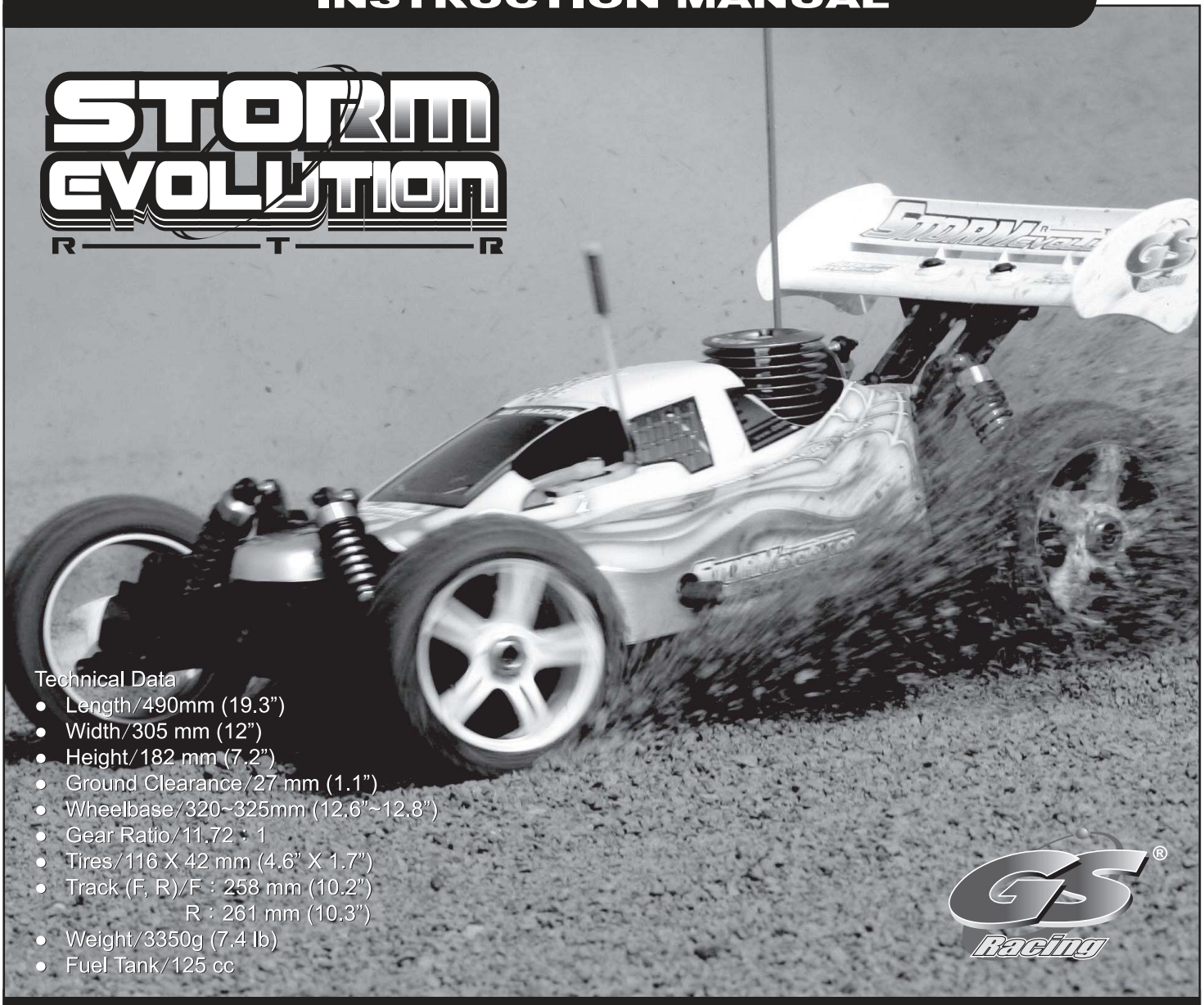
INSTRUCTION MANUAL

STORM EVOLUTION

R — T — R



Technical Data
- Length/490mm (19.3")
- Width/305 mm (12")
- Height/182 mm (7.2")
- Ground Clearance/27 mm (1.1")
- Wheelbase/320~325mm (12.6"~12.8")
- Gear Ratio/11.72 : 1
- Tires/116 X 42 mm (4.6" X 1.7")
- Track (F, R)/F : 258 mm (10.2")
  R : 261 mm (10.3")
- Weight/3350g (7.4 lb)
- Fuel Tank/125 cc

GS® Racing

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

INDEX

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

Congratulation

Congratulations on your purchase of the new GS Racing Storm EVO25 RTR 1/8 scare off road buggy.

Please read this manual thoroughly, before you attempt to start or drive your Storm EVO25 RTR, Storm EVO25 RTR for short. This manual contains step-by-step instructions to help you complete, prepare for startup, and fine-tune your buggy. Updates, setups, and product news will be posted on our website, so check often.

As always, if you should ever have any questions or need help with your Storm EVO25 RTR, please feel free to contact our official GS Racing dealers and distributors, as they will be glad to help you. You may also contact us at any time for the most up to date information and support.

Good luck and good racing!

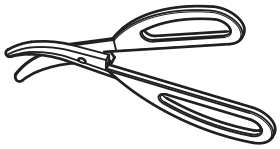
-GS RACING-

Required Equipment for Operation

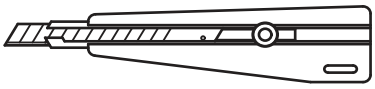
1. Tools Required for Building and Maintenance：

○ Precision Ruler or Caliper

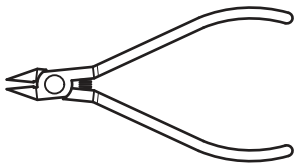
○ Hobby Scissors



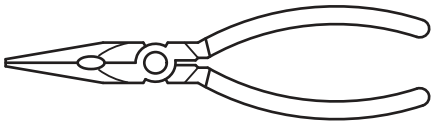
○ Hobby Knife



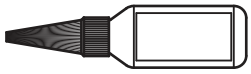
○ Wire Cutters



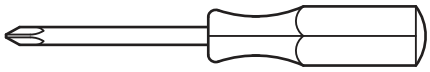
○ Needle Nose Pliers



○ Thread Locking Compound

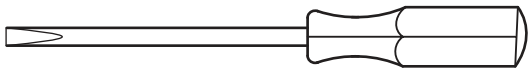


○ Phillips Screwdriver (#0,#1,#2)

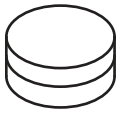


○ CA Glue and Rubber Cement

○ Flathead Screwdriver

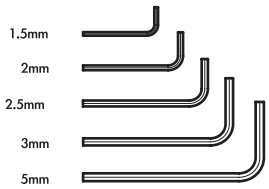


○ Silicone Type of Grease

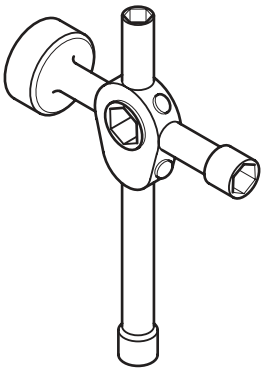


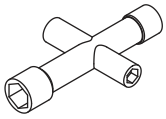
Tools Included:

○ Hex Wrench



○ Cross Wrench





WARNING!

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

2. Additional Items Required：

- 8 AA size Batteries (For Transmitter)
- 4 AA size Batteries (For Receiver)
- 1AA size Battery (For Igniter)
- Glow Fuel, Differential, Shock, Air Filter Oils and Model Grease
- One 6-Cell 7.2-Volt Battery Packs for Drill Starter Unit (Drill Starter Kits only)

3. Suggested Items：

- Ni-Cd Battery Pack (5-Cell Hump Type)
- High Speed Servos
- Starter Box (GS Racing Turbo Box recommended)
- 12-Volt Battery or Two 6-Cell 7.2-Volt Battery Packs for Starter Box

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

Assemble in the specified order

Pure Silicone Oil

Thread Locking Compound

3. We are constantly updating parts to improve our products. These changes, if any, will be noted in supplementary sheets 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.

4. The circled numbers in the drawings are key numbers. These numbers are to be used to quickly find the part name and item (part) number in the back of the manual.

5. When we refer to left and right sides, we are referring to the driver's point of view from inside the stadium kit.

6. The engine mounts supplied with the Storm EVO RTR may not fit some of the newer type engines.

7. Remove the car, and all accessories included in the package. Along with this manual, the package should contain 1 car with body and wing, 1 antenna tube, 1 glow igniter, 1 fuel bottle, 1 radio manual, set of metric hex wrenches, small cross wrench, large cross wrench, Storm EVO RTR decal sheet, 1 GS radio system, 1 tie strap, 2 plastic trees with spring tension clips and any further supplemental instruction decal, or promotional sheets.

Please review all parts and familiarize yourself with them. If you have no prior nitro r/c experience, ask for help from your local hobby shop, experienced racer, or GS Distributor. If you purchased the drill start equipped Storm EVO RTR , you will also find the GS Power Starter Unit.

Introduction

Congratulations and thank you for choosing the GS Racing Storm Evolution RTR 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 Evolution RTR, Storm EVO RTR for short. 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 buggy with our best setup, take the time to follow our instructions to ensure winning results with your Storm EVO RTR. 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 EVO RTR is not intended for children under the age of 14 without adult supervision. GS Racing shall not be held liable for any loss or damages, whether direct, indirect, act of nature, arising from the abuse or misuse of this product or any other product required while operating this model.

- Fuel can be dangerous is improperly handled. Follow all of the manufacturer's suggestions.
- Always keep fuel in a cool area and never use near flame, sparks, or while smoking.
- Keep fuel and 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.

Final Prep, Checklist, and Fisrt Run

Read, understand, and perform the following steps to properly prepare, start, run, and store your Storm EVO RTR. Before the first and every run, ensure the area of operation is safe. Never operate on public roads, in places where children or people are present, in residential districts and parks, or indoor or other confined areas. Your Storm EVO RTR contains many rotating and moving parts. Do not put your fingers or other objects inside the car while the engine is running. After operation, the engine, exhaust, and chassis can become very hot. Do not touch these parts until they cool.

Remove the body and check the car over for any loose screws and nuts. Although rare, screws can come loose during shipping. After the first 5 minutes of engine break in, check all the screws again. Do this before each run.

Refer to the Engine assembly page of the manual. Check the gear mesh between the engine and the spur gear. Normally the factory setting is ok, but it's always a good idea to check it. The clutch bell and spur should rotate smooth without any excessive noise. Check all other moving/rotating parts for binding. Perform this step before each run and adjust as needed.

Refer to the Shock Spring page of the manual to set the proper ride height. Set the buggy on a table and push the buggy down and allow it to rise to its ride height. Install the spring adjusters included in with your car to set the ride height so that all lower suspension arms are level when the car stops rising. Repeat until all the lower arms are parallel with the table. A good starting point is 2mm in the front shocks and 4mm in the rear shocks. Double-check this setting after 20 minutes of driving.

Refer to the Air Filter page of the manual. The air filter comes pre-oiled. However, you should check to make sure it is clean and oiled before each run. Remove the entire air filter assembly from the engine. Remove the air filter cap, and if needed, oil the filter foam element. Reassemble the air filter assembly, but do not install it on the engine just yet. We'll do this after checking the radio settings. To clean the air filter, simply remove the foam element, knead it with a small amount of rubbing alcohol, allow it to dry, re-oil, and assemble. Never run the engine without the filter on.

Now it's time to install batteries in the car. Refer to the Radio Box step of the manual. Remove the 2 clips, which hold the radio box cover in place. Inside the radio box is the receiver and battery tray. Note how the servo wires are routed into and out of the radio box. Install four fresh AA size batteries and place the battery tray back in the radio box.

Remove the plastic cap from the antenna tube, and route the receiver antenna wire through the tube. As the wire extends out of the antenna tube, gently pull it through and insert the tube into the mount on the side of the radio box until it just sticks out the bottom. Fix in place by gently tightening the set screw in the mount area. The receiver wire should fall into the groove directly next to the antenna mount. Install the cap back on and allow any excess wire to hang free. Route the servo wires through the opening in the front and close the cover and secure with the clips.

Though not absolutely necessary, but as a precaution, you may choose to secure both the battery tray and receiver inside the radio box. After installing the batteries, secure them with a tie strap or tape. Place padding (cotton balls, bubble wrap, thin foam) around both the receiver and the battery tray. Before each run, check to make sure the batteries are secure. Always use fresh fully charged batteries! If your Storm EVO RTR should ever behave strange or not respond to radio input, immediately stop the car, shut the engine off, and check for the cause. For added steering and throttle response and speed, you may choose to upgrade to a 5-cell rechargeable battery pack. Please see your local hobby shop for details.

Next, install eight AA batteries in the radio transmitter. Always check to make sure no one is on the same channel as you before turning the transmitter on.

Extend the antenna and turn the transmitter on, followed by the receiver switch in the car. Always use fresh batteries, and always turn the transmitter on first, and off last. Refer to the radio manual for detailed descriptions of the following.

The radio is preset at the factory, but you should always check the settings before starting the engine. Turn the steering wheel left and right and pull the trigger to throttle and brake. If the servos move opposite the input, then change the direction of the respective servos by using the servo reversing switches, directly under the on/off switch.

Now check the steering. If the front wheels do not point straight, rotate the ST. TRIM knob on the transmitter left or right to point the wheels straight.

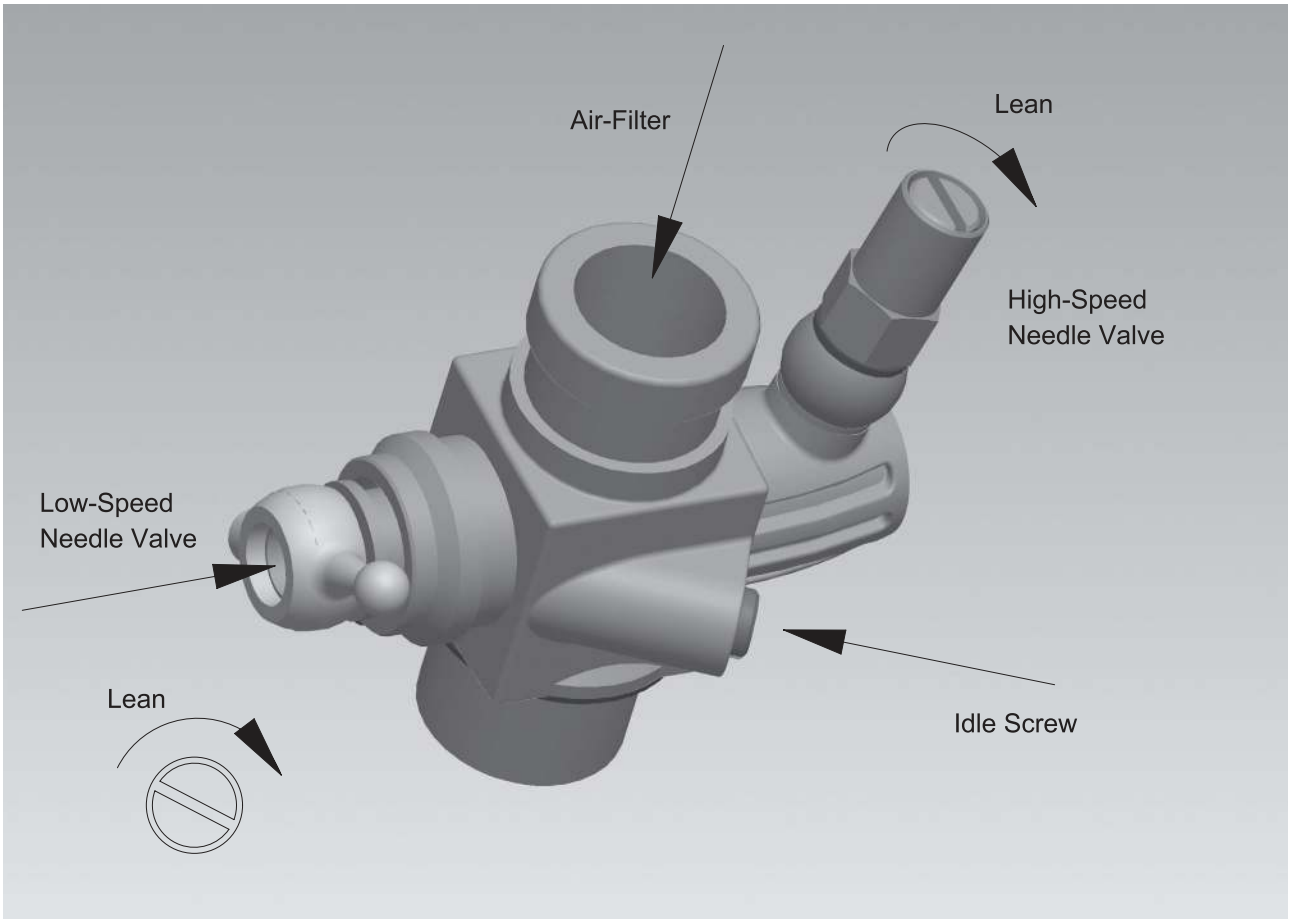
Now check the throttle servo. Rotate the TH. Trim button to the right (If you look inside the carburetor body, you will see the gap get bigger.) This will rotate the throttle servo horn away from the engine, pulling the carburetor open. Now slowly rotate the knob towards the left and keep an eye on the shiny sleeve inside the carburetor. As soon as the sleeve stops moving, stop rotating the knob. This is your throttle neutral point. The opening in the carburetor body (the area between the sleeve and the body) should be about 0.7mm.

Now it's time to start up and break in the engine. If you are unsure about your ability to properly break-in and tune the engine, or encounter difficulty, please seek help from your local hobby shop or GS Distributor. Nearly all engine problems are directly related to poor break-in procedure and improper adjustments. The following guidelines and settings are for the GSB03 engine only, follow them carefully!

Use only popular name brand glow fuel. Do not use any type of RC airplane or helicopter fuel. Use only fresh and clean fuel. Fuel is flammable and explosive, so handle with care and always use outdoors. Always store fuel in a cool, dry, safe place, out of reach of children. Do not allow fuel to come in contact with your person, especially mouth, eyes, nose, face, and ears. Seek medical help if contact occurs.

Check the fuel and pressure lines for leaks and cracks. The fuel line is the tube, which goes from the fuel tank to the engine. The pressure line is the tube, which goes from the exhaust pipe to the fuel tank. Check to make sure both lines are not kinked or touching any moving or rotating parts.

The needles are preset at the factory, but it's a good idea to verify the proper setting for break-in. The following are the recommended starting settings: Main (high/top end) needle 2 1/2 turns from closed and Low (bottom end) needle 2 3/4 turns from closed. The main needle is the screw in the brass tube directly next to the air filter and the bottom end needle is the screw in front of the rubber boot, directly next to the ball linkage. When tightening the needles, stop turning when you feel resistance.



Final Prep, Checklist, and Fisrt Run

Fill up the tank with model glow fuel (20% recommended). The engine is easier to start if you prime it. The easiest way to prime the engine is to place an object over the exhaust stinger outlet (the hole in the front of the exhaust pipe) and pull the starter cord several times. This will force fuel through the fuel line and into the carburetor. Install the AA battery in the glow igniter.

Turn on the transmitter and receiver switch. Place the glow igniter onto the glow plug on the engine and gently pull the starter cord. The engine should start up within a few pulls. Never pull the starter cord for an extended period as you will cause damage to the starter mechanism. If the engine does not start, check the glow igniter, glow plug, fuel line, pressure line, and fuel tank. Make sure all are working properly.

To help keep the engine idling during the first tank, you may apply a small amount of throttle to allow the engine to stay running until it warms up. You may do this by pulling the trigger slightly, or by turning the TH trim knob to the right. You may also leave the igniter on the glow plug for the first tank.

Slowly raise the throttle and check to make sure the tires spin and the brakes work.
Allow the engine to idle for 5 minutes, then shut down and allow it too cool. Repeat this procedure for an entire tank of fuel. After the first tank, lean (turn clockwise) the main needle 1/8 turn and drive the car at low speeds. Repeat this process for the 3rd and 4th tanks. Pay special attention to engine rpm, exhaust smoke, engine temperature, and idle. You may need to raise or lower the idle during this time. The engine temperature will vary widely depending on type of fuel, weather conditions, and track conditions, so do not use temperature as the sole basis for engine break-in and tuning. Make sure the engine idles steady, plenty of smoke is emitted from the exhaust, and engine rpm is not too high.

During the 3rd and 4th tanks, you may also need to adjust the low-end needle. The final setting for the low-end needle will normally be within 1/4 turn lean or rich from the above starting point.

By the fifth tank the engine should be fully broken in. The final main needle setting will be within 1/2 turn from the above starting point. Never tighten the main needle less than 2 turns from closed. Once the engine has reached its optimum setting, richen (loosen) the main needle about 1/16 turn.

The final settings for both needles (2 to 2 1/4 turns from closed for the main needle) and 2 1/2 to 2 3/4 turns from closed for the low-end needle) will work for most conditions. Extreme conditions (very hot, very cold, very dry, very humid) may require only very slightly different settings. Refer to the “Engine Adjustment” pages in the manual for fine-tuning tips.

The idle screw is used only to raise or lower the idle. Normally the idle will drop as the engine breaks in, but may rise slightly as the top end needle is tightened. If at any time the idle appears too low or the engine will not stay running, tighten the idle screw about 1/2 turn.

During break in, it is a good idea to drive the car without the body on to allow extra cooling to the engine. After break in, apply decals to the body, install and go. If the engine shuts off at any time, and has overheated, allow it to cool before restarting, otherwise you may pull the starter cord too many times in an effort to restart the engine, damaging the starter mechanism. Should you need to replace the glow plug, we suggest using only GS #5 plugs (GS-900069).

Always allow the engine to warm up before making any adjustments. Proper warm up can take up to 3 minutes. Note that when the fuel tank is full, the engine tune will be slightly rich, and when the fuel tank is empty the engine tune will be slightly lean. For best results, set proper engine tune with 1/2 tank of fuel. Engine setting will also vary slightly from paved to unpaved surfaces.

There are several ways to shut off the engine.

Shutting off the Engine:

There are several ways to shut the engine off. Here are some suggestions. Please exercise caution when attempting to shut the engine off to avoid any bodily harm.

1. You can simply allow the engine to run until there is no more fuel in the tank you're your engine is tuned properly, you will notice a slight rise in idle just before the engine shuts off. If the engine idles erratically well before it shuts off, your engine settings may be lean.

2. You may place an object (a rag, the sole of your shoe, etc.) over the tip of the exhaust stinger. By covering the exhaust stinger, the engine will shut off immediately. Do not use your bare fingers as you risk injury.

3. You may bump the flywheel with an object (a rag, the sole of your shoe, the handle of a screwdriver, etc.) Do not use your bare fingers as you risk injury.

4. You may press your finger (or other blunt, clean object) over and into the air filter. This method is recom mended only in case of emergency. Pressing into the air filter may force dirt into the engine. Contact with the engine or carburetor may cause burns.

5. You may pinch the fuel line (the tubing that goes from the tank to the engine) with a pair of needle nose pliers until the engine shuts off. Use caution as to not' ctit or damage the fuel line. If your engine is tuned properly, you will notice a slight rise in idle just before the engine shuts off if the engine idles erratically well before it shuts off, your engine settings may be lean.

Before storing your buggy away, draw out any remaining fuel in the tank. Restart the engine to use up any remaining fuel. Apply a few drops of after-run oil to the engine, through the carburetor. Wipe off any dirt, mud, or oil from the buggy. Remove the batteries from the buggy and the transmitter.

For further fine tuning, here are some suggestions.

The first, easiest, and most important thing you can do is to keep the car clean and in good working condition. Keep your car clean and perform regular maintenance, such as keeping the screws tight, the air filter clean and oiled, and replacing bent or worn parts.

Tires have a huge impact on the performance of any car. The supplied tires are excellent for most average conditions. If you plan on parking lot racing, we highly suggest Medial Pro and Pro-Line brand tires.

Shocks are very important to the handling of the car. In time you will need to replace the oil in the shocks. Refer to the Shock Oil page in the manual for details.

The differentials come pre-assembled with grease. This setting works very well for most average conditions. Refer to the Differential assembly steps in the manual for further tuning details.

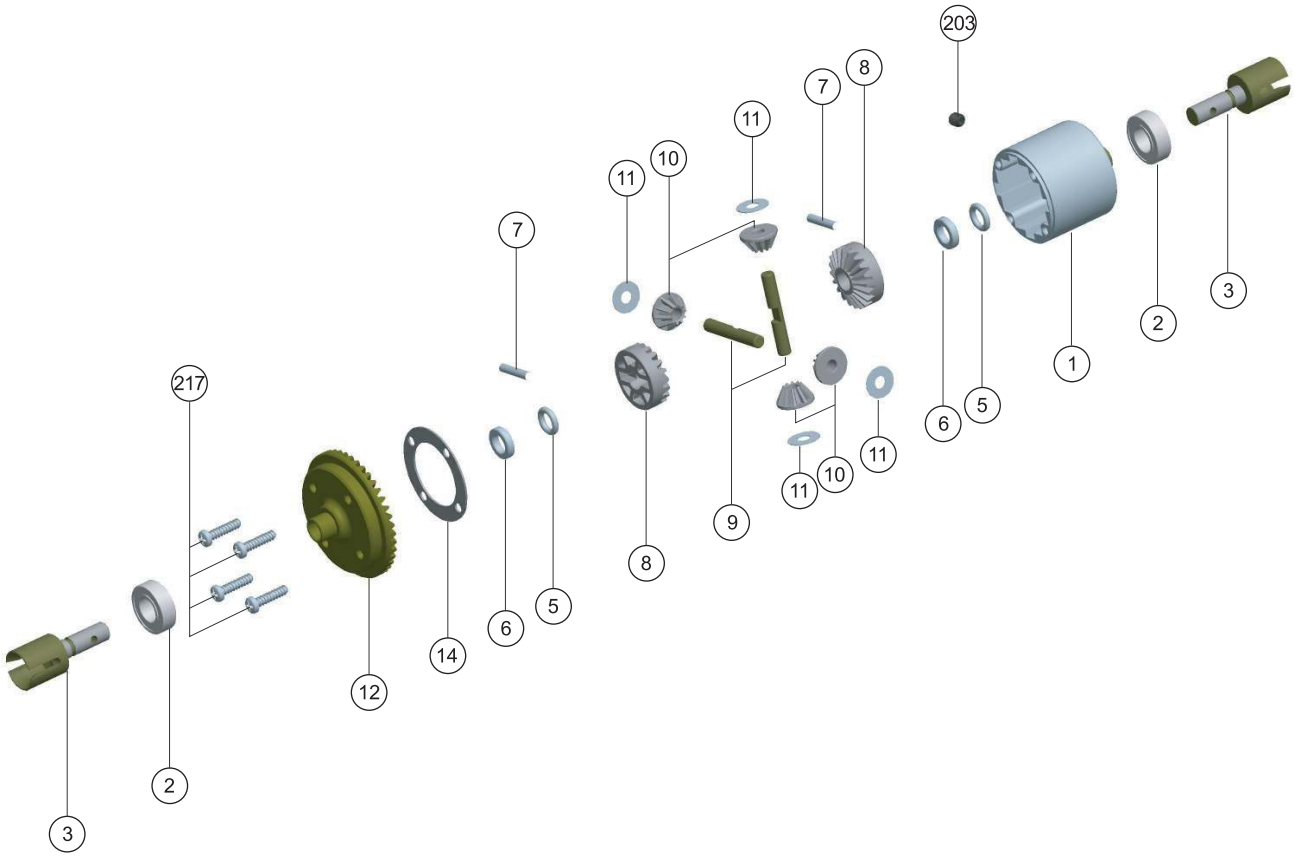
For increased speeds, there are several optional clutch bell and spur gears available from GS and other manufacturers. A 14 tooth clutch bell will increase top end speed. Spur gears are available, both smaller and larger than the stock gear. Larger spur gears will provide better acceleration, and smaller spur gears will provide higher top end speeds.

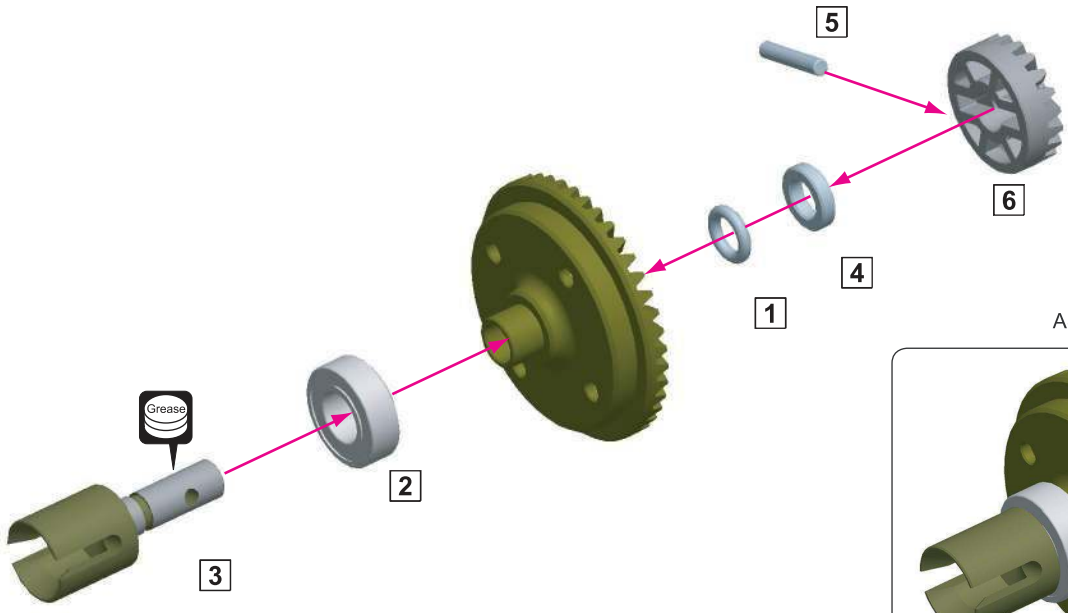
There are a host of option parts for your Storm EVO RTR. Nearly all the option parts are performance enhancing parts as well as adding great looks to your car. Refer to your manual and to www.gsracing.com for details.

This manual contains step-by-step instructions on the assembly of the Storm EVO RTR. Follow these steps to perform regular maintenance, to replace or repair broken or worn parts, and to perform fine-tuning.

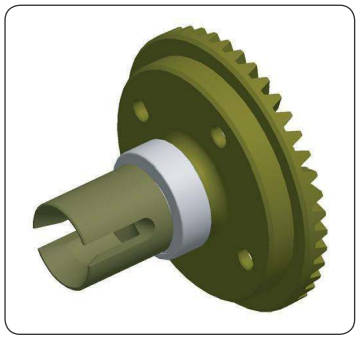
1. FRONT & REAR DIFFERENTIAL

Exploded View with Key Numbers



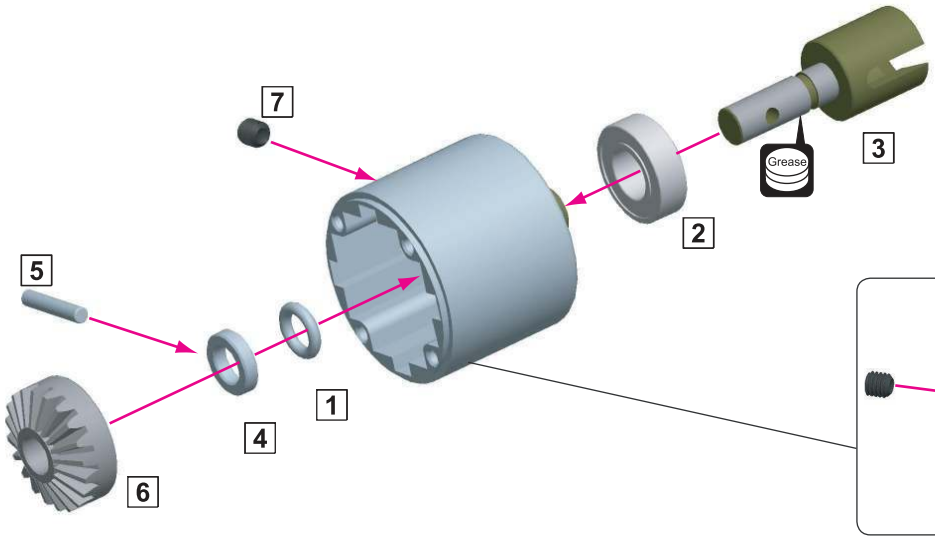


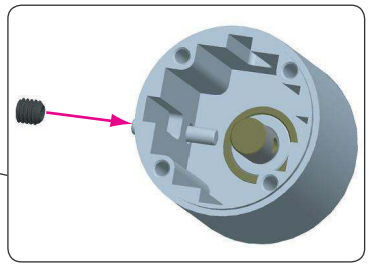
ASSEMBLED VIEW



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.

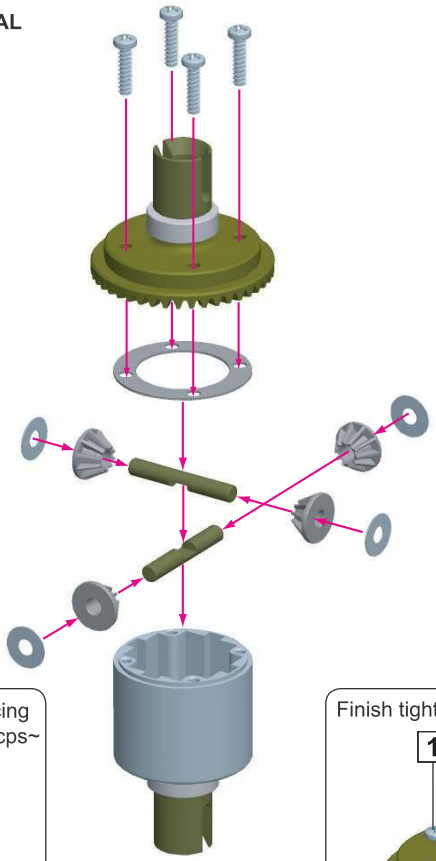
FRONT & REAR DIFFERENTIAL



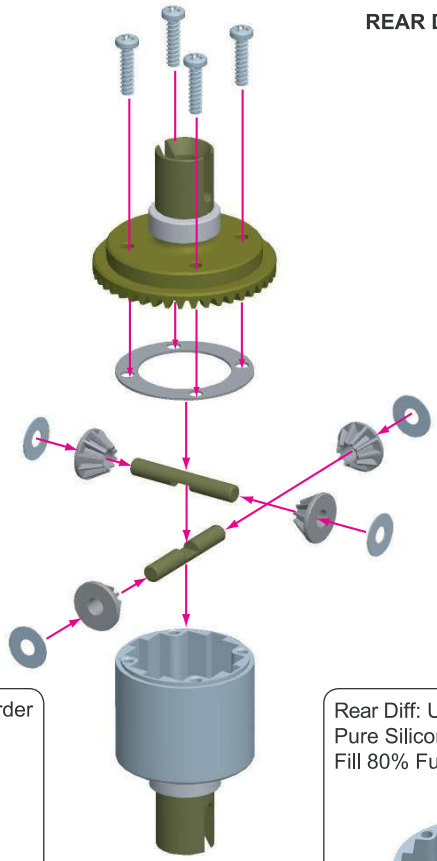


Front/Rear Diff Assembly: In this step you will assemble the diff cases for both the front and rear differentials. Slide the bearing onto the output shaft of the diff case. Apply a light of coat grease to the male portion of the front/rear diff out drive and insert it through the diff case. Apply a very 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

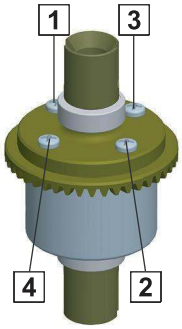


REAR DIFFERENTIAL



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

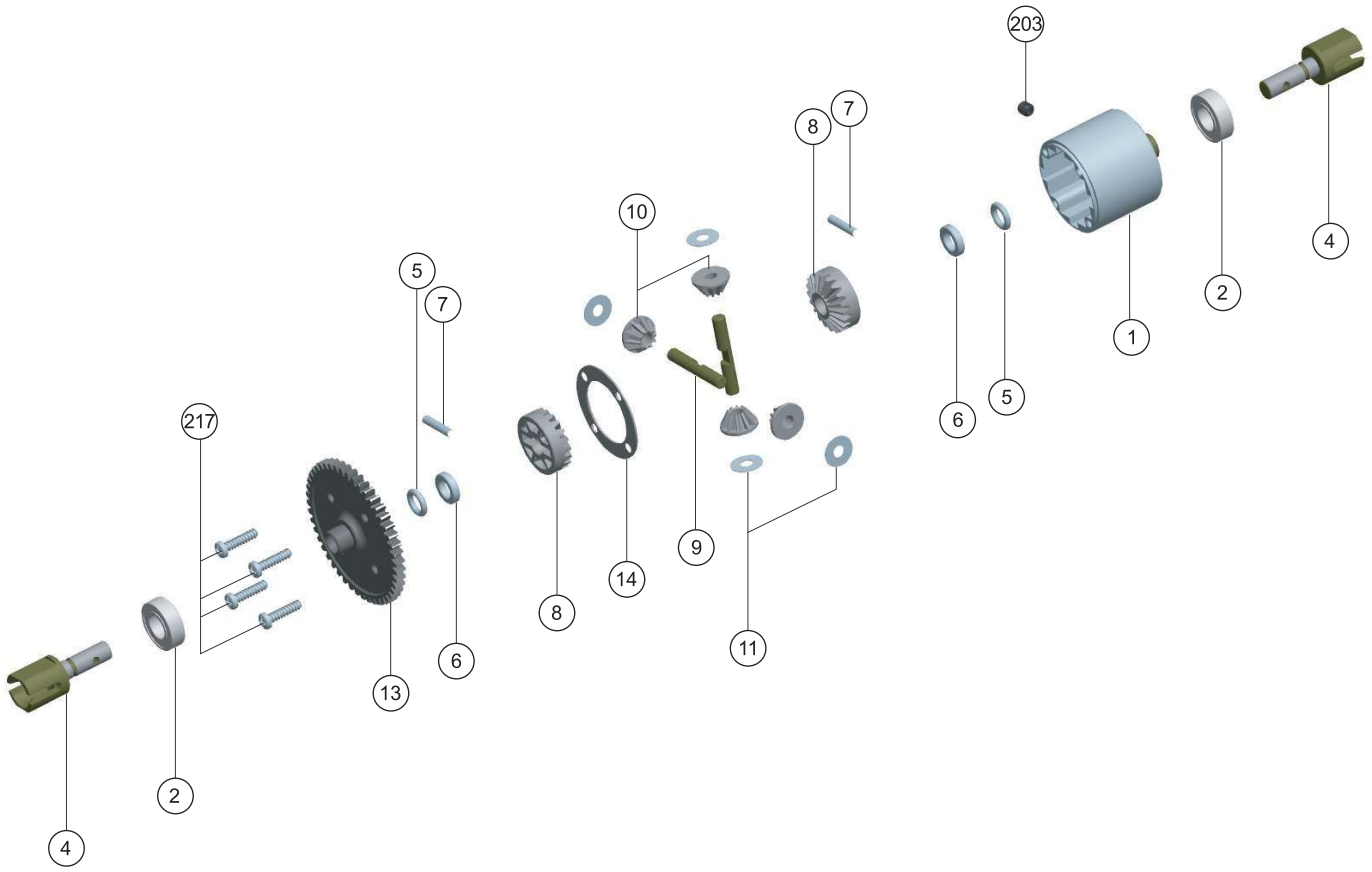
Finish tightening in this order

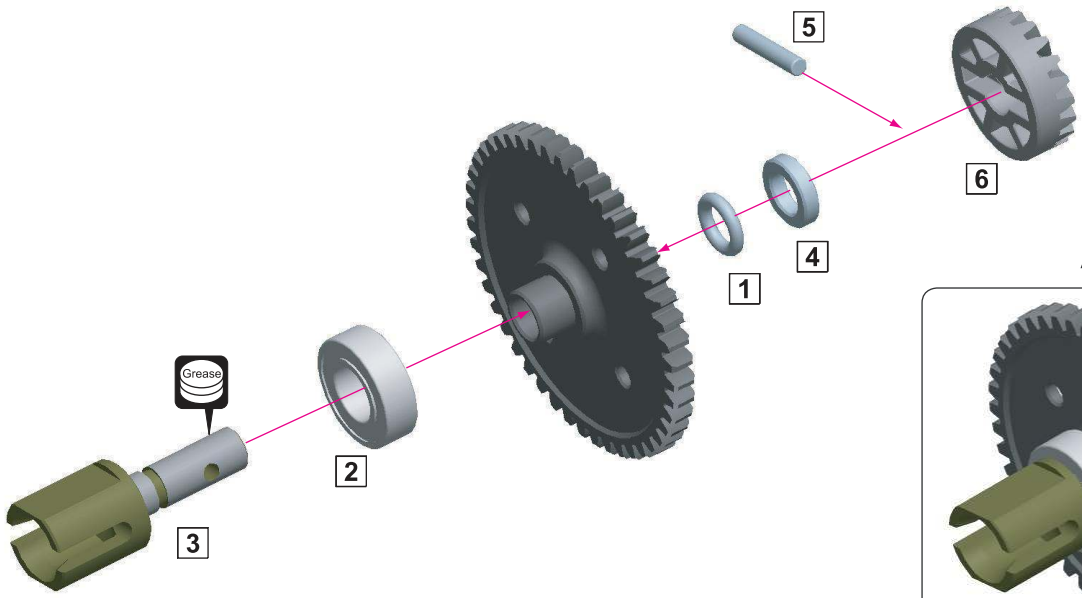


Rear Diff: Use GS Racing Pure Silicone Oil 1000cps Fill 80% Full

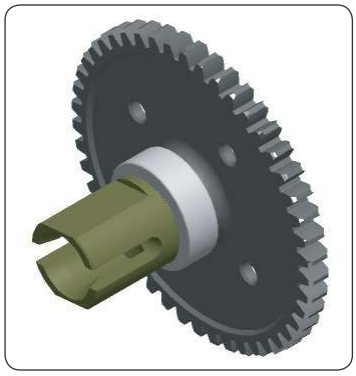
CENTER DIFFERENTIAL

Exploded View with Key Numbers



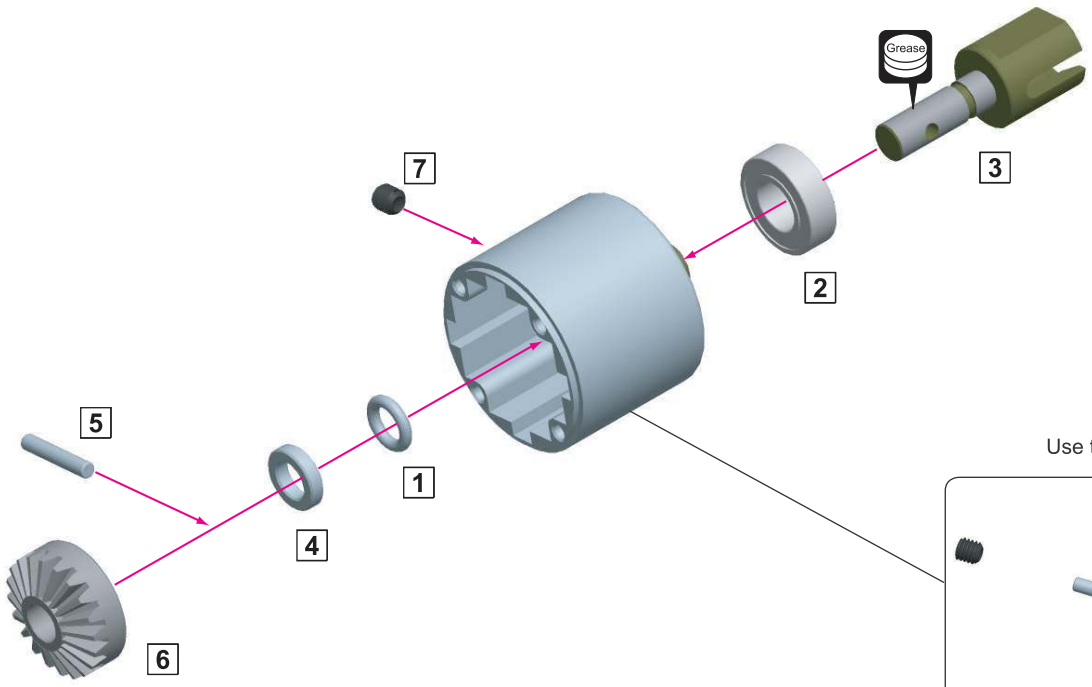


ASSEMBLED VIEW

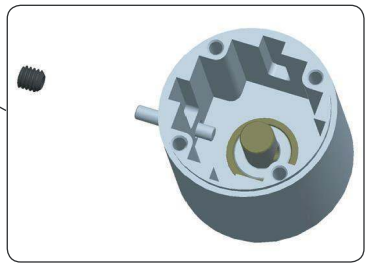


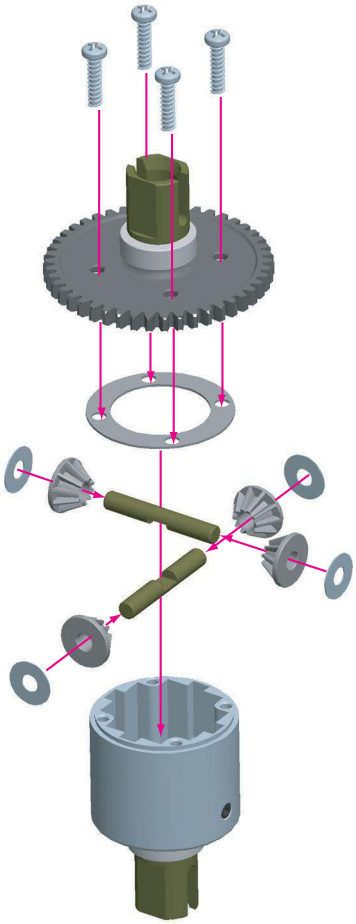
Center Spur Gear: Slide the bearing over the output shaft of the center spur gear. Apply a light coat of grease to the male portion of the long center diff out drive and insert it through the spur gear. Apply a very light coat of grease to the o-ring, then slide it over the shaft of the out drive and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

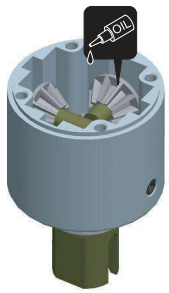


Use tweezers to insert pin

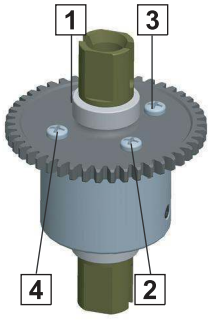




Center Diff: Use GS Racing Pure Silicone Oil 5000cps~ 20000cps Fill 80% Full



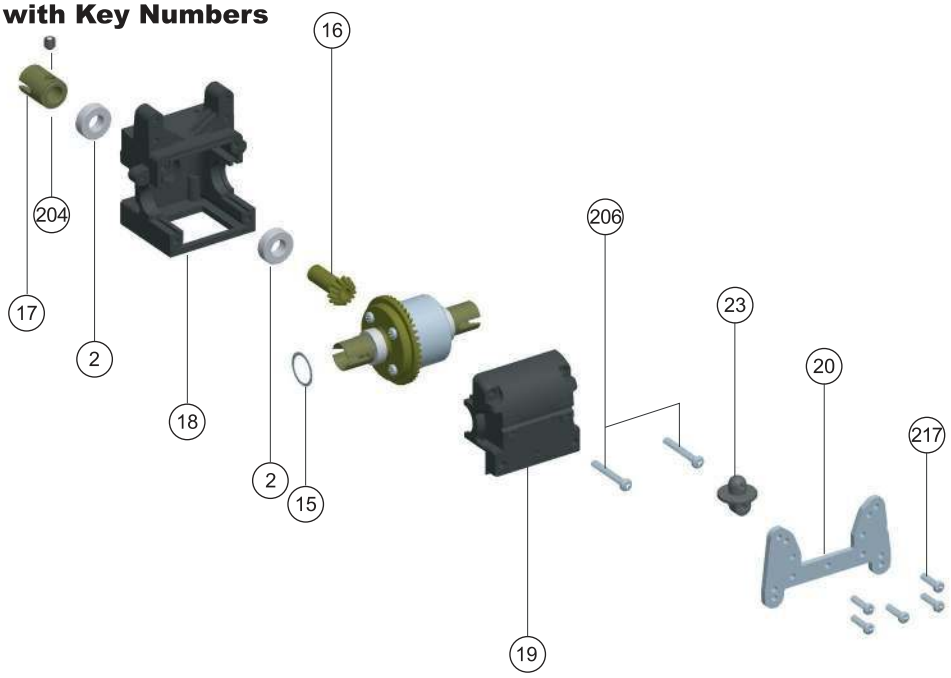
Finish tightening in this order

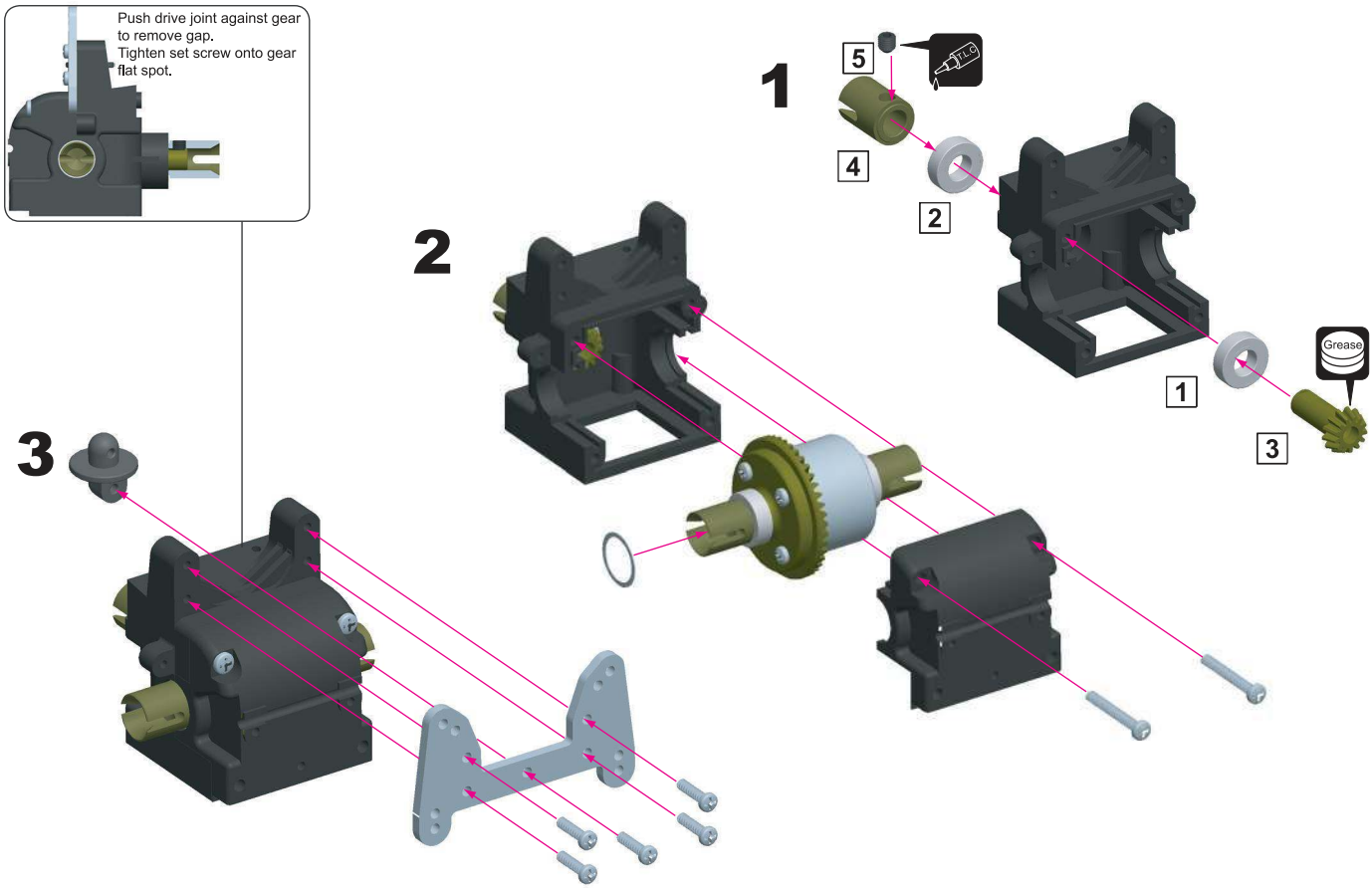


Center Differential: Fill the center diff to just above the small bevel gears with GS Racing Pure Silicone Diff Oil. Rotate the out drive to allow the oil to settle, then if needed, add more oil to bring oil level just above the small bevel gears. Place the gasket over the diff case, lining up the holes. Place the center spur gear assembly over the gasket, again lining up the holes. Attach the spur gear assembly using 3×10mm FH screws. Tighten the screws in a cross pattern until firmly sunk, 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

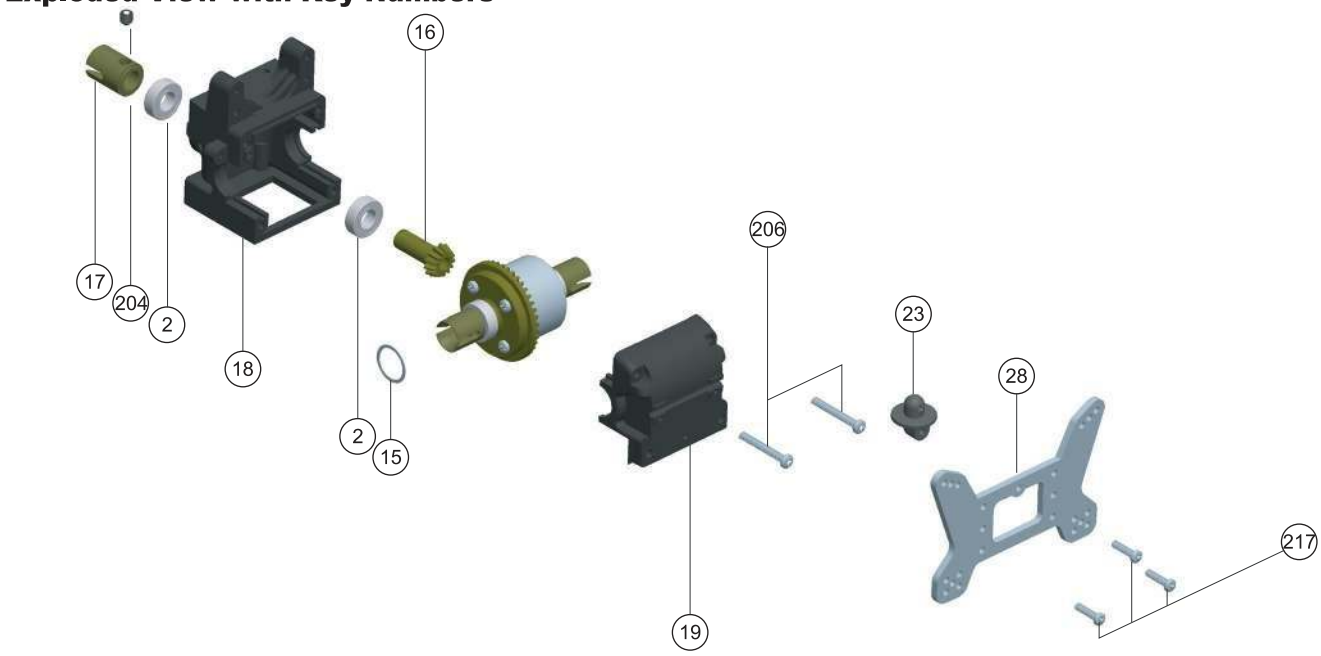


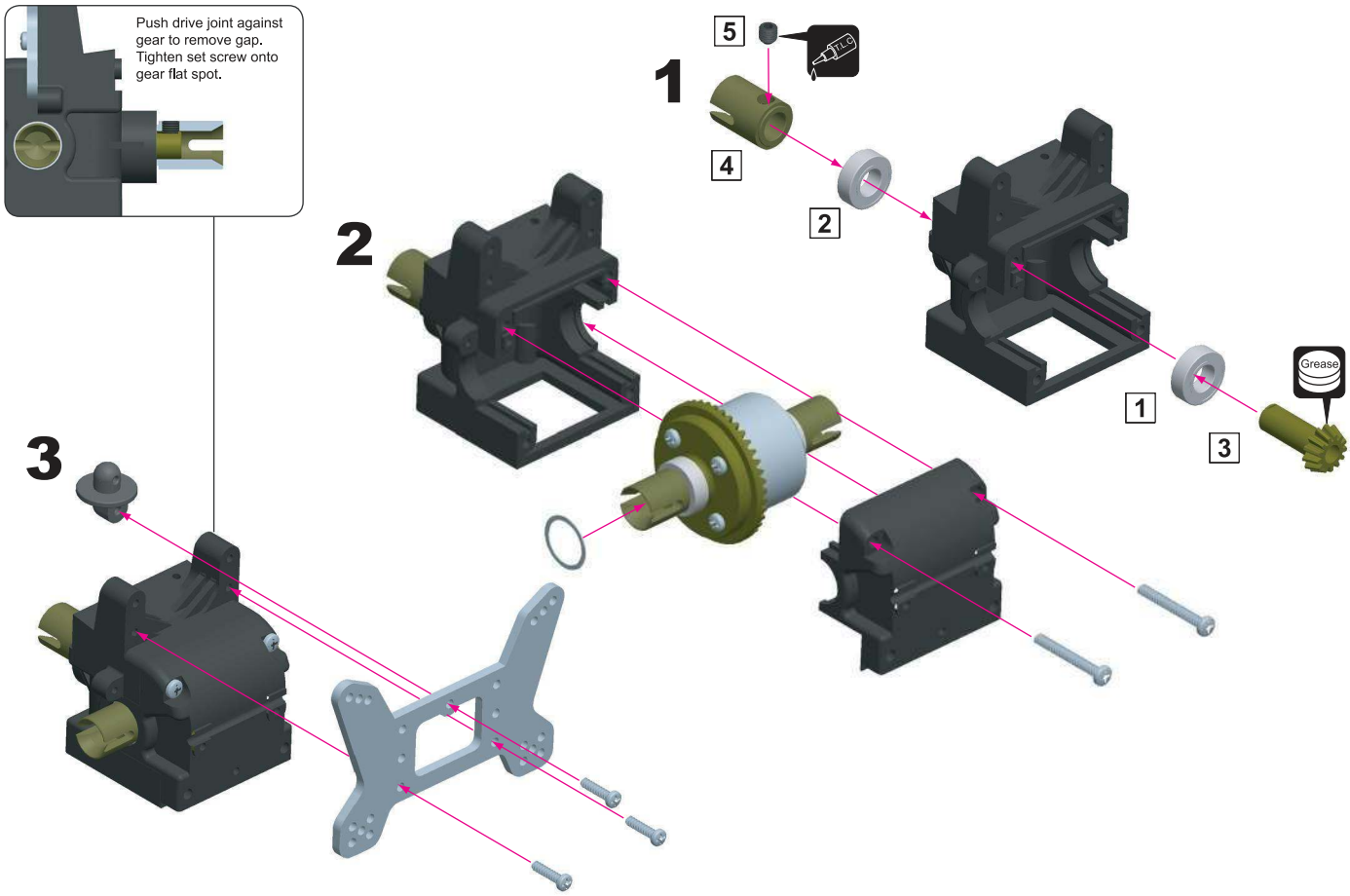


Slide 1 Shims (13) onto each diff out drive next to the bearing. Install 2 bearings (1) into Bulkhead-B (18), 1 inside and 1outside. Slide the small pinion gear (16) into Bulkhead-B. Apply pressure to the pinion gear and fix the drive joint (17) using the 5x4mm Set Screw (204). Apply thread locking compound 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 same drive joint (17), 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

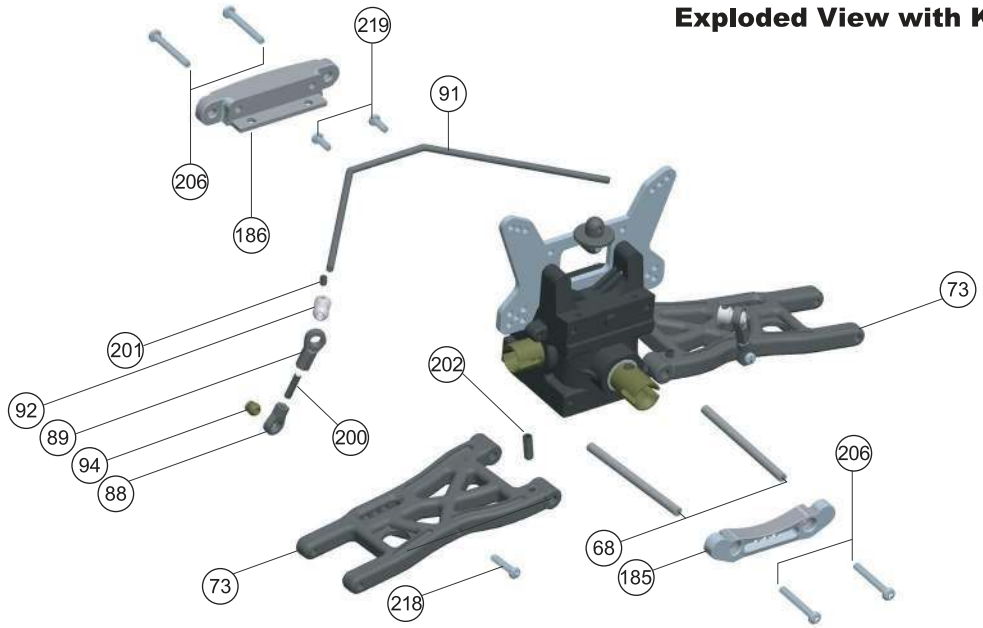




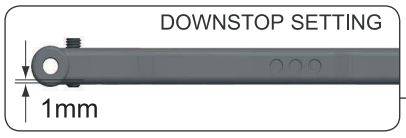
Slide 1 Shims (13) onto each diff out drive next to the bearing. Install 2 bearings (1) into Bulkhead-B (18), 1 inside and 1outside. Slide the small pinion gear (16) into Bulkhead-B. Apply pressure to the pinion gear and fix the drive joint (17) using the 5x4mm Set Screw (204). Apply thread locking compound 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 same drive joint (17), 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.

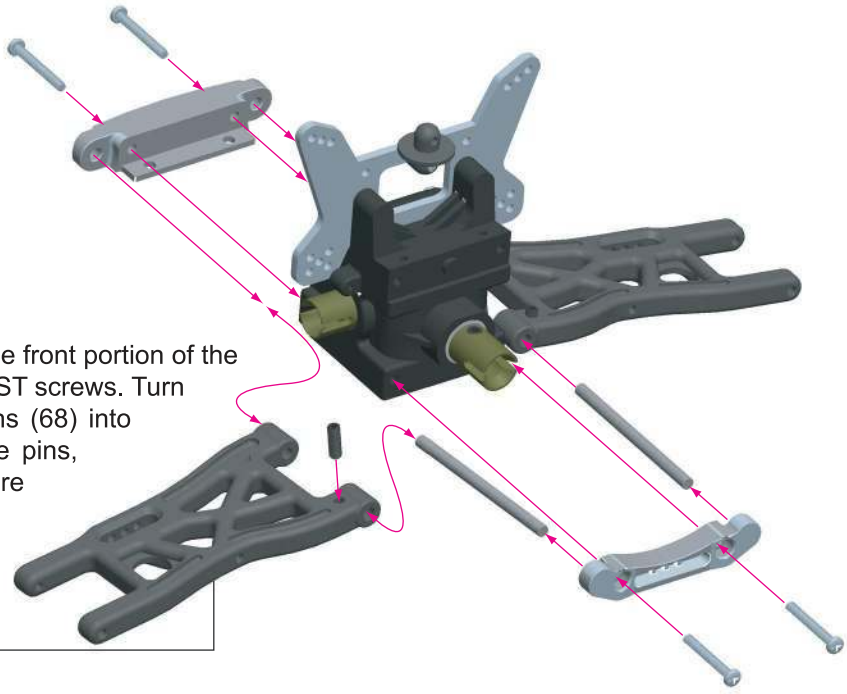
3. REAR SUSPENSION

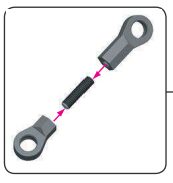
Exploded View with Key Numbers

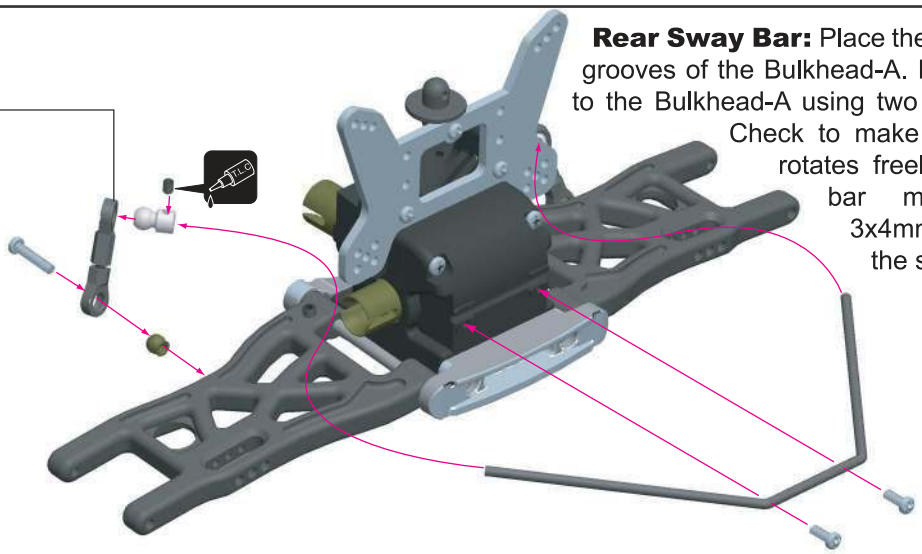


Attach the Rear Anti-Squat Mount (185) to the front portion of the rear bulkhead as shown using 2 3.5x25 RH/ ST screws. Turn assembly around and insert 4mm hinge pins (68) into mount. Slide rear lower arm over the hinge pins, making sure both left and right sides are correctly aligned.

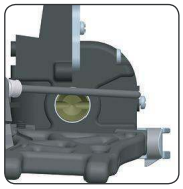






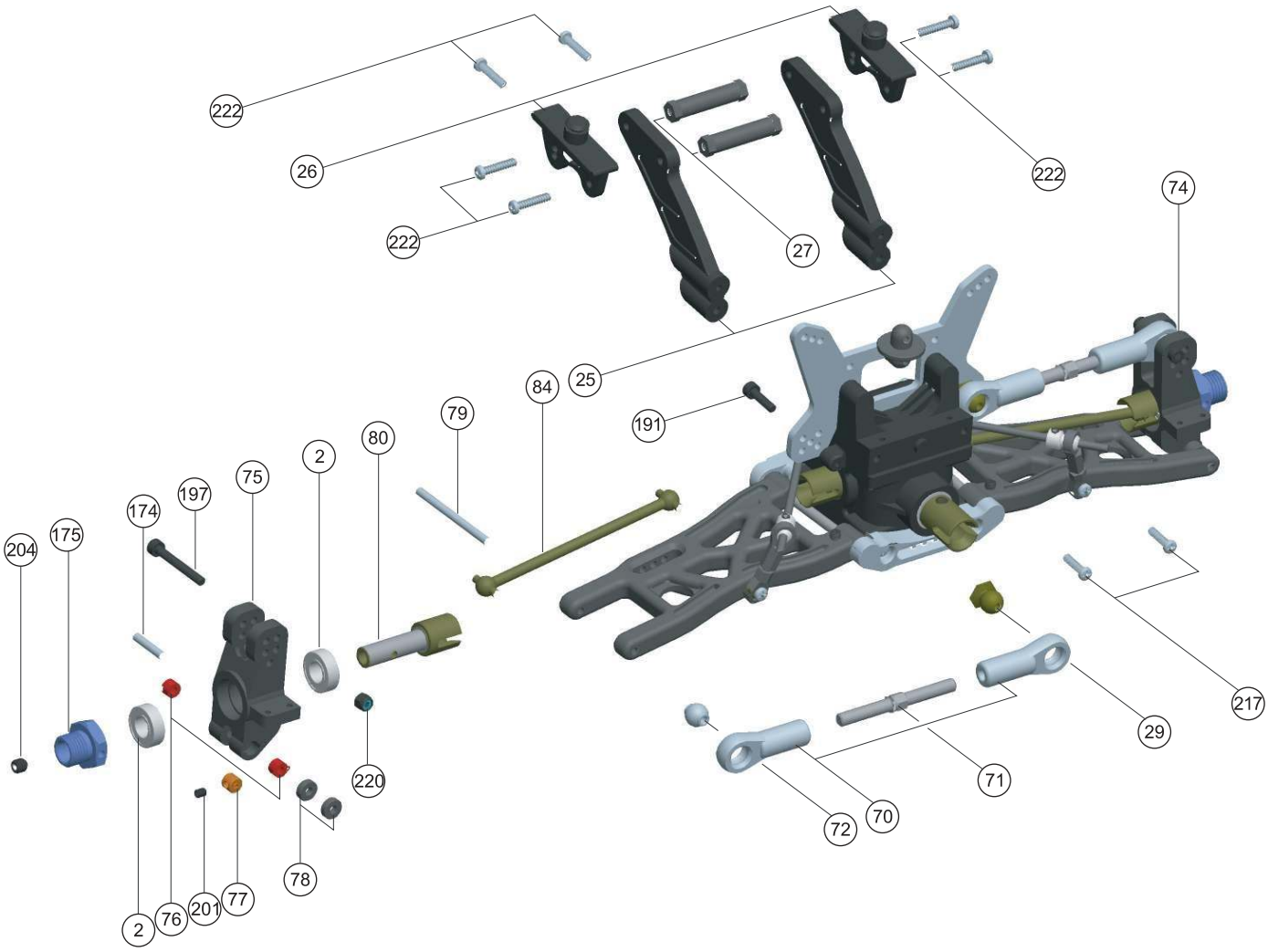


Rear Sway Bar: Place the rear sway bar in the grooves of the Bulkhead-A. Fasten the sway bar to the Bulkhead-A using two 3x8 BH/ST screws. Check to make sure the sway bar rotates freely. Fasten the sway bar mounts using the 3x4mm set screws onto the sway bar.

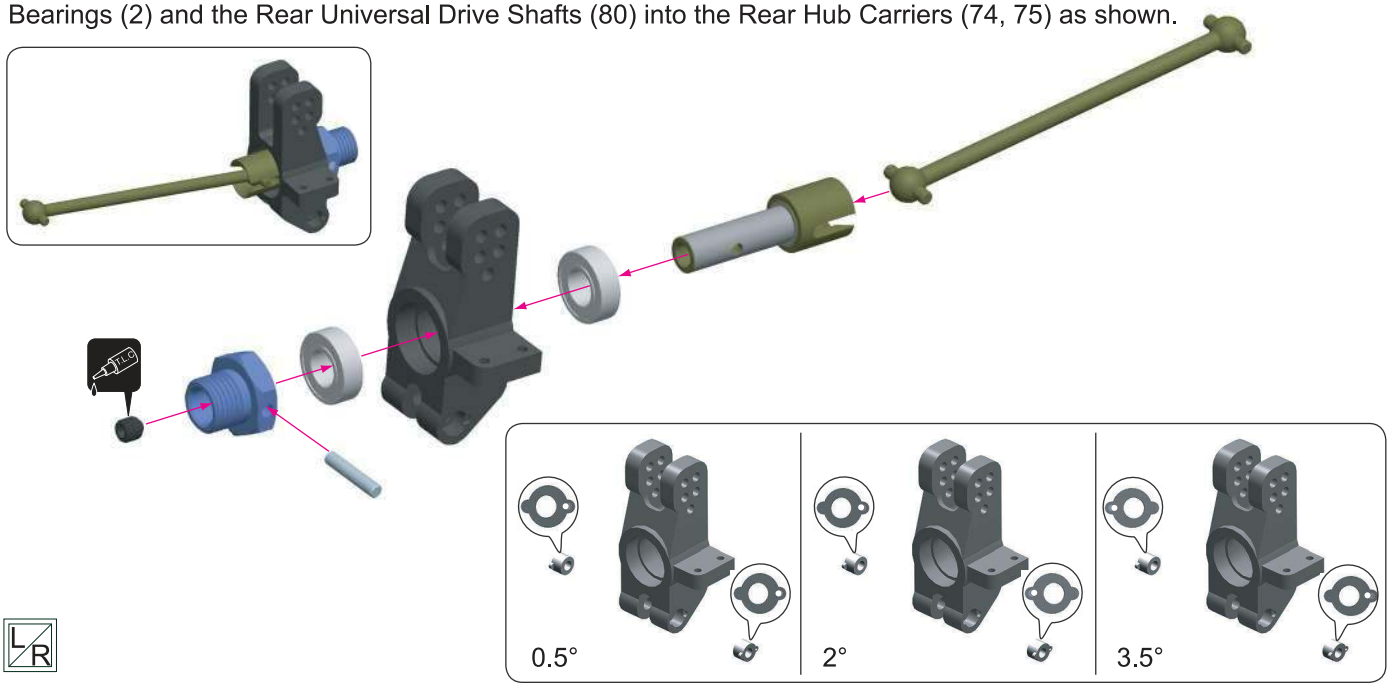


4. REAR SUSPENSION

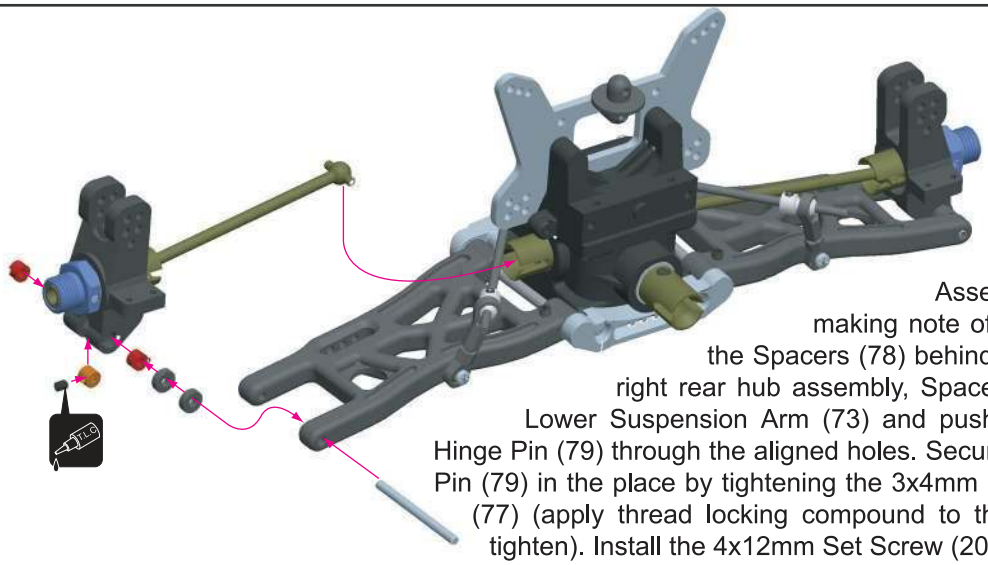
Exploded View with Key Numbers



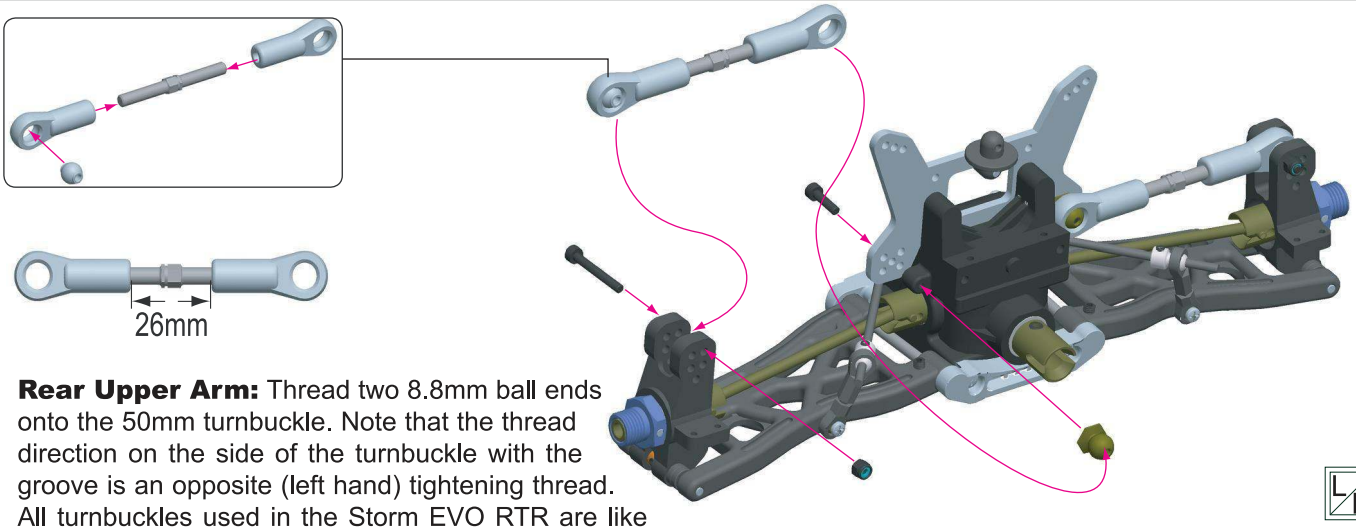
Rear Hubs: Study the insert illustration to understand how the Rear Toe-In Adjusters (76) work. The holes in the toe-in adjusters are off center. We suggest that you start with 0.5 degrees of rear outboard toe-in. The rear suspension mount you will install later provides 3 degrees of rear toe, for a total of 4 degrees. Push the Rear Toe-In Adjusters, the Bearings (2) and the Rear Universal Drive Shafts (80) into the Rear Hub Carriers (74, 75) as shown.



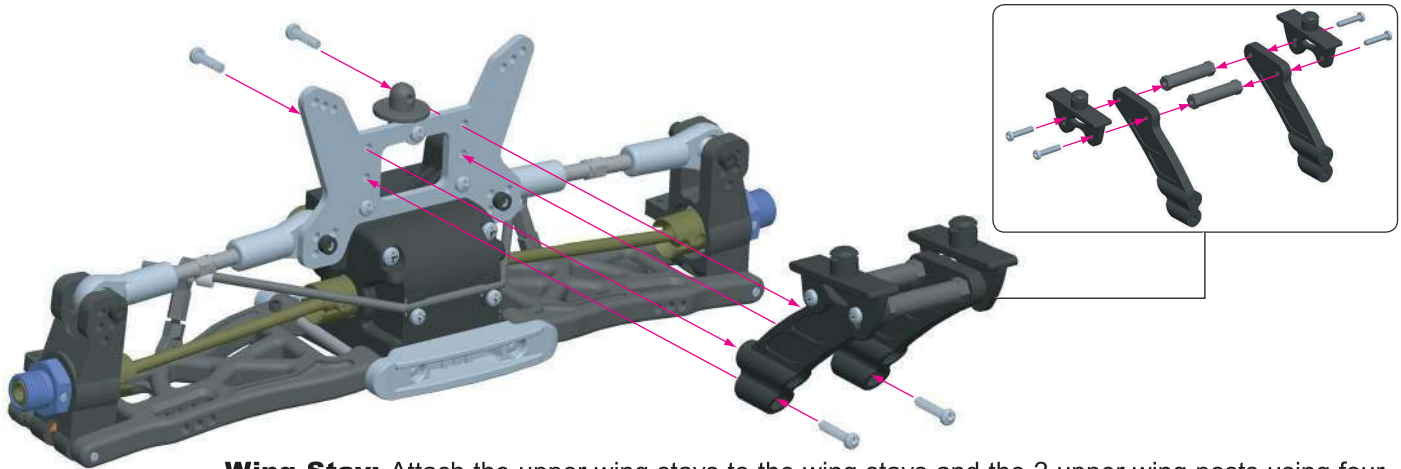
REAR SUSPENSION



Rear Suspension: 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 (201) in the Stopper (77) (apply thread locking compound to the set screw and do not over tighten). Install the 4x12mm Set Screw (202) into the Rear Lower Suspension Arm (73) as shown until is 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.

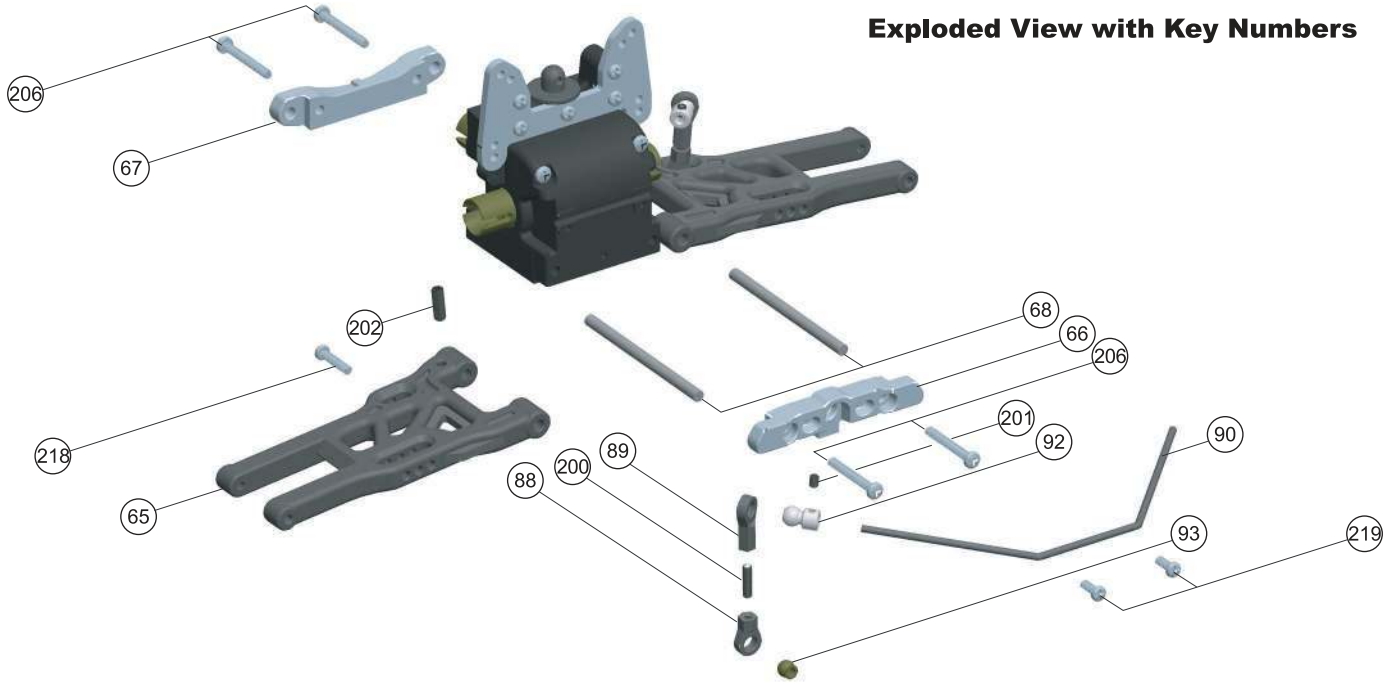


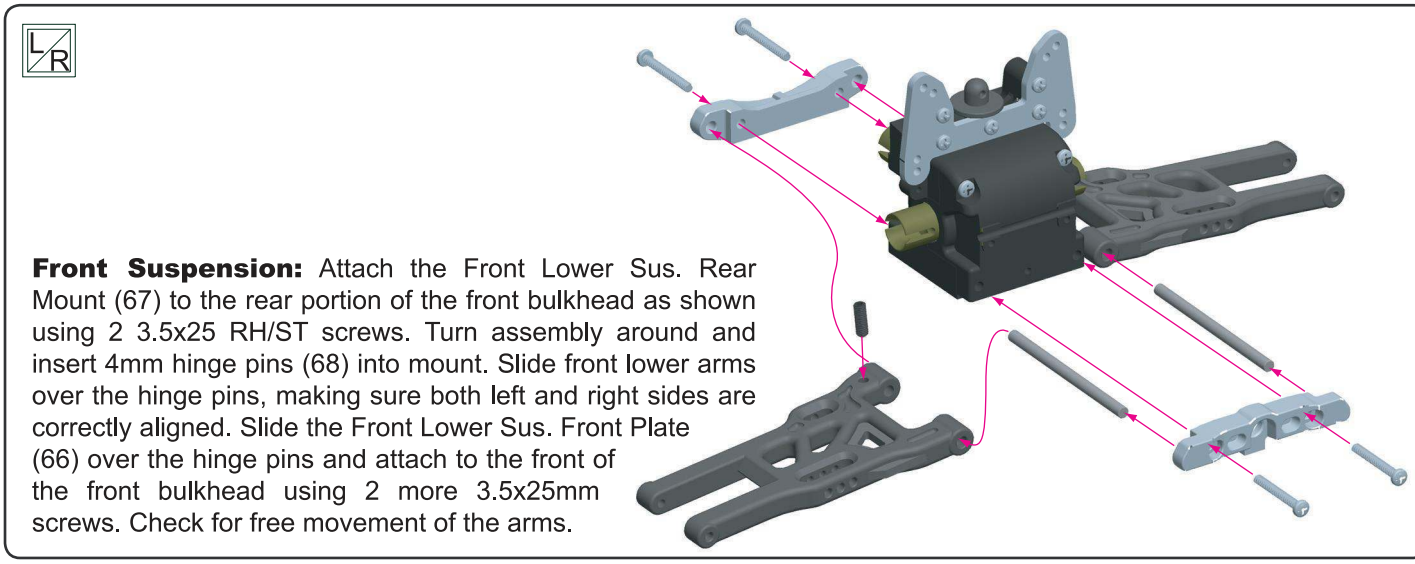
Rear Upper Arm: Thread two 8.8mm ball ends onto the 50mm turnbuckle. Note that the thread direction on the side of the turnbuckle with the groove is an opposite (left hand) tightening thread. All turnbuckles used in the Storm EVO RTR are like this. Repeat for second upper arm. The gap between the ball ends should be 26mm. Assemble parts in the order shown one side at a time. Place the rear drive shaft (84) 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 (197) using the inside upper hole. Tighten the 3mm Lock Nut (220) onto the 3x25mm Cap Screw (do not over tighten as suspension binding may occur). Repeat for the other side.



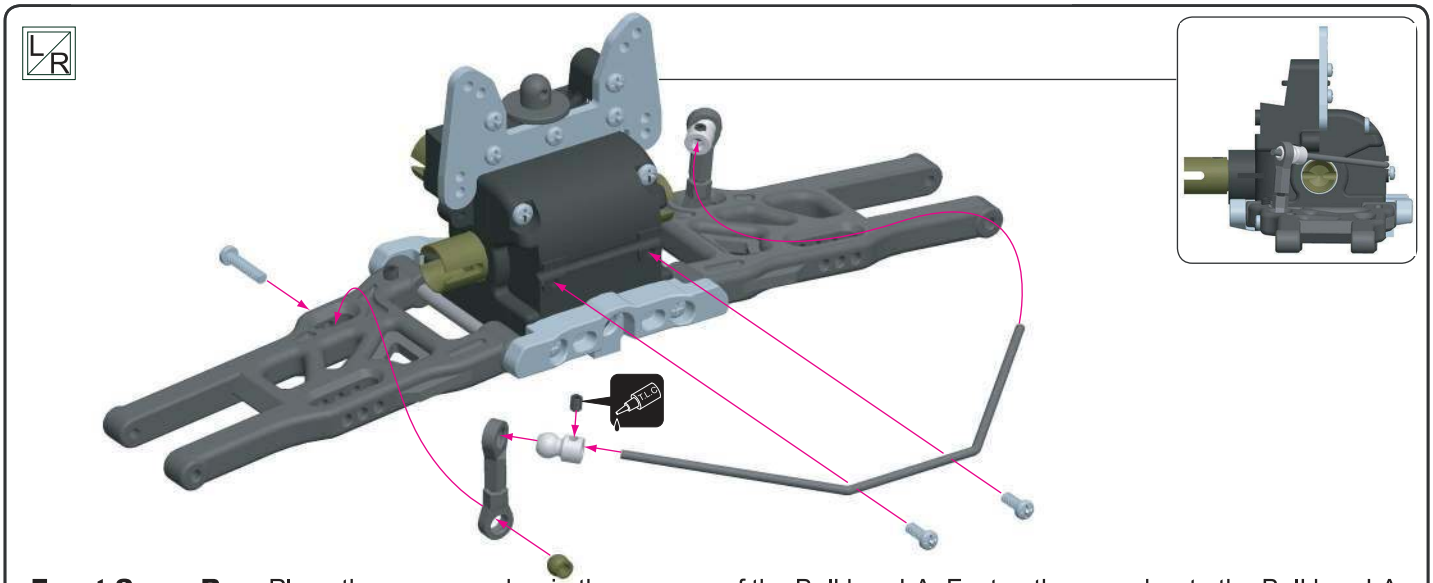
Wing Stay: Attach the upper wing stays to the wing stays and the 2 upper wing posts using four 3x18mm BH/ST screws using the upper hole as a starting point. Using the bottom hole will angle the wing higher resulting in increased rear traction and decreased steering.

5. FRONT SUSPENSION





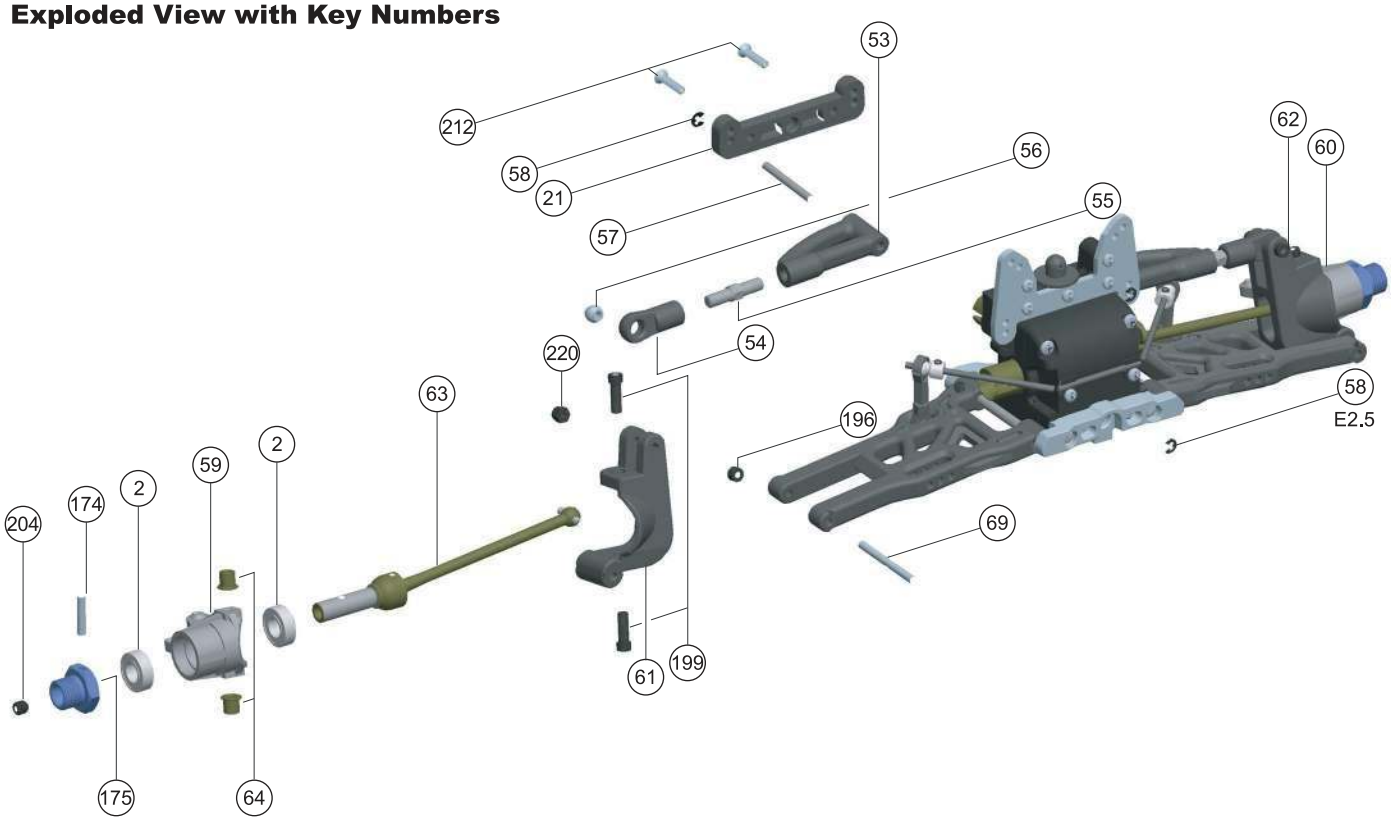
Front Suspension: Attach the Front Lower Sus. Rear Mount (67) to the rear portion of the front bulkhead as shown using 2 3.5x25 RH/ST screws. Turn assembly around and insert 4mm hinge pins (68) into mount. Slide front lower arms over the hinge pins, making sure both left and right sides are correctly aligned. Slide the Front Lower Sus. Front Plate (66) over the hinge pins and attach to the front of the front bulkhead using 2 more 3.5x25mm screws. Check for free movement of the arms.

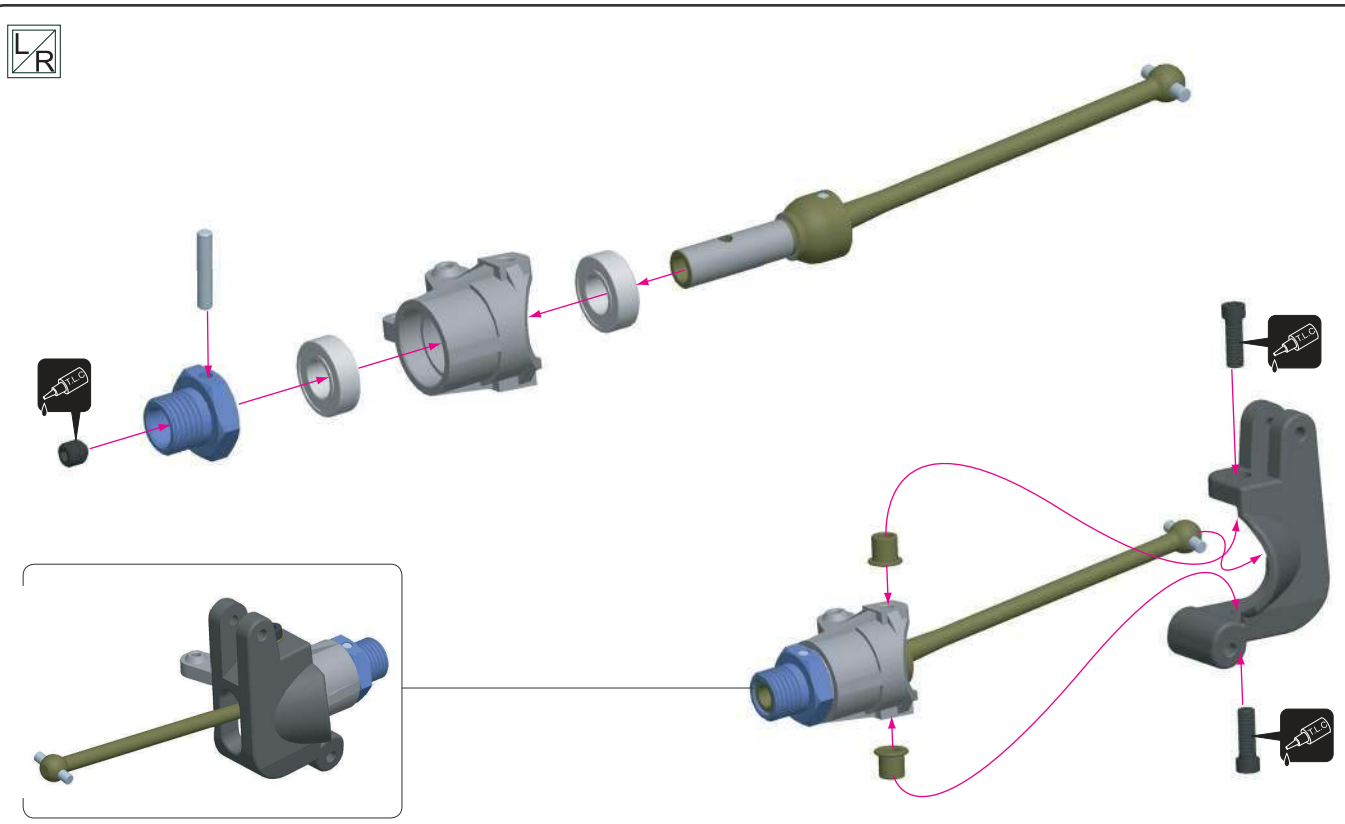


Front Sway Bar: Place the rear sway bar in the grooves of the Bulkhead-A. Fasten the sway bar to the Bulkhead-A using two 3x8 BH/ST screws. Check to make sure the sway bar rotates freely. Fasten the sway bar mounts using the 3x3mm set screws onto the sway bar.

6. FRONT SUSPENSION

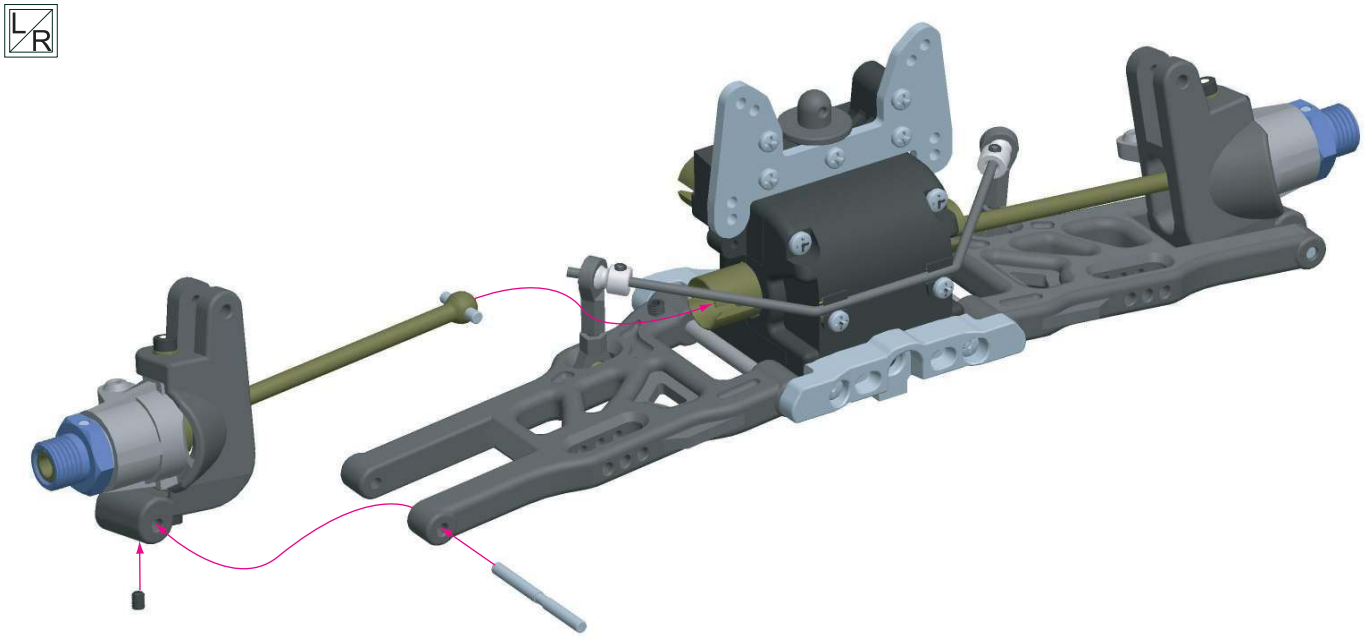
Exploded View with Key Numbers



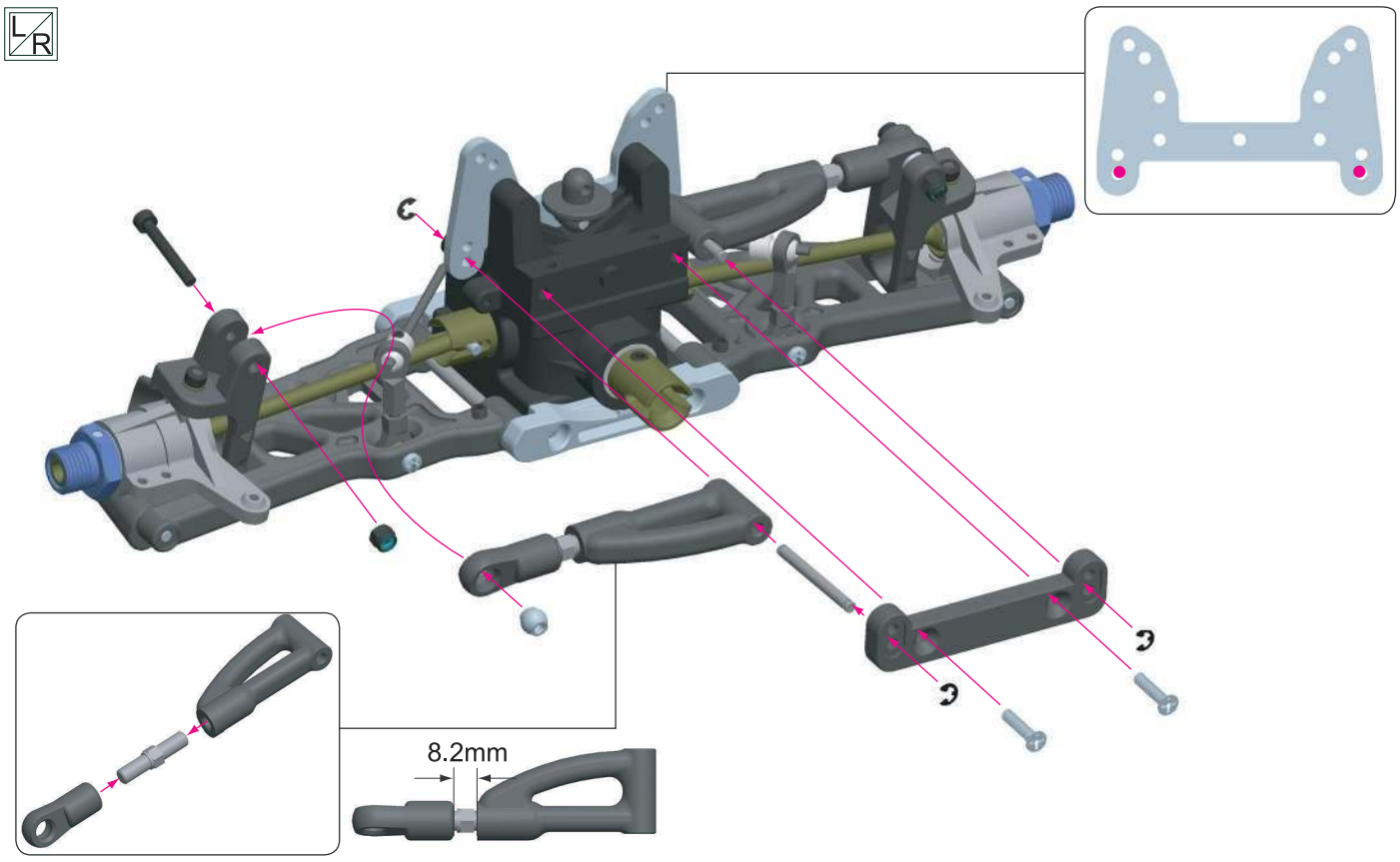


Front C-Hub Assembly: Fit Bearings (2) into the Knuckle Arm (59, 60) and then slide the Universal Shaft through the bearings. Place the Knuckle Collars (64) into the holes of the C-hub (61, 62) and carefully slide the assembled knuckle into the C-hub. Secure the knuckle in the C-hub with two 4x12mm Cap Screws (199) 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.

FRONT SUSPENSION



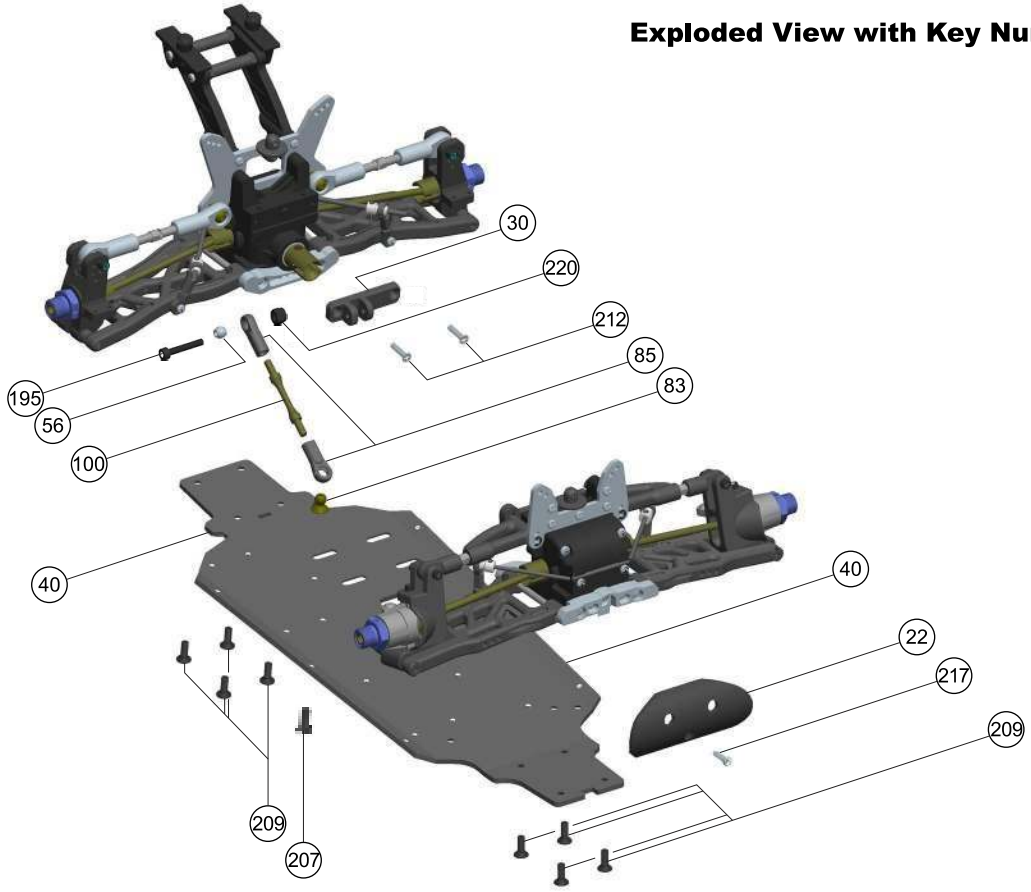
Front Suspension: Assemble parts in the order shown making note of the right and left sides. Fit the right side C-hub assembly into the Front Lower Suspension Arm (65) and push the small Lower Suspension Hinge Pin (69) through the aligned holes. Note direction of both the suspension arm and the hinge 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 (201) (do not over tighten set screw).

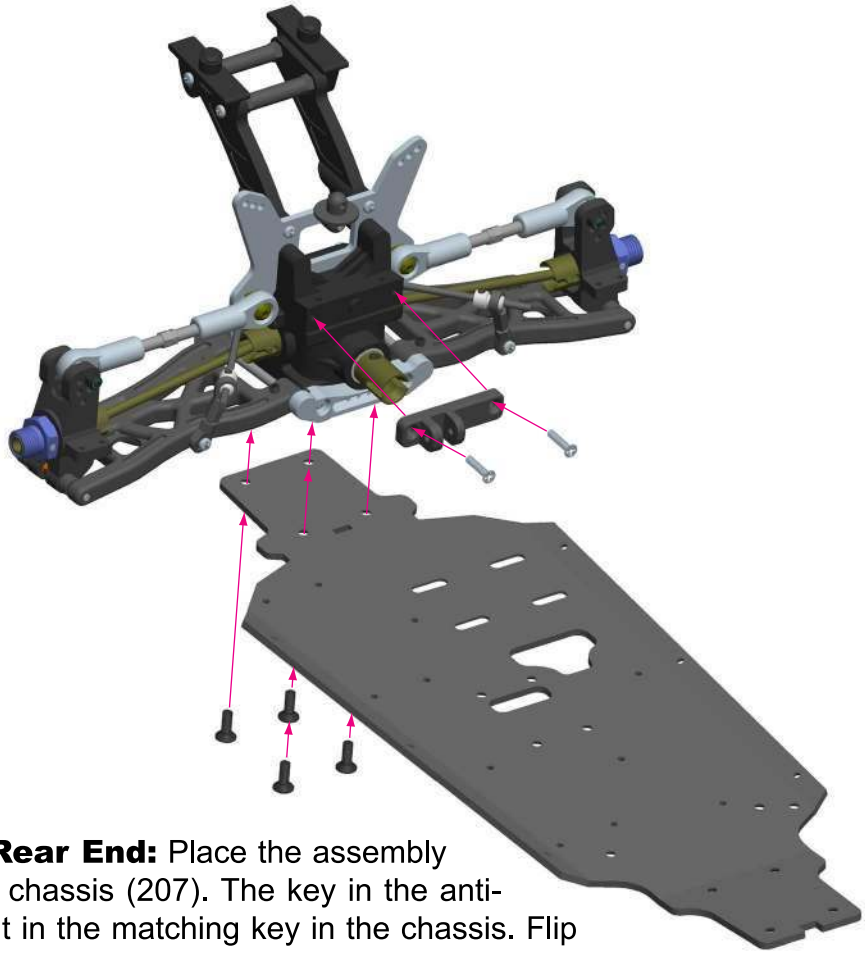


Front Upper Arms : You will make two upper suspension arms. Note the 5x25 turnbuckles have a reverse thread on one side. The side of the turnbuckle with the extra center groove is a left hand thread, meaning a counter-clockwise rotation will tighten it into plastic. Thread the M5x25 Turnbuckle (55) into 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.

FRONT & REAR ASSEMBLY

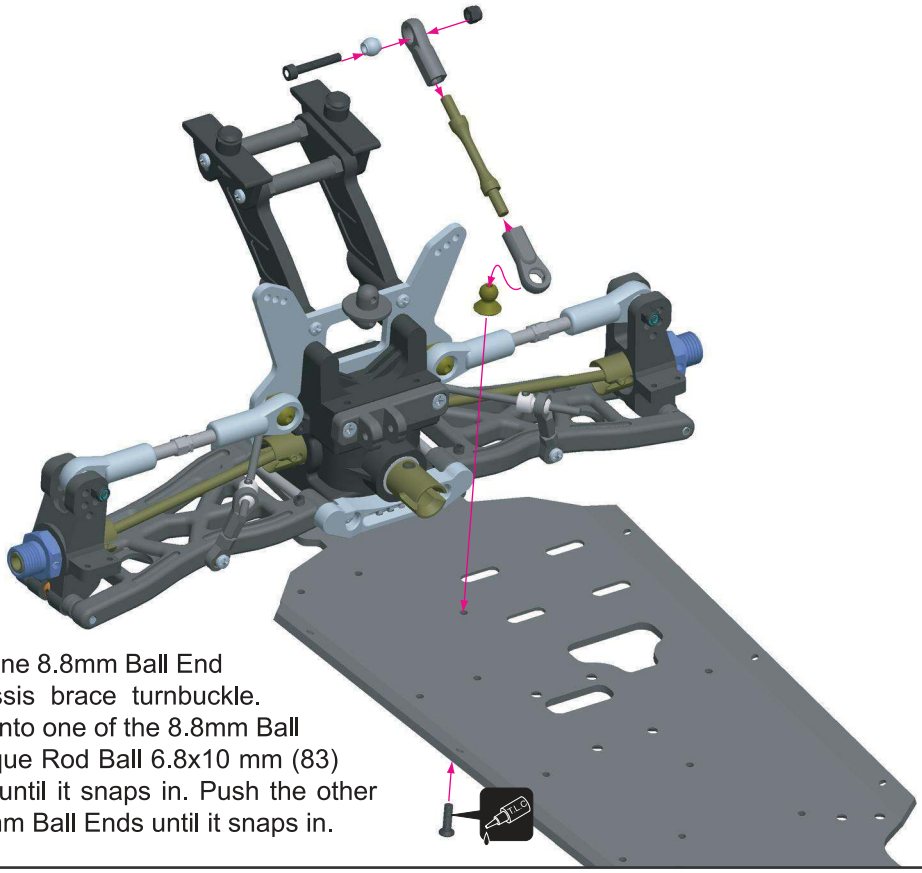
Exploded View with Key Numbers



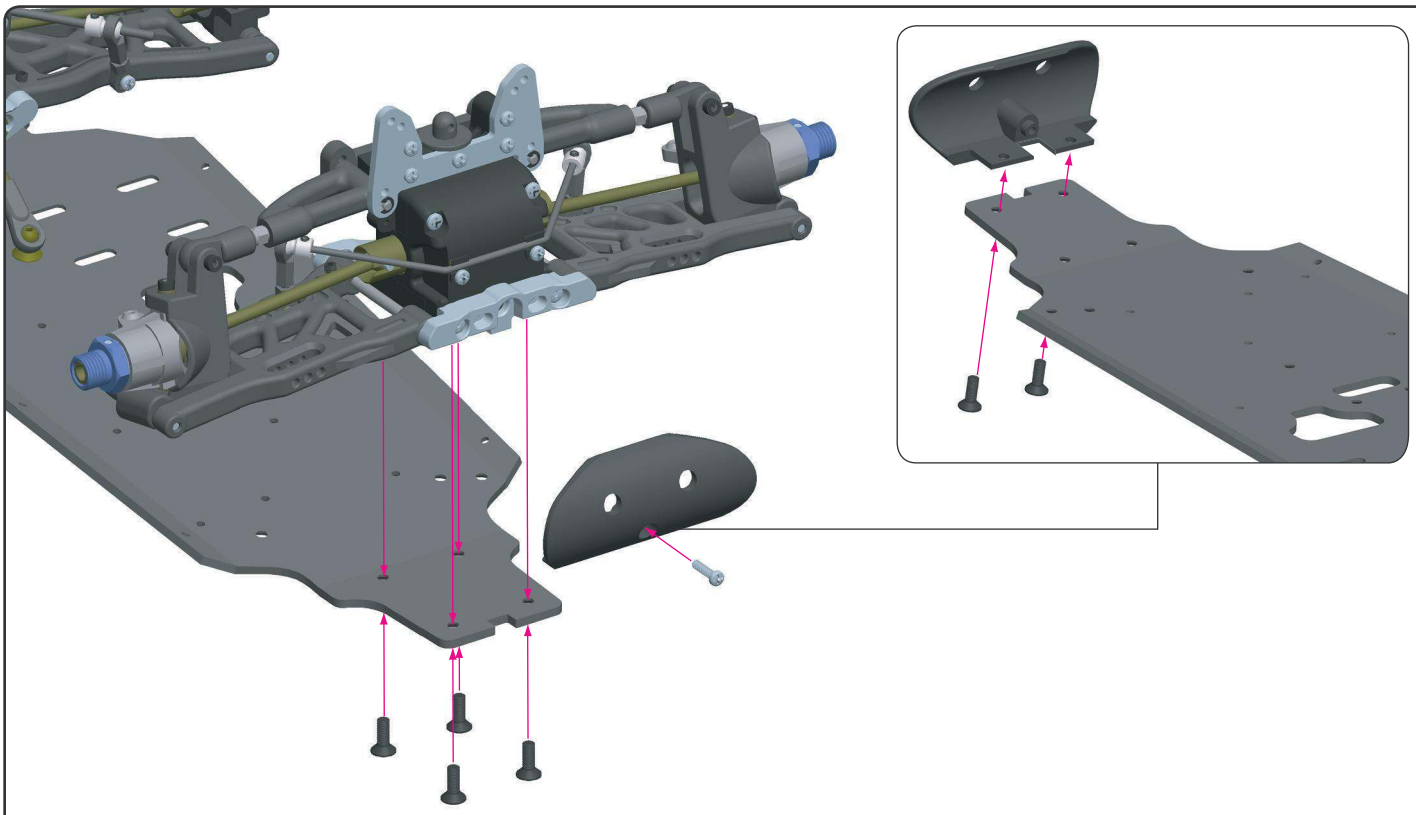


Main Chassis Rear End: Place the assembly on the rear of the chassis (207). The key in the anti-squat mount will fit in the matching key in the chassis. Flip over and attach rear assembly to the chassis using four 4x12mm FH screws (209). The finished assembly should look like the photo on the right, minus sway bars.

FRONT & REAR ASSEMBLY



Rear Chassis Brace: Thread one 8.8mm Ball End (85) onto each end of the chassis brace turnbuckle. Torque Rod Ball, 6.8x10 mm (83) into one of the 8.8mm Ball Ends until it snaps in. Push a Torque Rod Ball 6.8x10 mm (83) into one of the 8.8mm Ball Ends until it snaps in. Push the other 6.8x7 mm ball into one of the 8.8mm Ball Ends until it snaps in.

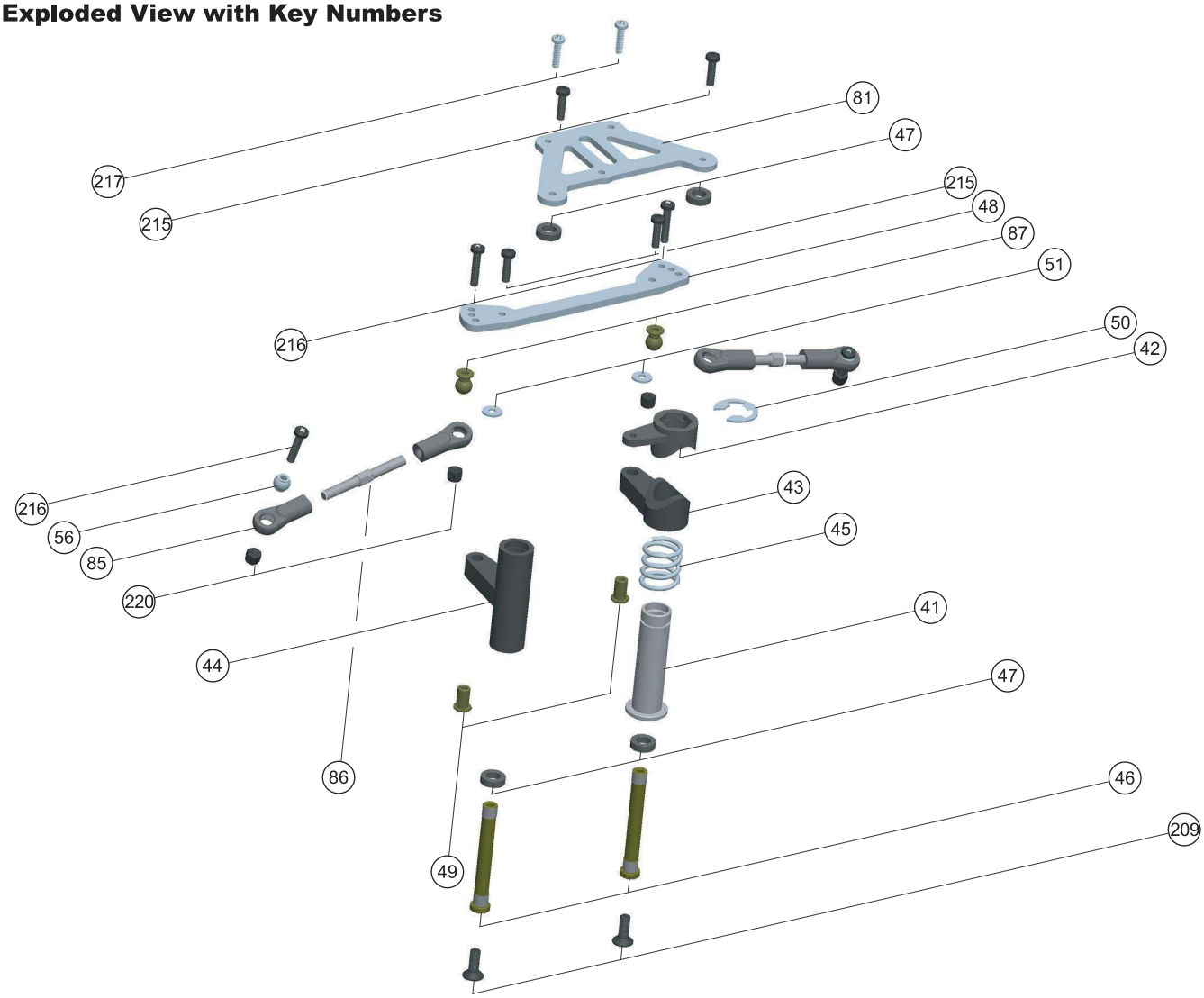


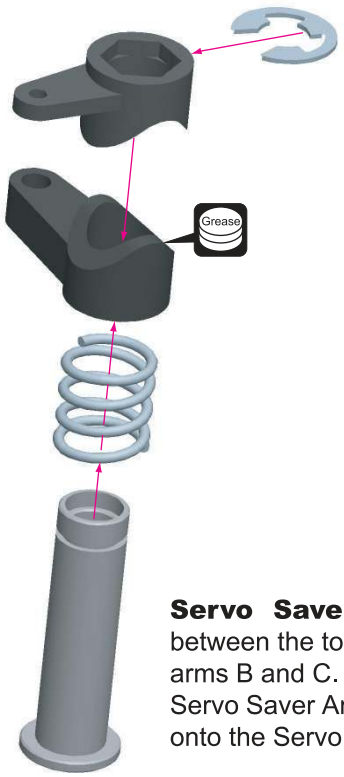
Main Chassis Front End: Place the assembly on the front of the chassis. The key in the front plate will fit in the matching key in the chassis. Flip over and attach front assembly to the chassis using 4 4x12mm FH screws (209).

Bumper: Slide bumper (22) between chassis and bulkhead. Attach bumper to bulkhead with 3x12 BH/ST (217) screw. Install and fully tighten 4x12mm screws (209) in the forward holes of the chassis to secure bumper and bulkhead.

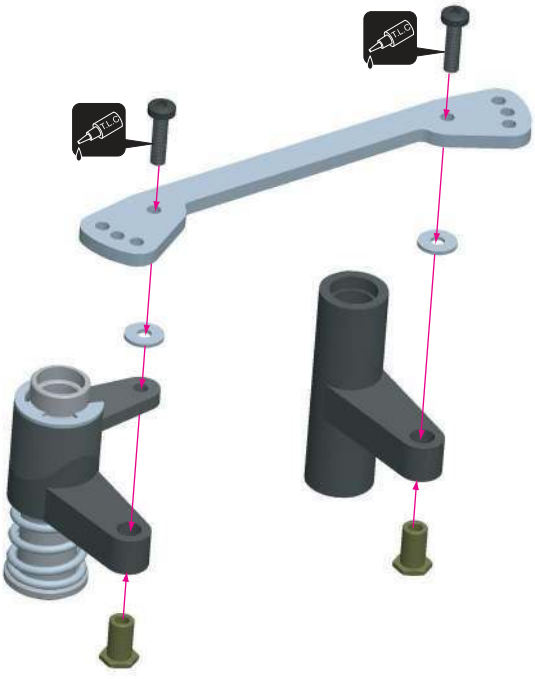
7. STEERING

Exploded View with Key Numbers

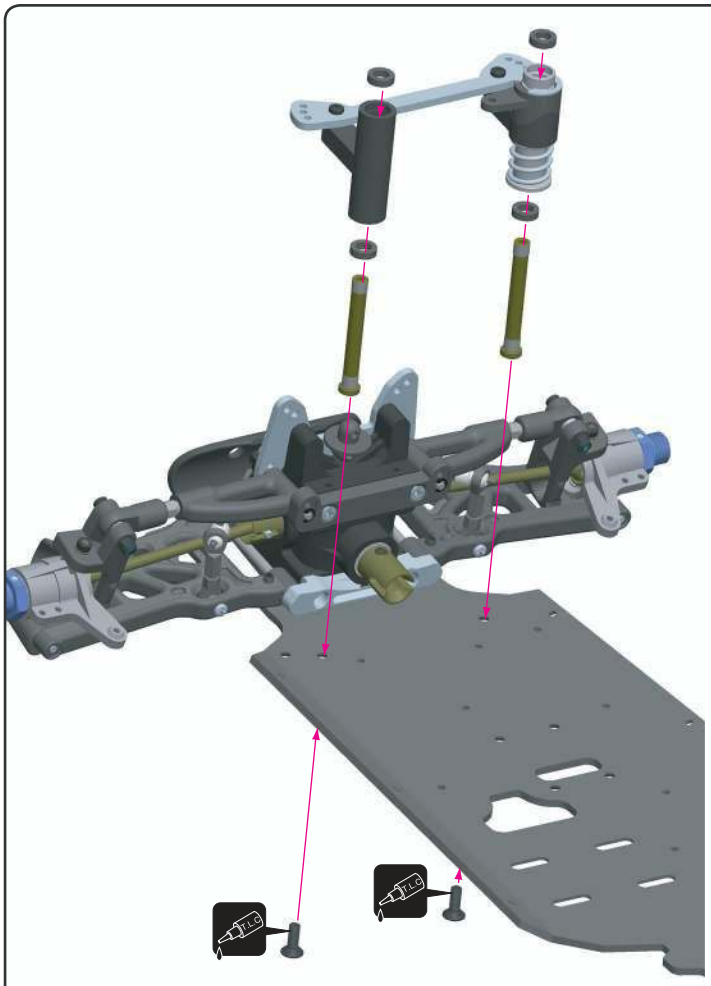


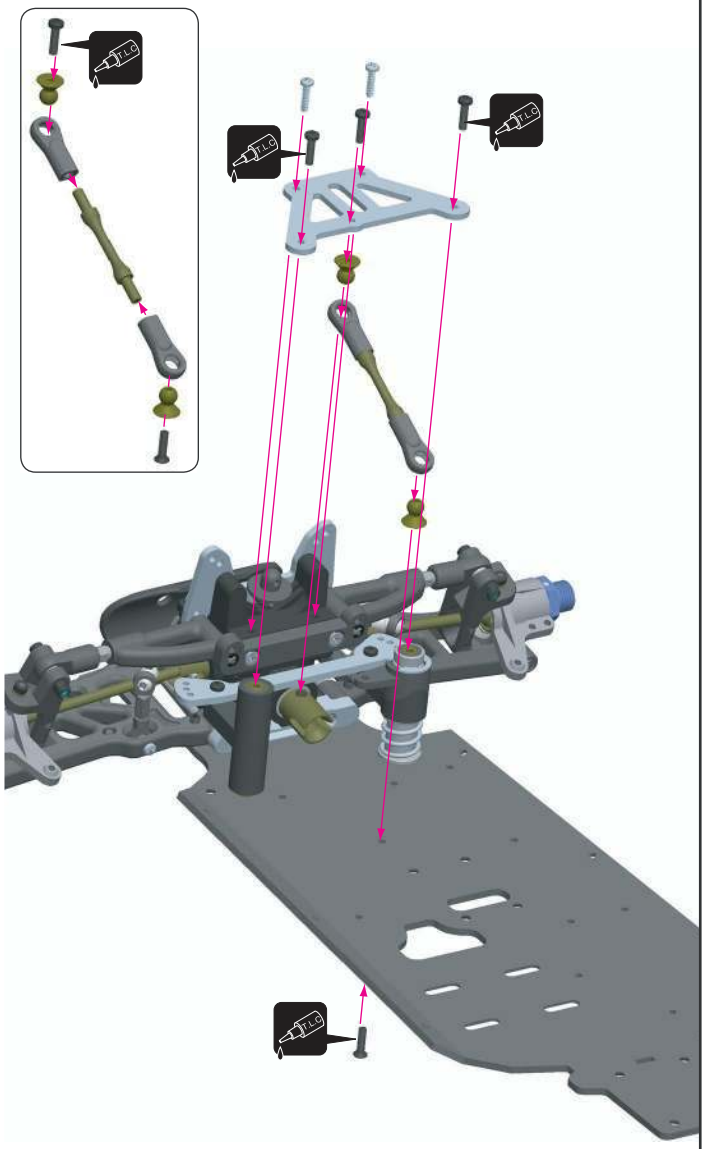


Servo Saver: Apply a light coat of grease between the touching surfaces of the servo saver arms B and C. Slide the Servo Saver Spring (45), Servo Saver Arm-C (43), Servo Saver Arm-B (42) onto the Servo Saver Pipe (41).

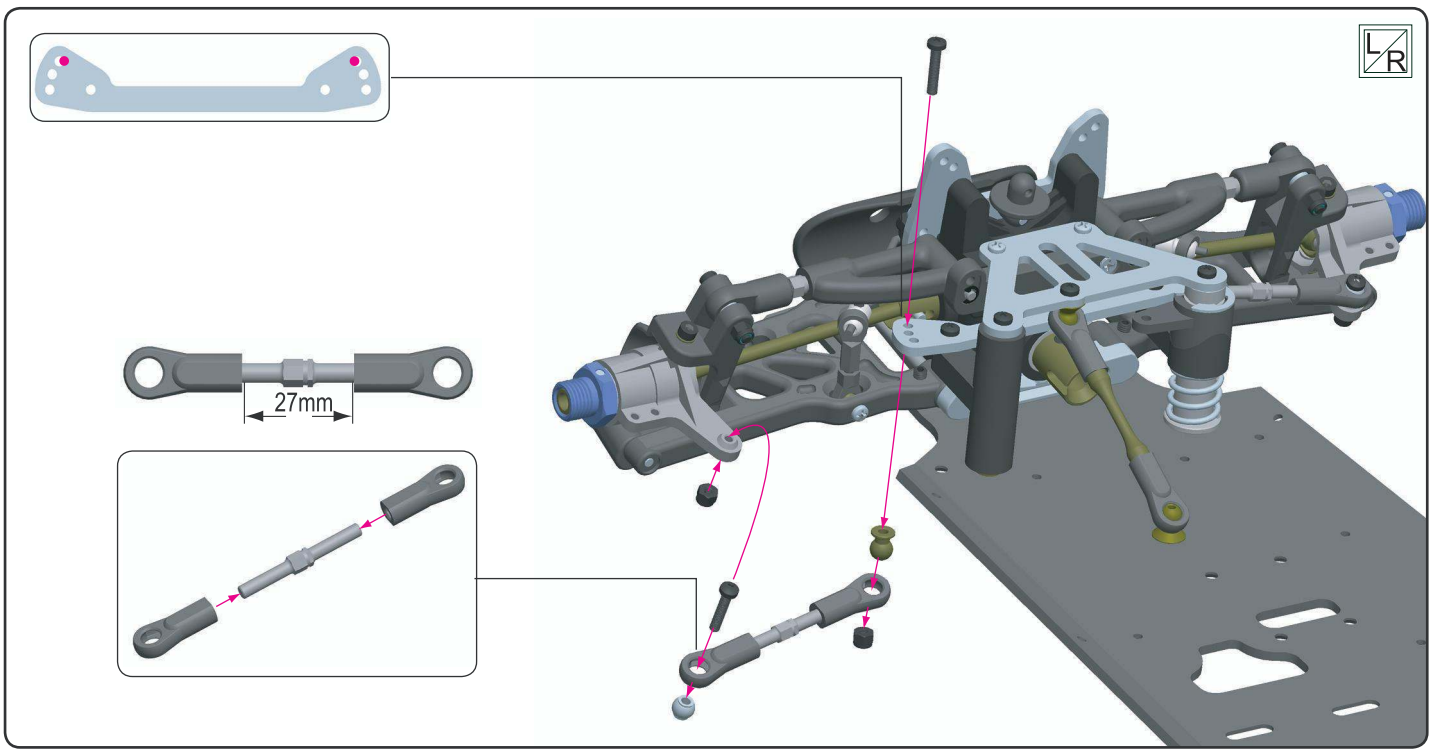


STEERING



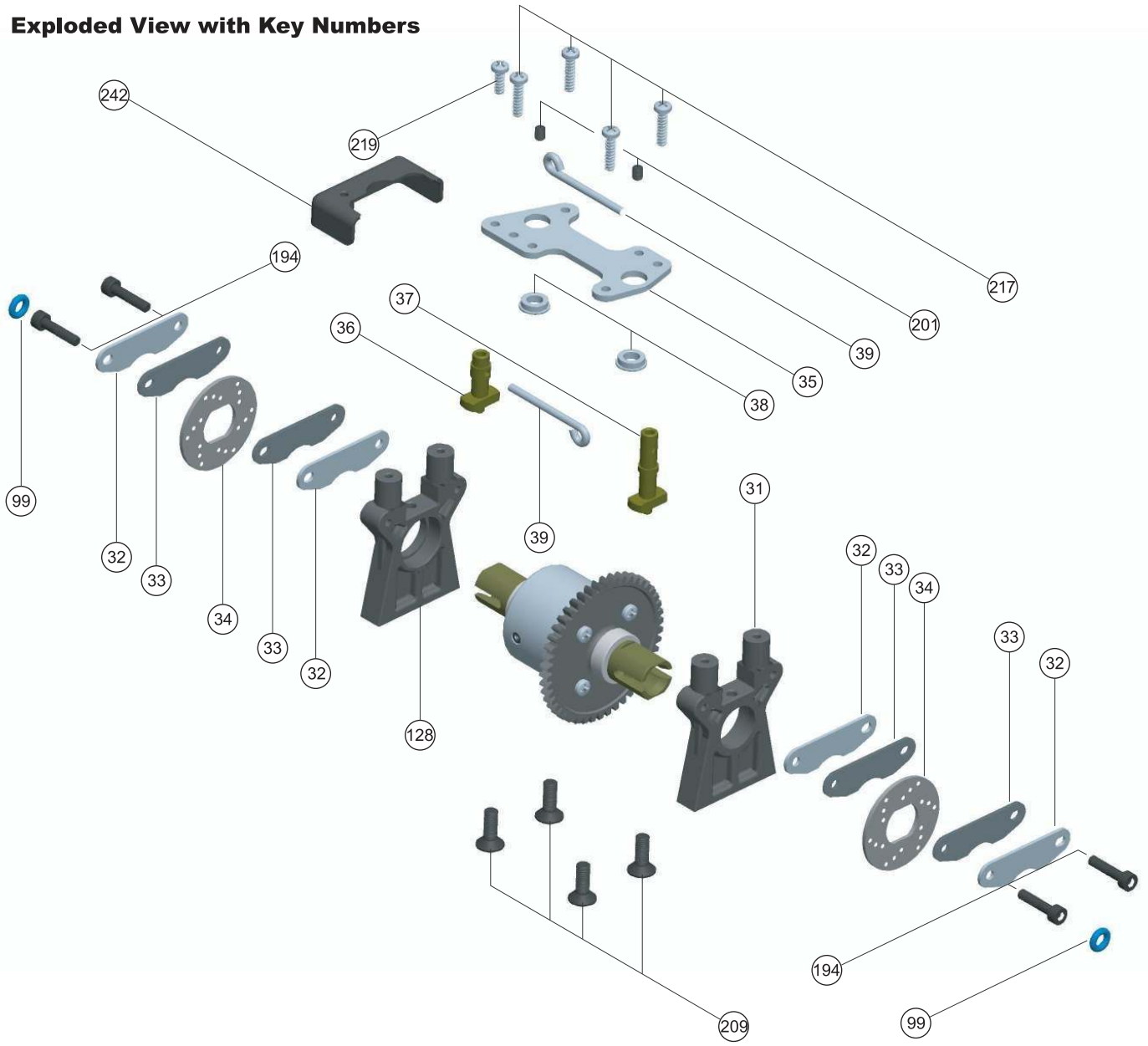


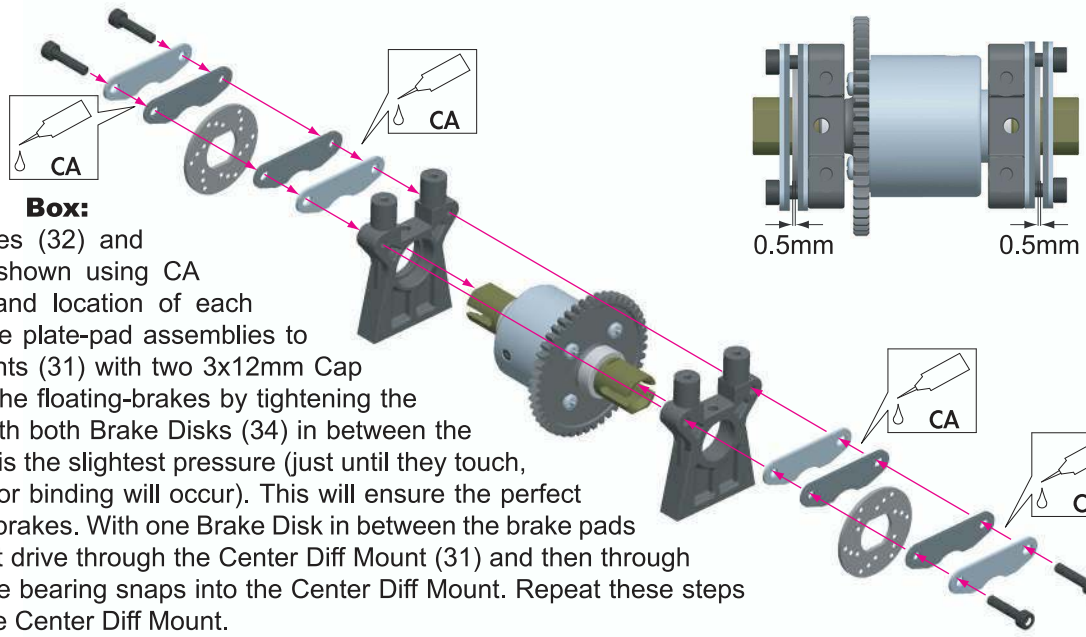
Steering: Install the Servo Saver bushing (47) into both sides of the Servo Saver Pipe, and Servo Saver Arm-A (44). Mount the Servo Saver Shafts (46) to the chassis in the holes shown with the two 4x12mm FH Screws (209) using a mild strength thread-locking compound. Slide the Servo Savers onto the appropriate Servo Saver Shaft as shown in the illustration.



8. CENTER DIFF & BRAKE

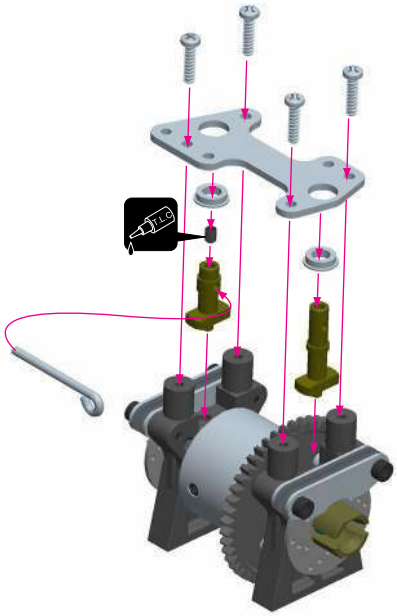
Exploded View with Key Numbers

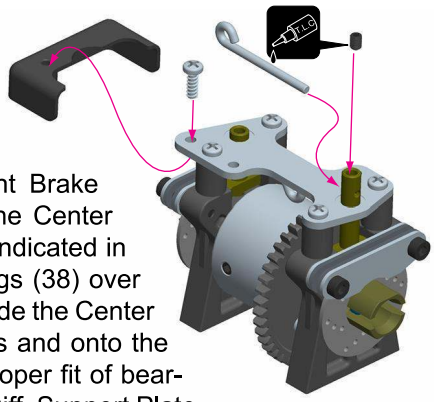




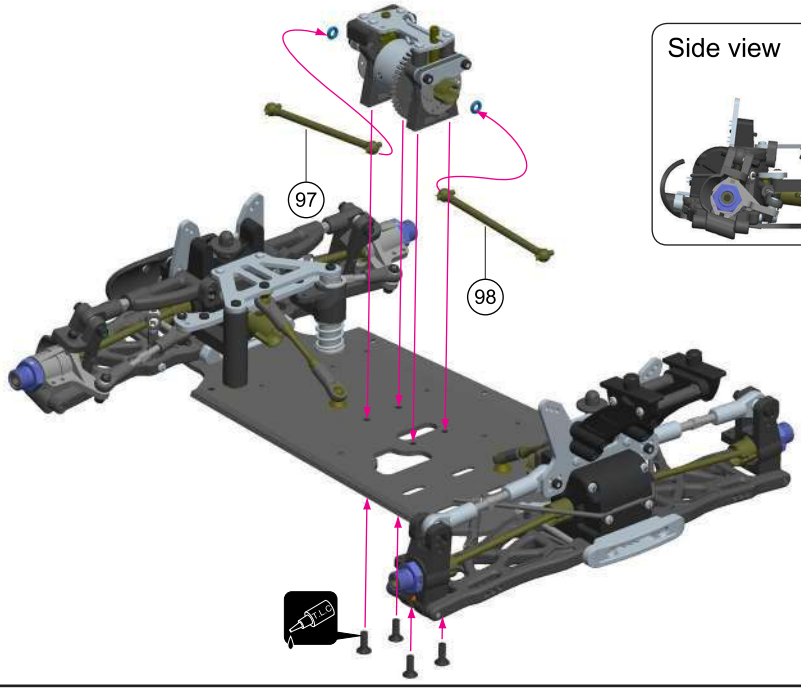
Center Gear Box:
Assemble Brake Plates (32) and Brake Pads (33) as shown using CA glue. Note direction and location of each piece. Mount the brake plate-pad assemblies to both Center Diff. Mounts (31) with two 3x12mm Cap Screws (194). Adjust the floating-brakes by tightening the Cap Screws evenly with both Brake Disks (34) in between the brake pads until there is the slightest pressure (just until they touch, then back off 1⁄4 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.

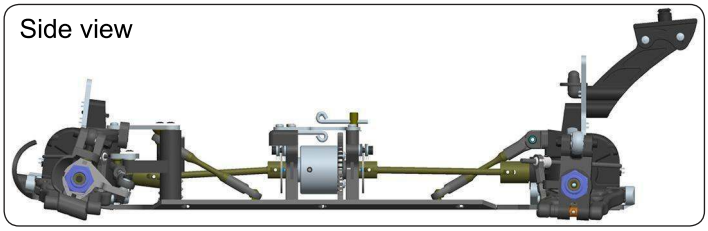
CENTER DIFF & BRAKE



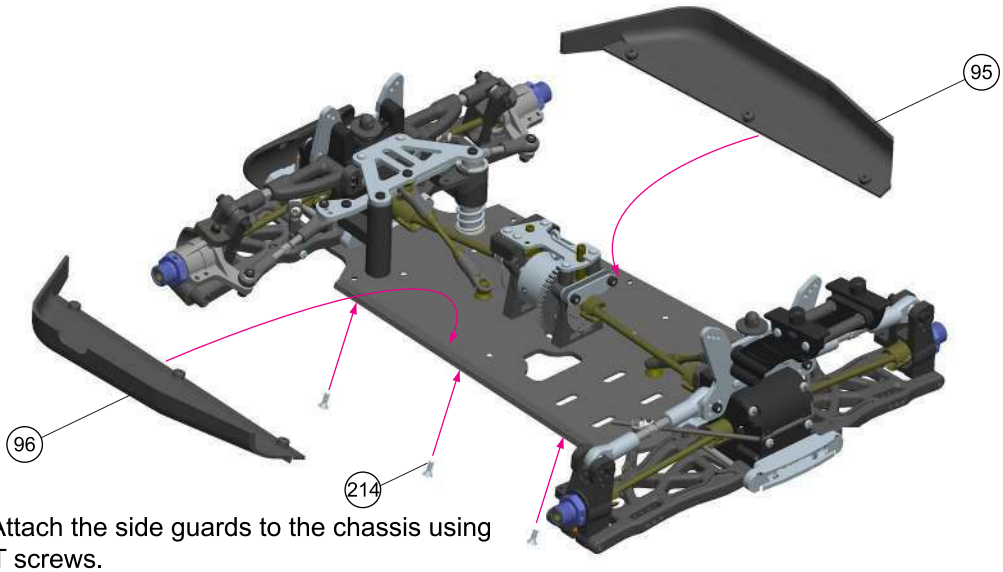


Center Gear Box: Insert Brake Cam Lever (39) into the Front Brake Cam (36) (the shorter of the two brake cams). Apply a mild strength thread-locking compound to the 3x4mm Set Screw (201) and tighten the Brake Cam Lever into position in the Front Brake Cam. Set both Brake Cams into place in the Center Diff. Mount making note of the front end as indicated in the illustration. Slide the Brake Cam bushings (38) over the brake cams with the flange side down. Slide the Center Diff. Support Plate (35) 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 (217). 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).



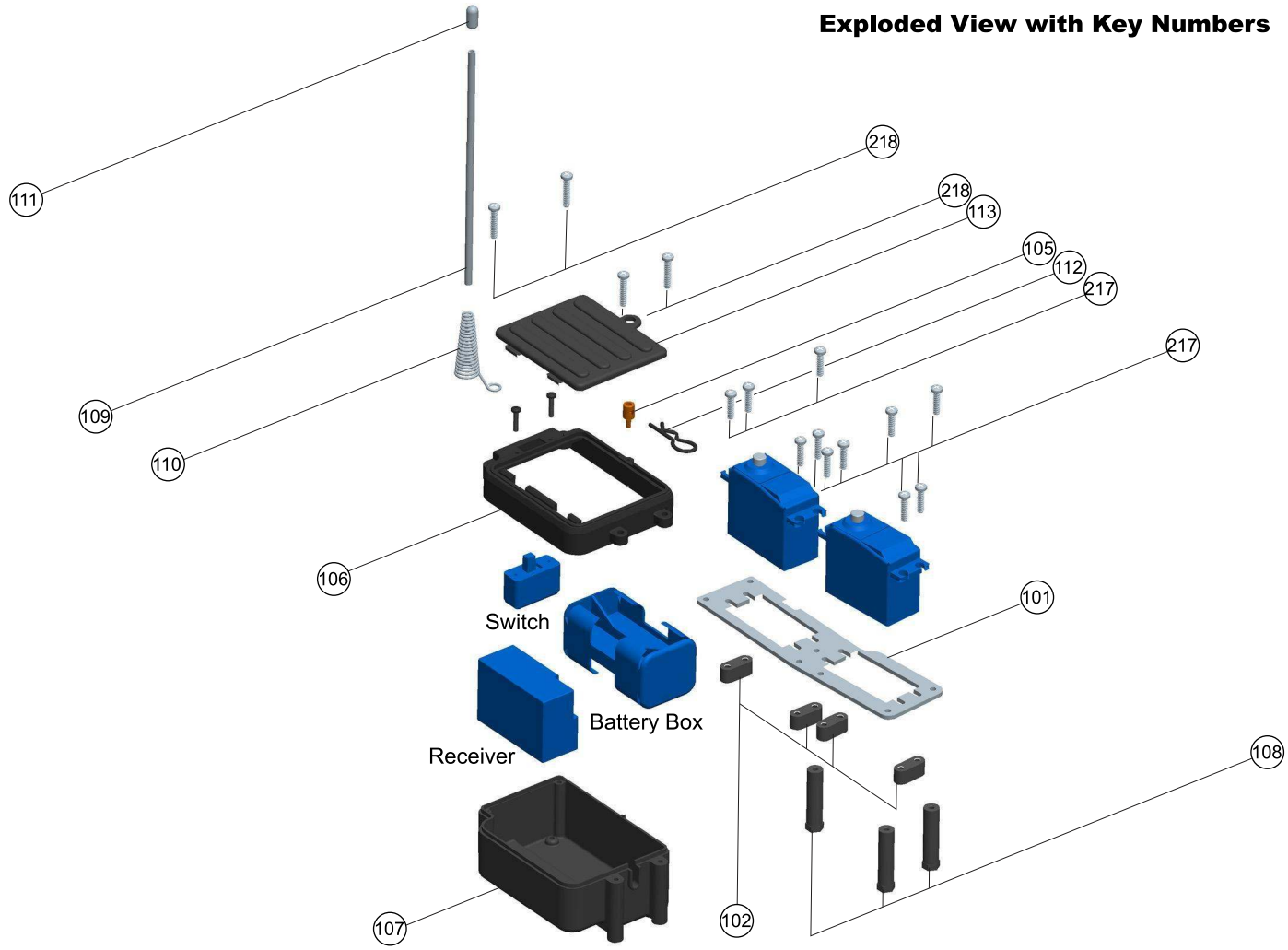


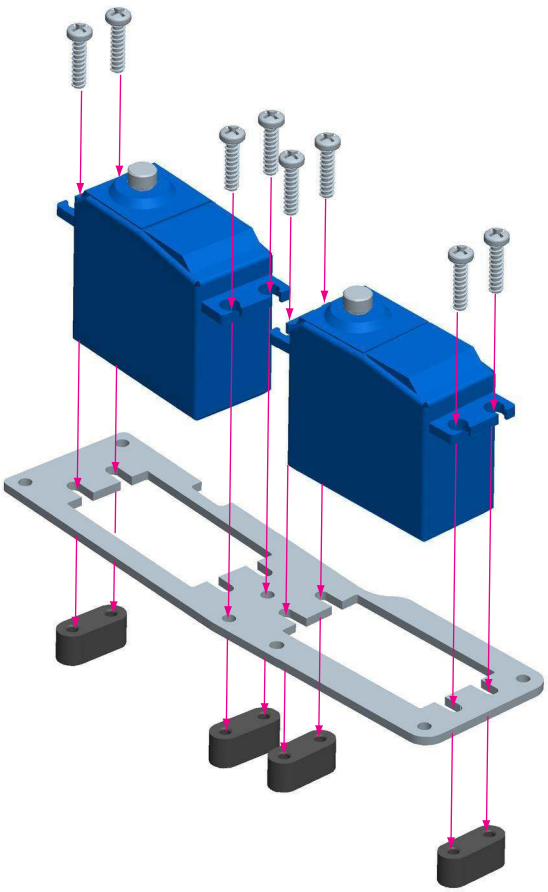
Center Gear Box Assembly: Place the front center drive shaft (97) into the front outdrive of the center diff. Place the rear center drive shaft (98) into the rear outdrive of the center diff. Fasten the center gearbox to the chassis using four 4x12 FH Screws (209). Make sure that the spacers stay aligned between the chassis and the center gearbox. Check the fit of the center drive shafts.



Side Guards: Attach the side guards to the chassis using six 3x8mm FH/ST screws.

9. RADIO CASE



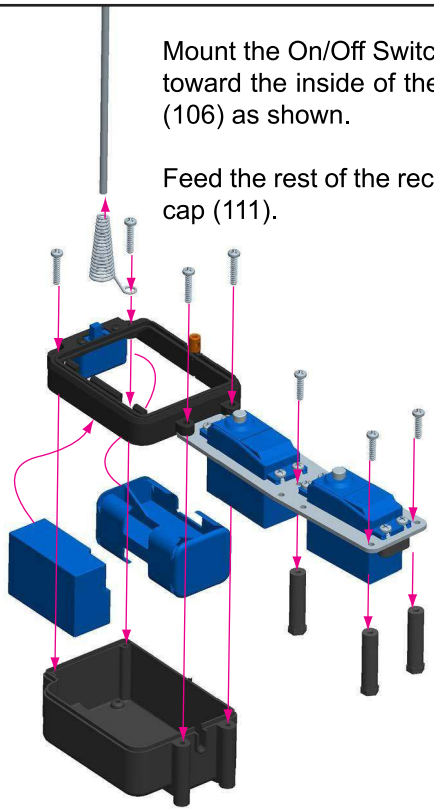


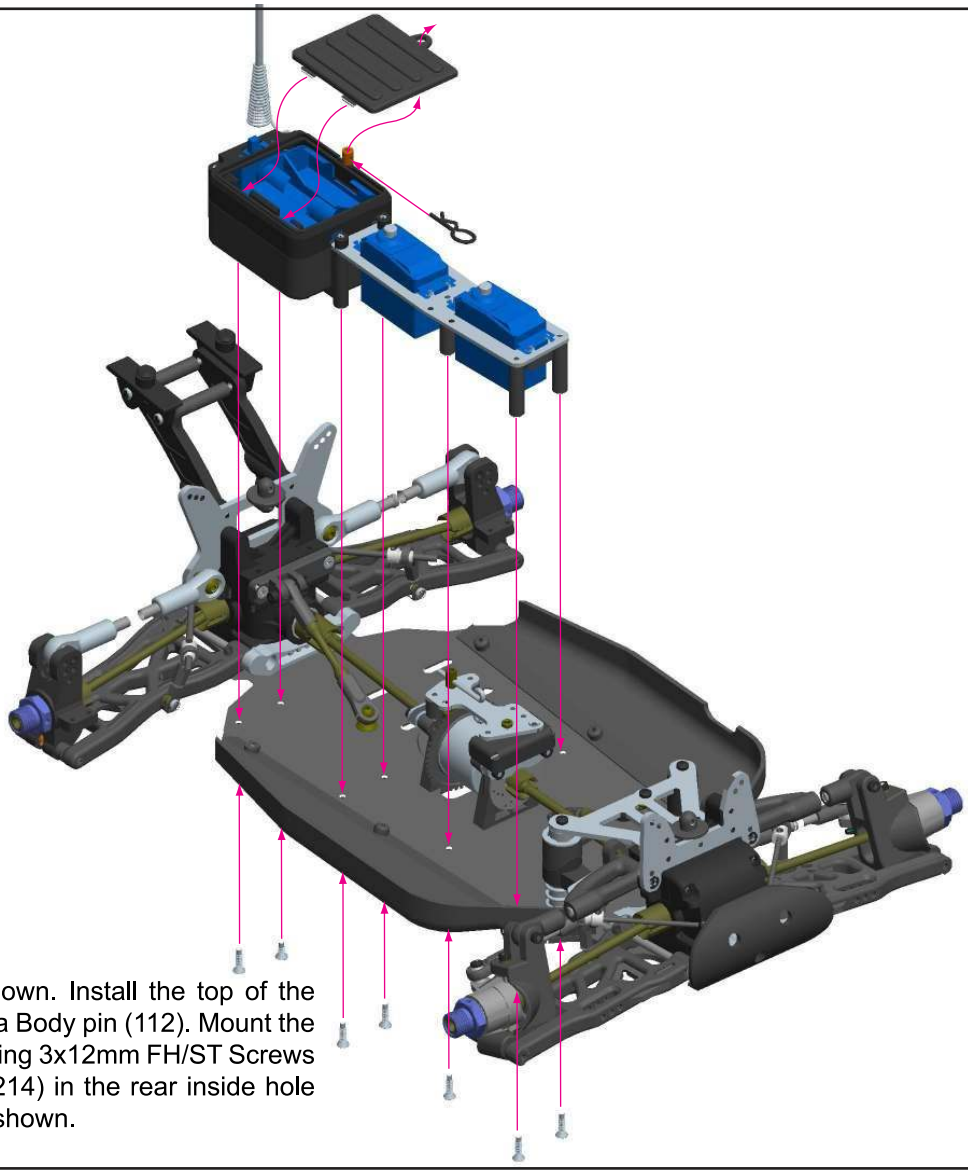
Radio: In your kit, you will find plastic servo mounts and hardware. Use these parts to assemble your radio plate. Place the servos in the Radio Plate (101) and mount using the eight 3x12 BH/ST Screws (217) and Servo Mounts (102) as shown. Leave servos snug. Do not over tighten, or the servos could be 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.

RADIO CASE

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.

Feed the rest of the receiver antenna wire through the antenna tube and install the antenna tube cap (111).

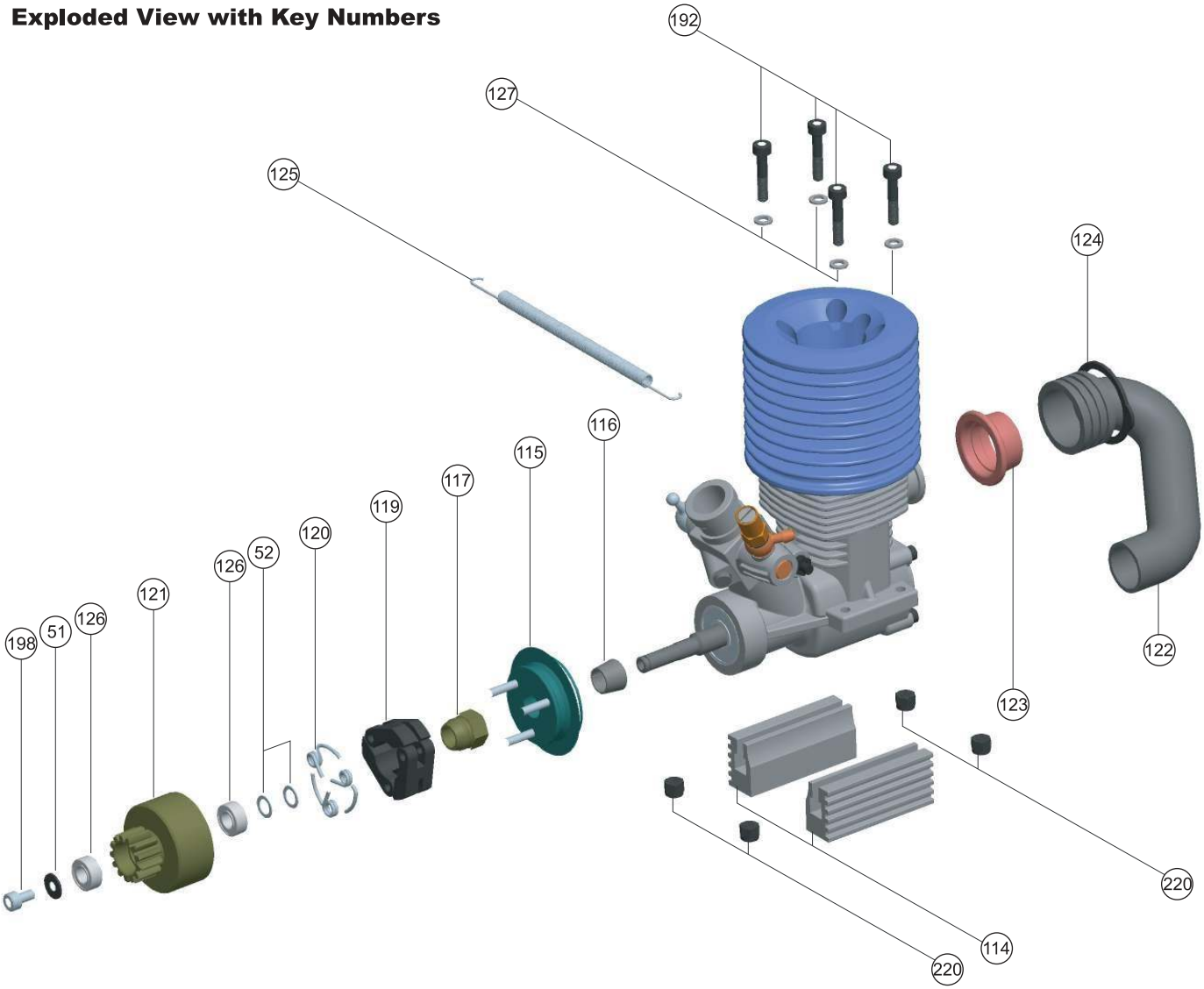




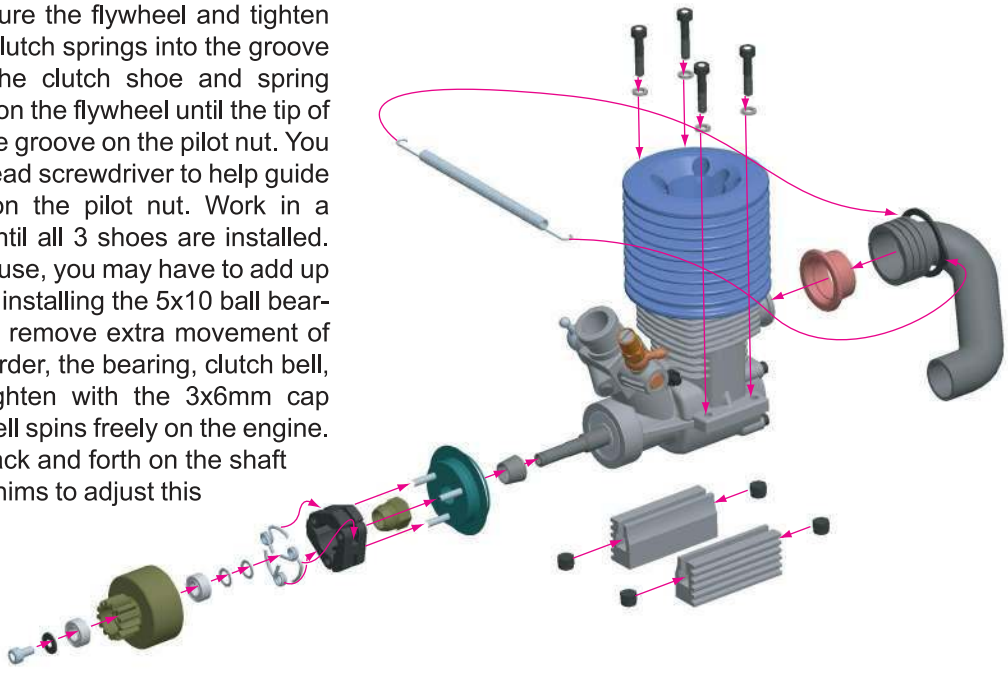
Assemble parts in the order shown. Install the top of the radio box (113) and secure with a Body pin (112). Mount the radio assembly in the chassis using 3x12mm FH/ST Screws (213) and one 3x8mm FH/ST (214) in the rear inside hole nearest to the rear gear box as shown.

10. FUEL TANK & ENGINE

Exploded View with Key Numbers

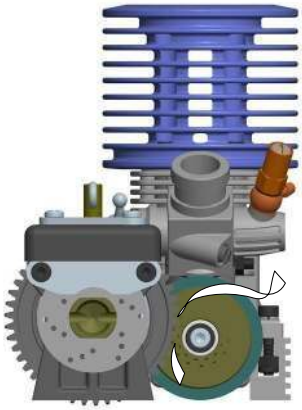


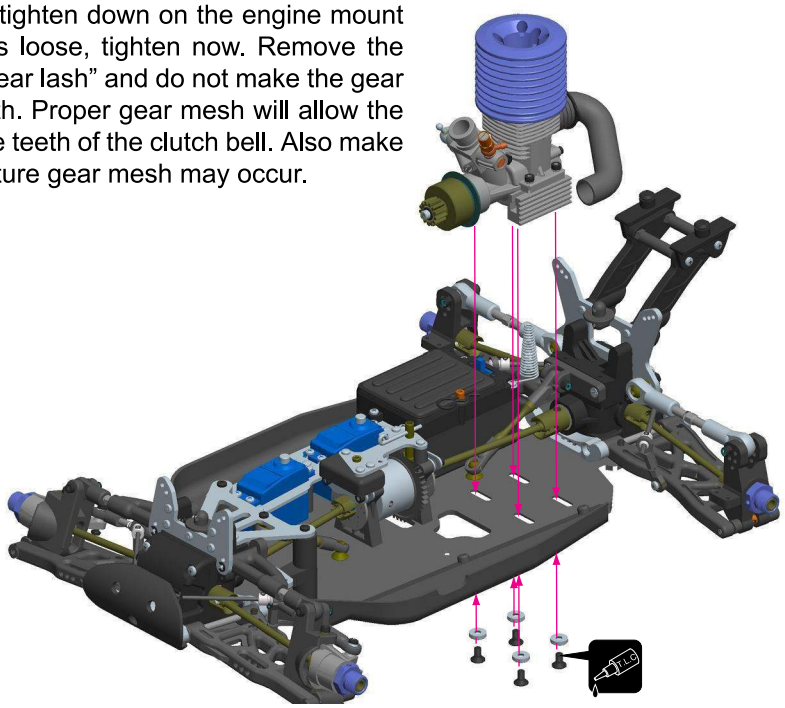
Clutch: Slide cone collet and flywheel over crankshaft, followed by the pilot nut. Secure the flywheel and tighten the pilot nut firmly. Place the clutch springs into the groove of the clutch shoes. Align the clutch shoe and spring assembly down onto the post on the flywheel until the tip of the clutch spring snaps into the groove on the pilot nut. You may need to use a small flathead screwdriver to help guide the spring 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 3 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.

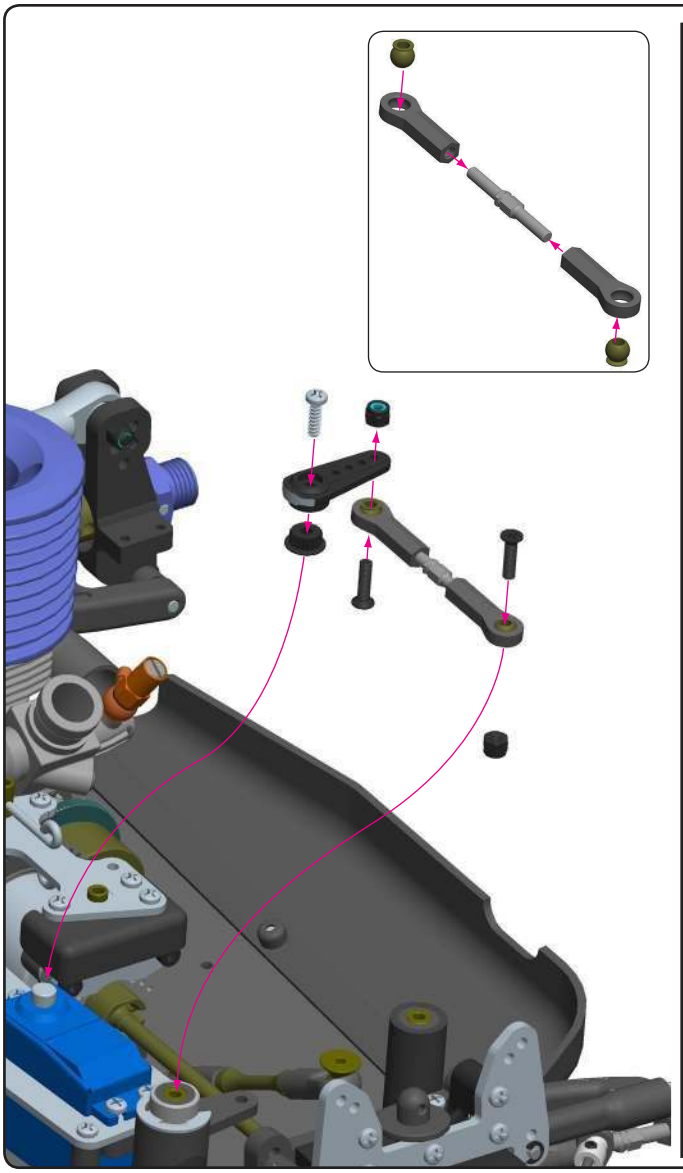


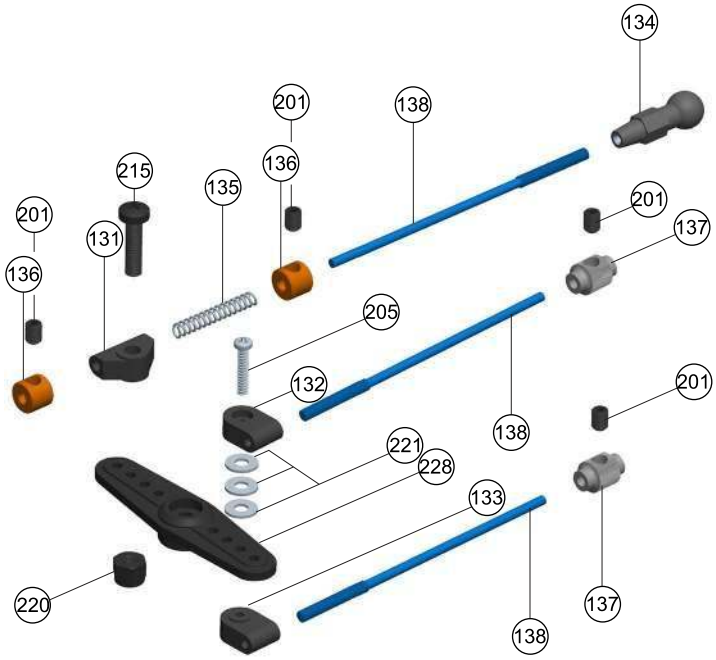
FUEL TANK & ENGINE

Engine: Mount the engine assembly to the chassis with four 4x8 FH screws. 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 on the engine mount screws. If you left the top engine mount screws loose, tighten now. Remove the plastic 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, otherwise premature gear mesh may occur.

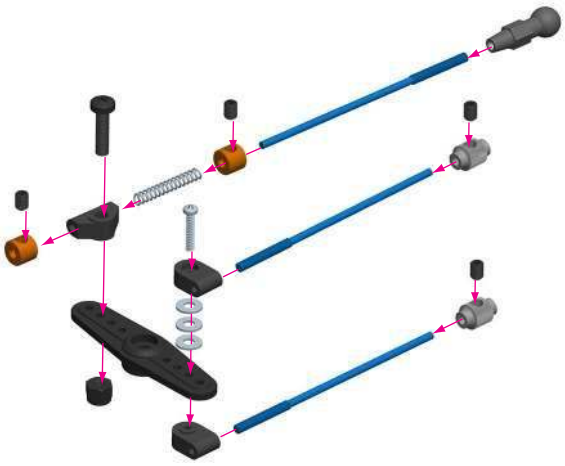


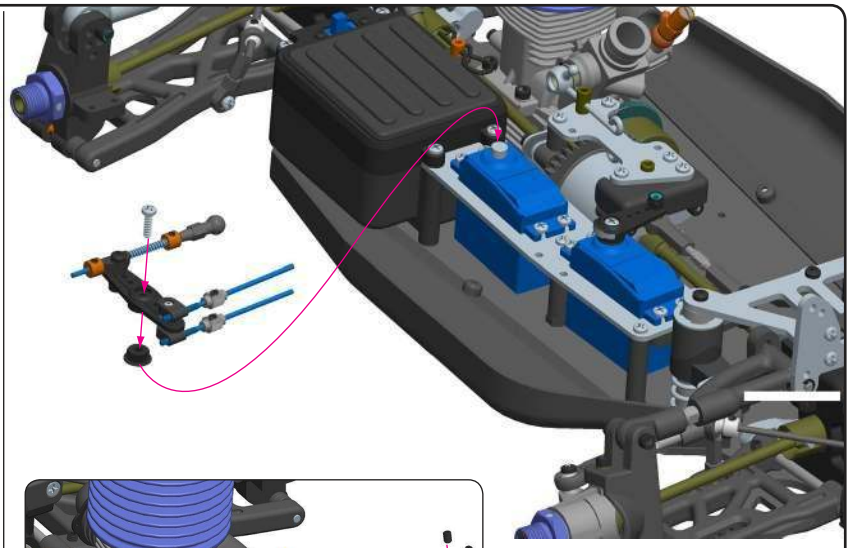


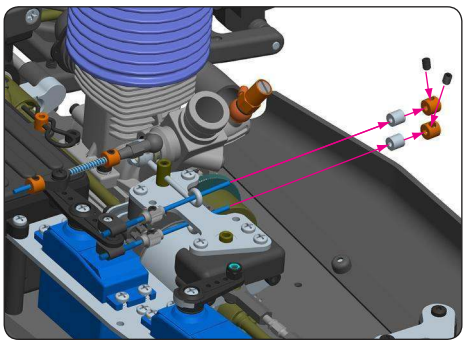




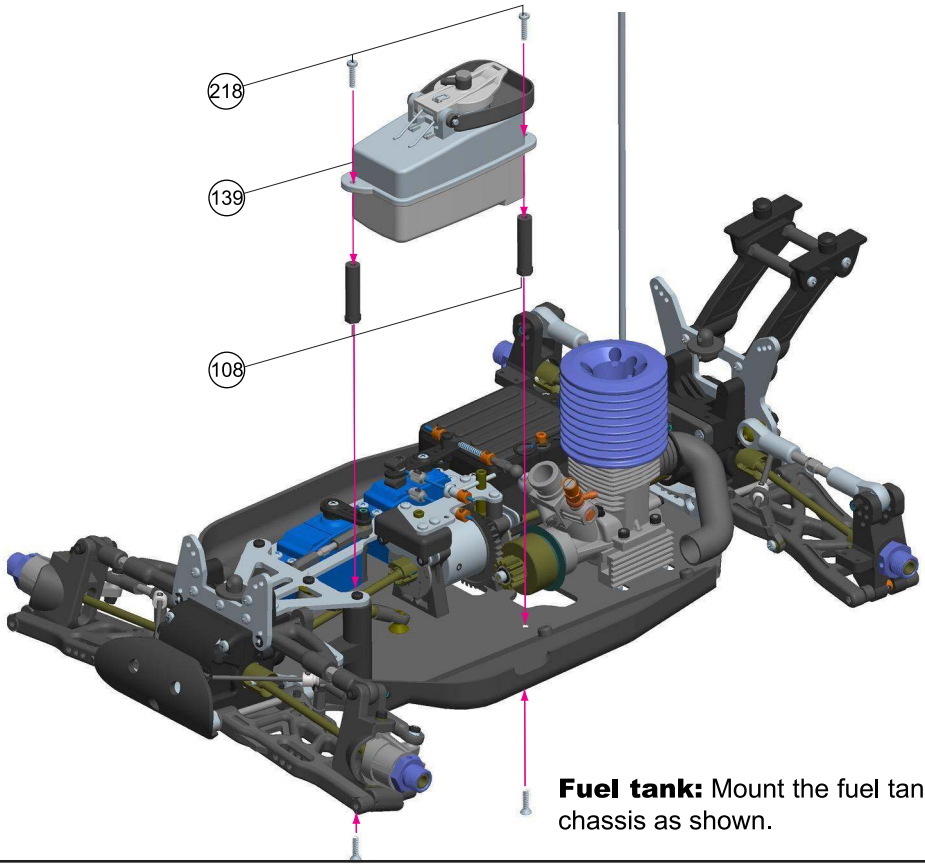
FUEL TANK & ENGINE





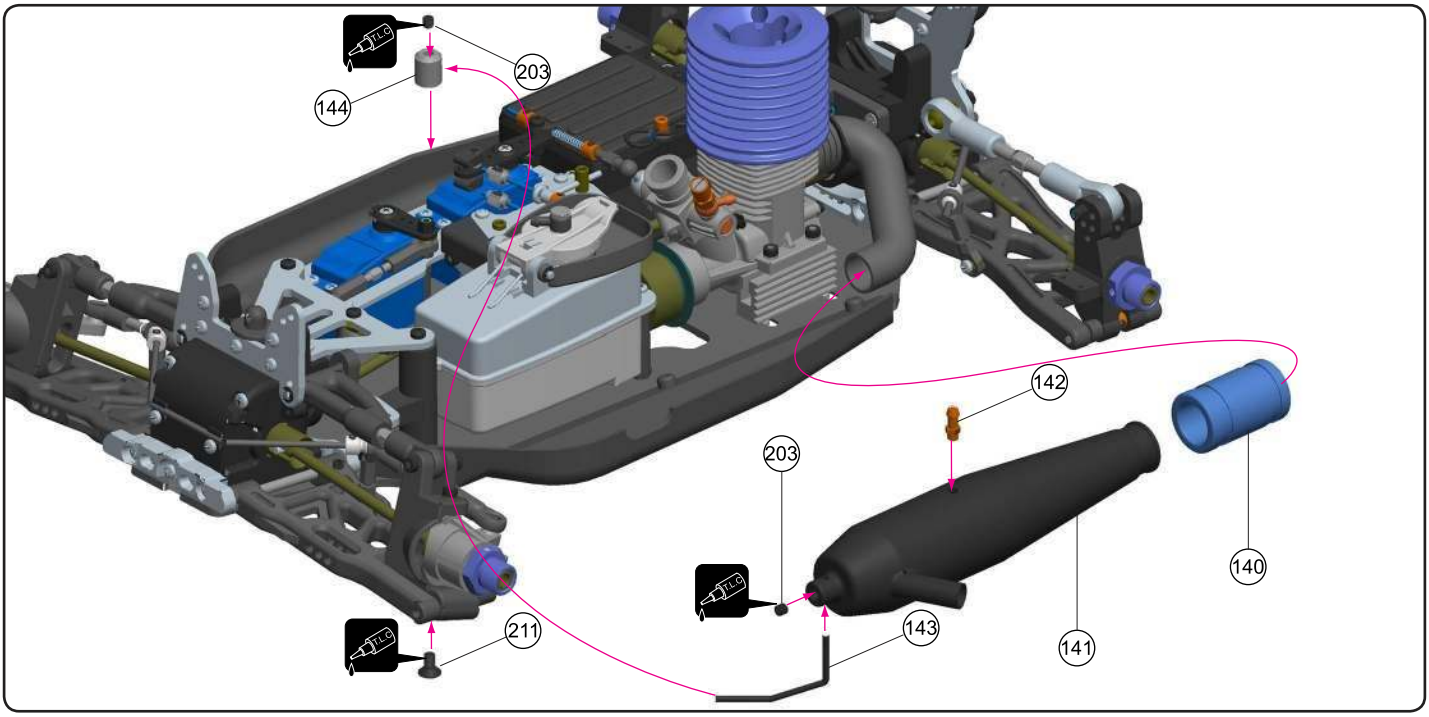


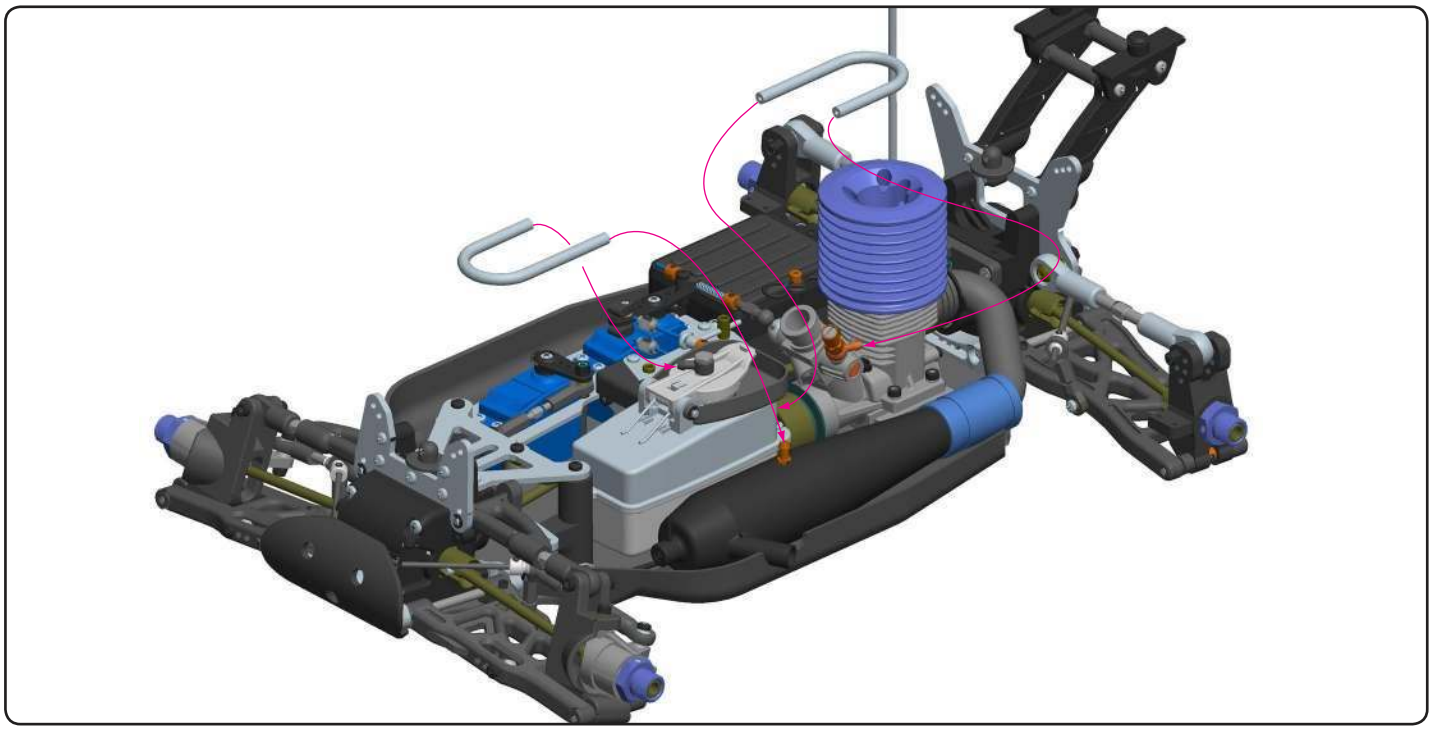
Throttle/Brake Linkage: Thread the ball cup onto a throttle rod until tight. Slide a 2mm stopper over the throttle rod followed by the linkage spring, throttle rod support, and 2mm stopper. Tighten the last stopper only to keep the parts in place for now. Install this throttle linkage assembly to the 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 BH screw. Make sure the linkage rotates freely.

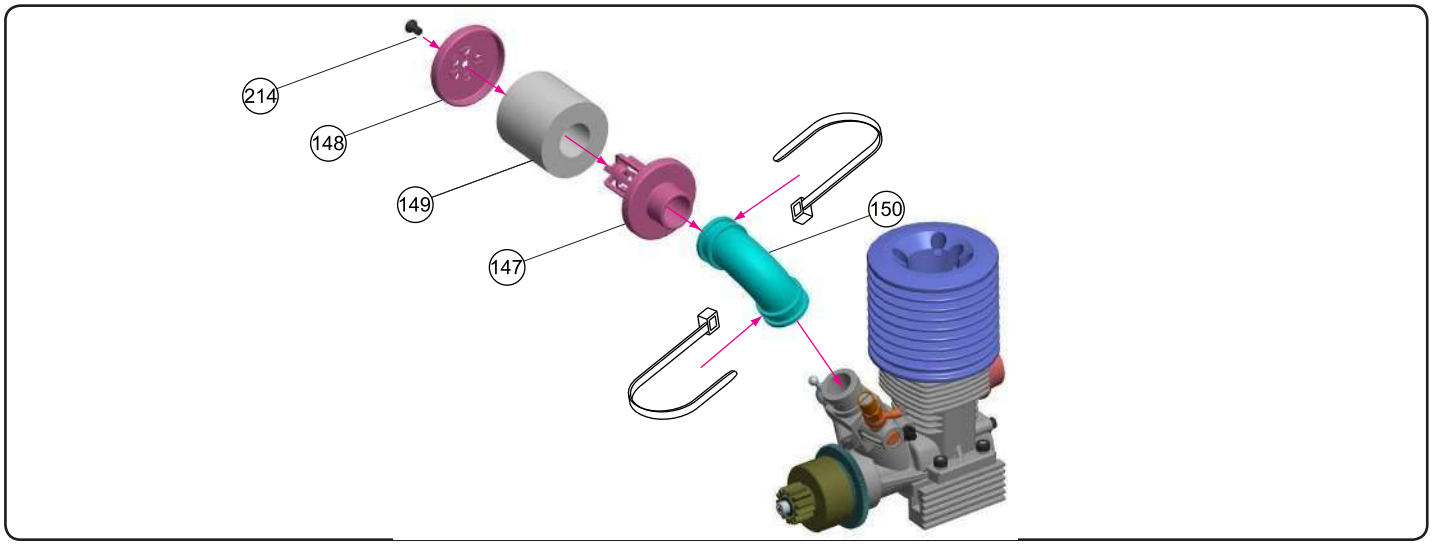


Fuel tank: Mount the fuel tank posts A and B to the chassis as shown.

FUEL TANK & ENGINE

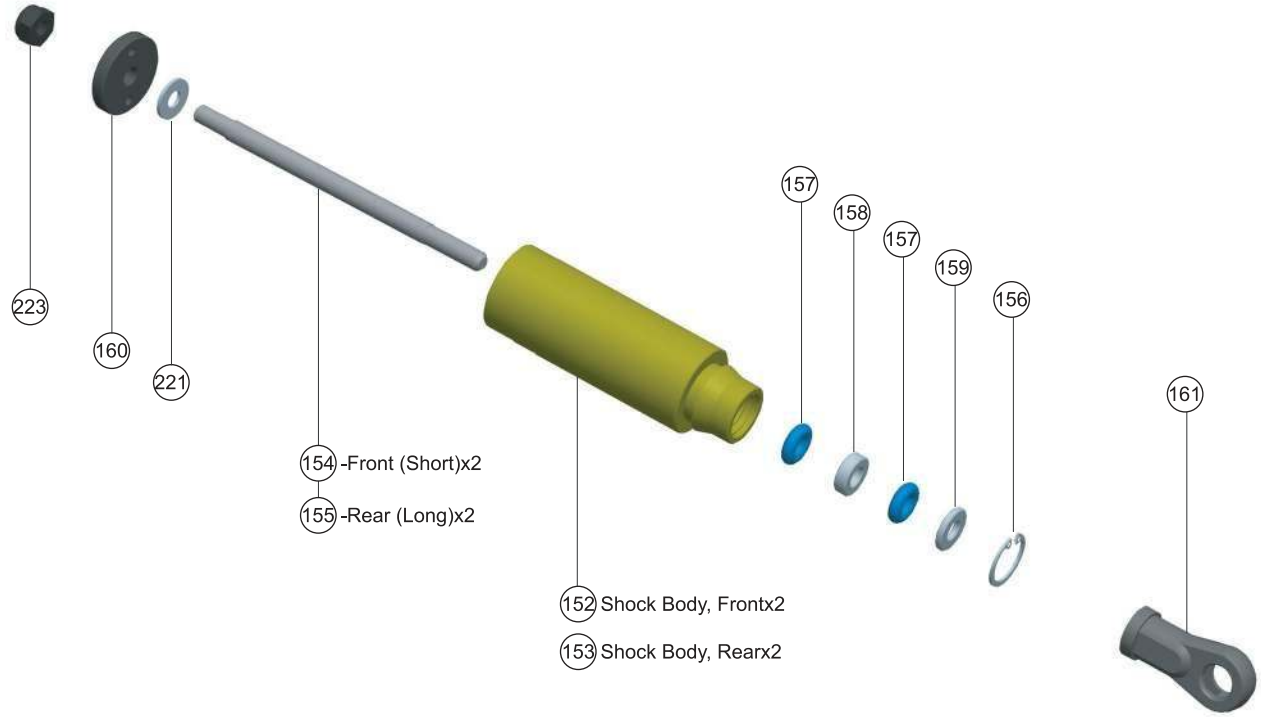






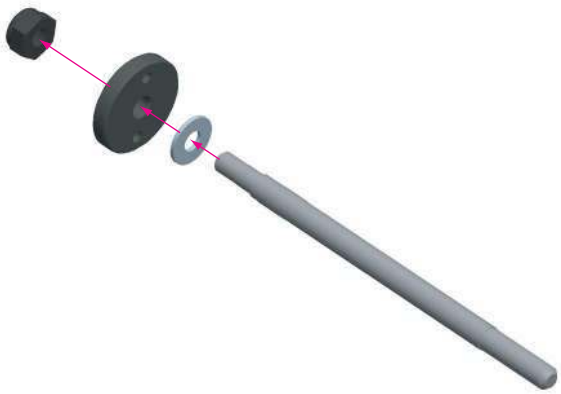
11. SHOCK ABSORBERS

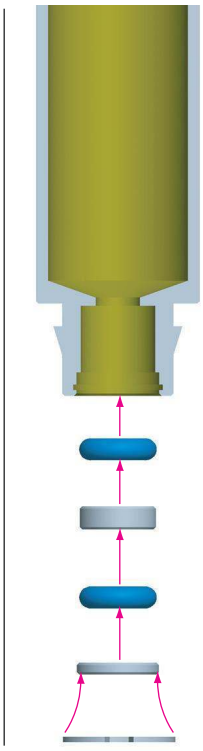
Exploded View with Key Numbers

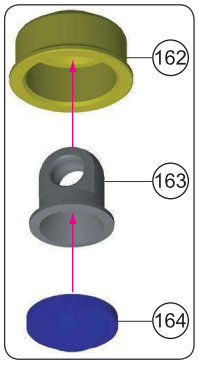


Shock Body/Piston: Apply a drop of GS Racing Pure Silicone Shock Oil to the o-rings. Place an o-ring, followed by a 2mm shock washer, another o-ring, and 1mm shock washer into the bottom of the shock body. Gently press the 1mm shock washer to seat the parts in the body and under the small groove. Carefully 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 1.3mm 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.

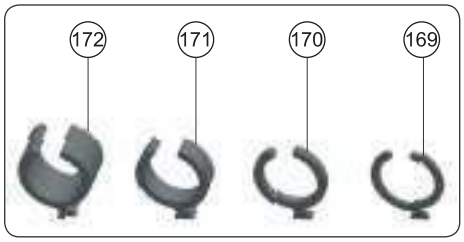


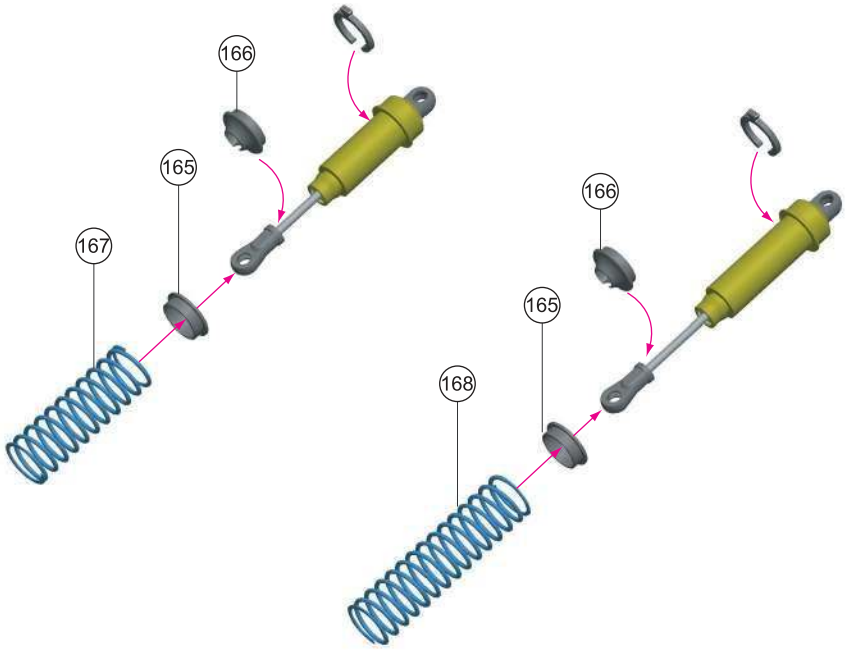


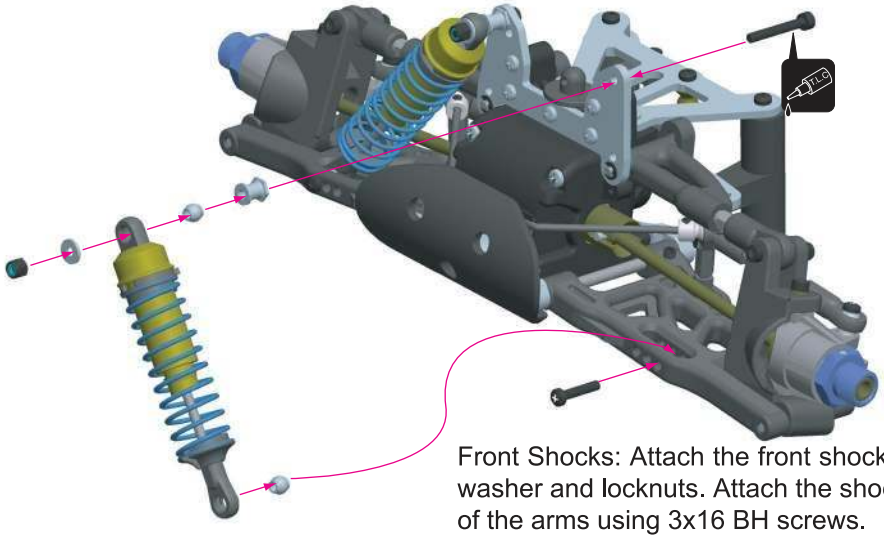


Shock Oil: Push the shock shaft in about 5mm. Fill the shock with shock oil about half way. We suggest using GS Racing Pure Silicone 35wt. oil for the front shocks and rear shocks. Pull the shock shaft out and continue to fill until the oil level is just below the top of the shock body. Allow the air 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.

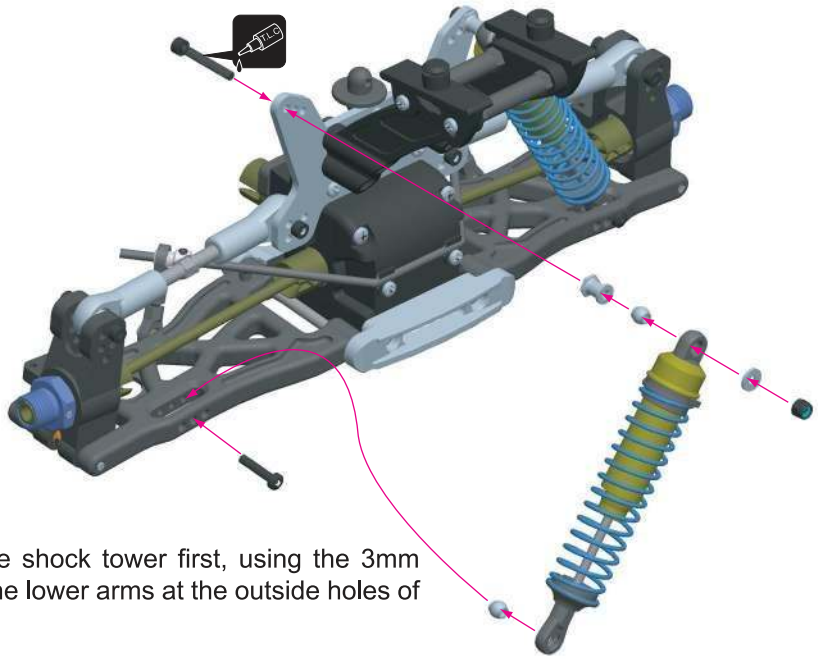
SHOCK ABSORBERS







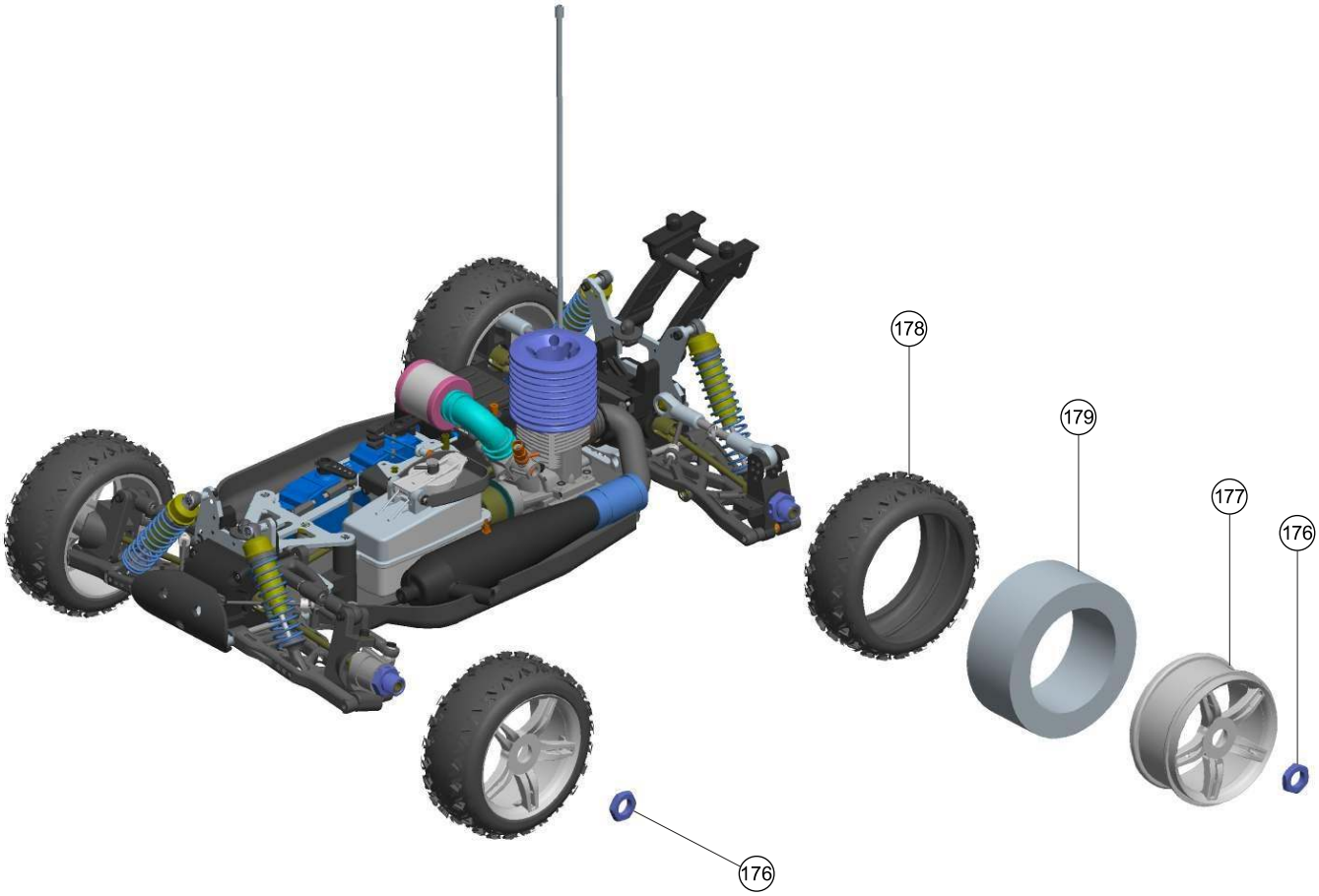
Front Shocks: Attach the front shocks to the shock tower first, using the 3mm washer and locknuts. Attach the shocks to the lower arms at the outside holes of the arms using 3x16 BH screws.

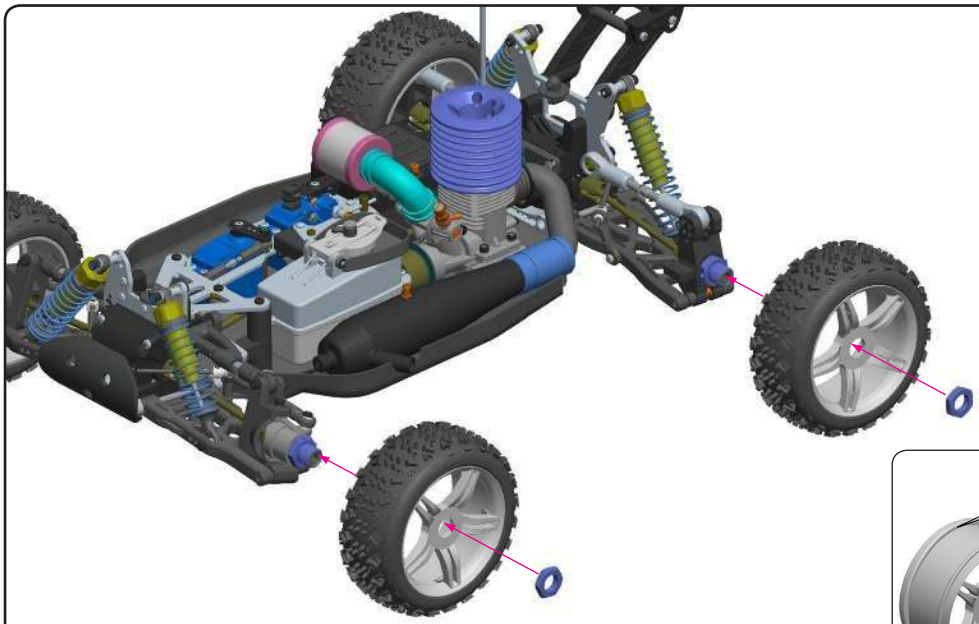


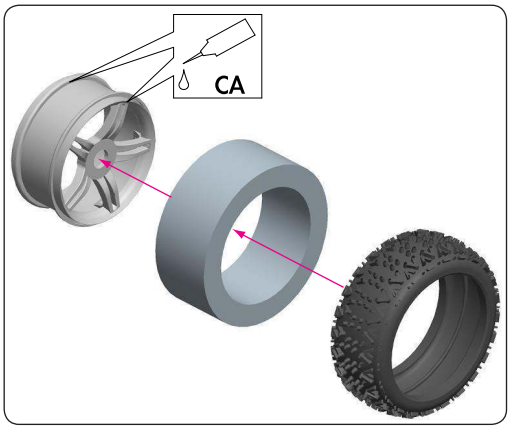
Rear Shocks: Attach the rear shocks to the shock tower first, using the 3mm washer and locknuts. Attach the shocks to the lower arms at the outside holes of the arms using 3x16 BH screws.

12. FINAL ASSEMBLY

Exploded View with Key Numbers



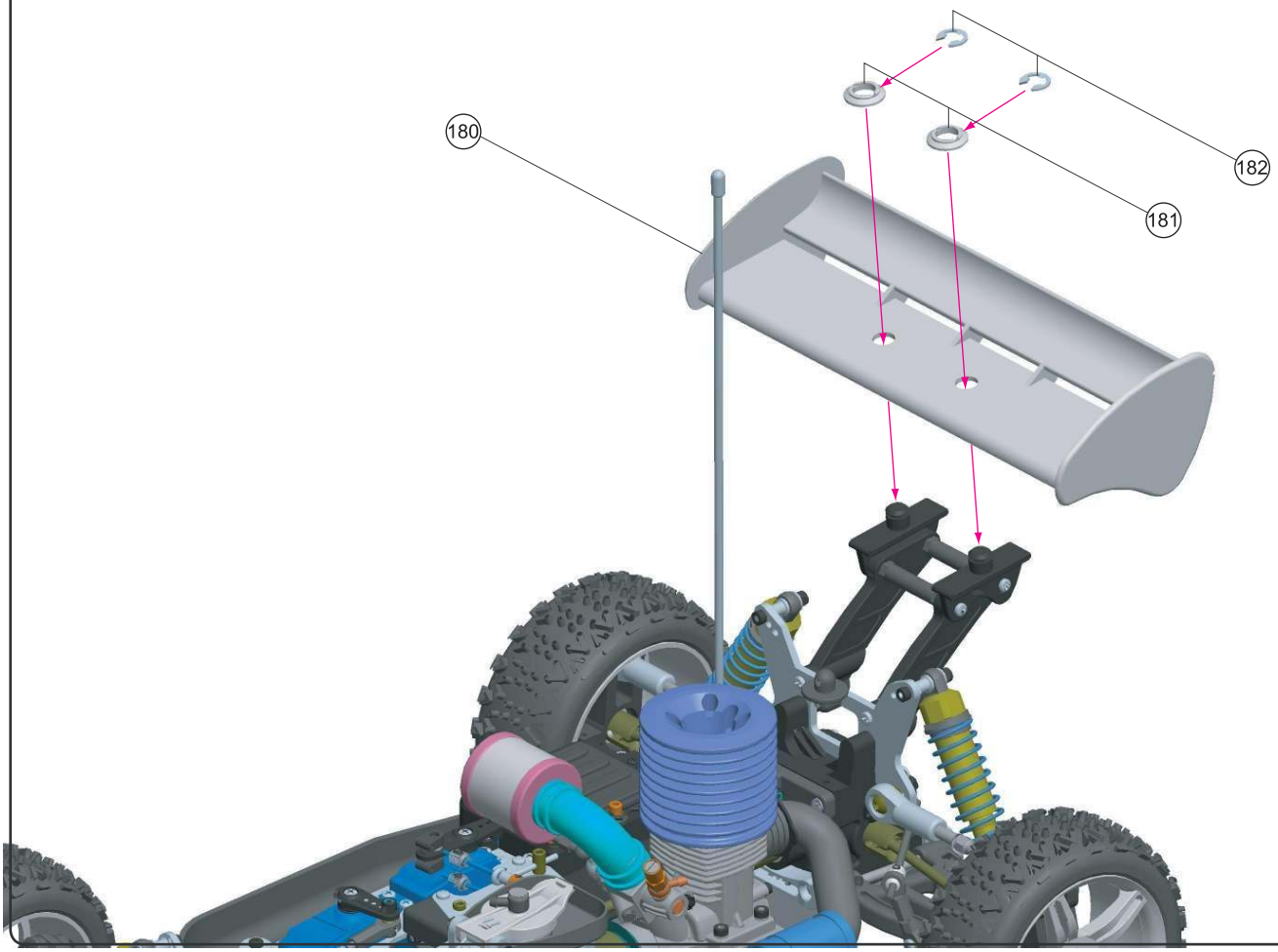


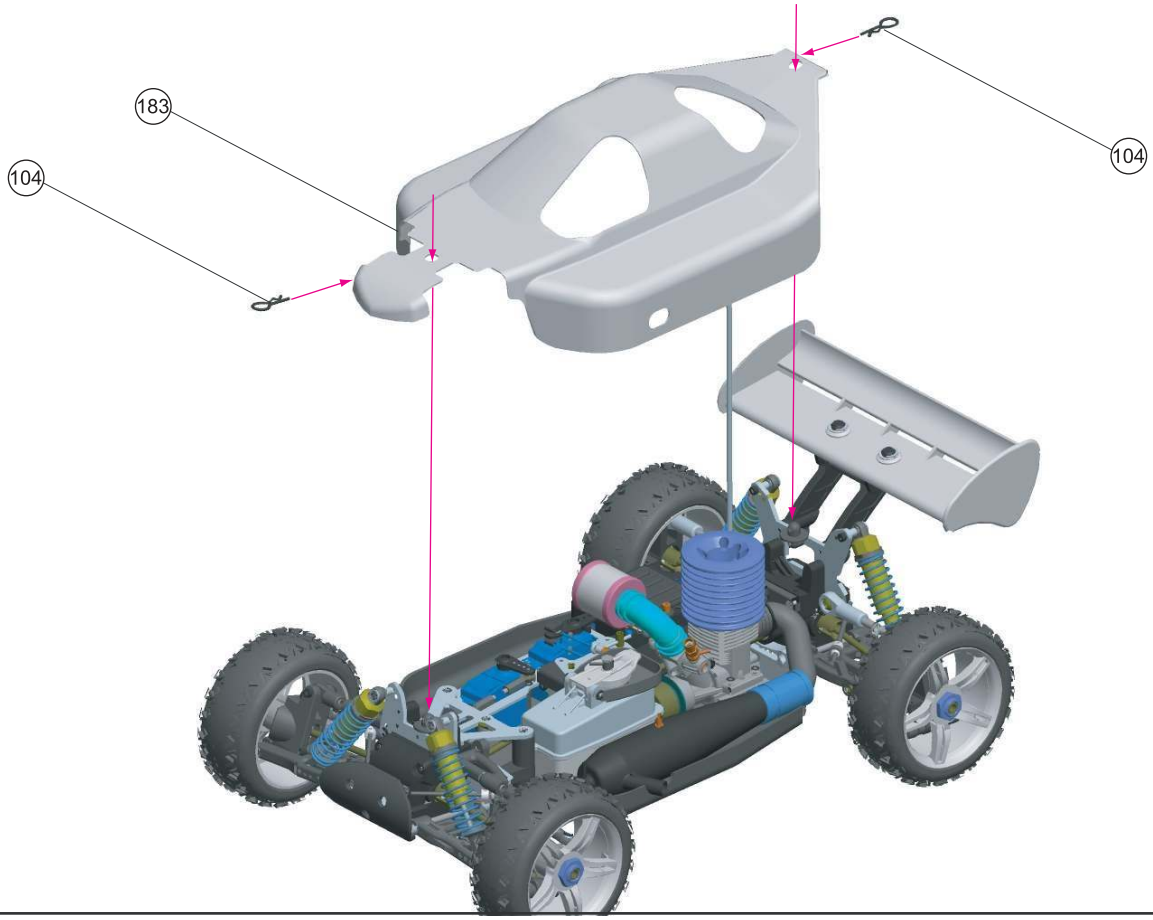


Clean contact area of the wheels and tires with rubbing alcohol or window cleaner before gluing!

FINAL ASSEMBLY

Exploded View with Key Numbers





STORM EVO RTR *Set-up Sheet*

Race time / Lap: _____
Best lap: _____

Name: STORM EVO RTR
Date: Baseline Setup
Track:

Track Conditions

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

Diff. Oil
Front: # GS Grease
Center: # GS Grease
Rear: # GS Grease

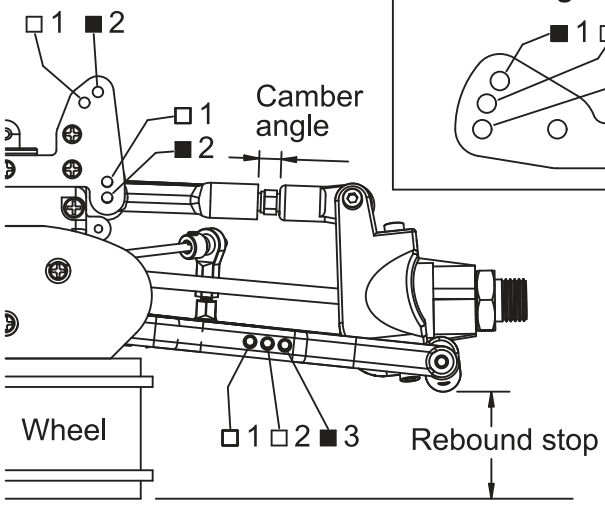
Engine
Type: GS B03
Gasket: 0.2 mm
Plug: GS No. 5
Muffler: Kit Pipe (GS-ST081)
Fuel: 20%

Tire

Front		**Rear**	
Type:	Kit Tire	Type:	Kit Tire
Foam:	Kit Foam	Foam:	Kit Foam

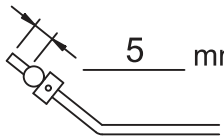
Clutch
Clutch shoes: GS
Spring: 1.0 mm
Clutch bell / Spur gear: 13T / 46T

Front Suspension



Steering Ackerman

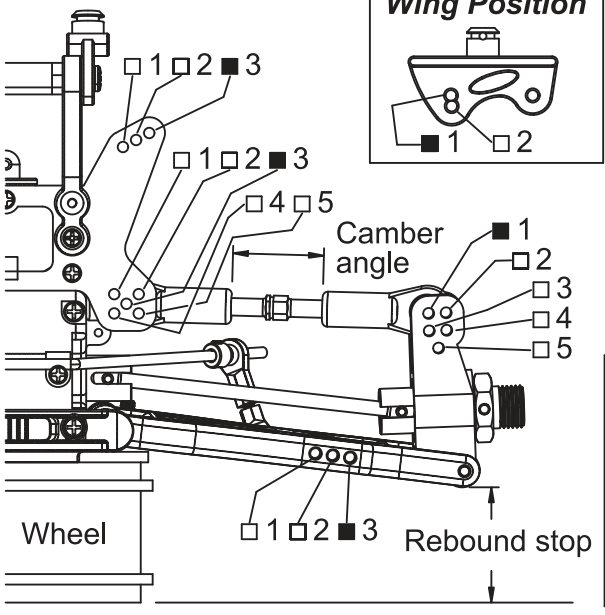
Track width 306 mm
Camber angle 7 mm
Caster angle None °
Toe angle 0 °
Rebound stop None mm
Sway bar ■ Use 2.3 mm
□ None



Front Shocks
Oil: GS #35 wt.
Pistons: 1.2x3
Spring: D1.5
Spacer: 3 mm

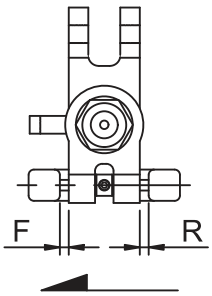
Notes: Set ride height to lower arms level

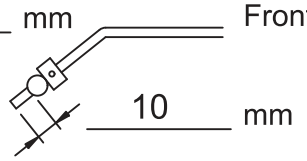
RearSuspension



Wing Position

Toe-in plate □1° □2° ■3°
Anti-squat insert □1° □2° ■3°
Camber angle 26 mm
Rebound stop None mm
Wheelbase adjustment F 5 mm
R 0 mm
Sway bar ■ Use 2.8 mm
□ None

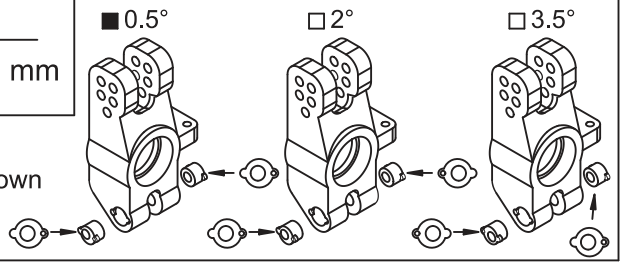




Rear Shocks
Oil: GS #35 wt.
Pistons: 1.2x3
Spring: D1.5
Spacer: 5 mm

Notes: Set ride height to lower arms level.

Toe Angle (On Rear Hub)



Right Side Hub Shown

STORM EVO 25 RTR *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
Plug: _____
Muffler: _____
Fuel: _____

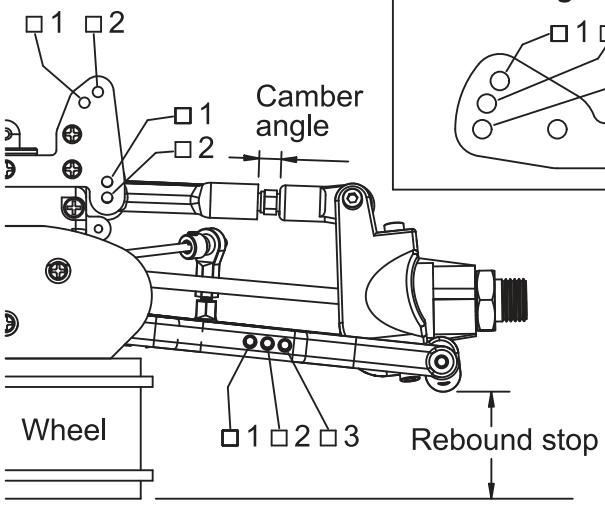
Tire

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

Clutch

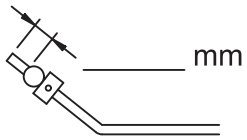
Clutch shoes: _____
Spring: _____ mm
Clutch bell / Spur gear: _____

Front Suspension



Steering Ackerman

Track width _____ mm
Camber angle _____ mm
Caster angle _____ °
Toe angle _____ °
Rebound stop _____ mm
Sway bar ☐Use _____ mm
☐None



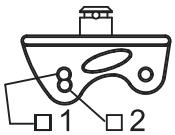
Front Shocks

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

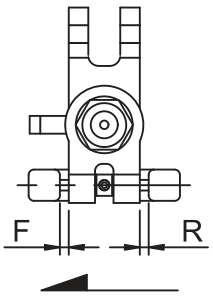
Notes: _____

RearSuspension

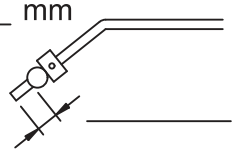
Wing Position



Toe-in plate ☐1° ☐2° ☐3°
Anti-squat insert ☐1° ☐2° ☐3°
Camber angle _____ mm
Rebound stop _____ mm
Wheelbase adjustment F _____ mm
R _____ mm



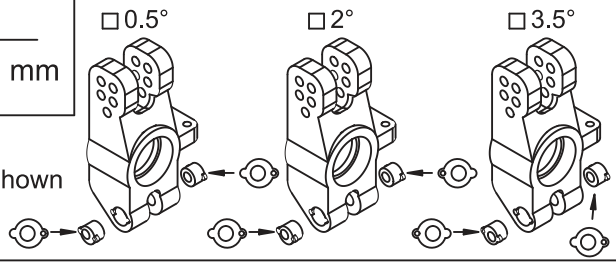
Sway bar ☐Use _____ mm
☐None



Rear Shocks

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

Toe Angle (On Rear Hub)



Right Side Hub Shown

Notes: _____

STORM EVO RTR Troubleshooting Guide

Problem	Things To Check	Solution
Engine won't start	1. Fuel tank is empty. 2. Bad glowplug or dead igniter battery. 3. Fuel lines, air cleaner, or muffler is clogged. 4. Engine is flooded due to over-priming. 5. Carburetor is not adjusted properly.	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	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.	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	1. Carburetor is not adjusted properly. 2. Fuel lines, air cleaner, or muffler is clogged 3. Low fuel pressure from muffler.	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	1. Weak transmitter and /or receiver batteries. 2. Low reception from radio antennas. 3. Servo linkages not adjusted properly.	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	1. Weak transmitter and/or receiver batteries. 2. Bent linkages or driveshafts. 3. Loose steering components. 4. Drivetrain damage.	1. Recharge or replace batteries. 2. Check tightness of steering components and tighten if necessary. 3. Replace damaged parts.
Handling problems	1. Shocks are not working properly. 2. Suspension is binding. 3. Improper tires.	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	1. Suspension is binding. 2. Damaged steering servo.	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	1. Suspension is binding. 2. Steering trim is off-center. 3. Wheels are loose. 4. Damaged steering servo.	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.

STORM EVO RTR Key No. List

Key No.	Part Name	Q'ty in Use	Item No.
1	Diff. Case	3	GS-ST009
2	Ball Bearing, 8x16 mm	18	GS-690003A
3	Diff. Outdrive, F/R	4	GS-ST028
4	Center Diff. Outdrive	2	GS-ST027
5	O-ring, AS009	6	GS-ST067
6	Bushing, 6x10x2.5 mm	6	GS-ST009
7	Pin, 2.5x13.8 mm	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, 4.1x10x0.3 mm	12	GS-ST066
12	Crown Gear, Large	2	GS-ST006
13	Steel Spur Gear, 46T	1	GS-ST005
14	Diff. Gasket	3	GS-ST010
15	Shim, 13.4x16x0.3 mm	6	GS-ST082
16	Pinion Gear, Small	2	GS-ST007
17	Drive Joint	2	GS-ST029
18	Bulkhead (B)	2	GS-ST012
19	Bulkhead (A)	2	GS-ST012
20	Front Shock Tower	1	GS-ST033TA
21	Front Upper Suspension Holder	1	GS-ST080
22	Front bumper	1	GS-ST013
23	Body Mount	2	GS-ST056A
24	Shock Bushing	2	GS-ST085
25	Wing Stay	2	GS-ST056
26	Upper Wing Stay	2	GS-ST056
27	Wing Joint, Plastic (L34mm)	2	GS-ST056
28	Rear Shock Tower	1	GS-ST034TA
29	Pivot Ball, 8.8x10 mm	2	GS-ST016
30	Rear Chassis Brace 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
35	Center Diff. Support Plate	1	GS-ST050TA
36	Brake Cam, Front	1	GS-ST041
37	Brake Cam, Rear	1	GS-ST042
38	Brake Cam Bushing, Flanged	2	GS-ST050TA
39	Brake Level	2	GS-ST041
40	Chassis Plate, 6061 T6	1	GS-ST042
41	Servo Saver Pipe	1	GS-ST106

Key No.	Part Name	Q'ty in Use	Item No.
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
47	Servo Saver Bushing, Plastic, 6x10 mm	4	GS-ST036
48	Steering Plate	1	GS-ST035TA
49	Servo Saver Arm Bushing	2	GS-ST035A
50	E-clip, E-9	1	GS-ST036
51	Shim, 3x8x1 mm	7	GS-601008
52	Shim, 5x7x0.2 mm	3	GS-601003
53	Front Upper Suspension Arm	2	GS-ST017
54	Ball End, 6.8 mm	2	GS-ST017
55	M5x25 Turnbuckle, Front Upper Arm	2	GS-ST017A
56	Ball, 6.8x7 mm	5	GS-ST017
57	Upper Suspension Hinge Pin, Front	2	GS-ST052
58	E-clip, E-2.5	5	GS-600008
59	Steering Knuckle, Right	1	GS-ST020
60	Steering Knuckle, Left	1	GS-ST021
61	Front Hub Carrier, Right	1	GS-ST019
62	Front Hub Carrier, Left	1	GS-ST019
63	Universal Drive Shaft, Front	2	GS-ST023
64	Knuckle Collar	4	GS-ST020A
65	Front Lower Suspension Arm	2	GS-ST015
66	Storm RTR Evo Front Lower Suspension Plate	1	GS-ST107
67	Storm RTR Evo Front Lower Sus. Mount	1	GS-ST108
68	Lower Suspension Hinge Pin, 4x65 mm	4	GS-UTC09
69	Front Lower Suspension 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	GSC-CL030
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, 3mm	2	GS-ST022
78	Spacer, Plastic	4	GS-ST022
79	Rear Lower Suspension Hinge Pin, 3mm	4	GS-ST054
80	Rear Wheel Axle	2	GS-ST069
81	Front Support Plate	1	GS-ST049TA
83	Torque Rod Ball, 6.8x10 mm	3	GS-ST039

STORM EVO RTR Key No. List

Key No.	Part Name	Q'ty in Use	Item No.
84	Rear Drive Shaft	2	GS-ST024
85	Ball End, 6.8 mm	8	GSC-CL041
86	Turnbuckle, 4x46 mm	2	GSC-CL046
87	Pivot Ball, 6.8x9 mm	2	GS-ST039
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, 5.8x11 mm	4	GS-ST046
93	Ball, 5.8x4.6 mm	2	GS-ST046
94	Pivot Ball, 5.8x5.4 mm	4	GS-ST046
95	Side Guard, Right	1	GS-ST059
96	Side Guard, Left	1	GS-ST059
97	Front Center Drive Shaft	1	GS-ST025
98	Rear Center Drive Shaft	1	GS-ST026
99	O-ring, P4	2	GS-300012A
100	Torque Rod	2	GS-ST039
101	Radio Plate	1	GS-ST057TA
102	Servo Mount	4	GS-ST058
103	Transponder Stay	1	GS-ST058
104	Body Pin, R8	3	GS-80006
105	Pin Holder	1	GS-ST058-1
106	Receiver Box A	1	GS-ST058
107	Receiver Box B	1	GS-ST058
108	Fuel Tank Post	5	GS-ST058
109	Antenna Tube	1	GS-180001
110	Antenna Tube Holder	1	GS-ST076
111	Antenna Tube Cap	1	GS-700714
112	R-pin, R4	1	GS-ST058
113	Receiver Box Cap	1	GS-ST058
114	Engine Mount Set, 17 mm	2	GS-ST031
115	Flywheel	1	GS-ST002
116	Corn Collar	1	GS-ST002A
117	Pilot Nut	1	GS-ST032
119	Clutch Shoe	3	GS-ST004
120	Clutch Spring	3	GS-ST003
121	Clutch Bell, 13T	1	GS-ST001
122	Manifold	1	GS-ST079
123	Silicone Exhaust Gasket	1	GS-E21TBL
124	Manifold Spring Holder	1	GS-ST079
125	Manifold Holding Spring	1	GS-ST078A

Key No.	Part Name	Q'ty in Use	Item No.
126	Ball Bearing, 5x10 mm	2	GS-690001
127	Spring Washer	4	GS-601005
128	M4 Countersunk Aluminum Washer	4	GS-250125M
129	Turnbuckle, 3x30 mm	1	GS-ST037
130	Ball End, 5.8 mm	2	GS-ST037
131	Throttle Rod Support	1	GS-ST038
132	Brake Rod Support, Upper	1	GS-ST038
133	Brake Rod Support, Lower	1	GS-ST038
134	Throttle Rod End	1	GS-ST038
135	Linkage Spring	1	GS-ST038
136	Stopper, 2 mm	4	GS-ST038
137	Adjuster Knob	2	GS-ST038
138	Throttle Rod	3	GS-ST038
139	Fuel Tank	1	GS-ST060
140	Silicone Coupler	1	GS-MA21BL
141	Muffler	1	GS-ST081
142	Pressure Tap	1	GS-ST081
143	Muffler Stay Wire	1	GS-ST071
144	Mufler Stay	1	GS-ST071
146	Silicone Fuel Tubing	1	GS-2455-F3TBL
147	Air Filter Sponge Holder	1	GS-701017
148	Air Filter Sponge Cap	1	GS-701017
149	Air Filter Sponge	1	GS-701017-1
150	Air Filter Sponge Adapter	1	GS-701017
151	Nylon Tie Wrap, 2.5x98 mm	2	GS-470001
152	Shock Body, Front	2	GS-ST072A
153	Shock Body, Rear	2	GS-ST073A
154	Shock Shaft, 52 mm	2	GS-ST072B
155	Shock Shaft, 61 mm	2	GS-25072
156	C-ring	4	GS-600026
157	Silicone O-ring, P3	8	GS-30005
158	Shock Collar, Thick	4	GS-80007
159	Shock Collar, Thin	4	GS-80007
160	Shock Piston	4	GS-ST084
161	Ball End, 5.8 mm	4	GS-ST084
162	Shock Sealed End Cup	4	GS-250033
163	Shock End Cap	4	GS-ST084
164	Silicone Shock Bladder	4	GS-SH-8TBL
165	Spring Collar	4	GS-ST084
166	Spring Cup	4	GS-ST084
167	Shock Spring Set, Short	2	GS-ST086

STORM EVO RTR Key No. List

Key No.	Part Name	Q'ty in Use	Item No.
168	Shock Spring Set, 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	5.8mm Pivot Ball for Storm Shocks	8	GS-250106
174	Pin, 3x16.8 mm	4	GS-STP020-1
175	Wheel Hub	4	GS-ST030
176	Wheel Nut	4	GS-ST030
177	Wheel	4	GS-ST061
178	Tire	4	GS-ST063
179	Foam Tire Insert	4	GS-ST062
180	Nylon Wing	1	GS-ST055
181	Wing Stay Spacer	2	GS-ST055
182	E-clip, E-6	2	GS-ST056
183	Body	1	GS-150016
184	Decals	1	GS-ST075
185	Storm RTR Evo Rear Anti-Squat Mount(3 Degree)	1	GS-ST109
186	Storm RTR Evo Rear Sus. Mount 3 Degree Toe	1	GS-ST110
188	Brake Splashguard, Front	1	GS-STP33
189	Fuel Tank Splashguard	1	GS-STP33
190	Throttle Return Spring	1	GS-680028
191	M3x12 Cap Screw	2	GS-611023
192	M3x16 Cap Screw	4	GS-611026
193	M3x16 Cap Screw	4	GS-611026
194	M3x14 Cap Screw (Helf tooth)	4	GSC-611024A
195	M3x20 Cap Screw	1	GS-611028
196	M3x23 Cap Screw	6	GS-611030
197	M3x25 Cap Screw	2	GS-611031
198	M3x6 Cap Screw	1	GS-611020
199	M4x12 Cap Screw	4	GS-611077
200	M3x12 Set Screw	4	GS-610007
201	M3x4 Set Screw	17	GS-610001
202	M4x12 Set Screw	4	GS-610026
203	M4x4 Set Screw	9	GS-610020
204	M5x5 Set Screw	6	GS-610040
205	M2x13 RH/ST Screw	1	GS-660007
206	M3.5x25 RH/ST Screw	12	GS-660054
207	M3x12 FH Screw	10	GS-650025
208	Washer, 3x8x1 mm	6	GS-601008
209	M4x12 FH Screw	15	GS-620080

Key No.	Part Name	Q'ty in Use	Item No.
210	M4x15 FH Screw	8	GS-620083
211	M4x8 FH Screw	5	GS-620078
212	M3.5x16 FH/ST Screw	4	GS-660050
213	M3x12 FH/ST Screw	2	GS-650025
214	M3x8 FH/ST Screw	8	GS-650023
215	M3x12 BH Screw	6	GS-640024
216	M3x16 BH Screw	8	GS-640028
217	M3x12 BH/ST Screw	44	GS-670024
218	M3x15 BH/ST Screw	14	GS-670027
219	M3x8 BH/ST Screw	5	GS-670022
220	M3 Lock Nut	18	GS-603007
221	Shim, 2.6x6x0.5 mm	7	GS-601001
222	M3x18 BH/ST Screw	6	GS-670029
223	M2.5 Lock Nut	4	GS-ST105
224	Servo Horn Adaptor, Ko, Sanwa (Air)	2	GS-90007BK
225	Servo Horn Adaptor, JR	2	GS-90007BK
226	Servo Horn Adaptor, Futaba	2	GS-90007BK
227	Servo Horn Adaptor, Hitec	2	GS-90007BK
228	Servo Horn	2	GS-90007BK
242	Break Splash Guard	1	GS-STP33

STORM EVO RTR Spare Part List

Item No.	Part Name
GS-ST001	Clutch Bell, 13T
GS-ST002	Flywheel & Collet
GS-ST002A	Collet (2)
GS-ST003	Clutch Springs
GS-ST004	Clutch Shoes
GS-ST005	Steel Spur Gear, 46T
GS-ST006	Crown Gear (Large)
GS-ST007	Pinion Gear (Small)
GS-ST008	Diff. Internal Bevel Gear Set
GS-ST009	Diff. Case Set
GS-ST009A	Diff. Bushing, 6x10x2.35mm
GS-ST010	Diff. Gasket
GS-ST011	Center Diff. Mount Set
GS-ST012	Bulkhead Set (1)
GS-ST013	Bumper Set
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)
GS-ST019	Front C-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-ST024	Rear Drive Shaft (2)
GS-ST025	Front Center Drive Shaft
GS-ST026	Rear Center Drive Shaft
GS-ST027	Center Diff. Outdrive (2)
GS-ST028	Diff. Outdrive, F/R (2)
GS-ST029	Drive Joint (2)
GS-ST030	Wheel Hub Set (1)
GS-ST031	Engine Mount Set (17mm RTR)
GS-ST032	Clutch Nut
GS-ST033TA	Front Shock Tower (4mm)(RTR Plus)
GS-ST034TA	Rear Shock Tower (RTR Plus)
GS-ST035A	Servo Saver Arm Bushing
GS-ST035TA	Steering Plant Set(RTR Plus)

Item No.	Part Name
GS-ST036	Servo Saver Bellcrank Set
GS-ST036A	Servo Saver Shaft
GS-ST037	Steering Linkage Set
GS-ST038	Throttle Linkage Set
GS-ST039	Front Chassis Brace Set (RTR)
GS-ST040	Rear Chassis Brace Set (RTR)
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	Front Support Plant (RTR Plus)
GS-ST050TA	Center Diff. Support Plant Set (RTR Plus)
GS-ST052	Front Upper Suspension Hinge Pin, 3mm (2)
GS-ST053	Front Lower Suspension Hinge Pin, 3mm (2)
GS-ST054	Rear Lower Suspension Hinge Pin, 3mm (2)
GS-ST055	Nylon Wing Set
GS-ST056	Wing Mount Set
GS-ST056A	Body Mount (2)
GS-ST057TA	Radio Plant(RTR Plus)
GS-ST058	Radio Box Set
GS-ST058-1	Pin Holder
GS-ST059	Side Guard Set
GS-ST060	Fuel Tank Set
GS-ST061	5-Spoke Wheel (2)
GS-ST062	Foam Tire Insert (2)
GS-ST063	GS Spider Tire
GS-ST064	Diff. Outdrive Pins, 2.5X13.8mm (6)
GS-ST065	Clutch Shim, 5X7X0.3mm (10)
GS-ST066	Diff. Bevel Shim. 4.1X10X0.3mm (10)
GS-ST067	O-Ring, AS009 (6)
GS-ST068	Steering Turnbuckle Set (2)
GS-ST068A	Turnbuckle, 4x40mm (2)
GS-ST069	Rear Wheel Axle RTR (2)
GS-ST071	Muffler Holder Set
GS-ST072	Front Shock Set RTR (2)
GS-ST072A	Shock Body, Front RTR (2)
GS-ST072B	Shock Shaft , 52mm (2)

STORM EVO RTR Spare Part List

Item No.	Part Name
GS-ST073	Rear Shock Set RTR (2)
GS-ST073A	Shock Body, Rear RTR (2)
GS-ST074	Storm Body (Clear)
GS-ST075	Storm Decals
GS-ST076	Antenna Stay Set
GS-ST077	Pilot Shaft
GS-ST078	Manifold Spring Holder Set
GS-ST078A	Manifold Holder Spring (2)
GS-ST079	Manifold Set
GS-ST080	Front Upper Suspension Holder RTR
GS-ST081	Muffler Set RTR
GS-ST082	13.4x16x0.2mm Shim (10)
GS-ST083	Shock Preload Spacers
GS-ST084	Shock Spring Retainers & RTR Pistons
GS-ST085	Shock Bushing (4)
GS-ST086	Shock Spring Set
GS-ST087	P4 O-ring (10): Storm
GS-ST090D	Storm RTR Body (Flames Blue on Red)
GS-ST091	Screw Set for Storm RTR
GS-ST093	Storm RTR Instruction Manual
GS-ST094	Storm Pro Instruction Manual
GS-ST096	Screw Set for Storm Pro
GS-ST097	Wheel Hub Nut (4)
GS-ST100	Storm Steering Servo Saver Bellcrank Kit
GS-ST101	Storm Pro Steering Plate Bushing (2 pcs)
GS-ST102	Storm/SUT Transponder Mount (2 pcs)
GS-ST103	Storm Wing Mount Spacer (2 pcs)
GS-ST104	Storm/ SUT Front Universal Drive Shaft Repair kit (2 pcs)
GS-ST105	Storm/ SUT 2.5mm Shock Locknut kit (10 pcs)
GS-ST106	Chassis Plant(Storm EVO RTR)
GS-ST107	Storm RTR Evo Front Lower Suspension Plate
GS-ST108	Storm RTR Evo Front Lower Sus. Mount
GS-ST109	Storm RTR Evo Rear Anti-Squat Mount(3 Degree)
GS-ST110	Storm RTR Evo Rear Sus. Mount 3 Degree Toe
GS-STP020-1	Pin 3x16.8mm (4)
GS-STP33	Fuel tank & brake spalsh gurad set
GSC-CL030	Rear Upper Sus. Arm Ball Stud Set
GSC-CL041	6.8mm Steering Linkage Ball End(5)
GSC-CL046	Steering Linkage Turnbuckles
GS-UTC09	Lower Suspension Hinge Pin, 4x65 mm
GS-100006	Front Upper Suspension Arm Ball End, 6.8mm

Item No.	Part Name
GS-100074	Shock Cap Bushing (4)
GS-10060	High Performance Shock Rebuild Kit (Storm Pro)
GS-10063	High Performance Shock Piston Kit
GS-150016	Storm RTR Plus Prepainted Body (Blue Splash)
GS-150017	Storm RTR Plus Prepainted Body (Red Splash)
GS-150018	Storm RTR Plus Prepainted Body (Gray Splash)
GS-180001	Antenna Tube and Cap
GS-250033	Shock Sealed End Cap (4) (Storm RTR)
GS-250053	Stopper, 3mm
GS-250106	5.8mm Pivot Ball for Storm Shocks (10)
GS-250125M	M4 Countersunk Washer (10)
GS-25069	High Performance Shock Cap (1 pair)
GS-25070	High Performance Shock Shaft, Short (1 pair)
GS-25071	High Performance Shock Shaft, Medium (1 pair)
GS-25072	High Performance Shock Shaft, Long (1 pair)
GS-25073	High Performance Hard Anodized Shock Body, Short (1 pair)
GS-25074	High Performance Hard Anodized Shock Body, Medium (1 pair)
GS-25075	High Performance Hard Anodized Shock Body, Long (1 pair)
GS-300012A	O-ring, P4
GS-30005	Silicone O-ring, P3
GS-600008	E-Clip 2,5 mm (10)
GS-600026	Shock C-Ring (10)
GS-601001	2.6x6x0.5mm Washers
GS-601003	Shim, 5x7x0.2 mm
GS-601005	M3 Spring Washer (10)
GS-601008	Washer, 3x8x1 mm(10)
GS-603007	M3 Nylon Nut(10)
GS-610001	3x4 Set Screw
GS-610007	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	3x20 Cap Screw
GS-611030	3x23 Cap Screw
GS-611031	3x25 Cap Screw
GS-611077	4x12 Cap Screw
GS-620078	4x8 FH Screw
GS-620080	M4x12 FH Screw

STORM EVO RTR Spare Part List

Item No.	Part Name
GS-620083	M4x15 FH Screw
GS-640024	M3x12 BH Screw (10)
GS-640028	M3x16 BH Screw (10)
GS-650023	M3x8 FH/ST Screw (10)
GS-650025	M3x12 FH/ST Screw (10)
GS-660007	M2x13 RH/ST Screw
GS-660050	3.5x16mm Tp/RH Screw(10Pcs)
GS-660054	3.5x25mm RH/ST Screw(10Pcs)
GS-670024	M3x12 BH/ST Screw (10)
GS-670027	3x15mm BH/ST Screw(10)
GS-670029	M3x18 BH/ST Screw (10)
GS-680028	Throttle Return Spring
GS-68020	Dual Rate Spring Set, Short (3 pair)

Item No.	Part Name
GS-68022	Dual Rate Spring Set, Medium (3 pair)
GS-68024	Dual Rate Spring Set, Long (3 pair)
GS-690001	5x10 Ball Bearing
GS-690003A	Ball Bearing 8x16x5mm (6)
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-701017-2	1/8 High Performance Air Filter Outer Foam
GS-80006	R8 Body Pin
GS-80007	Shock O-ring Retainer Kit (Storm RTR)
GSC-611024A	M3x14 Cap Screw (Helf tooth) (10)
GS-SH-8TBL	1/8 Silicone Shock Rebuild Kit/TBL

STORM EVO RTR Option Part List

Item No.	Part Name
GS-STP01	Carbon Fiber Radio Plate (Pro)
GS-STP02	Carbon Fiber Front Support Plate (Pro)
GS-STP03	Carbon Fiber Center Diff. Support Plate (Pro)
GS-STP04	Steering Plate w/Flanged Ball Bearings
GS-STP06	Machined Aluminum Steering Knuckle (Right)
GS-STP07	Machined Aluminum Steering Knuckle (Left)
GS-STP08	Machined Aluminum Front Shock Tower, 7075 T6
GS-STP09	Machined Aluminum Rear Shock Tower, 7075 T6
GS-STP10	Front Upper Aluminum Hinge Pin Holder
GS-STP13	Adjustable Servo-Saver Pipe Set
GS-STP15	Machined Aluminum Rear Chassis Brace Holder
GS-STP17	Universal Front Center Drive Shaft
GS-STP18	Universal Rear Center Drive Shaft
GS-STP19	Universal Rear Drive Shaft (2)
GS-STP20	Hard Anodized Wheel Hub & Nut Set(2)

Item No.	Part Name
GS-STP21	Aluminum Radio Tray Posts (3)
GS-STP22	Heat-Sink Engine Mount Set
GS-STP23	Aluminum Wing Posts (2)
GS-STP27	Aluminum Center Diff. Monunt
GS-STP28	Wide Offset Wheel Hub & Nut
GS-STP29	Front Sway Bar Set (3)
GS-STP30	Rear Sway Bar Set (4)
GS-STP31	Flywheel (PR0)
GS-STP33	Fuel Tank & Break Splash Guard Set
GS-STP42	Hard Anodized Wheel Nut(4)
GS-UTC02	Storm Evo/SUT CE Front Chassis Brace (6061)
GS-UTC03	Storm Evo/SUT CE Rear Chassis Brace (2 Holes)(6061)
GS-UTC05	Storm Evo/SUT CE Front Lower Suspension Plate
GS-UTC06	Storm Evo/SUT CE Aluminum Front Lower Sus. Mount
GS-UTC07	Storm Evo/SUT CE Rear Anti-Squat Mount(3 Degree)
GS-UTC08	Storm Evo/SUT CE Aluminum Rear Sus. Mount 3 Degree Toe

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Warranty

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

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

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