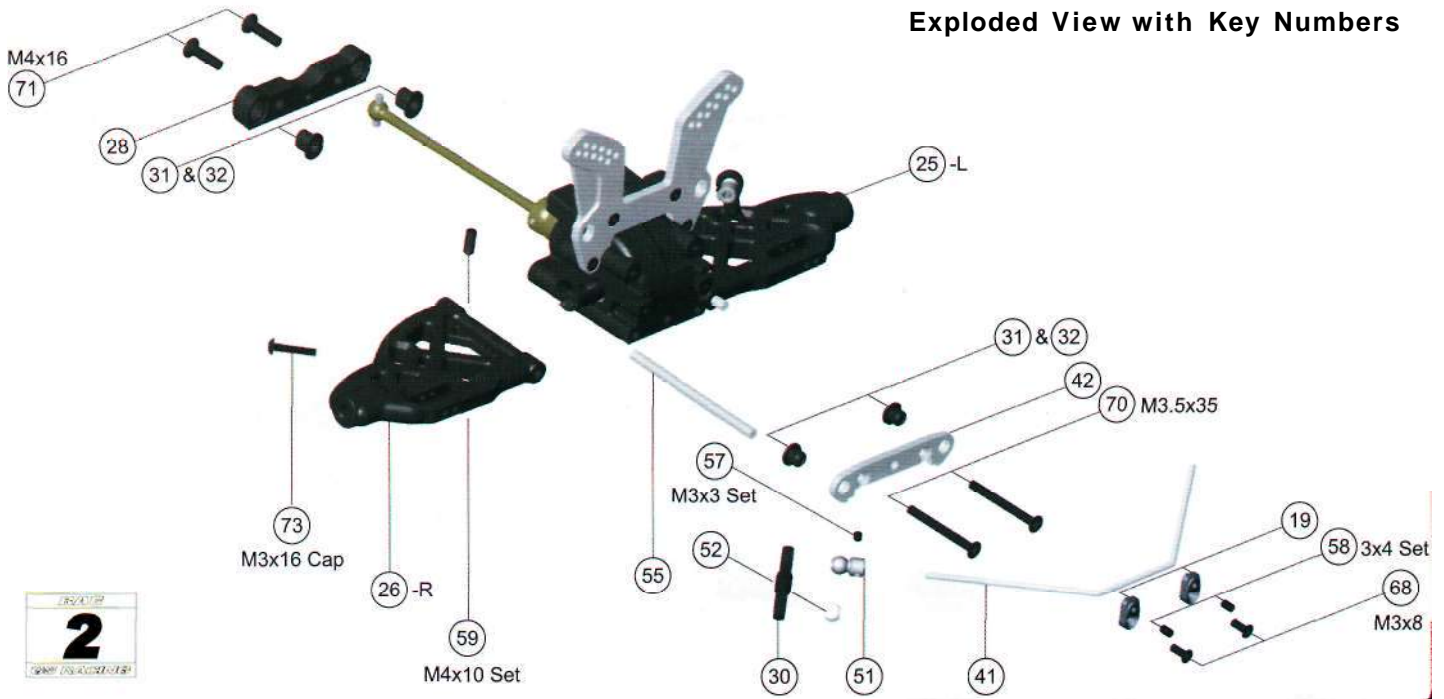


Wing Stay: Attach the upper wing stays to the wing stays and the 2 upper wing posts using four 3x16mm screws using the upper hole as a starting point. The 1 lower wing posts using four 3x14mm screws using the upper hole as a starting point. Using the bottom hole will angle the wing higher resulting in increased rear traction and decreased steering.

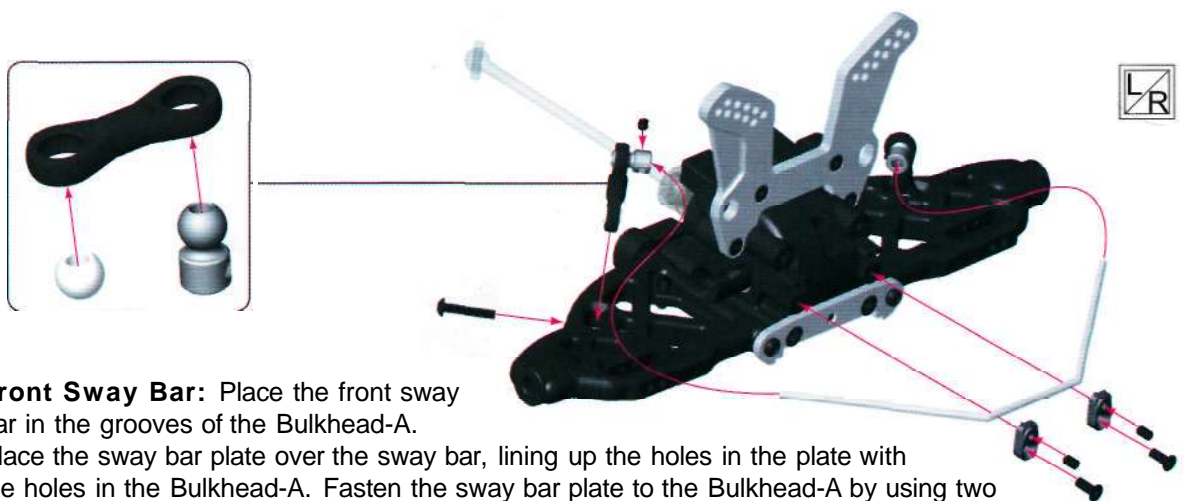
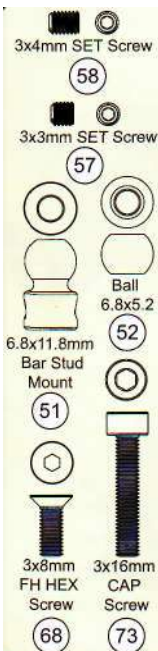


5. FRONT SUSPENSION

Exploded View with Key Numbers



Front Lower Arms: The front lower left and right arms on the STORM CL-1 are not identical and can not be used on either side. Thread a 4x12mm set screw through the hole on the tab of the inside of the arm. Tighten it until it sticks out 2.5mm below the arm. This is the rear down stop adjustment.

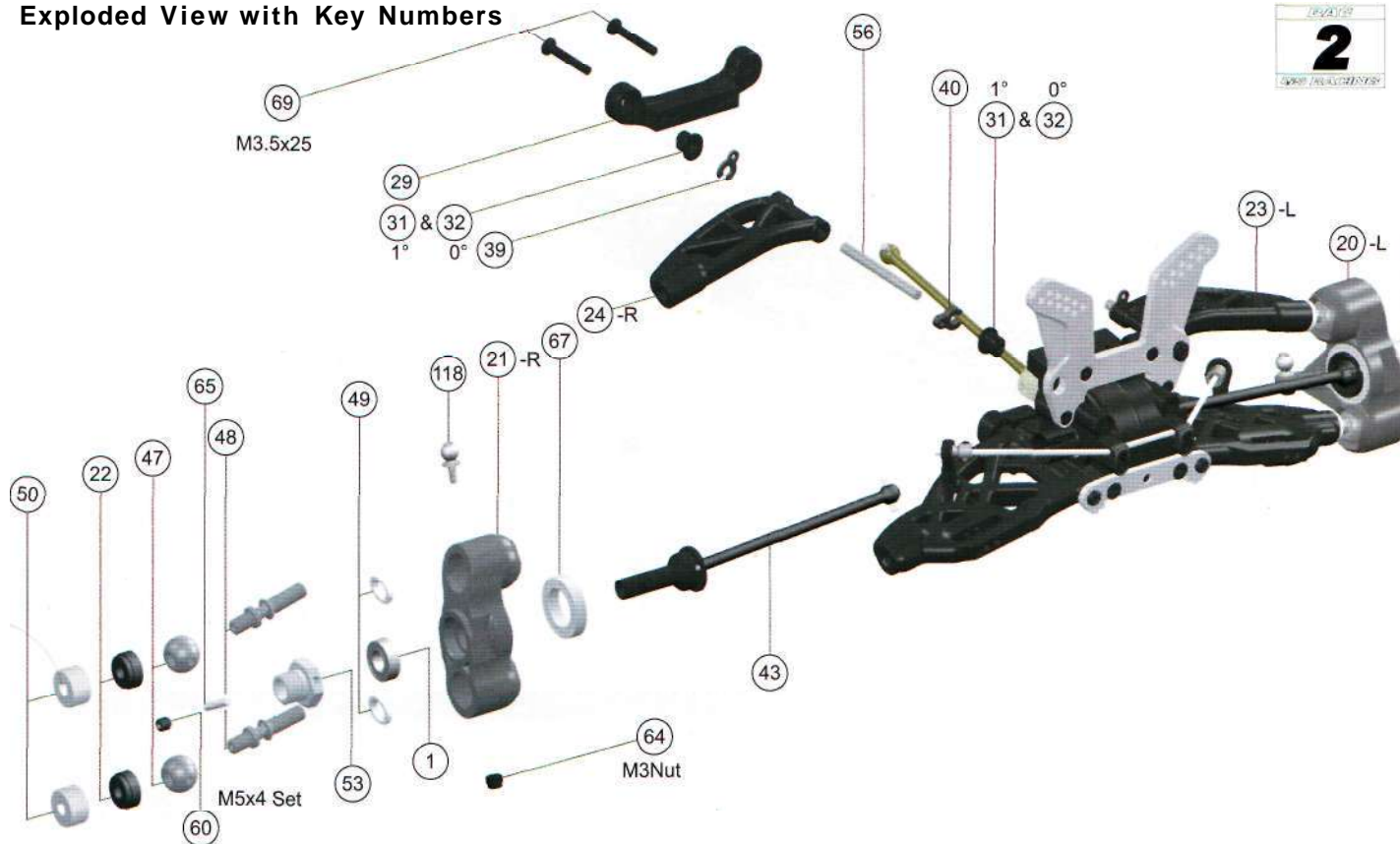


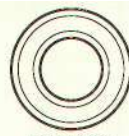

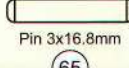
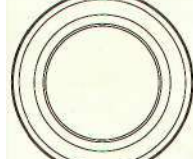

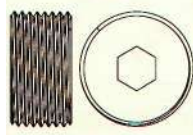
Front Sway Bar: Place the front sway bar in the grooves of the Bulkhead-A. Place the sway bar plate over the sway bar, lining up the holes in the plate with the holes in the Bulkhead-A. Fasten the sway bar plate to the Bulkhead-A by using two 3x8 FH/ST screws. The 3x4 set screws shown in the diagram 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.



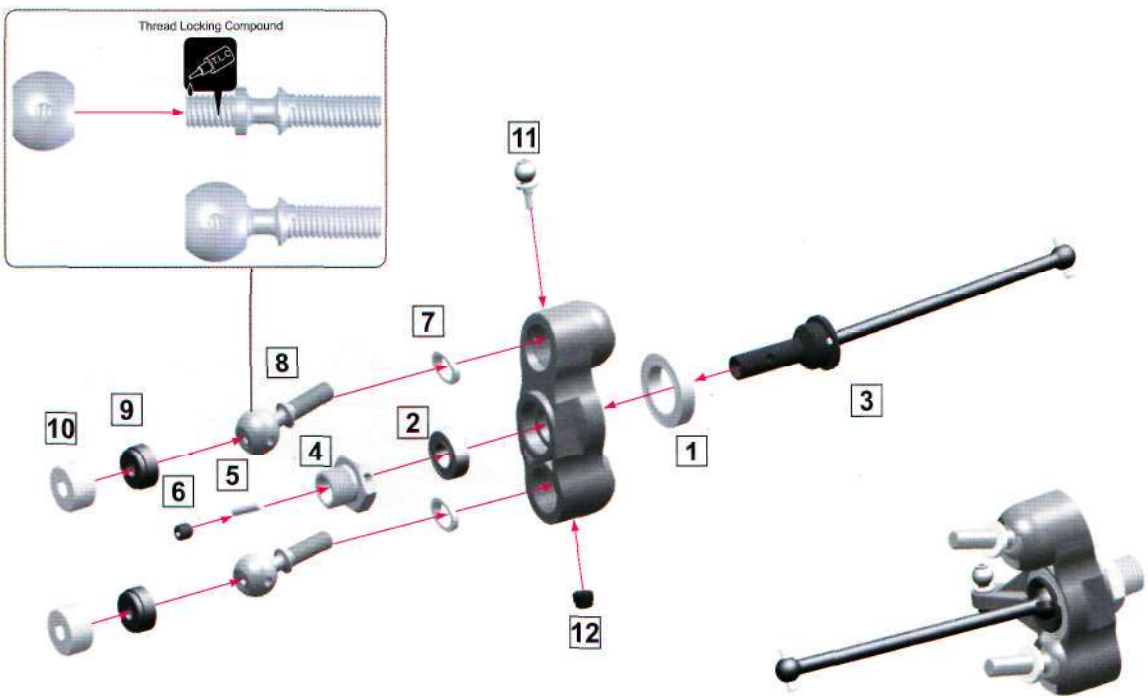
6. FRONT SUSPENSION

Exploded View with Key Numbers



-  BB 8x16x5
1
-  5x4 mm SET Screw
60
-  Pin 3x16.8mm
65
-  BB 24x15x5mm
67
-  Knuckle Pivot Ball Washer
49
-  Knuckle Pivot Ball Nut
50

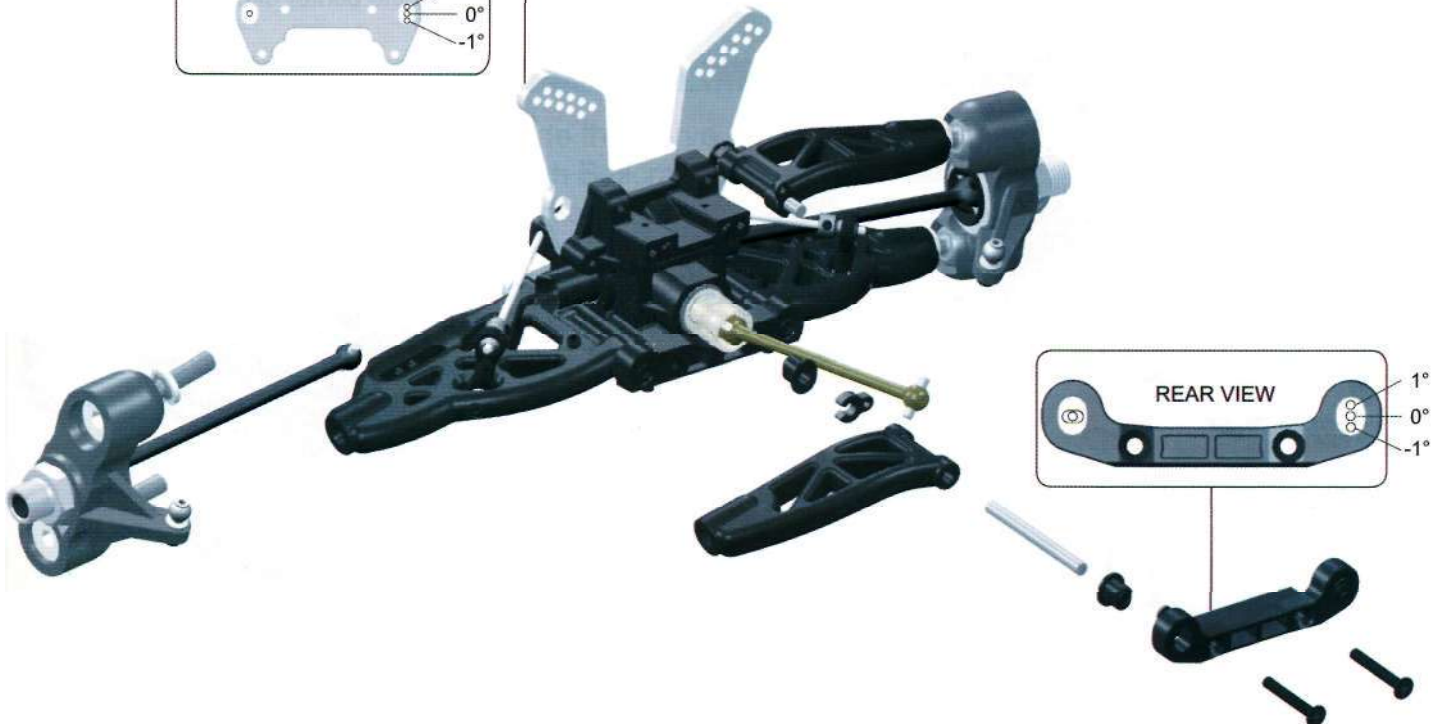
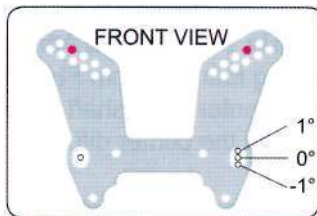
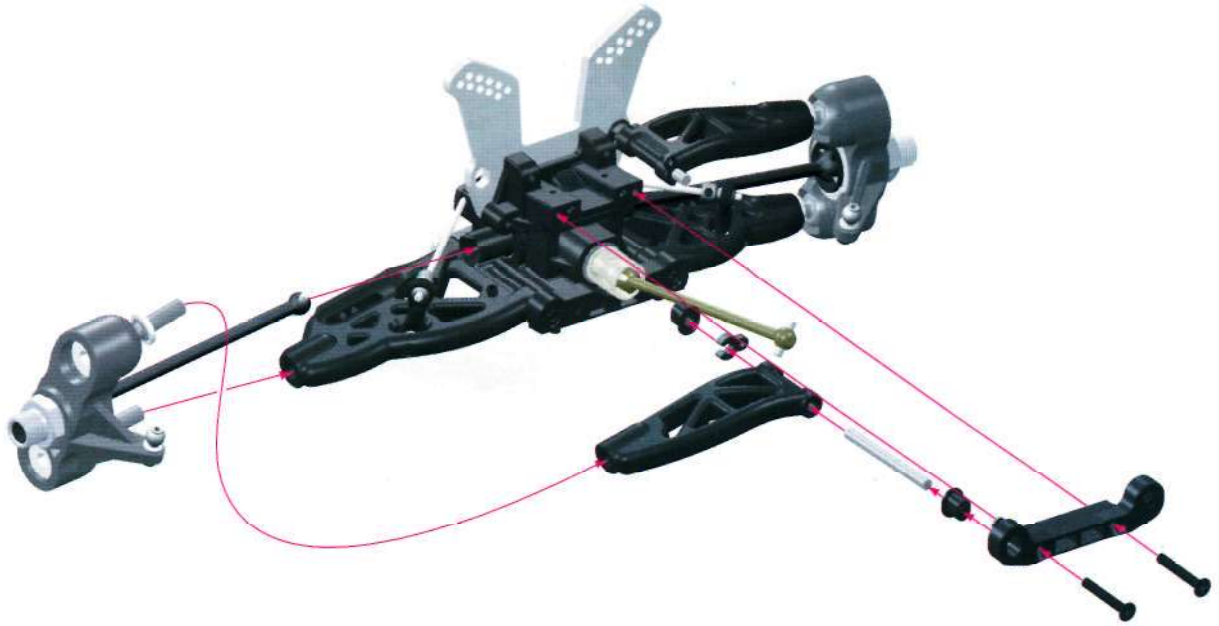
Steering Knuckles: Slide the 14mm pivot balls into the knuckles, and pull them through until they are properly seated. Place the 14mm pivot ball cups, cup side first, over the pivot balls. Place the pivot ball nuts into the knuckles and carefully tighten. As you tighten the nuts, check to make sure the 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 too 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.



FRONT SUSPENSION



Front Upper Arms: The front upper left and right arms on the STORM CL-1 are not identical and can not be used on either side. Insert the front shock tower inserts, circle side middle, into the front shock tower. We suggest using the key No. 32 inserts. Slide the hinge pins into the front shock tower and slide the upper arm assemblies over the hinge pins. Insert the front upper arm holder inserts, circle side middle, into the front upper arm holder. We suggest using the key No. 32 inserts. Slide the holder, with the inserts attached over the hinge pins.

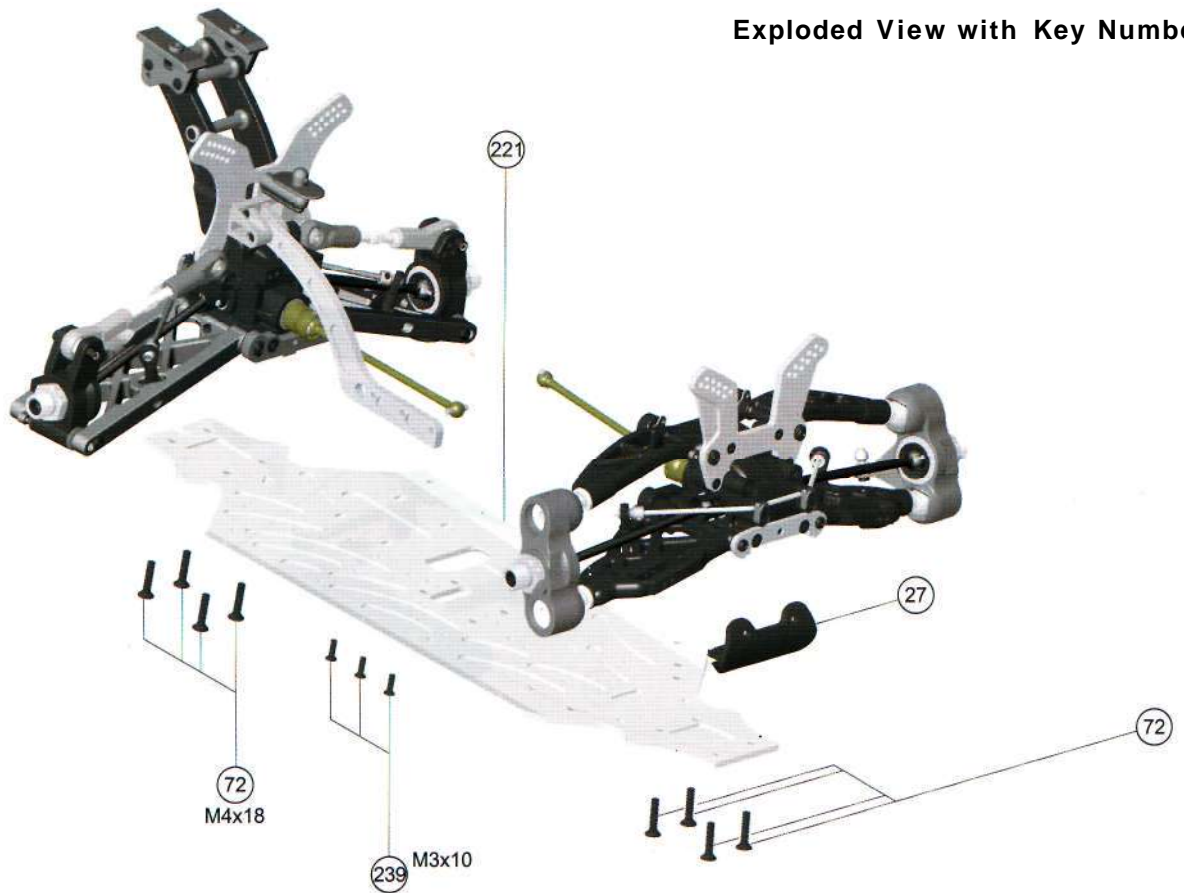


Slide the pivot ball washers, cone side first, over the threaded portion of the pivot balls. Begin tightening the pivot balls into the upper and lower arms. Rotate between the upper and lower pivot balls about every 3 turns, and make sure the dogbone ends of the front drive shafts enter the diff out drives. Tighten until the washers are snug against the arm.

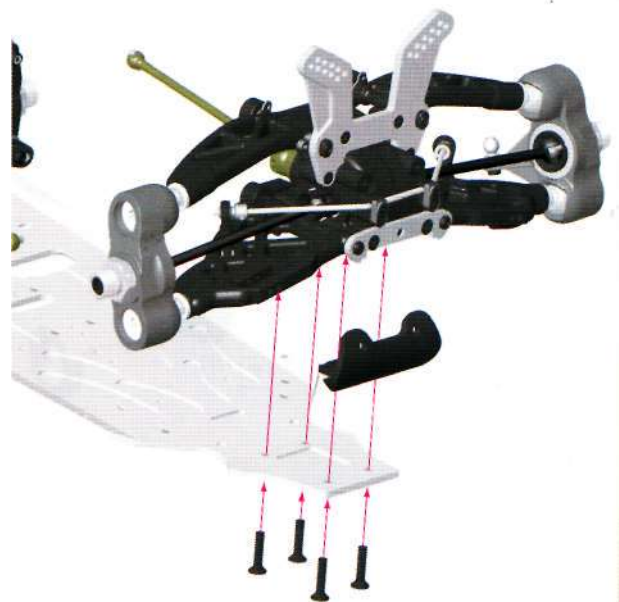
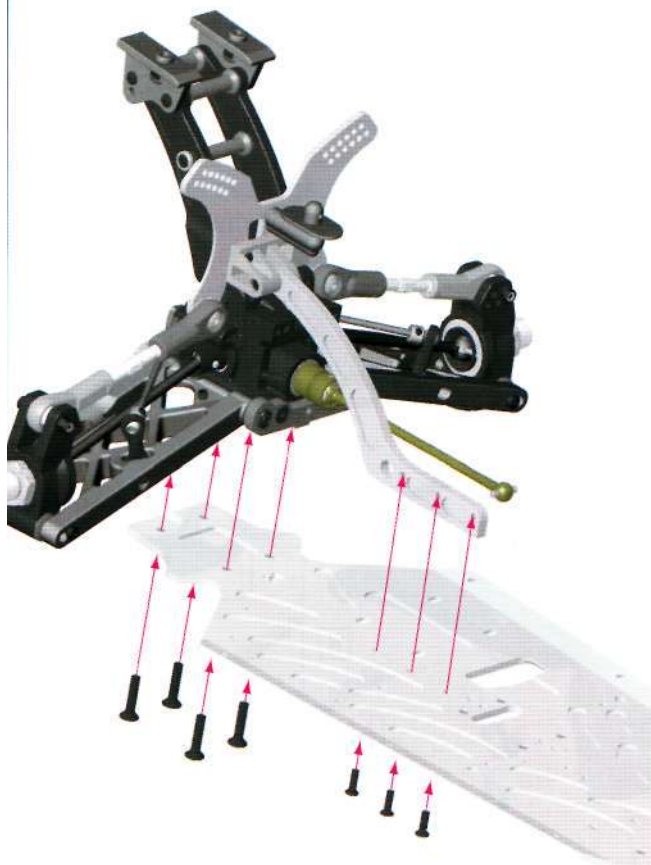
FRONT & REAR ASSEMBLY

2

Exploded View with Key Numbers



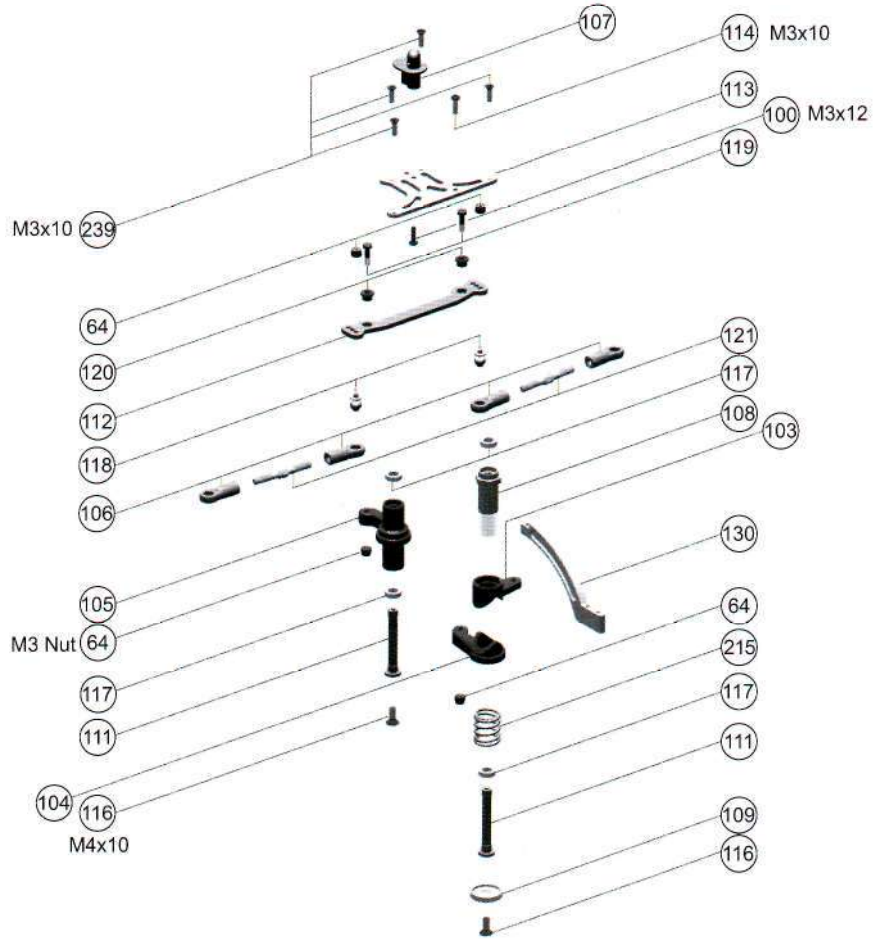
Main Chassis Front End: Attach the rear-end assembly using four 4x18mm FH screws, make sure the front center drive shaft is placed in the front out drive of the center diff.



Main Chassis Rear End: Attach the rear-end assembly using four 4x18mm FH screws, three 3x10mm FH machine thread screws, make sure the rear center drive shaft is placed in the rear out drive of the center diff



7. STEERING



Servo Saver Nut

109



Servo Saver Shafts

111



Servo Saver Spring

110



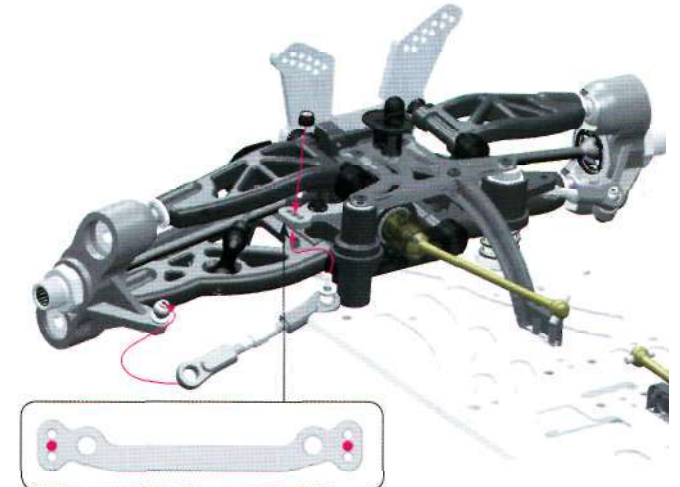
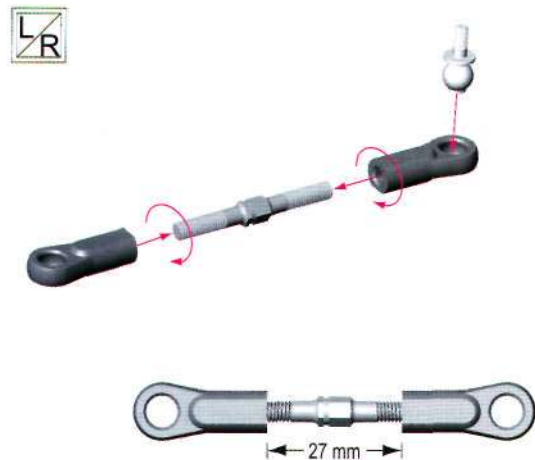
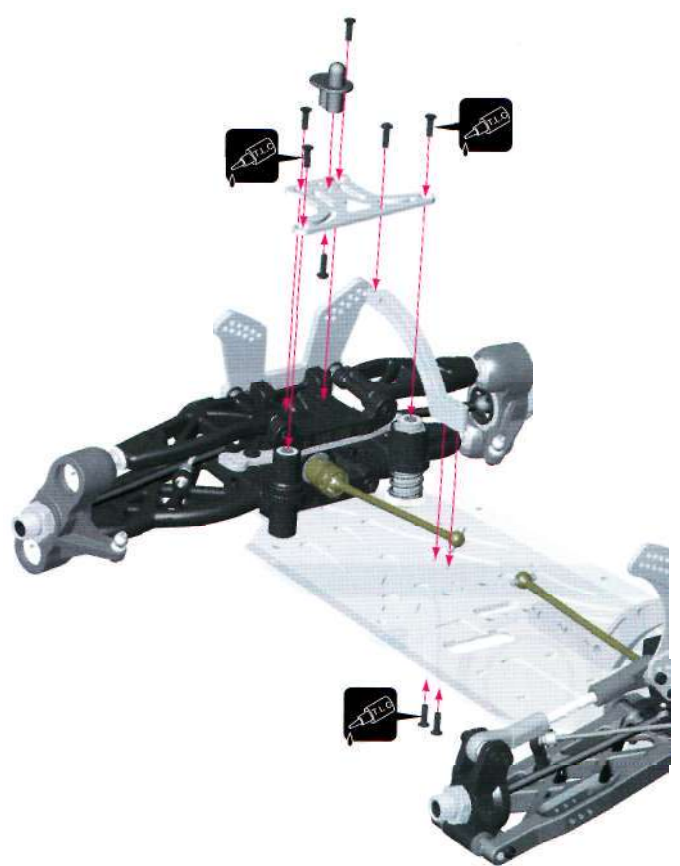
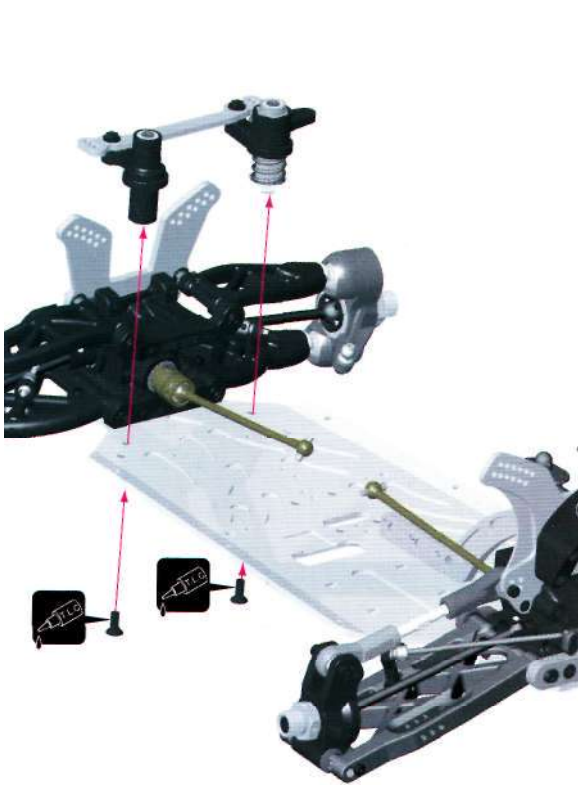
Basic Set Up



STEERING



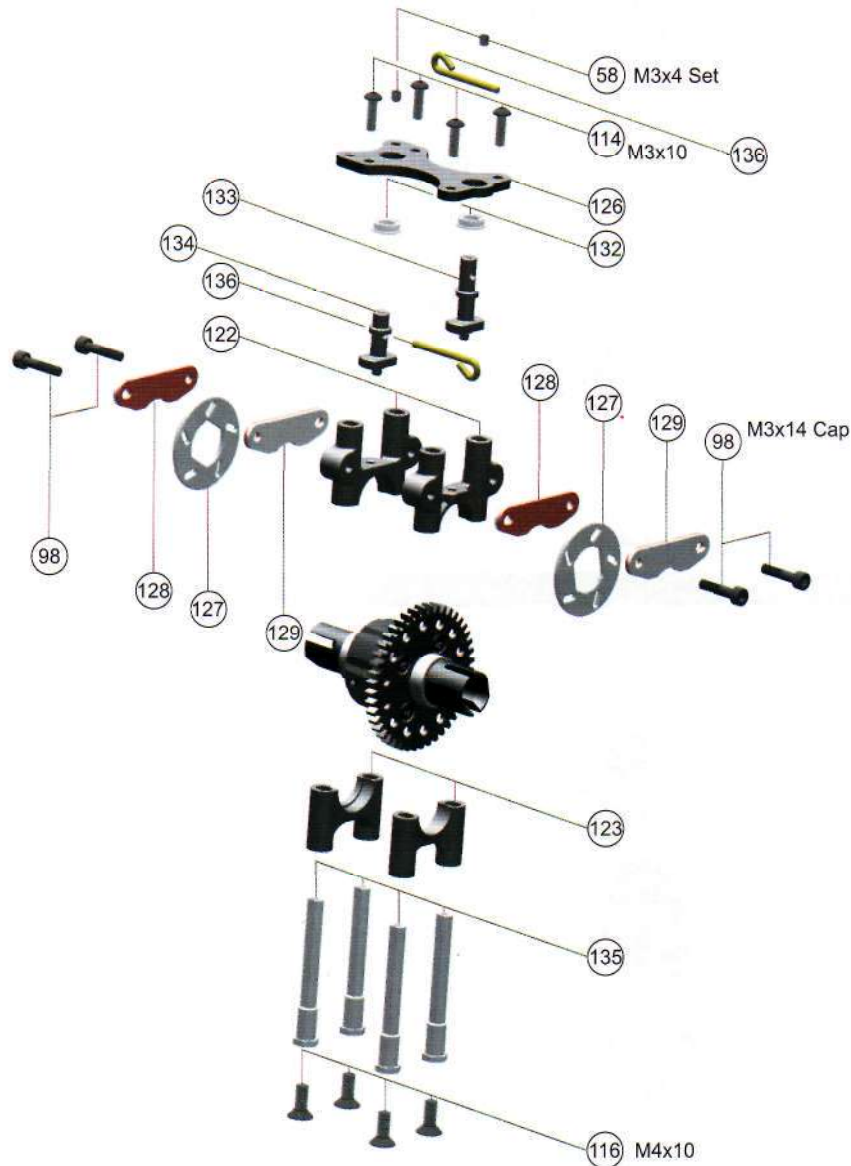
Servo Saver Assembly: Slide four 6x10x3mm ball bearings into the bellcranks as shown. Slide the servo saver shafts through the bellcranks. Place the servo saver assembly under the front support plate, lining up the holes in the plate with the holes in the bellcranks. Insert and tighten the 3x10 machine thread screws through the plate and into the bellcranks. Connect the steering linkages to the steering knuckles. Check for smooth movement of steering assembly.



8. CENTER DIFF & BRAKE

Exploded View with Key Numbers

5



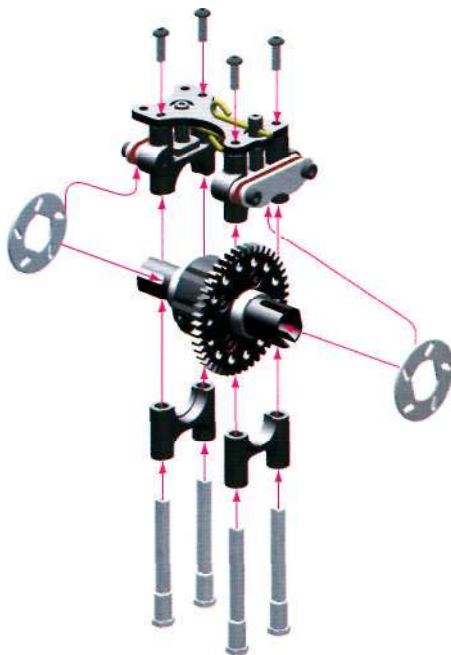
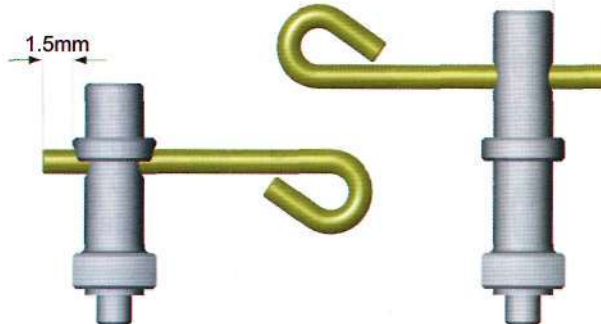
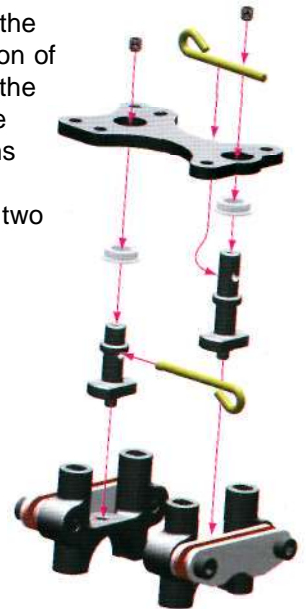
Brake Pads: Place both Center Diff Mount-A pieces flat on a table, smooth side down. Locate and inspect the brake pad/caliper assemblies. The brake pads and calipers included in your kit may come pre-glued. You will notice that one of the holes in each assembly is elongated. Make 2 pairs of brake pad/caliper 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 2.0mm gap between the outer brake caliper and the bottom of the cap portion of the screw. Later, you may readjust this setting if the brakes are too tight or too loose.



CENTER DIFF & BRAKE



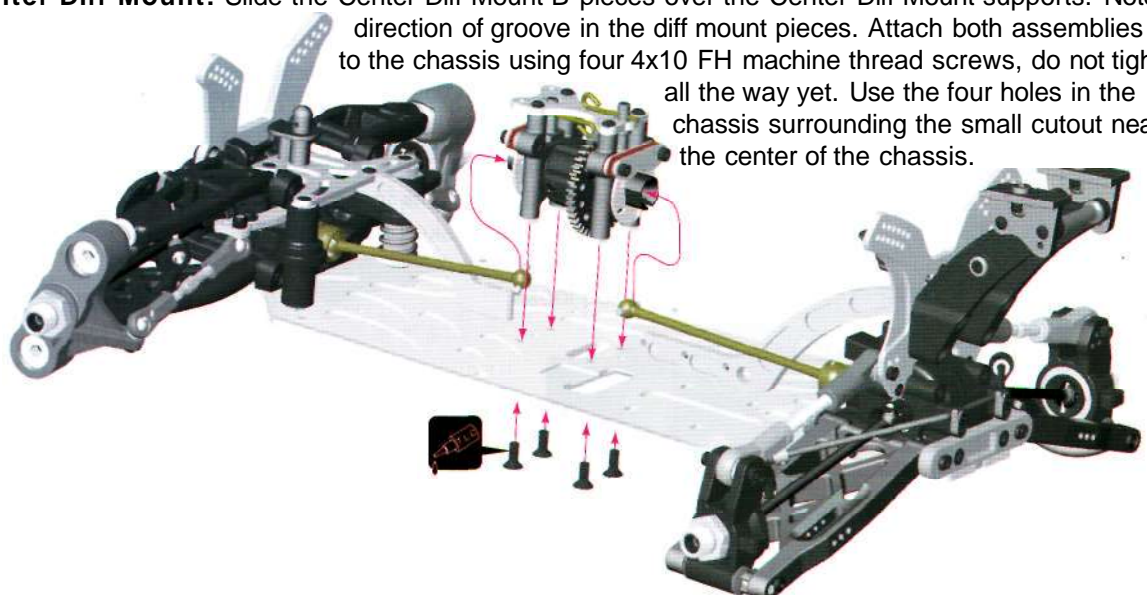
Brake Assembly: Slide a brake lever through the short brake cam. Slide the flanged brake cam bearings over the short and long brake cams, note direction of flange. Place brake cams in holes in the center diff mounts, note direction of the brake cams. Slide the center diff support plate over the brake 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. ->4mm<-



Center Diff and Brakes: Place the center diff over the diff mount/support assembly, as shown. The bearings in the center diff should seat in the grooves of the diff mount-B pieces. Slide the brake discs over the center diff out drives. Slide the brake assembly over the center diff mount supports. Stop to make sure the brake discs go between the brake pads, then continue until the two halves meet. Fasten the assembly together with four 3x10mm OH HEX machine thread screws. Continue to tighten the four 4x10 screws until firm. Now is a good time to check the brake disc tolerances and make sure the center diff spins freely.

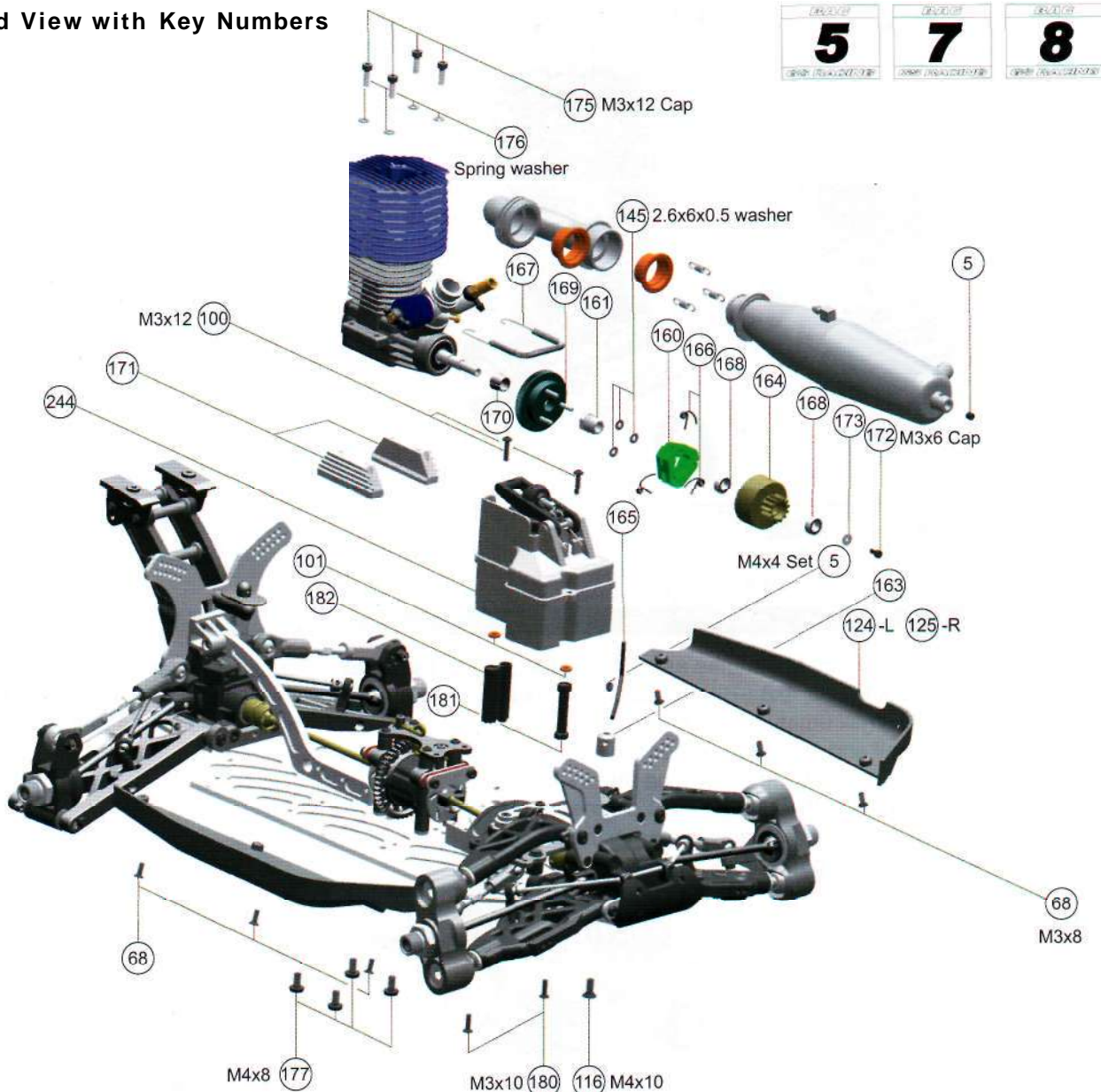


Center Diff Mount: Slide the Center Diff Mount-B pieces over the Center Diff Mount supports. Note direction of groove in the diff mount pieces. Attach both assemblies to the chassis using four 4x10 FH machine thread screws, do not tighten all the way yet. Use the four holes in the chassis surrounding the small cutout near the center of the chassis.

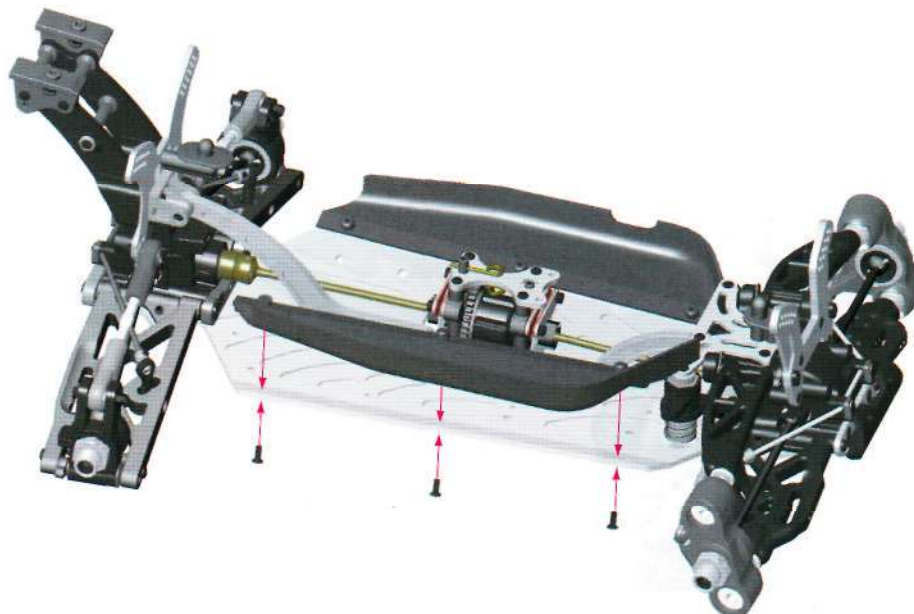


9. FUEL TANK & ENGINE

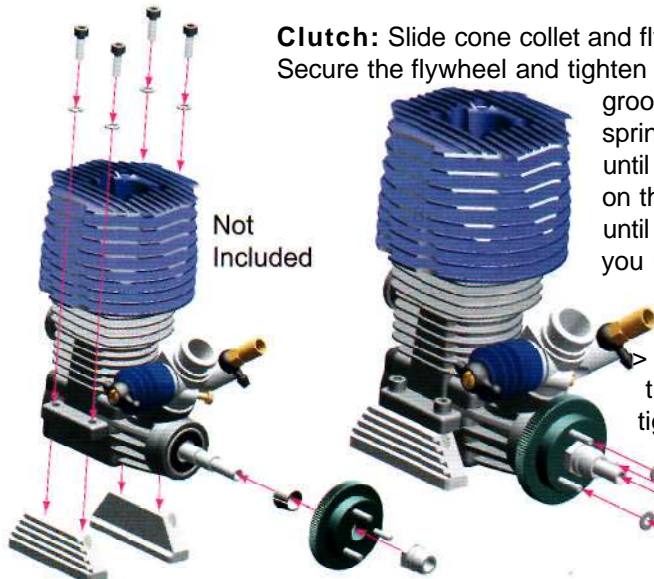
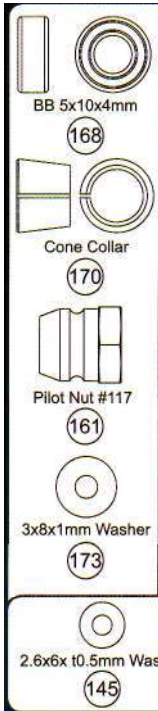
Exploded View with Key Numbers



Side Guards: Attach the side guards to the chassis using six 3x8mm FH HEX machine thread screws.



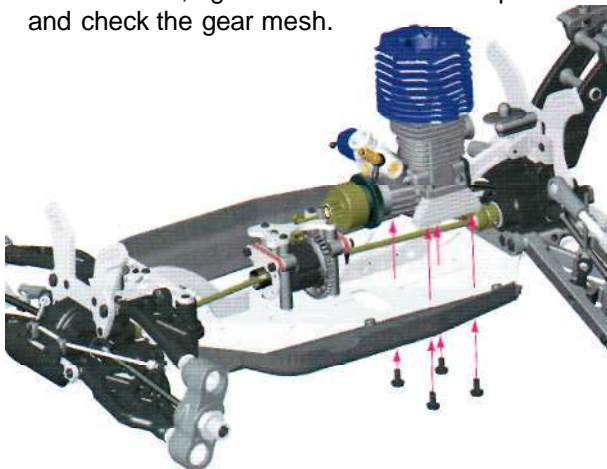
FUEL TANK & ENGINE



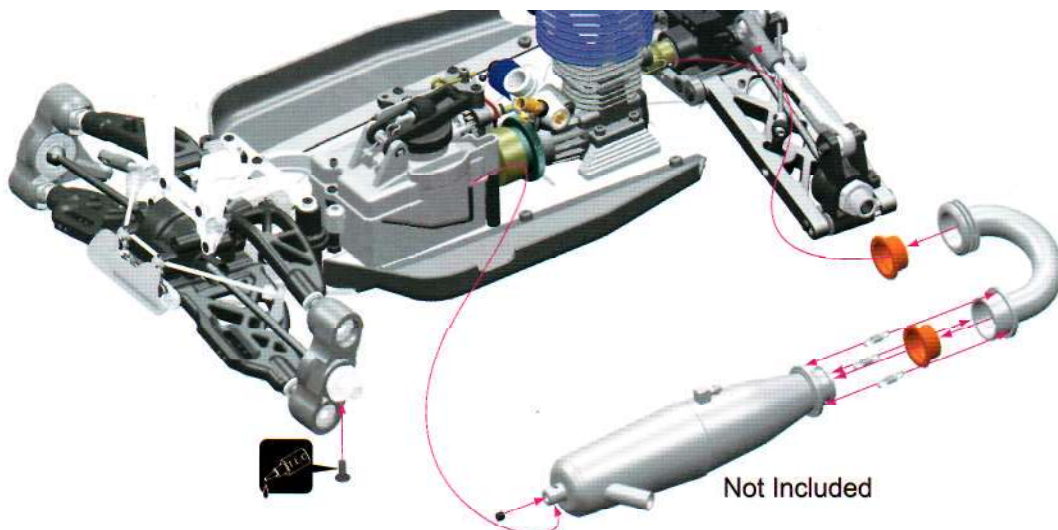
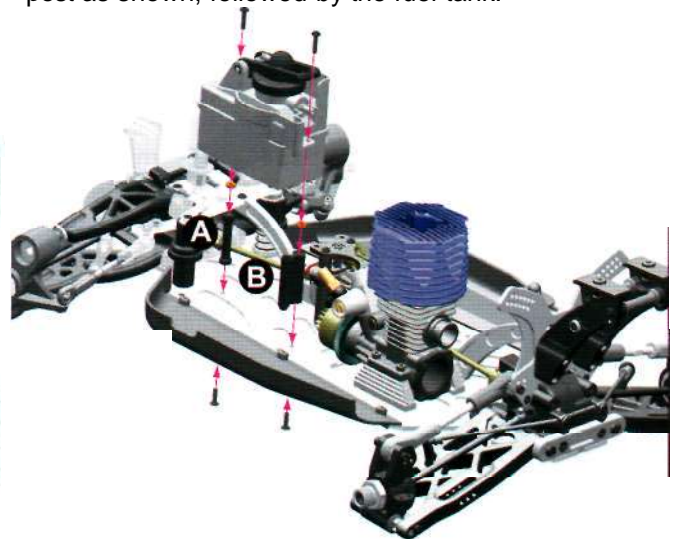
Clutch: Slide cone collet and flywheel over crankshaft, followed by the pilot nut. Secure the flywheel and tighten the pilot nut firmly. Place the clutch springs into the groove of the clutch shoes. Align the clutch shoe and spring assembly down onto the post on the flywheel until the tip of the clutch spring snaps into the groove on the pilot nut. Work in a counter-clockwise direction until all 3 shoes are installed. Depending on the engine you use, you may have to add up to 3pcs 5x7x0.2mm shims before installing the 5x10 ball bearing.

These shims are used to remove extra movement of the clutch bell. Next, slide in order, the bearing, clutch bell, bearing, 3x8 washer and tighten with the 3x6mm cap screw. Make sure the clutch bell spins freely on the engine. The clutch bell should slide back and forth on the shaft no more than 1mm. Use the shims to adjust this setting.

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. If you left the top engine mount screws loose, tighten now. Remove the plastic and check the gear mesh.

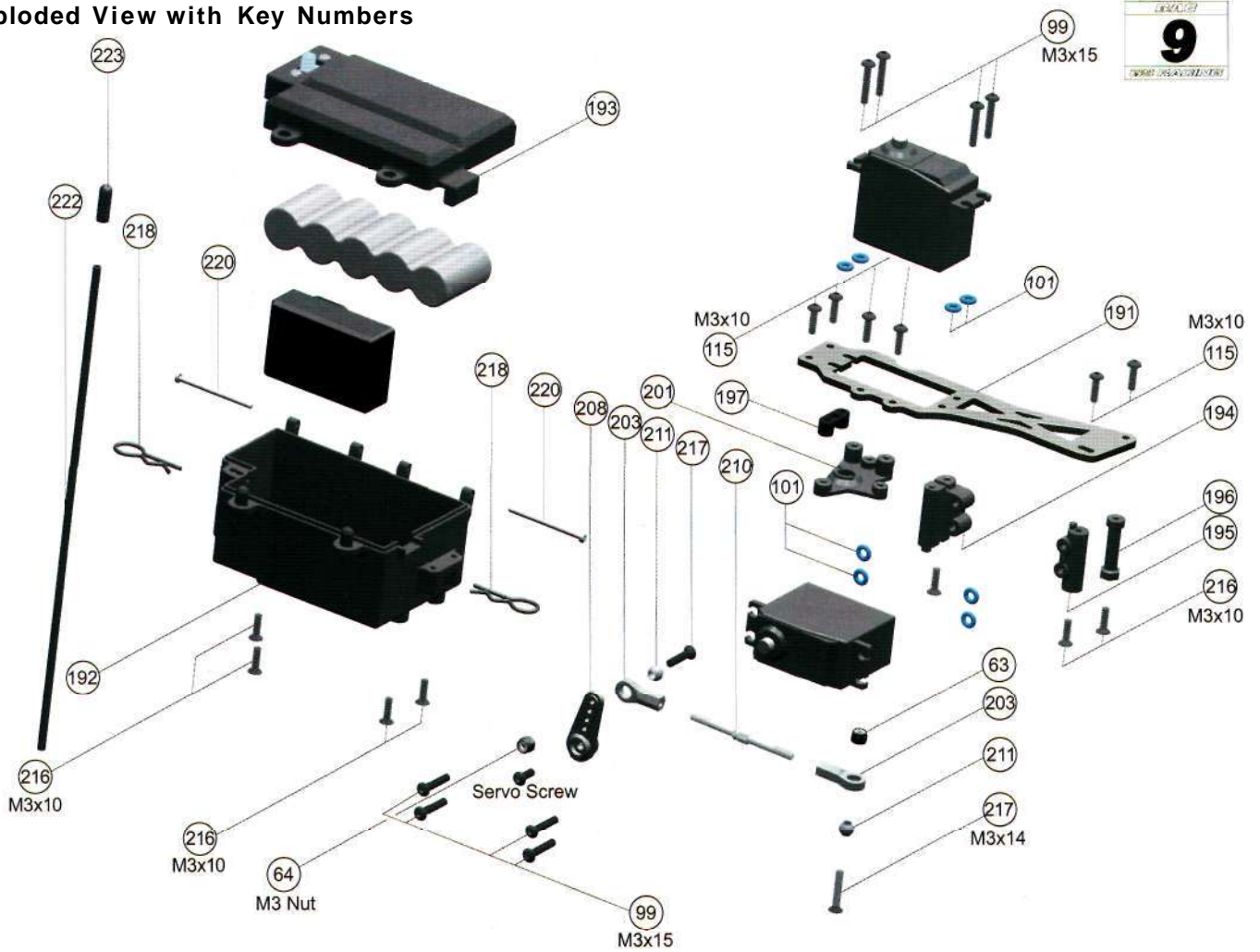


Fuel tank: Mount the fuel tank posts A and B to the chassis as shown. Place P3 o-rings on top of each post as shown, followed by the fuel tank.

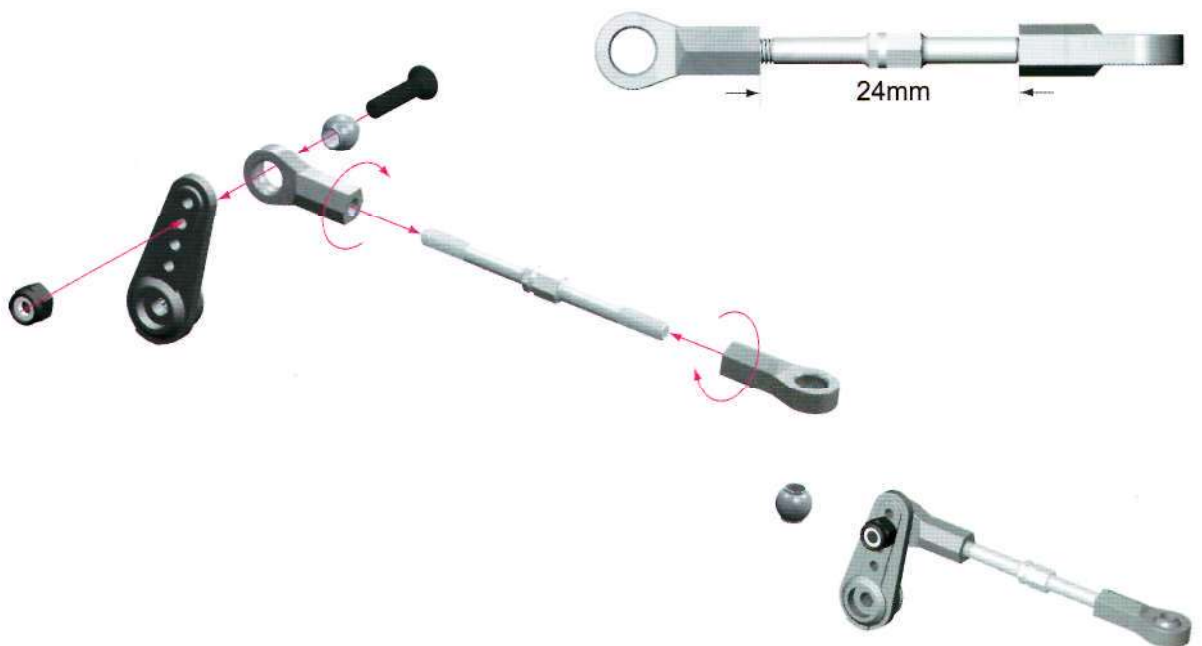


10. RADIO CASE

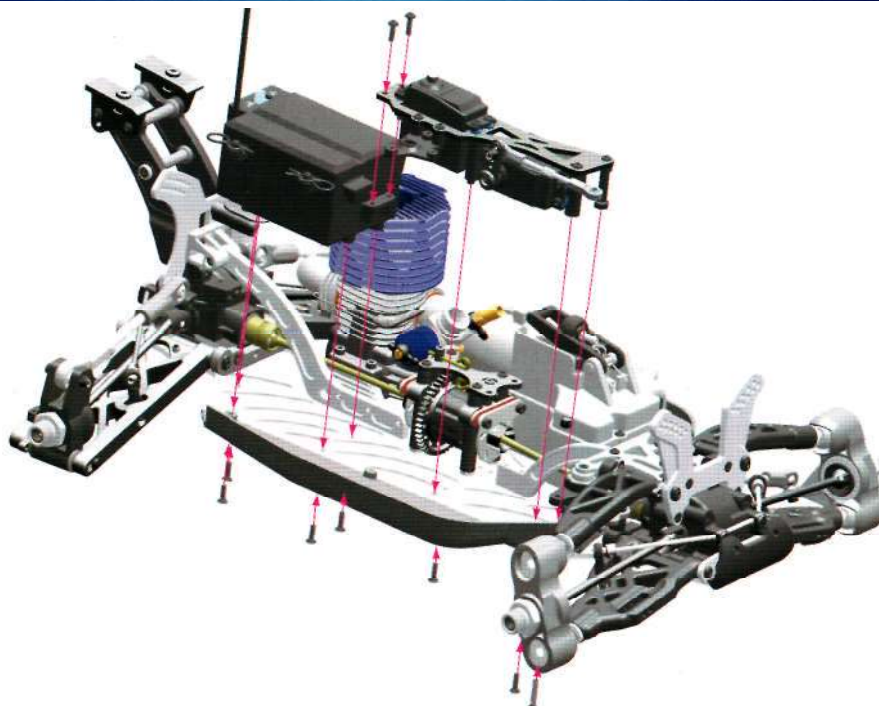
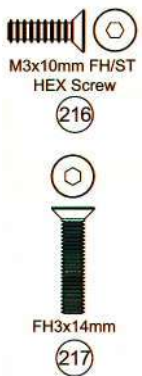
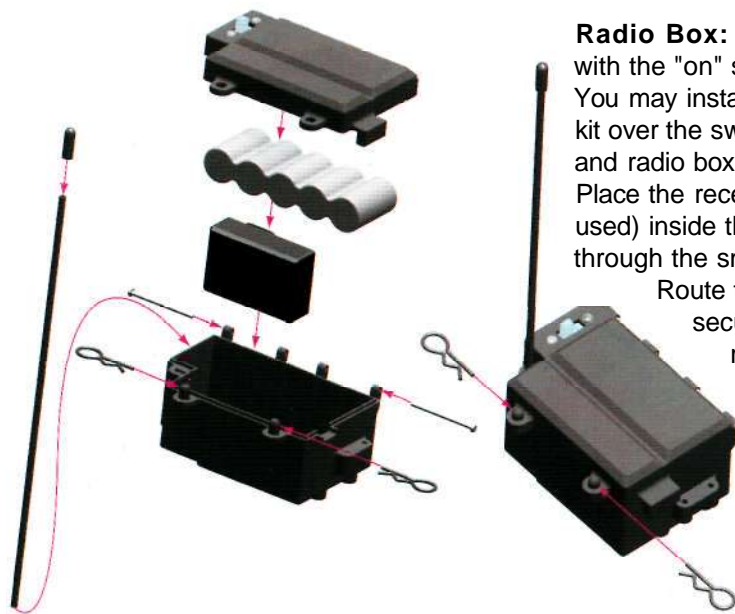
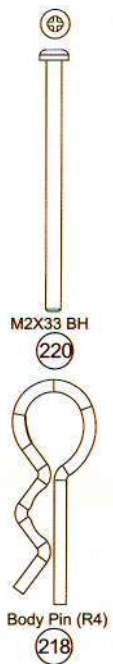
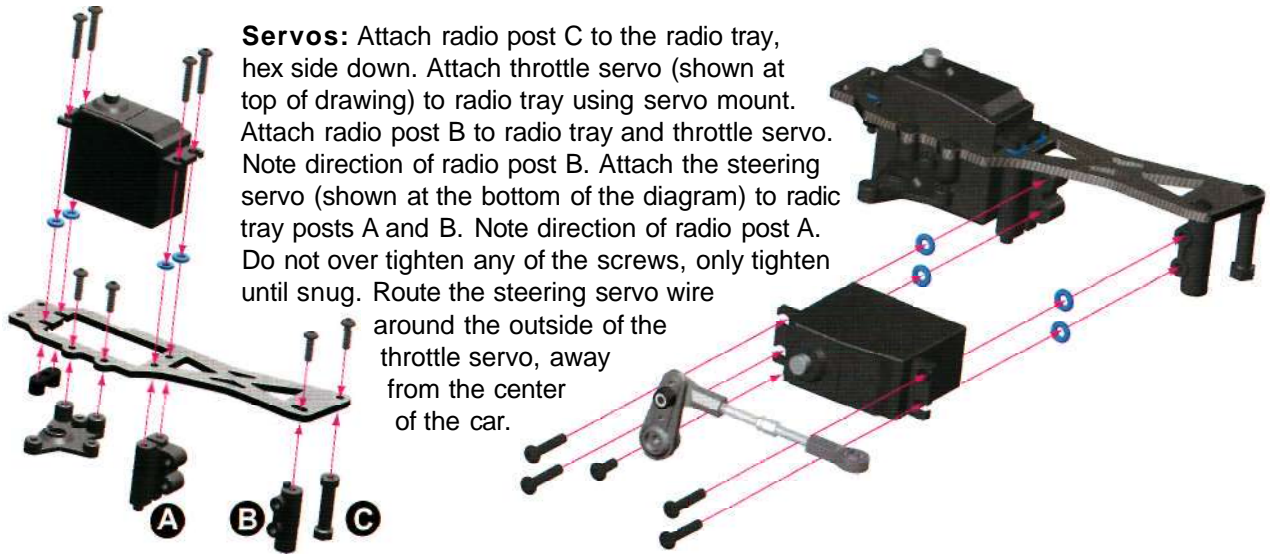
Exploded View with Key Numbers



Steering Arm: Thread a 5.8mm ball stud through the hole of the single arm servo horn. Your kit may contain two 2-horn servo arms. If it does, simply cut off one of ends the servo arm. Assemble the steering linkage using a 40mm turnbuckle and two 5.8mm ball ends. The gap between the ball cups should be 24mm (this may vary slightly with different servos). For extra reinforcement, you may install a 3mm locknut to the ball stud.

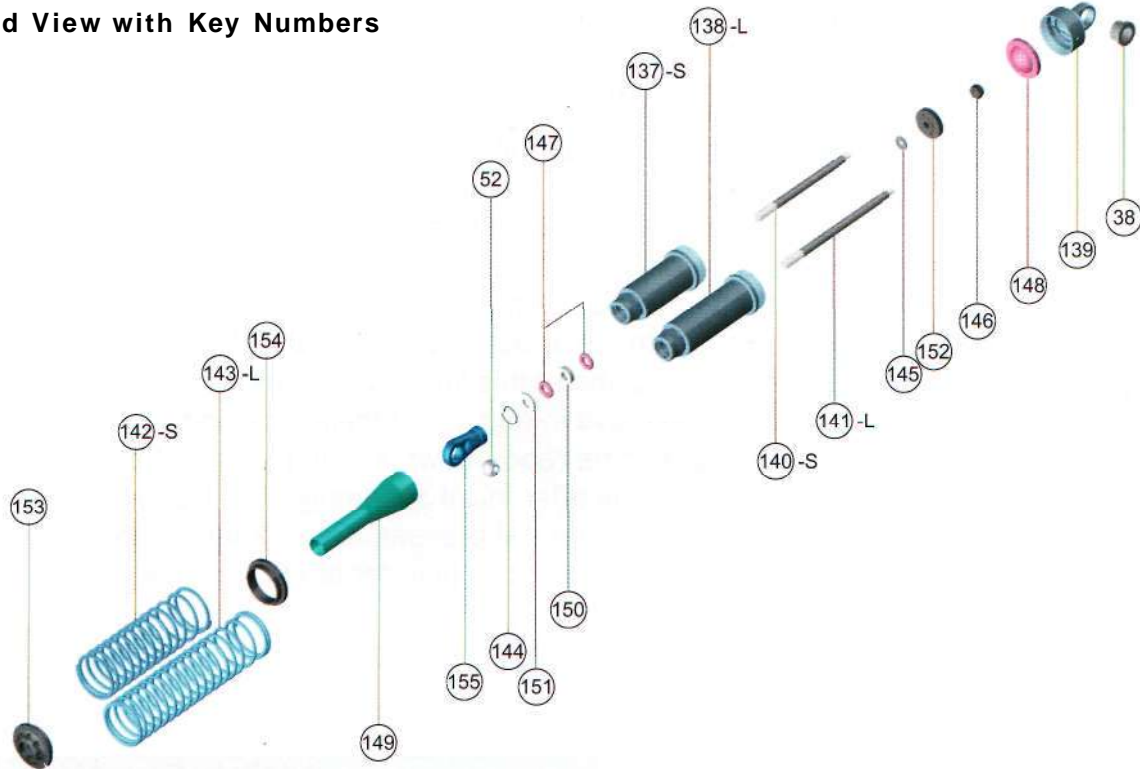


RADIO CASE



11. SHOCK ABSORBERS

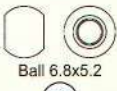
Exploded View with Key Numbers



6



G8.5-Ring
144



Ball 6.8x5.2
52



2.6x6x t0.5mm
Washer
145



M2.5 Lock Nut
146



P3.5 O-Ring
147



Shock Shaft
Washer-2mm/POM
150

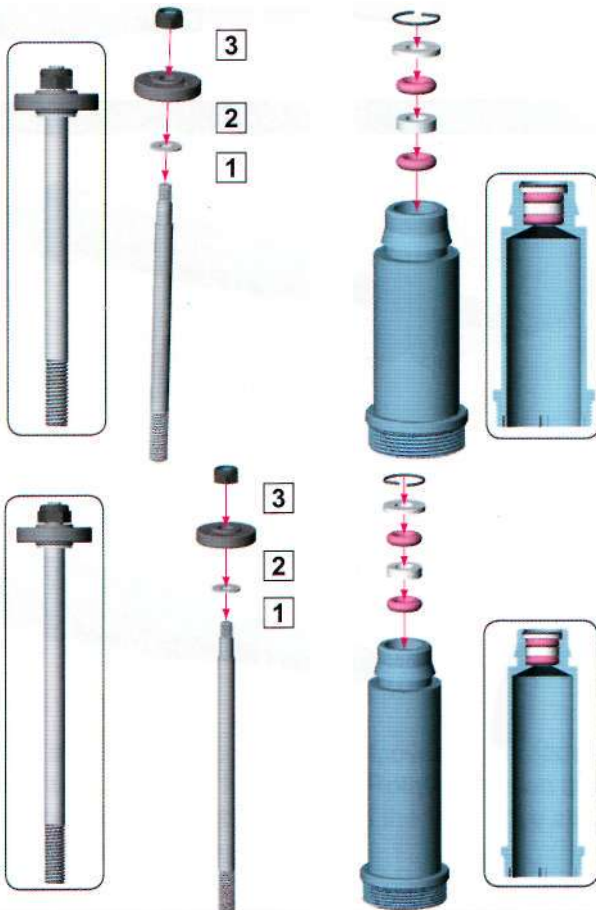


Shock Shaft
Washer-1mm/POM
151



Shock Piston-
1.5x2/POM
152

Shock Body/Piston: Apply a drop of GS Racing Pure Silicone Shock Oil to the o-rings. Place an o-ring, followed by a 2mm shock washer, another o-ring, and 1 mm shock washer into the bottom of the shock body. Gently press the 1 mm shock washer to seat the parts in the body and under the small groove. Carefully place the G-ring in the shock body and snap into the groove. Repeat for the 3 other shock bodies. For the shock piston assembly, slide the 2.6mm washer over the stepped end of the shock shaft. Place the 1.5mm piston, over the shaft and washer. Tighten the piston in place using the 2.5mm lock nut. Repeat for the 3 other shock shafts. Take special care not to scratch the shock shaft. If you must hold the shaft with pliers, hold the pliers just above the threads at the opposite end of the shaft.



Front shock rod

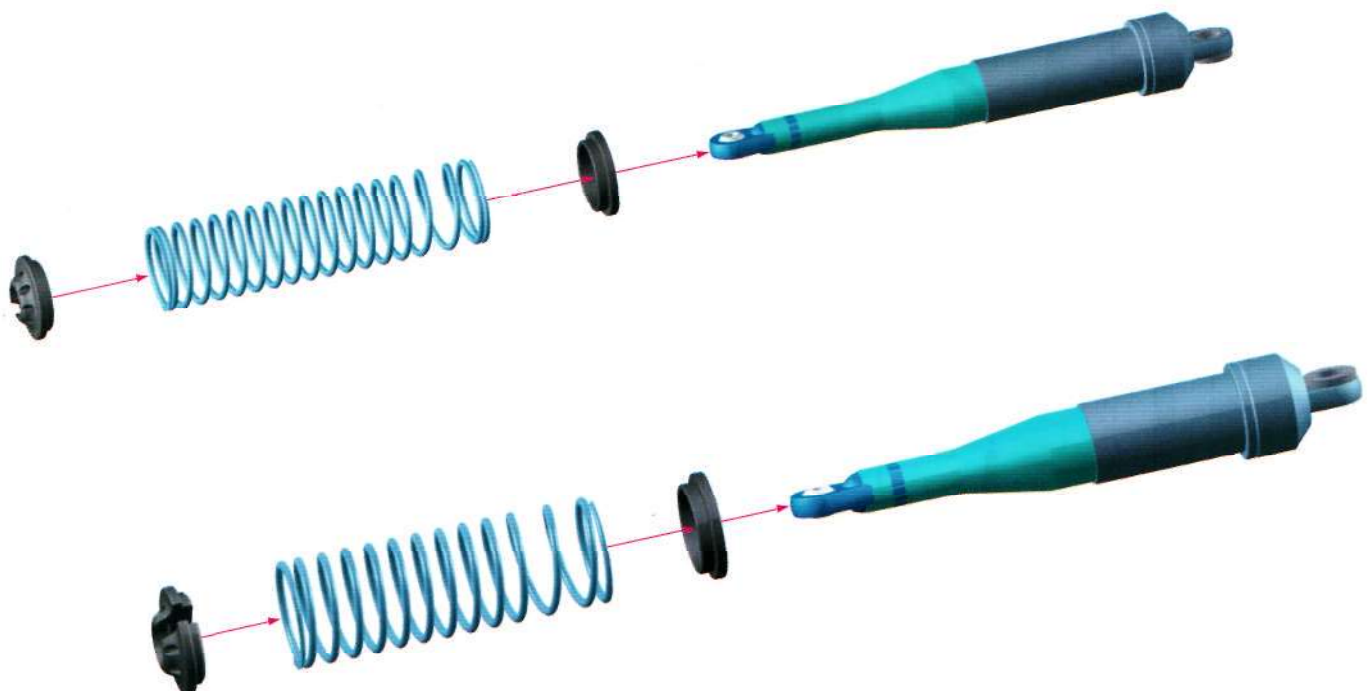
Rear shock rod



SHOCK ABSORBERS

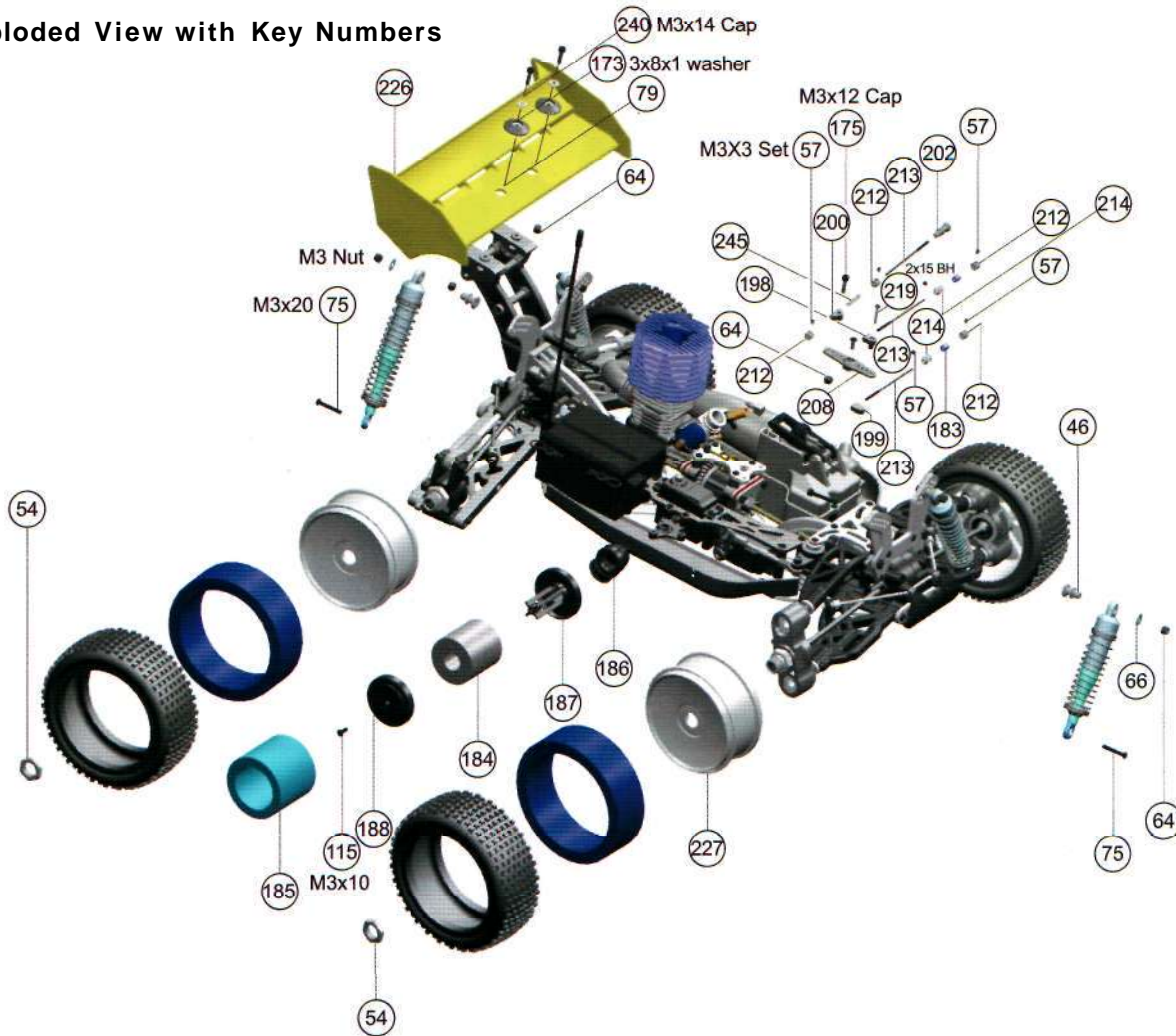


Shock Oil: Push the shock shaft in about 5mm. Fill the shock with shock oil about halfway. We suggest using GS Racing Pure Silicone 35wt. oil for the front shocks and rear shocks. Pull the shock shaft out and continue to fill until the oil level is just below the top of the shock body. Allow the air bubbles to escape. Push the shaft up about 2-3mm. Carefully thread the shock cap assembly onto the shock body until tight. Wipe off any excess oil, which may escape at this time. Check shock action. The shock shaft should move in and out of the shock body. The shock shaft should have some rebound when compressed. You may notice some oil leakage after initial assembly. If oil leakage persists, disassemble and repeat process. Oil leakage is almost always due to an unseated shock bladder or loose shock cap. Repeat for all shocks.



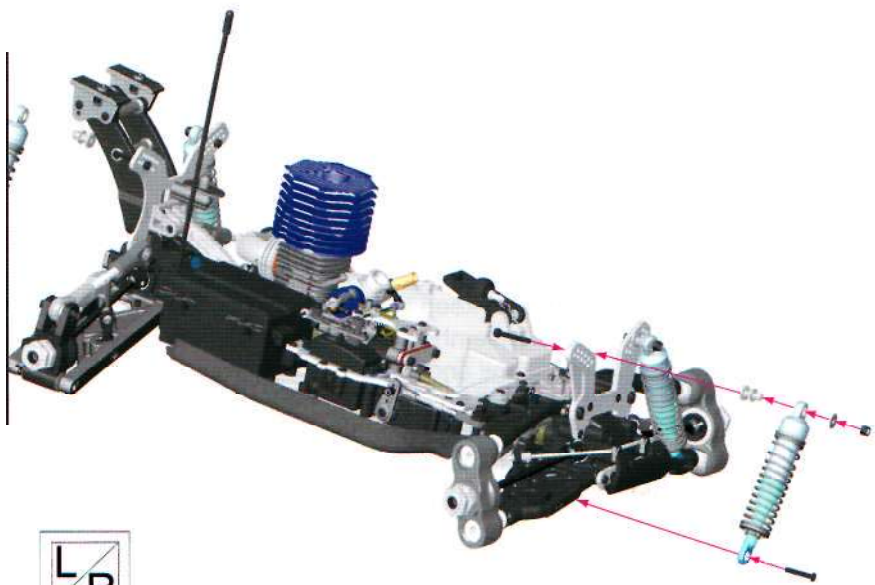
12. FINAL ASSEMBLY

Exploded View with Key Numbers



-  M3 Lock Nut (64)
-  3x10x0.8mm Washer (66)
-  3x20mm OH HEX Screw (75)
-  Shock Cap Stud (46)

Front Shocks: Attach the front shocks to the shock tower first, using the 3mm washer and locknuts. Attach the shocks to the lower arms at the outside holes of the arms using 3x20 OH screws.



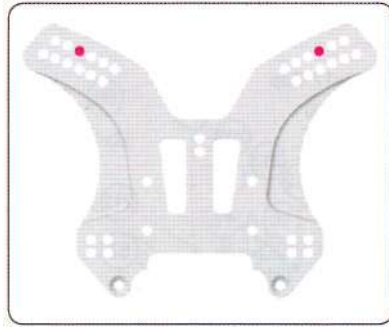
Basic Set Up



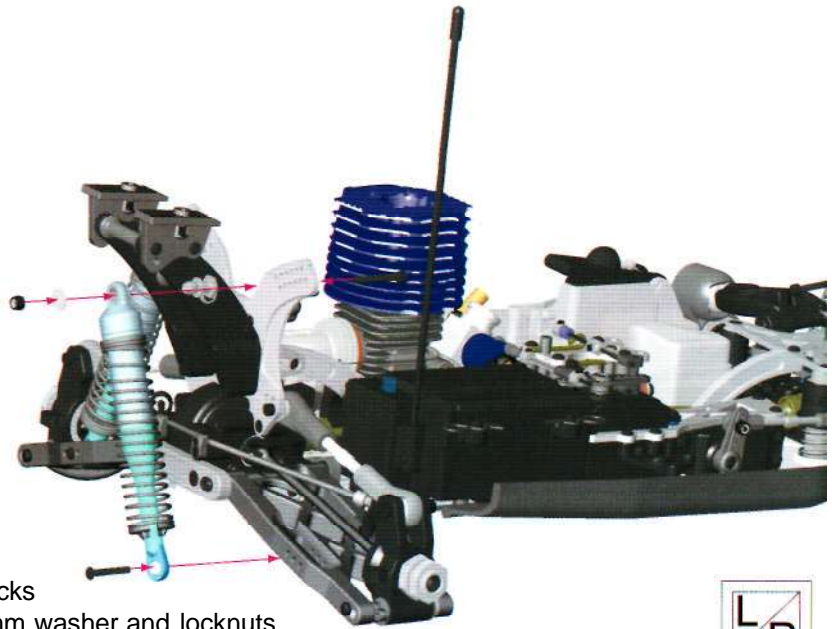
FINAL ASSEMBLY

REAR SUSPENSION

-  M3 Lock Nut
(64)
-  3x10x0.8mm Washer
(66)
-  3x20mm OH HEX Screw
(75)






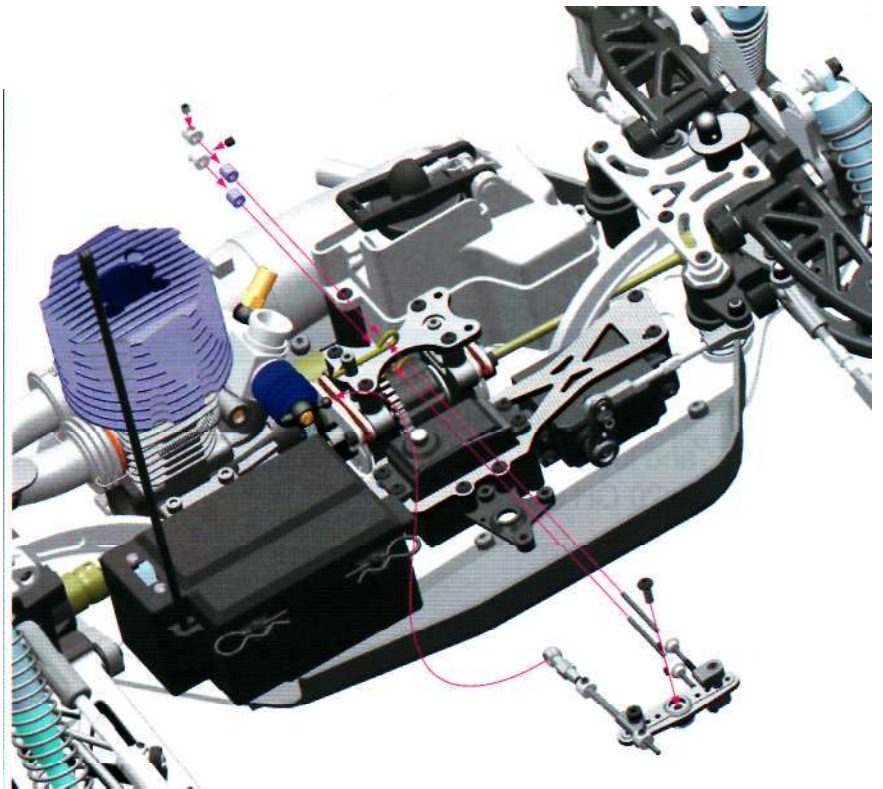
Basic Set Up



Rear Shocks: Attach the rear shocks to the shock tower first, using the 3mm washer and locknuts. Attach the shocks to the lower arms at the outside holes of the arms using 3x20 OH screws.



-  Stoper (CU2)
(212)
-  Adjuster Knob #137
(214)
-  M2X15 RH
(219)
-  M3X12 CAP
(175)
-  3x3mm SET Screw
(57)
-  M3 Lock Nut
(64)

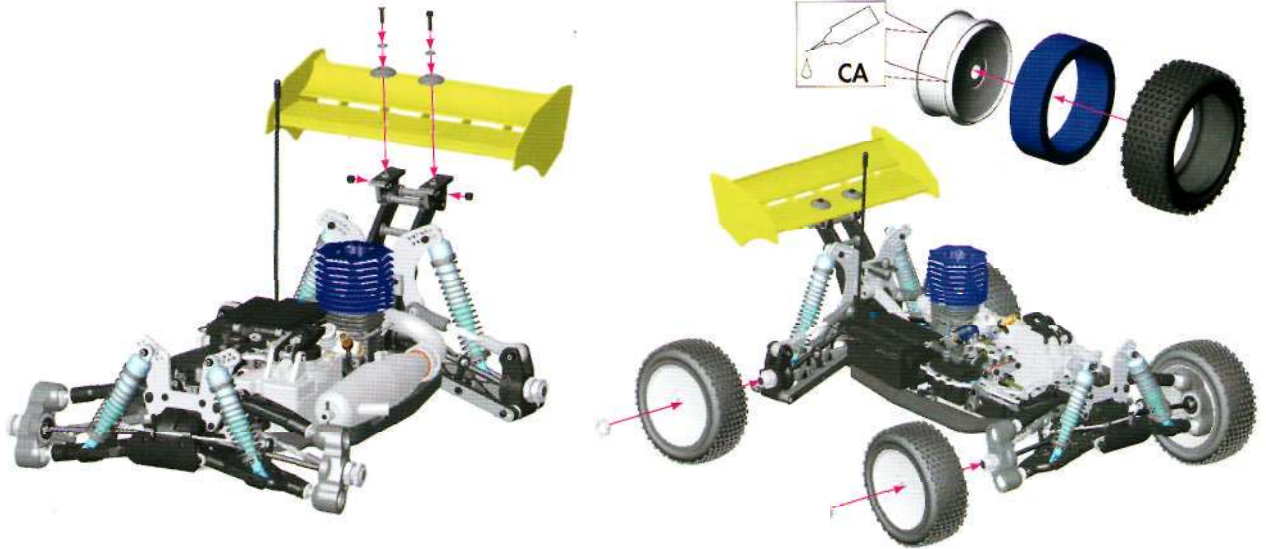


Throttle/Brake Linkage: Thread the ball cup onto a throttle rod until tight. Slide a 2mm stopper over the throttle rod followed by the linkage spring, throttle rod support, and 2mm stopper. Tighten the last stopper only to keep the parts in place for now. Install this throttle linkage assembly to the 3rd hole in the servo horn using the 3x12 cap screw and 3mm lock nut. You may have to enlarge the hole slightly. Do not over tighten, make sure the linkage rotates freely. Slide the adjuster knobs onto the middle of the remaining 2 throttle (brake) rods and tighten in place. Thread one rod into the upper brake rod support and one into the lower brake rod support. Mount the upper and lower brake rod supports onto the 2nd hold of the servo horn (opposite the throttle) using a 2x15 RH screw. Make sure the linkage rotates freely.

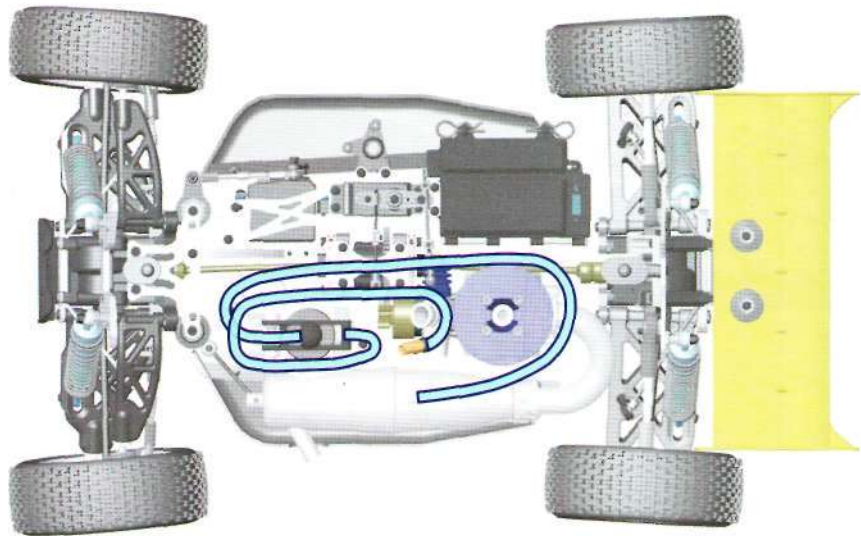
FINAL ASSEMBLY



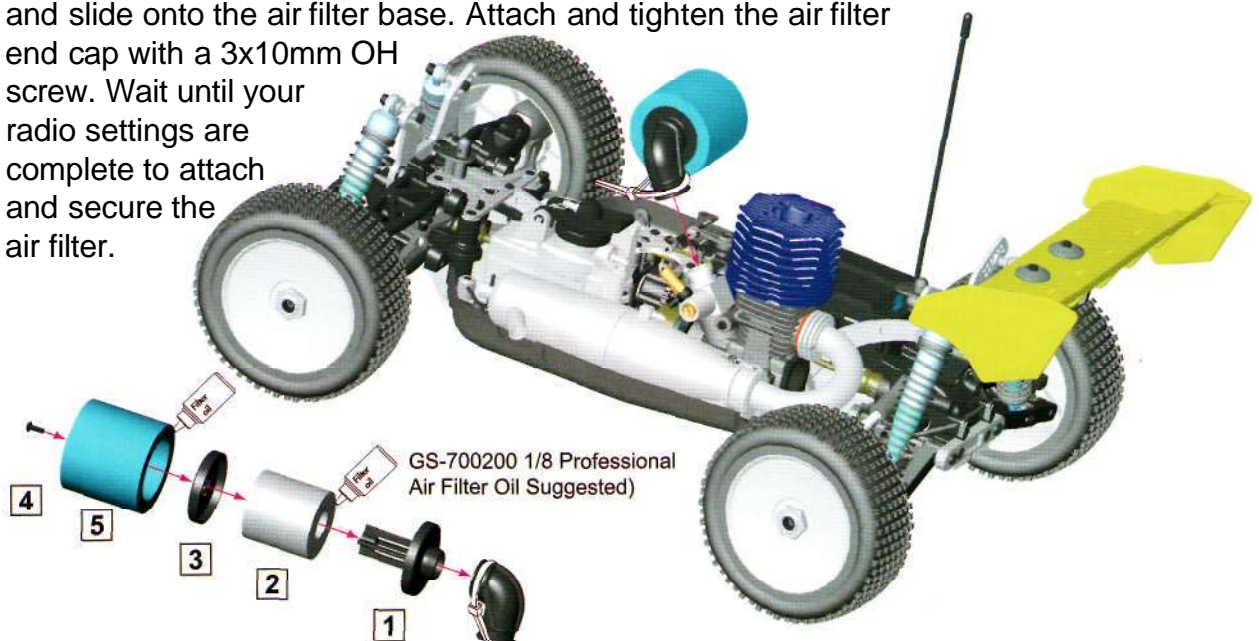
Clean contact area of the wheels and tires with rubbing alcohol or window cleaner before gluing!



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.



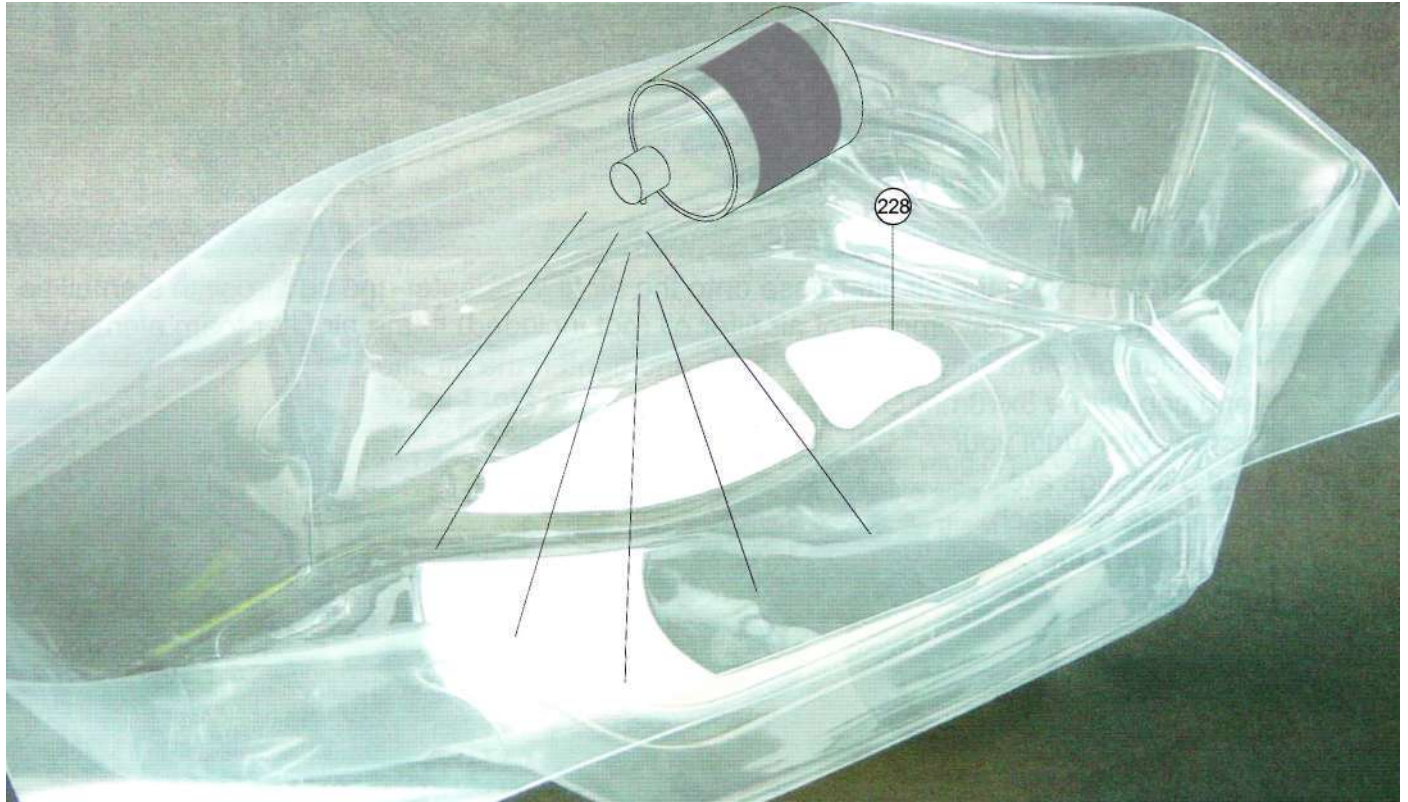
Air Filter: Push the air filter base onto the air filter adapter and secure with a small tie wrap. Apply a liberal amount of air filter oil (not included) to the air filter foam element and slide onto the air filter base. Attach and tighten the air filter end cap with a 3x10mm OH screw. Wait until your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



Exploded View with Key Numbers



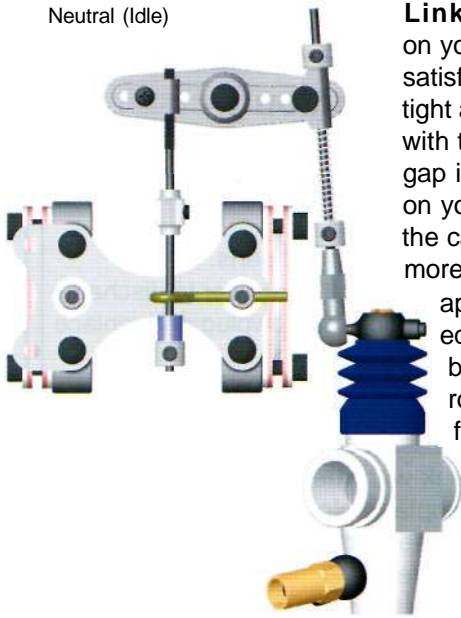
Body: Trim excess lexan from the body, following the cut lines. If you are not sure about where to cut at any time, place the body over the buggy to double check. You will also need to cut holes for the fuel tank, engine, exhaust, and antenna tube. It is always a good idea to place the body over the buggy before cutting the body mount holes.



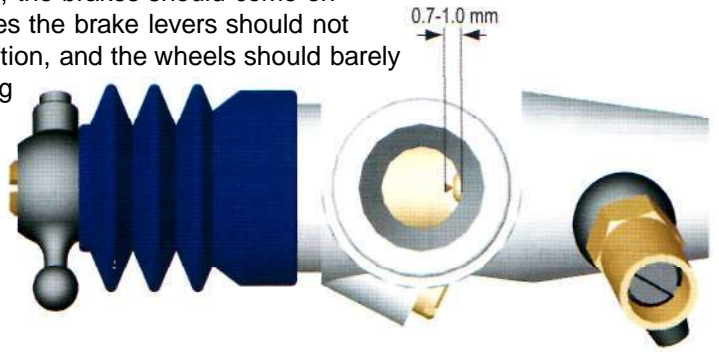
Wash the inside of the body with mild soap and water, then rinse out and dry thoroughly. Apply the window masks. Mask the inside of the body in any pattern or design you wish. Paint beginning with the darkest color first. If using spray cans, spray three light coats. Follow the paint manufacturer's guidelines 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

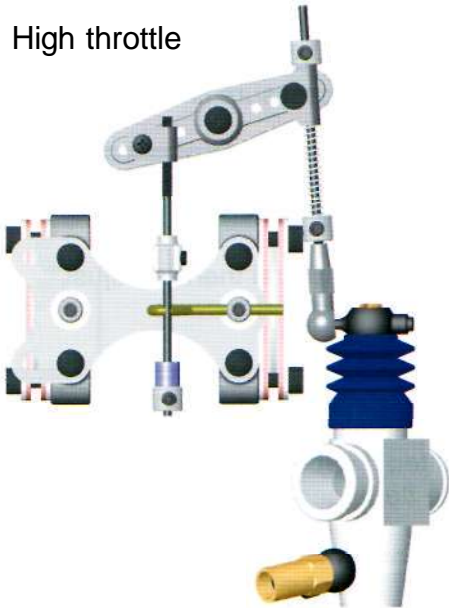
Neutral (Idle)



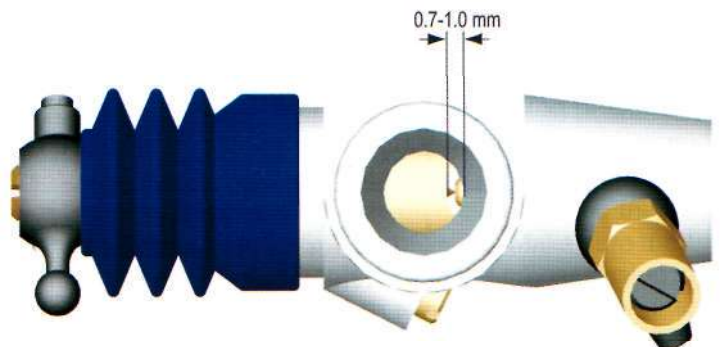
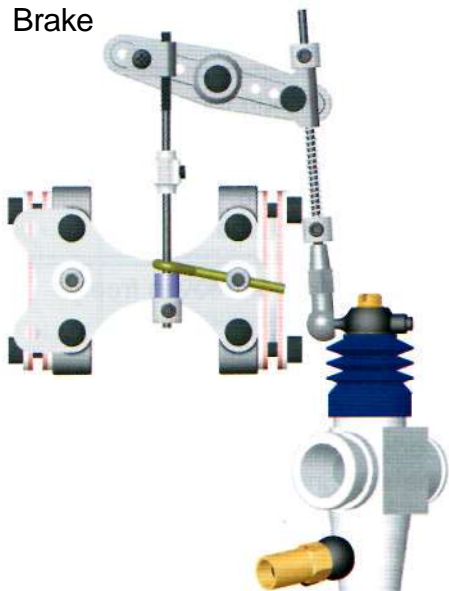
Linkage Adjustment: Study and understand the illustration first before you turn on your radio to check the linkage. Adjust linkage per illustration. When you are satisfied that the linkage is functioning correctly make sure all the 2mm Stoppers are tight and secure. When the throttle is in neutral, the 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



STORM CL-1 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).
Steering does not work properly	<ol style="list-style-type: none"> 1. Weak transmitter and/or receiver batteries. 2. Bent linkages or driveshafts. 3. Loose steering components. 4. Drivetrain damage. 	<ol style="list-style-type: none"> 1. Recharge or replace batteries. 2. Check tightness of steering components and tighten if necessary. 3. Replace damaged parts.
Handling problems	<ol style="list-style-type: none"> 1. Shocks are not working properly. 2. Suspension is binding. 3. Improper tires. 	<ol style="list-style-type: none"> 1. Rebuild the shocks and replace worn or broken parts. 2. Make sure suspension moves freely. Replace worn or broken parts. 3. Use different tires.
Steering feels sluggish or vague	<ol style="list-style-type: none"> 1. Suspension is binding. 2. Damaged steering servo. 	<ol style="list-style-type: none"> 1. Make sure suspension moves freely, and replace worn or broken parts. 2. Check the steering servo for damage and wear, and replace/repair if necessary.
The car does not drive straight	<ol style="list-style-type: none"> 1. Suspension is binding. 2. Steering trim is off-center. 3. Wheels are loose. 4. Damaged steering servo. 	<ol style="list-style-type: none"> 1. Make sure suspension moves freely, and replace worn or broken parts. 2. Adjust steering trim until car drives straight. 3. Check the make sure the wheel nuts are properly tightened. 4. Check the steering servo for damage and wear, and replace/repair if necessary.





SET-UP SHEET

Race time / Lap: _____

Best lap: _____

Name: LACHAT Philippe
 Date: 12/05/05
 Track: REIMS (FRANCE)

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

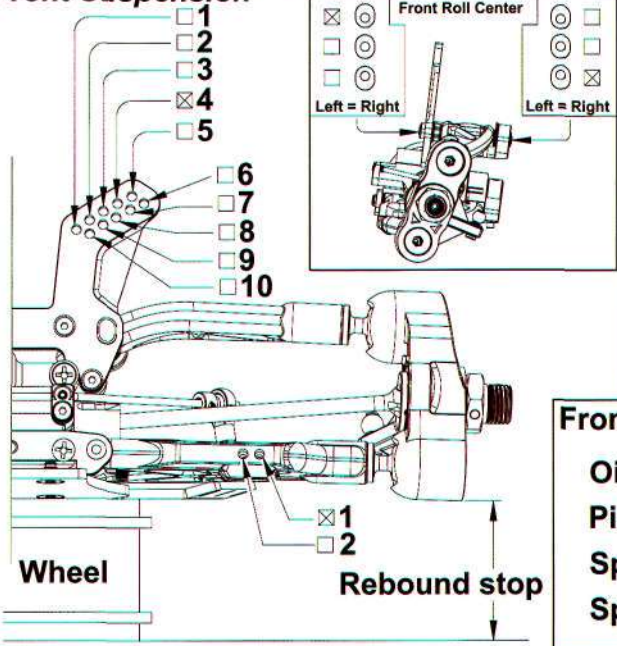
Diff. Oil
 Front: # 10,000
 Center: # 10,000
 Rear: # 1,000

Engine
 Type: RB S7W
 Gasket: / mm
 Muffler: RB 063
 Plug: RB 6
 Fuel: RB

Tire
 Front Type: Medial Adheris
 Rear Type: Medial Adheris
 Front Foam: Medium
 Rear Foam: Medium

Clutch
 Clutch shoes: GS Alu
 Spring: 1.0 mm
 Clutch bell / Spur gear: 15

Front Suspension



Front in-Board Toe
 -1
 0
 +1

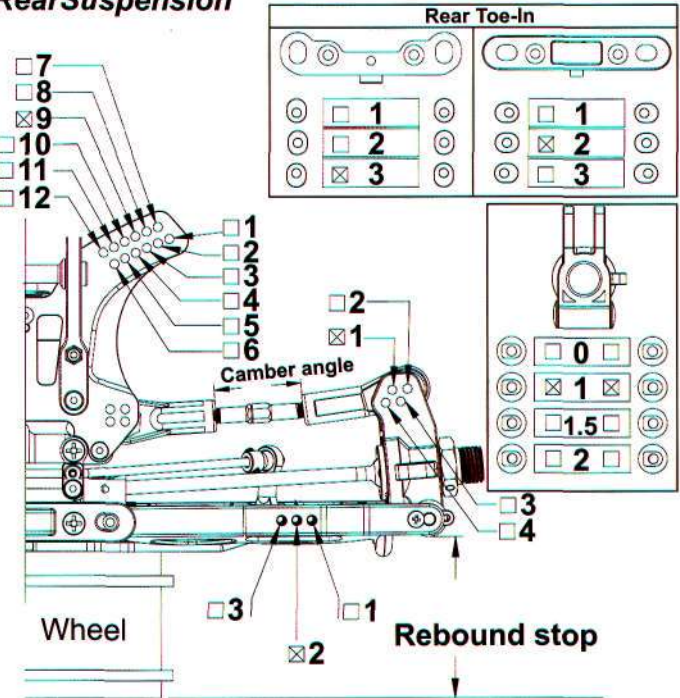
Caster angle
 F
 R

Track width _____ mm
 Camber angle Upper 0 mm
 Lower 1 mm
 Caster angle F 4 mm
 R 0 mm
 Toe angle +1°
 Rebound stop 22.2 mm
 Sway bar Use _____ mm
 None

Front Shocks
 Oil: 350
 Pistons: 1.5 (x2)
 Spring: Blue
 Spacer: 4 mm

Steering Ackerman
 1
 2
 3
 _____ mm
 Notes: _____

Rear Suspension



Upper arm position
 3
 1
 2
 4

Wing Position
 1
 2

Camber angle 29.5 mm
 Rebound stop 24.5 mm
 Wheelbase adjustment F 0 mm Front
 R 4 mm
 Sway bar Use 2.8 mm
 None

Rear Shocks
 Oil: 350
 Pistons: 1.5 (x2)
 Spring: Blue
 Spacer: 5 mm

Notes: _____
 _____ mm





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 Muffler: _____
 Plug: _____ Fuel: _____

Tire

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

Clutch

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

Front Suspension

1
 2
 3
 4
 5
 6
 7
 8
 9
 10

Front Roll Center
 Left = Right Left = Right

Front in-Board Toe
 -1
 0
 +1

Caster angle
 F _____
 R _____

Front Shocks
 Oil: _____
 Pistons: _____
 Spring: _____
 Spacer: _____ mm

Steering Ackerman
 1 _____ mm
 2 _____ mm
 3 _____ mm

Notes: _____

Track width _____ mm
 Camber angle Upper _____ mm
 Lower _____ mm
 Caster angle F _____ mm
 R _____ mm
 Toe angle _____ mm
 Rebound stop _____ mm
 Sway bar Use _____ mm
 None

Wheel Rebound stop

Rear Suspension

7
 8
 9
 10
 11
 12

Rear Toe-In
 1
 2
 3

Upper arm position
 3 1
 4 2

Wing Position
 1
 2

Rear Shocks
 Oil: _____
 Pistons: _____
 Spring: _____
 Spacer: _____ mm

Notes: _____

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

Wheel Rebound stop



STORM CL-1 Key No. List

Key No.	Part Name	Q'ty in Use	Item No.
1	Ball Bearing 8X16X5	14	GS-690003A
2	Diff. Gasket	3	GS-AV006
3	Diff. Case Set	3	GSC-CL004
4	3x12mm FH HEX Screw	20	GSC-620204
5	4x4mm SET Screw	5	GS-610020
6	Diff. Large Bevel Gear	6	GS-AV004
7	Diff. Small Bevel Gear	12	GS-AV004
8	Pin 2.5x10.8mm	6	GS-AV094
9	O-ring(1.75x9mm) AS009	6	GS-ST067
10	Bevel Gear Shaft	6	GS-AV095
11	6.2x17.5xT0.2mm Washer	8	GS-AV102
12	Crown Gear 38T	2	GSC-CL002
13	Pinion Gear 11T	2	GSC-CL003
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	GS-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-CL043
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

Key No.	Part Name	Q'ty in Use	Item No.
42	7075 T6 Front Lower Suspension Plate	1	GSC-CL019
43	Universal Drive Shaft(F/R)	4	GS-AV042
44	7075 T6 Front Shock Tower	1	GSC-CLP004
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	GS-AV024
50	Knuckle Pivot Ball Nut	4	GS-AV025
51	6.8x11.8mm Bar Stud Mount	4	GS-AV084
52	Ball 6.8x5.2	8	GS-AV085
53	Wheel Hub	4	GS-STP20
54	Wheel Hub Nut	4	GS-STP042
55	Front/Rear Lower Arm Hinge Pin	4	GSC-CL016
56	Front Upper Arm Hinge Pin	2	GSC-CL017
57	3x3mm SET Screw	16	GS-610000
58	3x4mm SET Screw	4	GS-610001
59	4x12mm SET Screw	4	GS-610026
60	5x4 mm SET Screw	6	GSC-610039
61	3x8x0.5 mm Washer	4	GS-AV099
62	12x8.2x0.5 mm Washer	4	GS-AV098
63	13.4x16xt0.2mm Washer	8	GS-ST082
64	M3 Lock Nut	18	GSC-603007
65	Pin3x16.8mm	4	GS-602008
66	3x10x0.8mm Washer	4	GSC-601023
67	Ball Bearing 24x15x5mm	4	GS-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	GS-611026
74	3x23mm CAP Screw	6	GS-611030
75	3x20mm OH HEX Screw	6	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



STORM CL-1 Key No. List

Key No.	Part Name	Q'ty in Use	Item No.
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
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	3x10mm FH/ST HEX Screw	4	GSC-613204
101	O-ring 2.8x6.6mm TBL	2	GS-SH-8BL
102	M3 Aluminum Countersunk Washer	2	GS-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	6	GSC-620222
117	Ball Bearing 6x10x3mm	4	GS-690005
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	GS-AV008
123	Center Diff. Mount Set B	2	GS-AV008

Key No.	Part Name	Q'ty in Use	Item No.
124	Side Guard (L)	1	GS-ST059
125	Side Guard (R)	1	GS-ST059
126	Carbon Fiber Center Diff Support Plate	1	GS-AVP005
127	Vented Brake Disk	2	GS-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	GS-690004A
133	Brake Cam Long	1	GSC-CL034
134	Brake Cam Short	1	GSC-CL033
135	Center Diff. Mount Posts	4	GS-AV009
136	Brake Lever	2	GSC-CL033
137	Shock Body (S)	2	GS-25076
138	Shock Body (L)	2	GS-25077
139	Shock Cap (13mm)	4	GS-25080
140	Shock Shaft	2	GS-25081
141	Shock Shaft-L	2	GS-25082
142	Shock Spring -1.6 Front(BL)	2	GS-AVP034
143	Shock Spring -1.6 Rear(BL)	2	GS-AVP036
144	G8.5-Ring	5	GS-25083
145	2.6x6x t0.5mm Washer	9	GS-ST105
146	M2.5 Lock Nut	5	GS-ST105
147	P3.5 O-Ring	8	GS-SH-8-35
148	Shock Bladder	4	GS-SH-8-13
149	Shock Boot	4	GS-34002
150	Shock Shaft Washer-2mm/POM	4	GS-10065
151	Shock Shaft Washer-1 mm/POM	4	GS-10065
152	Shock Piston-1.5x2/POM	4	GS-10066
153	Shock spring Cup (Lower)	4	GS-AV105
154	Shock spring Cup (Upper)	4	GS-AV105
155	Shock Shaft Ball End	4	GS-100082
156	CL-1 Shock Spring Adjuster 1 mm	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
160	Aluminum Clutch Shoe	3	GS-250404
161	Pilot Nut #117	1	GS-ST032
162	Exhaust Gasket For .21 Engine	1	GS-E21TBL
163	Manifold stay #144	1	GS-ST071
164	Clutch Bell 13T(N1-CHB13B)	1	GS-ST001



STORM CL-1 Key No. List

Key No.	Part Name	Q'ty in Use	Item No.
165	Muffler Stay Wire	1	GGs-ST071
166	Clutch Spring(B11-001)	3	GS-ST003
167	Manifold Holder Spring	2	GS-ST078
168	Ball Bearing 5x10x4mm	2	GS-581814
169	Fly Wheel Set(W38mm) #115	1	GS-STP31
170	Cone Collar	1	GS-ST002A
171	CL1 Engine Mount	2	GSC-CLP013
172	3X6mm CAP Screw	1	GS-611020
173	3x8x1 mm Washer	9	GSC-601008
174	5x7x0.2mm Washer	8	GS-ST065
175	M3X12CAP	4	GS-611023
176	M3 Spring Washer	4	GS-601005
177	4x8mm I-Head Screw	4	GSC-615001
178	4x8mm FH HEX Screw	1	GSC-620221
179	3x8mm OH/ST HEX Screw	1	GSC-613202
180	3x10mm FH/ST HEX Screw	2	GS-650024
181	Fuel Tank Posts-A (ST2-126)	1	GS-AV092
182	Fuel Tank Posts-B (ST2-127)	1	GS-AV092
183	Silicone Fuel Tubing 2.4x5.5mm/3ft (BL)	2	GS-2455-F3TBL
184	Air Filter Foam	1	GS-701017-1
185	Air Filter Outer Foam	1	GS-701017-2
186	Air Filter Adapter	1	GS-701017
187	Air Filter base	1	GS-701017
188	Air Filter End Cap	1	GS-701017
189	Zip tide 5X120	2	GS-701017
190	Air Cleaner Sticker	1	GS-701017
191	Carbon Fibre Radio tray	1	GSC-CLP002
192	Radio Box-A	1	GS-AV069
193	Radio Box-B	1	GS-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	GS-AV072
198	Brake Rod Support -Up	1	GS-AV072
199	Brake Rod Support-Lower	1	GS-AV072
200	Throttle Rod Support	1	GS-AV072
201	Transponder Mount	1	GS-AV089
202	Throttle Ball End	1	GS-AV072
203	Steering Servo Linkage Ball End	2	GSC-CL049
204	Servo Horn Adapter,Black(KO,Sanwa,Air)	2	GS-900007BK
205	Servo Horn Adapter,Black(J)	2	GS-900007BK

Key No.	Part Name	Q'ty in Use	Item No.
206	Servo Horn Adapter,Black(F)	2	GS-900007BK
207	Servo Horn Adapter,Black(H)	2	GS-900007BK
208	Servo Horn(BK)	2	GS-900007BK
209	Silicone Switch Cover	1	GS-COV001-BL
210	Turnbuckle 3x40mm	1	GS-250147C
211	CL-1 Steering Servo Linkage Set	2	GSC-CL049
212	Stoper (CU2)	4	GS-AV072
213	Linkage Rod 2x55mm	3	GS-AV072
214	Adjuster Knob #137	2	GS-AV072
215	Servo Saver Spring	1	GSC-CL038
216	M3x10mm FH/ST HEX Screw	9	GSC-650203
217	FH3x14mm	2	GS-620028
218	Body Pin (R4)	2	GS-60004A
219	M2X15RH	2	GS-AV072
220	M2X33 BH	2	GS-AV069
221	7075 Hard Anodized chassis plate	1	GSC-CLP001
222	Antenna (BK)	1	GS-AV091
223	Tube Cap	1	GS-AV091
224	CL-1 Body	1	GSC-CL052
225	Body Pin (R8)	2	GS-80006
226	CL-1 Wing (WH)	1	GSC-CL050WH
227	Dish Wheel (WH)	4	GS-100075WH
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	GS-706051
232	BH3x8mm	4	GS-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	GS-70023
236	7000 cps Silicone oil	1	GS-70025
237	1000 cps Silicone oil	1	GS-70019
238	35wt Silicone oil	1	GS-700111
239	M3x10mm FH HEX Screw	9	GSC-620203
240	M3x14mm CAP SCREW	4	GS-611024
242	CL-1 Rear Wing Sticker	1	GSC-CL050WH
243	Grease 5g	1	GS-707019
244	Fuel Tank 125CC	1	GS-AV090
245	Linkage Spring	1	GS-AV072



STORM CL-1 Spare Part List

Item No.	Part Name
GSC-CL001	44T Spur Gear
GSC-CL002	Crown Gear 38T
GSC-CL003	Pinion Gear 11T
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 Screws
GSC-CL041	6.8mm Steering Linkage Ball End(5)

Item No.	Part Name
GSC-CL042	6.8mm Steering Linkage Ball Stud(5)
GSC-CL043	CL-1 Shock Bushing (10)
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-CL048	Throttle Linkage Holder
GSC-CL049	CL-1 Steering Servo Linkage Set
GSC-CL050WH	CL-1 Wing Set (WH)
GSC-CL052	CL-1 Body (includes window masks + decals)
GSC-CL053	CL-1 Decal Sheet
GSC-CL054	CL-1 Instruction Manual
GS-AV004	Diff. Bevel Gear Set
GS-AV006	Diff. Gasket (3)
GS-AV008	Center Diff. Mount Set
GS-AV009	Center Diff. Mount Posts
GS-AV022	Rear Upper Sus. Arm Turnbuckles (2)
GS-AV024	Knuckle Pivot Ball Washer (5)
GS-AV025	Knuckle Pivot Ball Nut (5)
GS-AV026	14mm Pivot Ball Cup (5)
GS-AV042	Universal Drive Shaft(F/R) (2)
GS-AV069	Radio Box Set
GS-AV072	Throttle Linkage Set
GS-AV084	Sway Bar Collar 6.8x11.8mm (4)
GS-AV085	Ball 6.8x5.2mm (4)
GS-AV088	Ball Bearing 15x24x5mm (4)
GS-AV089	Transponder Mount
GS-AV090	1/8th Buggy Fuel Tank(125cc)
GS-AV091	Pro Antenna (Black)(2)
GS-AV092	Fuel Tank Post Set (A/B)
GS-AV094	Pin 2.5x10.8mm
GS-AV095	Bevel Gear Shaft
GS-AV097	Washer 16x14x0.2mm
GS-AV098	Washer 12x8.2x0.5mm
GS-AV099	Washer 3x8x0.5mm
GS-AV102	M6.2x17.5xT0.2mm Shim
GS-AV105	Shock Spring Holder (Cap/Mount)
GS-100075WH	1/8 Off road Competition Wheel
GS-100082	Shock Shaft Ball End (5)
GS-10065	Pro Shock Seal Kit (o-rings/washers/g-rings/for 2 shocks)
GS-10066	13mm Shock Piston - (2 hole x 1.5mm)



STORM CL-1 Spare Part List

Item No.	Part Name
GS-2455-F3TBL	Silicone Fuel Tubing 2.4x5.5mm/3ft (BL)
GS-250147C	Turnbuckle 3x40mm
GS-25076	13mm CL-1 Front Shock Body (2)
GS-25077	13mm CL-1 Rear Shock Body (2)
GS-25080	Shock Cap (13mm) (2)
GS-25081	Front 3.5mm Shock Shaft (2)
GS-25082	Rear 3.5mm Shock Shaft (2)
GS-25083	G8.5-Ring (5)
GS-34002	Shock Boot
GS-581814	Ball Bearing 5x10x4mm
GS-60004A	Body Pin (R4)
GS-601005	M3 Spring Washer
GS-602008	Pin3x16.8mm(STORM)
GS-603007	M3 Nylon Nut(10)
GS-610000	3x3mm SET Screw
GS-610001	3x4mm SET Screw
GS-610020	4x4mm SET Screw
GS-610026	M4x12mm Set Screw(10)
GS-610039	M5x4 set screw (10)
GS-611020	3X6 Cap (10)
GS-611023	M3X12CAP
GS-611024	M3x14mm CAP SCREW
GS-611026	3x16mm CAP Screw
GS-611030	3x23mm CAP Screw
GS-620028	FH3x14mm
GS-640022	BH3x8mm
GS-650024	3x10mm FH/ST HEX Screw
GS-690003A	Ball Bearing 8X16X5
GS-690004A	Flange Ball Bearing (5x8x2.5)
GS-690005	Ball Bearing 6x10x3mm
GS-700111	35wt Silicone oil
GS-70019	Pure Silicone Diff. Oil 1000 cps
GS-70023	Pure Silicone Diff. Oil 5000 cps
GS-70025	Pure Silicone Diff.. Oil 7000 cps
GS-701017	1/8 High Performance Air Filter Set
GS-701017-1	Air Filter Foam
GS-701017-2	Air Filter Outer Foam
GS-706051	Cross Wrench-7/8/10/17MM
GS-707019	Grease 5g
GS-80006	Body Pin (R8)
GS-900007BK	Servo Horn Adapter Set(Black)

Item No.	Part Name
GSC-601008	3x8x1 mm Washer
GS-601023	3x10xt0.8mm Washer
GSC-610103	M3x10 OH/ST Hex Screw (10Pcs)
GSC-611024A	M3x14 Cap Screw (Half tooth) (10)
GSC-613107	M3x20 OH/ST Hex Screw (10Pcs)
GSC-613202	3x8mm OH/ST HEX Screw
GSC-613203	3x10mm OH/ST HEX Screw
GSC-613204	3x10mm FH/ST HEX Screw
GSC-613205	3x15mm OH/ST HEX Screw
GSC-615001	M4x8 B/H Hex Screw (10Pcs)
GSC-620202	M3x8 Hex Soket OH/TP Screw (10)
GSC-620203	M3x10 Hex Soket OH/TP Screw (10)
GSC-620204	M3x12 Hex Soket OH/TP Screw (10)
GSC-620221	4x8mm FH HEX Screw
GSC-620222	4x10mm FH HEX Screw
GSC-620224	4x16mm FH HEX Screw
GSC-650065	3.5x25mm FH/ST Screw
GSC-650069	3.5x35mm FH/ST Screw
GSC-650203	M3x10mm FH/ST HEX Screw
GSC-650204	M3x12mm FH/ST HEX SCREW
GSC-650211	4x18mm FH/ST HEX Screw
GSC-706006	Cross Wrench-4/5/5.5/7MM
GSC-706009	HEX Wrench (5mm)
GS-COV001-BL	Silicone Switch Cover
GS-E21TBL	Exhaust Gasket For .21 Engine
GS-SH-8-13	Shock Bladder
GS-SH-8-35	P3.5 O-Ring
GS-SH-8BL	O-ring 2.8x6.6mm TBL
GS-ST001	Clutch Bell 13T(N1-CHB13B)
GS-ST002A	Cone Collar
GS-ST003	Clutch Spring(B11-001)
GS-ST032	Pilot Nut #117
GS-ST059	Side Guard Set (for STORM / CL-1)
GS-ST065	5x7x0.2mm Washer
GS-ST067	O-ring(1.75x9mm) AS009
GS-ST071	Muffler Holder Set
GS-ST078	Manifold Holder Spring
GS-ST082	13.4x16xt0.2mm Washer
GS-ST105	M2.5 Lock Nut
GS-W00110TA	M3 Aluminum Countersunk Washer
GS-132	CL-1 13mm Front Shock Set
GS-133	CL-1 13mm Rear Shock Set



STORM CL-1 Spare Part List

Item No.	Part Name
GSC-CLP001	CL-1 Main Chassis (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	7075 T6 Front Chassis Brace
GSC-CLP007	7075 T6 Rear Chassis Brace
GSC-CLP008	7075 T6 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 coated)
GSC-CLP012	14mm Knuckle Pivot Ball Turnbuckles (4)
GSC-CLP013	7075 T6 Engine Mounts (fits all .21/.25 engines)
GS-AVP005	Carbon Fiber Center Diff Support Plate
GS-AVP030	Vented Brake Disk (2)
GS-AVP034	Shock Spring -1.6 Front(BL)
GS-AVP036	Shock Spring -1.6 Rear(BL)
GS-250404	1/8 Aluminum Clutch Shoes (1 Set)
GS-STP042	Wheel Hub Nut
GS-STP20	Wheel Hub
GS-STP31	Fly Wheel Set(W38mm) #115
GS-132A	Hard Anodized CL-1 13mm Front Shock Set
GS-133A	Hard Anodized CL-1 13mm Rear Shock Set

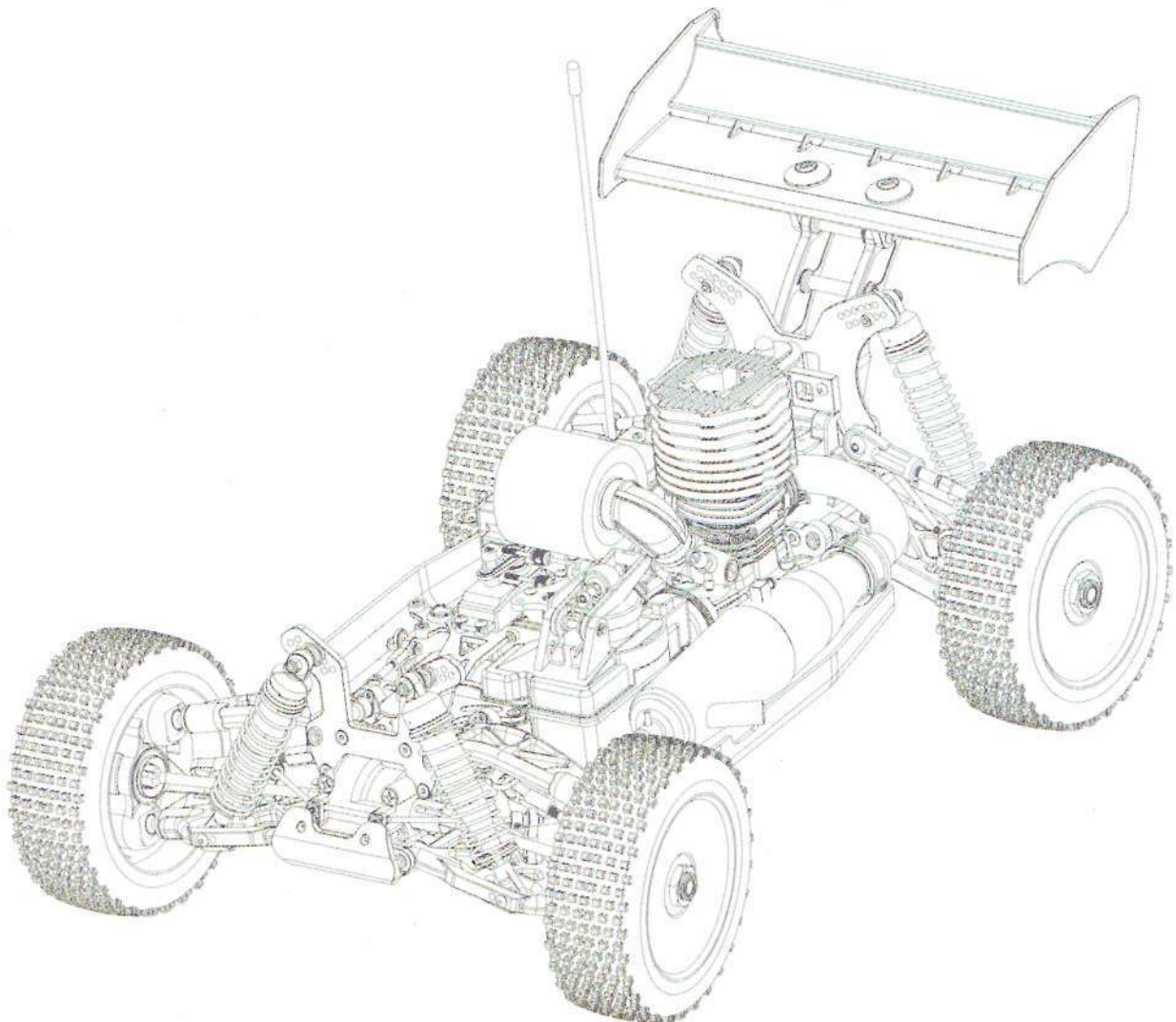




Warranty

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.

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



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