S1648

STORM ST2

PRO 1/10th 2WD Off-Road Stadium Truck

Instruction Manual ISS01

Schumacher
71-73 Tenter Road
Moulton Park
Northampton
NN3 6AX

www.racing-cars.com

STORM ST2

PRO 1/10th 2WD Off-Road Stadium Truck

IMPORTANT SAFETY NOTES

- We strongly recommend that anyone driving RC cars, or organising events, should obtain third party liability insurance. In the UK this can be done by joining the BRCA. www.brca.org
- This product is not suitable for children under the age of 14, without the direct supervision of a responsible adult.
- Select an area for assembly that is away from the reach of small children.
- The parts in this kit are small and can be swallowed by children causing choking and possible internal injuries.
- Exercise care when using hand tools and sharp instruments during assembly.
- Carefully read all manufacturers warnings and cautions for any additional items used in the construction.
- In line with our policy of continuous development the exact details of the kit may vary.
- DO NOT use this car on public roads or in places where it can interfere with traffic, people or animals.
- Always check the operation of the radio with the wheels off the ground, before using the car.
- Make sure the radio and car batteries are fully charged before use.
- Disconnect and remove the battery from the car when not in use.
- Always store and charge LiPo batteries in a fireproof container.
- DO NOT put fingers or any objects inside rotating or moving parts as this may cause injury.
- Make sure the charger is correctly set for the type of battery you are using.
- Incorrect charging may cause a fire.
- Insulate all exposed electrical wiring. Exposed or damaged wires can cause short circuits and fire.
- The motor and speed controller can become hot during use. DO NOT touch them immediately after using your car as this may cause injury.

ADDITIONAL ITEMS REQUIRED


Radio Equipment


Motor and Pinion Gear


2S Shorty LiPo


Battery Charger


Steering Servo


Electronic Speed Controller


Pro Tyre Glue


Polycarbonate Paint


Tyres and Inserts

TOOLS REQUIRED

1.5mm Hex Driver - U2789

2.0mm Hex Driver - U2790

2.5mm Hex Driver - U2791

5.5mm M3 Nut Driver - U2795

7.0mm M4 Nut Driver - U2796

Body Reamer - U2818

Pliers - CR528

Side Cutters - CR527

Soldering Iron - CR275

Solder - CR655

Curved Scissors - CR044

ICON KEYS

LITHIUM GREASE CR752 — CORE RC High Performance Lithium Grease10ml - CR752

THREAD LOCK BLUE CR520 — CORE RC Medium Thread Lock 3ml - CR520

CA GLUE CORE CR522 — CORE RC 522 Pro Tyre Glue 20g + 2 Nozzles - CR522

Caution/Important note. Please read.

LH — Left-Hand Side of car

RH — Right-Hand Side of car

RACE TIP — Additional information that will help you build a faster race car.

Set up Sheet - Refer to page 44.

www.racing-cars.com

STORM ST2
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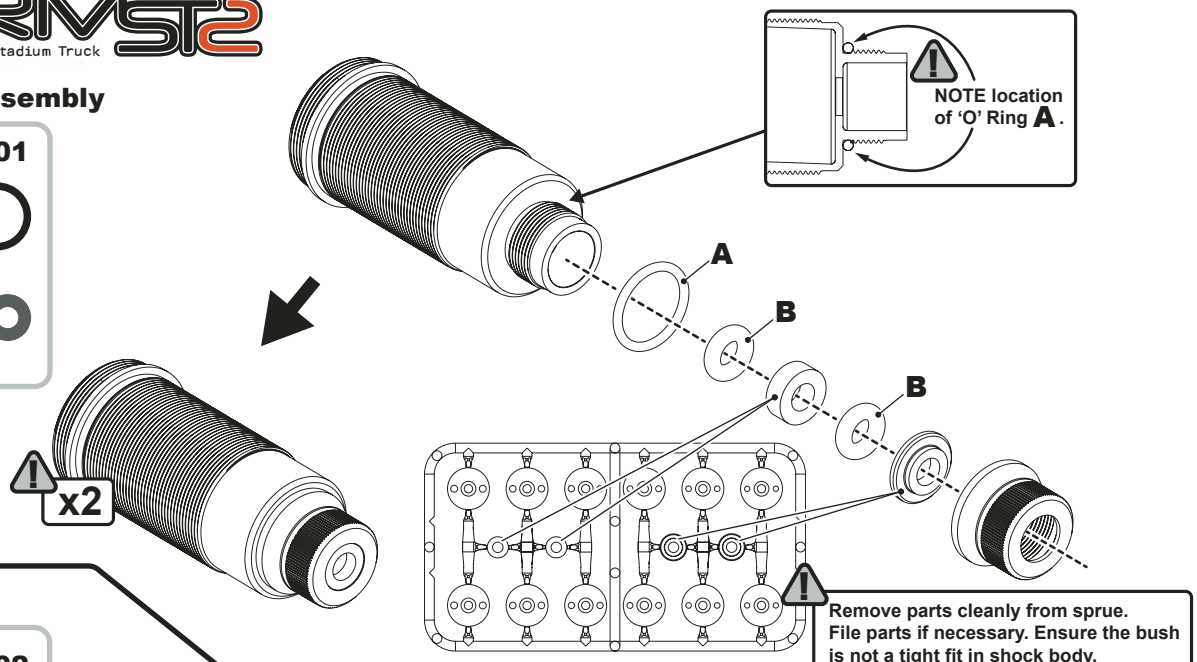
Front Shock Assembly

BAG A - Step 01

A x2
'O' Ring 7.0mm x 1.0mm

B x4
'O' Ring Red



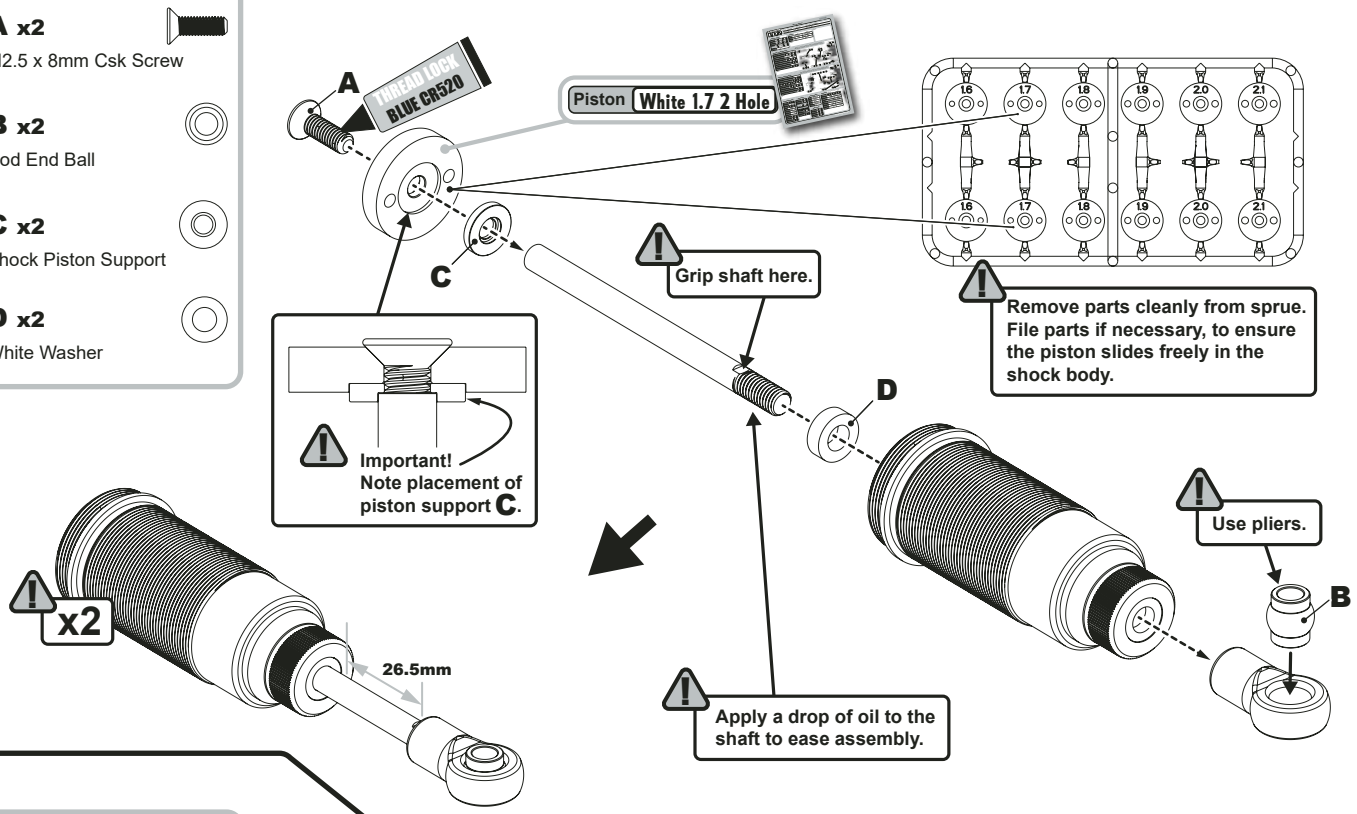
BAG A - Step 02

A x2
M2.5 x 8mm Csk Screw

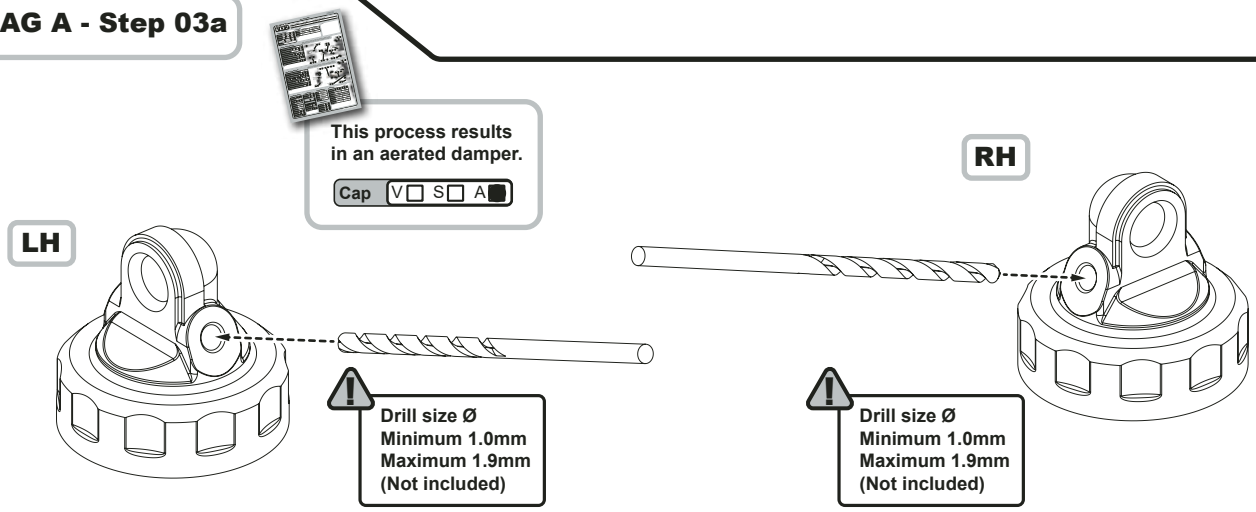
B x2
Rod End Ball

C x2
Shock Piston Support

D x2
White Washer



BAG A - Step 03a



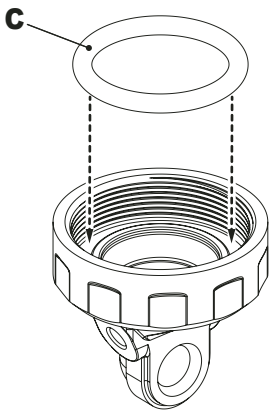
STORM ST2
PRO 1/10th 2WD Off-Road Stadium Truck

BAG A - Step 03b

A x2
M2.5 x 4 Button Hd Screw

B x2
'O' Ring Ø15.1mm x 1.6mm

C x2
'O' Ring Ø12mm x 1.6mm



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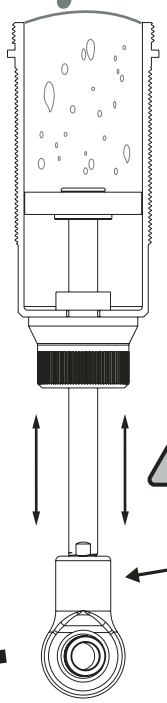
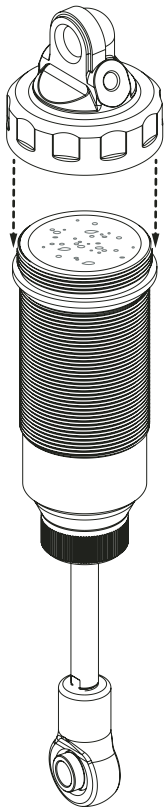


2

Slowly move piston up and down. Let the air bubbles rise to the top before next step.



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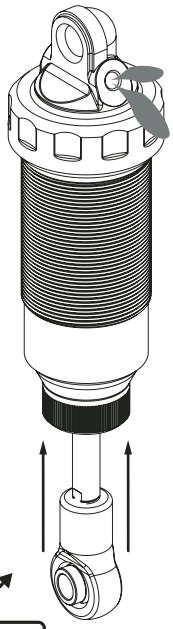

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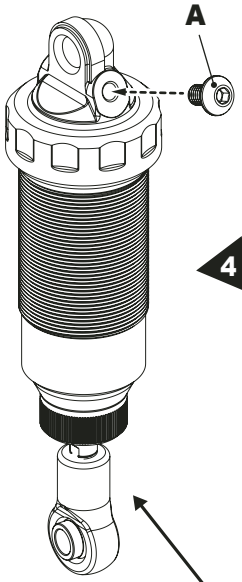

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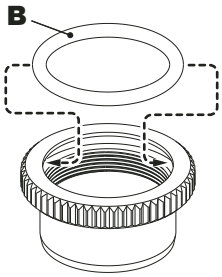
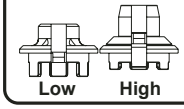
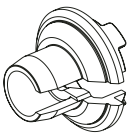
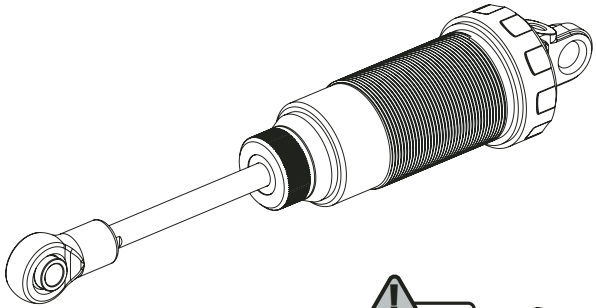
Slowly fully compress the shock. Once the excess oil has been expelled, seal the cap with the screw **A**.



Use the low spring seat when using the car on carpet.







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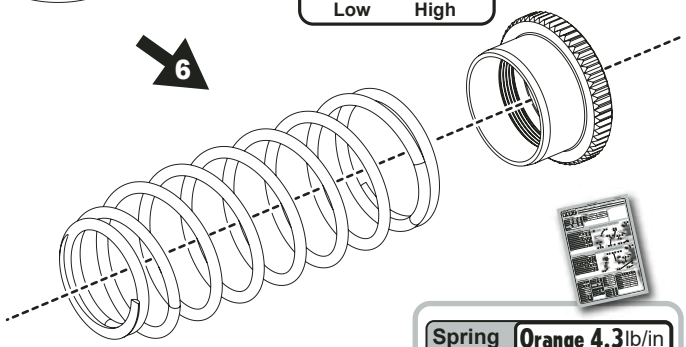
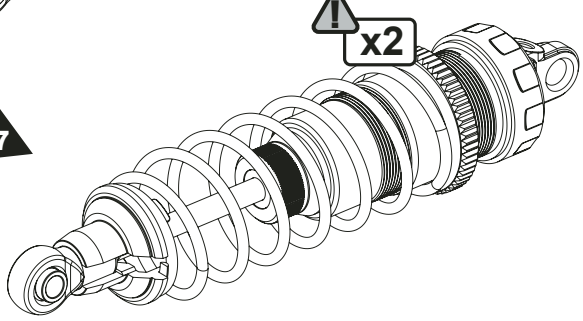


Spring Orange 4.3lb/in

7



RACE TIP
For top performance replace the oil every 2-3 meetings. Change the 'O' Rings after every 4-6 meetings.

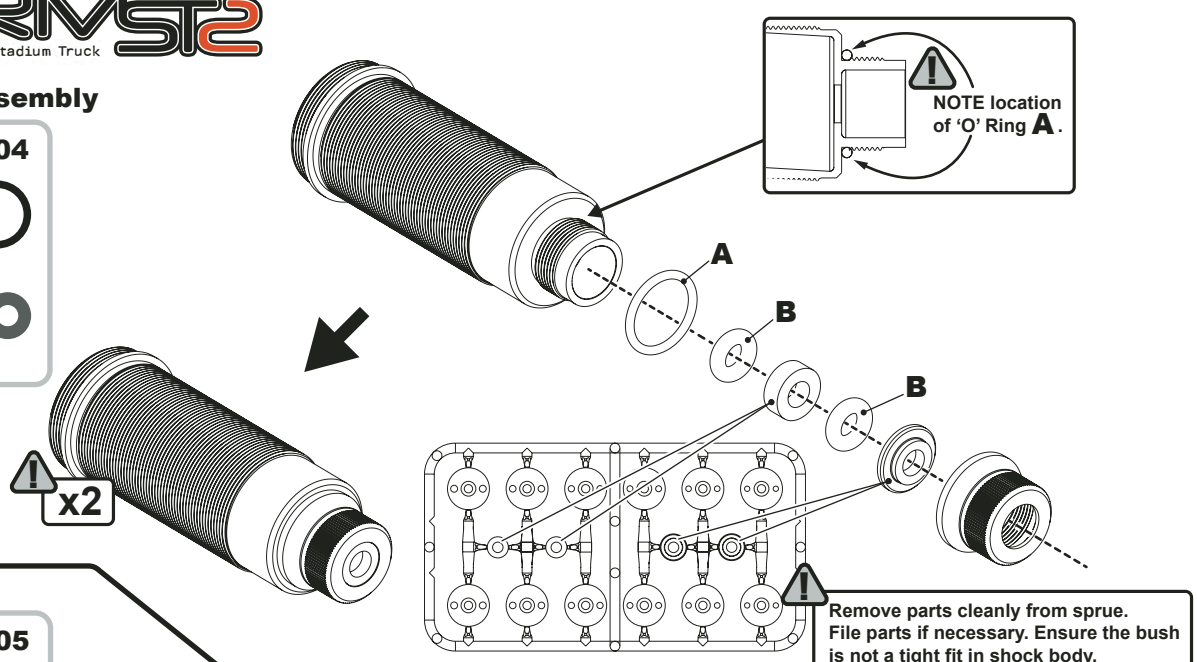
STORM ST2
PRO 1/10th 2WD Off-Road Stadium Truck

Rear Shock Assembly

BAG A - Step 04

A x2
'O' Ring 7.0mm x 1.0mm

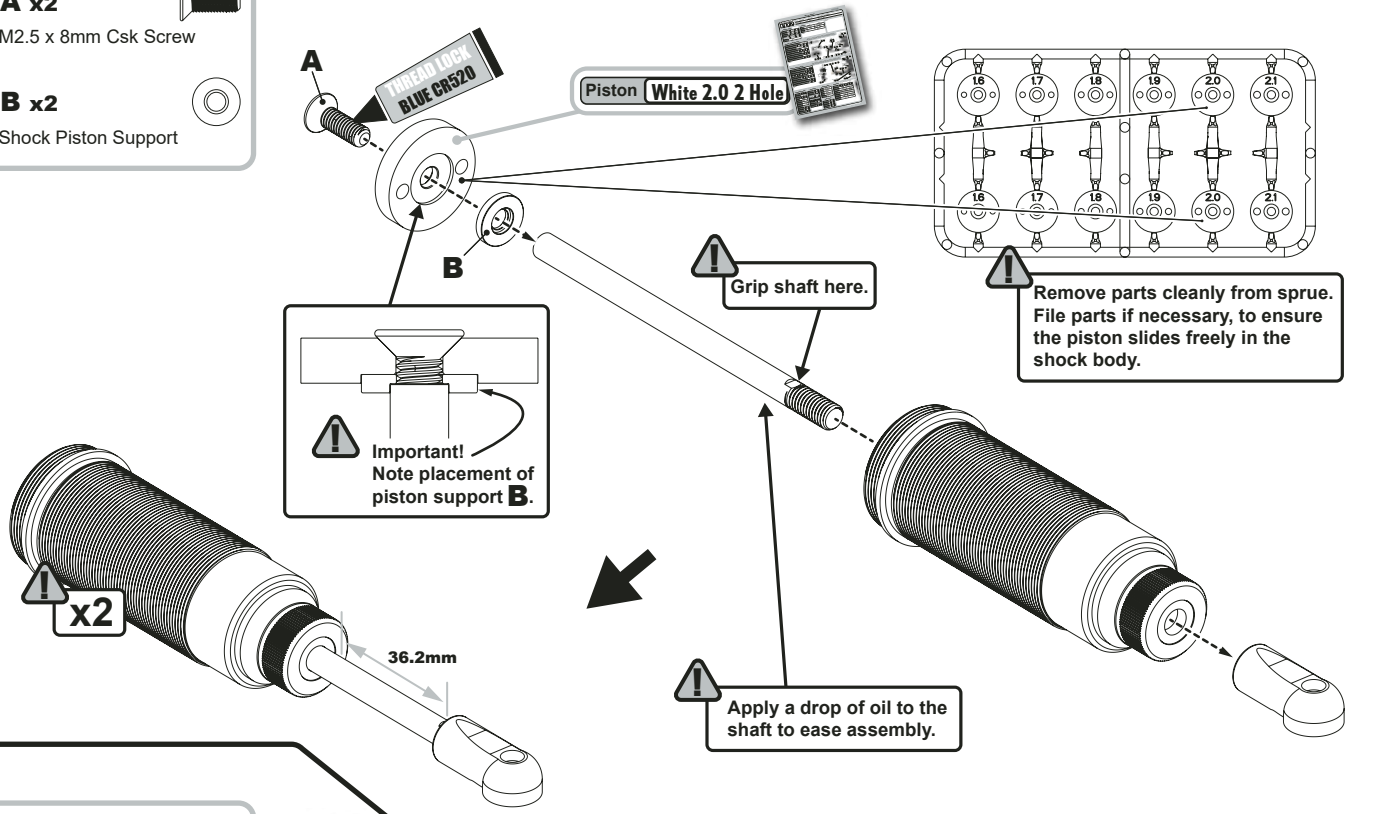
B x4
'O' Ring Red



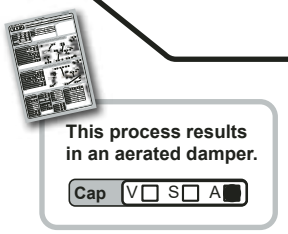
BAG A - Step 05

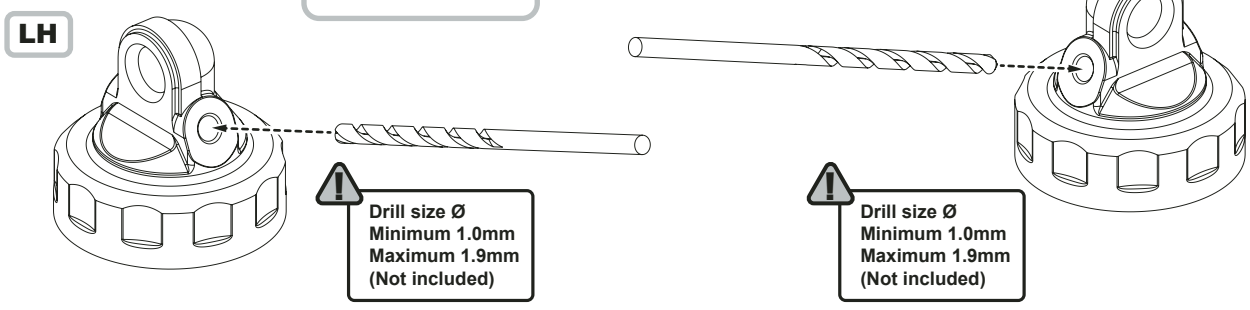
A x2
M2.5 x 8mm Csk Screw

B x2
Shock Piston Support



BAG A - Step 06a





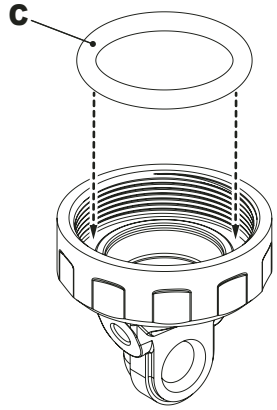
STORM ST2
PRO 1/10th 2WD Off-Road Stadium Truck

BAG A - Step 06b

A x2
M2.5 x 4 Button Hd Screw

B x2
'O' Ring Ø15.1mm x 1.6mm

C x2
'O' Ring Ø12mm x 1.6mm



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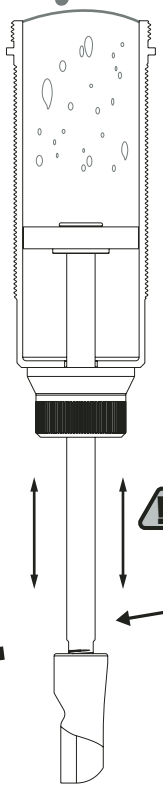
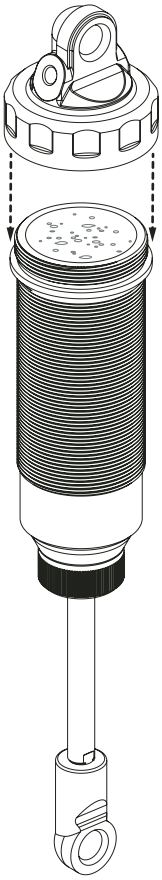


2

Slowly move piston up and down. Let the air bubbles rise to the top before next step.



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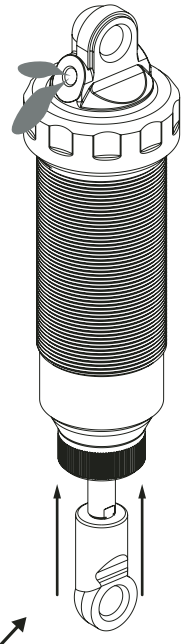

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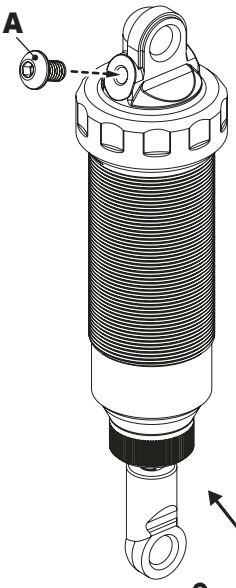
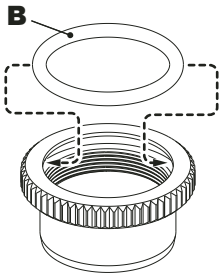


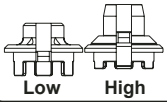
5

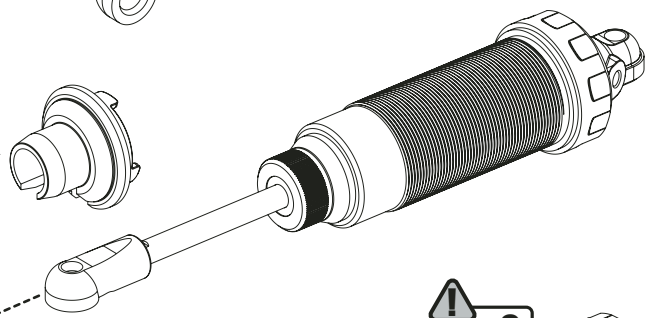
Slowly fully compress the shock. Once the excess oil has been expelled, seal the cap with the screw **A**.

RACE TIP
For top performance replace the oil every 2-3 meetings. Change the 'O' Rings after every 4-6 meetings.



Use the low spring seat when using the car on carpet.





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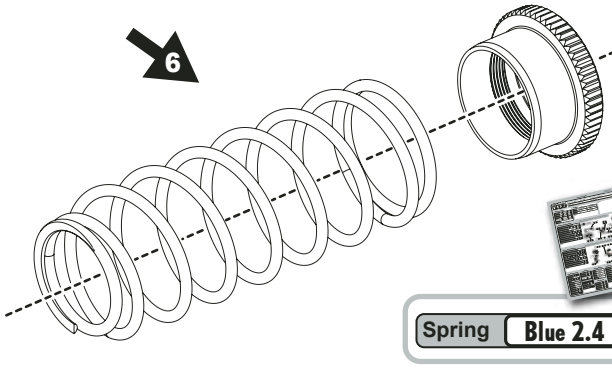

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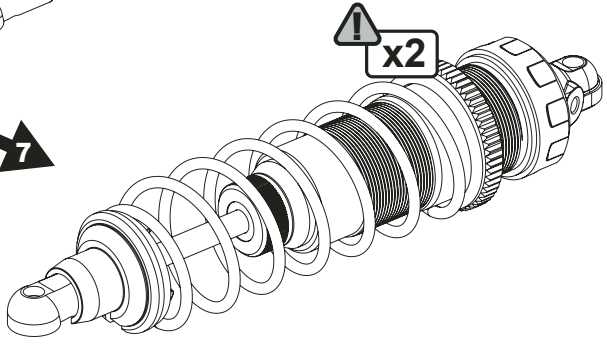


Spring Blue 2.4 lb/in

STORM ST2
PRO 1/10th 2WD Off-Road Stadium Truck

BAG A - Step 07

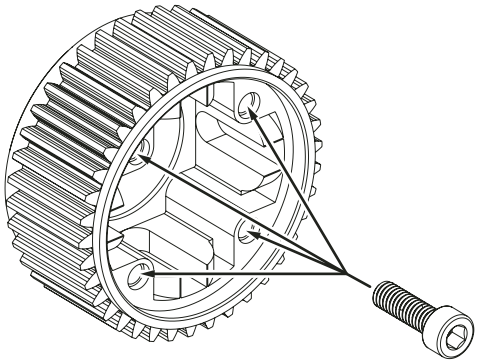
A x3
Ø5 x Ø7 x 0.1mm Shim

B x2
Ø4 x Ø13 x 0.1mm Shim

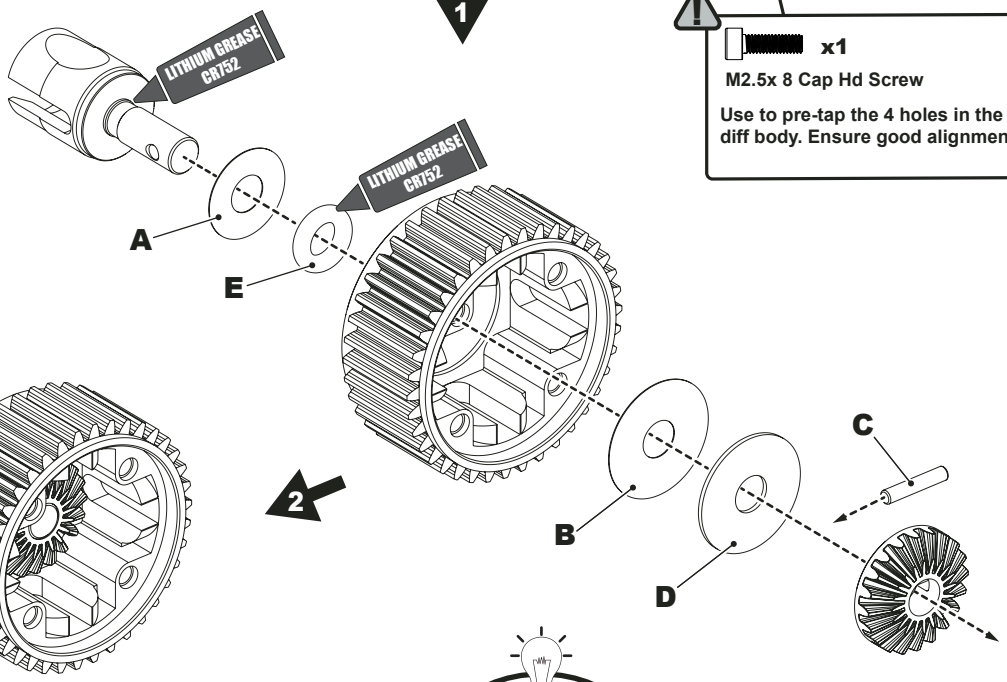
C x1
Ø1.5 x 7.8 Pin

D x1
Ø4 x Ø13 x 0.5mm Shim

E x1
'O' Ring Ø3.69 x 1.78mm



x1
M2.5x 8 Cap Hd Screw
Use to pre-tap the 4 holes in the diff body. Ensure good alignment.



RACE TIP
Use shims A and B to take up excessive end float. Max 3 x A and 2 x B. We recommend starting with 1 of each first.

BAG A - Step 08

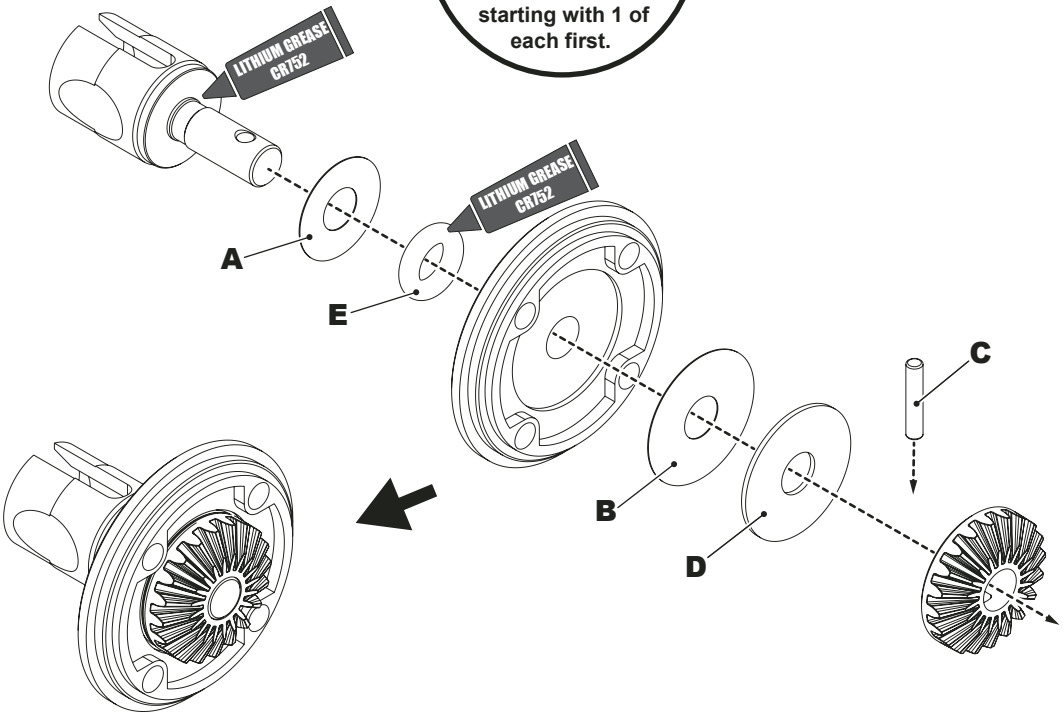
A x3
Ø5 x Ø7 x 0.1mm Shim

B x2
Ø4 x Ø13 x 0.1mm Shim

C x1
Ø1.5 x 7.8 Pin

D x1
Ø4 x Ø13 x 0.5mm Shim

E x1
'O' Ring Ø3.69 x 1.78mm



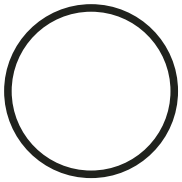
BAG A - Step 09

A x4

Ø3 x Ø9 x 0.1mm Shim

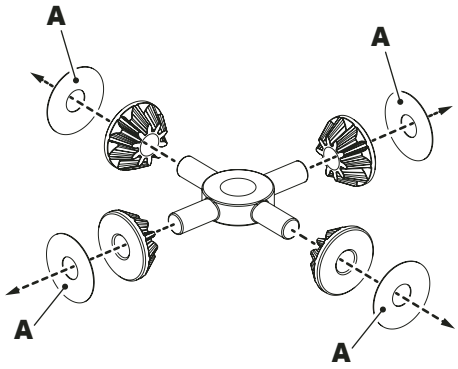
B x4

M2.5 x 10 Csk Hd Screw



C x1

'O' Ring Ø21 x 1.0mm



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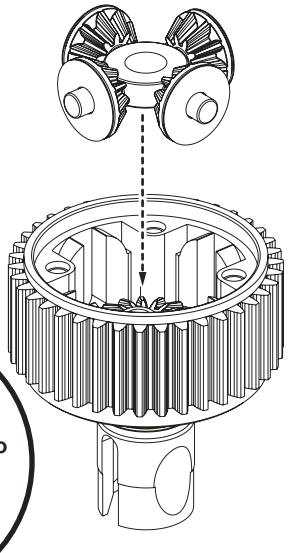
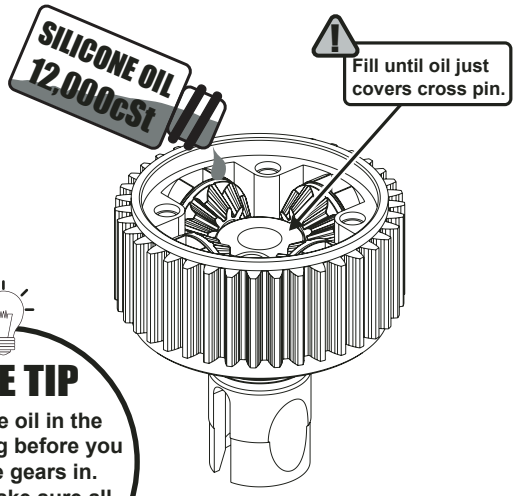


RACE TIP

Assemble the diff without any oil first to check gear mesh. If the gear mesh is correct, add oil.

2



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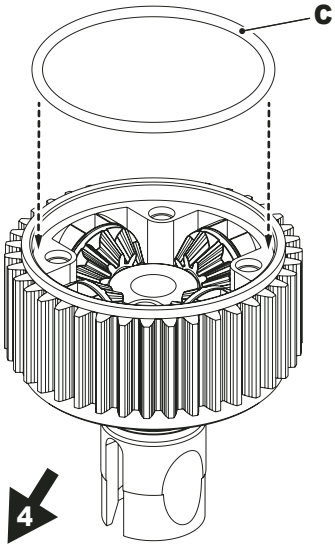

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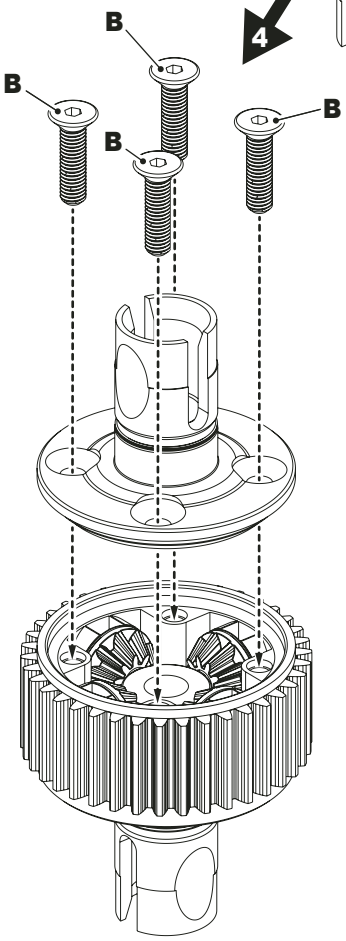
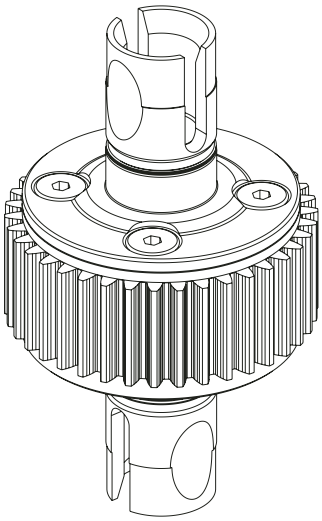


RACE TIP

Put a little oil in the diff housing before you place the gears in. Always make sure all the bubbles in the oil come out.

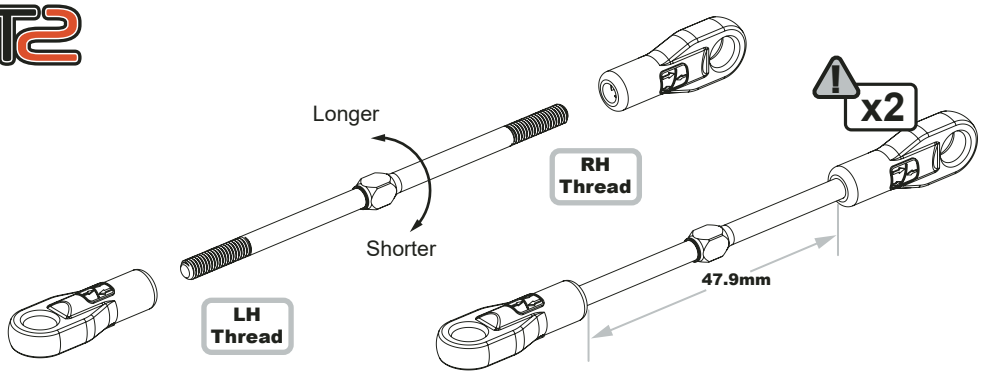
5



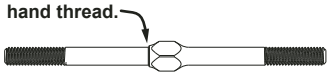
STORM ST2
PRO 1/10th 2WD Off-Road Stadium Truck

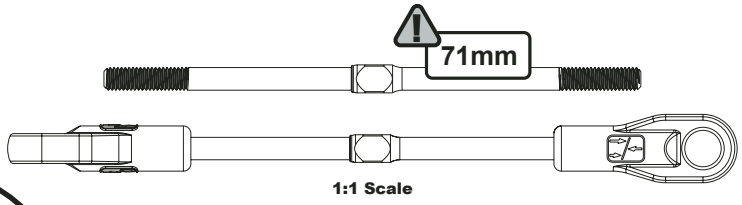
BAG A - Step 10a

Front Camber Link



Note the shape of the turnbuckle. This side of the turnbuckle is the left hand thread.



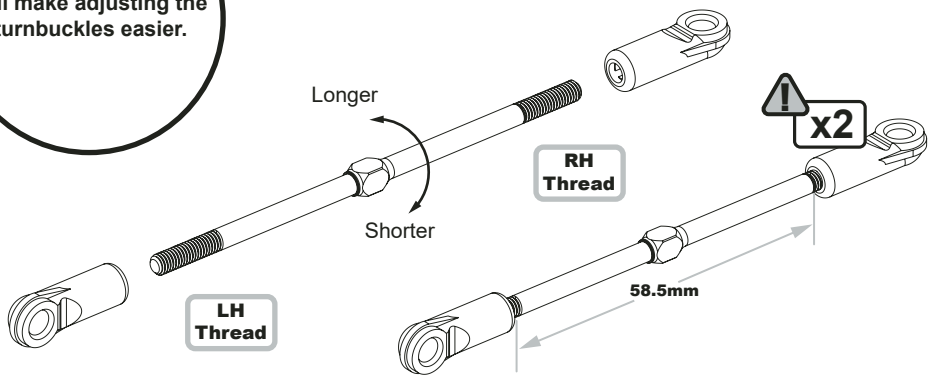


RACE TIP

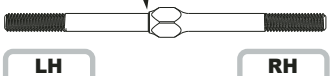
Greasing the threads will make adjusting the turnbuckles easier.

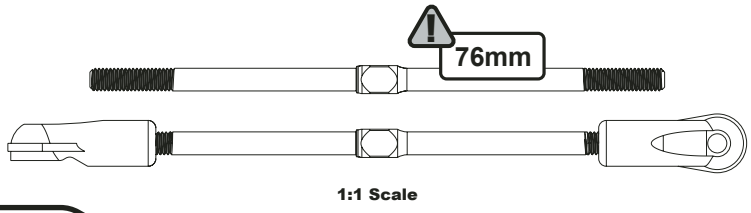
BAG A - Step 10b

Front Steering Link



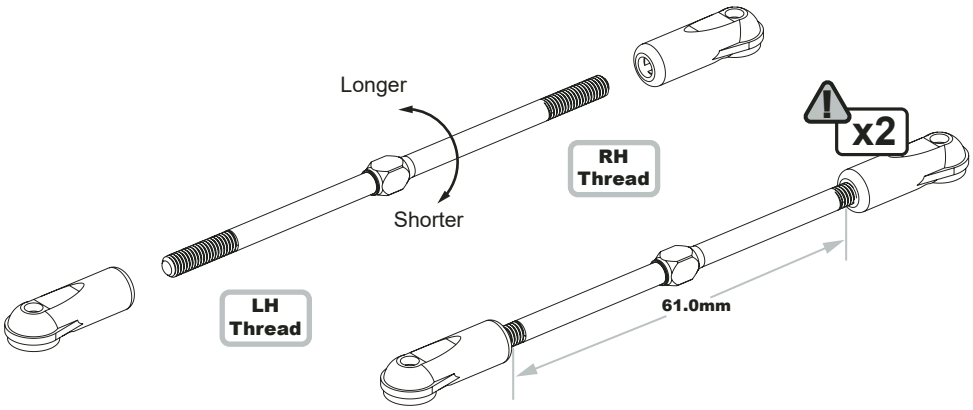
Note the shape of the turnbuckle. This side of the turnbuckle is the left hand thread.



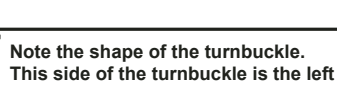


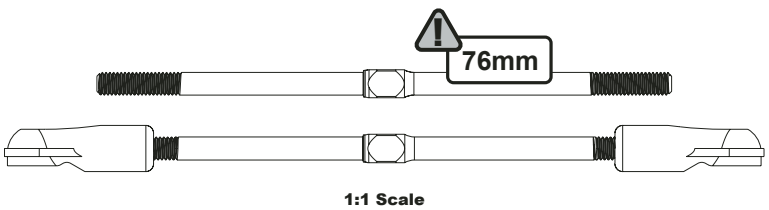
BAG A - Step 10c

Rear Camber Link



Note the shape of the turnbuckle. This side of the turnbuckle is the left hand thread.





STORM ST2
PRO 1/10th 2WD Off-Road Stadium Truck

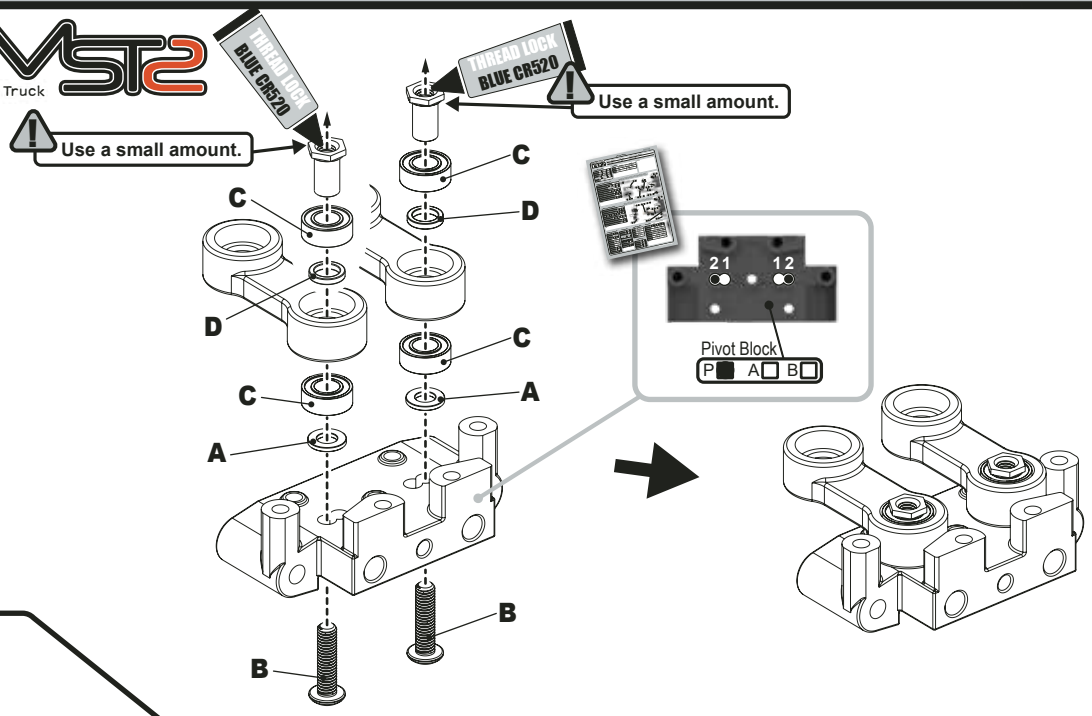
BAG B - Step 11

A x2
Black Alloy Washer 0.75mm

B x2
M3 x 12 Button Hd Screw

C x4
Ø4 x Ø8 x 3mm Bearing

D x2
Steering Spacer



BAG B - Step 12

A x2
M3 Steel Washer

B x2
M3 x 12 Button Hd Screw

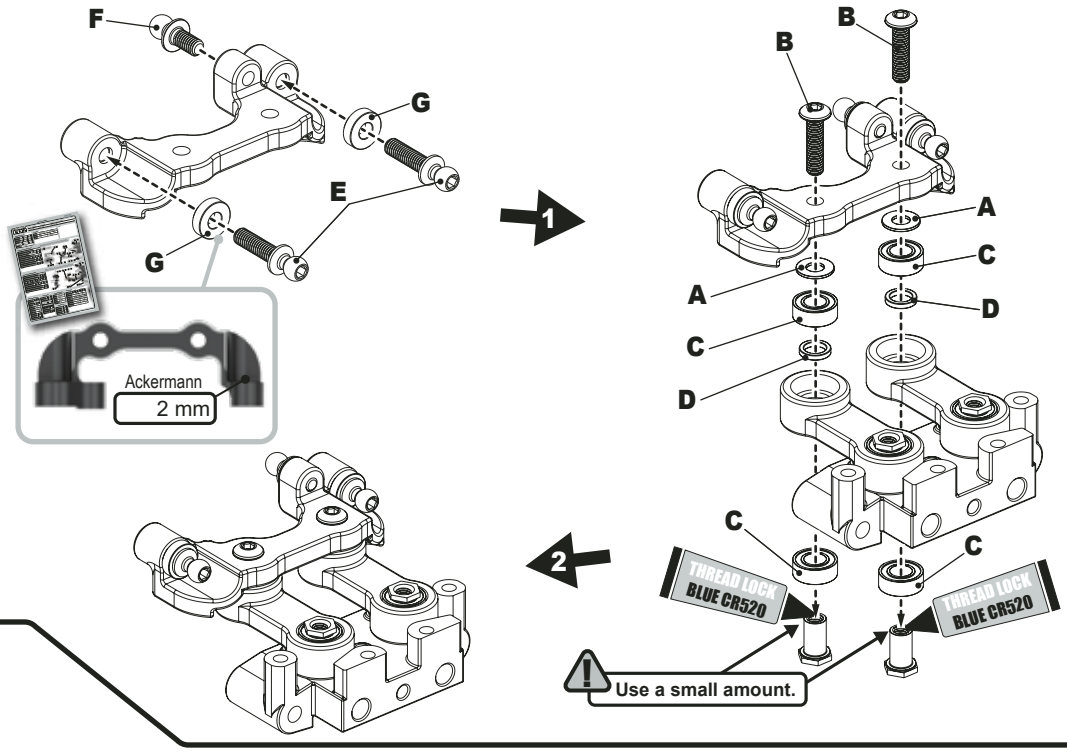
C x4
Ø4 x Ø8 x 3mm Bearing

D x2
Steering Spacer

E x2
Pro Ball Stud Extra Long

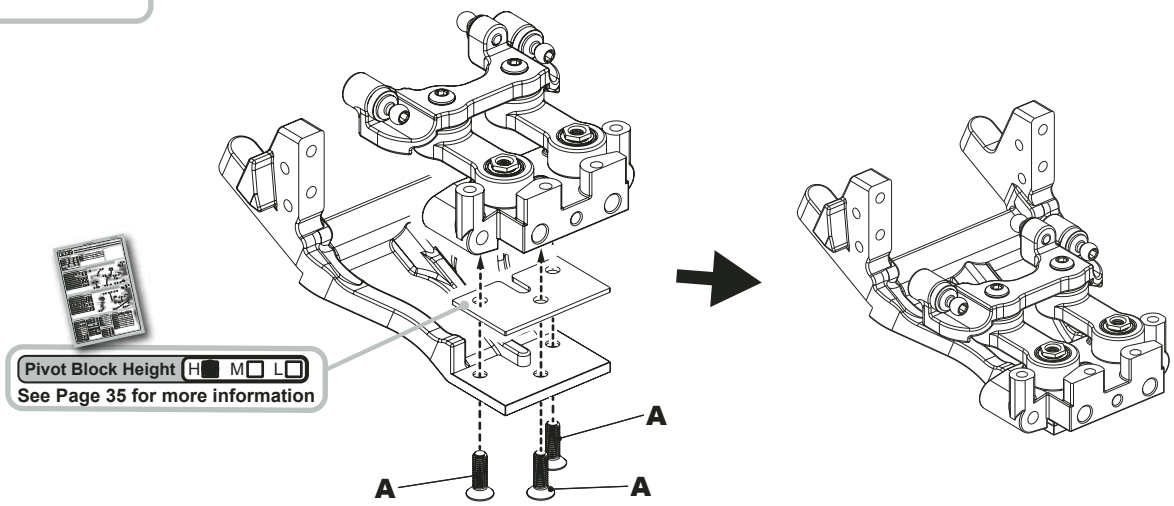
F x1
Low Short Ball Stud

G x2
2mm Grey Spacer



BAG B - Step 13

A x3
M3 x 10 Csk Hd Screw

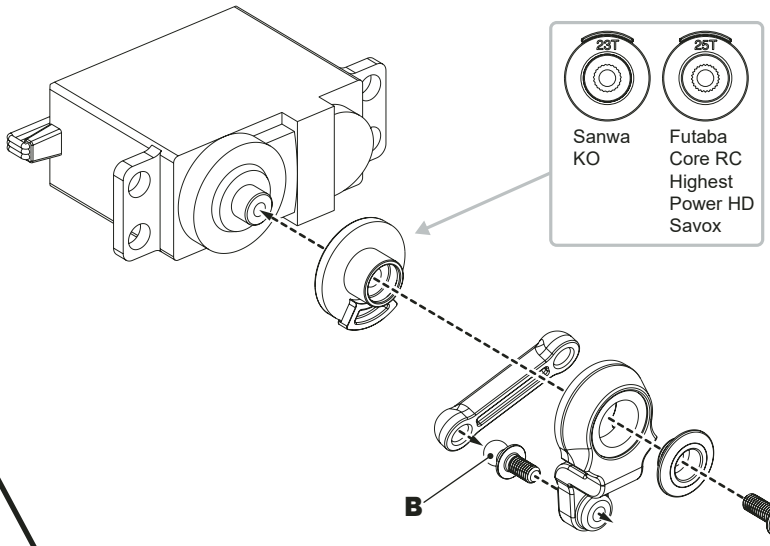


STORM ST2
PRO 1/10th 2WD Off-Road Stadium Truck

BAG B - Step 14a

A x1
M3 x 8 Button Hd Screw

B x1
Low Short Ball Stud

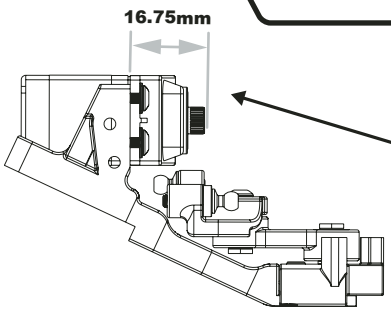


BAG B - Step 14b

A x4
M3 Steel Washer

B x4
M3 x 12 Button Hd Screw

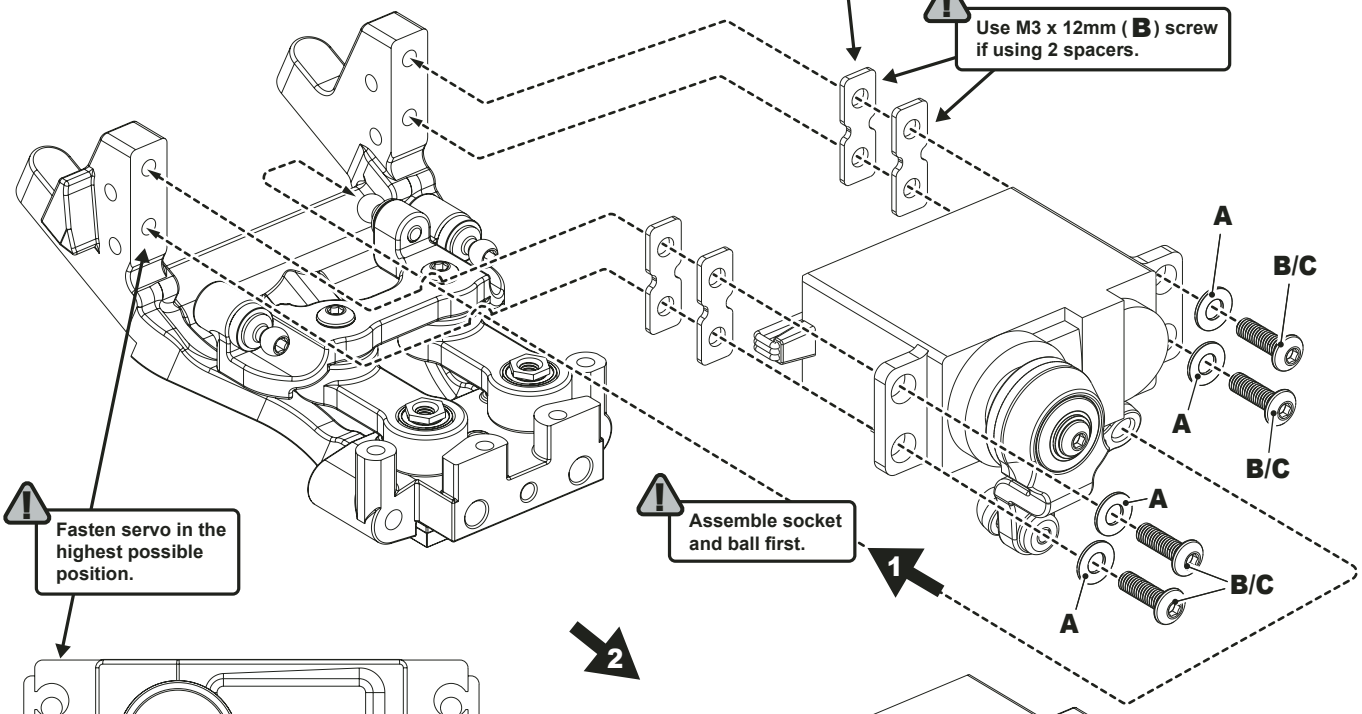
C x4
M3 x 10 Button Hd Screw



Use this guide to space the servo each side. Try to achieve as close to 16.75mm as possible. To allow clearance for the centre track rod.

MANUFACTURER	SPACER
KO / Highest	1 x 1mm
Sanwa / Dash	2 x 1mm
Core RC	None

Use M3 x 12mm (**B**) screw if using 2 spacers.

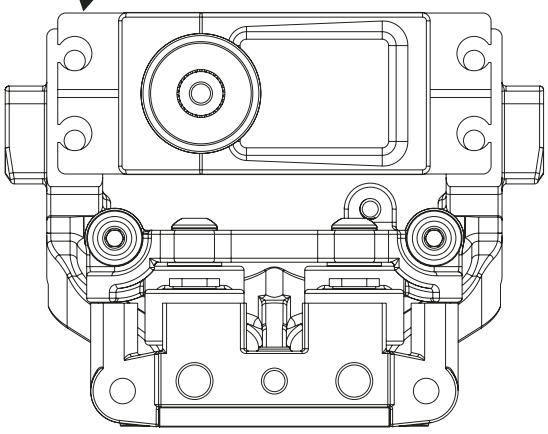


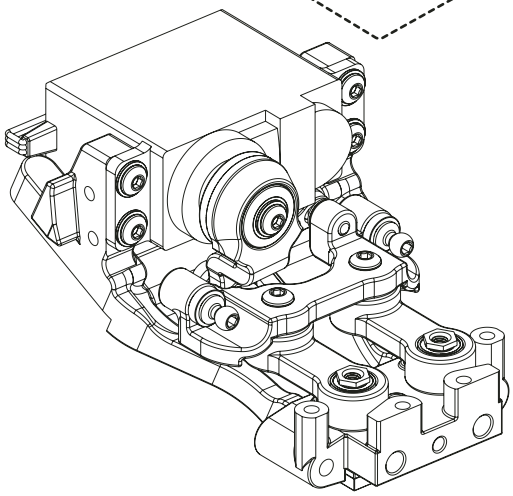
Fasten servo in the highest possible position.

Assemble socket and ball first.

1

2





STORM ST2
PRO 1/10th 2WD Off-Road Stadium Truck

BAG B - Step 15

A x2
M3 x 4 Cone Grub Screw

B x2
M3 x 4 Grub Screw

C x2
M3 x 10 Button Hd Screw

D x2
M3 x 8 Button Hd Screw

E x2
M3 Brass Insert

F x2
M3 Nyloc Nut

G x4
Black Alloy Washer 1.0mm

H x2
Black Alloy Washer 2.0mm

I x2
5.5mm Pro Ball Stud Ex-Long

J x1
M3x 12 Cap Hd Screw

K x3
M3 Steel Washer

Fasten Grub Screw **A** to give a minimum of clearance to the anti-roll bar wire, while allowing the wire to pivot freely.

Use the washers and cap head screw to pull brass inserts into the camber plate. Then remove the screw and washers.

Anti Roll Bar 1.2☐ 1.3☐ 1.4☐ 1.5☐ 1.6■

Do not overtighten.

Do not overtighten.

STORM ST2
PRO 1/10th 2WD Off-Road Stadium Truck

BAG B - Step 16

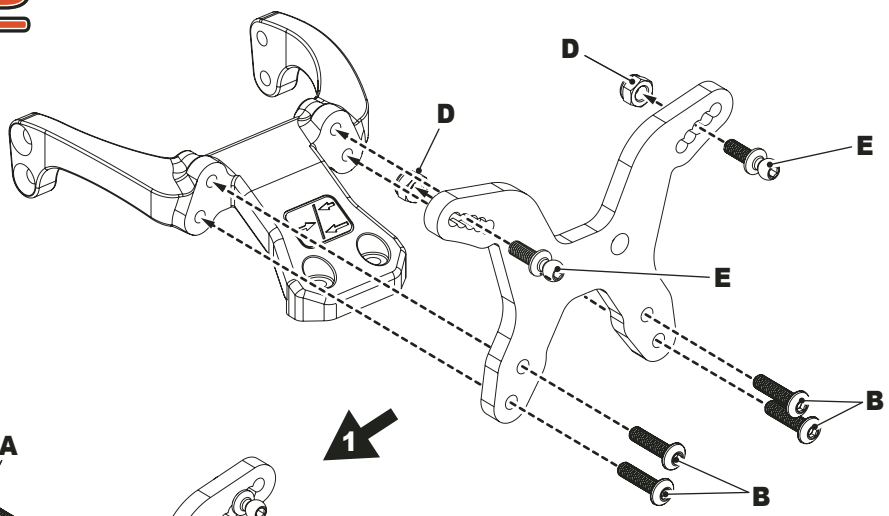
A x2
M3 x 20 Button Hd Screw

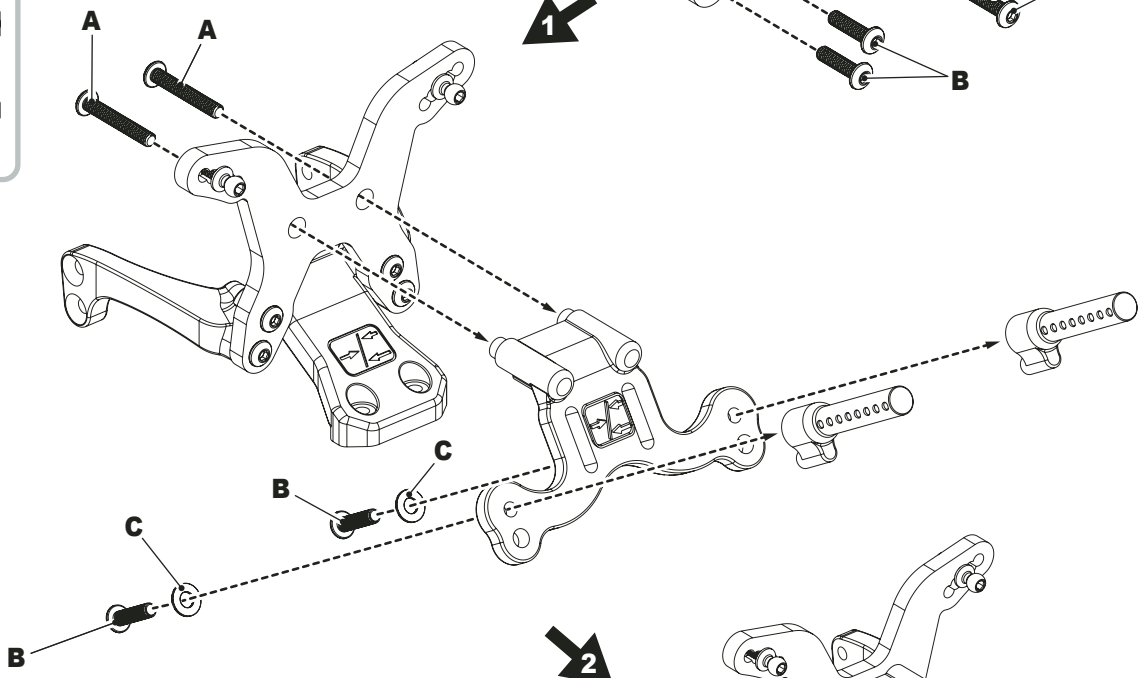
B x6
M3 x 12 Button Hd Screw

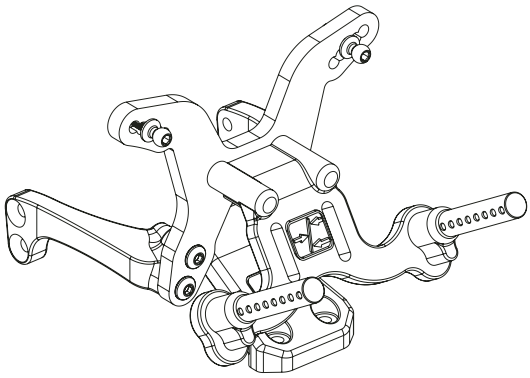
C x2
M3 Steel Washer

D x2
M3 Nyloc Nut

E x2
Pro Ball Stud Long



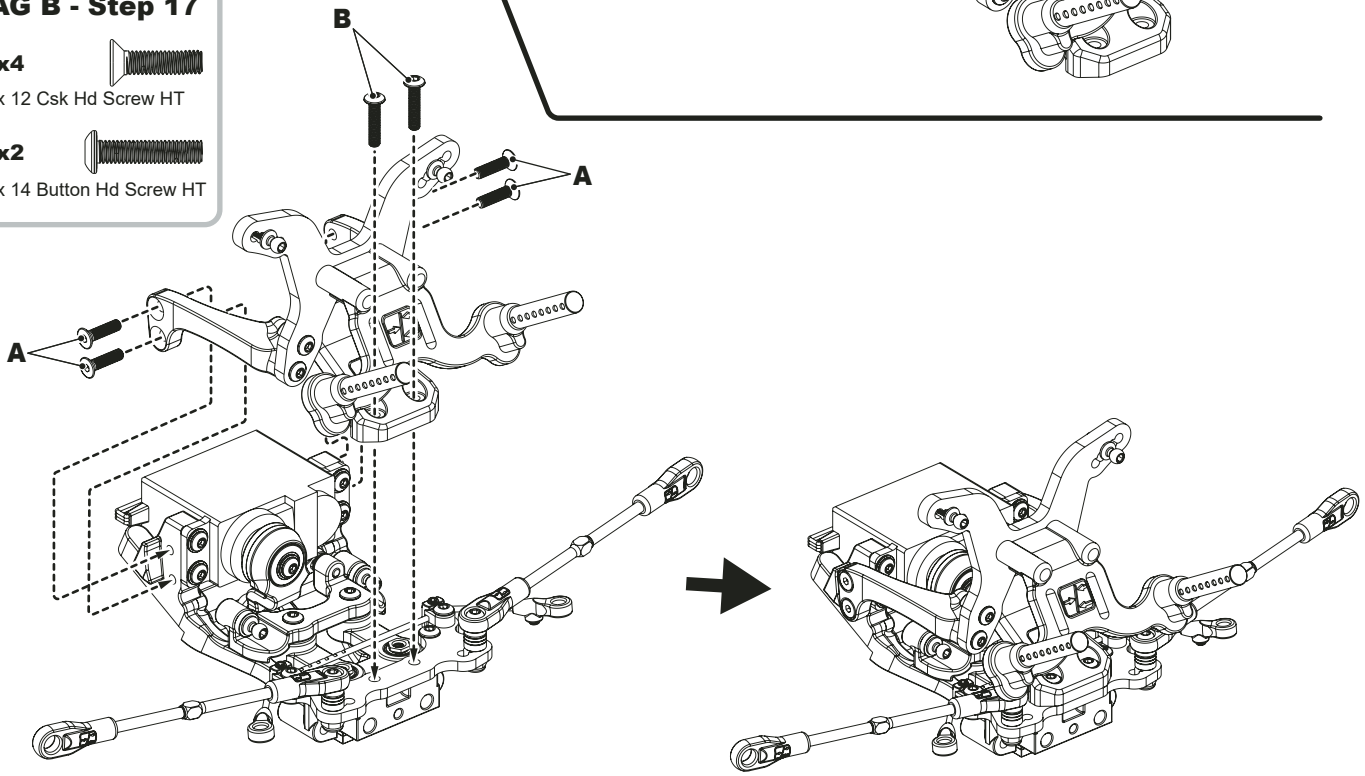




BAG B - Step 17

A x4
M3 x 12 Csk Hd Screw HT

B x2
M3 x 14 Button Hd Screw HT



STORM ST2
PRO 1/10th 2WD Off-Road Stadium Truck

BAG B - Step 18

A x1 M3 x 20 Cap Hd Screw

B x2 M3 x 12 Button Hd Screw

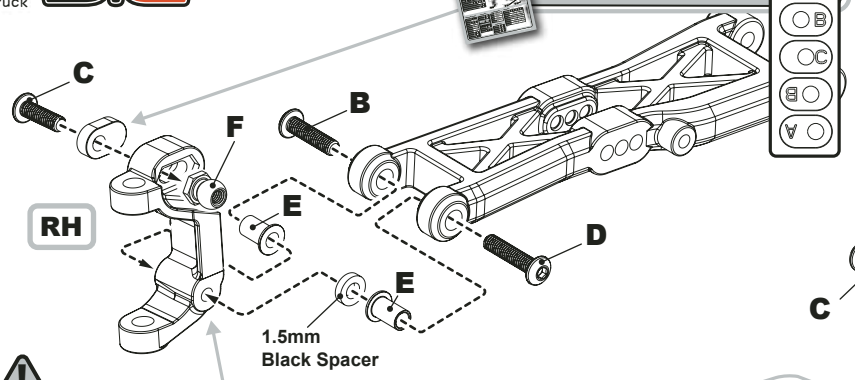
C x2 M3 x 10 Button Hd Screw

D x2 M3 x 14 Button Hd Screw HT

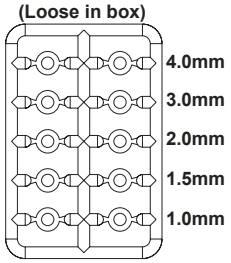
E x4 Top Hat Wishbone Pivot

F x2 Pivot Ball

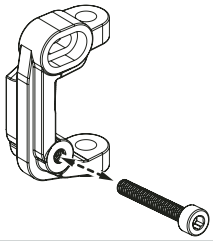
Front Camber Link

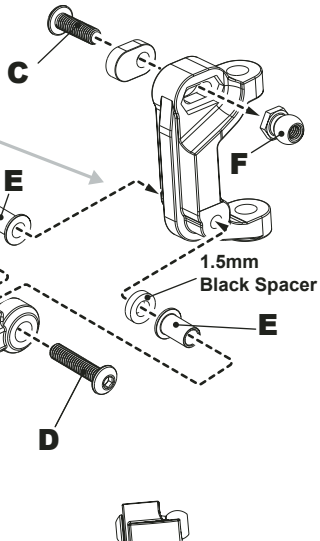


Black Spacer Sprue
(Loose in box)

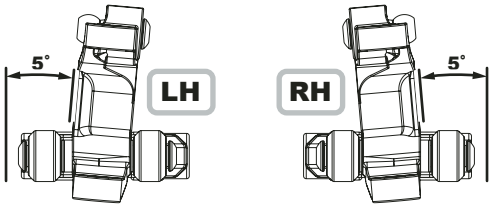


Pre-tap the Yokes using screw **A**. This ensures they pivot freely after the assembly.





Wheelbase Sh ■ L □



BAG B - Step 19

A x2 M3 x 16 Button Hd Screw

B x4 M3 x 8 Button Hd Screw

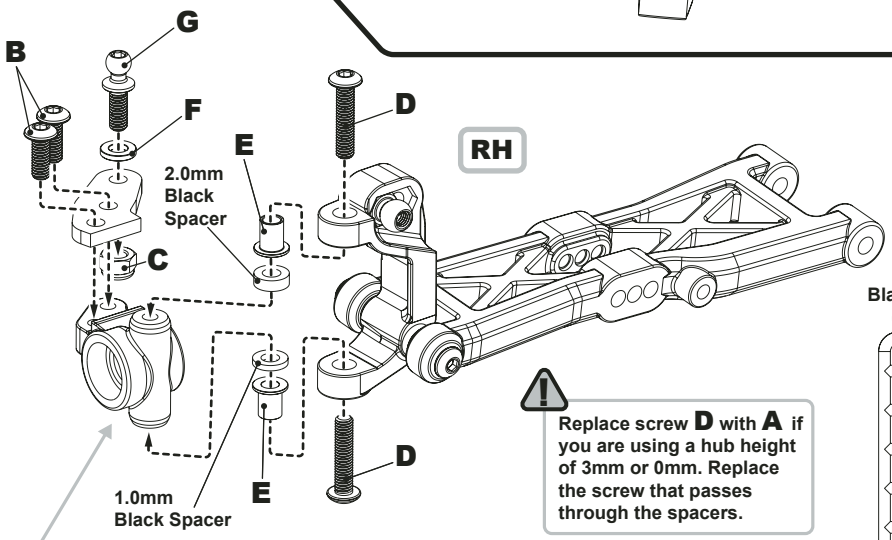
C x2 M3 Nyloc Nut

D x4 M3 x 14 Button Hd Screw HT

E x4 Top Hat Wishbone Pivot

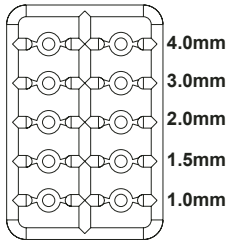
F x2 Black Alloy Washer 1.0mm

G x2 Pro Ball Stud Long

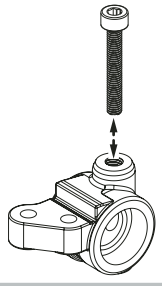


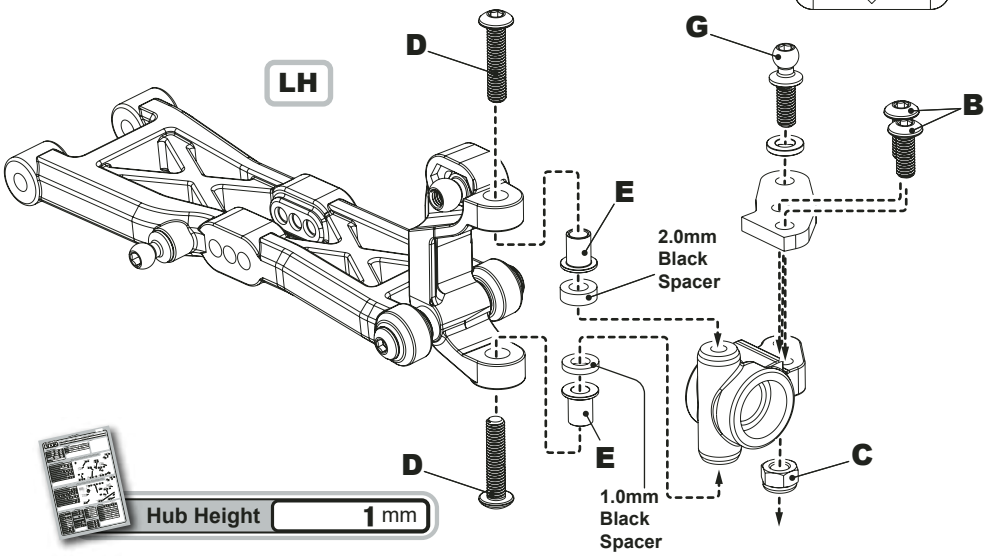
Replace screw **D** with **A** if you are using a hub height of 3mm or 0mm. Replace the screw that passes through the spacers.

Black Spacer Sprue
(Loose in box)



Pre-tap the Hubs using the same screw as in the previous step. This ensures they pivot freely after the assembly.





Hub Height 1 mm

STORM ST2
PRO 1/10th 2WD Off-Road Stadium Truck

BAG B - Step 20

A x2
Ø5 x Ø10 x 4mm Bearing

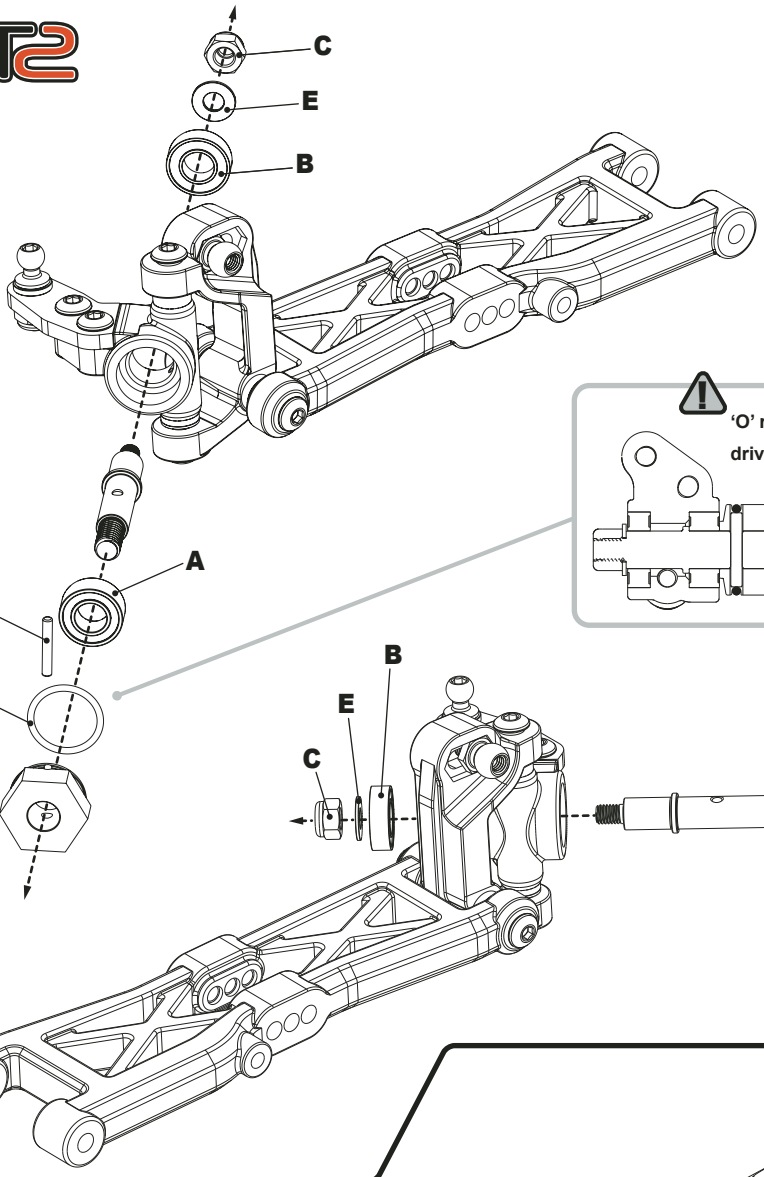
B x2
Ø5 x Ø10 x 3mm Bearing

C x2
M3 Black Plated Nyloc Nut

D x2
Ø1.5 x 9.8 Pin

E x2
M3 Steel Washer

F x2
'O' Ring Ø9 x 1.0mm



'O' ring **F** holds the drive pin **D** in place.

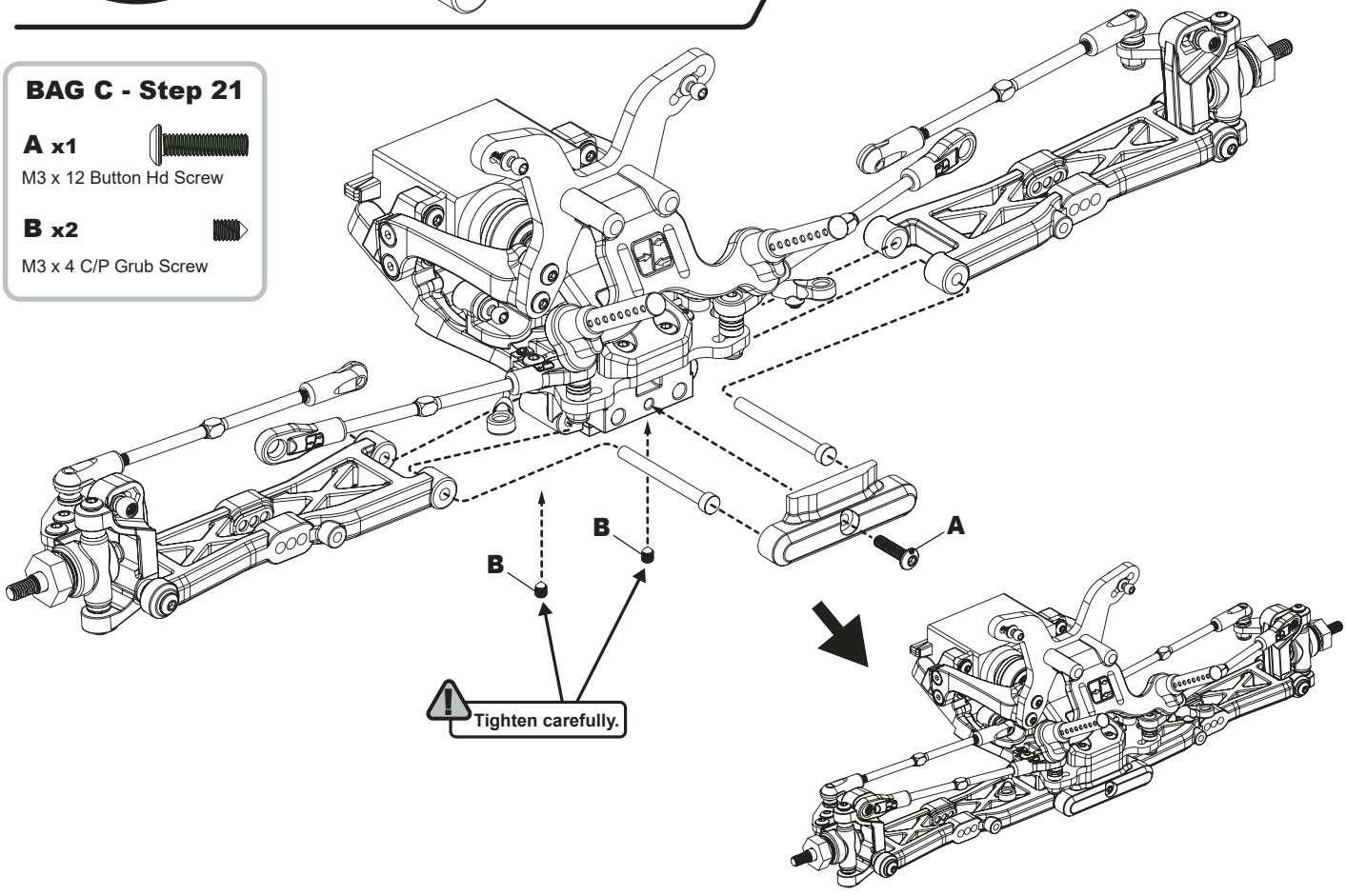
RACE TIP

Check the condition of the bearings periodically. Replace if they feel worn.

BAG C - Step 21

A x1
M3 x 12 Button Hd Screw

B x2
M3 x 4 C/P Grub Screw

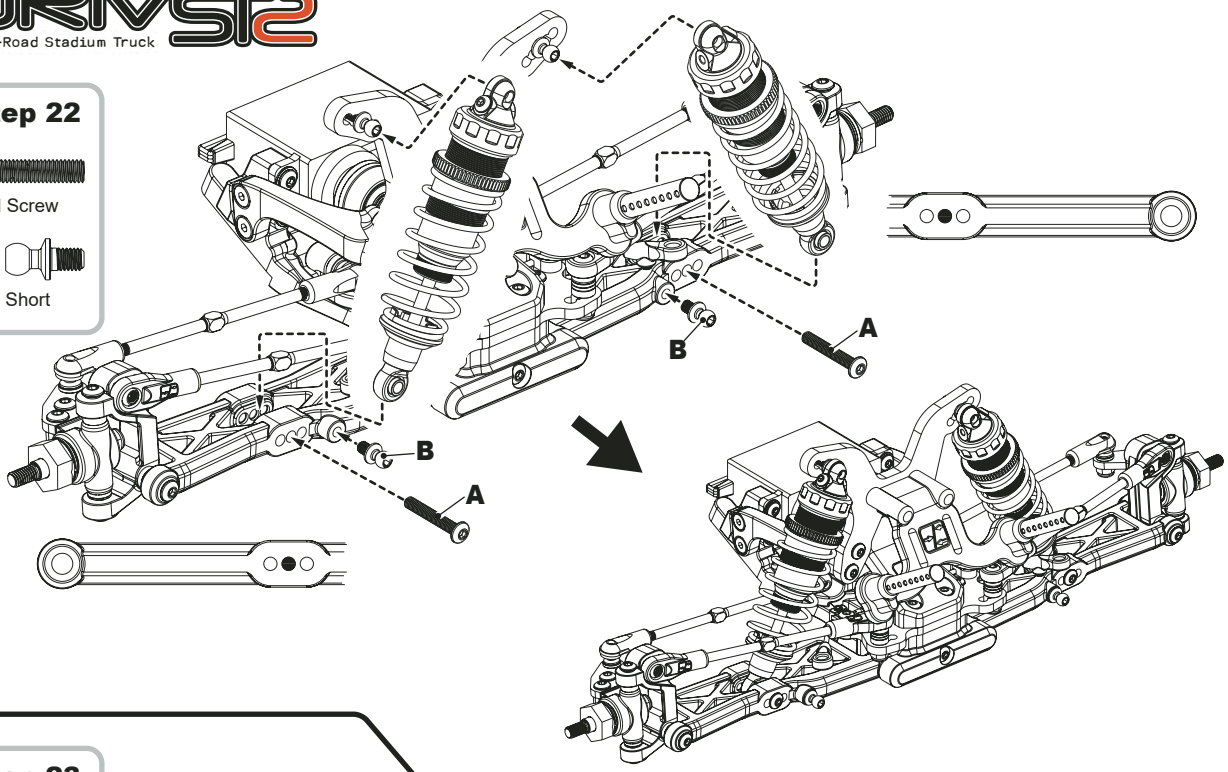


STORM ST2
PRO 1/10th 2WD Off-Road Stadium Truck

BAG C - Step 22

A x2
M3 x 20 Button Hd Screw

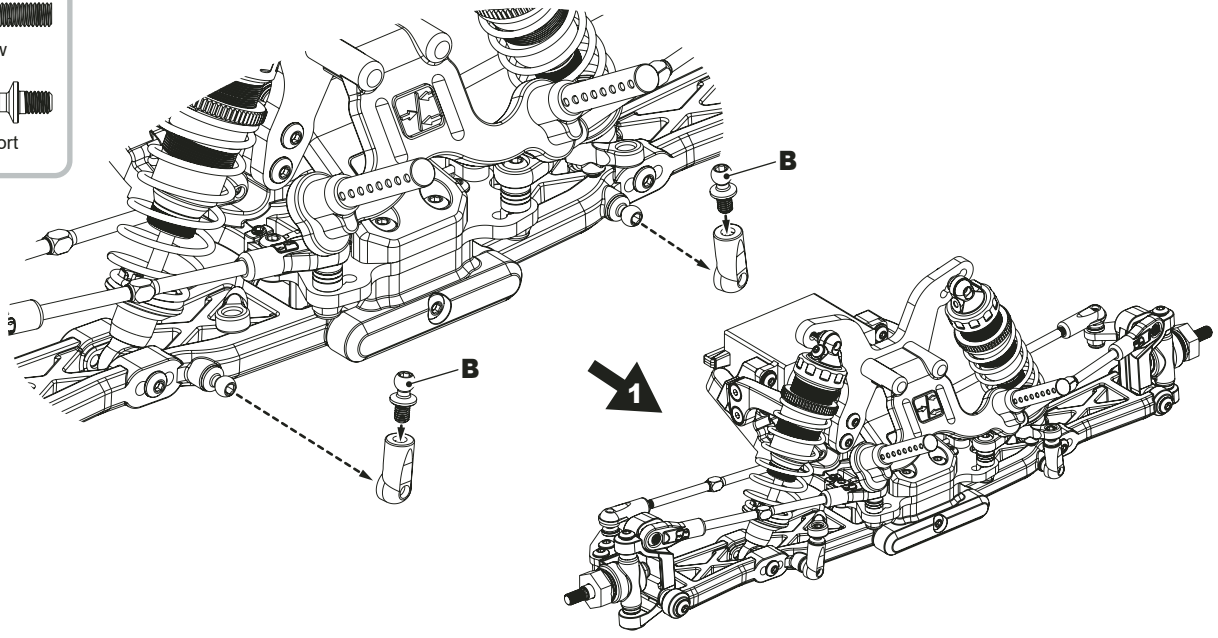
B x2
Pro Ball Stud Ultra Short

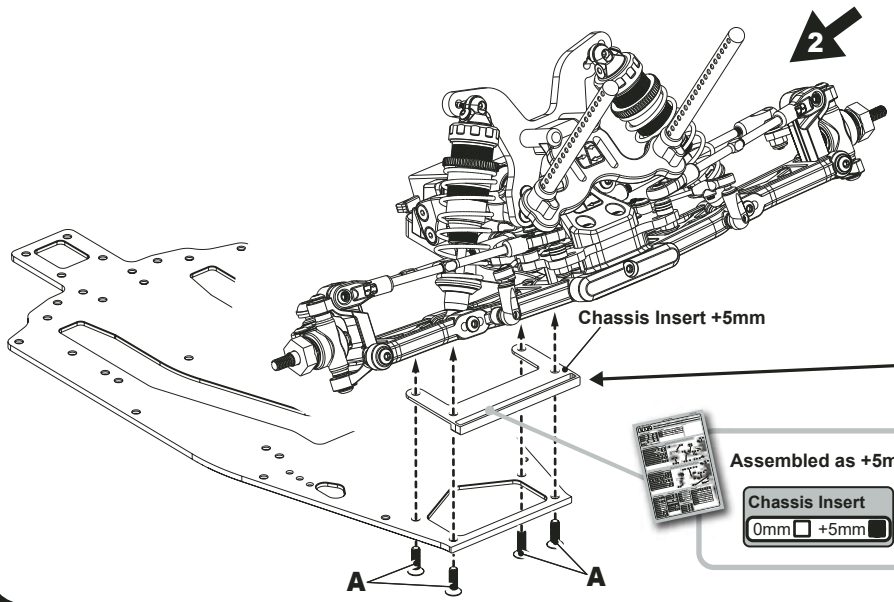


BAG C - Step 23

A x4
M3 x 10 Csk Hd Screw

B x2
Pro Ball Stud Ultra Short





Chassis Insert.
We strongly recommend using the kit standard +5mm insert. This will provide the best setting for most conditions.
The insert can be replaced with the 0mm insert. This will make the car very aggressive and is only recommended in extreme circumstances.

Assembled as +5mm.

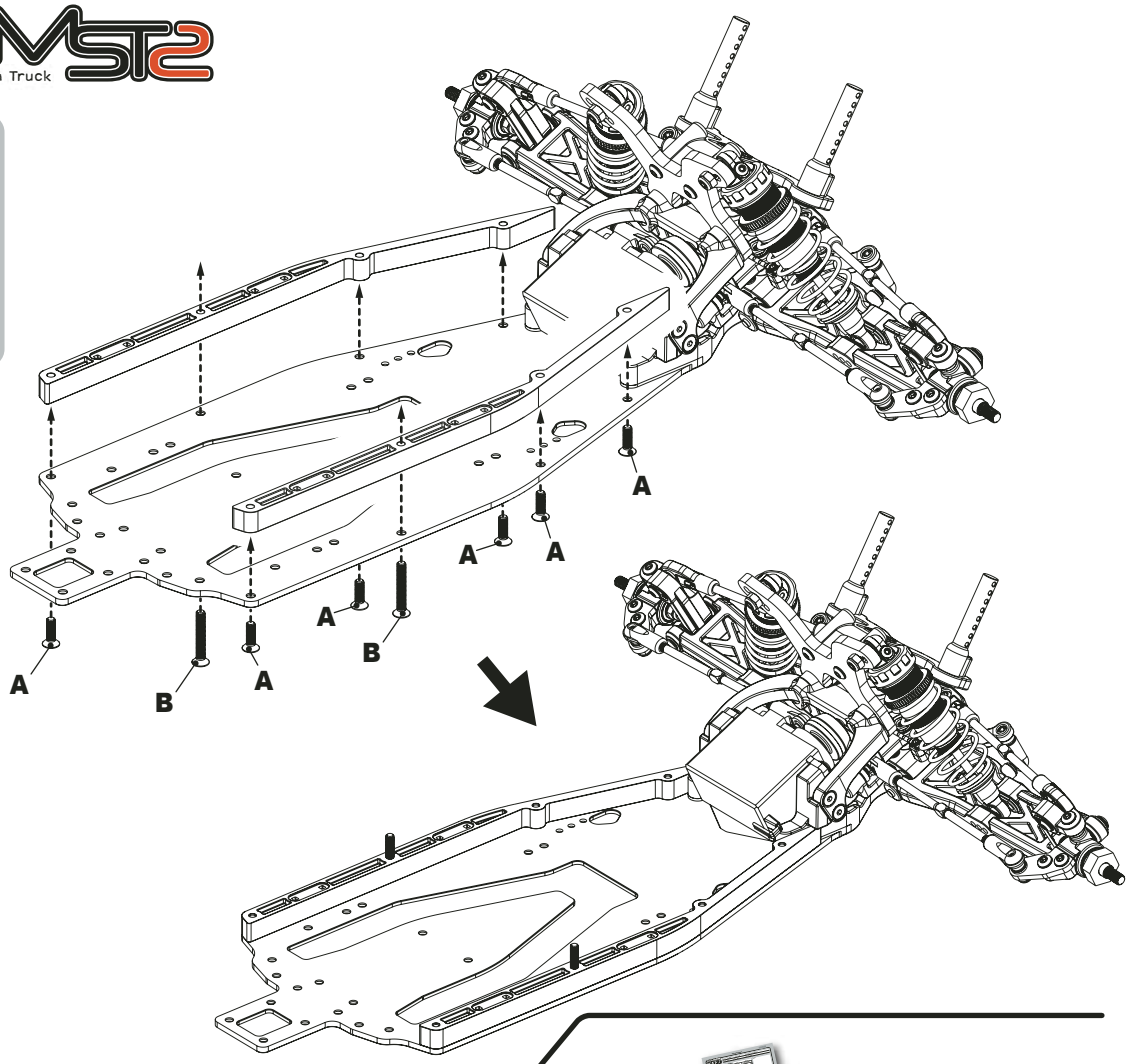
Chassis Insert
0mm ☐ +5mm ■

STORM ST2
PRO 1/10th 2WD Off-Road Stadium Truck

BAG C - Step 24

A x6
M3 x 10 Csk Hd Screw

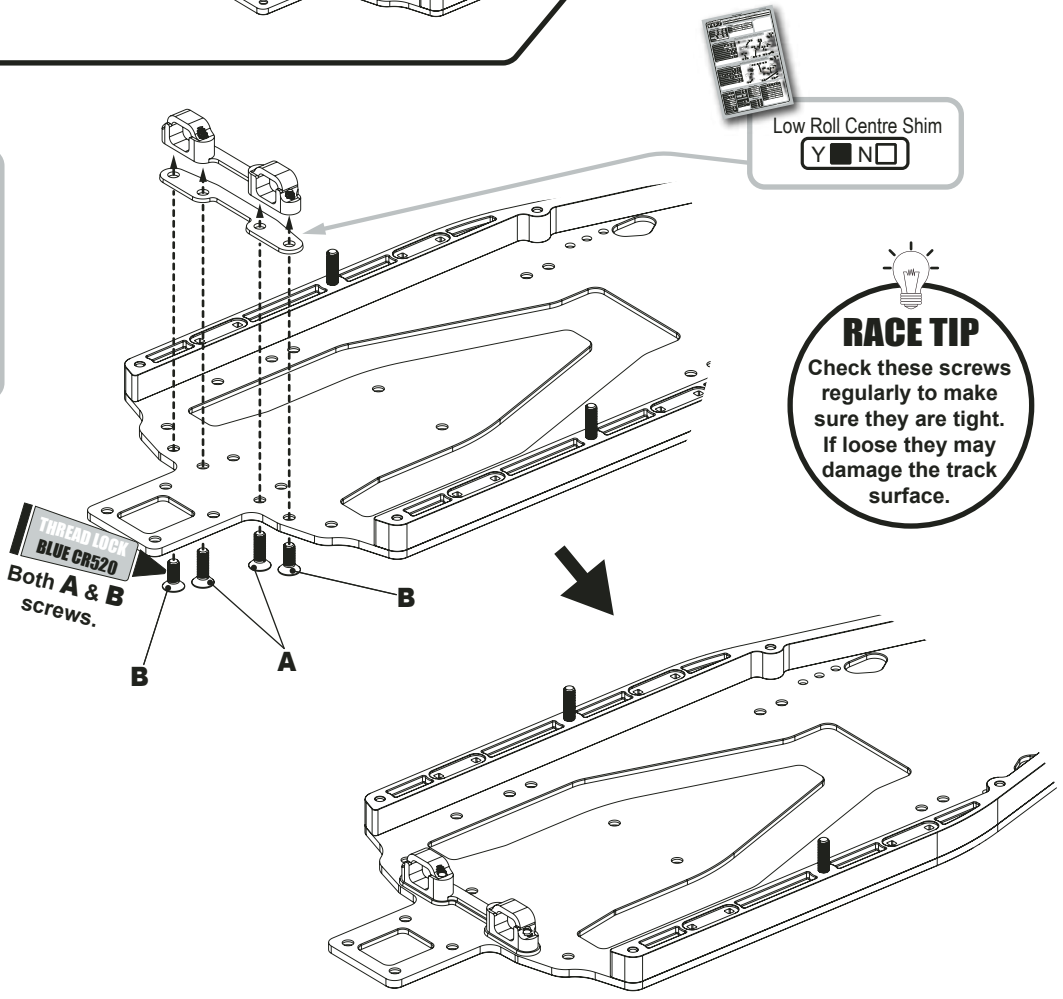
B x2
M3 x 20 Csk Hd Screw



BAG C - Step 25

A x2
M3 x 10 Csk Hd Screw

B x2
M3 x 8 Csk Hd Screw



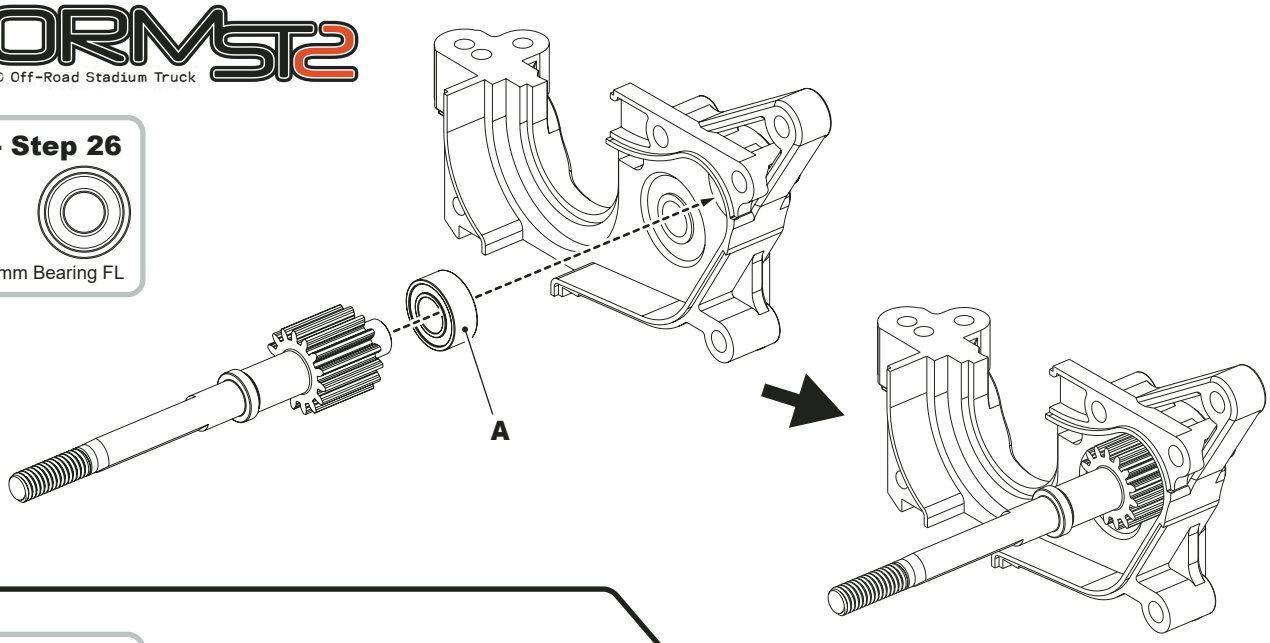
RACE TIP
Check these screws regularly to make sure they are tight. If loose they may damage the track surface.

STORM ST2
PRO 1/10th 2WD Off-Road Stadium Truck

BAG C - Step 26

A x1

Ø5 x Ø10 x 4mm Bearing FL

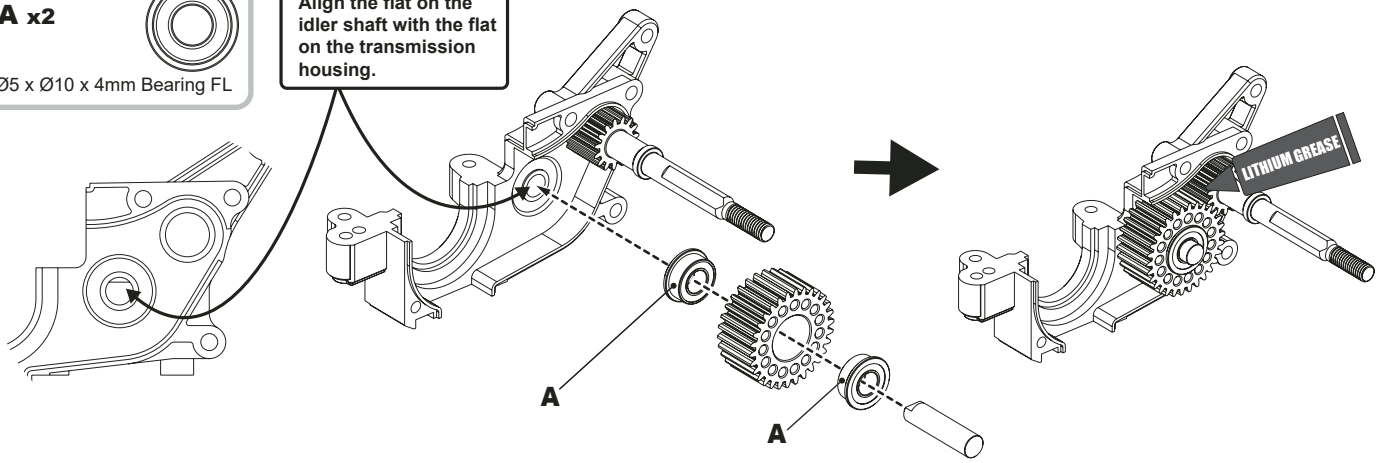


BAG C - Step 27

A x2

Ø5 x Ø10 x 4mm Bearing FL

IMPORTANT!
Align the flat on the idler shaft with the flat on the transmission housing.



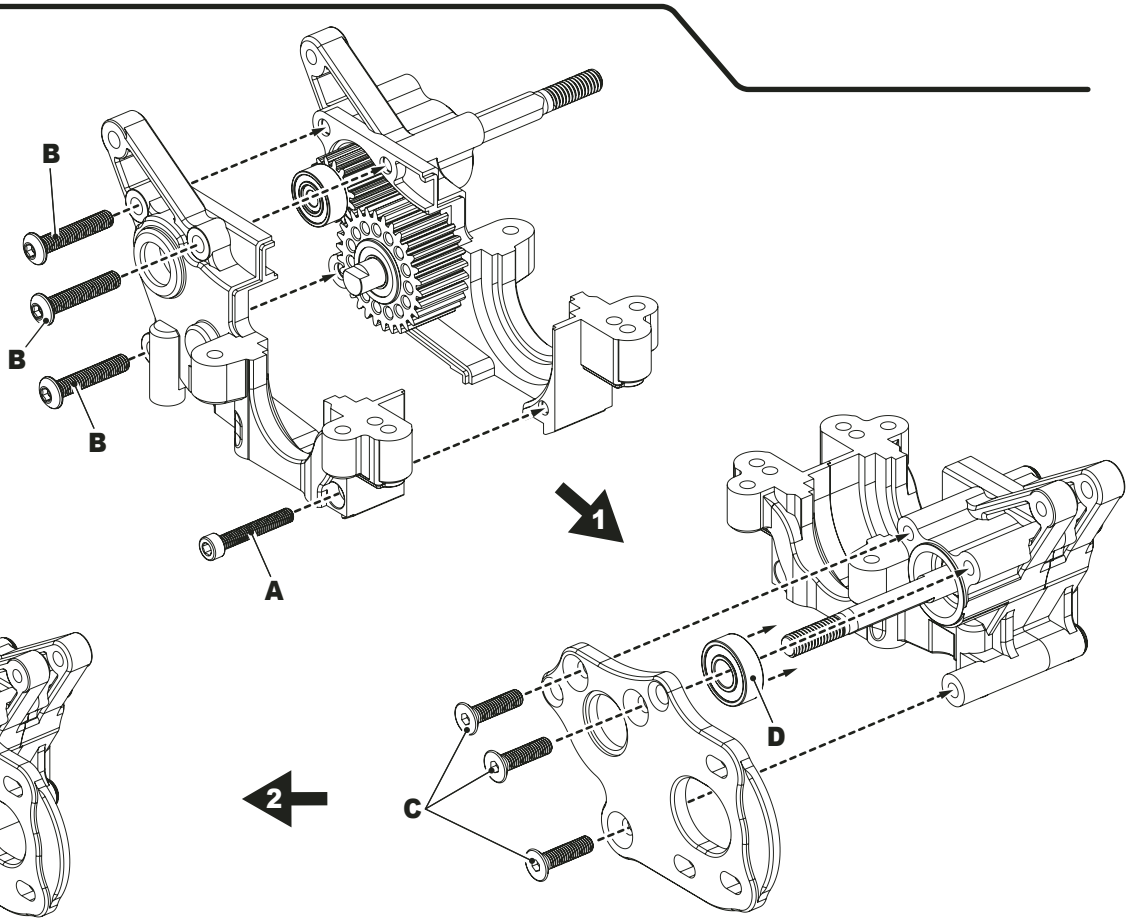
BAG C - Step 28

A x1
M2.5 x 16 Cap Hd Screw HT

B x3
M3 x 16 Button Hd Screw

C x3
M3 x 12 Csk Hd Screw

D x1
Ø5 x Ø12 x 4mm Bearing

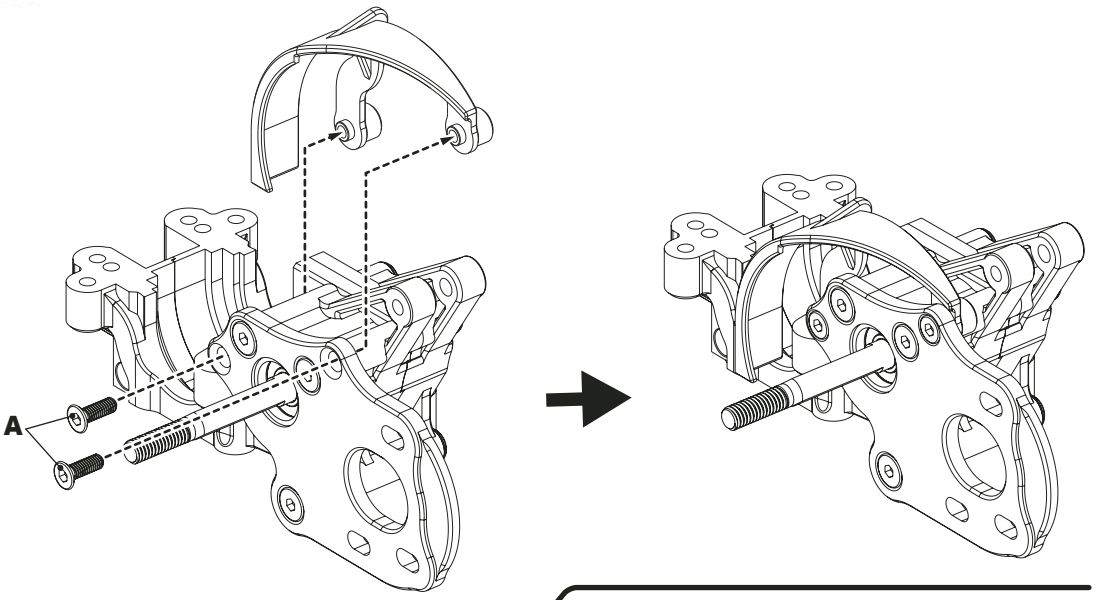


STORM ST2
PRO 1/10th 2WD Off-Road Stadium Truck

BAG C - Step 29

A x2

M2.5 x 8 Csk Hd Screw



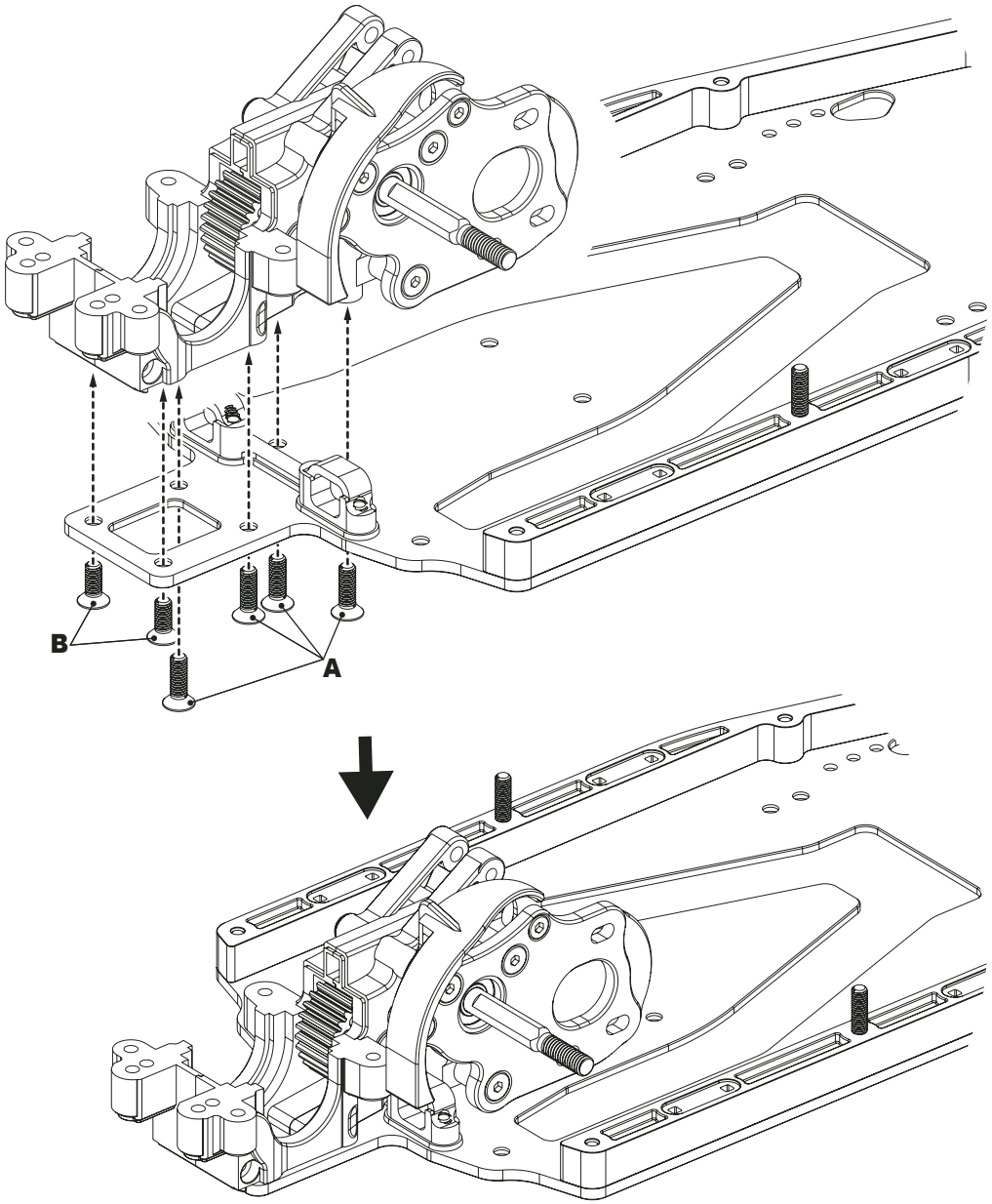
BAG C - Step 30

A x4

M3 x 10 Csk Hd Screw

B x2

M3 x 8 Csk Hd Screw



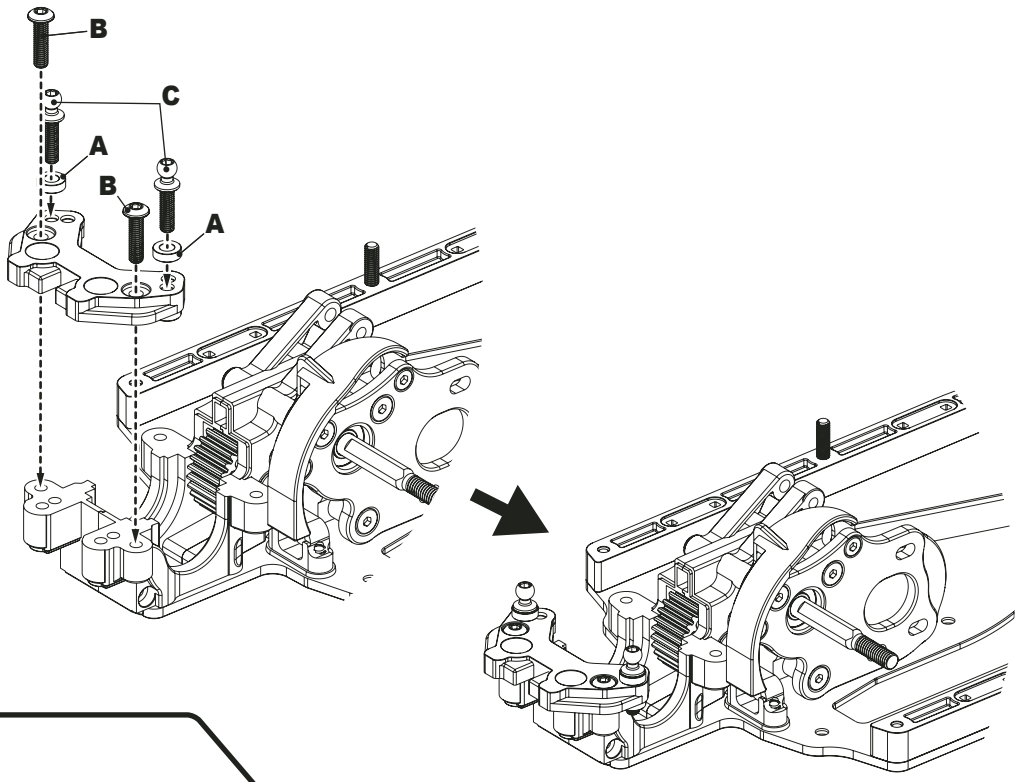
STORM ST2
PRO 1/10th 2WD Off-Road Stadium Truck

BAG D - Step 31

A x2
Black Alloy Washer 2.0mm

B x2
M3 x 12 Button Hd Screw

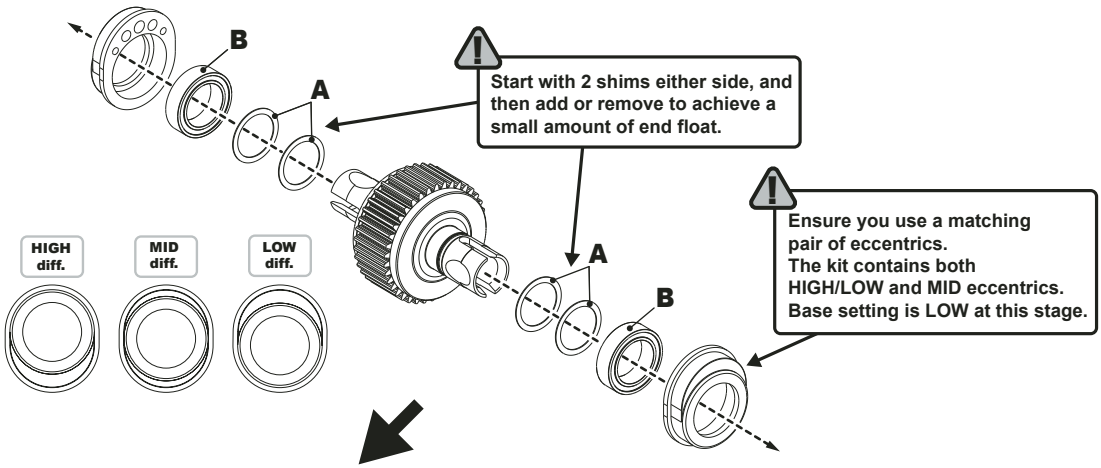
C x2
Pro Ball Stud Extra Long

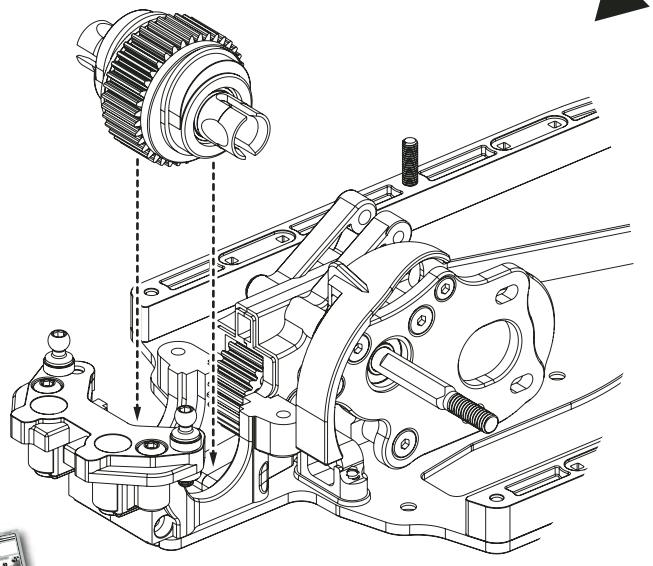


BAG D - Step 32

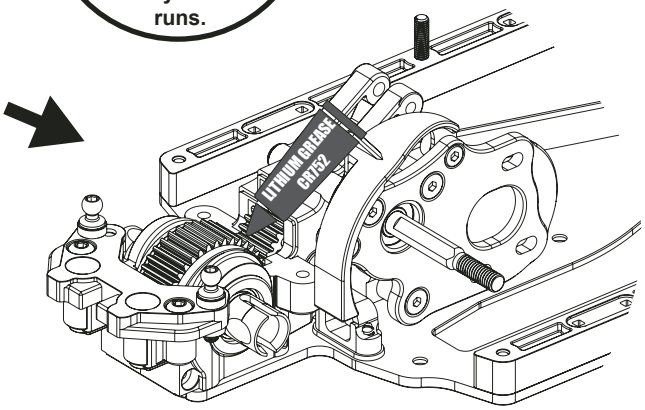
A x4
Ø10 x Ø12.5 x 0.2mm Shim

B x2
Ø10 x Ø15 x 4mm Bearing





RACE TIP
Periodically check the gears for signs of damage or wear. Do not run them dry. Reapply grease every 10-12 runs.



Diff Height H☐M☐L■

STORM ST2
PRO 1/10th 2WD Off-Road Stadium Truck

BAG D - Step 33

A x2
M3 x 12 Button Hd Screw

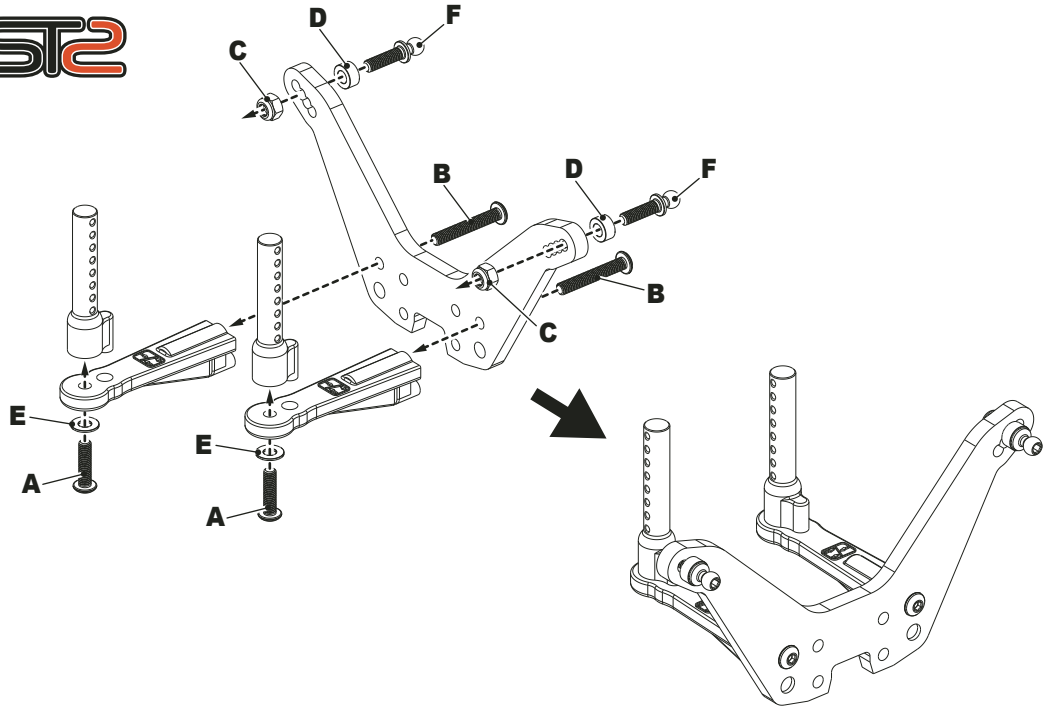
B x2
M3 x 20 Button Hd Screw

C x2
M3 Black Plated Nyloc Nut

D x2
Black Alloy Washer 3.0mm

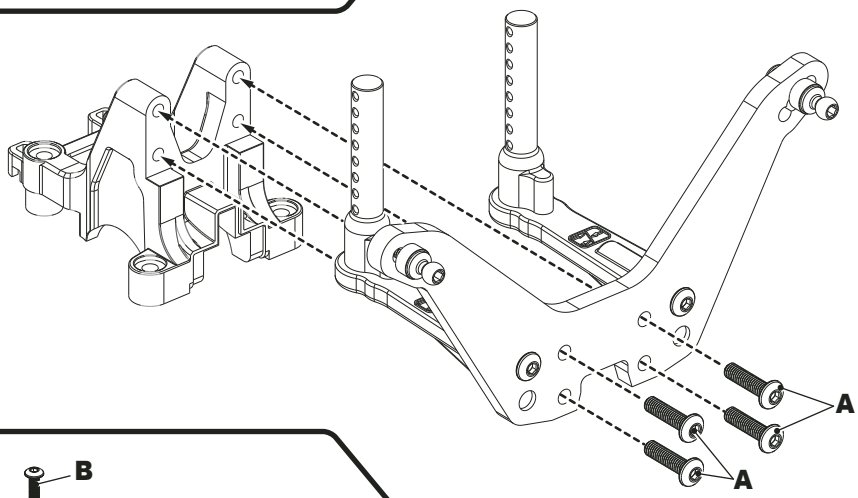
E x2
M3 Steel Washer

F x2
Pro Ball Stud Extra Long



BAG D - Step 34

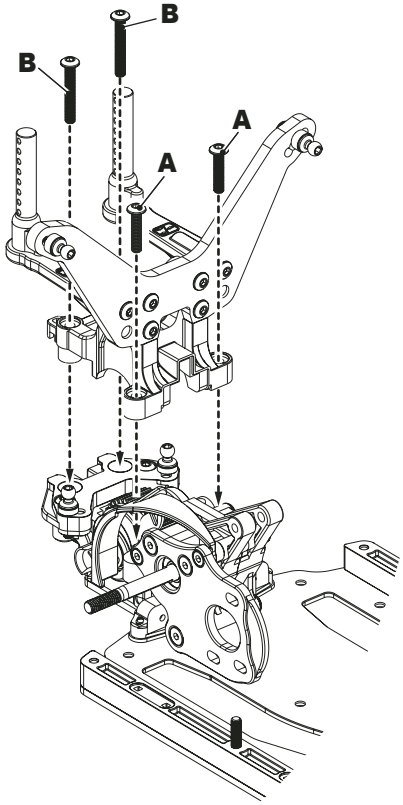
A x4
M3 x 12 Button Hd Screw

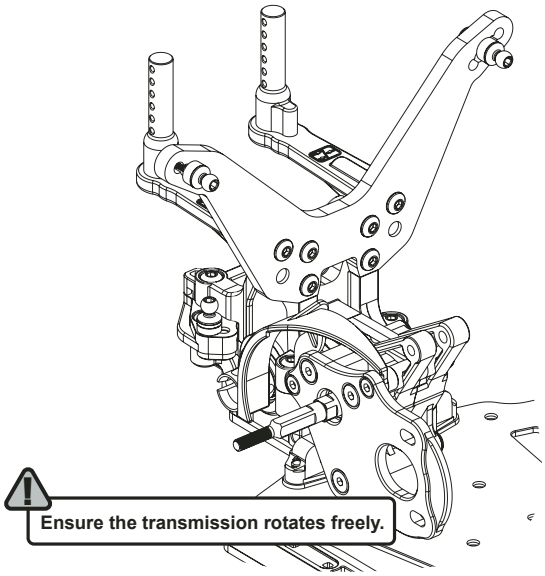


BAG D - Step 35

A x2
M3 x 14 Button Hd Screw HT

B x2
M3 x 20 Button Hd Screw HT





STORM ST2
PRO 1/10th 2WD Off-Road Stadium Truck

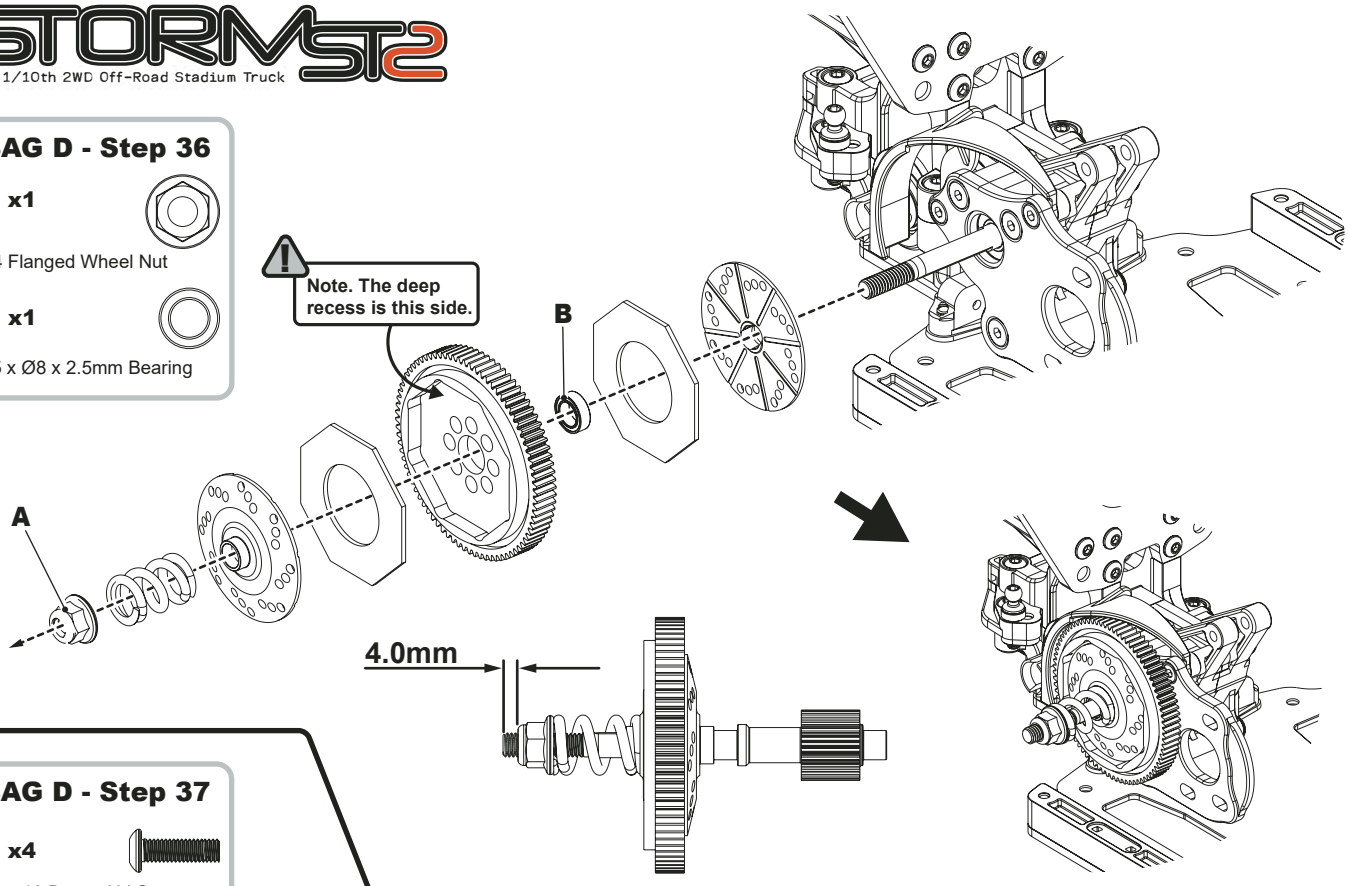
BAG D - Step 36

A x1

M4 Flanged Wheel Nut

B x1

Ø5 x Ø8 x 2.5mm Bearing



BAG D - Step 37

A x4

M3 x 10 Button Hd Screw

B x4

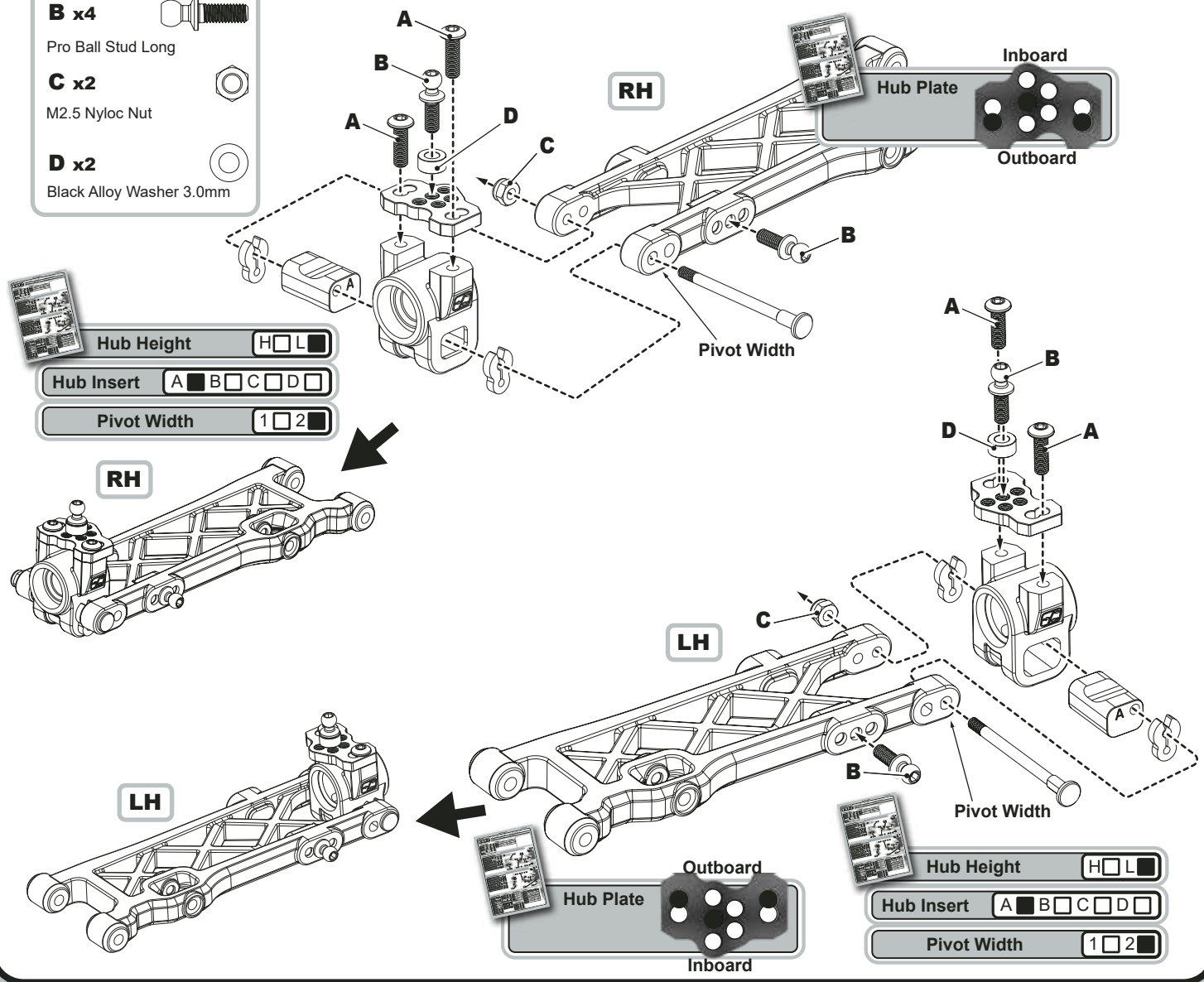
Pro Ball Stud Long

C x2

M2.5 Nyloc Nut

D x2

Black Alloy Washer 3.0mm

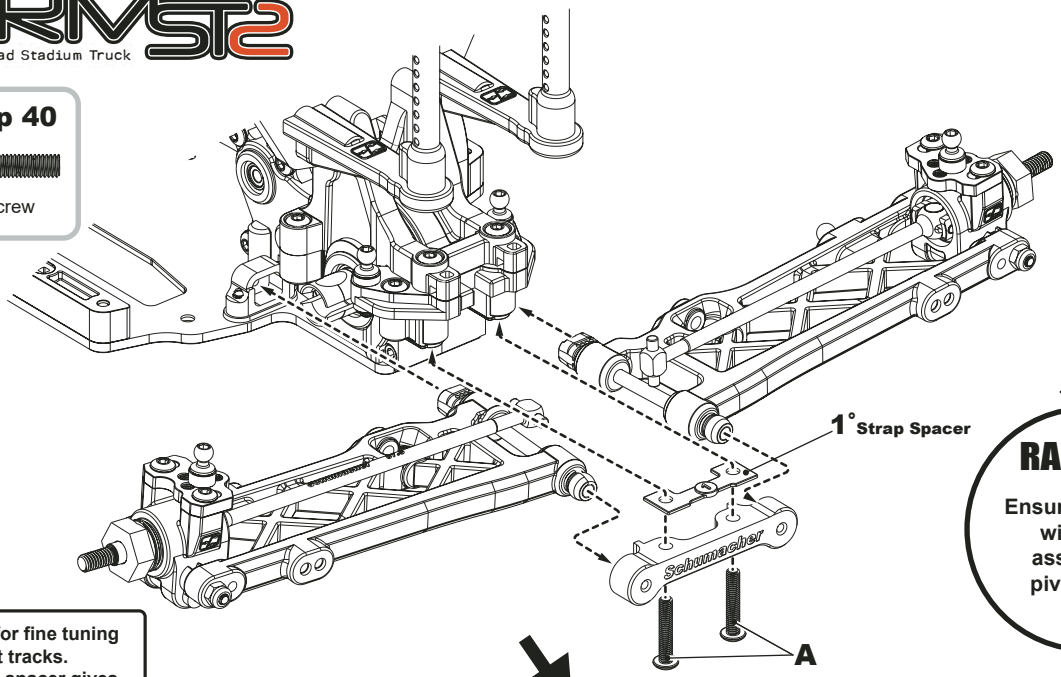


STORM ST2
PRO 1/10th 2WD Off-Road Stadium Truck

BAG D - Step 40

A x2

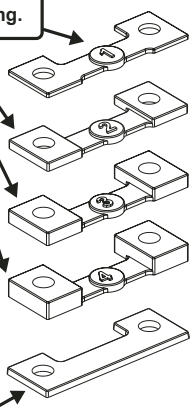
M3 x 16 Button Hd Screw



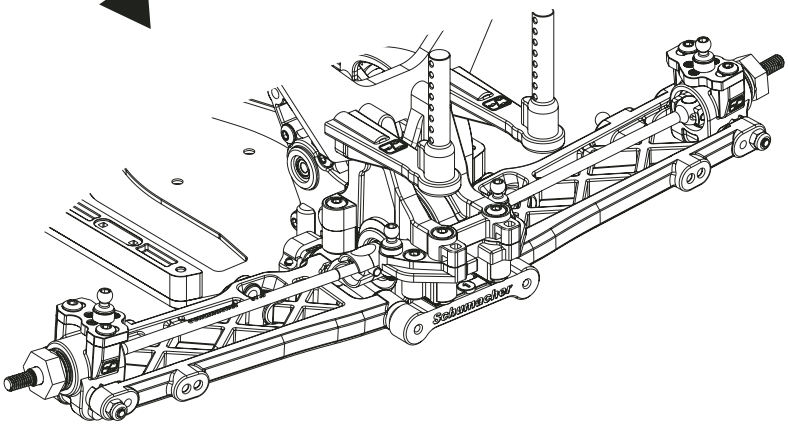
RACE TIP

Ensure that both wishbone assemblies pivot freely.

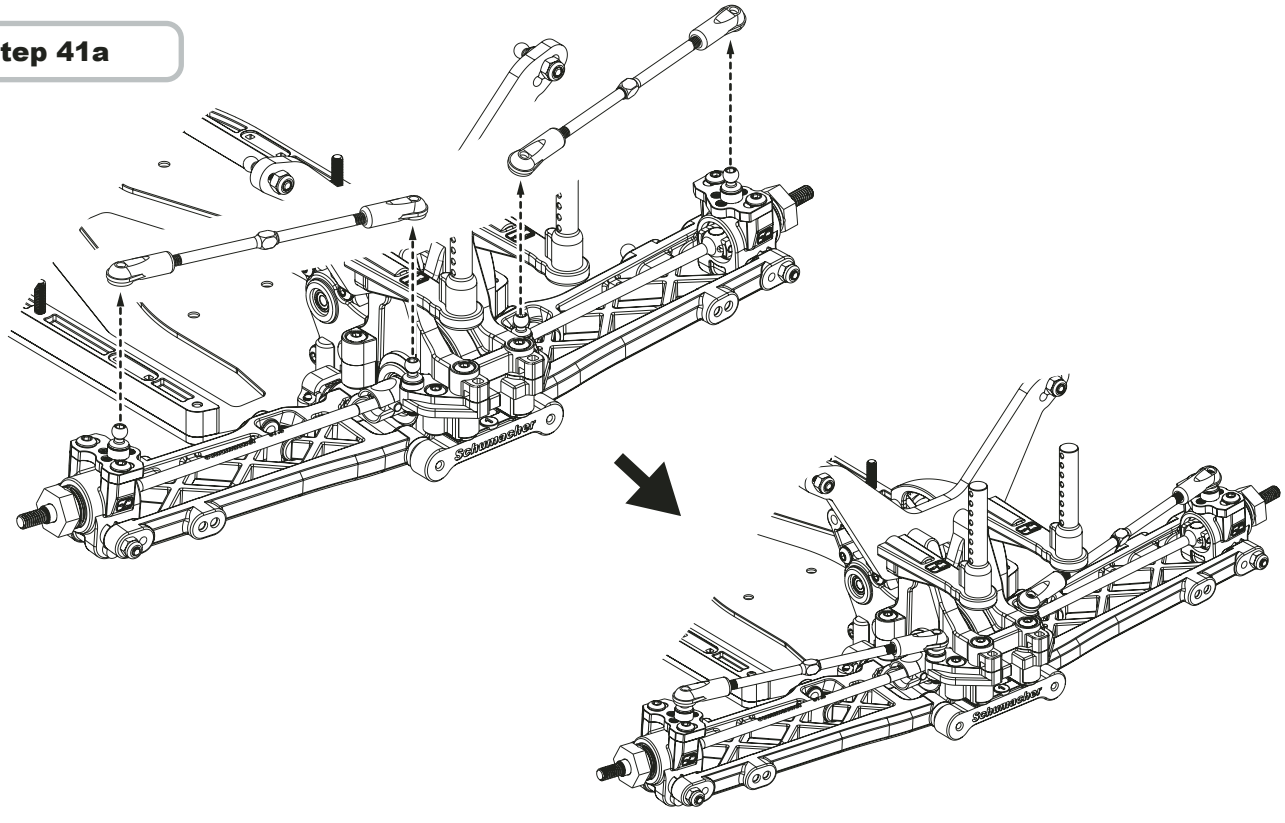
Strap spacers are for fine tuning the car for different tracks. The number on the spacer gives the amount of anti-squat in degrees. 1° is the base setting.



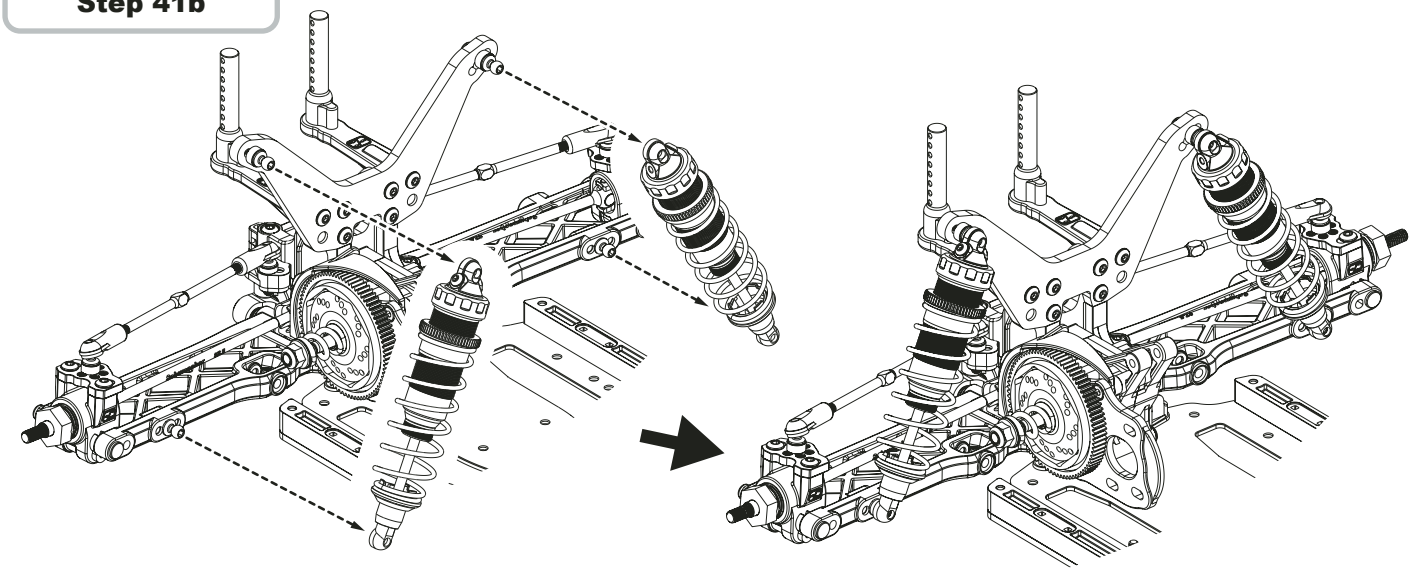
This spacer is only used when running the low pivot pin. Remove the spacer under the front strap (Page 16 Bag C Step 25) and fit this under the rear strap spacers.



Step 41a



Step 41b



BAG E - Step 42

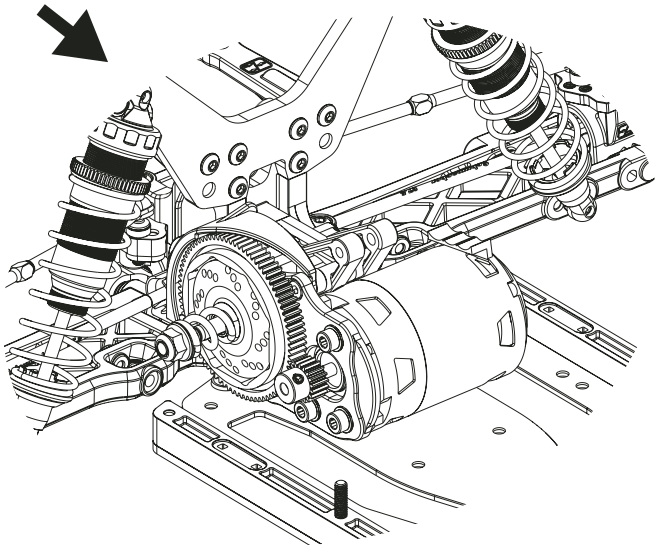
A x3

M3x 8 Cap Hd Screw

B x3

M3 Steel Washer

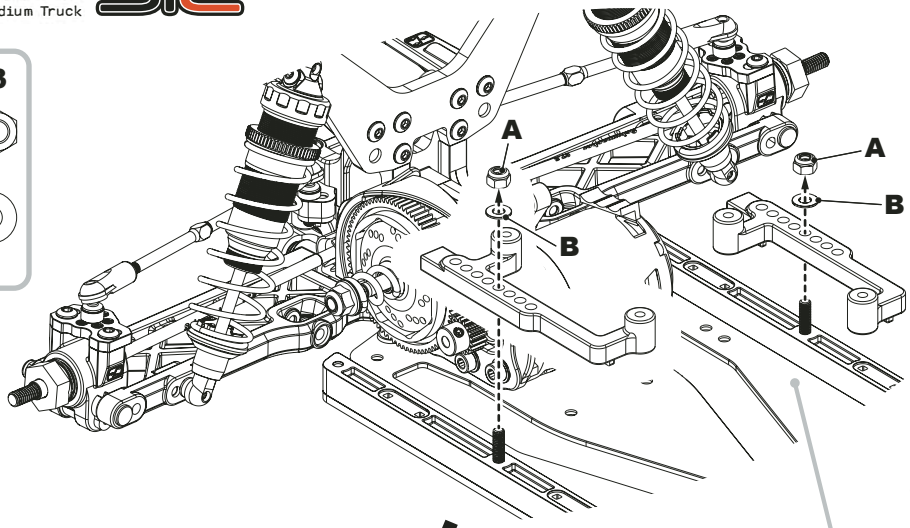
Pinion and grub screw not included in the kit.

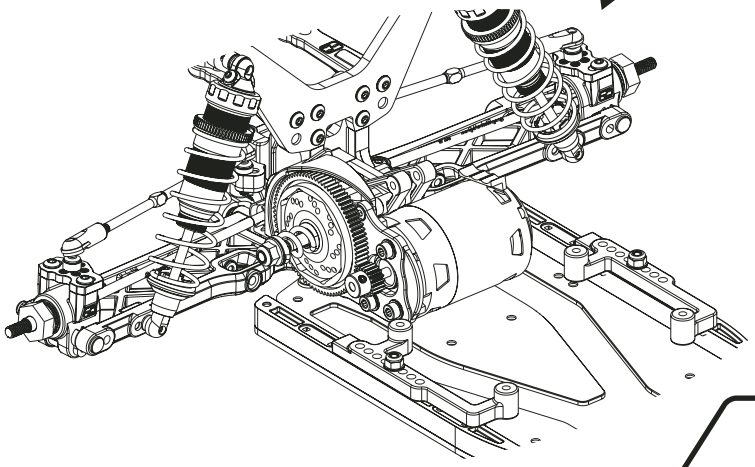


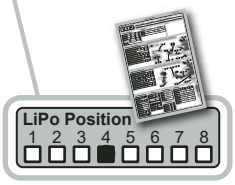
BAG E - Step 43

A x2
M3 Nyloc Nut

B x2
M3 Steel Washer







LIPO POSITIONS
See page 34 for more information.

BAG E - Step 44

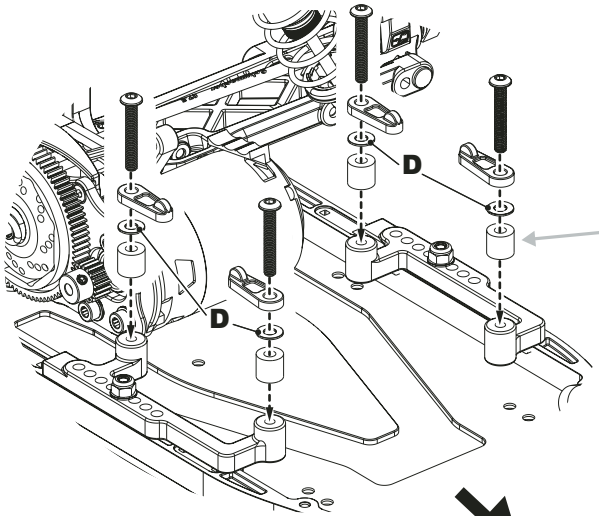
A x4
M3 x 14 Button Hd Screw

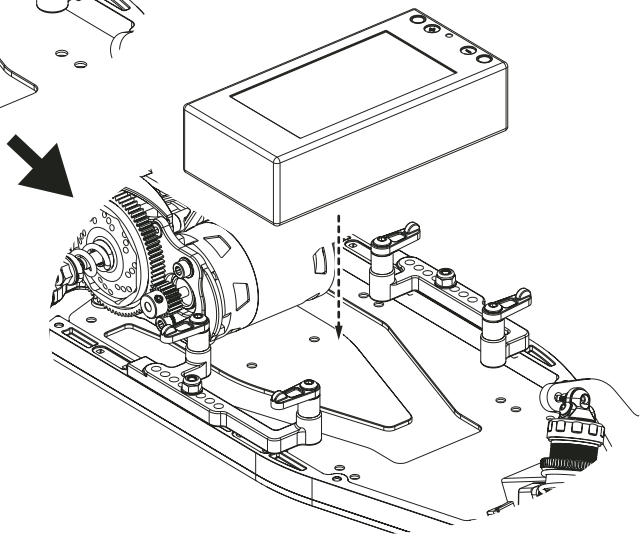
B x4
M3 x 16 Button Hd Screw

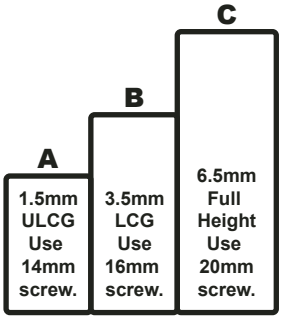
C x4
M3 x 20 Button Hd Screw

D x4
M3 Steel Washer

Three LiPo spacers are included in the kit. To be used with different height lipos.
- **ULCG LiPo's use the 1.5mm spacer.**
- **LCG LiPo's use the 3.5mm spacer.**
- **Full height LiPo's use the 6.5mm spacer.**







STORM ST2
PRO 1/10th 2WD Off-Road Stadium Truck

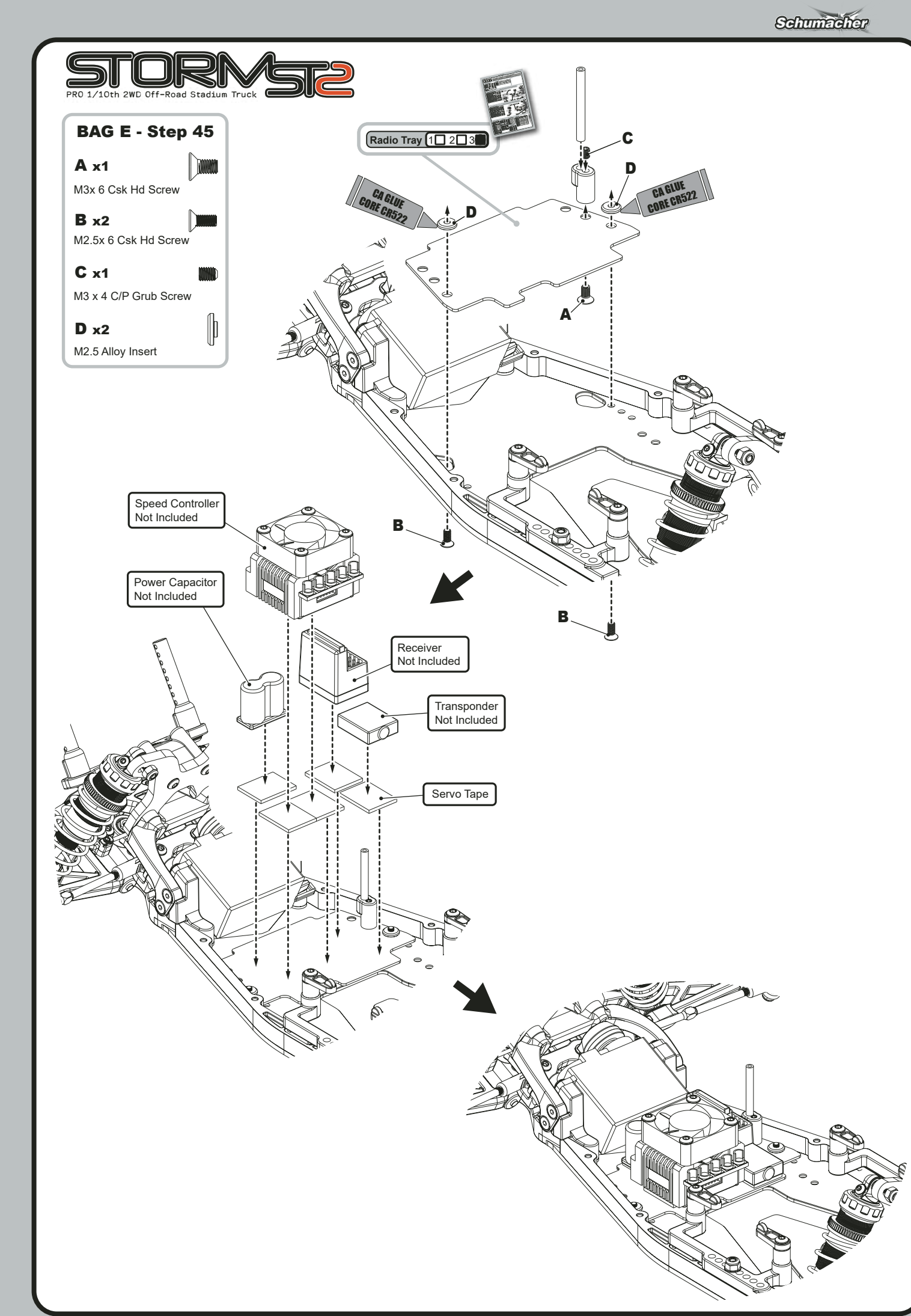
BAG E - Step 45

A x1
M3x 6 Csk Hd Screw

B x2
M2.5x 6 Csk Hd Screw

C x1
M3 x 4 C/P Grub Screw

D x2
M2.5 Alloy Insert



STORM ST2
PRO 1/10th 2WD Off-Road Stadium Truck

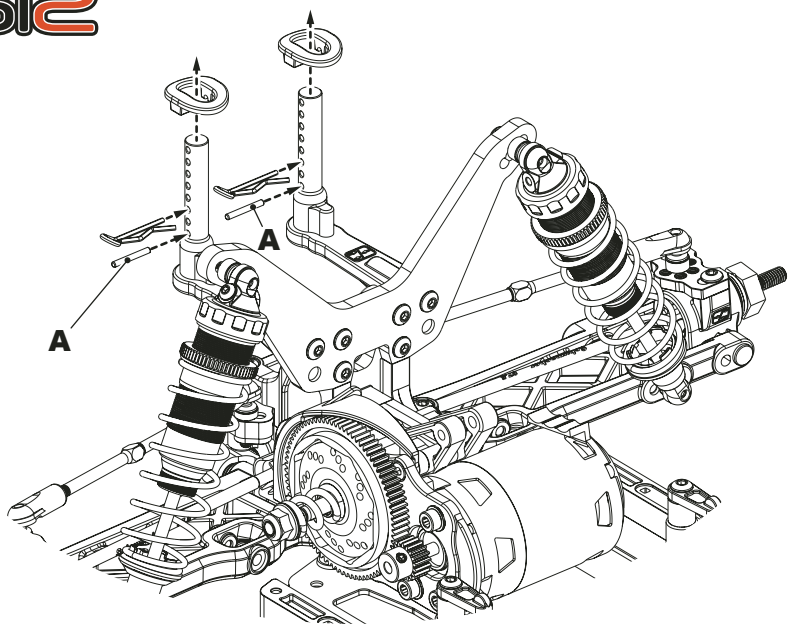
BAG E - Step 46

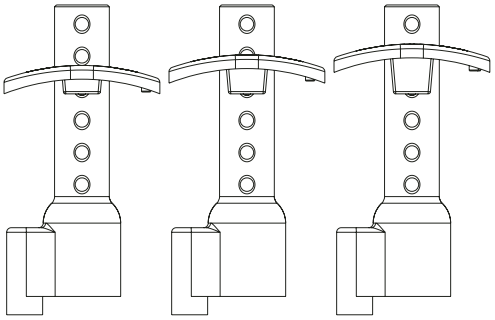
A x4
Ø1.5 x 11.8 Pin

B x2
M3 x 8 Button Hd Screw

C x2
M3 Black Plated Nyloc Nut

D x4
M3 Steel Washer



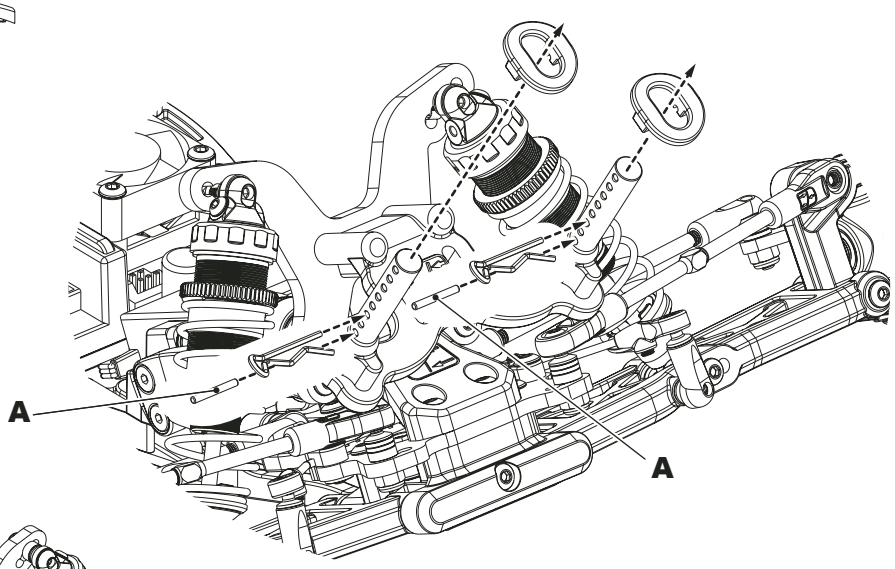


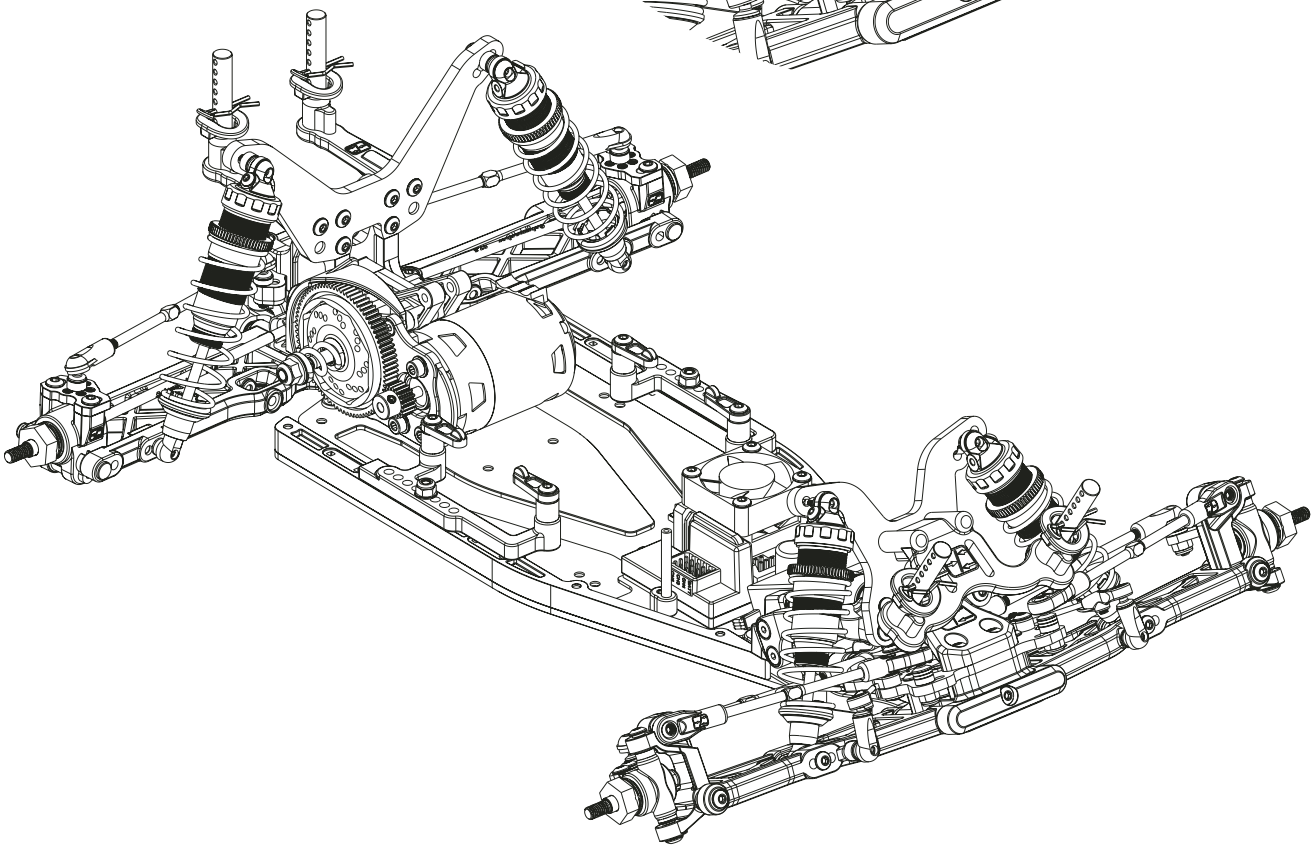
1 dot low position.

2 dots mid position.

3 dots high position.

Select the correct body hanger to fine tune the bodyshell height. Each incremental change is 1.2mm.





STORM ST2
PRO 1/10th 2WD Off-Road Stadium Truck

BAG E - Step 46b

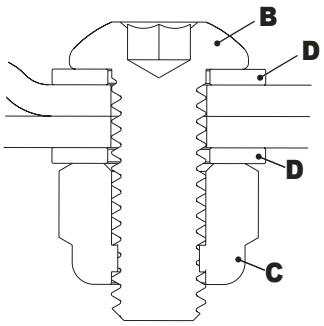
A x4
Ø1.5 x 11.8 Pin

B x2
M3 x 8 Button Hd Screw

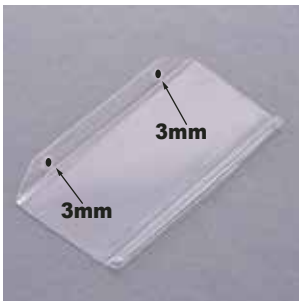
C x2
M3 Black Plated Nyloc Nut

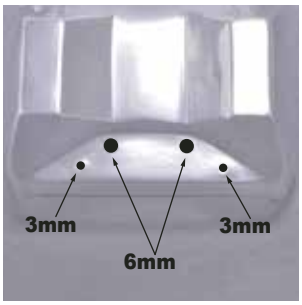
D x4
M3 Steel Washer

Cut Body and Wing as shown.
Use a 6mm drill for the body mount holes and a 3mm drill for the wing mounting.



Cross section of wing fitting.

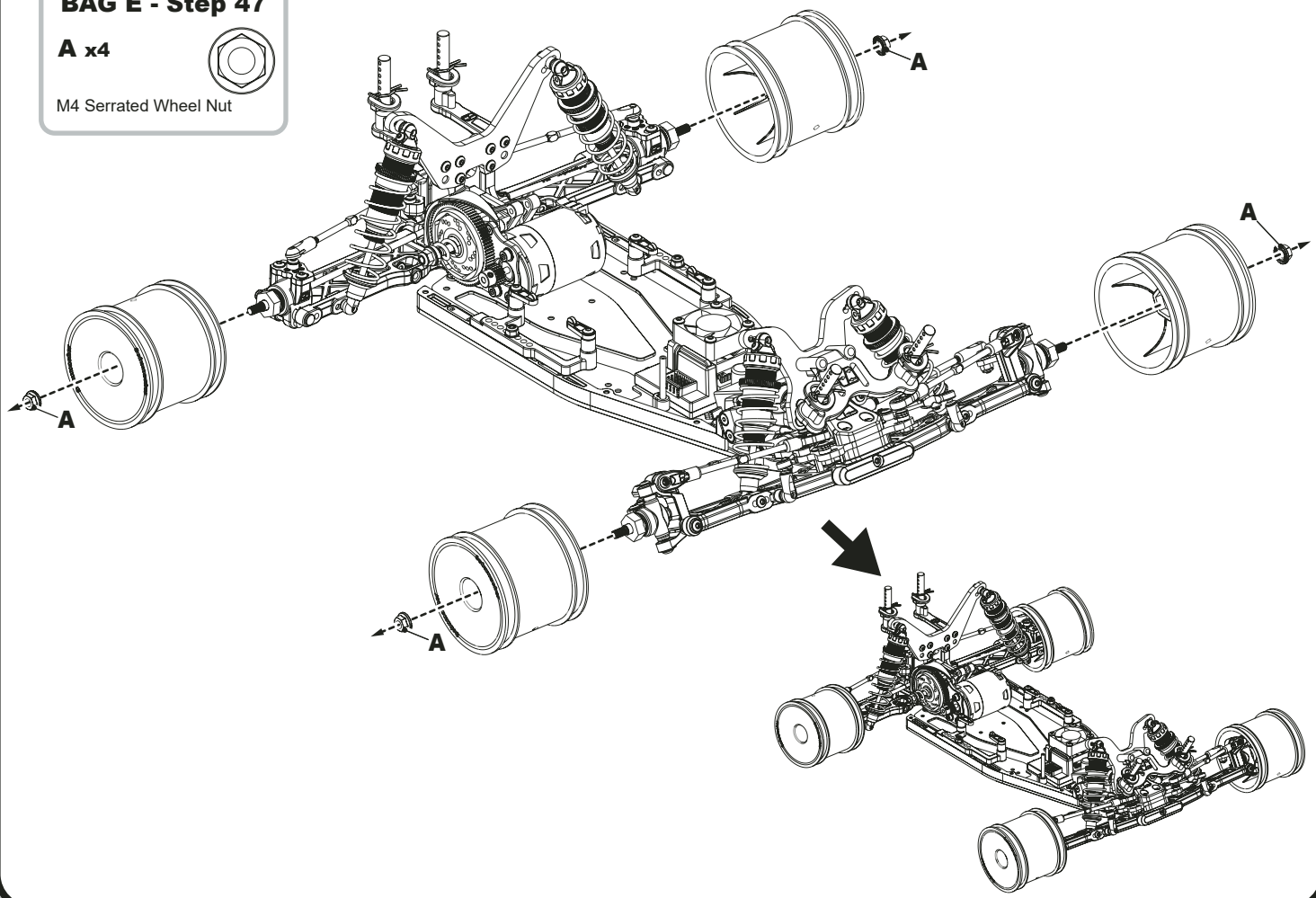




BAG E - Step 47

A x4

M4 Serrated Wheel Nut

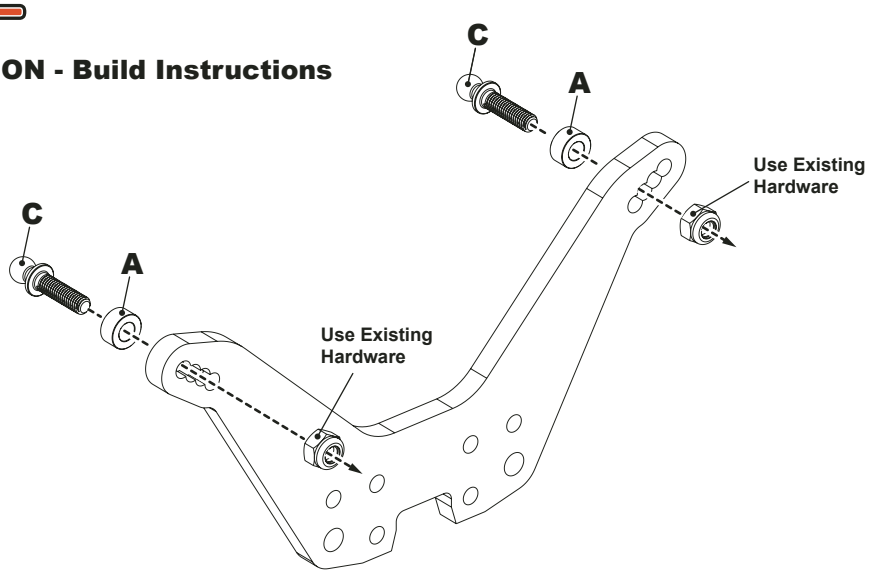


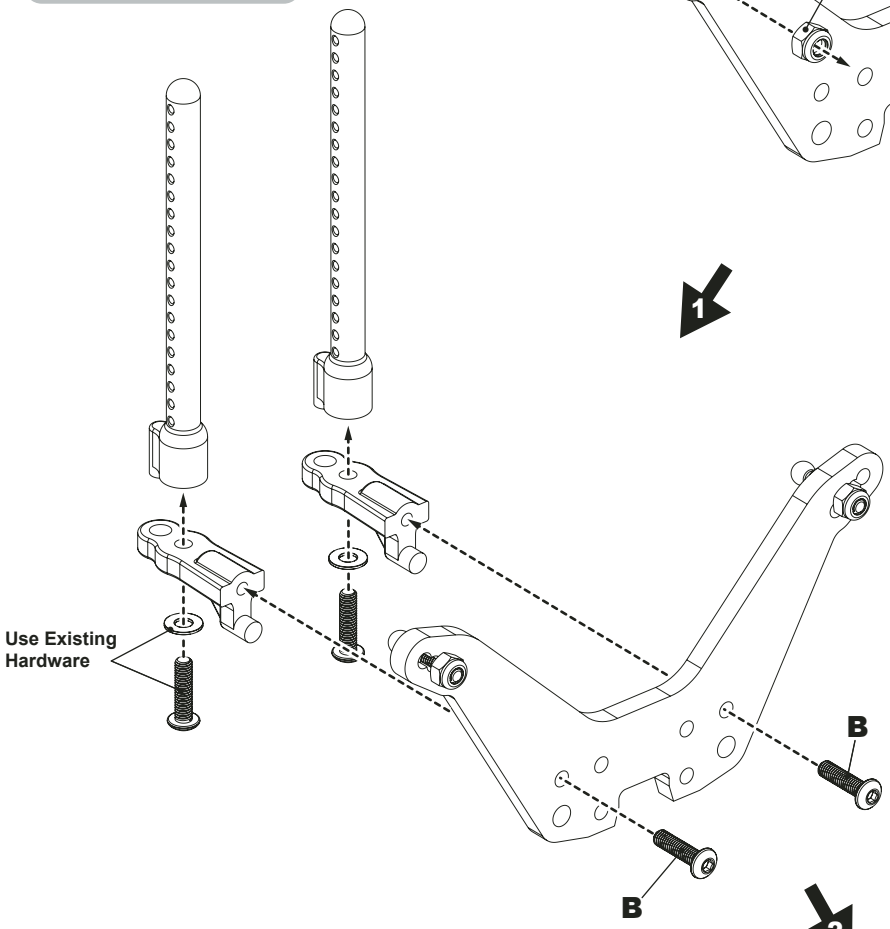
REAR SHOCKS, OPTION POSITION - Build Instructions

A x2
Black Alloy Washer 3.0mm

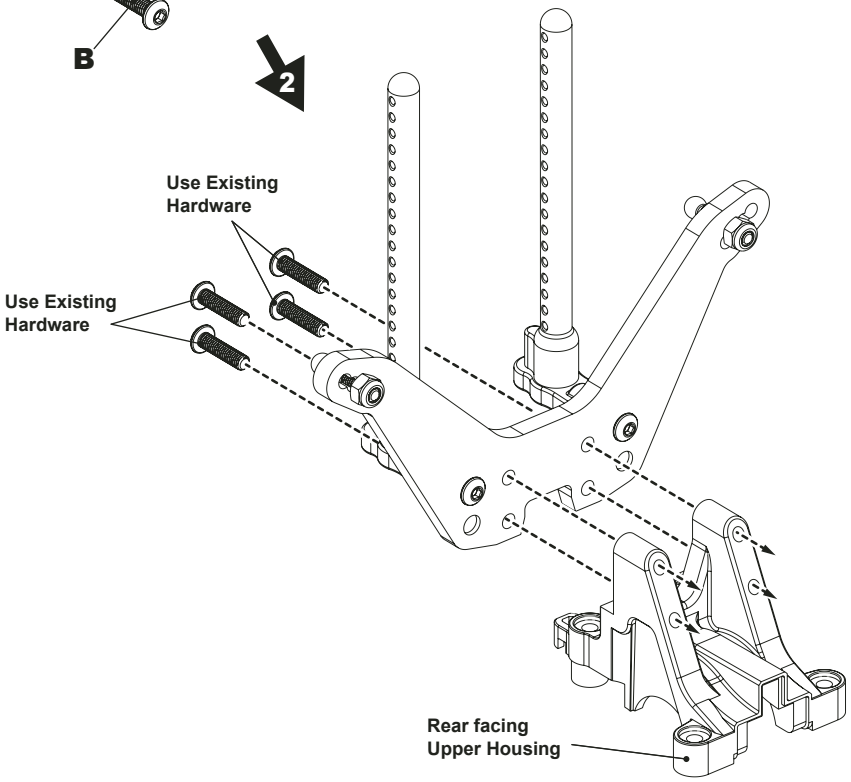
B x2
M3 x 12 Button Hd Screw

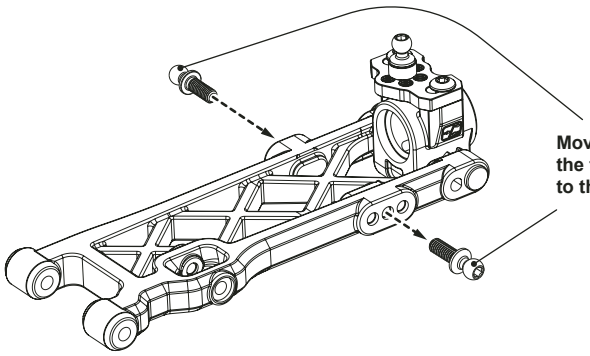
C x2
Pro Ball Stud Extra Long



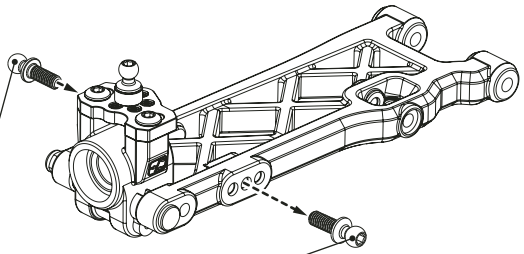


RACE TIP
Rearward shocks work best on a slippery, bumpy track, and when conditions are inconsistant or unstable.

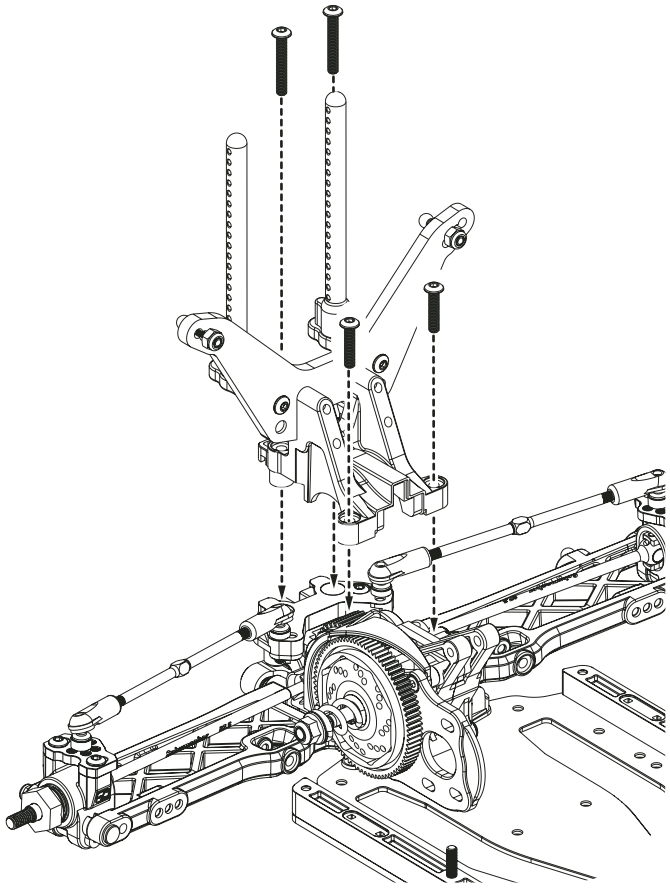


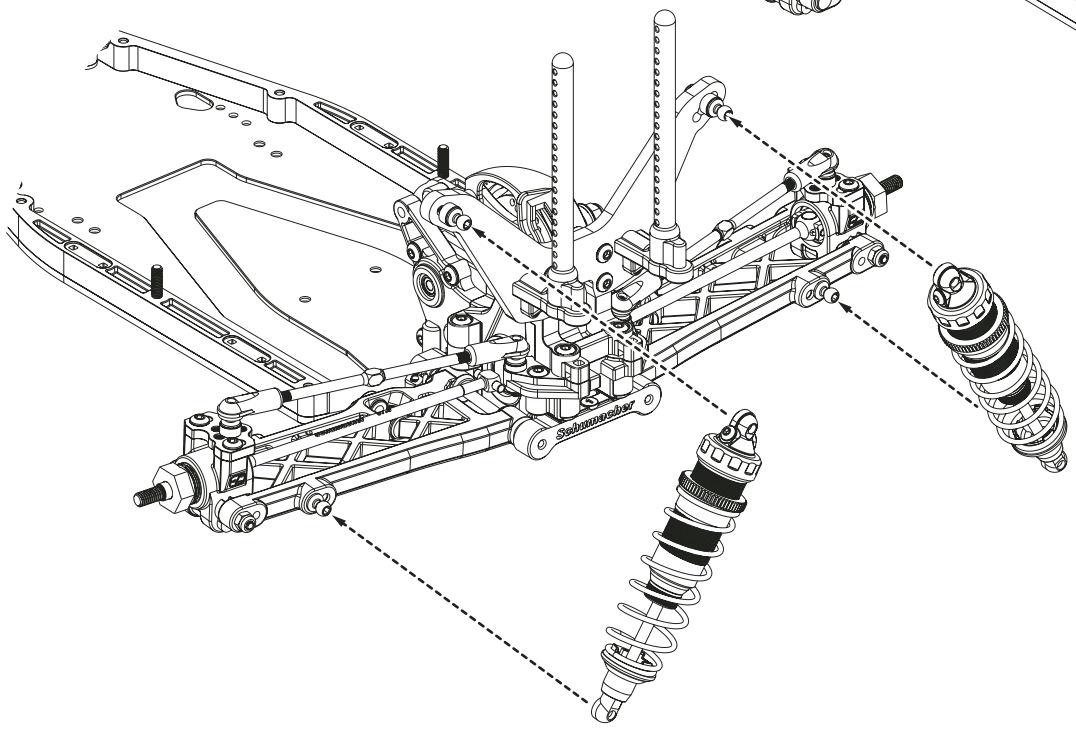


Move the ball stud from the front of the wishbone to the rear, as shown.



Move the ball stud from the front of the wishbone to the rear, as shown.

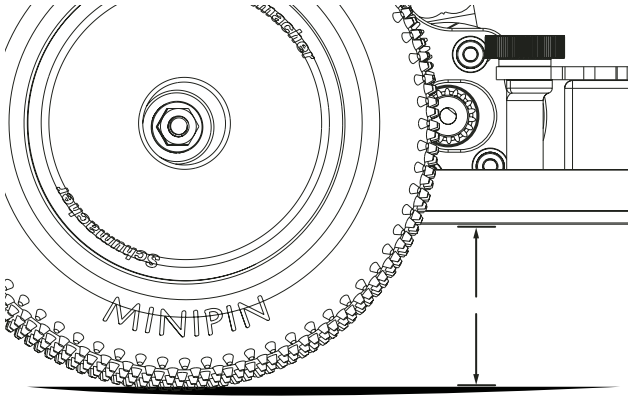




TRACK SETTINGS

RIDE HEIGHT

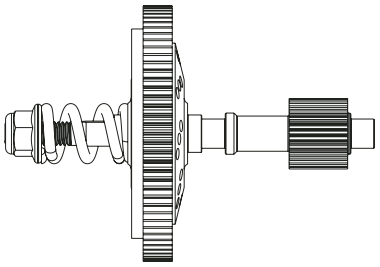
Use the spring adjusters on the shock absorbers to adjust the front and rear ride heights. With the car level, we recommend setting the ride height to around 19mm on astro, 23mm on dirt and 14-16mm on carpet. (16mm if there are large jumps in the track).
This is measured between the bottom of the chassis and the ground with the car in running trim. First press the car down on to the ground and release it once or twice to settle the suspension before adjusting the ride height. The chassis should be level when viewed from the side.
Adjusting the spring collars does not increase or decrease the spring stiffness only the preload.
If the suspension needs to be softer or harder change the spring.



SLIPPER CLUTCH

See Page 21 Bag D - Step 36

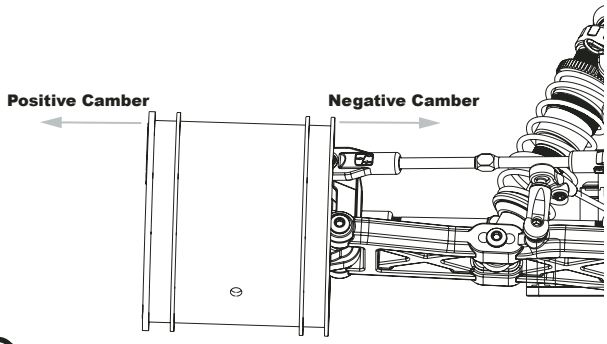
On most tracks it is best to start with the slipper on a **LOOSE** setting, and gradually tighten the spring tension until you achieve the most consistent drive away from turns without spinning the car or pulling wheelies. Make sure you still have enough drive when launching the car from the up ramps. WARNING, do not run the slipper too loose as it could melt the plastic spur gear, also too tight may damage the transmission parts. If you are generating too much heat at your preferred setting, use **U8502** this will give you a more durable slipper clutch. When using the three plate conversion you will need to compress the spring fully to enable that spring to be set to the correct tension. Always use a new spring when reverting back to a 2 plate plate slipper.



FRONT CAMBER

See Page 08 Bag A - Step 10a

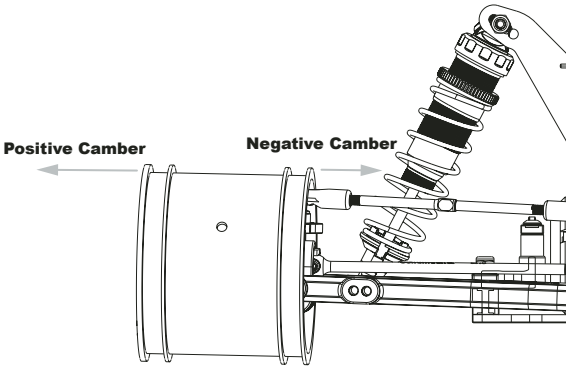
The usual team setting for static front camber is 1-2° negative at ride height (the top of the wheel is leaning inwards towards the car). Increasing the static camber will generally increase the mid corner steering, whereas decreasing the static camber usually makes the car smoother to drive by reducing the steering response.



REAR CAMBER

See Page 08 Bag A - Step 10c

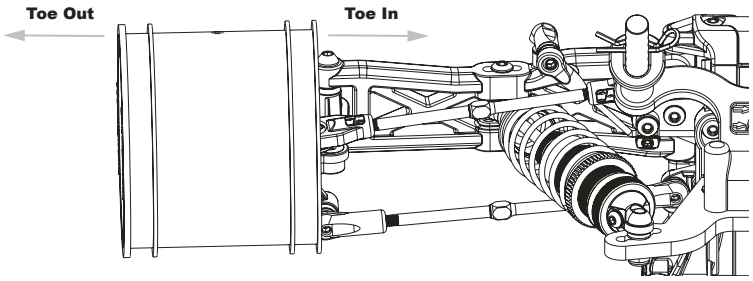
The usual team setting for static rear camber is 1° negative at ride height (the top of the tyre leaning inwards towards the car). Increasing the static rear camber will increase the traction when exiting the turns, but will be less stable at high speed. Decreasing the camber will reduce stability and traction in the turns but will be more stable at high speed. (Some drivers believe that adding slight positive camber where the tyre leans out at the top away from the car, will improve straight line traction on loose surfaces).



FRONT TOE

See Page 08 Bag A - Step 10b

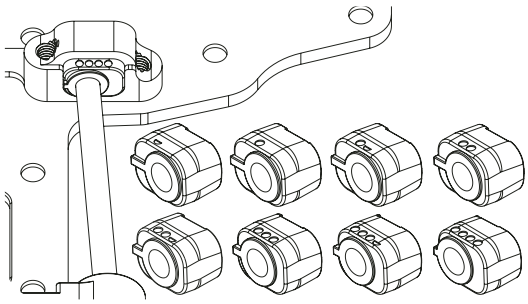
Front toe should be set to 0° (both front wheels pointing straight ahead) this will be the best setting for most track conditions. Adding toe out will increase initial turn in and make it smoother to drive on power. The team generally run 1° toe out on Astro tracks.



REAR TOE INSERTS

See Page 22 Bag D - Step 39

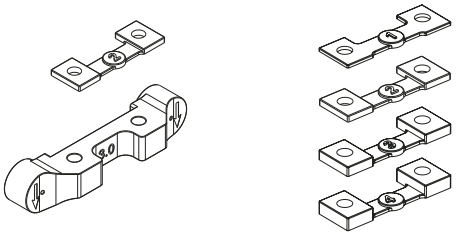
The base setting rear toe in is 3° this is a good compromise between forward traction and the car binding in the turns. This setting is fine for most tracks. You can alter the toe in by changing the toe in inserts. If you are running too much toe in, your car may suffer from instability at high speeds. Decreasing the toe in will reduce forward traction but will free the car up in the turns. Usually the team use less toe in on high grip tracks and more for low grip tracks.
A good starting position is 1.5° on carpet and 3.0° on low grip dirt and wet astro.
The eight blocks have indicators on top of them to show the amount of toe-in each one has. The range is 0.5° to 4.0°.



REAR ANTI SQUAT SPACERS

See Page 23 Bag D - Step 40

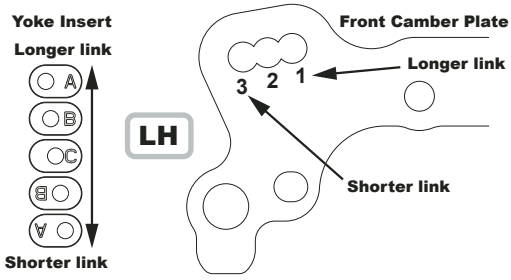
The kit build antisquat is set at 1°. This works best on most tracks, and with the included parts this can be increased or decreased. Generally less antisquat allows the suspension to work better over the large bumps and gives more power on steering. Increasing Anti-Squat will offer more intial steering and as the rear becomes stiffer, the rear will jump more.



FRONT CAMBER LINKS

See Page 11 Bag B - Step 15 & Page 13 Bag B - Step 18

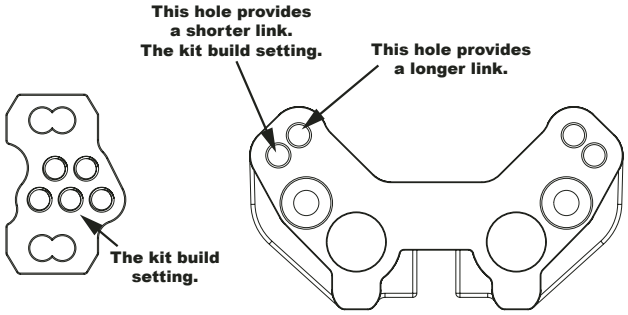
The kit front camber link position and length are what the team recommend for most tracks. Using a long front link makes the front of the car roll more and will give less steering reaction at high speed. It is also not quite as good on very bumpy tracks. We would recommend this on fairly smooth high grip tracks. A shorter front link will make the car roll less and quicken the initial steering response. This is a better choice for bumpy low grip tracks. Lowering the inside ball stud will give a similar result to shortening the link, and raising it will give a similar result to lengthening the camber link, but with less total effect.



REAR CAMBER LINK

See Page 17 Bag E - Step 38b & Page 21 Bag B - Step 37

The kit build rear camber link setting is the best compromise for most tracks. Lengthening the rear camber link will make the rear of the car roll more in the corners, and square up slower when accelerating away from tight turns, longer links are generally used on high grip tracks and shorter links on low grip tracks. Lowering the inside ball stud will give a similar result to shortening the link, and raising it will give a similar result to lengthening the camber link, but with less total effect.



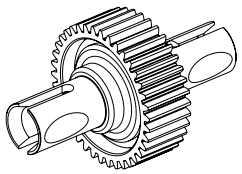
ANTI-ROLL BARS (SWAY BARS) *Options

See Page 11 Bag B - Step 15

Anti-roll bars are an often overlooked set up aid that allows fine tuning of the suspension without major changes to the shock and spring settings. They are mainly used to add roll stiffness to the car without affecting the handling on bumps and jumps. Running anti-roll bars allows you to run softer suspension on bumpy tracks while reducing the roll in corners thus maintaining stability through the turns.
On the front use a 1.6mm (kit) anti-roll bar if you wish to keep the car flat in the corners. The rear anti-roll bar thickness is very dependent on the track surface/layout. On carpet, use a 1.2mm. On astro, start with a 1.0mm and for more initial steering try 1.1mm. If you need to use 1.2mm consider softening the rear spring.

BALL DIFFERENTIAL *Option

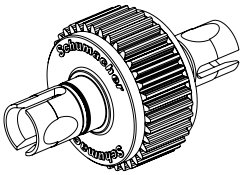
We recommend the ball differential is used for loose or wet conditions. For consistent performance it is vital that the differential action should be smooth and free. Diff adjustment is not a tuning aid and the diff should never be allowed to slip. A loose diff can usually be recognised by a "chirping" sound when powering away from turns or landing under power from large jumps.
Never allow the diff to run dry and rebuild the diff regularly to maximise it's life. This will eliminate the need to change plates and balls as often. Make sure you pack lots of grease into the holes before inserting the balls. Run the diff in and then reset the tension. Only use the recommended greases.
U7698 - V3 Ball Diff Complete KD/Laydown/KR/Storm



GEAR DIFFERENTIAL

See Page 07 Bag A- Step 9

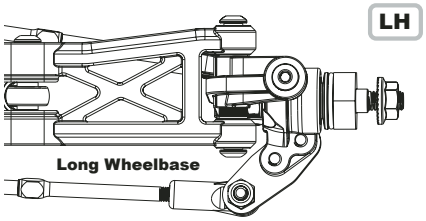
Geared Diffs can give variable driving characteristics. The handling of the diff is tuned by changing the oil. A recommended starting point is 12,000 cSt (CR229). Recommended option oils would be 10,000 cSt (CR222) and 7,000 cSt (CR221). Running two gears will give more drive and off power steering. Use 7,000cSt on high grip tracks, if you start spinning a wheel on power, go up on oil until it stops.
We recommend changing the oil more often when running 2 gears.

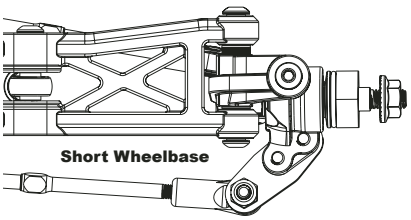


FRONT WHEELBASE OPTIONS

See Page 13 Bag B - Step 18

The adjustment is provided by re positioning the 1.5mm washer on the outboard pivot.
This only moves the hub carrier, it will not affect the angle of the shock absorber. Moving the hub carrier rearwards will give more traction at the expense of stability over rough sections of the track, and moving the hub carrier forwards will usually improve stability over the rough sections.

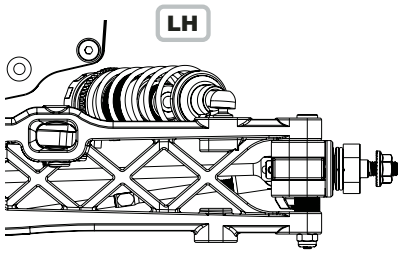




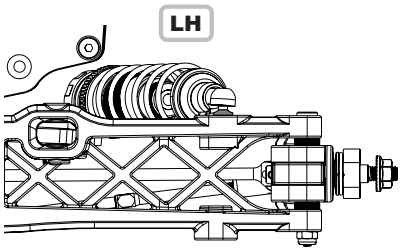
REAR WHEELBASE OPTIONS

See Page 21 Bag D - Step 37

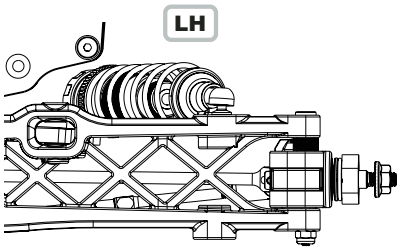
The Storm ST2 has 3 wheelbase options at the rear, short, med and long.
The adjustment is provided by re positioning the quick clips on the outer wishbone pin.
Moving the rear hub carrier forwards will give more traction at the expense of stability over rough sections of the track, and moving the hub carrier to the middle or rear position usually improves stability over the rough sections, running the car in long wheelbase form also free's up the car on sweeping sections of the track. Generally you will run long wheelbase on carpet, mid on astro and short on dirt.



Long Wheelbase



Mid Wheelbase (Kit Build)

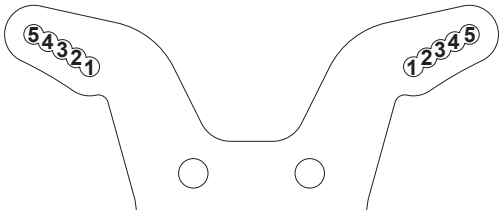


Short Wheelbase

FRONT SHOCK MOUNT

See Page 12 Bag B - Step 16

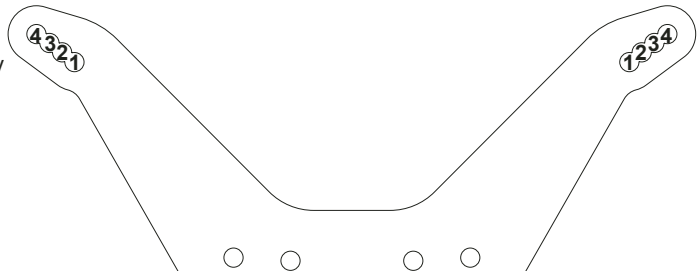
Hole 3 on the front shock mount is the most widely used position. Moving the shock to the outer position will make the car react faster and increase the initial steering response, it will however stiffen the suspension which may require an oil and spring change so that the cars suspension feels the same. Moving the shock to the inner hole will soften the suspension and slow down the steering reaction and make the car smoother on bumpy tracks. Again you may need to alter the oil and spring combination to get the suspension correct again.



REAR SHOCK MOUNT

See Page 20 Bag D - Step 33

Hole 3 on the shock mount gives best all round results. Moving the shock to the outer hole will stiffen the suspension and increase the reaction of the steering. The downside is less compliance over bumpy sections of the track. Moving the shock to the inboard position softens the suspension and will slow the steering reaction making the car smoother over the bumps. Moving the shock to these holes may require an oil or spring change to maintain the suspension performance. The rear shock mount is assembled to the front of the transmission as standard, moving the mount to the rear of the transmission makes the car less reactive but more stable.



ACKERMANN

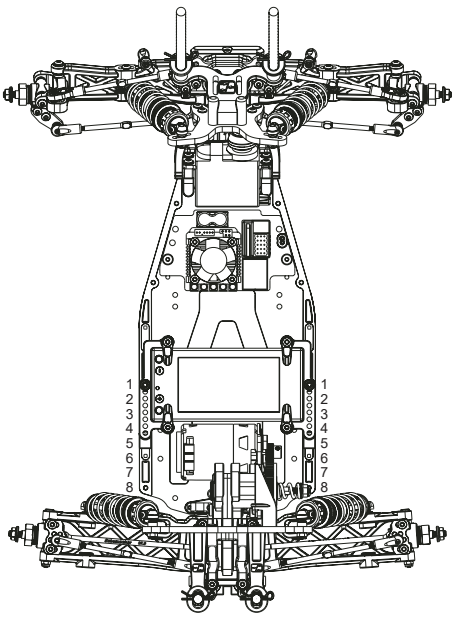
See Page 09 Bag B - Step 12

The kit built setting of 2mm is the teams preferred position. If you run more shims/washers up to 3mm you will find that the initial steering will be slightly more aggressive but you will find mid to exit steering much smoother. You will generally gain only a small amount of initial steering but you will lose a greater amount of mid to exit steering. This will help take away the mid corner grab you get from the large front truck tyres.
Using less washers by changing from 2mm down to 1mm will give you more mid corner steering and grab more at this moment. Consider that It could make the truck a little more difficult to drive and slow the trucks speed in the corner down.
If running the Speed secret 'Alloy Centre Track Rod U8205' you will have the option for a lower ball stud threaded hole to connect the steering link to. Running the kit higher setting will make the car more reactive around initial steering throw. You will find this option hole makes the car easier to drive.

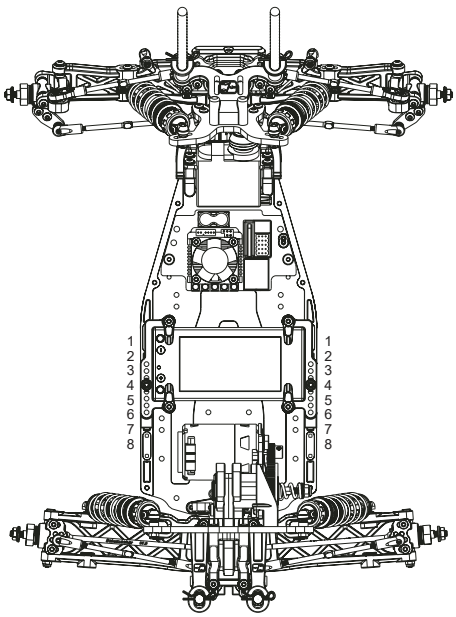
LIPO POSITION

See Page 25 Bag E - Step 44

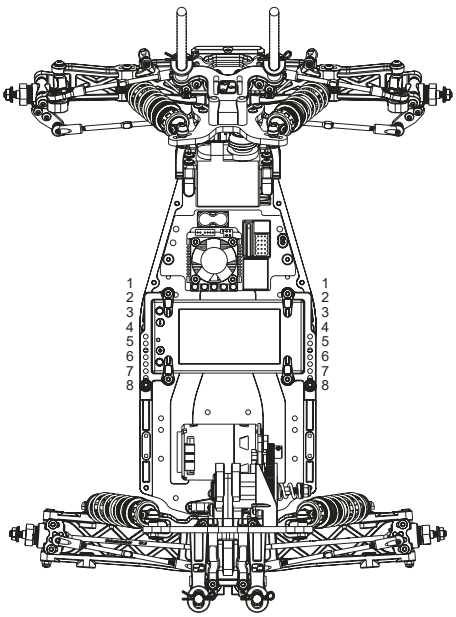
There are 8 shorty LiPo positions available to fine tune the chassis . For increased traction run the rearward LiPo position (Positions 6,7,8). For increased steering run the forward Lipo position (Positions 1,2,3). For a balanced feel run the mid LiPo position (Positions 4,5).



Position 1 (Max Rearward)



Position 4 (Centre)

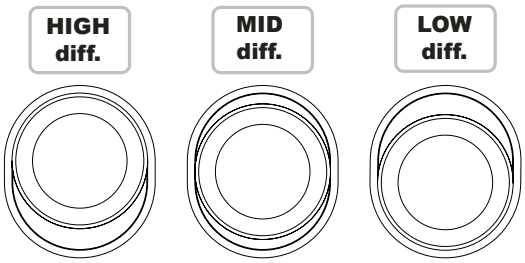


Position 8 (Max Forward)

DIFFERENTIAL HEIGHT

See Page 19 Bag D - Step 32

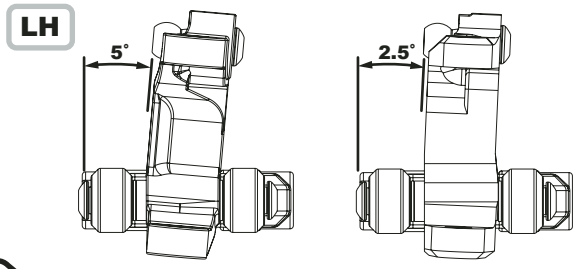
The base setting is Low diff.
Raising the diff is better for jump landings.
Lowering the diff improves bump stability and allows you to run higher ride heights. Running the diff high on carpet will help loosen side grip. On more open tracks a lower diff will help increase corner speed.



FRONT YOKE

See Page 13 Bag B - Step 18

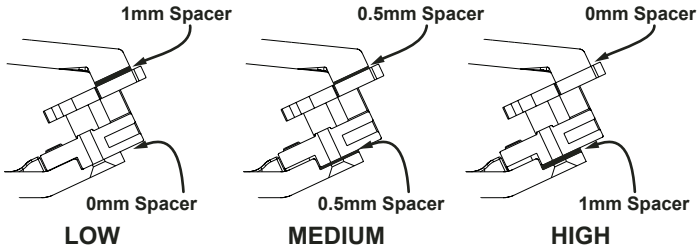
The Storm ST2 has a rake angle (kick up) of 25°. This should be added to the castor block angle to get the total castor angle.
The standard car uses a 5° castor block making the standard car 30° in total. This can be decreased to 27.5° by using the optional 2.5° castor block.
The 30° angle will increase on power steering and stability.
The use of less castor will increase initial turn in.



PIVOT BLOCK HEIGHT *Option

See Page 09 Bag B - Step 13

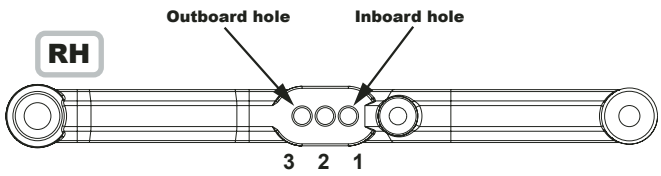
The Storm ST2 provides the option to adjust the front pivot block height using spacers. The kit build pivot block position is high – 1mm spacer between the pivot block and bottom plate. The low position is achieved by removing the 1mm spacer from between the pivot block and bottom plate, and replacing it with the optional 1mm spacer between the link mount and top plate. The team have found when running in the lowest position that you reduce the initial steering a small amount, but in turn gain mid to high speed steering. There is also an option to place the pivot block in the mid position, with a 0.5mm spacers located top and bottom (U8207). The pivot block spacing must always total 1mm (bottom+top).



FRONT WISHBONE SHOCK MOUNTING HOLE

See Page 15 Bag C - Step 22

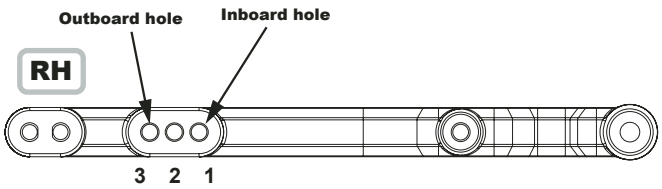
The middle hole on the wishbone is the standard setting for most tracks. Moving the shock to the inner hole makes the car more reactive. It increases the initial turn in and makes the front of the car roll more through the turns. This setting also makes the front end softer.
Moving the shock out will support the front and keep the car flatter. The car will pick up a wheel on power, if the rear is too soft. Then consider using a softer front spring.



REAR WISHBONE SHOCK MOUNTING HOLE

See Page 21 Bag D - Step 37

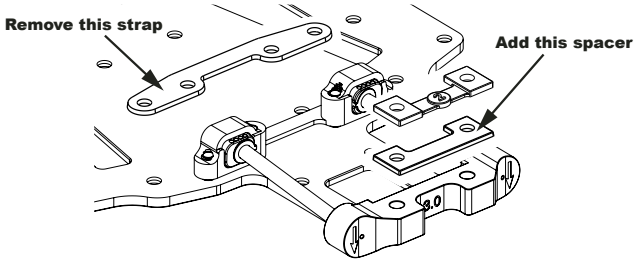
The middle hole works best for most track conditions giving good traction and drive through the turns whilst maintaining good stability over the bumps. Moving to the outer hole on the wishbone will decrease traction but will allow the rear to free up more in the turns. This setting would usually only get used on high grip tracks and when moving the shock out you may have to change the oil and spring settings to get the same suspension feel. If the grip level is low and the track is bumpy, try the inside hole with harder springs and thicker oil. This should help improve the handling.



REAR HINGE PIN HEIGHT

See Page 16 Bag C - Step 25

The kit is built in the high setting, this offers the highest roll stiffness which gives the feeling of forward drive. We find it makes the car more responsive and you gain initial steering in this kit position.
Running the low hinge pin position you need to remove the thin strip from the RF strap and adding in the 1mm strip with the anti squat spacer between the RR strap and the housing. The lower position will give you more on power steering. The team have found in low grip conditions that to have drive with this setting you must stand the shock up on the tower, consider a harder spring when you use this setting too.



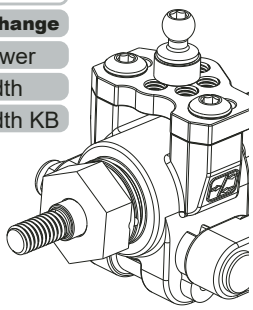
FRONT & REAR HEX WIDTH

See Page 14 Bag B - Step 20 & Page 22 Bag D - Step 38

The base setting gives the best balance between steering and stability. Using a wider front hex will make the car more aggressive. Using a wider rear hex will help with more forward drive and initial turn in. Narrowing the rear will give more on power steering and increase side traction.

REAR HEX OPTIONS		
Part Number	Hex	Car Width Change
U7402	0.75	1.5mm Narrower
U7403	1.50	Standard Width
U8543	1.50	Standard Width KB
U7647	2.25	1.50mm Wider
U7648	3.00	3.00mm Wider

FRONT HEX OPTIONS		
Part Number	Hex	Car Width Change
U7402	0.75	1.5mm Narrower
U7403	1.50	Standard Width
U8543	1.50	Standard Width KB



GEAR RATIO (2.53:1)

See Page 24 Bag E - Step 42

Pinion Gear

Spur Gear	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
80	11.91	11.24	10.65	10.12	9.64	9.20	8.80									
78			10.39	9.87	9.40	8.97	8.58	8.22	7.89							
76					9.16	8.74	8.36	8.01	7.69	7.40	7.12					
71										6.91	6.65	6.42	6.19	5.99	5.79	5.61

Motor	S/P	Ratio
5.5t	80/20	10.12
6.5t	80/21	9.64
7.5t	80/22	9.20
8.5t	80/23	8.80
13.5t	71/26	6.91

Tooth Sum 97 Minimum to 103 Maximum

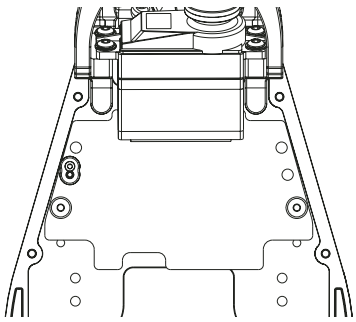
Gearing your ST2 varies track to track, but use the following as a starting point.
Use steel pinions when running on a dusty, gritty track.
Use hard alloy pinions when running indoors on 'clean' surfaces e.g. carpet.

RADIO TRAY POSITION

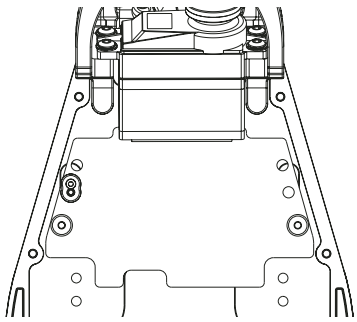
See Page 26 Bag E - Step 45

Similar to adjusting the LiPo position, the radio tray can be used to adjust the cars weight balance. Running Kit Build forward position (3), you will have maximum steering and a settled front end while jumping. Moving the tray further back is better for twitchy or low grip conditions.

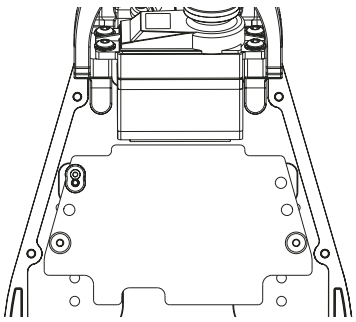
Forward Position (3)



Centre Position (2)



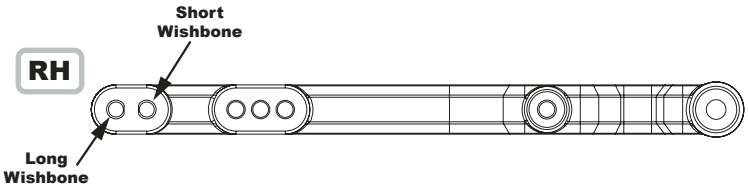
Rearward Position (1)



VARIABLE LENGTH REAR WISHBONES

See Page 21 Bag D - Step 37

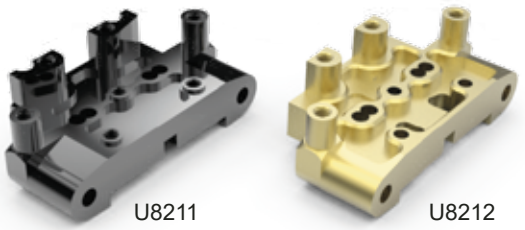
The base setting is long wishbone. This setting gives the most on power steering and is the most stable on landing from jumps.
The short wishbone setting will give more rear grip on loose surfaces. When running this setting you need to soften the suspension.



FRONT PIVOT BLOCK WEIGHT *Option

See Page 09 Bag B - Step 11

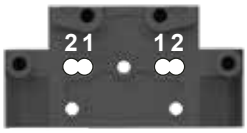
The team have found the alloy pivot block (U8211) to be their common setting, they have found that it gives good reaction from the front end and is more durable in tough conditions.
The brass option (8212) will add a lot of weight to the front and slow down direction change. It offers also a safe feeling when running on high grip astro but will slow down the response of the front end which can in some cases benefit the driver on twitchy high grip tracks. If you run in low grip you should run the Alloy option as this will keep the cars balance more in the middle of the car. The brass is most commonly used on carpet as it helps to keep the nose of the truck down.



PIVOT BLOCK STEERING ARM MOUNTING

See Page 09 Bag B - Step 11

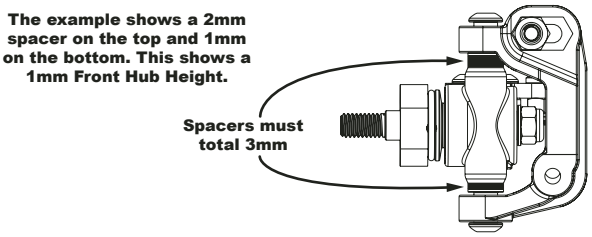
The kit build position of number 2 offers the most aggressive feel for the steering.
Position 1 will offer reduced aggression throughout the steering arc and feel smoother to drive. However, you MUST use either AX009 (25T) or AX010 (23T) alloy servo horns when using this option. See page 34.



FRONT HUB HEIGHT

See Page 13 Bag B - Step 19

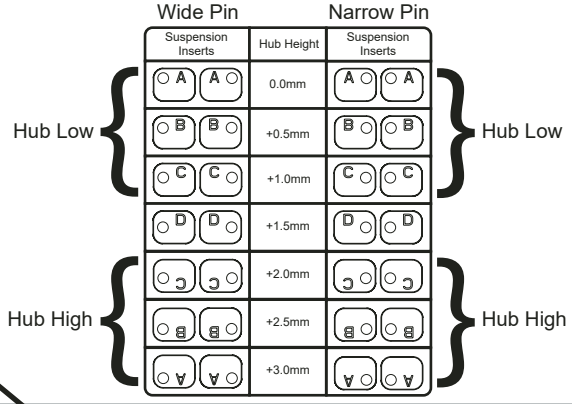
Changing the spacers under and above the hub will change the axle height.
Raising the axle will increase on power steering, decrease initial steering and give a safer car under braking. Lowering the axle will increase initial steering. If the car is breaking traction out of corners it's a sign of the axle being too high or too much castor angle.



REAR HUB HEIGHT

See Page 21 Bag D - Step 37

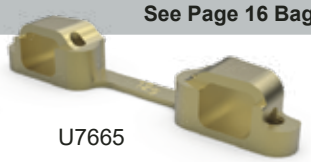
The kit hub position is 0.0mm (Insert A) hub height.
Decreasing hub height will add some side grip and make the car feel like it rolls more.
If you increase the height the car will feel like it rolls less and has less side bite. This will also help the car drive out of the corner. When using suspension inserts that give more than +1.0mm hub height, shock length and shock stroke must be corrected. To correct the stroke, add an O'Ring to the shock shaft above the spring seat. The length of the shock should be increased by unscrewing the shock socket by the difference between the chosen hub height and the kit setting.



TOE-IN STRAP WEIGHT Front *Option

See Page 16 Bag C - Step 25

Using the optional U7665 Brass FR Strap will add approximately 12g. This will offer more traction, particularly useful in lower grip conditions.



TYRES, INSERTS & WHEELS

Mini Spike
U6508 - Blue Compound (pr)
U6706 - Yellow Compound (pr)
U6785 - Silver Compound (pr)
U6880 - Silver Compound Pre-Glued (pr)

Mini Pin
U6814 - Blue Compound (pr)
U6815 - Silver Compound (pr)
U6816 - Yellow Compound (pr)
U6878 - Yellow Compound Pre-Glued (pr)

Stagger Rib
U6525 - Blue Compound (pr)
U6708 - Yellow Compound (pr)
U6798 - Silver Compound (pr)
U6877 - Yellow Compound Pre-Glued (pr)
U6879 - Silver Compound Pre-Glued (pr)

VENOM
U6701 - Silver Compound (pr)

VEE 4
U6503 - Blue Compound (pr)
U6796 - Yellow Compound (pr)

VEE 2
U6502 - Blue Compound (pr)
U6707 - Yellow Compound (pr)

Micro Spike
U6542 - Blue Compound (pr)

Foam Inserts
U6541 - Soft (pr)

Wheels
U7999 - White Truck (Pair)
U8000 - Neon Yellow Truck (Pair)
U8001 - Black Truck (Pair)

SPARES LISTS

Chassis Parts

U119 Aerial Tube - Pack 4
U3691 Servo Spacer - SV/2,SVR,KR,KF/2,KD,KC,LD\2,ST
U4773 Aerial Mount
U4950 Body Posts 4pcs - E1-E5,A2/3,FT,ST,Icon/2
U8005 Side Pods Stiff - LD2 (pr)
U8009 Rear Body Mounts - Storm ST
U8051 Radio Plate S2 - Storm ST,LD2
U8190 Chassis Inserts - LD2
U8191 Bumper - LD2
U8194 LiPo Mouldings - LD2
U8195 Servo Horn Fixed Mouldings - LD2
U8542 S2 Rear Shock Mount - ST2
U8544 S2 Front Shock Mount - ST2
U8553 Alloy Chassis - ST2
U8556 Front Body Mount - ST2
U8557 S2 Front Link Mount - ST2
U8560 Steering Link - ST2
U8592 Manual - Storm ST2

Bodys & Decals

AX018 Aerox Wing - 1.0mm Storm ST
AX032 Aerox Body & Wing 1.0mm - ST2
AX033 Aerox Body+W/Mask+Wing-0.75mm - ST2
U8591 Decals - ST2
U8586 Schumacher Decal Sheet - Black - pk2
U8587 Schumacher Decal Sheet - Neon Blue - pk2
U8588 Schumacher Decal Sheet - Neon Green - pk2
U8589 Schumacher Decal Sheet - Neon Orange - pk2
U8590 Schumacher Decal Sheet - Neon Pink - pk2

Suspension

U3499 Roll Bar Blocks - pk4
U3708 Kwik Clips 2.4 x 2.0mm (pk4) - 2WD/4WD
U3729 WishbonePivot Spheres pk4 - Cougar,ST
U4225 Turnbuckle Adjuster HTT - 76mm - pr
U4242 Roll Bar Socket pk4 - Mi5-Mi7,ST
U4689 Steering Pivots Short-K2,KF2,Mi6/evo,KD,KC,LD/2,ST
U4704 Fluted Ball Grippa - Grey (pk8)
U4707 Short Ball Grippa - Grey (pk8)
U7083 Rear Strap Spacers - Cougar KD,KC,L1/EVO/R,LD/2,ST
U7337 Radius Arms pr - L1/EVO/R,LD2
U7367 Rod End Ball Wide & Socket pr - L1/EVO/R,ST
U7431 Rod End Socket (Dia 5.5mm) (pk4)
U7628 Rear Toe-In Inserts 8prs - LD/2,L1 EVO/R,ST
U7634 Strap Spacers 2pcs - LD/2,ST
U7636 Rear Link Mount - LD/2,ST
U7644 Alloy FR Strap - LD/2,ST
U7833 Ball Stud Low (Short) (pk4)
U7856 Turnbuckle Adjuster HTT - 71mm (pr)
U8007 Rear Wishbones Med Flex - Storm ST (pr)
U8050 Front Anti Roll Bar Set - Storm ST
U8059 Rear Inboard Pin - Storm ST (pr)
U8060 Alloy RR Strap - Storm ST
U8061 Rear Outboard Pin - Storm ST (pr)
U8187 Top Plate - LD2
U8188 Bottom Plate - LD2
U8189 Pivot Block - LD2
U8198 Centre Track Rod - LD2
U8200 Front Inboard Pivot Pin - LD2 (pr)
U8204 S2 Front Pivot Block Spacers - LD2
U8296 Rear Hub Carrier - L1R (pr)
U8297 Alloy Rear Hub Plate - L1R (pr)
U8311 Rear Hub Carrier Inserts - L1R (4 prs)
U8400 5.5mm Long Socket - L1R (4 pcs)
U8545 Front Hubs (pr) - ST2
U8546 Front Wishbones Med Flex (pr) - ST2
U8547 Wishbone Top Hat Bush (4pcs) - ST2
U8548 Yoke Top Hat Bush (4pcs) - ST2
U8549 Front Axle (pr) - ST2
U8550 S2 Front Steering Arms (pr) - ST2
U8551 Front Yoke Inserts (3 sets) - ST2
U8552 Front Yokes - ST2

Transmission

U2761 Diff Shims; 10x12x0.2 (pk8)
U3364 Slipper Pad; PTFE Octagon pr - Off Road
U3834 Driveshaft; Pivot;Pin;Screw-Mi4-Mi6/SVR,KR,LD/2,ST
U4176 Gear Diff Gear Set - Off Road,FT
U4385 Gear Diff Rebuild Kit - KR,KC,L1/evo,LD/2,ST
U4386 Gear Diff Output - KR,LD/2,ST
U4387 Gear Diff Mouldings - KR,LD/2,ST
U4486 Rear Wheel Bearing Spacers pr - KF,LD2,L1R
U4712 Gear Diff O-Rings
U7065 Slipper Spring Twin Plate - 2WD/4WD
U7066 Diff Output Pin pr - KD,KC,L1/EVO/R,ST,LD2
U7068 Eccentrics 2 prs - KC,L1/EVO/R,LD/2,ST
U7615 80T 2,3,4 Plate Slipper Spur Gear
U7617 Right Hand Lower Trans - LD/2,ST
U7618 Left Hand Lower Trans - LD/2,ST
U7619 Upper Trans Forward - LD/2,ST
U7620 Upper Trans Rearward - LD/2,ST
U7622 Idler Shaft - LD/2,ST
U7624 Diff Cross Pin - LD/2,L1 EVO,ST,FT
U7629 Finger Guard - LD/2,ST
U7645 Alloy Motor Plate - LD/2,ST
U7662 CVD Rear Axle - LD/2,ST
U7701 CNC Idler Gear v2 - LD/2,ST
U7980 0.5mm 20T Bevel Gear Shim - L1 EVO/R,ST,LD2
U8013 Rear Driveshaft Bone (CV) - Storm ST
U8014 Rear Driveshaft Assembly (CV) - Storm ST (pr)
U8399 Outer Slipper Plate - L1R
U8543 Alloy Wheel Hex 7.5mm (+1.5) Black pr - ST2
U8554 Layshaft - ST2

Bearings & Balls

U2698 Ball Bearing - 5x10x4 Red Seal - (pr)
U2699 Ball Bearing - 10x15x4 Red Seal - (pr)
U3136 Ball Bearing - 5x8x2.5 - Shield (pr)
U4318 Ball Bearing - 5x10x3 Red Seal - (pr)
U7088 Ball Bearing 5x10x4 Red Seal FL - (pr)
U8274 Ball Bearing 5x12x4 Red Seal (pr)

Big Bore Shocks & Springs

RI-29101 Ride Shock Air Remover - Long
U3667 Big Bore Shock; Rebuild Kit - Off Rd pk4
U4110 Off Road Shock O Ring 1/8 Silicone Pk 8
U4451 Big Bore Shock Collar O-ring - pk4
U4702 Shock Seal Housing V2 - Big Bore pr Off Road
U7389 Alloy Long Shock Body pr - LD/2,L1/EVO/R,ST
U7390 Alloy Spring Adjuster pr - LD/2,L1/EVO/R,ST
U7626 Spring Hanger High pr - L1 EVO/R,ST
U7630 Shock Piston Support pr - LD/2,L1 EVO/R,ST
U7633 Tapped Shock Shaft; Long pr - LD/2,L1 EVO,ST
U7728 M2.5x4 Button Screws (pk10)
U8011 Extra Long Shock Body (pr)
U8012 Extra Long Shock Rod (pr)
U8380 Moulded Shock Pistons and Bushes-L1R-16 pcs
U8555 Moulded Shock Top (pr) - ST2
U8593 Front Shock Set - Storm ST2
U8594 Rear Shock Set - ST2
CR178 CORE RC Big Bore Spring Tuning Set; Long 7prs
CR184 Big Bore Spring; Long White - 1.8 pr
CR185 Big Bore Spring; Long Red - 2.0 pr
CR186 Big Bore Spring; Long Green - 2.2 pr
CR187 Big Bore Spring; Long Blue - 2.4 pr
CR188 Big Bore Spring; Long Black - 2.6 pr
CR699 Big Bore Spring; Long Orange - 2.8 pr
CR700 Big Bore Spring; Long Yellow - 3.0 pr
CR808 High Response Spring; Long Red - 2.0 lb/in (pr)
CR809 High Response Spring; Long Green - 2.2 lb/in (pr)
CR810 High Response Spring; Long Blue - 2.4 lb/in (pr)
CR811 High Response Spring; Long Black - 2.6 lb/in (pr)
CR812 High Response Spring Tuning Set Long 4prs
U8036 Front Springs Yellow 4.6lb/in - Storm ST (pr)
U8037 Front Springs Orange 4.3lb/in - Storm ST (pr)
U8038 Front Springs Black 4.0lb/in - Storm ST (pr)
U8039 Front Springs Blue 3.7lb/in - Storm ST (pr)

Big Bore Shocks & Springs Cont;

U8040 Front Springs Green 3.4lb/in - Storm ST (pr)
U8041 Rear Springs Black 2.6lb/in - Storm ST (pr)
U8042 Rear Springs Blue 2.4lb/in - Storm ST (pr)
U8043 Rear Springs Green 2.2lb/in - Storm ST (pr)
U8044 Rear Springs Red 2.0lb/in - Storm ST (pr)
U8046 Rear Spring Tuning Set - Storm ST(4prs)
U8055 Front Spring Tuning Set - Storm ST (5prs)

Hardware

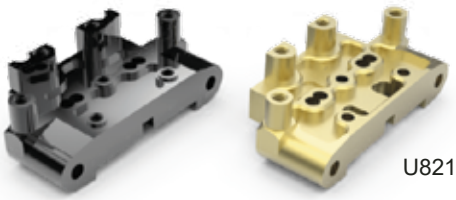
CR024 CORE RC - Serrated M4 Steel Wheel Nut pk4
CR035 CORE RC - Serrated Alloy M4 Nuts; Blue pk 4
CR036 CORE RC - Serrated Alloy M4 Nuts; Violet pk 4
CR196 CORE RC - Serrated Alloy M4 Nuts - Black - pk4
CR304 Titanium Wheel Nuts M4 - pk4
U1548 SPEED PACK - M3 Washers
U3021 SPEED PACK - M3x6 Csk Hd - (pk10)
U3022 SPEED PACK - M3x8 Csk Hd - (pk10)
U3023 SPEED PACK - M3x10 Csk Hd - (pk10)
U3131 SPEED PACK Alloy Spacers - M3x7,0.5,1,2mm (pk18)
U3754 SPEED PACK - M2.5x10 Csk Hd pk8
U4220 'O' Ring 9.0x1.0 (pk10)
U4241 SPEED PACK - M3 Alloy Nyloc Nuts - Black - pk10
U4273 Pro Ball Stud Ultra Short - pk4
U4275 Pro Ball Stud Long - pk4
U4314 SPEED PACK - Alloy Black M3 Washers - 18pc
U4650 SPEED PACK - M3 Nyloc Nut Steel - Black (10pcs)
U4652 SPEED PACK M3x2.5 Grub Screws (10pcs)
U4662 SPEED PACK - M3x4 Grub Screw - Cone Point (10pcs)
U4700 Pro Ball Stud - Ultra Long - (pk4)
U4775 Pivot Ball 5.5mm - (4pcs)
U4987 SPEED PACK Needle Roller 1.5x11.8 (pk8)
U7104 SPEED PACK - M3x8 Button Hd (pk10)
U7105 SPEED PACK - M3x10 Button Hd (pk10)
U7106 SPEED PACK - M3x12 Button Hd (pk10)
U7107 SPEED PACK - M3x16 Button Hd (pk10)
U7108 SPEED PACK - M3x20 Button Hd (pk10)
U7112 SPEED PACK - M3x8 Cap Hd (pk10)
U7122 SPEED PACK - M3x12 Csk Hd (pk10)
U7124 SPEED PACK - M3x20 Csk Hd (pk10)
U7329 SPEED PACK M2.5 x 6 CSK (pk4)
U7330 SPEED PACK M2.5 Nyloc (pk10)
U7610 SPEED PACK - M2.5x16 Cap Hd (pk10)
U7611 SPEED PACK - M3x14 Button Hd (pk10)
U7677 SPEED PACK - M2.5x8 Csk Hd (pk10)
U7689 M3 Brass Inserts - pk10
U7707 M3 Steel Washers (pk10)
U7709 M3 Black Alloy Washers 0.75mm (pk10)
U7710 M3 Black Alloy Washers 1.00mm (pk10)
U7711 M3 Black Alloy Washers 2.00mm (pk10)
U7712 M3 Black Alloy Washers 3.00mm (pk10)
U7900 SPEED PACK Needle Roller 1.5x9.8 (pk10)
U7970 M2.5 Thread Insert pk10 - L1 EVO/R,ST,LD2
U8273 M4 Steel Nyloc Flanged Nut (4 pcs)
U8275 Plastic Washer Set 1,1.5,2,3,4mm (20 pcs)
U8336 Pro Body Clips (pk 10)
U8536 M3x4 Grub Screw Cup Point - (pk10)
U8559 5.5mm Pro Ball Stud Extra Long (4pcs)

Option Parts

AX009 Aerox Alloy Servo Arm - Short 25T Futaba
AX010 Aerox Alloy Servo Arm - Short 23T KO/Sanwa
CR192 Alloy Servo Arm 25T - Futaba Short
CR193 Alloy Servo Arm 23T - KO/Sanwa Short
KRC-INSERTS Klinik RC M3 Thread Repair Inserts (10)
KRC-M3REPAIR Klinik RC M3 Thread Repair Kit + Drill Bit (10)
KRC-SCHCRADLE Klinik RC Cougar KC/LD/2 Battery Cradle Kit
U3348 Gear; CNC 80t Spur - Slipper
U3670 Big Bore Piston; 2 Hole White 1.5 (pr)
U3770 Big Bore Piston; 3 Hole White 1.5 Rounded (pr)
U3790 Gear; CNC 76T Spur - Slipper
U4226 Gear; CNC 71T Spur - Slipper
U4344 Ceramic Bearing - 5x8x2.5 Shield - (pr)
U4508 Big Bore Pro Bush - Off Road
U4673 Slipper Spring - Off Road
U4701 Big Bore Piston - 3 Hole Black 1.6 Rounded (pr)
U4725 Pro Ball Bearing - 5x10x4 Shield - (pr)
U4726 Pro Ball Bearing - 5x10x3 Shield - (pr)
U4800 Rear Roll Bar Ball - Black 2pcs - K2,KD,KC,LD
U4946 Pro Ball Bearing 5 x 10 x 4 sealed - pr
U4999 Front Brass Weight 20g - KD,KC,LD/2,ST
U7031 Socket Grey 8mm (pk4)
U7084 Shock Top Ring (pr) - Cougar KD,KC,LD/2,ST,L1R
U7085 Shock Top (pr) - Cougar KD,KC,LD/2,ST,L1R
U7086 Big Bore Piston - 2 Hole Black 1.60 (pr)
U7087 Big Bore Piston - 2 Hole Red 1.70 (pr)
U7398 Alloy Wheel Hex 6mm (0) pr - LD/2,L1/EVO/R,ST
U7402 Alloy Wheel Hex 6.75mm (+.75) pr LD/2,L1/EVO/R,ST
U7400 Titanium Low Profile M4 Serrated Nut (pk4)
U7403 Alloy Wheel Hex 7.5mm (+1.5) pr LD/2,L1/EVO/R,ST
U7433 Big Bore Piston - Blank Tapered pr-LD/2,L1/EVO,ST
U7435 Alloy Long Shock Body Kashima pr-LD/2,L1/EVO/R,ST
U7616 78T 2,3,4 Plate Slipper Spur Gear CNC
U7631 Piston; 3 hole - 13mm - Red pr - LD/2,ST
U7647 Alloy Wheel Hex 8.25mm (+2.25) pr - LD/2,ST
U7648 Alloy Wheel Hex 9mm (+3.00) pr - LD/2,ST
U7651 Alloy Rear Link Mount V2 - LD/2,ST
U7658 Rear Roll Bar Conversion - LD/2,ST
U7659 ARB Mounting Collar - LD/2,L1 EVO/R,ST
U7660 Rear Roll Bars 5pcs - LD/2,ST
U7664 Brass Rear Weight (15g) pr - LD/2,ST
U7665 Brass FR Strap (12g) - LD/2,ST
U7669 C/F Motor Plate (Stock) - LD/2,ST
U7670 Lockout 76T Spur Gear - LD/2,L1 EVO/R,ST
U7671 Lockout 71T Spur Gear - LD/2,L1 EVO/R,ST
U7674 Titanium Turnbuckle - 76mm - Silver - (pr)
U7678 Brass Radio Plate (30g) - LD/2,ST
U7692 V3 Diff Washers + Balls - KR,KD,LD/2,ST
U7693 V3 Diff Male Washer Carrier - KR,KD,LD/2,ST
U7694 V3 Diff Female Washer Carrier - KR,KD,LD/2,ST
U7695 V3 Diff Thrust Race - KR,KD,LD/2,ST
U7696 V3 Diff T-Nut Inserts pr - KR,KD,LD/2,ST
U7697 V3 Ball Diff Service Kit - KR,KD,LD/2,ST
U7698 V3 Ball Diff Complete - KR,KD,LD/2,ST
U7699 Foam Strips 40 x 6 x 2mm thk - pk20
U7725 Pro-Ball Bearing 10x15x4 Sealed - (pr)
U7829 Titanium Ball Stud Low (Short) (pk4)
U7839 C/F LiPo Swivel pr - Mi7,FT,Mi8,FT8
U7857 Titanium Turnbuckle - 71mm - Silver (pr)
U7868 C/F Left Hand Lower Trans - LD/2,ST
U7869 C/F Right Hand Lower Trans - LD/2,ST
U7975 Alloy Eccentric Mid - pr KC,KD,LD/2,L1/EVO/R,ST
U7976 Alloy Eccentric Hi-Lo - pr KC,KD,LD/2,L1/EVO/R,ST
U7982 Alloy Spring Seat High - Off Road (pr)
U7988 Ceramic Ball Bearing 5 x 10 x 4 Flanged (pr)
U7993 Alloy Diff Conversion - KR,KD,LD/2,ST
U7994 Alloy Diff Complete - KR,KD,LD/2,ST
U8053 Extra Long Shock Body (Kashima Coat) (pr)
U8056 Driveshaft Assembled (U/J) - Storm ST (pr)
U8090 Steel Diff Pins pr - LD,ST
U8207 Alloy Pivot Block Spacers 0.5mm - LD2
U8211 Alloy Pivot Block - LD2
U8212 Brass Pivot Block - LD2
U8334 Alloy LiPo Swivel - Mi8,L1R,FT8 (pr)
U8389 Alloy Rear Hub Carriers (pr) - L1R
U8438 Alloy Lipo Mounts Conversion - LD2 (pr)
U8502 3 Plate Slipper Clutch Conversion - L1R
U8574 Alloy 5 Deg Yokes (pr) - ST2
U8575 Alloy 2.5 Deg Yokes (pr) - ST2
U8576 Alloy Front Hub Carriers (pr) - ST2
U8577 CF Front Link Mount - ST2
U8578 Alloy 0.5mm Rear Strap Spacers - ST2
U8579 Slipper Lockout Layshaft - ST2
U8580 Slipper Lockout Hub - ST2
U8581 Slipper Lockout Washer - ST2
U8582 Slipper Lockout Conversion - ST2
U8583 C/F Rear Shock Mount - ST2
U8584 C/F Front Shock Mount - ST2

OPTIONS PARTS

U4800 - Rear Roll Bar Ball (pk2)
U7031 - Socket Grey 8mm (pk4)
U7658 - Rear Roll Bar Conversion
U7659 - ARB Mounting Collar
U7660 - Rear Roll Bar Set (5pcs)

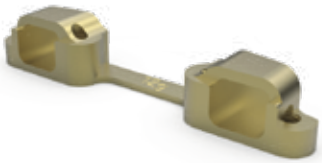


U8211 - Alloy Pivot Block (17g)
U8212 - Brass Pivot Block (41g)

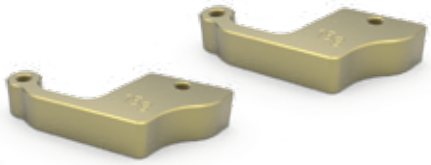
U8207 - Alloy Pivot Block Spacers 0.5mm

AX009 - AEROX Alloy Servo Arm - Short 25t Futaba
AX010 - AEROX Alloy Servo Arm - Short 23t KO/SANWA

U7400 - Titanium Low Profile M4 Serrated Nut



U7665 - Brass FR Strap (12g)



U7664 - Brass Rear Weight (15g)

U7994 - Alloy Gear Diff Complete

U7674 - Titanium Turnbuckle - 76mm - Silver (pr)
U7857 - Titanium Turnbuckle - 71mm - Silver (pr)

U7982 - Alloy Spring Seat High - Off Road (pr)

U7975 - Alloy Eccentric Mid - (pr)
U7976 - Alloy Eccentric Hi-Lo - (pr)

U7692 - V3 Diff Washers + Balls
U7693 - V3 Diff Male Washer Carrier - KD/Laydown
U7694 - V3 Diff Female Washer Carrier - KD/Laydown
U7695 - V3 Diff Thrust Race
U7696 - V3 Diff T-Nut Inserts - (pr)
U7697 - V3 Ball Diff Service Kit
U7698 - V3 Ball Diff Complete KD/Laydown/KR

OPTIONS PARTS

U7678 - Brass Radio Plate (30g)

U7402 - Alloy Wheel Hex 6.75mm (+.75) pr
U7403 - Alloy Wheel Hex 7.5mm (+1.5) pr
U7647 - Alloy Wheel Hex 8.25mm (+2.25) pr
U7648 - Alloy Wheel Hex 9mm (+3.00) pr

U7435 - Alloy Long Shock Body Kashima Coat (pr)
U8053 - Extra Long Shock Body Kashima Coat (pr)

U7829 - Titanium Ball Stud Low (Short) (pk4)

U7868 - C/F Left Hand Lower Trans Housing
U7869 - C/F Right Hand Lower Trans Housing

U7651 - Alloy Rear Link Mount

U8389 - Alloy Rear Hub Carriers (pr)

U8090 - Steel Diff Pins (pr)

U8583 - C/F Rear Shock Mount

U8438 - Alloy Lipo Mounts (pr)

U8577 - CF Front Link Mount - ST2

U8584 - C/F Front Shock Mount

U8582 - Slipper Lockout Conversion Set

SET UP SHEET

STORM ST2
PRO 1/10th 2WD Off-Road Stadium Truck

Schumacher

Driver: | Date: | Event/Track:

Qualify: | Final: | Best Lap:

TRACK TYPE

Grip Level	High ☐ Medium ☐ Low ☐
Type	Tight ☐ Open ☐ Mixed ☐
Condition	Flat ☐ Bumpy ☐ Mixed ☐
Surface	Clay ☐ Long Astro ☐ Carpet ☐ Grass ☐ Short Astro ☐ Mixed ☐
Weather	

TYRES

	FRONT	REAR
Tyres		
Wheels		
Inserts		

Notes:

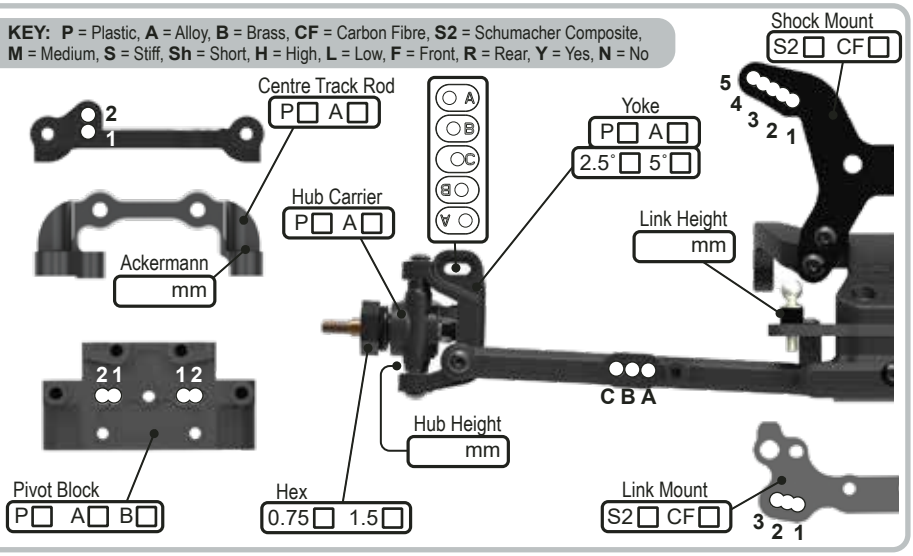
Notes:

FRONT SUSPENSION

KEY: **P** = Plastic, **A** = Alloy, **B** = Brass, **CF** = Carbon Fibre, **S2** = Schumacher Composite, **M** = Medium, **S** = Stiff, **Sh** = Short, **H** = High, **L** = Low, **F** = Front, **R** = Rear, **Y** = Yes, **N** = No

Ride Height	mm
Wheelbase	Sh ☐ L ☐
Toe	deg In ☐ Out ☐
Camber at Ride Height	deg
Anti Roll Bar	1.2 ☐ 1.3 ☐ 1.4 ☐ 1.5 ☐ 1.6 ☐
Bump Steer Washers	mm
Pivot Block Height	H ☐ M ☐ L ☐

Notes:



REAR SUSPENSION

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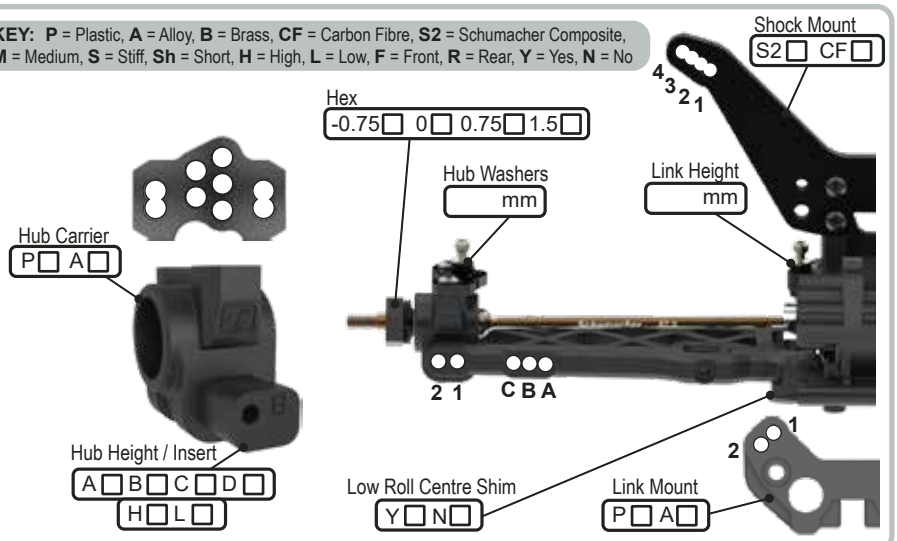
Ride Height	mm
Wheelbase	Sh ☐ M ☐ L ☐
Anti-Squat	1° ☐ 2° ☐ 3° ☐ 4° ☐
Toe	4° ☐ 3.5° ☐ 3° ☐ 2.5° ☐ 2° ☐ 1.5° ☐ 1.0° ☐ 0.5° ☐
Camber at Ride Height	deg
Anti Roll Bar	1.0 ☐ 1.1 ☐ 1.2 ☐ 1.3 ☐ 1.4 ☐
Wing Gurney Height	mm
Rearward Shock Position Only	A ☐ B ☐
Driveshaft Type	CVD ☐ U/J ☐

Notes:



TRANSMISSION

Diff Height	H ☐ M ☐ L ☐
Diff Oil	cSt
Diff Type	B ☐ 2g ☐ 4g ☐
Motor	
Rotor Dia.	mm
Timing	deg
Pinion	t
Spur	t
Motor Plate	A ☐ CF ☐
Lock Out	Y ☐ N ☐
Slipper Plates	2 ☐ 3 ☐

CHASSIS

Chassis	A ☐ C/F ☐
Chassis Insert	0mm ☐ +5mm ☐
LiPo Position	1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐ 6 ☐ 7 ☐ 8 ☐
X Brace	Y ☐ N ☐
Running Weight	g
Radio Tray	1 ☐ 2 ☐ 3 ☐

Notes:

EQUIPMENT

E.S.C.	
Servo	
RX	
LiPo	
Bodyshell	

WEIGHTS

Chassis	F ☐ R ☐
Rear Strap	F ☐ R ☐
Radio Tray	Y ☐ N ☐
Under LiPo	Y ☐ N ☐

SHOCKS

KEY: **i** = Internal, **e** = External, **V** = Vented, **S** = Sealed, **A** = Aeration

	FRONT	REAR
Cap	V ☐ S ☐ A ☐	V ☐ S ☐ A ☐
Body		
Oil	cSt	cSt
Piston		
Spring	lb/in	lb/in
Limiters (i)	mm	mm
Stroke	mm	mm
Limiters (e)	mm	mm

Notes:

STORM ST2
PRO 1/10th 2WD Off-Road Stadium Truck

Schumacher

Driver: **Test Driver** Date: Event/Track: **MKGP**

Qualify: Final: Best Lap:

TRACK TYPE

Grip Level	High ■ Medium □ Low □
Type	Tight □ Open □ Mixed ■
Condition	Flat ■ Bumpy □ Mixed □
Surface	Clay □ Long Astro □ Carpet ■ Grass □ Short Astro □ Mixed □
Weather	**Dry**

TYRES

	FRONT	REAR
Tyres	**Stagger**	**Minipin**
Wheels	**Kit**	**Kit**
Inserts	**U6883**	**U6541**

Notes:

Notes:

FRONT SUSPENSION

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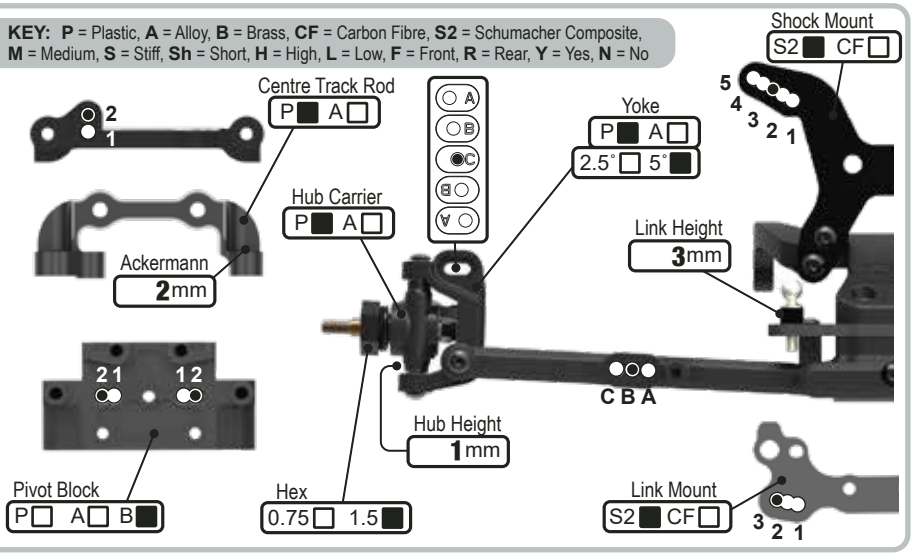
Ride Height	**19** mm
Wheelbase	Sh □ L ■
Toe	**-1.0** deg In □ Out ■
Camber at Ride Height	**-1.0** deg
Anti Roll Bar	1.2 □ 1.3 □ 1.4 □ 1.5 □ 1.6 ■
Bump Steer Washers	**0** mm
Pivot Block Height	H ■ M □ L □

Notes:



REAR SUSPENSION

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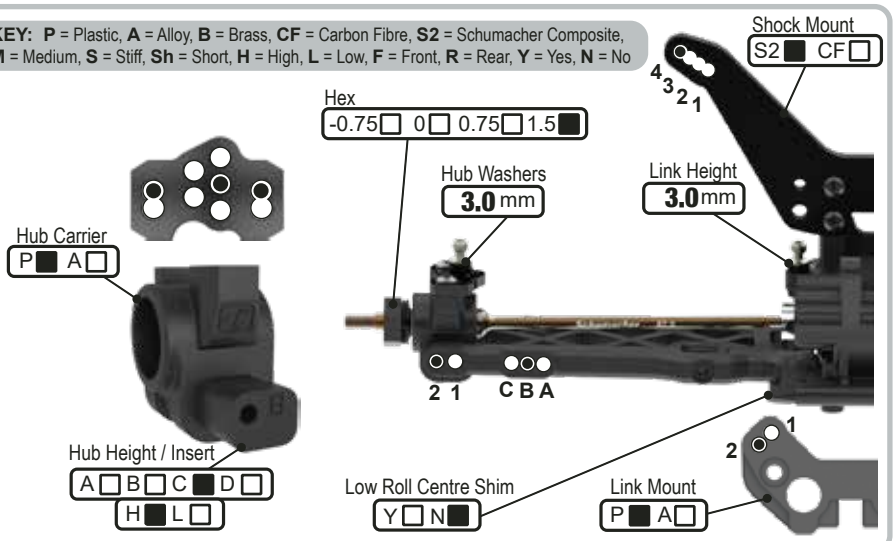
Ride Height	**19** mm
Wheelbase	Sh □ M □ L ■
Anti-Squat	1° □ 2° ■ 3° □ 4° □
Toe	4° □ 3.5° □ 3° □ 2.5° □ 2° □ 1.5° ■ 1.0° □ 0.5° □
Camber at Ride Height	**-1.5** deg
Anti Roll Bar	1.0 □ 1.1 □ 1.2 □ 1.3 □ 1.4 ■
Wing Gurney Height	**STD** mm
Rearward Shock Position Only	A □ B □
Driveshaft Type	CVD □ U/J ■

Notes:



TRANSMISSION

Diff Height	H ■ M □ L □
Diff Oil	**12,000** cSt
Diff Type	B □ 2g □ 4g ■
Motor	**6.5T**
Rotor Dia.	**Kit** mm
Timing	**Kit** deg
Pinion	**21** t
Spur	**80** t
Motor Plate	A ■ CF □
Lock Out	Y □ N ■
Slipper Plates	2 □ 3 ■

CHASSIS

Chassis	A ■ C/F □
Chassis Insert	0mm □ +5mm ■
LiPo Position	1 2 3 4 5 6 7 8
X Brace	Y □ N ■
Running Weight	g
Radio Tray	1 □ 2 □ 3 ■

Notes:

EQUIPMENT

E.S.C.	
Servo	
RX	
LiPo	**5000**
Bodyshell	**Kit**

WEIGHTS

Chassis	F □ R □
Rear Strap	F □ R □
Radio Tray	Y □ N ■
Under LiPo	Y ■ N □

SHOCKS

KEY: **i** = Internal, **e** = External, **V** = Vented, **S** = Sealed, **A** = Aeration

	FRONT	REAR
Cap	V □ S □ A ■	V □ S □ A ■
Body	**Kit**	**Kit**
Oil	**550** cSt	**400** cSt
Piston	**1.6 x 2**	**1.8 x 2**
Spring	**Orange 4.3** lb/in	**Blue 2.4** lb/in
Limiters (i)	**0** mm	**0** mm
Stroke	**22** mm	**28** mm
Limiters (e)	**0** mm	**0** mm

Notes:

STORM ST2
PRO 1/10th 2WD Off-Road Stadium Truck

Driver: | Date: | Event/Track: **Kit Build Settings**
Qualify: | Final: | Best Lap:

TRACK TYPE

Grip Level	High ☐ Medium ■ Low ☐
Type	Tight ☐ Open ☐ Mixed ■
Condition	Flat ☐ Bumpy ☐ Mixed ■
Surface	Clay ☐ Long Astro ☐ Carpet ☐ Grass ☐ Short Astro ☐ Mixed ■
Weather	

TYRES

	FRONT	REAR
Tyres	Stagger	Minipin
Wheels	Kit	Kit
Inserts	U6883	U6541

Notes:

Notes:

FRONT SUSPENSION

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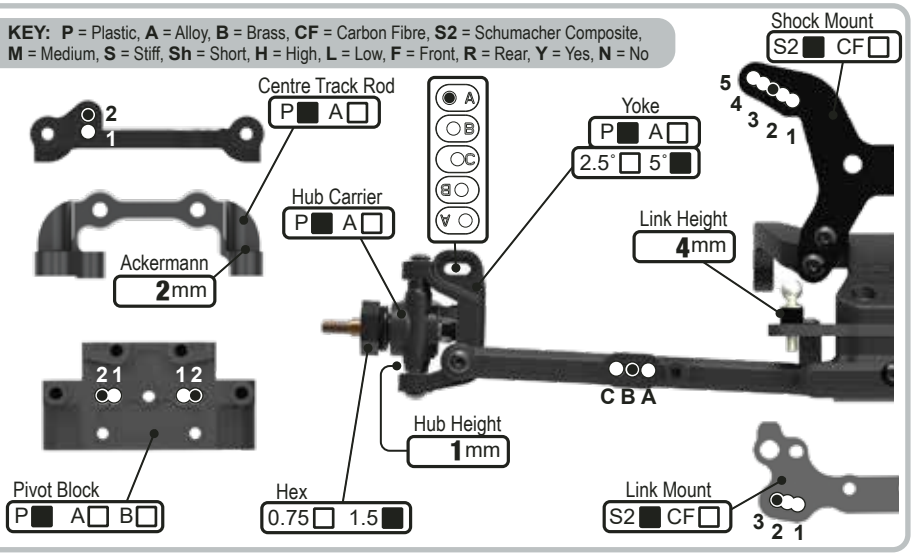
Ride Height	19 mm
Wheelbase	Sh ■ L ☐
Toe	+1.0 deg In ☐ Out ■
Camber at Ride Height	-1.0 deg
Anti Roll Bar	1.2 ☐ 1.3 ☐ 1.4 ☐ 1.5 ☐ 1.6 ■
Bump Steer Washers	1.0 mm
Pivot Block Height	H ■ M ☐ L ☐

Notes:

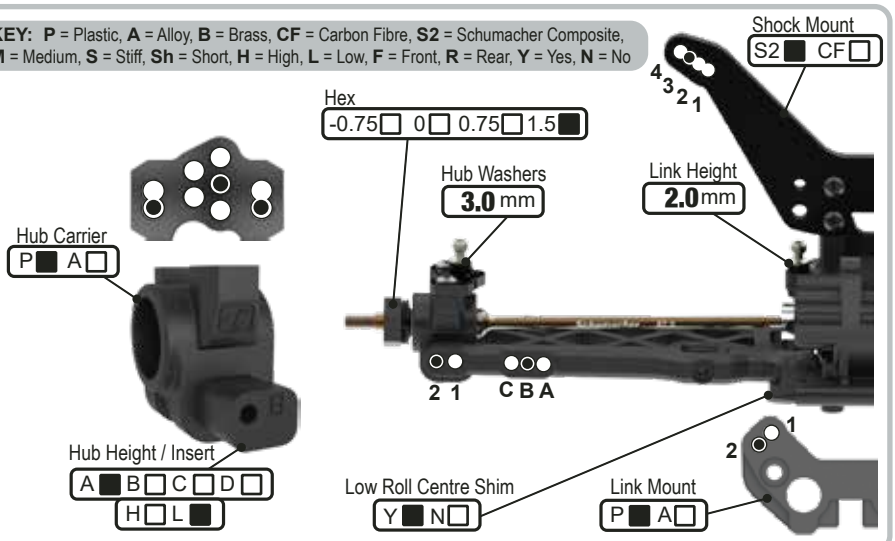


REAR SUSPENSION

KEY: **P** = Plastic, **A** = Alloy, **B** = Brass, **CF** = Carbon Fibre, **S2** = Schumacher Composite, **M** = Medium, **S** = Stiff, **Sh** = Short, **H** = High, **L** = Low, **F** = Front, **R** = Rear, **Y** = Yes, **N** = No

Ride Height	19 mm
Wheelbase	Sh ☐ M ■ L ☐
Anti-Squat	1° ■ 2° ☐ 3° ☐ 4° ☐
Toe	4° ☐ 3.5° ☐ 3° ■ 2.5° ☐ 2° ☐ 1.5° ☐ 1.0° ☐ 0.5° ☐
Camber at Ride Height	-1.5 deg
Anti Roll Bar	1.0 ☐ 1.1 ☐ 1.2 ☐ 1.3 ☐ 1.4 ☐
Wing Gurney Height	STD mm
Rearward Shock Position Only	A ☐ B ☐
Driveshaft Type	CVD ■ U/J ☐

Notes:
Shock stand off 3mm



TRANSMISSION

Diff Height	H ☐ M ☐ L ■
Diff Oil	12,000 cSt
Diff Type	B ☐ 2g ☐ 4g ■
Motor	
Rotor Dia.	mm
Timing	deg
Pinion	t
Spur	80 t
Motor Plate	A ■ CF ☐
Lock Out	Y ☐ N ■
Slipper Plates	2 ■ 3 ☐

CHASSIS

Chassis	A ■ C/F ☐
Chassis Insert	0mm ☐ +5mm ■
LiPo Position	1 2 3 4 ■ 5 6 7 8
X Brace	Y ☐ N ■
Running Weight	g
Radio Tray	1 ☐ 2 ☐ 3 ■

Notes:

EQUIPMENT

E.S.C.	
Servo	
RX	
LiPo	
Bodyshell	Kit

WEIGHTS

Chassis	F ☐ R ☐
Rear Strap	F ☐ R ☐
Radio Tray	Y ☐ N ■
Under LiPo	Y ☐ N ■

SHOCKS

KEY: **i** = Internal, **e** = External, **V** = Vented, **S** = Sealed, **A** = Aeration

	FRONT	REAR
Cap	V ☐ S ☐ A ■	V ☐ S ☐ A ■
Body	Kit	Kit
Oil	550 cSt	400 cSt
Piston	1.7 x 2 Hole	2.0 x 2 Hole
Spring	Orange 4.3 lb/in	Blue 2.4 lb/in
Limiters (i)	2 mm	0 mm
Stroke	26.5 mm	36.2 mm
Limiters (e)	0 mm	0 mm

Notes:

SET UP SHEET

STORM ST2
PRO 1/10th 2WD Off-Road Stadium Truck

Schumacher

Driver: | Date: | Event/Track:

Qualify: | Final: | Best Lap:

TRACK TYPE

Grip Level	High ☐ Medium ☐ Low ☐
Type	Tight ☐ Open ☐ Mixed ☐
Condition	Flat ☐ Bumpy ☐ Mixed ☐
Surface	Clay ☐ Long Astro ☐ Carpet ☐ Grass ☐ Short Astro ☐ Mixed ☐
Weather	

TYRES

	FRONT	REAR
Tyres		
Wheels		
Inserts		

Notes:

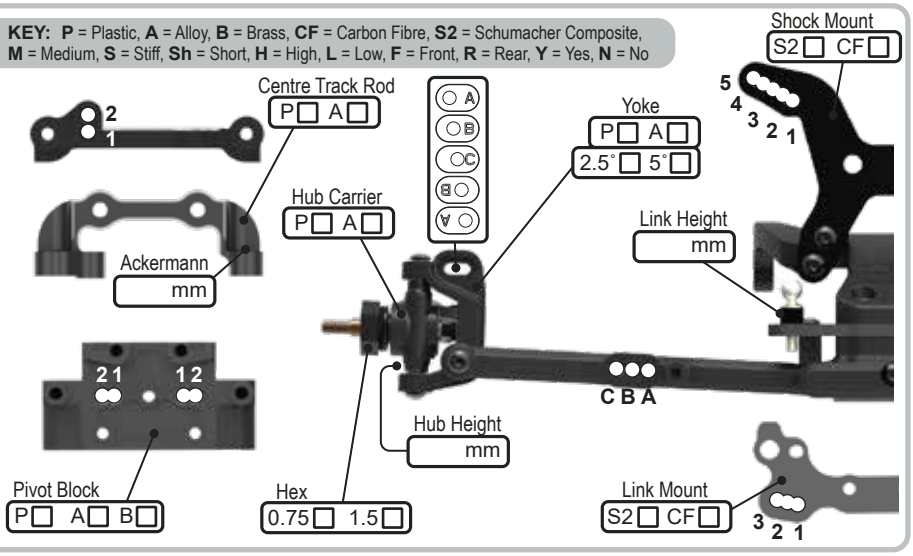
Notes:

FRONT SUSPENSION

KEY: **P** = Plastic, **A** = Alloy, **B** = Brass, **CF** = Carbon Fibre, **S2** = Schumacher Composite, **M** = Medium, **S** = Stiff, **Sh** = Short, **H** = High, **L** = Low, **F** = Front, **R** = Rear, **Y** = Yes, **N** = No

Ride Height	mm
Wheelbase	Sh ☐ L ☐
Toe	deg In ☐ Out ☐
Camber at Ride Height	deg
Anti Roll Bar	1.2 ☐ 1.3 ☐ 1.4 ☐ 1.5 ☐ 1.6 ☐
Bump Steer Washers	mm
Pivot Block Height	H ☐ M ☐ L ☐

Notes:

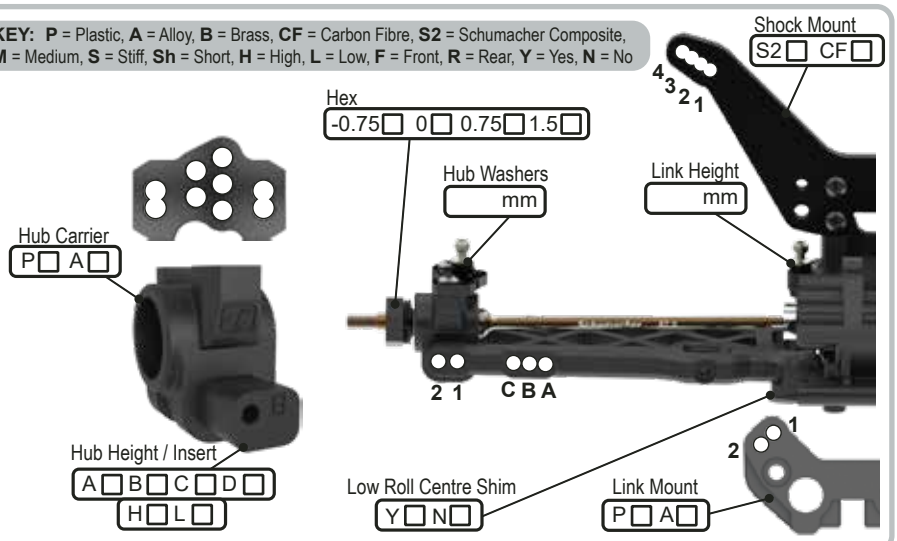


REAR SUSPENSION

KEY: **P** = Plastic, **A** = Alloy, **B** = Brass, **CF** = Carbon Fibre, **S2** = Schumacher Composite, **M** = Medium, **S** = Stiff, **Sh** = Short, **H** = High, **L** = Low, **F** = Front, **R** = Rear, **Y** = Yes, **N** = No

Ride Height	mm
Wheelbase	Sh ☐ M ☐ L ☐
Anti-Squat	1° ☐ 2° ☐ 3° ☐ 4° ☐
Toe	4° ☐ 3.5° ☐ 3° ☐ 2.5° ☐ 2° ☐ 1.5° ☐ 1.0° ☐ 0.5° ☐
Camber at Ride Height	deg
Anti Roll Bar	1.0 ☐ 1.1 ☐ 1.2 ☐ 1.3 ☐ 1.4 ☐
Wing Gurney Height	mm
Rearward Shock Position Only	A ☐ B ☐
Driveshaft Type	CVD ☐ U/J ☐

Notes:



TRANSMISSION

Diff Height	H ☐ M ☐ L ☐
Diff Oil	cSt
Diff Type	B ☐ 2g ☐ 4g ☐
Motor	
Rotor Dia.	mm
Timing	deg
Pinion	t
Spur	t
Motor Plate	A ☐ CF ☐
Lock Out	Y ☐ N ☐
Slipper Plates	2 ☐ 3 ☐

CHASSIS

Chassis	A ☐ C/F ☐
Chassis Insert	0mm ☐ +5mm ☐
LiPo Position	1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐ 6 ☐ 7 ☐ 8 ☐
X Brace	Y ☐ N ☐
Running Weight	g
Radio Tray	1 ☐ 2 ☐ 3 ☐

Notes:

EQUIPMENT

E.S.C.	
Servo	
RX	
LiPo	
Bodyshell	

WEIGHTS

Chassis	F ☐ R ☐
Rear Strap	F ☐ R ☐
Radio Tray	Y ☐ N ☐
Under LiPo	Y ☐ N ☐

SHOCKS

KEY: **i** = Internal, **e** = External, **V** = Vented, **S** = Sealed, **A** = Aeration

	FRONT	REAR
Cap	V ☐ S ☐ A ☐	V ☐ S ☐ A ☐
Body		
Oil	cSt	cSt
Piston		
Spring	lb/in	lb/in
Limiters (i)	mm	mm
Stroke	mm	mm
Limiters (e)	mm	mm

Notes: