

**GS RACING INSTRUCTIONAL MANUAL**



**SUTCE**  
*Championship Edition*



**1/8 Scale Radio Controlled Gas Powered Off-Road 4WD Racing Truck**



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**Specs**

- Length: 541 mm (20.4")
- Width: 400 mm (15.7")
- Height: 200 mm (8.0")
- Ground Clearance: 50 mm (2.0")
- Wheelbase: 345~350mm (13.6"~13.8")
- Gear Ratio: 13.74:1
- Tires: 152 X 84 mm (6" X 3.3")
- Track (F, R): F: 325 mm (12.8"), R: 330 mm (13")
- Weight: 4100g (9 lb)
- Tank: 125 cc

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

# ***OPERATION GUIDE***

## **Introduction**

Congratulations and thank you for choosing the GS Racing Storm Unlimited Truck Championship Edition, SUT-CE for short. The SUT-CE is a limited edition, modified, factory spec replica of the truck we have used to win numerous titles including back to back National Championships. Only 1000 will be produced, so if you are reading this, you belong to an elite club of RC racers. New for the SUT-CE are the redesigned and longer chassis, heavy duty suspension mounts, ultra thick steering plate, and Korn Designs pre-painted body. The truck comes assembled with our team setup installed, so all you have to do is install radio gear, glue tires, and hit the track. The SUT-CE is a highly developed racing vehicle and is not designed to be an entry level model. Some mechanical experience and/or parental supervision are required. This manual contains all the basic instructions to finish assembly of, and break in, operation, and maintenance of your SUT-CE. 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 SUT-CE. 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 SUT-CE 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 if 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.

## **Required Equipment**

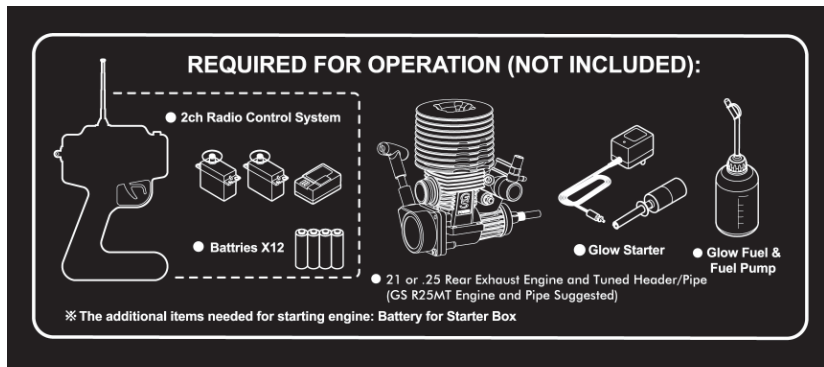
You will need the following items to operate your new SUT-CE: -2 channel surface type radio system, high speed/torque servos suggested -7.2v 6cell battery Pack (for drill start) -4 “AA” size batteries or 5 cell 6v receiver pack -20% to 30% percent model car fuel –glow plug igniter –fuel bottle –CA or tire glue –Air Filter Oil.

## **Tools Included**

Your kit includes the following tools: Allen wrenches, 1.5, 2.0, 2.5, and 3.0 -1 Cross Wrench.

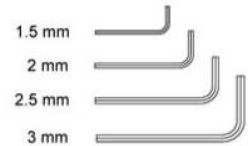
## **Useful Equipment**

You will find the following items to be useful in the long term operation of your SUT-CE: - Hobby Grease – Shock and Diff Oils –After Run Oil.

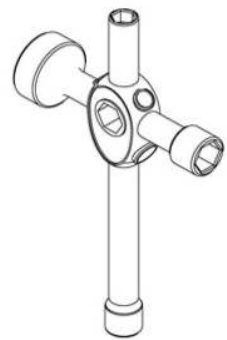


## ***Tools Included:***

### ● Hex Wrench



### ● Cross Wrench



## **Useful Tools**

In addition to the tools supplied with this model you may find the following useful: small flat head and Phillips screwdrivers –hobby knife –needle nose and or standard pliers –high quality hobby specific (Allen) drivers, 1.5, 2.0, 2.5, and 3.0 –Hobby Scissors –Snap Ring Pliers –Calipers

## **Other Items Included**

The following items are included with your SUT-CE: Pre-painted Korn Designs body, Wing, Antenna Tube and Cap, Power Start Unit with Shaft, Decal Sheet, Servo Mounts, Servo Horn Inserts, O-Rings, Shock Springs Spacers, Misc. Hardware.

# **Getting Started**

**NOTE:** Prior to running your Storm Unlimited Truck-Championship Edition (SUT-CE), read and understand all engine break-in and operating instructions. If you run you SUT-CE without following the proper break-in procedure, you may damage, or fail to achieve maximum performance from your engine, and void warranty.

Remove the SUT-CE from the package and remove the body from the model. Check the model over for loose screws and linkages. Nitro vehicles produce a high amount of vibration, and even through shipping, screws can come loose.

Your SUT-CE is built to our Team specs, so you don't have to disassemble the entire truck to make it work right. Due to air 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 truck. If you notice any leakage, simply wipe clean with a rag. After each full weekend of racing, we suggest performing routine checks and cleaning on the shocks, differentials, drive shafts, clutch, hinge pins, bearings, and chassis.

## **Tires**

Refer to Step 44 of this manual. Remove the wheels from the model. Glue the tires as described. Reinstall the wheels to the model.

## **Radio**

Install the radio batteries as recommended by the manufacturer. Next, refer to Step 28 of this manual. Working backwards to Step 25, remove the radio plate and install the servos, receiver, switch, antenna, and receiver battery. Reinstall the radio plate and refer to Steps 31 and 34 for proper linkage adjustment. You may need to remove the air filter to check the throttle linkage.

## **Ride Height**

Your SUT-CE should come preassembled with the proper number of shock spring spacers. These spacers control the ride height of your truck. During shipping the shocks may 'settle'. Proper ride height is to have the suspension arms at or just above level. Add/remove spacers to raise or lower the truck to the proper height.

## **Wing**

Turn to Step 46 of the manual. Attach the wing as described.

## **Body/Decals**

Attach decals as show on the packaging box or to your liking.

## **Air Filter**

The air filter is pre-oiled at the factory. However, it is a good idea to make sure it is well oiled before you fire up the engine. Squeeze the foam of the filter. If it does not leave a residue on your fingers, refer to Step 37 and re-oil the air filter. Ensure air filter is clean and well oiled prior to each run.

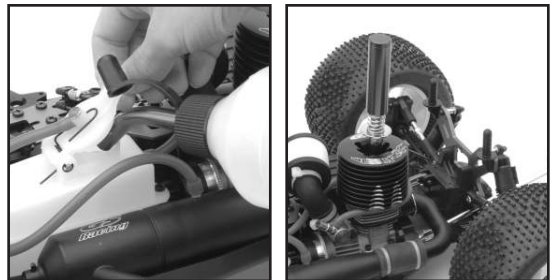
## **Fueling**

Lift the lid of the fuel tank, place the tube of a fuel bottle carefully over the lid of the tank and fill with fuel. Be careful not to spill fuel on the model.

## **Glow Plug & Igniter**

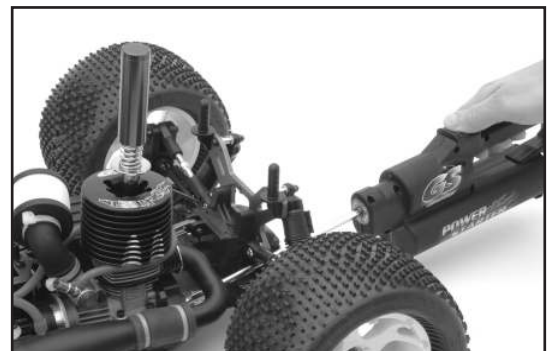
It is recommended to remove the glow plug from the engine and attach a fully charged glow igniter to the plug to ensure proper function. The coil inside the plug should glow orange to red.

**(Caution)** make sure the glow plug and your hands are clean of any fuel or flammable residue.



## **Starting the Engine With Power Starter**

To use the GS Power Start you must first install a properly charged 6 cell 7.2v battery. Insert the shaft of the Power Start into the drive cup on the back of the engine. Push the red button on the handle and turn the motor over for 5 seconds to prime the engine. Now attach a glow igniter to the glow plug and turn the engine over again. If the engine does not start within 5 seconds, stop, wait a few seconds and try again until the engine starts.

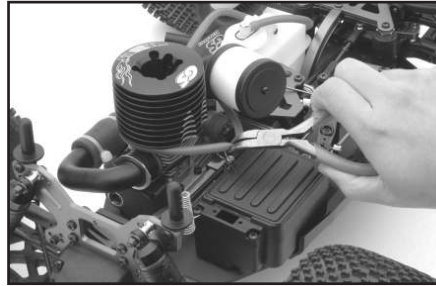


## Stopping Engine

There are a few ways to safely shut off the engine. You can pinch the fuel line with needle nose pliers, or you can use the handle of a wrench to stop the engine's flywheel. To do this, press the handle against the flywheel to stop the engine's rotation.

## Engine break in and Adjustments

Your new engine requires an initial break-in prior to use at full race settings. During the break-in process it is recommended to use the same fuel, nitro, and oil content you plan to race with. The engine comes with a break-in or base setting from the factory, but it is necessary to be familiar with the following adjustments and procedures for the break-in process.



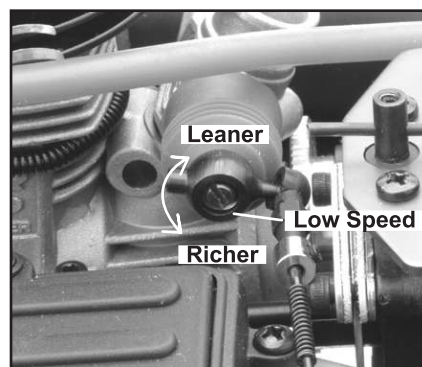
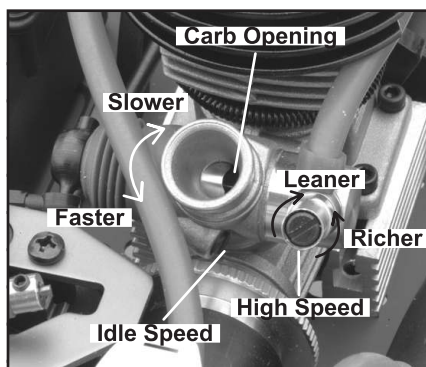
## Engine Break in Procedure

The first two to four tanks of fuel should be run at a relatively rich setting. Allow the engine to idle for the entire first tank of fuel.

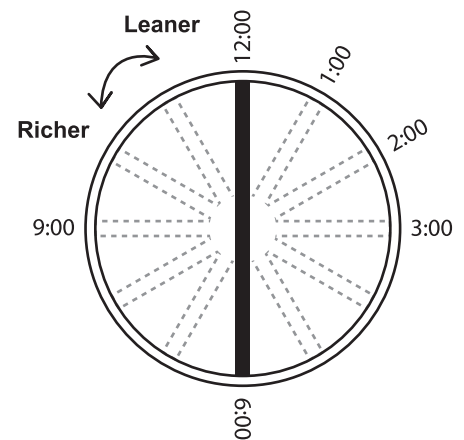
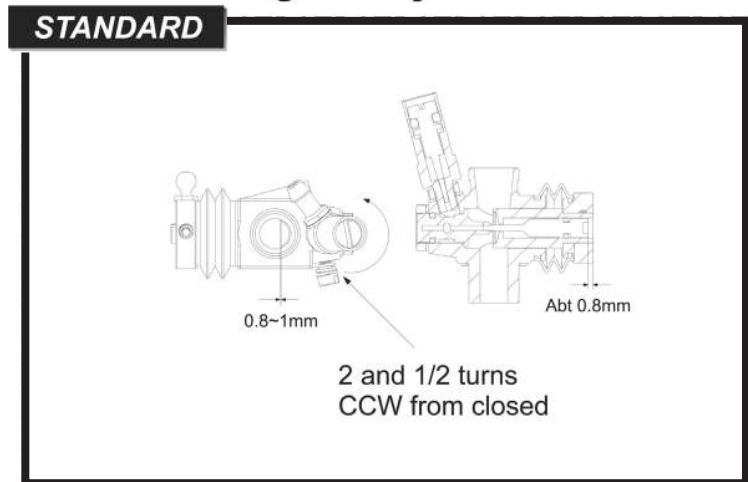
During the first tank of fuel, shut the engine off for 5 minutes every 5 minutes, and ensure the piston is at bottom dead center (rotate the flywheel to the point where the engine has the least compression.) Both the high end and low end needles should be set at a rich mixture. The initial performance of the engine should be sluggish and upon acceleration should emit a trail of smoke.

Even at half throttle the engine should still be putting out a noticeable amount of smoke. Run the model on a flat surface and avoid full throttle. Ease on the throttle slowly and take care to not allow the engine to over rev. While driving the model during the break in process it may be necessary to raise the idle to achieve proper operation due to the rich needle settings. This can be put back to the normal setting once the high and low end needles have been adjusted to peak operating temperature.

Run the model on a flat surface and avoid full throttle. Ease on the throttle slowly and take care to not allow the engine to over rev. While driving the model during the break in process it may be necessary to raise the idle to achieve proper operation due to the rich needle settings. This can be put back to the normal setting once the high and low end needles have been adjusted to peak operating temperature.



## **\*\*Engine Adjustment**



## **Understanding Engine Adjustments**

The carburetor has a high speed needle extending up in the brass tube from the top near the air filter. This needle adjusts the air/fuel mixture. The low speed needle is located lower on the carburetor, facing the throttle servo, inside the rubber boot. The mixture is referred to as being “rich” when there is too much fuel, and “lean” when there is not enough fuel for the amount of air entering the engine. A rich setting will result in sluggish acceleration and excessive smoke from the exhaust. A lean needle setting will cause the engine to hesitate upon acceleration and/or lose power at high speed. A lean needle setting will cause the engine to run at a higher than normal temperature and will result in a loss of performance and premature engine wear due to a lack of lubrication to internal engine components. Using a flat head screw driver to turn the needle clockwise in one hour increments will lean the mixture. Turning the needle in a counter clockwise direction will make the mixture richer. **TIP:** It is recommended to always run the motor slightly on the rich side.

## **Race Tuning the Engine**

After the engine has been broken in you can begin to tune it for racing. It is best to tune the engine one needle at a time, and in one hour increments testing the temperature and performance to avoid premature engine wear. Run your model a few minutes to warm up the engine. Once the engine is warm, turn the high speed needle clockwise one hour and check the engine's top speed. If the top speed is not optimum then again turn the high speed needle clockwise one hour until the top speed is optimum. When the high speed needle is properly tuned the engine will accelerate to top speed and maintain that speed with a thin stream of white smoke from the exhaust. If the high speed needle is leaned past this point it will result in a loss of power and premature engine wear. It is ideal to tune for optimum performance then richen the needle setting slightly. Once the high end needle has been set you can then tune the low speed needle. Adjust the low speed needle one hour at a time in a clockwise direction until the engine will idle for 5 seconds, and accelerates with a very slight sluggishness, and a noticeable amount of smoke. If the low speed needle is over leaned the engine will hesitate and not produce a trail of smoke upon acceleration. As you lean the low speed needle you will notice that the idle will rise slightly and you may have to adjust the idle in a counter clockwise rotation to reduce the engine speed. A properly adjusted idle screw will allow the engine to idle for 5 seconds yet not allow the model to roll while the carburetor is in the neutral position. **CAUTION:** If the engine accelerates to top speed and begins to slow, labor, or does not leave a thin trail of smoke then the high speed is too lean-stop the engine immediately and allow the engine to cool. After cooling adjust the high speed needle 2 hours in a counter clockwise direction to richen the mixture. If you notice the idle speed varying or if the idle cannot be lowered by adjusting the idle screw, the low speed needle is too lean. Adjust the low speed needle 2 hours in a counter clockwise direction to richen the mixture.

## **Testing Engine Temperature**

The ideal engine temperature will vary depending on altitude and air temperature but generally should be in the range of 200 to 240 degrees Fahrenheit. A simple way to check the engine's temperature is to place a few drops of water on the top of the cooling head. It should take a few seconds for the water to evaporate. If the water boils away immediately the engine is too hot and should be shut down and allowed to cool. Once the engine has cooled, you can then richen the high speed needle before restarting. If you wish to use this model for competition racing there are several hand held digital temperature probes available to the model car market.

## **High Speed Needle:**

As you turn this needle clockwise (leaner) less fuel enters the engine. Turning the needle counter-clockwise (richer) allows more fuel to enter the engine.

## **Low Speed Needle:**

As you turn this needle clockwise (leaner) less fuel enters the engine. Turning the needle counter-clockwise (richer) allows more fuel to enter the engine.

**Idle Speed Screw:**

As you turn this needle clockwise it increases the carburetor opening at idle and increases the idle speed. Turning it counter-clockwise decreases the opening and idle speed.

**Warranty and Technical information**

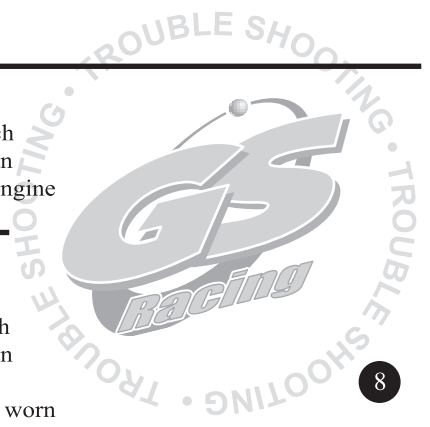
The GS-R25MT engine included in the SUT-CE is designed for racing. The GS-R25MT is only warranted against original factory defects in materials and/or workmanship. Under no circumstances will the engines be considered under warranty that have been disassembled, operated on anything other than r/c car fuel, run with a lean needle valve setting or without a proper functioning air cleaner, or used for a purpose for which the engine

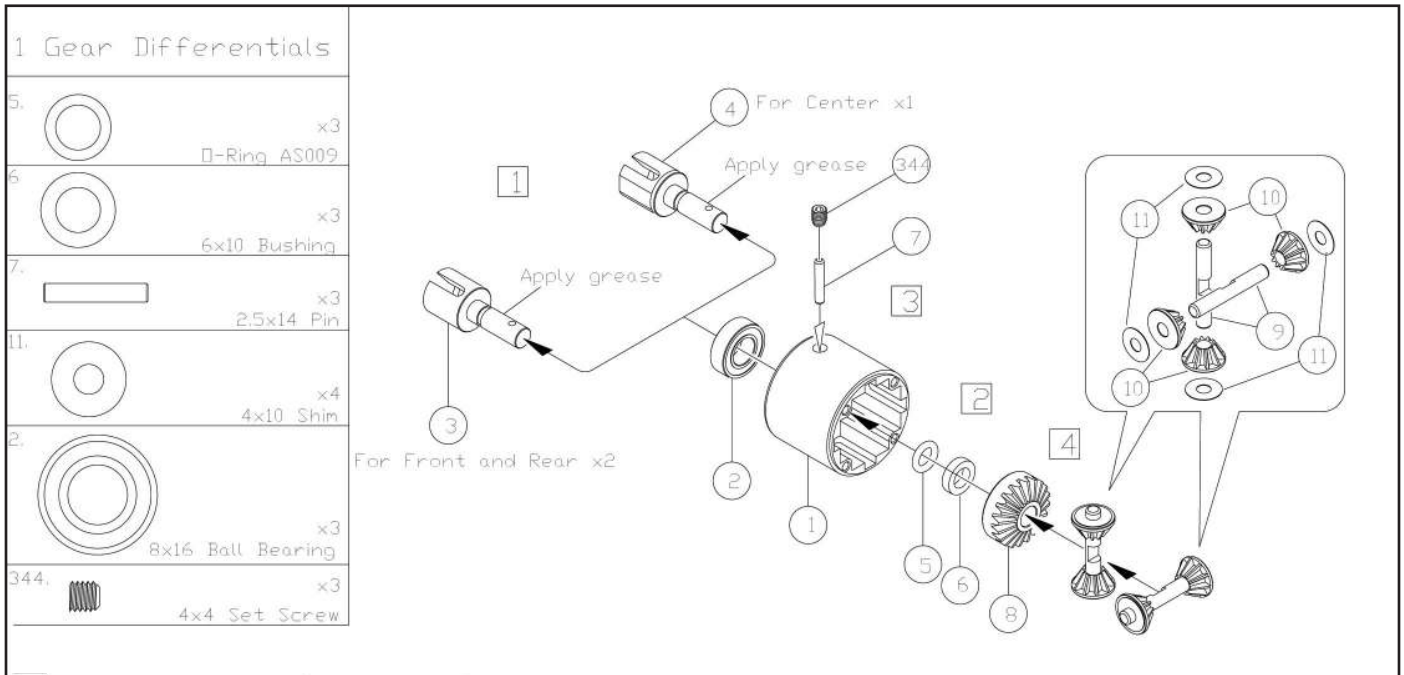




# TROUBLE SHOOTING GUIDE

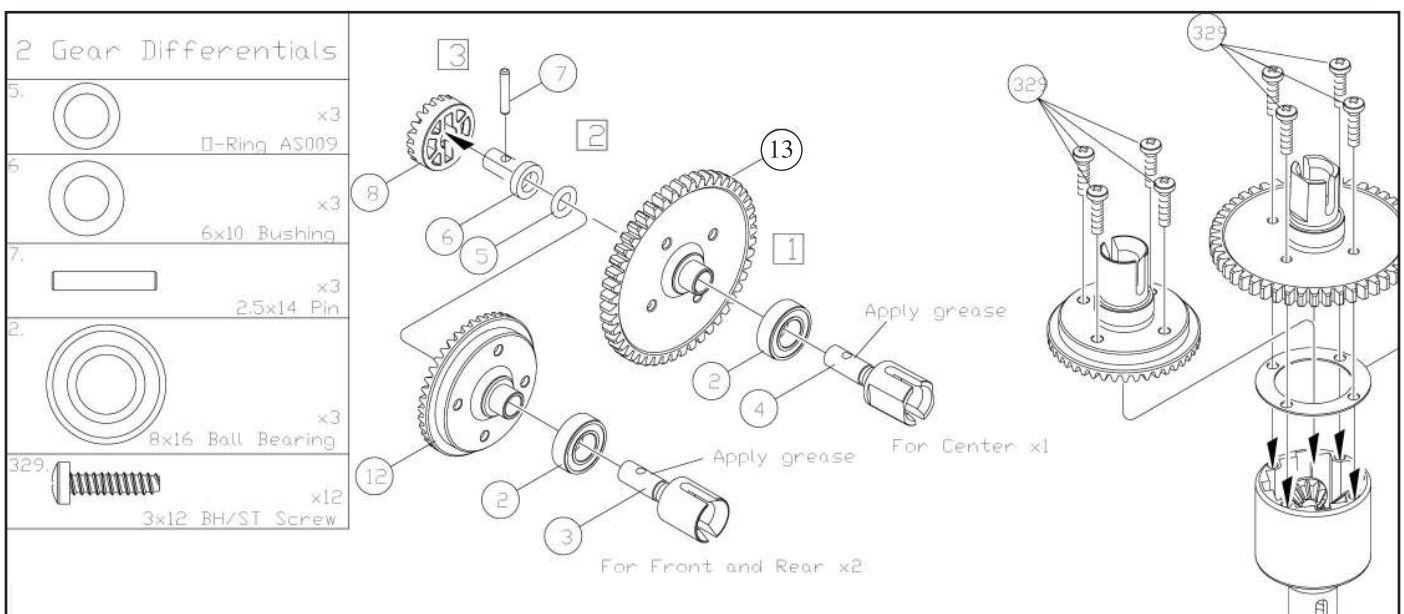
Problem	Things To Check
Engine won't start:	<ul style="list-style-type: none"> <li>Out of fuel</li> <li>Spoiled or incorrect fuel</li> <li>Glow igniter not charged</li> <li>Engine is overheated</li> <li>Engine flooded</li> <li>Air filter clogged</li> <li>Exhaust blocked</li> <li>Glow plug damaged</li> </ul>
Engine won't turn over:	<ul style="list-style-type: none"> <li>Engine flooded</li> <li>Engine seized</li> <li>Clutch seized</li> </ul>
Engine starts then stalls:	<ul style="list-style-type: none"> <li>Idle set too low</li> <li>Glow plug damaged</li> <li>Engine overheated</li> <li>Low compression/worn engine</li> </ul>
Engine performing poorly:	<ul style="list-style-type: none"> <li>High speed needle too rich</li> <li>Low speed needle too rich</li> <li>Loose glow plug</li> <li>Incorrect glow plug for conditions</li> <li>Dirt in carburetor/engine</li> <li>Bad fuel</li> <li>Clutch slipping</li> <li>Engine overheated</li> <li>Low compression/worn engine</li> <li>Binding in drive train</li> <li>EPA on throttle servo not set properly</li> </ul>
Engine overheats:	<ul style="list-style-type: none"> <li>High speed needle too lean</li> <li>Low speed needle too lean</li> <li>Incorrect glow plug for conditions</li> <li>Bad fuel</li> <li>Clutch overload</li> <li>Air leak in engine or fuel/pressure lines</li> </ul>
Engine hesitates:	<ul style="list-style-type: none"> <li>Engine overheated</li> <li>High speed needle too lean</li> <li>Low speed needle too rich</li> <li>Low fuel level</li> <li>Bad plug</li> </ul>
Engine stalls upon full throttle:	<ul style="list-style-type: none"> <li>Bad plug</li> <li>High speed needle too rich</li> <li>Low speed needle too lean</li> <li>Low compression/worn engine</li> </ul>
Engine stalls in corners or when idling:	<ul style="list-style-type: none"> <li>Low fuel level</li> <li>Low idle setting</li> <li>Low speed needle too rich</li> <li>Low speed needle too lean</li> <li>Clutch seized</li> <li>Low compression/engine worn</li> </ul>





**Step 1.**

Assemble parts in the order shown. Slide bearing (2) onto the Differential Case (1). Build the front and rear diffs with front/rear out drives (3) and build the center diff with center out drives (4). The front/rear out drives are round, while the center out drive has a flat profile. Apply a light coat of grease (not included) to the male portion of the out drive and insert it through the Diff Case. Apply a light coat of diff. oil (not included) to the o-ring (5) and bushing (6) and slide them over the out drive shaft and seat them inside of the Diff Case. Align the hole in the out drive shaft with the hole in the side of the Diff Case and insert the pin (7) into the out drive. Install the 4x4mm Set Screw (344) into the hole on the side of the Diff Case and tighten until flush. Slide the bevel gear (8) onto the out drive shaft over the pin, making sure the pin sets in the groove in the bevel gear. Assemble and install the internal diff. gears as shown using the Bevel Shafts (9), the Small Bevel Gears (10) and Shims (11). Use care to make sure that the internal diff. gears are seated properly. Note: the grooves in the bevel shafts face each other. When properly assembled the small bevel gears sit flush with the open end of the diff case.

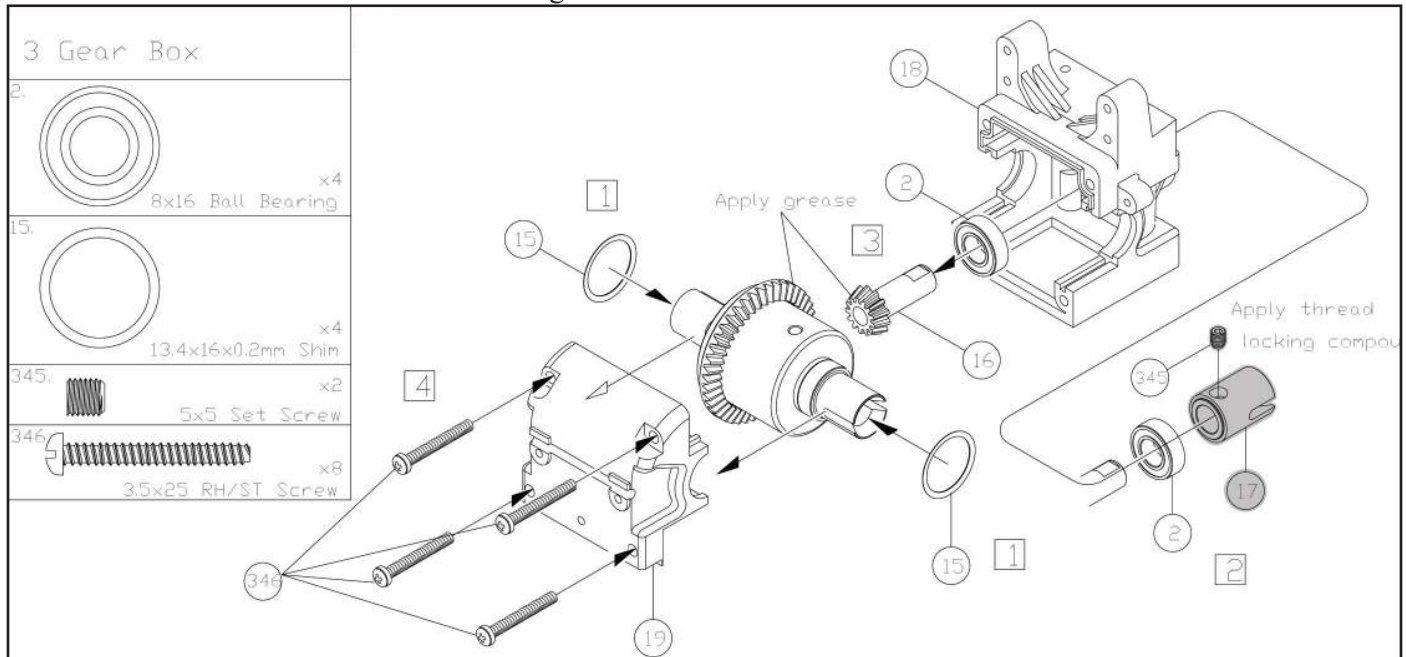


## Step 2.

The differentials in your SUT-CE come built 10,000cps/front, 50,000cps/center, and 3,000cps/rear GS diff oil.

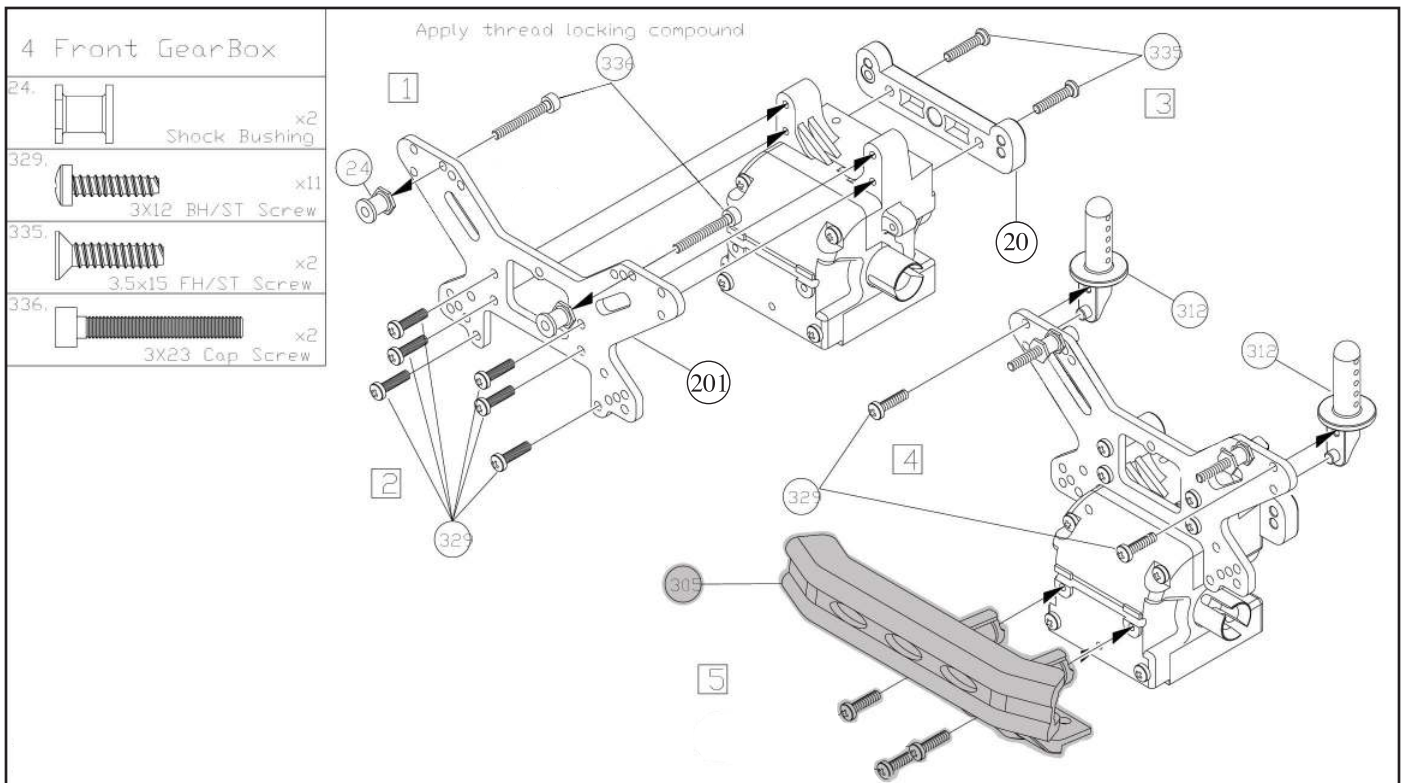
**Center Differential:** Slide the Bearing (2) onto the Spur Gear (13). Apply a light coat of grease (not included) to the male portion of the out drive (4) and insert it through the spur Gear. Apply a light coat of diff oil (not included) to the o-ring (5) and bushing (6) and slide them over the out drive shaft and seat them inside of the spur gear. Insert the pin (7) into the out drive and slide the bevel gear (8) over the pin. Apply a light coat of diff oil to the gasket (14) and place it onto the center diff case. Carefully fill the center diff. with 50,000cps GS Racing diff Oil to just above where the pins cross. Place the Spur Gear assembly over the center diff housing. Finish assembly using 4 3x12 RH/ST screws, tightening until snug. Turn the diff and out drives to ensure proper fit and movement. If the diff feels gritty or is bound-up, disassemble and check the internal gears for proper fit.

**Front and Rear Differentials:** Slide the Bearing (2) onto the Large Crown Gear (12). Apply a light coat of grease (not included) to the male portion of the Outdrive (3) and insert it through the large crown gear. Apply a light coat of diff. oil (not included) to the o-ring (5) and bushing (6) and slide them over the outdrive shaft and seat them inside of the large crown gear. Insert the pin (7) into the outdrive and slide the bevel gear (8) over the pin. Apply a light coat of diff oil to the gasket (14) and place it onto the center Diff. Case making sure the holes line up properly. Carefully fill one of the diffs with 10,000cps GS Racing Diff Oil (mark it as front) and the other with 3,000cps GS Racing Diff Oil (mark it as rear). Fill to just above where the pins cross. Place the large crown gear assembly over the diff housing. Finish assembly using 4 3x12 RH/ST screws, tightening until snug. Turn the Diff. and out drives and check fit again.



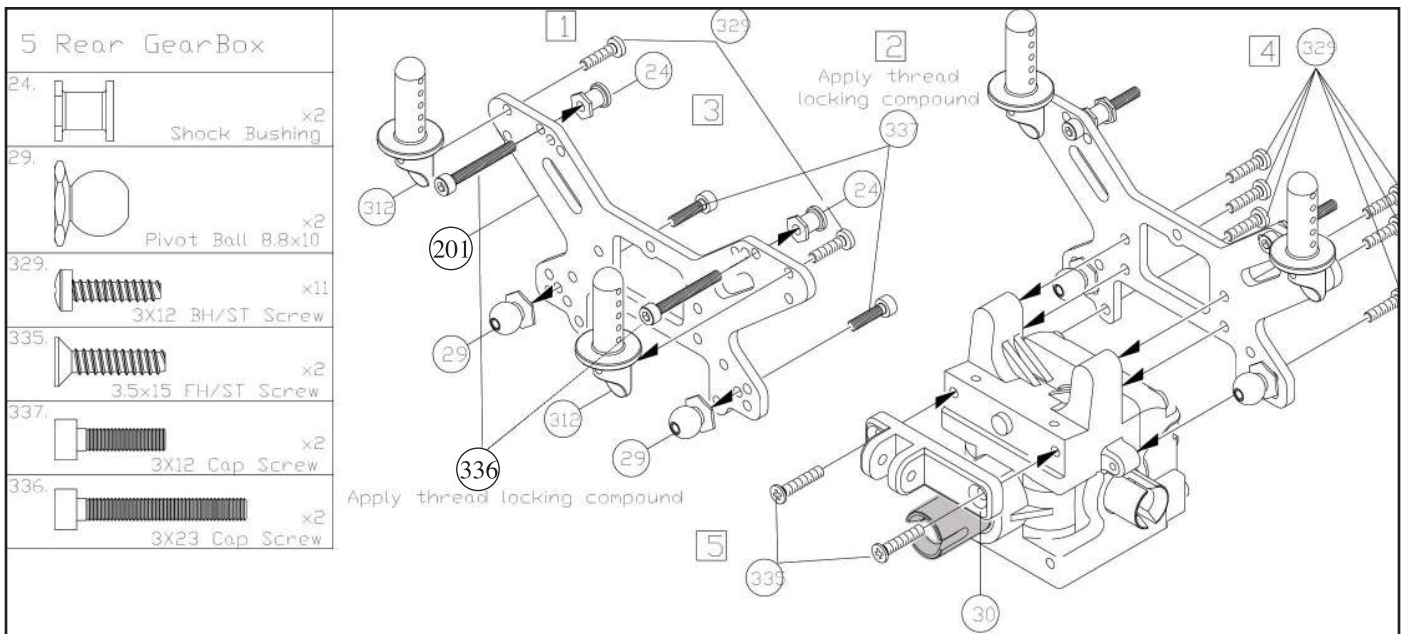
## Step 3.

Slide 1 Shim (15) onto each diff out drive next to the bearing.\* Install 2 bearings (2) into Bulkhead-B (18), 1 inside and 1 outside. Slide the small pinion gear (16) into Bulkhead-B. Apply pressure to the pinion gear and fix the front center universal (215) using the 5x5mm Set Screw (345). Apply thread locking compound to the set screw. Apply a light coat of grease (not included) to the large crown Gear (12) on the diff with 10,000cps oil, and install the diff into Bulkhead-B. Fit Bulkhead-A using 4 3.5x25mm RH/ST (#346). Make sure the thin shims seat properly and do not bend. Mark this gearbox as front. Repeat the process using the diff with 3,000cps oil, the longer universal rear driveshaft (181), 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 step 4. 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.



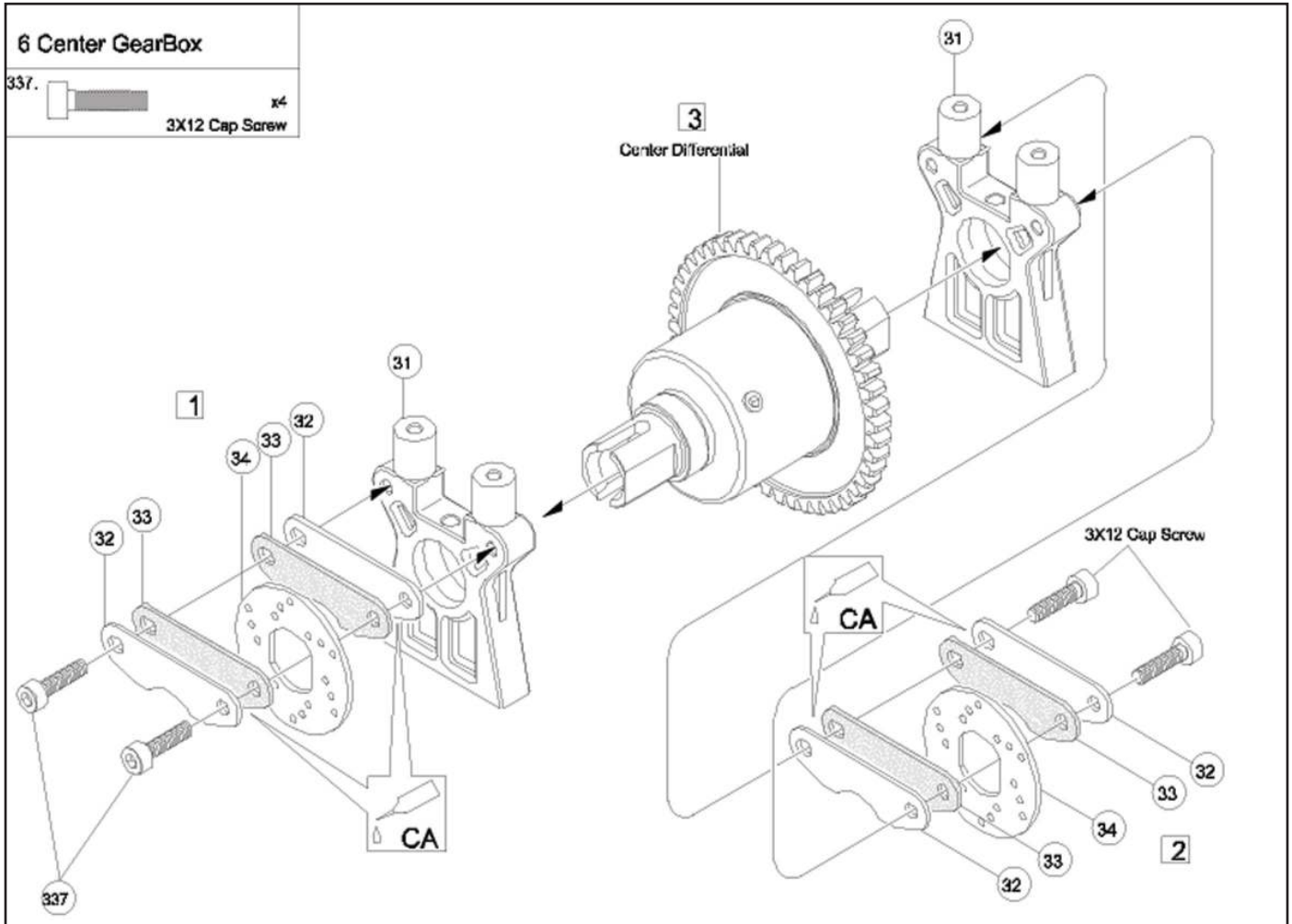
**Step 4.**

Mount the Shock Bushings (24) to the outside hole of the Shock Tower (201) with 2 3x23mm Cap Screws (336) using a mild strength thread-locking compound. Mount the shock tower assembly to the front gear box using 6 3x12mm BH/ST screws (329). Mount the Front Upper Suspension Holder (20) using 2 3.5x16 FH/ST screws (335). Install the Body Mounts (312) using 2 3x12mm BH/ST screws to the Shock Tower. Mount bumper later.



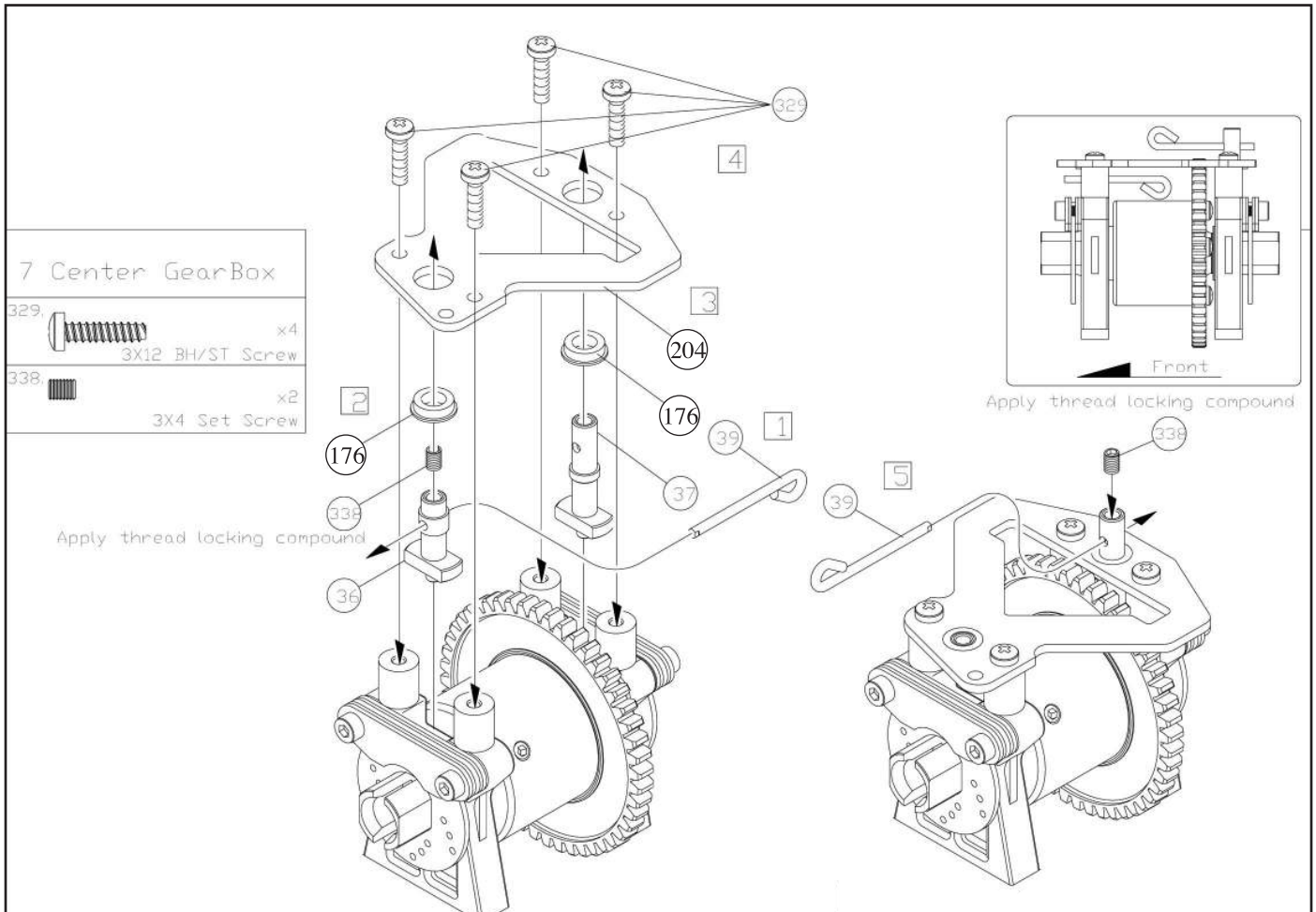
**Step 5.**

Install the Body Mounts using two 3x12mm BH/ST screws to the Shock Tower. Mount the Shock Bushings to the outside hole of the Shock Tower with two 3x23mm cap screws. Fasten the pivot balls (29) to the center hole in the shock tower with two 3x12 cap screws (337) using a mild strength thread-locking compound. Mount the Shock Tower assembly to the rear gearbox using six 3x12mm BH/ST screws as shown. Fasten rear chassis brace holder (30) using two 3.5 x 16 FH/ST screws.



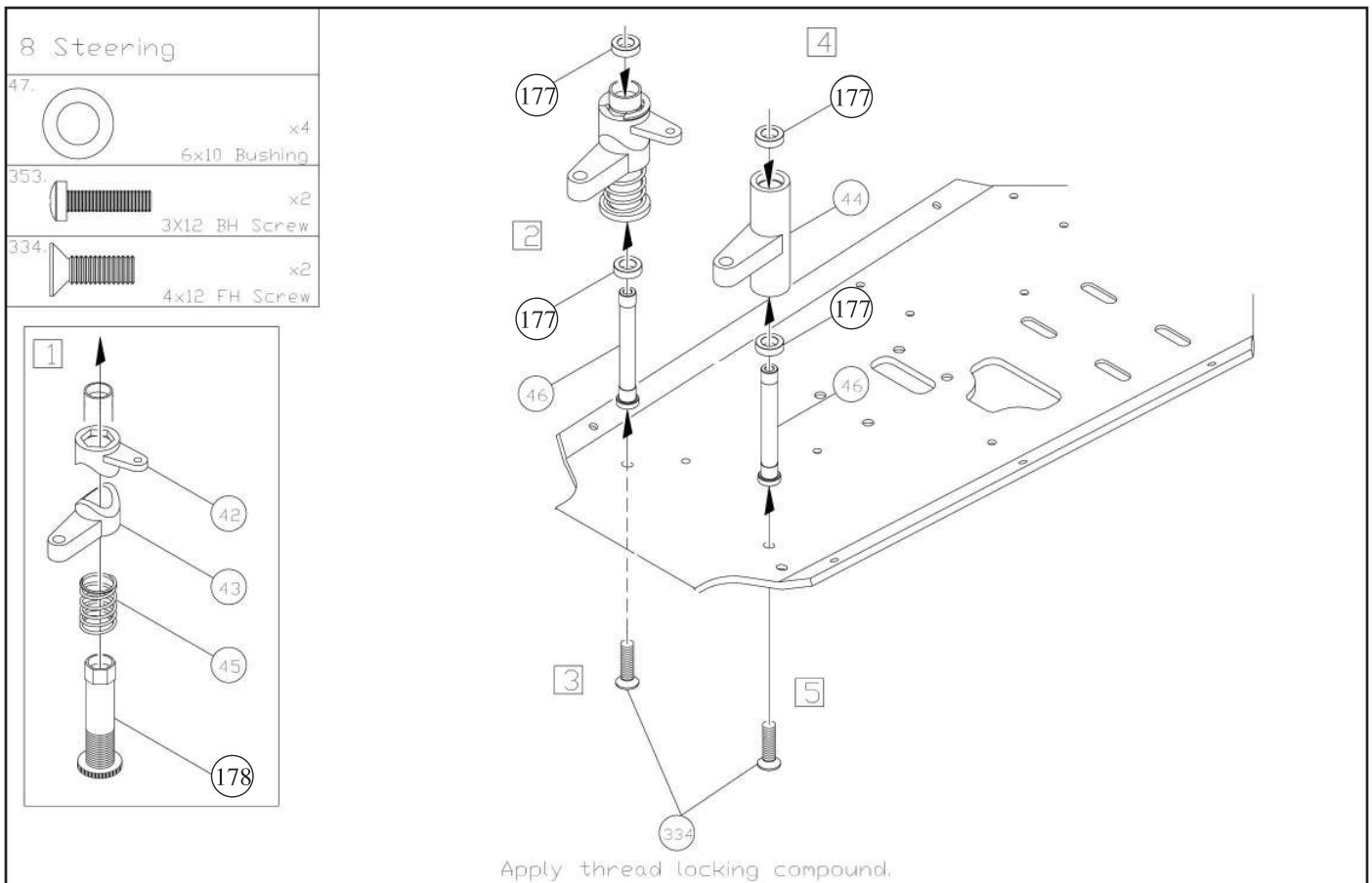
**Step 6.**

Assemble Brake Plates (32) and Brake Pads (33) as shown using CA glue. Note direction and location of each piece. Mount the brake plate-pad assemblies to both Center Diff. Mounts (31) with two 3x12mm Cap Screws (337). Adjust the floating-brakes by tightening the Cap Screws evenly with both Brake Disks (34) in between the brake pads until there is the slightest pressure (just until they touch, then back off ¼ turn or binding will occur). This will ensure the perfect amount of play for the brakes. With one Brake Disk in between the brake pads slide the center diff out drive through the Center Diff Mount (31) and then through the Brake Disk until the bearing snaps into the Center Diff Mount. Repeat these steps for the other side of the Center Diff Mount. 12



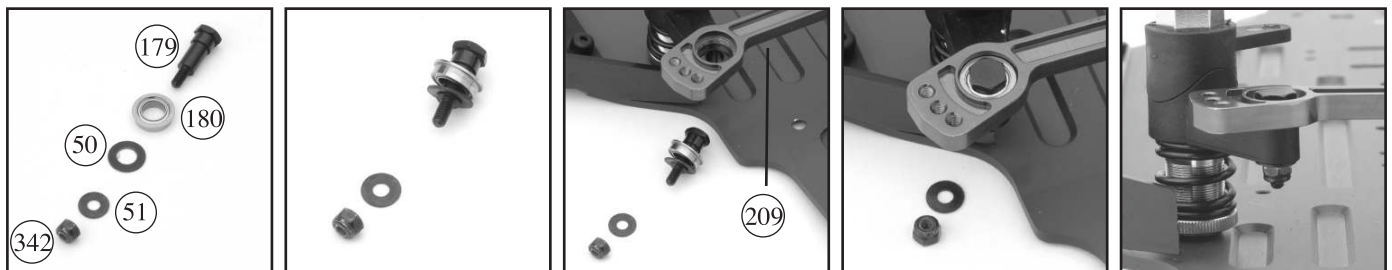
### Step 7.

Insert Brake Cam Lever (39) into the Front Brake Cam (36) (the shorter of the two brake cams). Apply a mild strength thread-locking compound to the 3x4mm Set Screw (338) and tighten the Brake Cam Lever into position in the Front Brake Cam. Set both Brake Cams into place in the Center Diff. Mount making note of the front end as indicated in the illustration. Slide the Brake Cam bearings (176) over the brake cams with the flange side down. Slide the Center Diff. Support Plate (204) over the brake cams and onto the Brake Cam bearings until seated. Ensure proper fit of bearings in the plate and then fasten the Center Diff. Support Plate to the center diff mounts using four 3x12 BH/ST screws (329). Insert Brake Cam Lever into the Rear Brake Cam (37). Apply a mild strength thread-locking compound to the 3x4mm Set Screw and tighten the Brake Cam Lever into position in the Rear Brake Cam. Ensure free movement of the diff and brake cam levers. Loosen the 3x16 cap screws to free up the brake discs is necessary. Note location and direction of brake cam levers (see insert diagram).



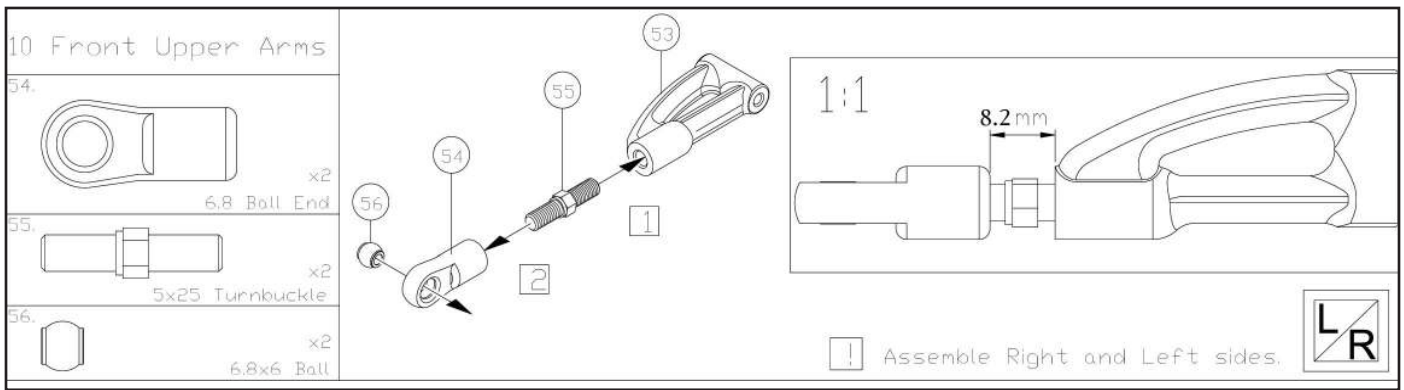
### Step 8.

Apply a light coat of grease between the touching surfaces of the servo saver arms B and C. Slide the Servo Saver Spring (45), Servo Saver Arm-C (43), Servo Saver Arm-B (42) onto the Adjustable Servo Saver Pipe (178). Thread the adjusting nut and tighten until 2mm's of thread show beneath the nut. Install the Servo Saver bearings (180) into both sides of the Servo Saver Pipe, and Servo Saver Arm-A (44). Mount the Servo Saver Shafts (46) to the chassis in the holes shown with the two 4x12mm FH Screws (334) using a mild strength thread-locking compound. Slide the Servo Savers onto the appropriate Servo Saver Shaft as shown in the illustration.



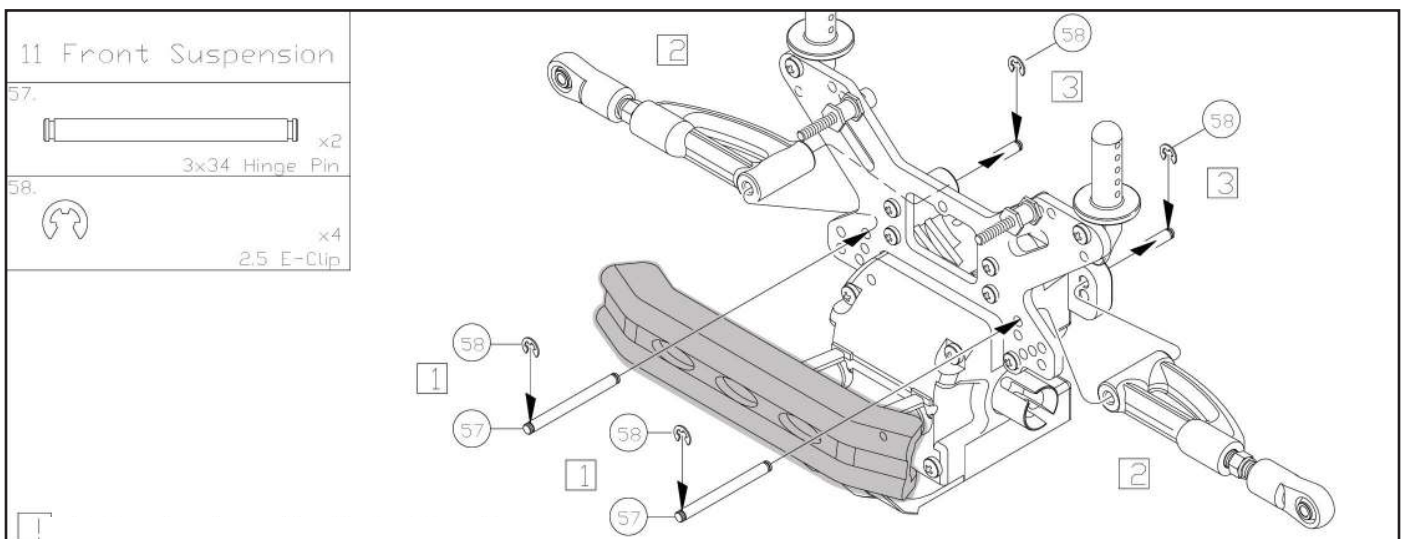
### Step 9.

Place the hardware in the order shown (make 2). Slide the bearing (flange side first) and large washer over the bushing. Place the steering plate as shown over the bellcranks and line up the holes. Slide the bushing assembly through the plate and bellcranks. Slide the small washer and secure the with the 3mm locknut. Repeat for other side. Check for smooth operation of the steering plate.



### Step 10.

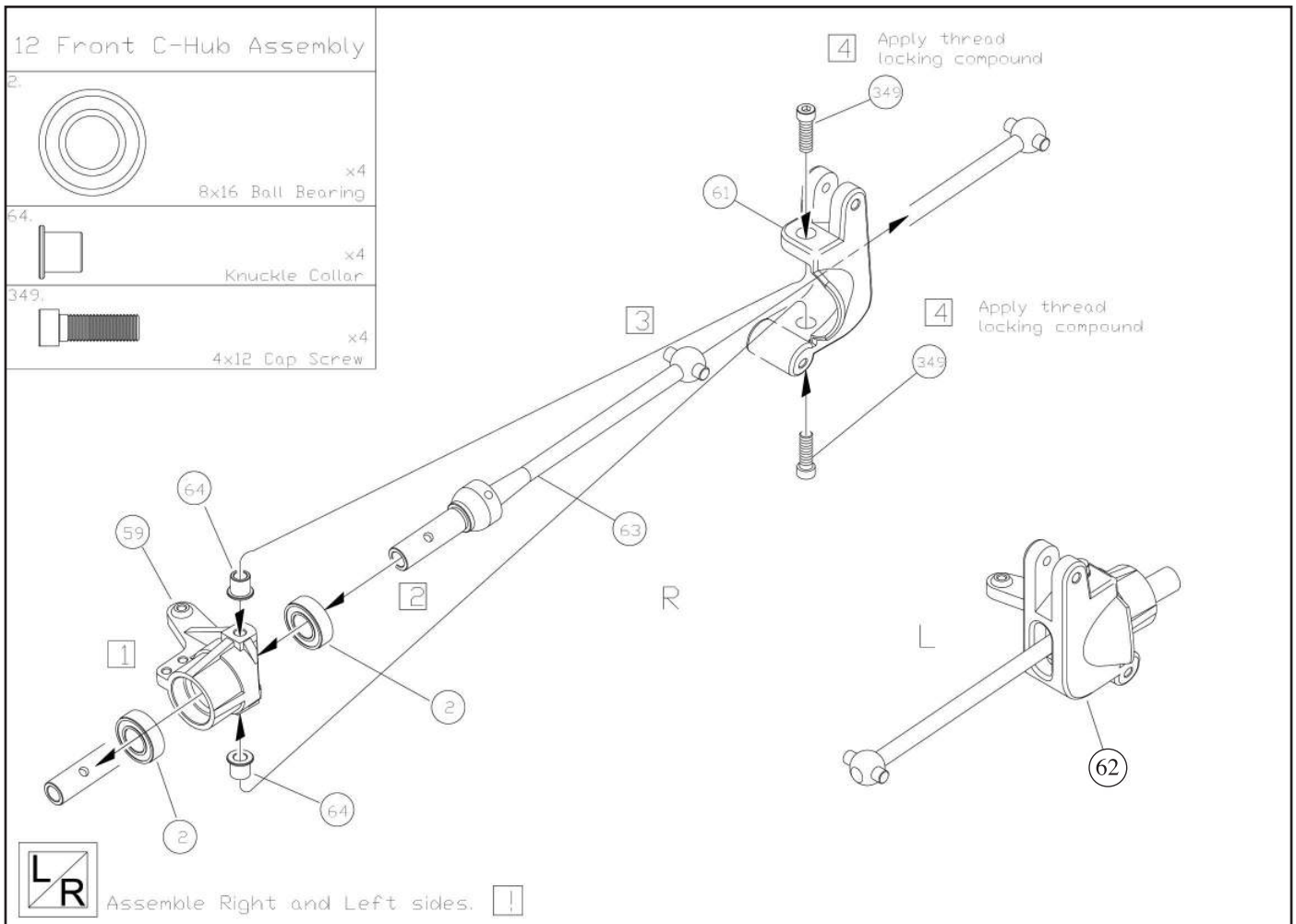
You will make two upper suspension arms. Note the 5x25 turnbuckles have a reverse thread on one side. The side of the turnbuckle with the extra center groove is a left hand thread, meaning a counter-clockwise rotation will tighten it into plastic. Thread the M5x25 Turnbuckle (55) into the Front Upper Suspension Arm. Thread the nylon Ball End (54) on the other end of the Turnbuckle, until there is a 8.2mm gap between them. Increasing this length will decrease camber. Decreasing this length will increase camber. Camber is the angle of the wheel relative to the ground when viewed from behind or in front. Snap the 6.8x6mm Ball (56) into the hole in the Ball End.



### Step 11.

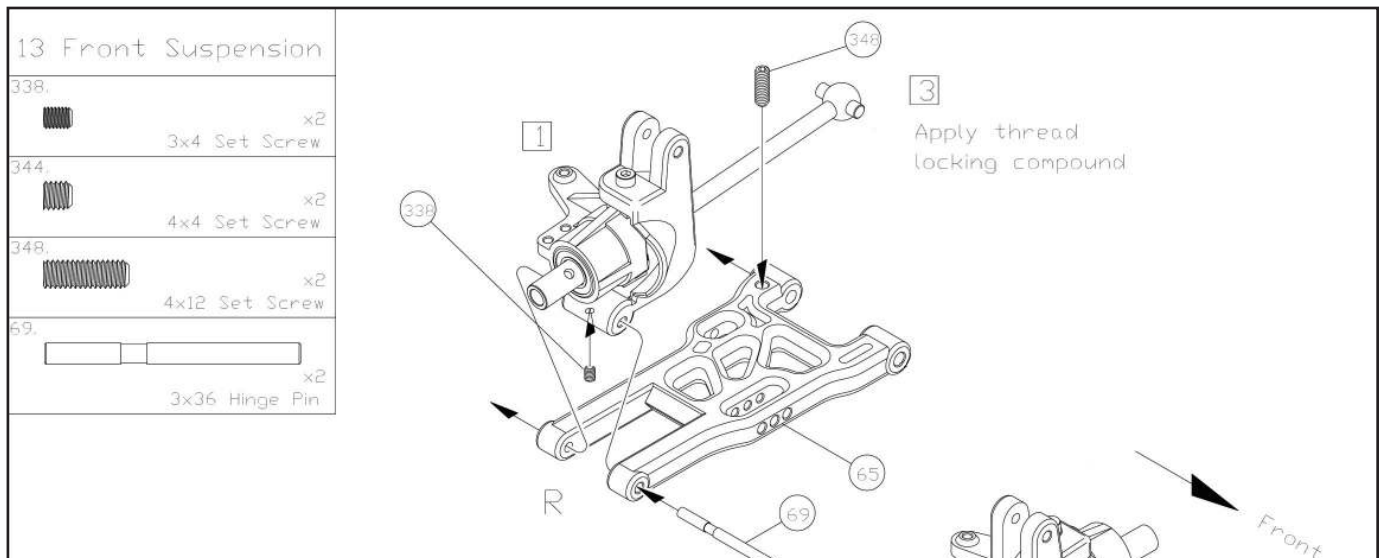
Snap the 2.5 E-clip (58) onto one side of the Upper Suspension Hinge Pin (57). Align the upper front suspension arm so that the Upper Suspension Hinge Pin can be pushed through the upper hole in the front shock tower, into the upper suspension arm and out through the front upper suspension holder. Push the hinge pin through and snap an E-clip to the other side of the hinge pin. Repeat for the other side. Ensure free movement of the upper arm.





**Step 12.**

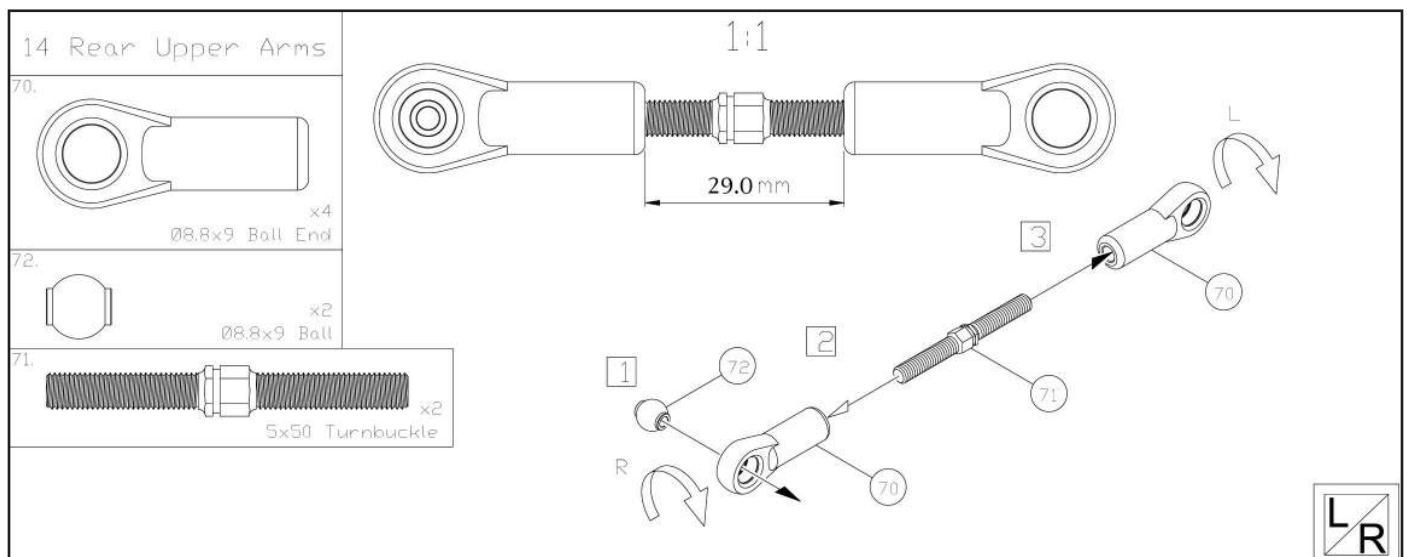
Fit Bearings (2) into the Knuckle Arm (59, 60) and then slide the Universal Shaft through the bearings. Place the Knuckle Collars (64) into the holes of the C-hub (61, 62) and carefully slide the assembled knuckle into the C-hub. Secure the knuckle in the C-hub with two 4x12mm Cap Screws (349) using a mild strength thread-locking compound. Do not to over tighten knuckle to avoid binding the steering and stripping the threads. Ensure free spinning motion of the drive shaft. As a precaution, check the universal drive shaft before operation. The universal drive shaft contains a set screw which holds a pin in place. This set screw may work loose over time. Remove the set screw using a 2mm allen head wrench, apply thread locking compound to it, and re-install.



### Step 13.

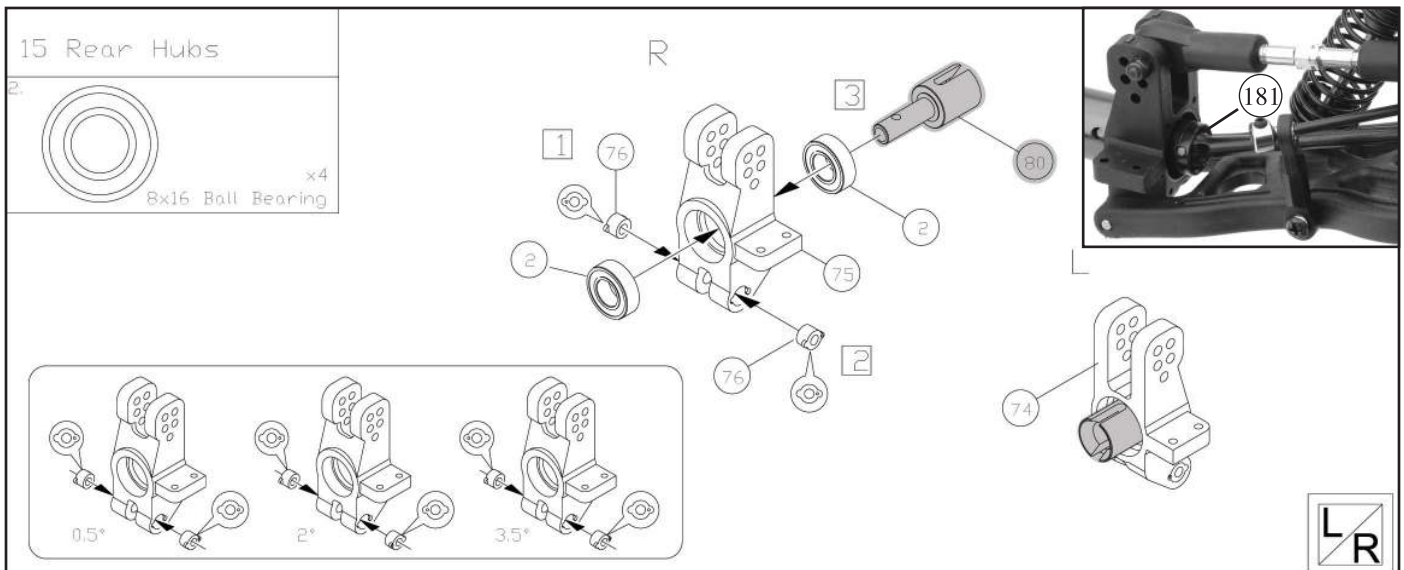
Assemble parts in the order shown making note of the right and left sides. Fit the right side C-hub assembly into the Front Lower Suspension Arm (65) and push the small Lower Suspension Hinge Pin (69) through the aligned holes. Note direction of both the suspension arm and the hinge pin. The groove in the hinge pin must line up with the hole for the set screw.

Secure the Lower Suspension Hinge Pin in the C-hub using the 3x4mm Set Screw (338) (do not over tighten set screw). Install the 4x12mm Set Screw (348) into the Front Lower Suspension Arm as shown until it extends out the lower arm 1.5mm. This screw controls the down travel of the lower arm. Repeat the process with the left C-hub assembly using the remaining front lower arm, and hinge pin. Ensure free movement of the C-hub assemblies.



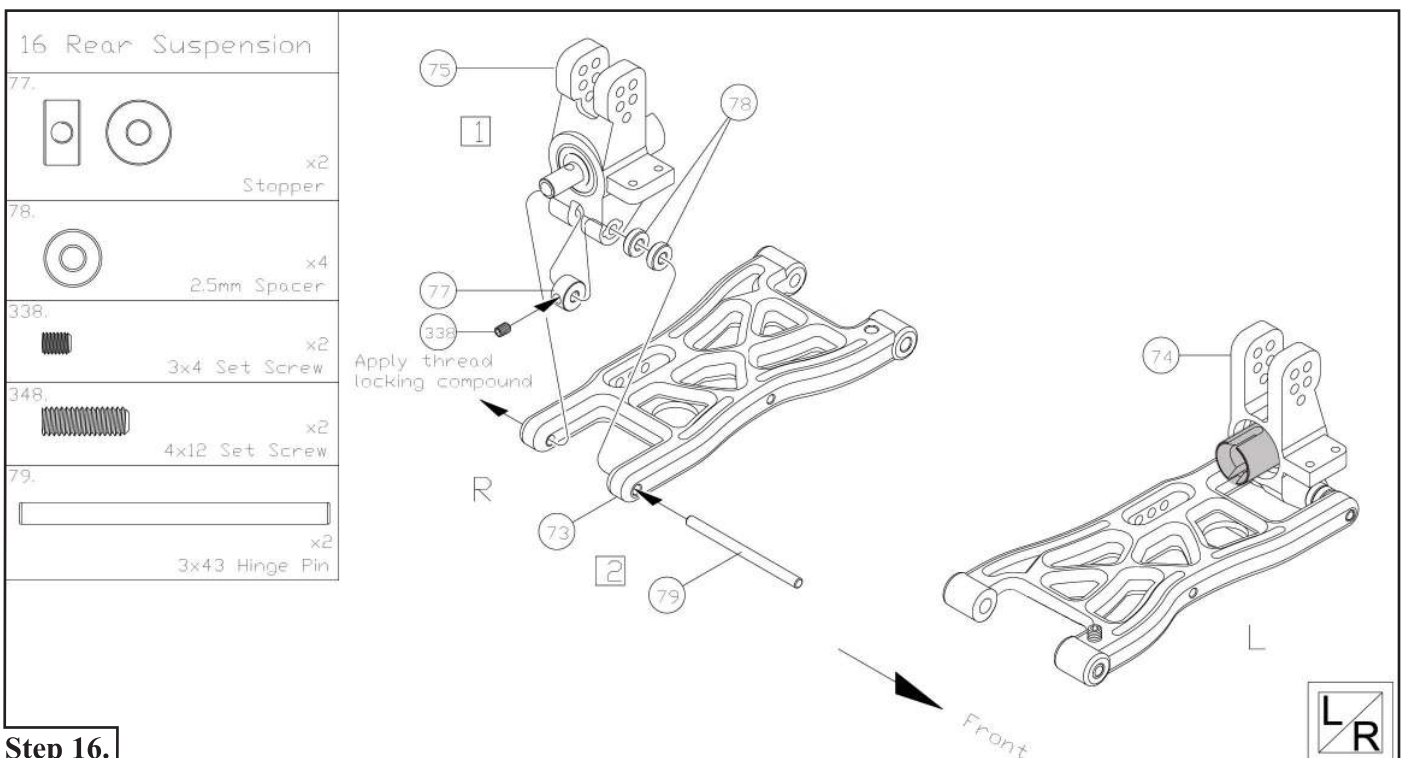
### Step 14.

Thread one 8.8mm Ball End (70) onto each end of the M5x50 Turnbuckle, Rear Upper Arm (71) until there is a 29mm gap between the ball ends. Note the 5x50 turnbuckles have a reverse thread on one side. The side of the turnbuckle with the extra center groove is a left hand thread, meaning a counter-clockwise rotation will tighten it into plastic. Push an 8.8x9mm Ball (72) into one of the 8.8mm Ball Ends until it snaps in. Repeat for other side.



### Step 15.

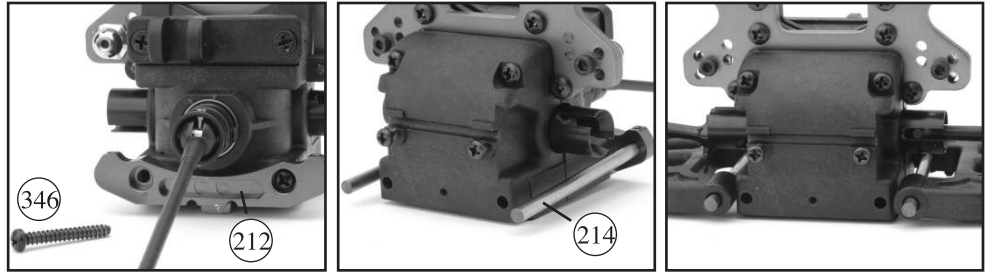
Study the insert illustration to understand how the Rear Toe-In Adjusters (76) work. The holes in the toe-in adjusters are off center. We suggest that you start with 0.5 degrees of rear outboard toe-in. The rear suspension mount you will install later provides 3 degrees of rear toe, for a total of 4 degrees. Push the Rear Toe-In Adjusters, the Bearings (2) and the Rear Universal Drive Shafts (181) into the Rear Hub Carriers (74, 75) as shown.



### Step 16.

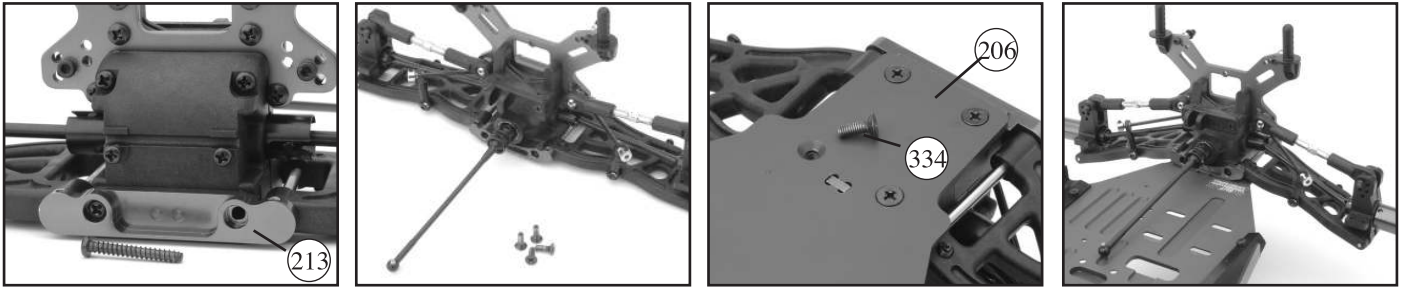
Assemble parts in the order shown making note of the right and left sides. Place the Spacers (78) behind the rear hub assembly. Fit the right rear hub assembly, Spacers, Stopper (77) into the Rear Lower Suspension Arm (73) and push the small Lower Suspension Hinge Pin (79) through the aligned holes. Secure the Lower Suspension Hinge Pin (79) in the place by tightening the 3x4mm Set Screw (338) in the Stopper (77) (apply thread locking compound to the set screw and do not over tighten). Install the 4x12mm Set Screw (348) into the Rear Lower Suspension Arm (73) as shown until it extends out the lower arm 3.0mm. Repeat the process with the left rear hub assembly using the remaining rear lower arm, stopper, spacers, and hinge pin. Ensure free movement of the hub assemblies.

## REAR SUSPENSION



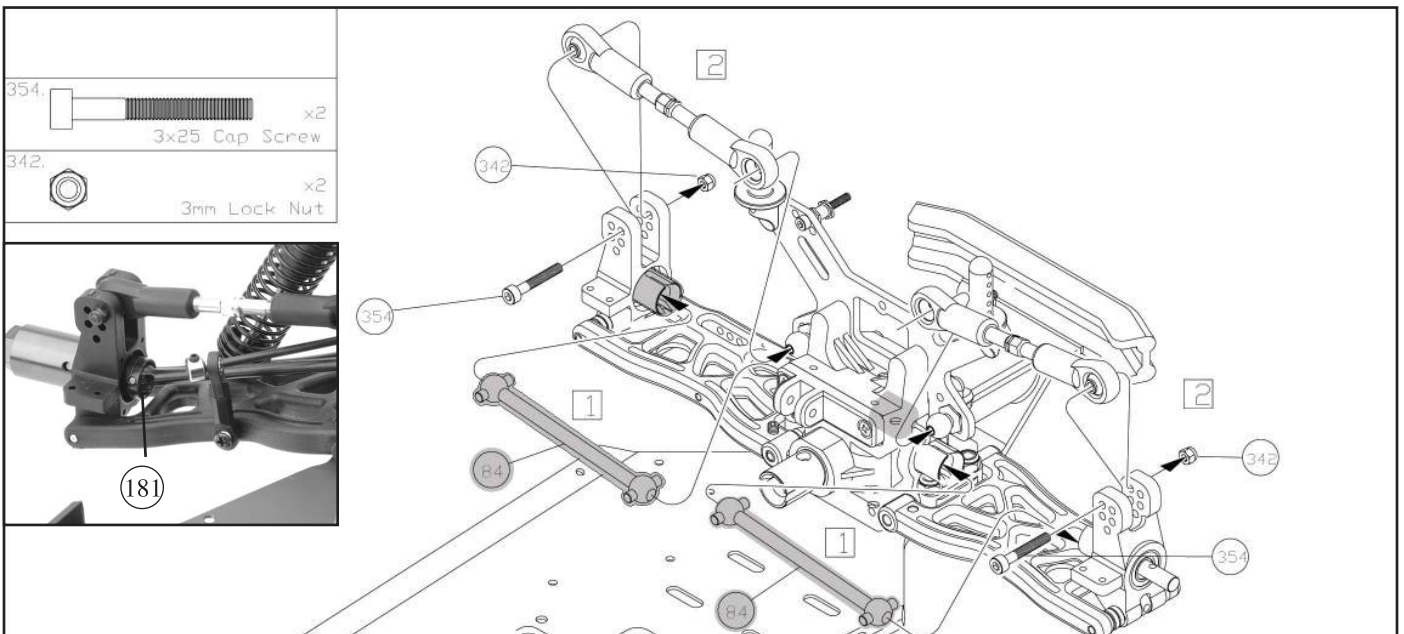
### Step 17a.

Attach the Rear Anti-Squat Mount (212) to the front portion of the rear bulkhead as shown using 2 3.5x25 RH/ST screws. Turn assembly around and insert 4mm hinge pins (214) into mount. Secure with 3mm set screws. Slide rear lower arm assemblies over the hinge pins, making sure both left and right sides are correctly aligned.



### Step 17b.

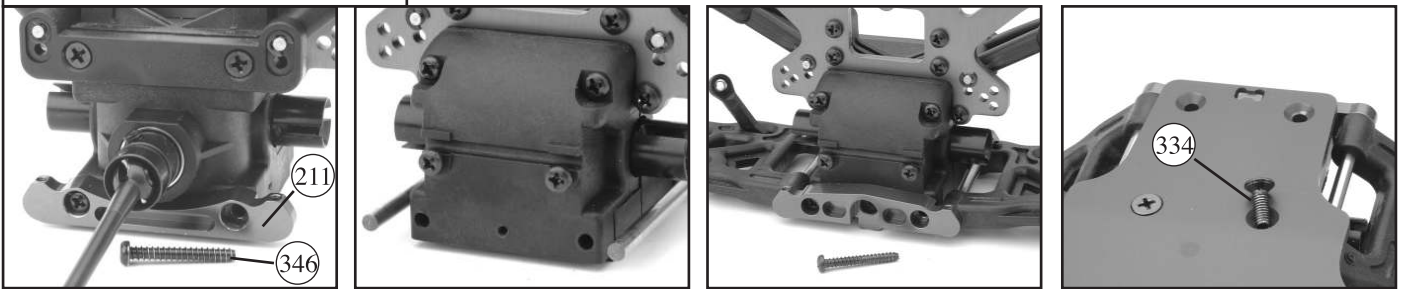
Slide the Rear Suspension Mount (213) over the hinge pins and attach to the rear of the rear bulkhead using 2 more 3.5x25mm screws. Secure hinge pins with 3mm set screws. Check for free movement of suspension assemblies. Install the rear upper arms as shown in Step 17c. Place the assembly on the rear of the chassis (206). The key in the anti-squat mount will fit in the matching key in the chassis. Flip over and attach rear assembly to the chassis using 4 4x12mm FH screws (334). The finished assembly should look like the photo on the right, minus sway bars.



### Step 17c.

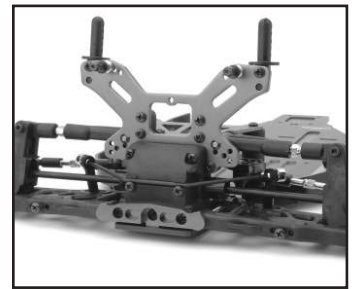
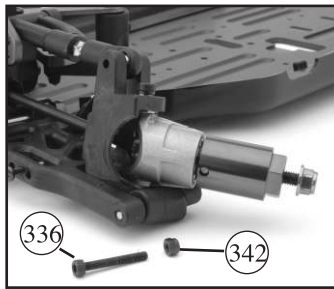
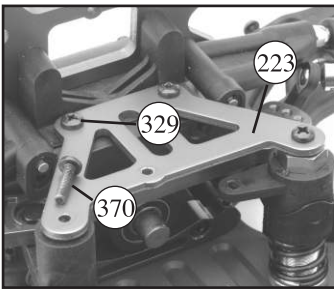
Assemble parts in the order shown one side at a time. Place the universal drive shaft (181) into the diff out drive. Snap the upper rear control arm onto the pivot ball on the rear shock tower. With the Drive Shaft in place, slide the upper rear control arm into the top of the rear hub carrier and secure with the 3x25mm Cap Screw (354) using the inside upper hole. Tighten the 3mm Lock Nut (342) onto the 3x25mm Cap Screw (do not over tighten as suspension binding may occur). Repeat for the other side.

## FRONT SUSPENSION



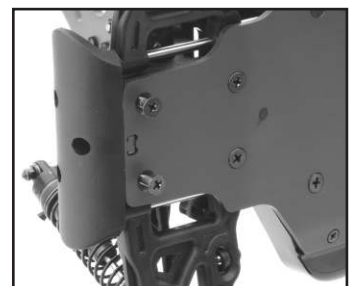
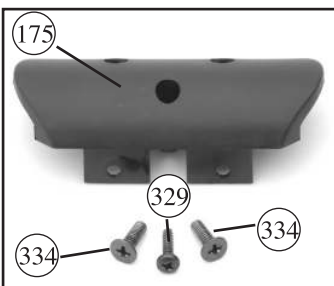
### Step 18a.

Attach the Front Lower Sus. Rear Mount (211) to the rear portion of the front bulkhead as shown using 2 3.5x25 RH/ST screws. Turn assembly around and insert 4mm hinge pins (214) into mount. Secure with 3mm set screws. Slide front lower arm assemblies over the hinge pins, making sure both left and right sides are correctly aligned. Slide the Front Lower Sus. Front Plate (210) over the hinge pins and attach to the front of the front bulkhead using 2 more 3.5x25mm screws. Secure hinge pins with 3mm set screws. Check for free movement of suspension assemblies. Place the assembly on the front of the chassis. The key in the front plate will fit in the matching key in the chassis. Flip over and attach front assembly to the chassis using 4 4x12mm FH screws (334).



### Step 18b.

Attach the Front Upper Steering Plate (223) to the bulkhead with 2 3x12 BH/ST (329) screws and to the steering pipes with 2 3x10 BH Screws (370). Insert dog bone portion of the driveshaft into the differential out drive. Insert the outer end of the upper arms into the front hubs. Attach the upper arms to the hubs using 3x23 cap screws (336) and 3mm lock nuts (342). The finished assembly should look like the photo on the right, minus sway bars.

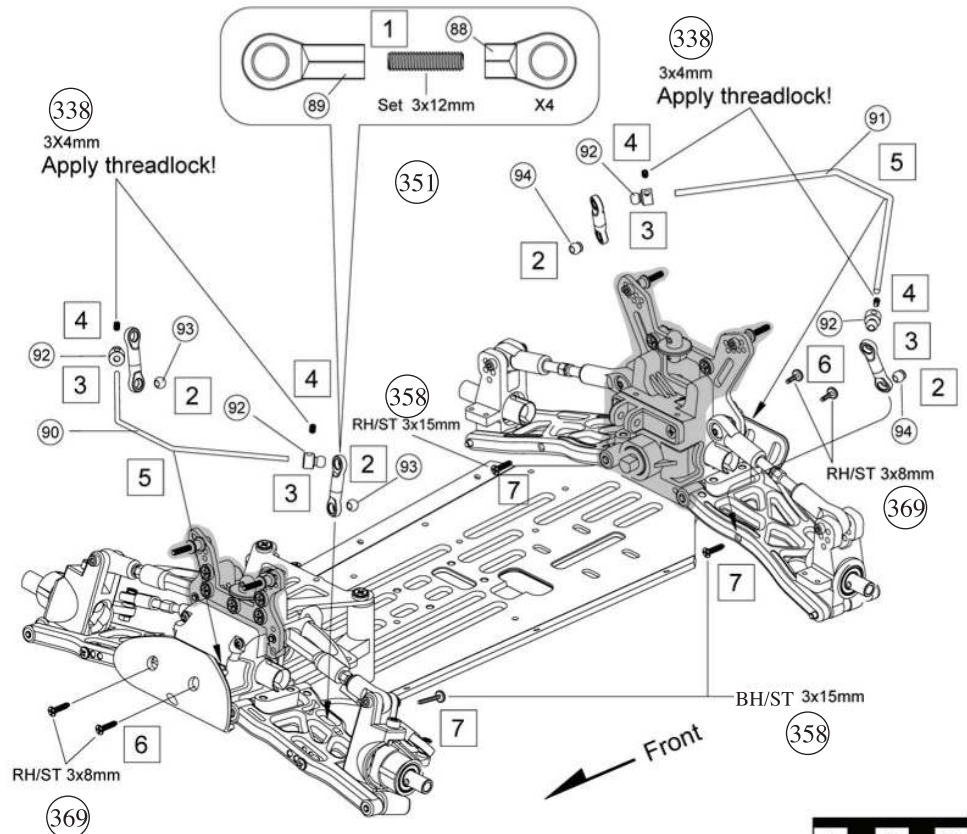


### Step 18c.

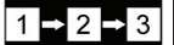
Slide bumper (175) between chassis and bulkhead. Attach bumper to bulkhead with 3x12 BH/ST (329) screw. Install and fully tighten 4x12mm screws (334) in the forward holes of the chassis to secure bumper and bulkhead.

## 19 Rear Suspension

	X4
88. 5.8mm Ball End (S)	
	X4
89. 5.8mm Ball End (M)	
	X4
3x12mm Set Screw	
	X4
3x4mm Set Screw	
	X2
93. 5.8x4.6mm Ball	
	X2
94. 5.8x5.4mm Pivot Ball	
	X4
92. 5.8x11mm Stabilizer Ball	
	369 X4
3x8mm BH/ST Screw	
	358 X4
3x15mm BH/ST Screw	



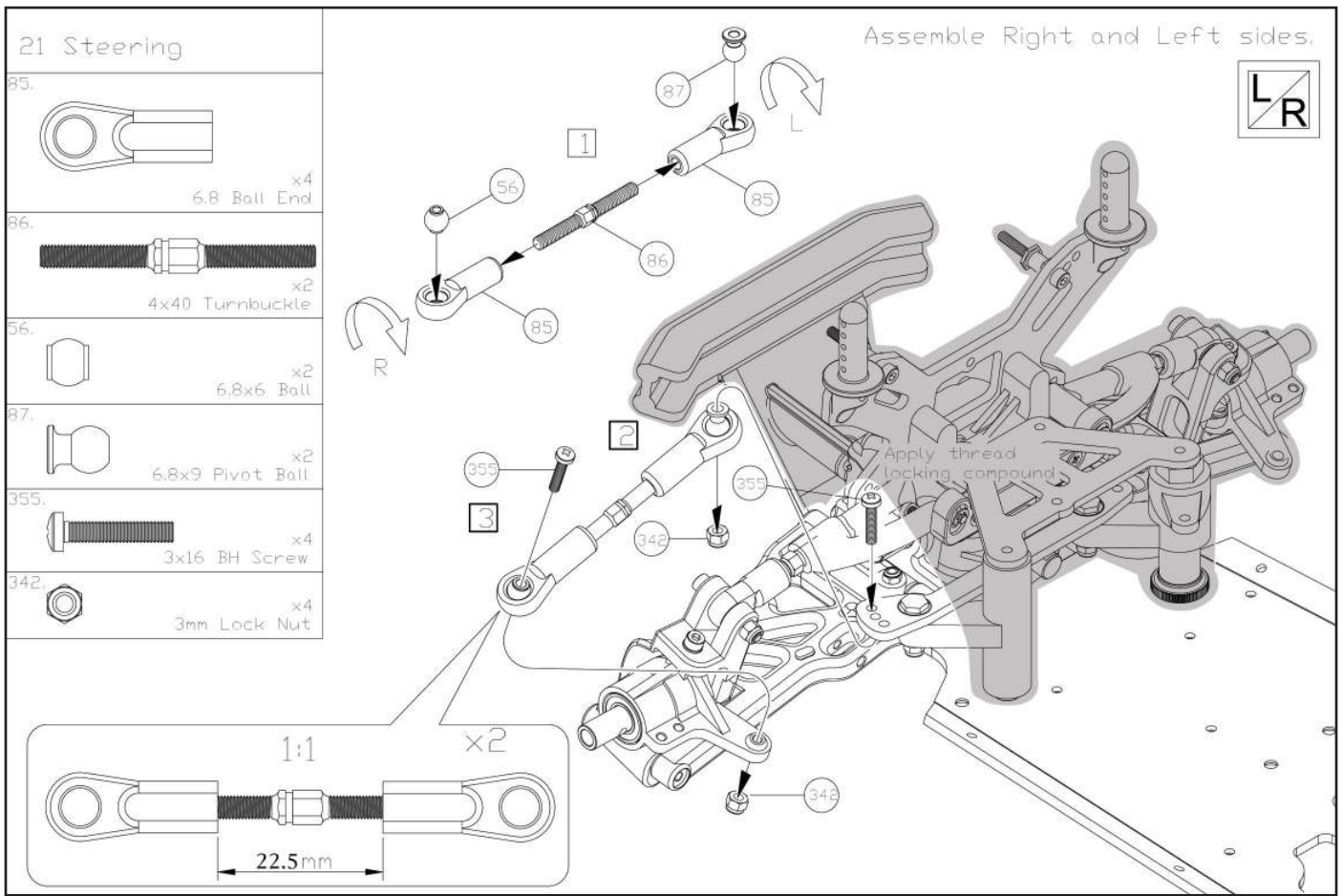
Do not over tighten 3x8mm BH/ST 3x8mm screws. The sway bars should move freely.



### Step 19.

Assemble 4 sets of linkages by installing 1 short (88) and 1 long (89) ball end to 3x12 set screw (351). Tighten ball ends until snug. Press 5.4mm ball (94) into short ball end. Note that flange on ball will face the arm. Press stabilizer ball (92) into other end of linkage. Slide front (90) and rear (91) sway bars into their respective ends of the truck. The bulkheads contain a groove which the sway bar will seat inside of. Fix the sway bars in place with 3x8mm BH/ST (369) screws. Do not over tighten these screws. Slide the linkages into the sway bars and fix in place with 3x4mm set screws (338). Attach linkages to arms using 3x15mm BH/ST screws (358).

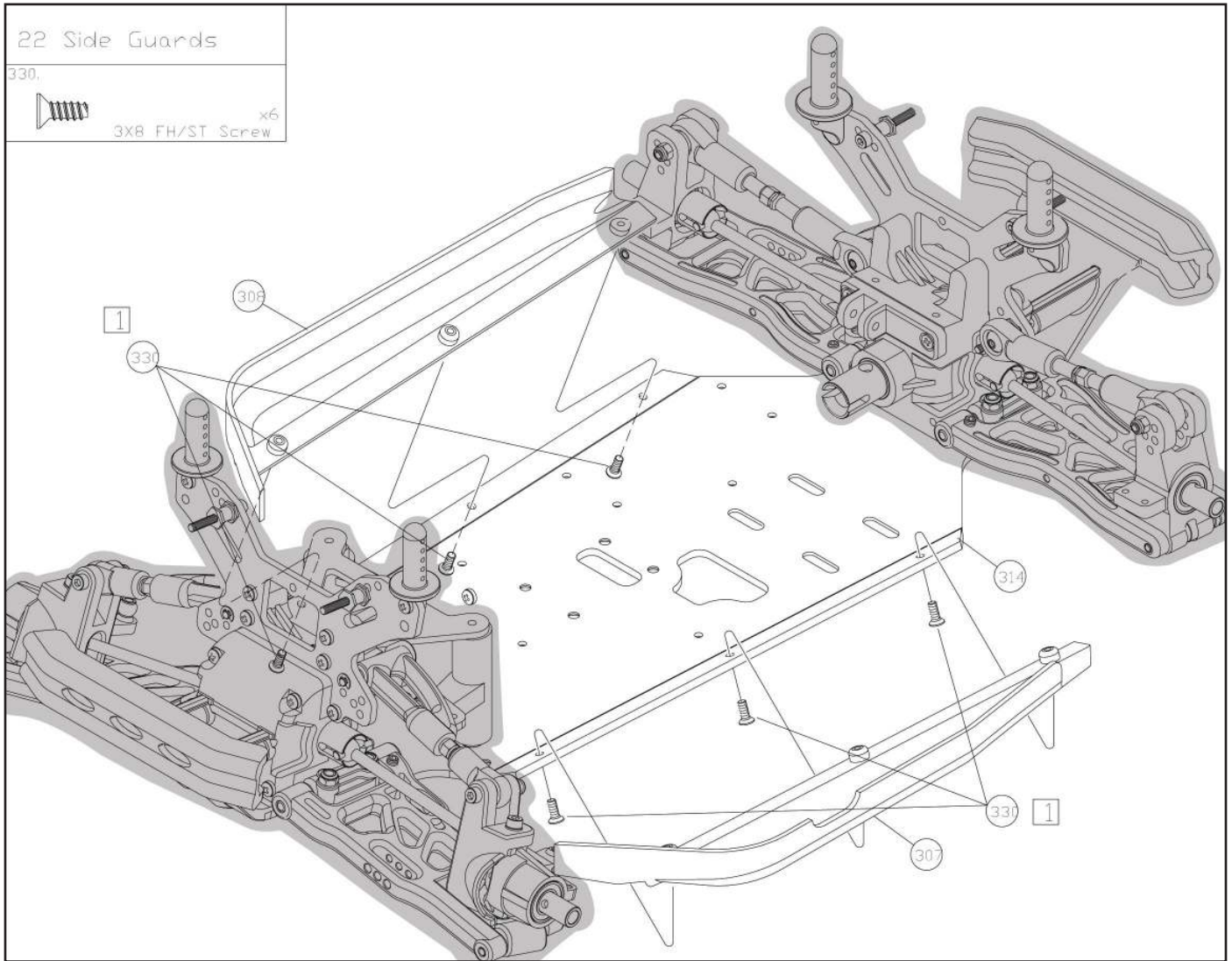




**Step 21.**

Thread one 6.8mm Ball End (85) onto each end of the 4x40mm Turnbuckle (86) and adjust so that there is a 22.5mm gap between the ball ends, as shown in the insert. Push a 6.8x6mm Ball (56) into one of the 6.8mm Ball Ends and a 6.8x9 Pivot Ball (87) into the other until they snap in. Repeat for other side. Note the 4x40mm Turnbuckles (86) have a reverse thread on one side. The side of the turnbuckle with the extra center groove is a left hand thread, meaning a counter-clockwise rotation will tighten it into the plastic. With a 3x16mm BH Screw (355) using a mild-strength thread-locking compound fix the 6.8x6mm Ball to the front knuckle and secure with the 3mm Lock Nut (342). Next with a 3x16mm BH Screw (355) using a mild-strength thread-locking compound fix the 6.8x9 Pivot Ball flat-side up to the bottom of the steering plate, at the rear hole, and secure with the 3mm Lock Nut (342). Repeat for other side.

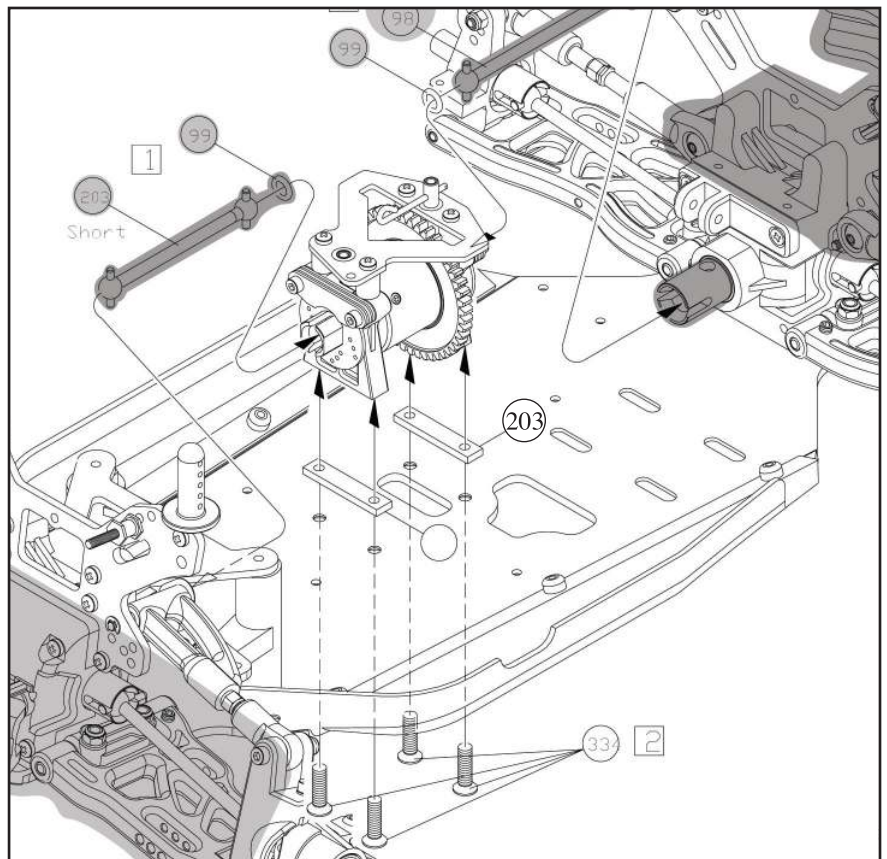
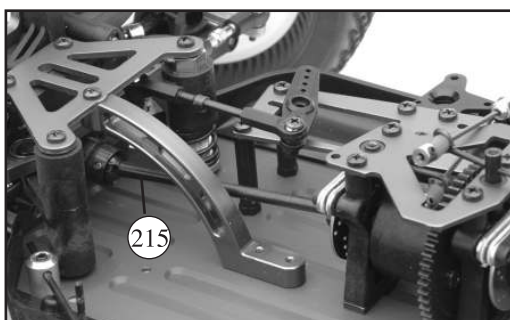
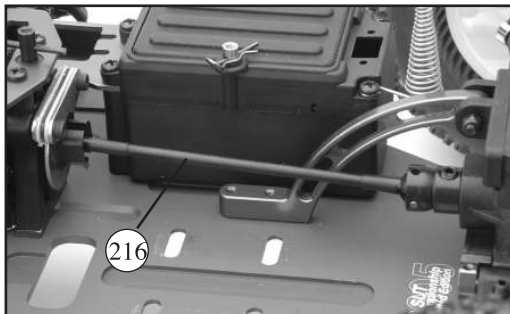




**Step 22.**

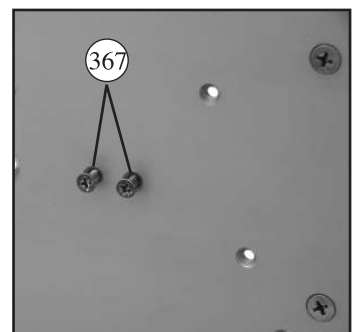
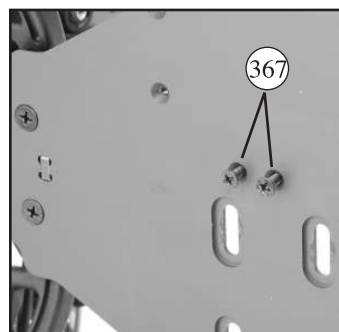
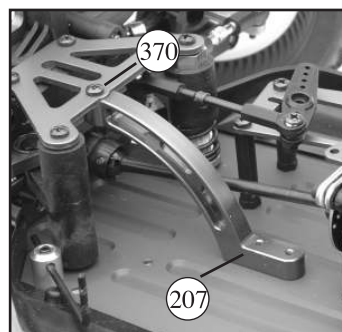
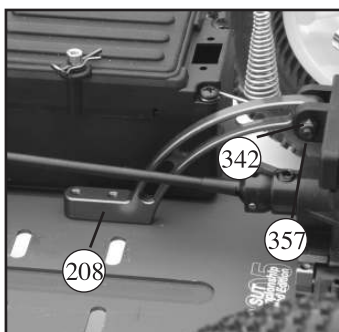
Assemble parts in the order shown. Place Side Guard (307(L), 308(R)) onto chassis and secure with 3 pcs of 3x8mm FH/ST Screws (330). Repeat for other side.





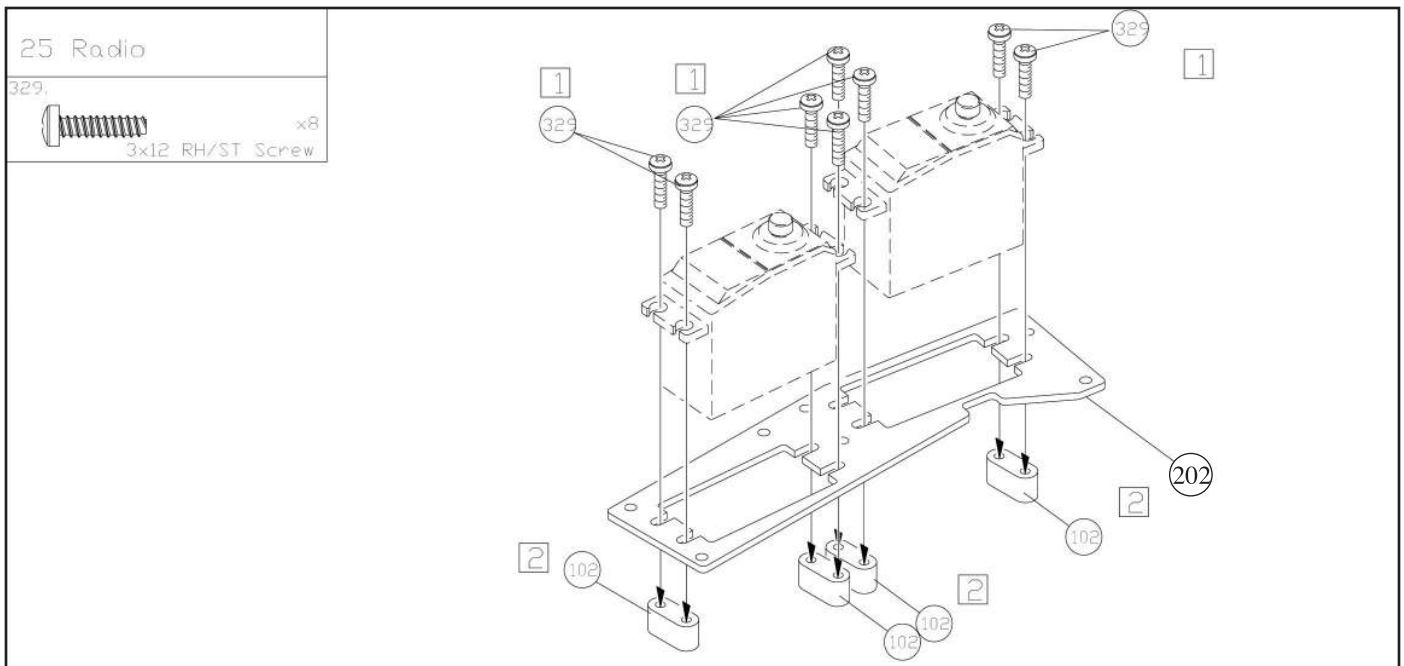
### Step 23.

Place the front center drive shaft (215) into the front outdrive of the center diff. Place the rear center drive shaft (216) into the rear outdrive of the center diff. Lift the center assembly just off the chassis and slide the two 3mm Center Gear Box Spacers (203) in place under the center gearbox. Fasten the center gearbox to the chassis using four 4x12 FH Screws (334). Make sure that the spacers stay aligned between the chassis and the center gearbox. Check the fit of the center drive shafts.



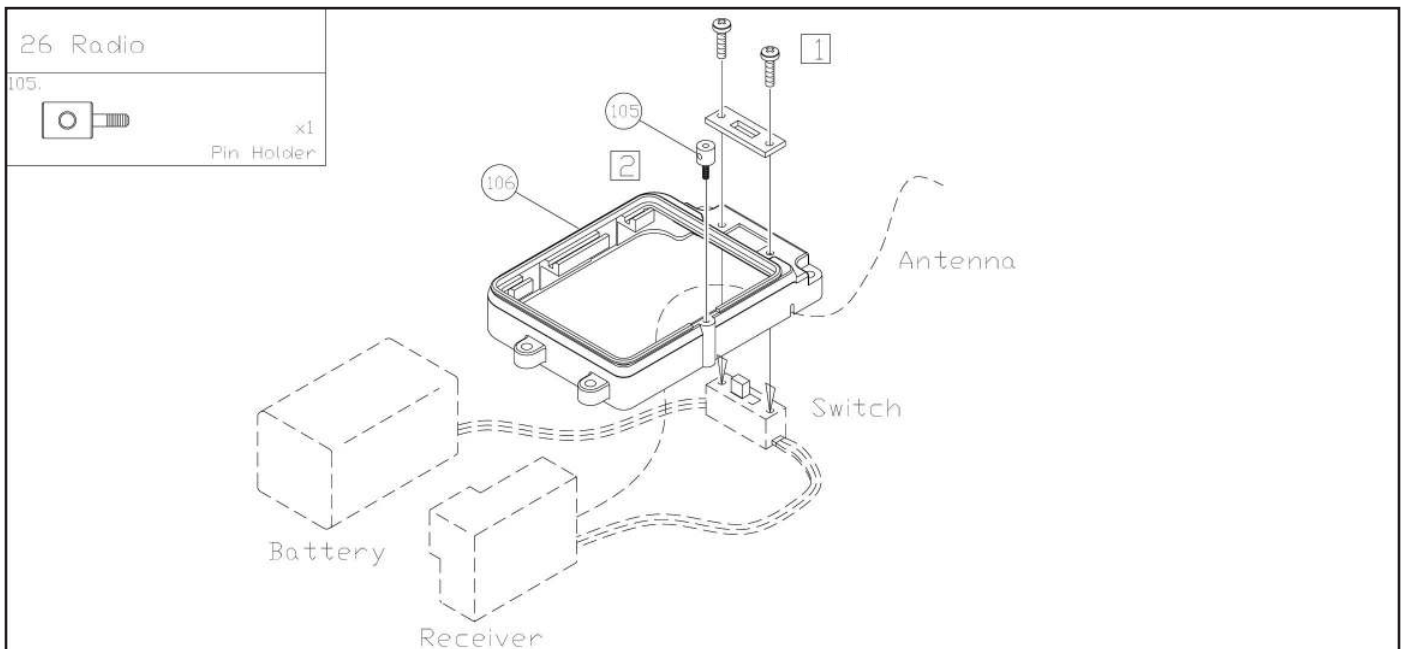
### Step 24.

Left to right: Place the rear chassis brace (208) into the rear brace holder and align holes with chassis. Attach brace to holder with 3x20 cap screw (357) and 3mm lock nut (342). Place the front chassis brace (207) between upper plate and chassis and align holes with chassis. Attach brace to plate with 3x10BH screw (370). Flip the car on its side and locate the 4 holes (2 for the rear and 2 for the front) used to attach the braces to the chassis. Attach braces with 3x10 FH screws (367). Tighten until fully tight.



**Step 25.**

In your kit, you will find plastic servo mounts and hardware. Use these parts to assemble your radio plate. Place the servos in the Radio Plate (202) and mount using the eight 3x12 BH/ST Screws (329) and Servo Mounts (102) as shown. Leave servos snug. Do not over tighten, or the servos could be damaged by harsh vibrations. Most servos will mount from above the radio plate. If you use smaller servos and wish to lower the center of gravity of the truck, you may mount the servos from under the radio plate. Be sure to route the servo lead from the steering servo (forward servo) around the outside of the throttle servo, away from the center of the truck.



**Step 26.**

Mount the On/Off Switch into the Receiver Box Cap (106) with the “On” side of the switch facing toward the inside of the truck. Install the Pin Holder (105) into the top of the Receiver Box Cap (106) as shown.

## 27 Radio



### Step 27.

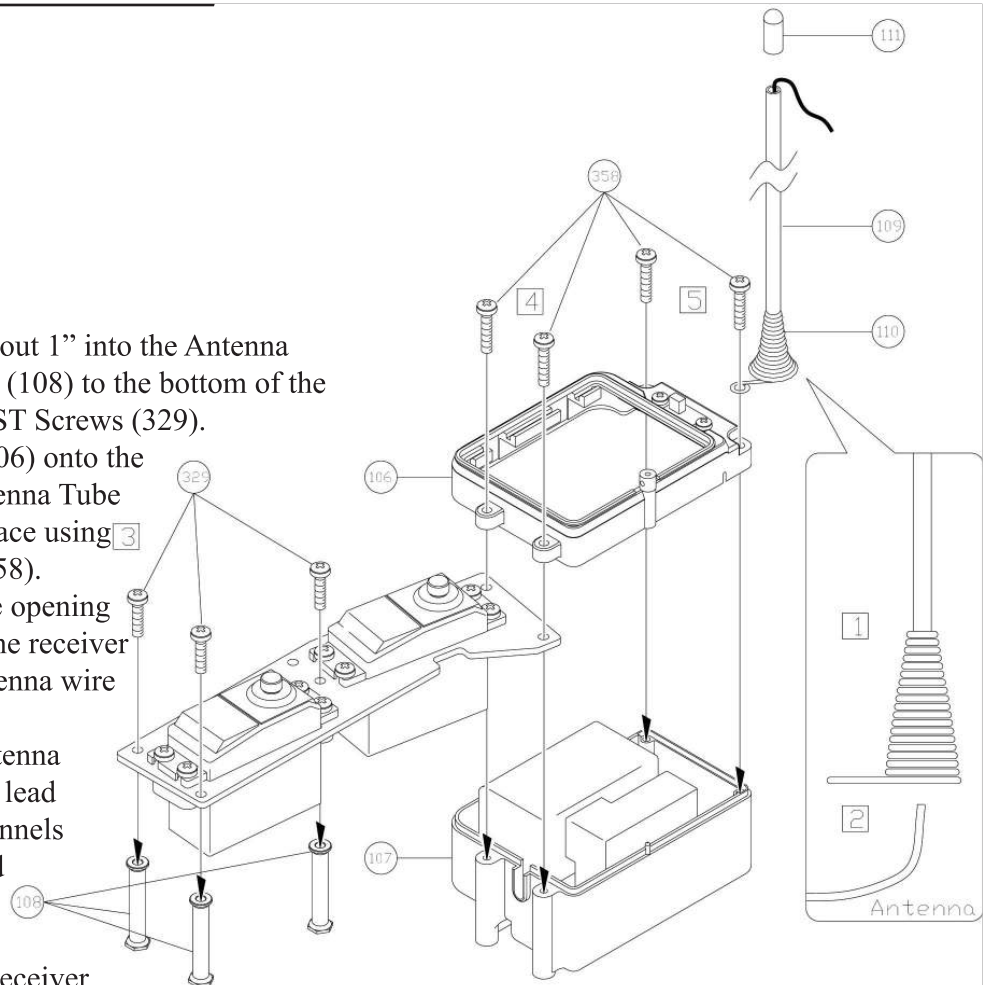
Slide the Antenna Tube (109) about 1" into the Antenna Tube Holder (110). Mount Posts (108) to the bottom of the radio plate with three 3x12 BH/ST Screws (329).

Mount the Receiver Box Cap (106) onto the Receiver Box (107) and the Antenna Tube Holder with the radio plate in place using 3 four 3x15mm BH/ST Screws (358).

Feed the servo wires through the opening behind the throttle servo. With the receiver out of the radio box feed the antenna wire through the small hole in the radio box and up through the antenna tube. Plug the servos and switch lead into the appropriate receiver channels and neatly place the receiver and battery pack into the radio box.

Many racers choose like to wrap some foam padding around the receiver and battery to help insulate them from shocks and vibrations.

Feed the rest of the receiver antenna wire through the antenna tube and install the antenna tube cap (111). Attach transponder mount (103), not shown.

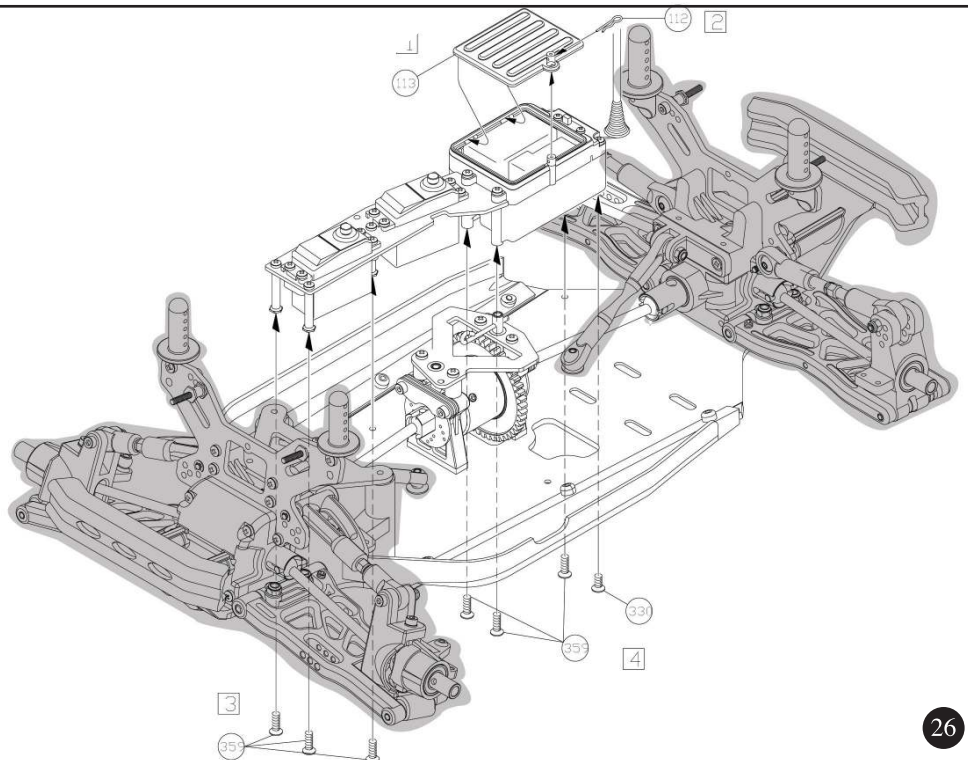


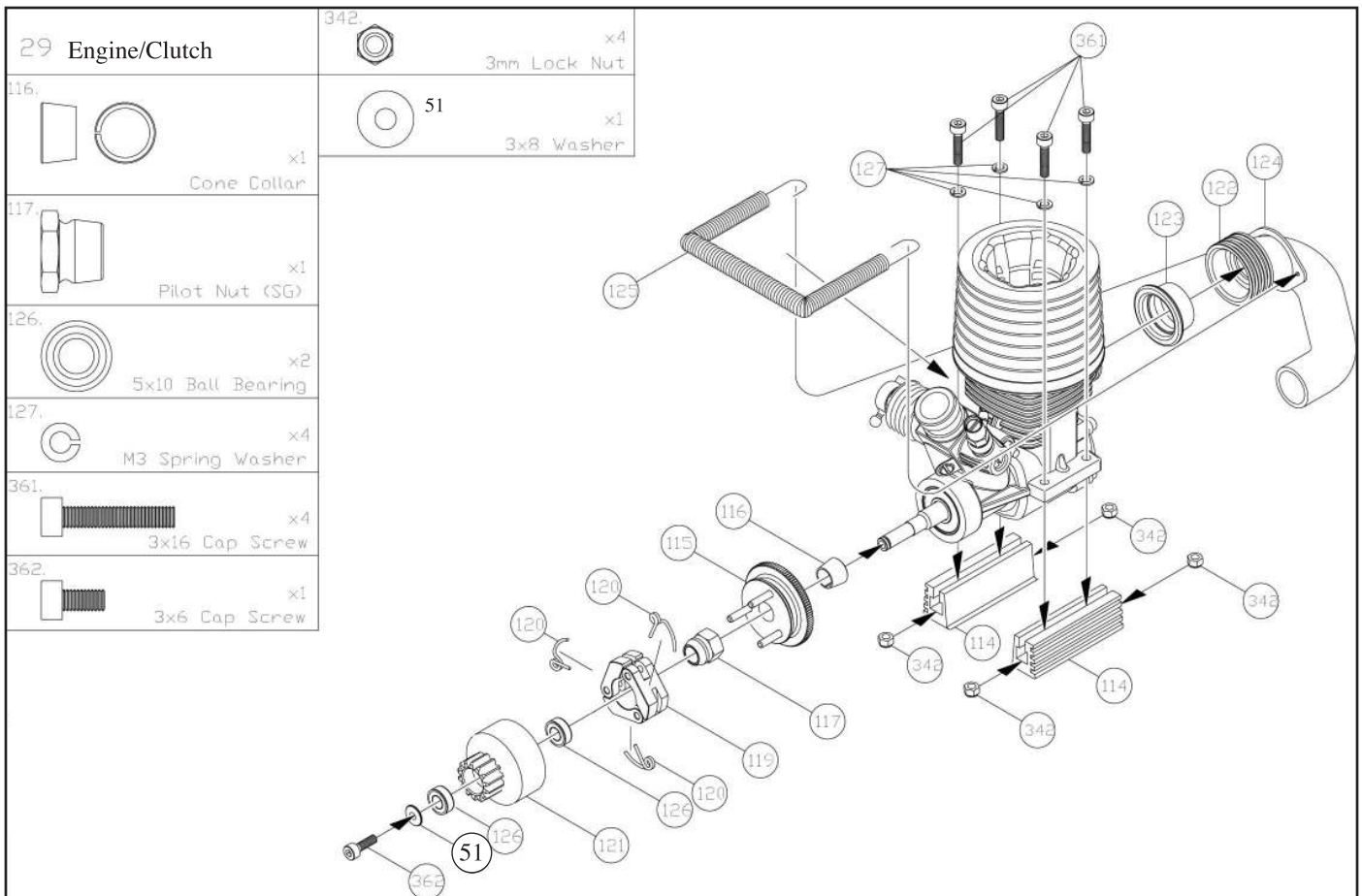
## 28 Radio



### Step 28.

Assemble parts in the order shown. Install the top of the Radio Box (113) and secure with a Body Pin (112). Mount the radio assembly in the chassis using six 3x12mm FH/ST Screws (359) and one 3x8mm FT/ST Screw (330) in the rear inside hole nearest to the rear gear box as shown.





**Step 29.**

Slide Cone Collet (116) and Flywheel (115) onto the crankshaft followed by the Pilot Nut (117). Secure the Flywheel and tighten the Pilot Nut firmly. Place the Clutch Springs (120) into the groove of the Clutch Shoes (119). 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. You may want to use a small flathead screwdriver to help guide the spring into the groove on the pilot nut. Slide in order 5x10mm Bearing (126), Clutch Bell (121), 5x10mm Bearing (126), 3x8mm Washer (51) and tighten the 3x6mm Cap Screw. At this point make sure that the clutch bell spins freely on the engine to ensure proper operation. The insert diagram shows the installation of the flywheel on to a non-SG crank engine using the Pilot Shaft (118). The engine supplied with your Storm SUT RTR is an SG crank engine.

Install the Engine Mounts (114) one side at a time by sliding the two 3x16 Cap Screws (361) with two M3 Spring Washers (127) down through the engine mount holes. Put a 3mm Lock Nut (342) onto each of the Cap Screws just “finger tight” and slide on an Engine Mount. Tighten the Cap Screws evenly until the Engine Mount is “snug”. Repeat for the other side. You may choose to leave these screws loose until you position the engine in the car. Position the engine so that the spur gear makes contact with the clutch bell as close to the center as possible, and tighten the screws.

Slide on the Silicone Exhaust Gasket (123) onto the exhaust port of the engine followed by the Manifold (122). Slide the Manifold Holder (124) onto the Manifold and secure with the Manifold Holder Spring (125) by inserting the end-loops of the spring into the holes of the manifold holder.

### 30 Engine

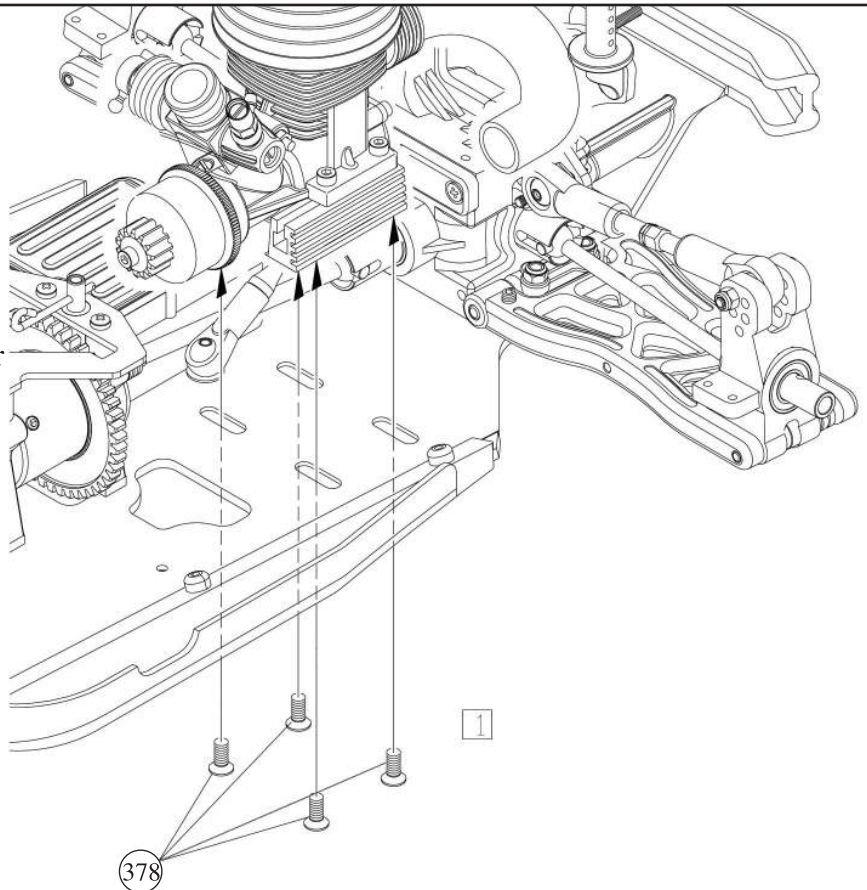
378



4x8BH Hex Screws

#### Step 30.

Mount the engine with four 4x8BH hex screws (378) using a mild strength thread-locking compound. Place a small empty plastic bag (like the bags used for R/C car parts) between the clutch bell and spur gear. Press the gears together as you tighten down the engine mount screws. Remove the plastic from the gears and check the gear mesh. Leave some “gear lash” and do not make the gear mesh too tight or you may strip-out the gear-teeth. Proper gear mesh will allow the spur gear to rock back and forth slightly inside the teeth of the clutch bell. Also make sure the engine points straight. If the engine is mounted at an angle, premature gear wear may occur.



### 31 Radio

94.



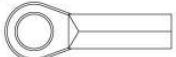
5.8x5.4 Pivot Ball x2

129.



3x30 Turnbuckle x1

130.



5.8 Ball End x2

342.



M3 Lock Nut x2

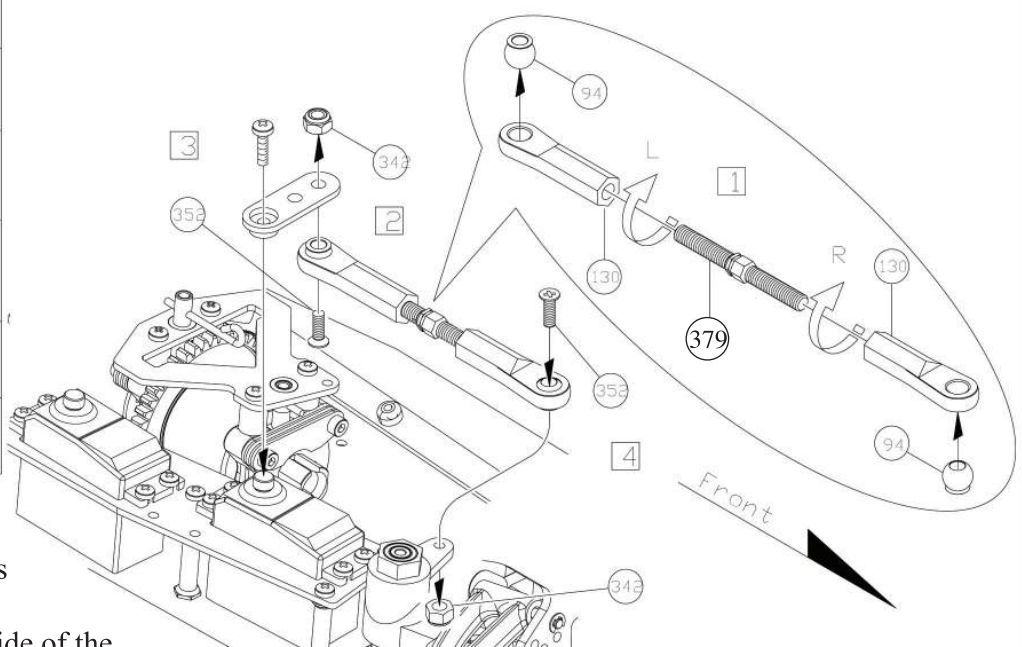
352.

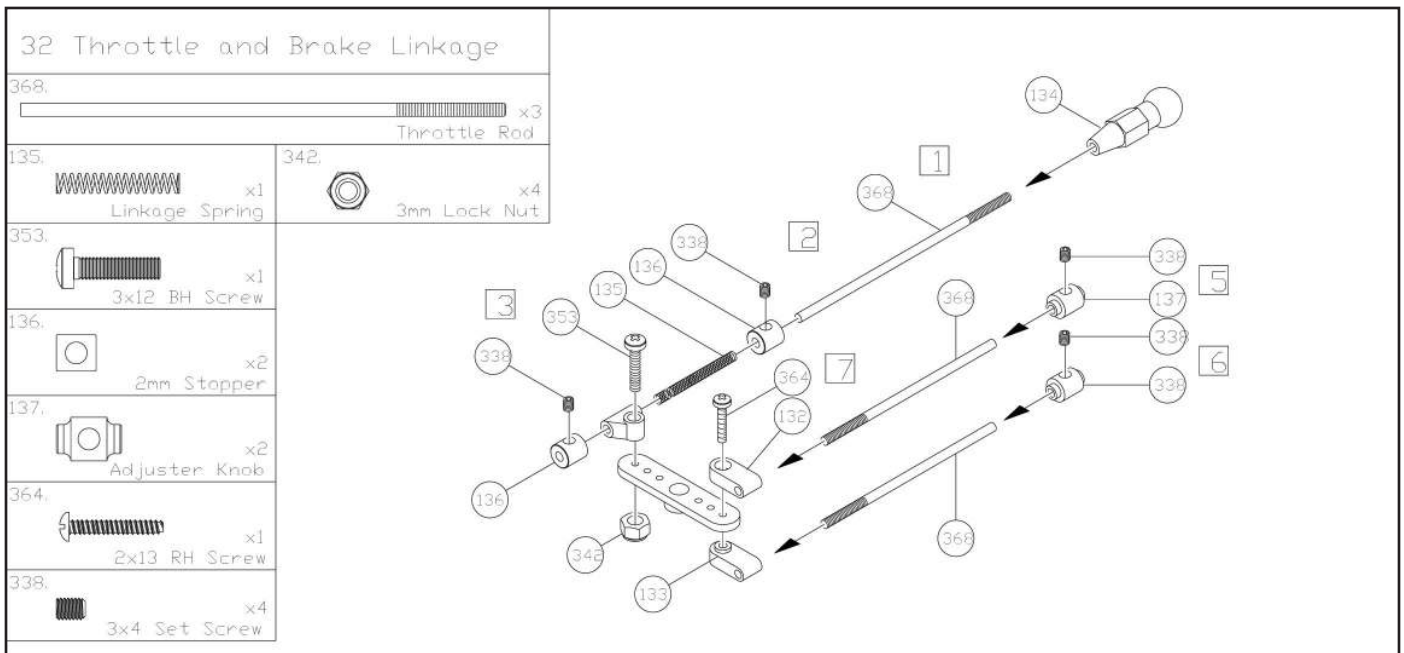


3x12 FH Screw x2

#### Step 31.

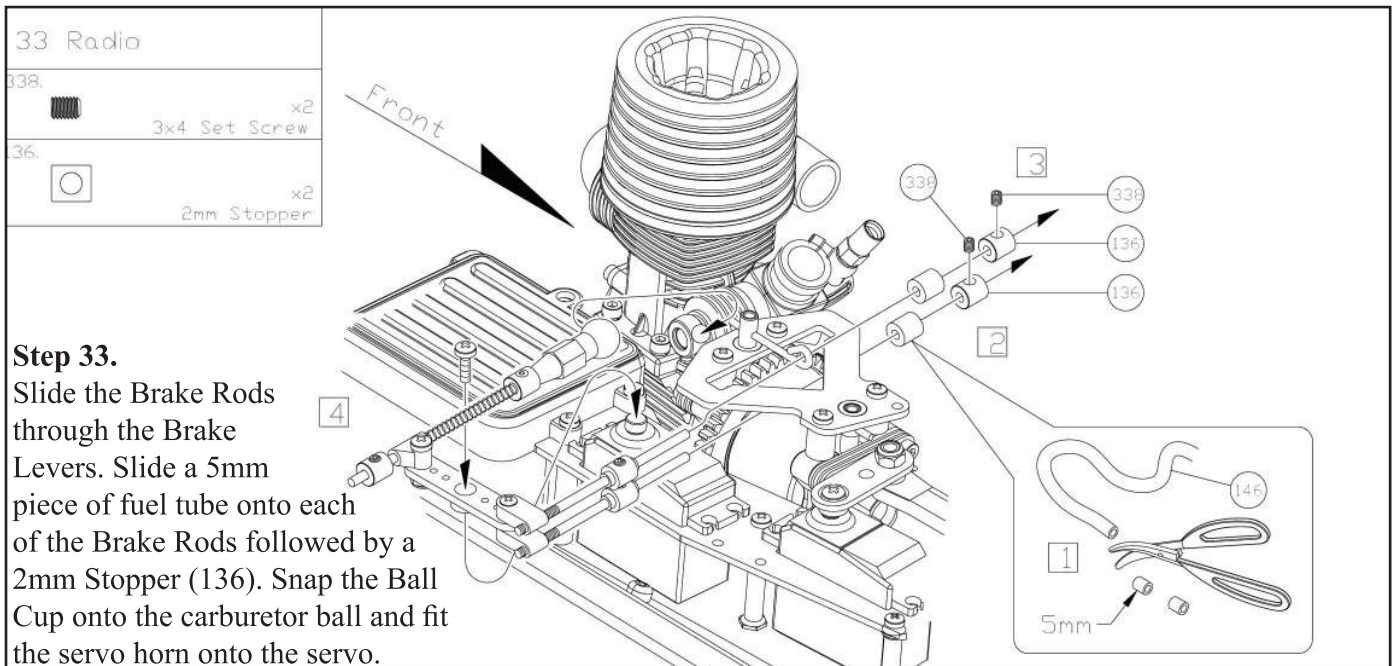
Thread 5.8mm Ball Ends (130) onto each end of Turnbuckle (379). The side of the turnbuckle with the extra center groove is a left hand thread, meaning a counter-clockwise rotation will tighten it. Snap a 5.8x5.4mm Pivot Ball (94) into each Ball End. Note Pivot Ball direction. Using a 3x12FH Screw (352), fix the turnbuckle assembly to the servo horn, with the flat side of the Pivot Ball touching the horn. Secure with a 3mm Lock Nut (342). Using a 3x12FH Screw, fix the other end of the turnbuckle to the servo saver arm. Secure with a 3mm Lock Nut (342). Position the steering plate (48) so that the steering knuckles are pointing straight ahead. Adjust the turnbuckle so that the servo horn is parallel with the steering plate.





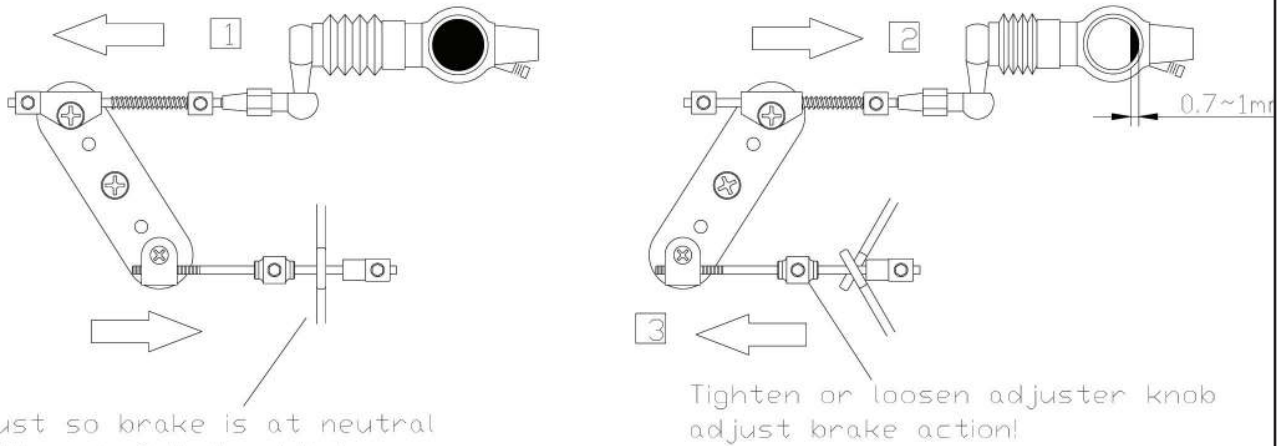
**Step 32.**

Thread the Ball Cup (134) onto the Throttle Rod (368) until tight. Apply a small amount of mild-strength thread-locking compound to the 3x4mm Set Screws (338) and install into the 2mm Stoppers (136) and the Adjuster Knobs (137) but do not tighten yet. Slide a 2mm Stopper, Linkage Spring (135), Throttle Rod Support (131) and another 2mm Stopper in that order. Tighten the set screws on the 2mm Stoppers to keep the parts from sliding apart. Install the throttle linkage assembly as shown, by sliding a 3x12mm Screw (353) through the hole in the Throttle Rod Support and through the throttle servo horn secured by a 3mm Lock Nut (342). Slide the Adjuster Knobs onto the middle of the rods and tighten the set screws. Thread one rod into the Upper Brake Rod Support (132) and one into the Lower Brake Rod Support (133). Mount the Upper and Lower Brake Rod Supports onto the throttle servo horn with the 2x13mm RH Screw (364). Make sure that the linkage moves freely without binding on the servo horn.



### 34 Linkage Adjustment

At full brake the carburetor should only open 0.7~1mm



Adjust so brake is at neutral position at full throttle!

Tighten or loosen adjuster knob adjust brake action!

### Step 34.

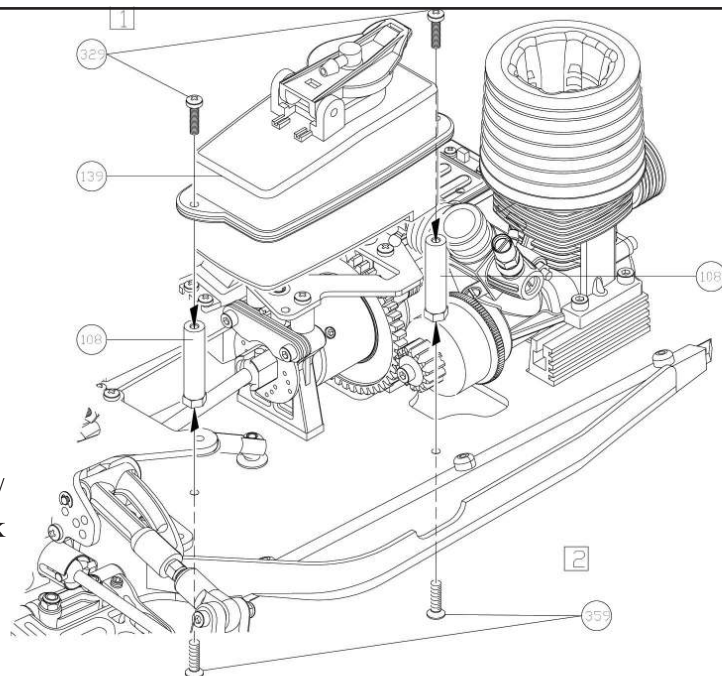
Study and understand the illustration first before you turn on your radio to check the linkage. Adjust linkage per illustration. When you are satisfied that the linkage is functioning correctly make sure all the 2mm Stoppers are tight and secure. When the throttle is in neutral, the servo horn should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

### 35 Fuel Tank

329.		x2
	3x12 BH/ST Screw	
359.		x2
	3x12 FH/ST Screw	

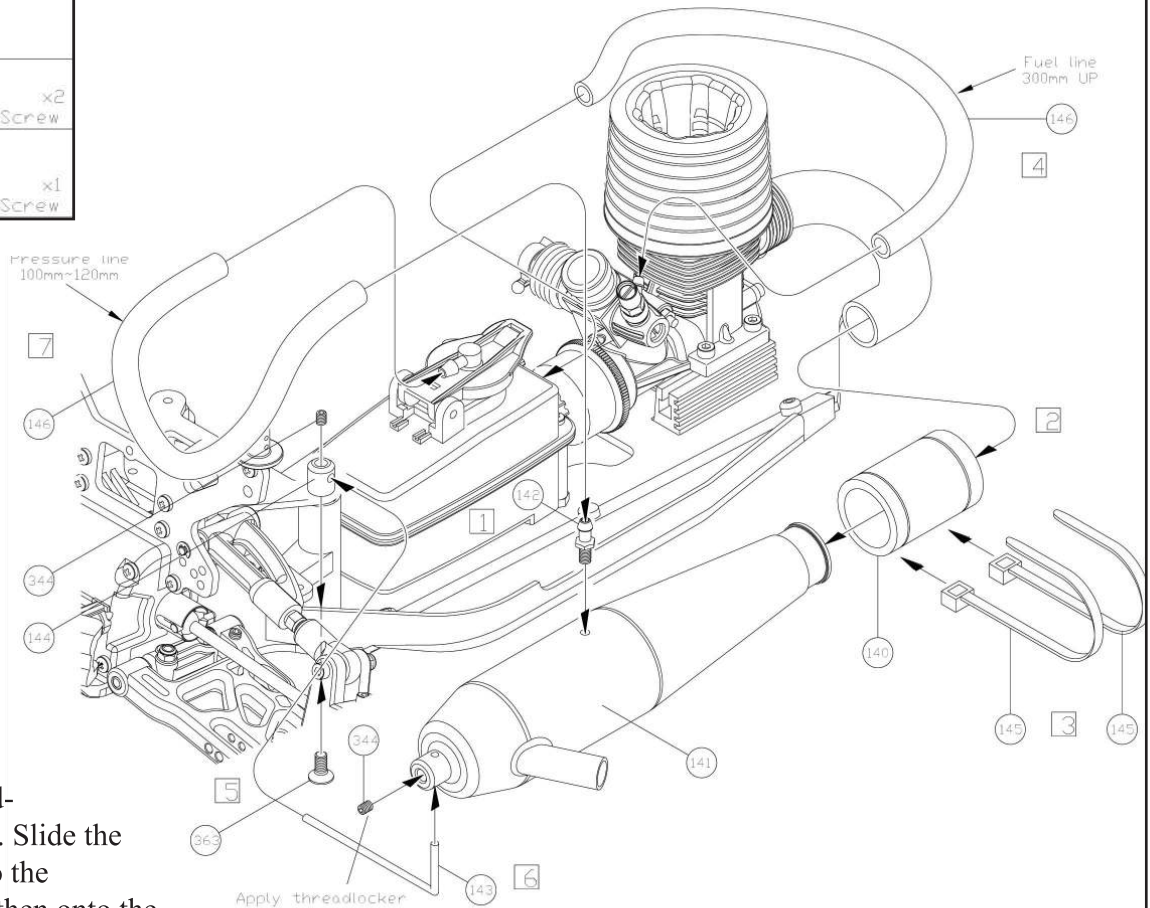
### Step 35.

Mount the Fuel Tank Posts (108) to the chassis using the two 3x12mm FH/ST Screws (359). Mount the Fuel Tank (139) loosely to the top of the posts using the two 3x12mm BH/ST Screws (329). We suggest that you mount the loosely installing fuel tubing or silicone O-rings between the posts and the tank ears to dampen shock and vibration.



### 36 Fuel Tank

344.		x2
4x4 Set Screw		
363.		x1
4x8 FH Screw		

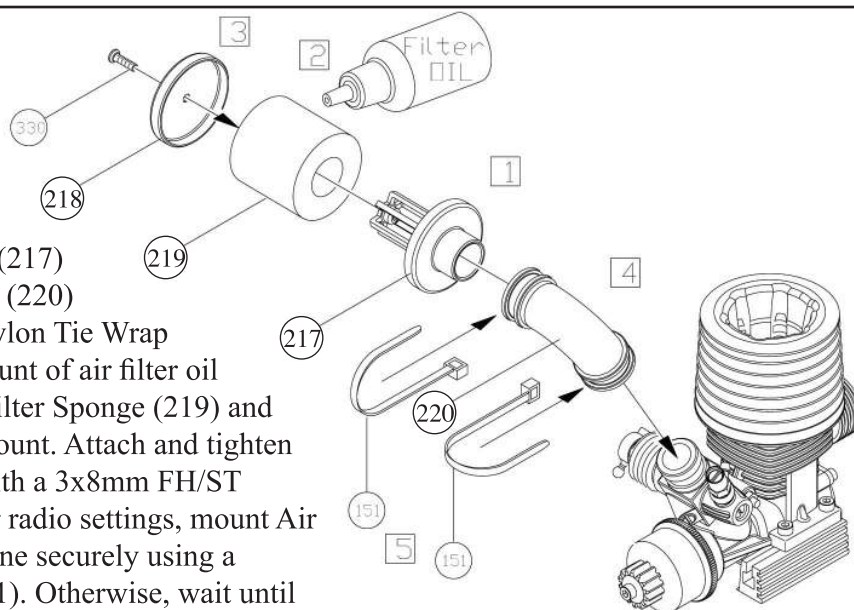


#### Step 36.

Mount the Muffler Stay to the chassis with the 4x8mm FH Screw (363) using a mild thread-locking compound. Slide the Coupler (140) onto the Muffler (141) and then onto the exhaust manifold, securing with the Tie Wraps (145). Fit the Muffler Stay Wire (143) into the Muffler Stay and Muffler. Install the 4x4mm Set Screws (344) into the Muffler Stay and the Muffler using a mild thread-locking compound to secure the Muffler Stay Wire. Install the Pressure Tap (142) in the Muffler using a mild thread-locking compound. Route a 100mm-120mm length of fuel tube from the pressure tap on the muffler to the pressure tap on the fuel tank cap (pressure line). Route a 300mm length of fuel tube from the carburetor fuel fitting to the fuel tank (fuel line). Keep both lines away from rotating parts.

### 37 Air Filter

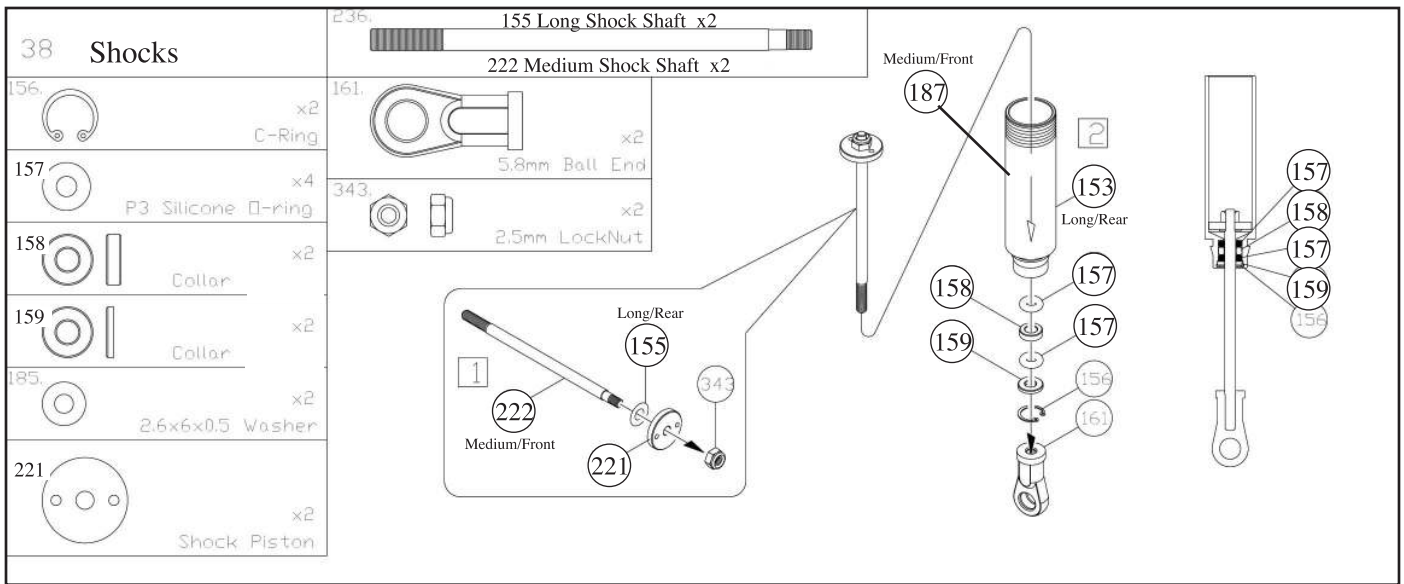
330.		x1
3x8 FH/ST Screw		



#### Step 37.

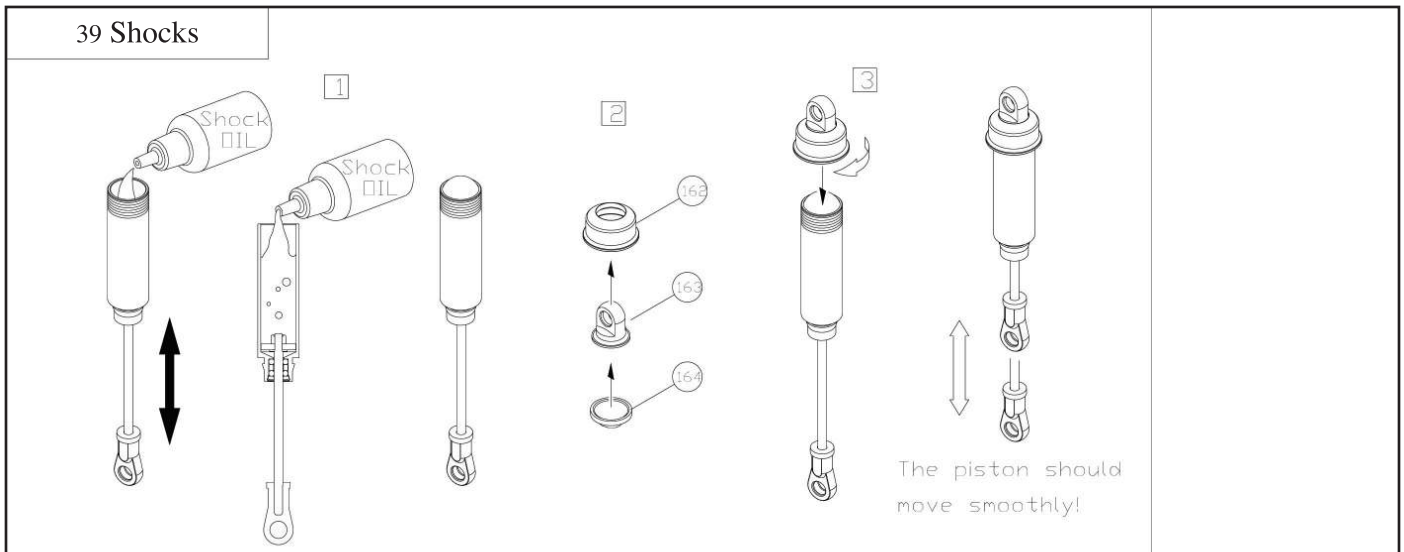
Push the Air Filter Mount (217) onto the Air Filter Adapter (220) and secure with a small Nylon Tie Wrap (151). Apply a liberal amount of air filter oil (not included) to the Air Filter Sponge (219) and slide onto the Air Filter Mount. Attach and tighten the Air Filter Cap (218) with a 3x8mm FH/ST (330). If you have set your radio settings, mount Air Filter assembly to the engine securely using a small Nylon Tie Wrap (151). Otherwise, wait until your radio settings are completed.





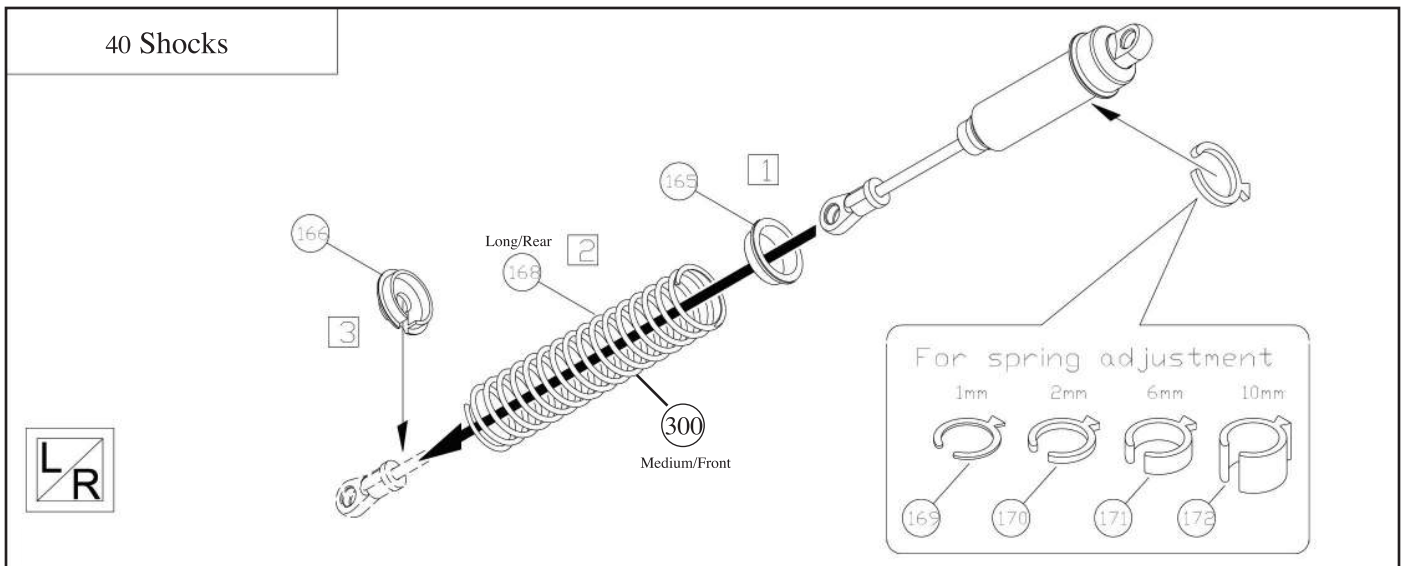
**Step 38.**

Slide the 2.6mm washer (185) over the medium (222) & long (155) shock shafts. Slide the piston (221) onto the washer and fasten with the 2.5mm locknut (343). Apply a light coat of shock oil to the tip of the shaft and slide the shaft through the medium/front (187) and long/rear (153) shock bodies. Slide an o-ring (157), thick collar (158), o-ring, and thin collar (159) over the shaft. Seat the o-rings and collars into the shock body and secure using the c-clip (156) using a good quality snap ring plier. Thread the 5.8mm ball end (161) until there are no threads showing on the shaft. Apply a few drops of oil inside the shock, and ensure free movement of the shaft.



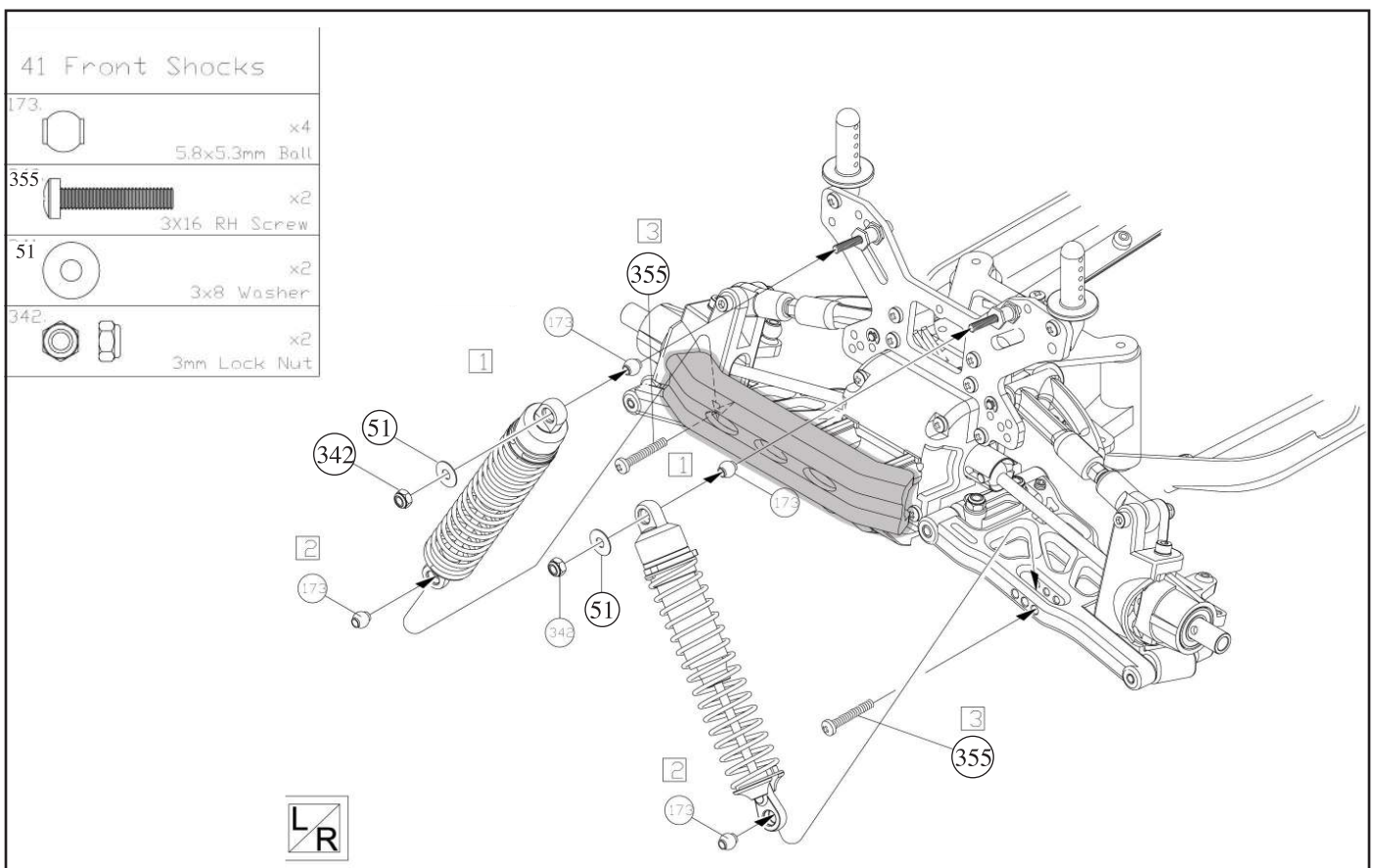
**Step 39.**

Push the shock end up 5mm. Use GS Racing 35wt. shock oil for the front and 30wt. for the rear as a baseline. Fill halfway, pull the shock end down, 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 piston up about 2-3mm again. Fit the shock end cap (163) through the shock sealed end cap (162). Seat the bladder (164) in the shock end cap assembly as shown. Ensure that the bladder stays seated in the top of the shock cap and carefully thread the assembly onto the shock body until tight. Wipe off excess oil. Check shock action. The shock shaft should freely 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 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.



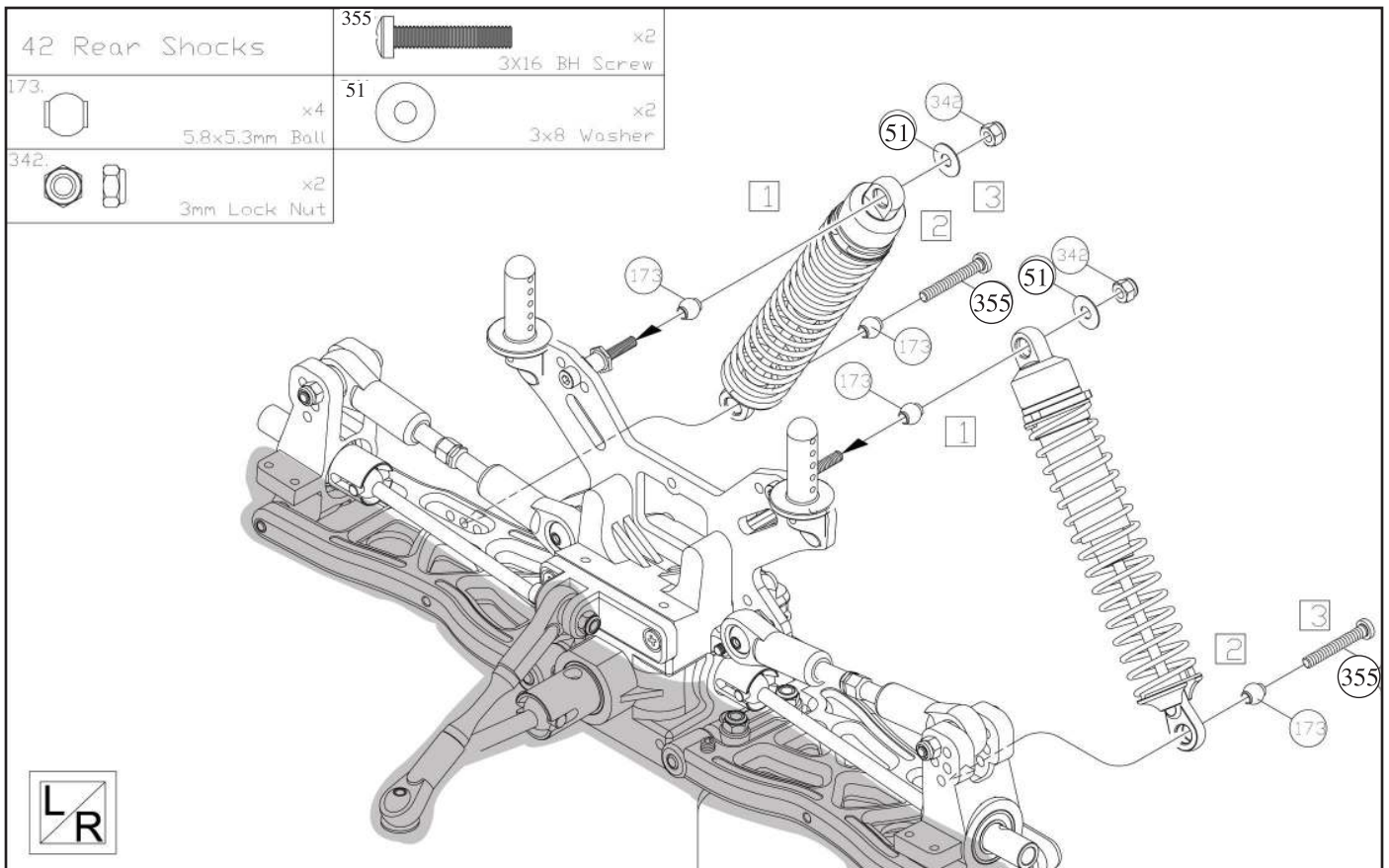
**Step 40.**

Place the Spring Collar (165), Shock Spring (168) and the Spring Cup (166) on the shock spring and over the shock body and shaft. Insert as many Spring Adjusters (169-172) to set the ride height to your liking. We suggest using the amount of adjusters needed to set the ride height of the truck so that the suspension arms are at or just above level. Our baseline is 2mm in the front and 1mm in the rear. Repeat for all 4 shocks.



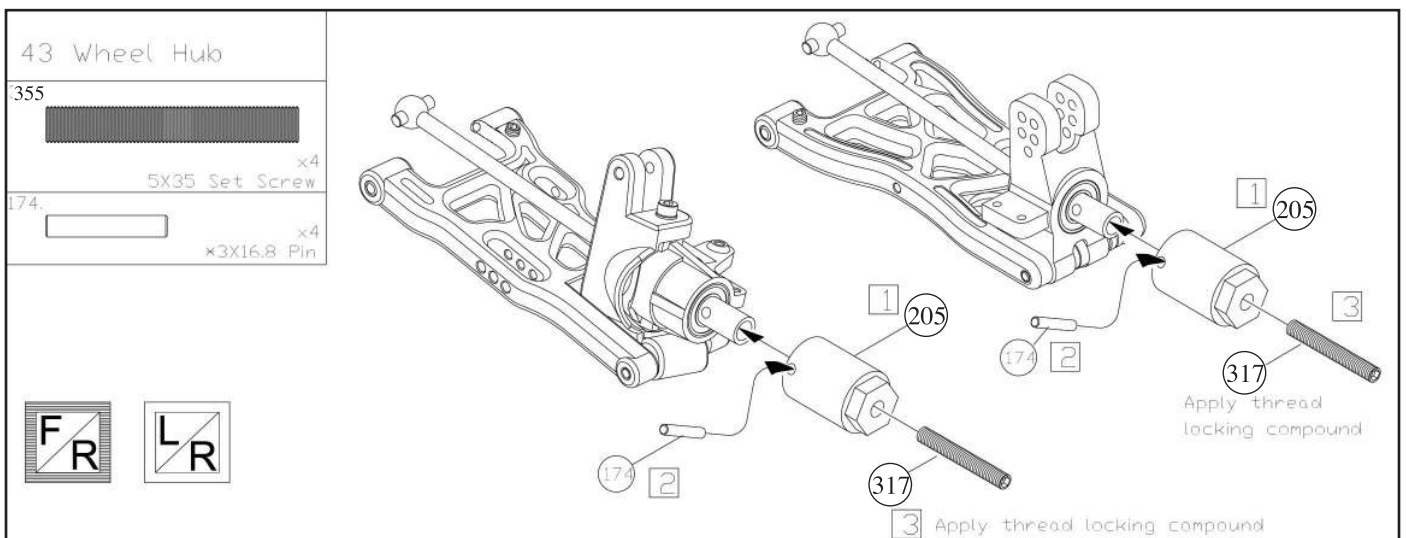
**Step 41.**

Press the 5.8mm balls (173) into the shock caps and ball ends. Slide the shocks over the cap screws in the shock towers and fasten into place using the 3x8 washers (51) and 3mm Lock Nuts (342). Slide the shock bottoms into the lower suspension arms and using the middle hole, fasten into place using 3x16 BH Screws (355).



**Step 42.**

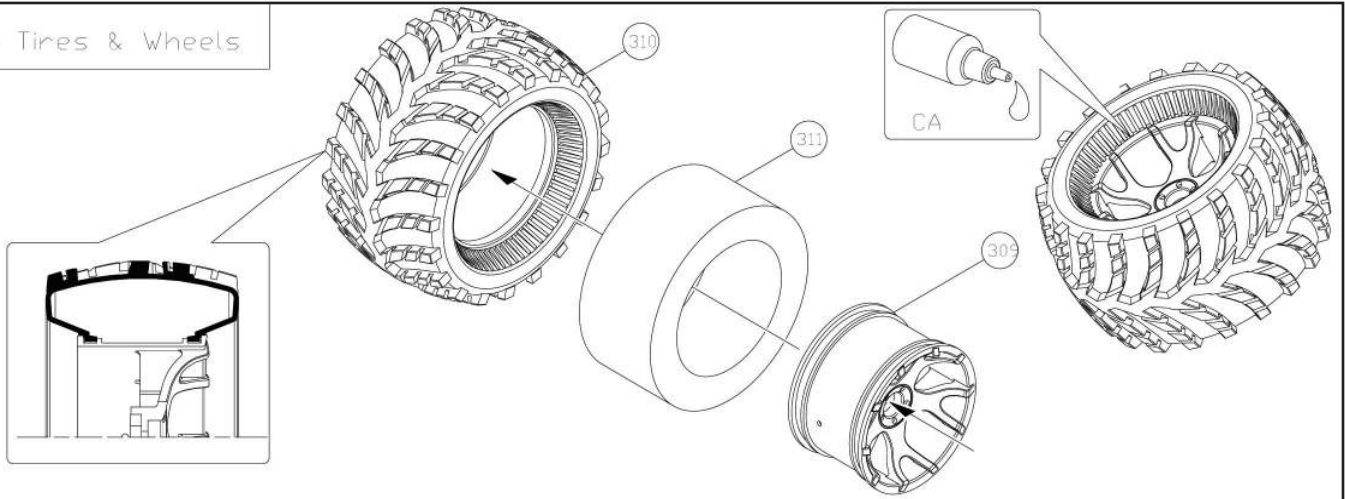
Press the 5.8mm balls (173) into the shock caps and ball ends. Slide the shocks over the cap screws in the shock towers and fasten into place using the 3x8 washers (51) and 3mm Lock Nuts (342). Slide the shock bottoms into the lower suspension arms and using the middle hole, fasten into place using 3x16 BH Screws (355).



**Step 43.**

Slide the 14mm Hex Axle Adapter (205) onto the axle. Align the holes and slide in the Pin (174). Apply a mild-strength thread-locking compound and thread the 5x35mm Set Screw (317) into the center of the axle. Make sure the set screw is set tight against the pin. Repeat for all axles.

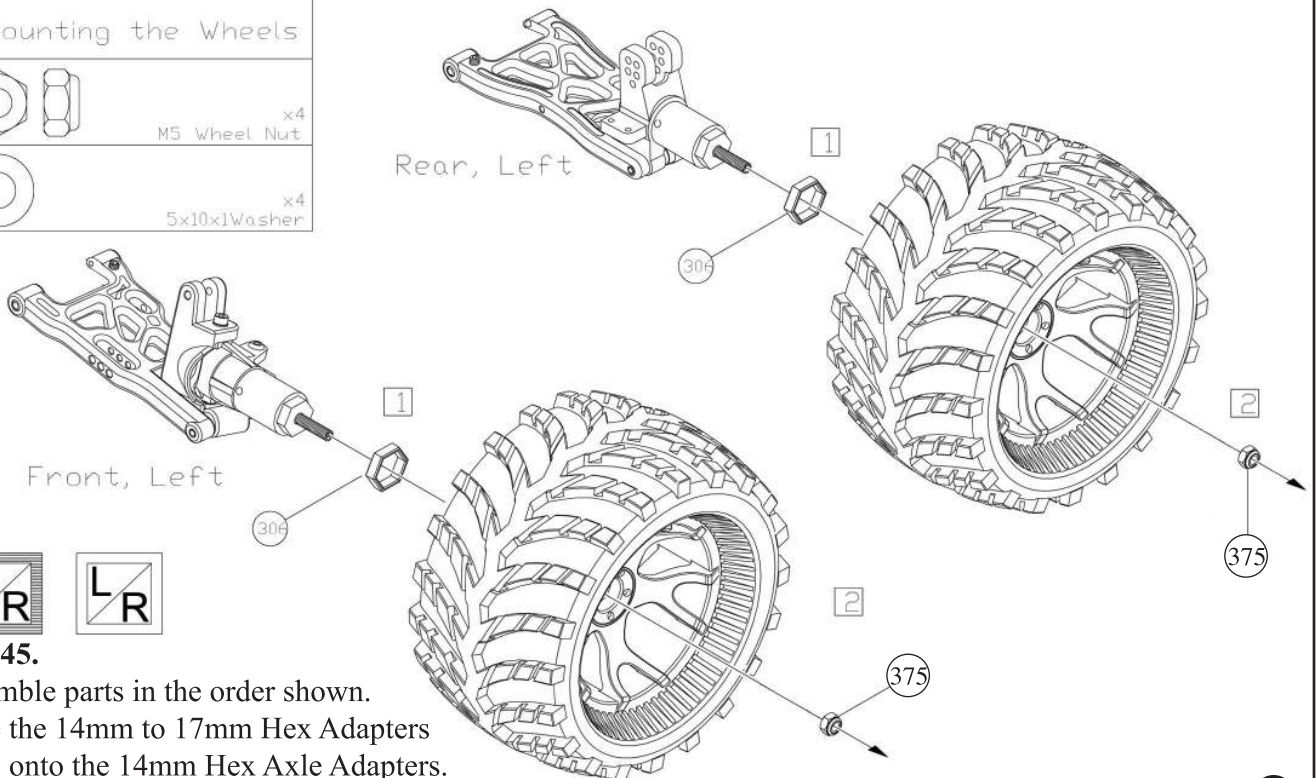
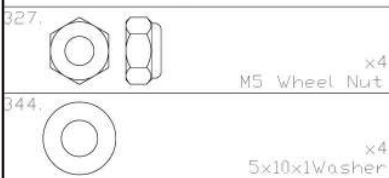
#### 44 Tires & Wheels



#### Step 44.

The tires and foams included in your kit may vary from those shown in the diagram. Clean the inside bead of the tire as well as the wheel with rubbing alcohol before gluing. Place the Foam Insert into the Tire so that it is centered and true, with as few wrinkles and folds as possible. Mount the tires on the GS Monster Star Wheels (309) by sliding the wheel through the center of the tire, noting the directional tread of the tire; you will want to have two left and two right sets of mounted tires. When the tire's beads appear to be properly aligned between the rim's mounting flanges, mount the wheel on one of the SUT's axles (see next step) and then spin the wheel to make sure it is "true". Before gluing the tire to the wheel it is best to wrap a big rubber band around the side of the tire being glued. Pull a section of the tire up and away from the rim just enough to place a small amount of tire glue on the bead of the wheel then quickly lower the tire back into place. Do this quickly until you have glued the full diameter of the wheel. Then run a thin layer of glue around the outer edge of the bead. Set the wheel aside and allow plenty of drying time before moving to the other side.

#### 45 Mounting the Wheels



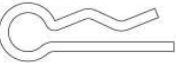


#### Step 45.

Assemble parts in the order shown.

Place the 14mm to 17mm Hex Adapters (306) onto the 14mm Hex Axle Adapters.

Mount the wheels using the Wheel Nuts (375) noting the direction of the tire tread.

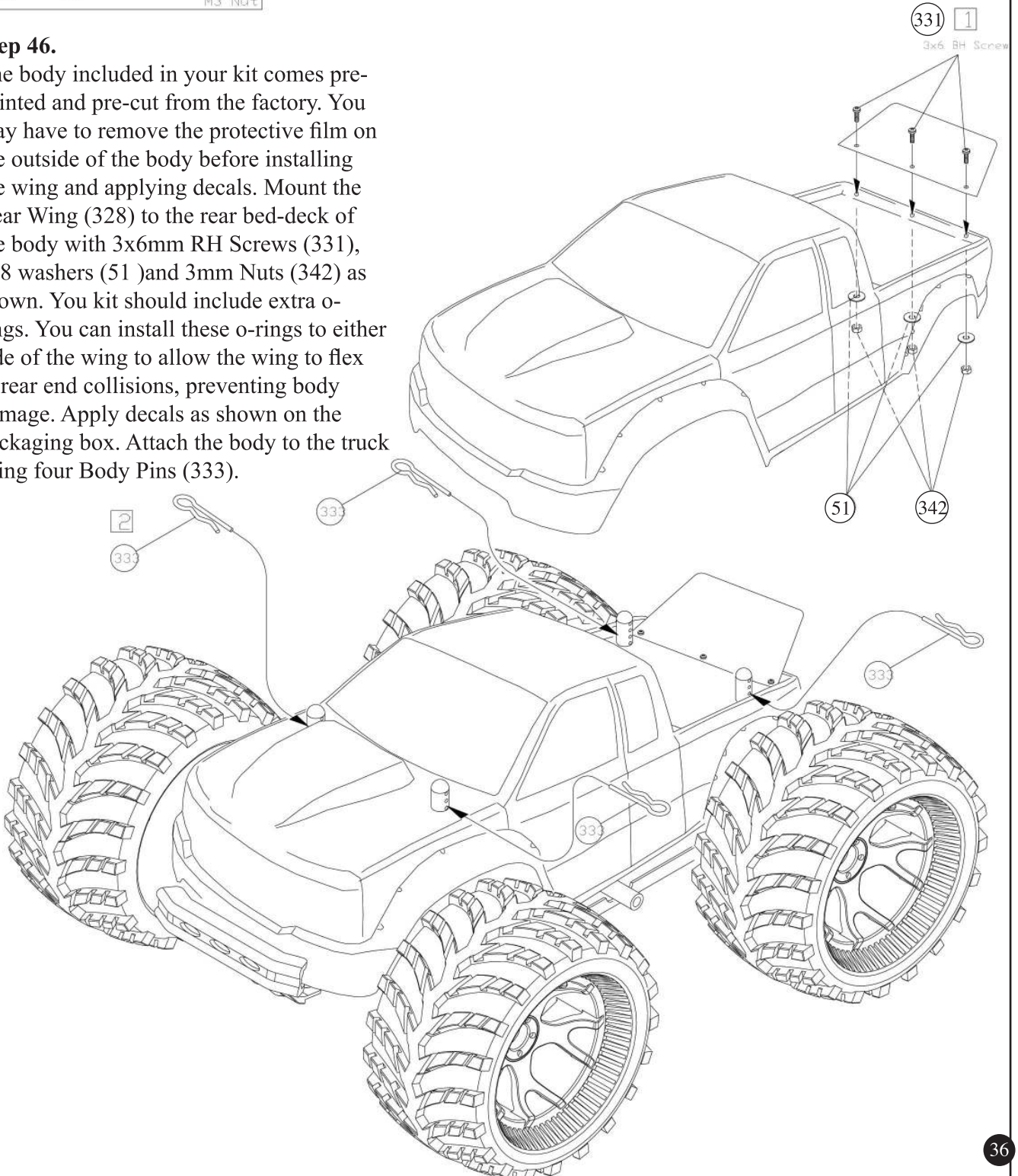
## 46 Finishing The Body

333		x4 Body Pin
331		x3 3x6 RH Screw
342		x3 M3 Nut

345		x3 3x8x0.5 Washer
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### Step 46.

The body included in your kit comes pre-painted and pre-cut from the factory. You may have to remove the protective film on the outside of the body before installing the wing and applying decals. Mount the Rear Wing (328) to the rear bed-deck of the body with 3x6mm RH Screws (331), 3x8 washers (51) and 3mm Nuts (342) as shown. You kit should include extra o-rings. You can install these o-rings to either side of the wing to allow the wing to flex in rear end collisions, preventing body damage. Apply decals as shown on the packaging box. Attach the body to the truck using four Body Pins (333).



# BASE S.U.T. SETUP SHEET

Name of Driver		Date	Track		Engine
Marty Korn		2005	Baseline for all tracks		GS-R25MT
Fuel	Plug	Clutch Bell	Tire	Inner	Muffler
30%	GS #5	13T	Bow-T	Stock	GS

Shock Set-up Silicone Shock Oil Brand: *GS Racing*

	Front	Rear
Shock Piston	1.3mm 2 Holes	1.3mm 2 Holes
Shock Oil	35wt.	30wt.
Shock Spring (rate)	Stock	Stock
Spring Adjuster	2mm	2mm

Shock Mounting Position

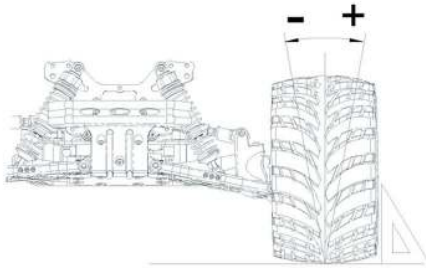
	Front	Rear	
Shock Tower	I . C . O	I . C . O	I = Inside Hole C = Center Hole O = Outer Hole
Suspension Arm	I . C . O	I . C . O	

Diff. Gear Set-up Silicone Shock Oil Brand: *GS*

	Front	Center	Rear
Diff. Oil	10,000cps	50,000cps	3,000cps

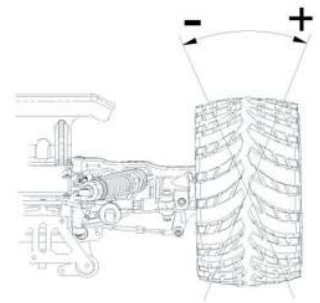
Camber Angle

	Front	Rear
Camber Angle	-1.5°	-2.5°



Toe Angle (Front)

	Front
Toe Angle	0°



Outboard  
Toe Angle (Rear)

	Rear
Toe Angle	-0.5

Anti-squat (Hinge Pin Holders)

	Front	Rear
Anti-squat	0°	+3°



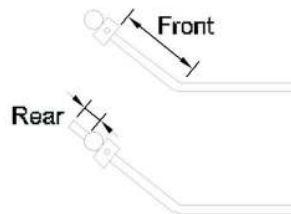
Inboard  
Toe Angle (Rear)

1°      2°      3°



Sway Bar

	Front	Rear
Sway Bar	2.6mm	2.6mm
	0mm	0mm



Upper Arm Position

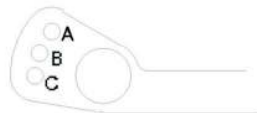
	Front	Rear
Bulk Side	Upper . Lower	1. 2. 3. 4. 5
Wheel Side	Upper . Lower	1. 2. 3. 4. 5

Wheebase

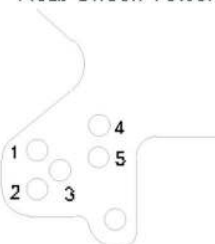
	Short	Medium	Long
Wheebase	Short	Medium	Long

Steering Plate

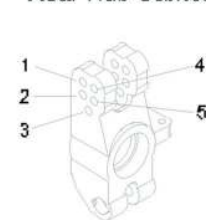
	A	B	C
Steering Plate	A	B	C



Rear Shock Tower



Rear Hub Carrier



# S.U.T. SETUP SHEET

Name of Driver		Date	Track		Engine
Fuel	Plug	Clutch Bell	Tire	Inner	Muffler

Shock Set-up      Silicone Shock Oil Brand: *GS Racing*

	Front	Rear
Shock Piston		
Shock Oil		
Shock Spring (rate)		
Spring Adjuster		

Shock Mounting Position

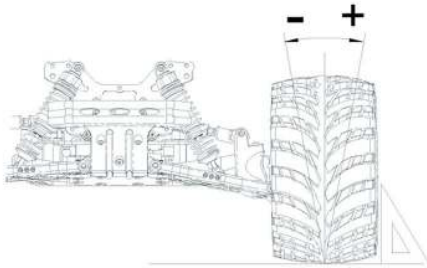
	Front	Rear	
Shock Tower	I . C . O	I . C . O	I = Inside Hole
Suspension Arm	I . C . O	I . C . O	C = Center Hole
			O = Outer Hole

Diff. Gear Set-up      Silicone Shock Oil Brand:

	Front	Center	Rear
Diff. Oil			

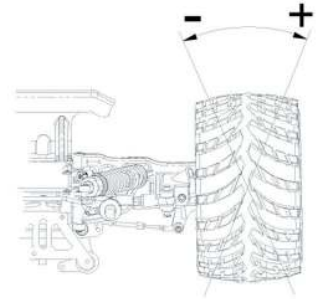
Camber Angle

	Front	Rear
Camber Angle		



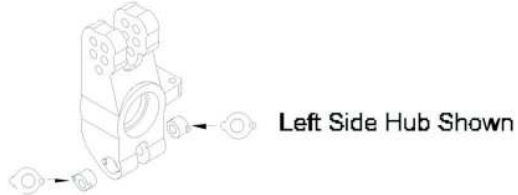
Toe Angle (Front)

	Front
Toe Angle	



Outboard Toe Angle (Rear)

	Rear
Toe Angle	



Anti-squat (Hinge Pin Holders)

Front	Rear



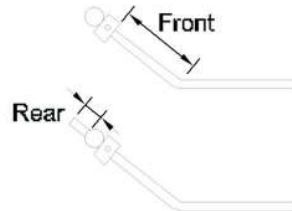
Inboard Toe Angle (Rear)

1°      2°      3°



Sway Bar

Front	Rear
0mm	0mm



Upper Arm Position

	Front	Rear
Bulk Side	Upper . Lower	1. 2. 3. 4. 5
Wheel Side	—————	1. 2. 3. 4. 5

Wheebase

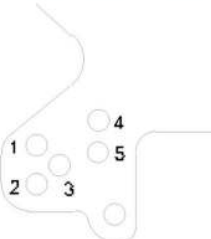
Short	Medium	Long

Steering Plate

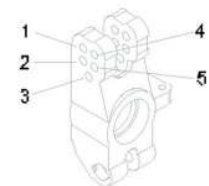
A . B . C
-----------



Rear Shock Tower



Rear Hub Carrier



SUT CE Key No./Spare Parts No. List			
Key No.	Part Name	Q'ty Used	Item No.
1	Diff. Case	3	GS-ST009
2	8x16 Ball Bearing	18	GS-690003
3	Diff. Out Drive F/R	4	GS-ST028
4	Center Diff. Out Drive	2	GS-ST027
5	O-ring, AS009	6	GS-ST067
6	Bushing, 6x10x2.5mm	6	GS-ST009A
7	Pin, 2.5x13.8mm	6	GS-ST064
8	Diff. Bevel, Large	6	GS-ST008
9	Bevel Shaft	6	GS-ST008
10	Diff. Bevel, Small	12	GS-ST008
11	Shim, 4x10x0.2 mm	12	GS-ST066
12	Large Crown (bevel) Gear	2	GS-ST006
13	S.U.T 54T Spur Gear	1	GS-UT05
14	Diff. Gasket	3	GS-ST010
15	Shim, 13x16mm	4	GS-ST082
16	Drive Bevel, Small	2	GS-ST007
18	Bulkhead(B)	2	GS-ST012
19	Bulkhead(A)	2	GS-ST012
20	Front Upper Sus. Holder	1	GS-ST080
24	Shock Bushing	4	GS-ST085
29	Pivot Ball, 8.8x10 mm	2	GS-ST016
30	Torque Rod Holder	1	GS-ST040
31	Center Diff. Mount	2	GS-ST011
32	Brake Plate	4	GS-ST044
33	Brake Pad	4	GS-ST045
34	Brake Disc, Steel	2	GS-ST043
36	Brake Cam, Front	1	GS-ST041
37	Brake Cam, Rear	1	GS-ST042
39	Brake Cam Lever	2	GS-ST041 or 042
42	Servo Saver Arm B	1	GS-ST036
43	Servo Saver Arm C	1	GS-ST036
44	Servo Saver Arm A	1	GS-ST036
45	Servo Saver Spring	1	GS-ST036
46	Servo Saver Shaft	2	GS-ST036A
50	Washer, 5x10x0.5mm		GS-601007
51	Washer, 3x8 mm	10	GS-601006
53	Front Upper Suspension Arm	2	GS-ST017
54	Ball End, 6.8mm	2	GS-ST017
55	M5x25 Turnbuckle, Front Upper Arm	2	GS-ST017A
56	Ball, 6.8x6 mm	5	GS-ST017
57	Upper Suspension Hinge Pin, Front	2	GS-ST052
59	Steering Knuckle, Right	1	GS-ST021
60	Steering Knuckle, Left	1	GS-ST020
61	Front Hub Carrier, Right	1	GS-ST019
62	Front Hub Carrier, Left	1	GS-ST019
63	Universal Drive Shaft (F)	2	GS-ST023
64	Steering Knuckle, Collar	4	GS-ST020A
65	Front Lower Suspension Arm	2	GS-ST015
69	Front Lower Hinge Pin 3mm	2	GS-ST053
70	Ball End, 8.8 mm	4	GS-ST016A
71	M5x50 Turnbuckle, Rear Upper Arm	2	GS-ST016B
72	Ball, 8.8x9 mm	2	GS-ST016
73	Rear Lower Suspension Arm	2	GS-ST014
74	Rear Hub Carrier, Left	1	GS-ST022
75	Rear Hub Carrier, Right	1	GS-ST022
76	Rear Toe-in Adjuster	4	GS-ST022
77	Stopper, 3 mm	2	GS-ST022
78	Plastic Spacer	4	GS-ST014
79	Rear Lower Hinge 3mm	2	GS-ST054
85	Ball End, 6.8 mm	4	GS-ST068
86	Turnbuckle, 4x40 mm	2	GS-ST068
87	Pivot Ball, 6.8x9 mm	2	GS-ST068
88	Ball End, Medium, 5.8 mm	4	GS-ST046
89	Ball End, Long, 5.8 mm	4	GS-ST046
90	Front Sway Bar	1	GS-ST047
91	Rear Sway Bar	1	GS-ST048
92	Stabilizer Ball, 5.8x11mm	4	GS-ST046
93	Ball, 5.8x4.6 mm	2	GS-ST046
94	Pivot Ball, 5.8x5.4mm	4	GS-ST046
102	Servo Mount	4	GS-ST058
103	Transponder Mount	1	GS-ST102
105	Pin Holder	1	GS-ST058-1
106	Receiver Box Cap	1	GS-ST058
107	Receiver Box	1	GS-ST058
108	Fuel Tank Post	5	GS-ST058
109	Antenna Tube	1	GS-AV091
110	Antenna Tube Holder	1	GS-ST076
111	Antenna Tube Cap	1	GS-70074
112	Small Body Pin	1	GS-600006
113	Receiver Box Cover	1	GS-ST058
114	Engine Mount Set, 17 mm	2	GS-ST031

SUT CE Key No./Spare Parts No. List			
Key No.	Part Name	Q'ty Used	Item No.
115	Flywheel	1	GS-ST002
116	Cone Collet	1	GS-ST002A
117	Pilot Nut	1	GS-ST032
119	Clutch Shoe	3	GS-110004
120	Clutch Spring	3	GS-ST003
121	Clutch Bell, 13T	1	GS-ST001
122	Manifold	1	GS-ST079
123	.21 Exhaust Gasket	1	GS-E21
124	Manifold Holder	1	GS-ST078
125	Manifold Holder Spring	1	GS-ST078
126	5x10 Ball Bearing	2	GS-690001
127	M3 Spring Washer	4	GS-601005
130	Ball End, 5.8 mm	2	GS-ST037
131	Throttle Rod Support	1	GS-UT15
132	Brake Rod Support, Upper	1	GS-UT15
133	Brake Rod Support, Lower	1	GS-UT15
134	Throttle Rod End	1	GS-UT15
135	Linkage Spring	1	GS-UT15
136	Stopper, 2 mm	4	GS-UT15
137	Adjuster Knob	2	GS-UT15
139	Fuel Tank	1	GS-ST060
140	Silicone Coupler	1	GS-CMS8
141	Muffler	1	GS-ST081
142	Pressure Tap	1	GS-ST081
143	Muffler Stay Wire	1	GS-ST071
144	Muffler Stay	1	GS-ST071
145	Nylon Tie Wrap, 3.5x150 mm	2	
146	Medium Fuel Tubing	1	GS-2455-3
151	Tie Strap	2	
153	Shock Body, Rear	2	GS-ST073A
155	Long Shock Shaft	2	GS-25072
156	7mm C-clip	4	GS-600026
157	Silicone O-ring, P3	8	GS-300005
158	Shock Collar, Thick	4	GS-80007
159	Shock Collar, Thin	4	GS-80007
161	Ball End, 5.8 mm	4	GS-ST084
162	Shock Sealed End Cap	4	GS-250033
163	Shock End Cap	4	GS-ST084
164	1/8 Shock Bladder	4	GS-SH-8
165	Spring Collar	4	GS-ST084
166	Spring Cup	4	GS-ST084
168	Shock Spring, Long	2	GS-ST086
169	Spring Adjuster, 1 mm	8	GS-ST083
170	Spring Adjuster, 2 mm	8	GS-ST083
171	Spring Adjuster, 5 mm	4	GS-ST083
172	Spring Adjuster, 10 mm	4	GS-ST083
173	5.8 mm Ball, Storm/SUT Shocks	8	GS-250106
174	Pin, 3x16.8 mm	4	GS-STP020-1
175	Storm Bumper	1	GS-ST013
176	5x8x2.5 Ball Bearing Flanged	2	GS-690004
177	6x10x3 Ball Bearing	4	GS-69005
178	Adjustable servo saver tube	1	GS-STP13
179	Servo Saver Arm Bushing	2	GS-ST101
180	6x10x3 Ball Bearing Flanged	2	GS-69002
181	Universal Rear Drive Shaft	2	GS-STP19
185	2.6x6x0.5mm Washers	4	GS-601001
187	Shock Body, Front (M)	2	GS-ST072C
201	SUT Shock Tower Ti finish (6061)	2	GS-UT06TA
202	SUT Servo Tray 6061(TA)	1	GS-UT07TA
203	SUT 3mm Center Diff Spacers (TA)	2	GS-UT08TA
204	SUT Center Diff Support Plate (TA)	1	GS-UT09TA
205	SUT 14mm Hex Axle Adapter (TA)	4	GS-UT10TA
206	SUT-CE Chassis 7075 (+24mm)	1	GS-UTC01
207	SUT-CE Front Chassis Brace	1	GS-UTC02
208	SUT-CE Rear Chassis Brace	1	GS-UTC03
209	SUT-CE Steering Plate Set (5mm)	1	GS-UTC04
210	SUT-CE Front Lower Sus. Front Plate	1	GS-UTC05
211	SUT-CE Front Lower Sus. Rear Mount	1	GS-UTC06
212	SUT-CE Rear Anti-Squat Mount (3°)	1	GS-UTC07
213	SUT-CE Rear Sus. Mount (3°)	1	GS-UTC08
214	SUT-CE F/R Lower Hinge Pin 4mm	4	GS-UTC09
215	SUT-CE Univ. F/Center Drive Shaft	1	GS-UTC10
216	SUT-CE Univ. R/Center Drive Shaft	1	GS-UTC11
217	1/8 High Performance Air Filter Mount	1	GS-701017
218	1/8 High Performance Air Filter Cap	1	GS-701017
219	1/8 High Performance Air Filter Foam	1	GS-701017-1
220	1/8 High Performance Air Filter Adapter	1	GS-701017
221	Shock Piston 1.3mmx2 holes	4	GS-100228



SUT CE Key No./Spare Parts No. List			
Key No.	Part Name	Q'ty Used	Item No.
222	Medium Shock Shaft	2	GS-25071
223	Storm/SUT Upp. Steering Plate (TA)	1	GS-ST049TA
300	Shock Spring, Medium	2	GS-ST086
306	SUT 14 to 17mm Hex Adapters	4	GS-UT04
307	SUT Left Side Guard	1	GS-UT02
308	SUT Right Side Guard	1	GS-UT02
309	SUT Wheel	4	GS-100120WH
310	SUT Tire	4	GS-350007
311	SUT Foam Tire Insert	4	GS-350007
312	SUT Body Mount	4	GS-UT03
313	SUT 54T Spur Gear	1	GS-UT05
317	M5X35 Set Screw	4	GS-UT13
318	SUT Truck Body Decals	1	GS-150004
319	SUT Truck Logo Decals	1	GS-150004
320	SUT Truck Window Masks	1	GS-150004
328	SUT Rear Wing	1	GS-150004-1
329	3X12 BH/ST Screw	22	GS-670024
330	3X8 FH/ST Screw	6	GS-650023
331	3X6 BH Screw	3	GS-640020
333	R8 Body Pin	4	GS-80006
334	M4X12 FH Screw	4	GS-620080
335	3.5X15 FH/ST	2	GS-650056
336	3X23 Cap	2	GS-611030
337	3X12 Cap	2	GS-611023
338	3X4 Set Screw	2	GS-610001

SUT CE Key No./Spare Parts No. List			
Key No.	Part Name	Q'ty Used	Item No.
342	M3 Lock Nut	16	GS-603007
343	M2.5 Lock Nut	4	GS-ST105
344	4x4 Set Screw	5	GS-610020
345	5x5 Set Screw	2	GS-610040
346	3.5x25 RH/ST Screw	8	GS-660054
348	4x12 Set Screw	4	GS-610026
349	4x12 Cap Screw	4	GS-611077
351	3x12mm Set Screw	2	GS-610006
352	3x12 FH Screw	6	GS-620026
353	3x12 BH Screw	1	GS-UT15
354	3x25 Cap Screw	2	GS-611031
355	3x16 BH Screw	8	GS-640028
357	3x20mm Cap Screw	1	GS-611028
358	3x15 BH/ST Screw	4	GS-670027
359	3x12 FH/ST Screw	6	GS-650025
361	3x16 Cap Screw	4	GS-611026
362	3x6 Cap Screw	1	GS-611020
363	4x8 FH Screw	1	GS-620078
364	2x13 RH Screw	1	GS-UT15
367	3x10mm FH Screw	4	GS-620025
368	SUT Throttle Rod 2x67mm	3	GS-UT15
369	3x8 BH/ST Screw	4	GS-670024
370	3x10 BH Screw	5	GS-640023
375	5mm Flanged Locknut	4	GS-603031BL
378	M4x8 BH Hex Screw	4	GS-615001
379	M3x46 Turnbuckle	1	GS-250147D

SUT CE Spare Parts List	
Item No.	Part Name
GS-AV091	Antenna Tube
GS-CMS8	Silicone Coupler
GS-E21	.21 Exhaust Gasket
GS-SH-8	1/8 Shock Bladder
GS-ST001	Clutch Bell,13T
GS-ST002	Flywheel Set
GS-ST002A	Cone Collet (2)
GS-ST003	Clutch Spring
GS-ST006	Large Crown (bevel) Gear
GS-ST007	Small Pinion (bevel) Gear
GS-ST008	Diff. Bevel Gear Set
GS-ST009	Diff. Case Set
GS-ST009A	Bushing ,6x10x2.35mm
GS-ST010	Diff. Gasket
GS-ST011	Center Diff. Mount Set
GS-ST012	Bulkhead Set (1)
GS-ST013	Storm Bumper
GS-ST014	Rear Lower Suspension Arm (1)
GS-ST015	Front Lower Suspension Arm (1)
GS-ST016	Rear Upper Suspension Arm Set (2)
GS-ST016A	Ball End, 8.8mm (4)
GS-ST016B	M5x50 Turnbuckle, Rear Upper Arm (2)
GS-ST017	Front Upper Suspension Arm Set (2)
GS-ST017A	M5x25 Turnbuckle ,Front Upper Arm (2)

SUT CE Spare Parts List	
Item No.	Part Name
GS-ST019	Front Hub Carrier Set (L/R)
GS-ST020	Steering Knuckle, Left
GS-ST020A	Steering Knuckle, Collar (4)
GS-ST021	Steering Knuckle, Right
GS-ST022	Rear Hub Carrier Set
GS-ST023	Universal Drive Shaft, Front (2)
GS-ST027	Center Diff. Outdrive (2)
GS-ST028	Diff. Outdrive, F/R (2)
GS-ST031	Engine Mount Set, 17mm
GS-ST032	Pilot Nut
GS-ST036	Servo Saver Set
GS-ST036A	Servo saver shaft
GS-ST037	Steering Linkage Set
GS-ST040	Torque Rod Holder
GS-ST041	Brake Cam Set, Front
GS-ST042	Brake Cam Set, Rear
GS-ST043	Brake Disc, Steel (2)
GS-ST044	Brake Plate (2)
GS-ST045	Brake Pad (10)
GS-ST046	Sway Bar Linkage Set
GS-ST047	Front Sway Bar
GS-ST048	Rear Sway Bar
GS-ST049TA	Storm/SUT Upp. Steering Plate (TA)
GS-ST052	Front Upper Sus. Hinge Pin (2)

<b>SUT CE Spare Parts List</b>	
Item No.	Part Name
GS-ST053	Front Lower Hinge Pin 3mm
GS-ST054	Rear Lower Hinge Pin 3mm
GS-ST058	Radio Box Set
GS-ST058-1	Pin Holder
GS-ST060	Fuel Tank Set
GS-ST064	Pin, 2.5X13.8mm (6)
GS-ST065	Shim, 5X7X0.3mm (10)
GS-ST066	Shim. 4.1X10X0.3mm (10)
GS-ST067	O-ring, AS009 (6)
GS-ST068	Steering Turnbuckle Set (2)
GS-ST068A	Turnbuckle ,4x46mm (2)
GS-ST071	Muffler Holder Set
GS-ST072C	Shock Body, Front (M)
GS-ST073	Rear Shock Set (2)
GS-ST073A	Shock Body, Rear (2)
GS-ST076	Antenna Stay Set
GS-ST078	Manifold Holder Set
GS-ST079	Manifold Set
GS-ST080	Front Upper Sus. Holder
GS-ST081	Muffler Set
GS-ST082	13.4x16x0.2mm Shim (10)
GS-ST083	Shock Preload Spacers
GS-ST084	Shock Plastic Accessories
GS-ST085	Shock Bushing (4)
GS-ST086	Shock Spring Set
GS-ST101	Servo Saver Arm Bushing
GS-ST105	M2.5 Lock Nut
GS-STP020-1	Pin 3x16.8mm (4)
GS-STP13	Adjustable Servo Saver Pipe Set
GS-STP19	Universal Drive Shaft, Rear (2)
GS-UT02	SUT Side Guard Set
GS-UT03	SUT Body Mount Set
GS-UT04	SUT 14 to 17mm Hex Adapters
GS-UT05	SUT 54T Spur Gear
GS-UT06TA	SUT Shock Tower Ti finish (6061)
GS-UT07TA	SUT Servo Tray 6061(TA)
GS-UT08TA	SUT 3mm Center Diff Spacers (TA)
GS-UT09TA	SUT Center Diff Support Plate (TA)
GS-UT10TA	SUT 14mm Hex Axle Adapter (TA)
GS-UT13	M5X35 Set Screw
GS-UT15	SUT Throttle Rod Set
GS-UTC01	SUT-CE Chassis 7075 (+24mm)
GS-UTC02	SUT-CE Front Chassis Brace

<b>SUT CE Spare Parts List</b>	
Item No.	Part Name
GS-UTC03	SUT-CE Rear Chassis Brace
GS-UTC04	SUT-CE Steering Plate Set (5mm)
GS-UTC05	SUT-CE Front Lower Sus. Front Plate
GS-UTC06	SUT-CE Front Lower Sus. Rear Mount
GS-UTC07	SUT-CE Rear Anti-Squat Mount (3°)
GS-UTC08	SUT-CE Rear Sus. Mount (3°)
GS-UTC09	SUT-CE F/R Lower Hinge Pin 4mm
GS-UTC10	SUT-CE Univ. F/Center Drive Shaft
GS-UTC11	SUT-CE Univ. R/Center Drive Shaft
GS-UTC12	Screw Set for SUT CE
GS-100120WH	SUT Wheel
GS-100228	Shock Piston 1.3mmx2 holes
GS-110004	Heavy Duty Clutch Shoe
GS-150004D	SUT-CE Korn Prepainted Body
GS-150004-1	SUT Rear Wing Set
GS-2455-3	Medium Fuel Tubing
GS-250033	Shock Sealed End Cap
GS-250106	5.8 mm Ball, Storm/SUT Shocks
GS-250147D	M3x46 Turnbuckle
GS-25071	Medium Shock Shaft
GS-25072	Long Shock Shaft
GS-300005	Silicone O-ring, P3
GS-350007	SUT Road Ripper Tires
GS-600006	Small Body Pin
GS-600026	7mm C-clip
GS-601001	2.6x6x0.5mm Washers
GS-601005	M3 Spring Washer
GS-601006	Washer, 3x8 mm
GS-601007	Washer, 5x10x0.5mm
GS-603007	M3 Lock Nut
GS-603031BL	5mm Flanged Locknut
GS-610001	3X4 Set Screw
GS-610006	3x12 Set Screw
GS-610020	4x4 Set Screw
GS-610026	4x12 Set Screw
GS-610040	M5x5 Set Screw
GS-611020	3x6 Cap Screw
GS-611023	3x12 Cap Screw
GS-611026	3x16 Cap Screw
GS-611028	3x20mm Cap Screw
GS-611030	3X23 Cap Screw
GS-611031	3X25 Cap Screw
GS-611077	4x12 Cap Screw

<b>SUT CE Spare Parts List</b>	
Item No.	Part Name
GS-615001	M4x8 BH Hex Screw (10)
GS-620025	3x10mm FH Screw
GS-620026	3x12 FH Screw
GS-620078	4x8 FH Screw
GS-620080	M4X12 FH Screw
GS-640023	3x10 BH Screw
GS-640028	3x16 BH Screw
GS-650023	3X8 FH/ST Screw
GS-650025	3x12 FH/ST Screw
GS-650056	3.5X15 FH/ST Screw
GS-660054	3.5x25 RH/ST Screw
GS-670024	3X12mm BH/ST
GS-670027	3x15 BH/ST Screw
GS-690001	5x10 Ball Bearing
GS-690003	8x16 Ball Bearing
GS-69002	6x10x3 Ball Bearing Flanged
GS-69004	5x8x2.5 Ball Bearing Flanged
GS-69005	6x10x3 Ball Bearing
GS-700714	Antenna Tube Cap
GS-701017	1/8 High Performance Air Filter Set
GS-701017-1	1/8 High Performance Air Filter Foam
GS-80006	R8 Body Pin
GS-80007	Shock Collar Set (Storm)
<b>SUT-CE Starting Equipment</b>	
GS-900117	Power Starter Set
GS-900116	Starter Gear Set
GS-250550	Starter Shaft
GS-680069	Cushion Spring

<b>SUT-CE Option Parts List</b>	
Item No.	Part Name
GS-UTP01	SUT Carbon Center Diff Support Plate
GS-UTP03	SUT 7075 Shock Tower
GS-UTP04	SUT Carbon Fiber Servo Tray
GS-STP02	Carbon Fiber Support Plate, Front
GS-STP06	7075 Steering Knuckle, Right
GS-STP07	7075 Steering Knuckle, Left
GS-STP10	7075 Front Upper Sus. Hinge Pin Holder
GS-STP15	7075 Rear Chassis Brace Holder
GS-STP21	Aluminum Post (3)
GS-STP22	Heat-Sink Engine Mount Set (req. STP31)
GS-STP27	Special 2-piece Center Diff. Mount Set
GS-STP29	Sway Bar Set, Front
GS-STP30	Sway Bar Set, Rear
GS-STP31	Flywheel (Small Diameter)
GS-STP33	Fuel Tank & Brake Splash Guard Set
GS-10065	Special Shock Piston 1.4mmx2
GS-124	High Performance Shock , Medium
GS-125	High Performance Shock , Long
GS-150004	SUT Truck Clear Body Set

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# **SUTCE**

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