



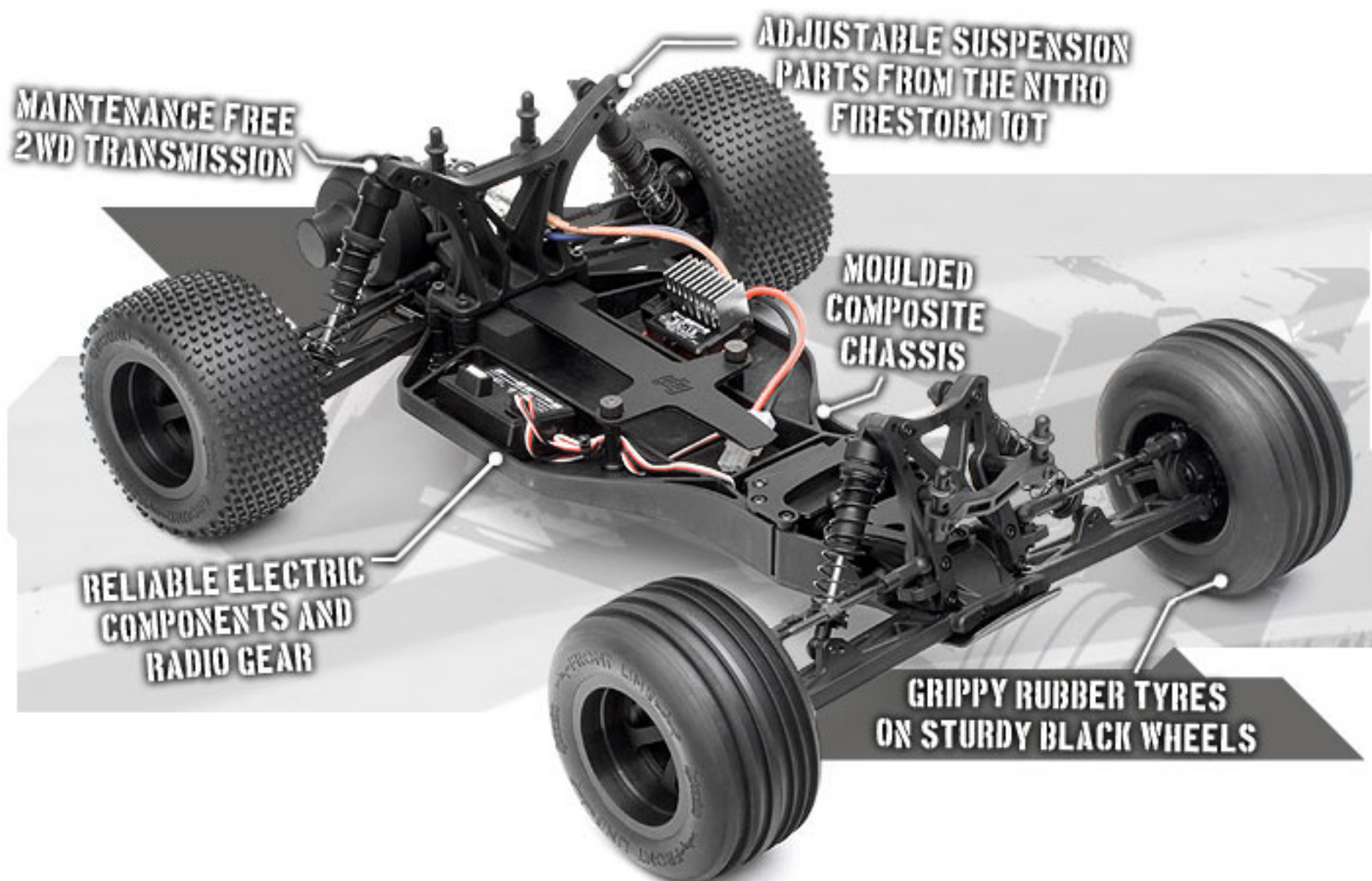
Nitro performance and electric convenience!



The HPI E-Firestorm is the first electric 2WD truck to be released by HPI Racing, and is the product of years of research and the collected knowledge that has made HPI nitro trucks so successful! Ready to go right out of the box, the E-Firestorm is factory pre-assembled and pre-painted, built from tough nitro truck parts and designed using the latest computer software and engineering know-how.

The E-Firestorm fills the gap that once existed in the HPI kit line-up, becoming the first-ever HPI electric 2WD truck! Being the first in a new line of groundbreaking RC kits is never easy, however HPI designers have taken inspiration from the amazing Firestorm 10T nitro truck as well as top-level racing trucks.





MAINTENANCE FREE  
2WD TRANSMISSION

ADJUSTABLE SUSPENSION  
PARTS FROM THE NITRO  
FIRESTORM 10T

MOULDED  
COMPOSITE  
CHASSIS

RELIABLE ELECTRIC  
COMPONENTS AND  
RADIO GEAR

GRIPPY RUBBER TYRES  
ON STURDY BLACK WHEELS

## CHASSIS



The unique chassis of the E-Firestorm is all-new and totally new to the HPI line-up of kits. It is made from a moulded composite plastic for high rigidity, and is modularly designed so the front and rear suspension parts can be removed or added when maintenance is required.

To enhance the durability of the chassis, the interior is braced longitudinally and the front and rear ends feature extra bracing to help keep the suspension doing its job. The deeply upturned sides of the chassis allow the ride height to be set very low for an off-road truck, but prevent the sides of the chassis from digging in at extreme suspension angles.



### Motor Mount

The rear-mounted motor provides the best balance for the rear suspension, allowing the motor to offset the weight of the battery and giving the rear tyres extra weight for maximum traction on any type of surface. The placement of the motor also allows new types of brushless motors easily fit in the chassis, giving you the best opportunity for insane top speeds!



### Battery Holder

Featuring prominently in the chassis is the battery which provides all the power to the motor and steering servo. A large battery compartment allows the fitting of any standard stick pack or side-by-side pack design, even the larger 7-cell packs which provide more voltage and power for huge top speeds! In addition to fitting the industry standard nickel-metal hydride (Ni-MH) battery packs, lithium polymer (LiPo) and other newer battery designs are able to easily fit in the chassis, giving the E-Firestorm a unique 'future-proof' design.

Because it is the heaviest single component of the E-Firestorm, special consideration was given to the placement of the battery in the chassis. The battery can be fitted all the way forward to enhance steering on low-speed race tracks, or fitted all the way to the rear to give greater traction on larger high-speed tracks.



# SUSPENSION AND STEERING



The E-Firestorm uses the tough suspension design and suspension geometry from the Firestorm 10T truck for extreme ruggedness and durability. Extra-long suspension arms are damped by adjustable shock absorbers, and turnbuckle camber links can be mounted in multiple locations for fine-tuning of the handling. This makes the E-Firestorm nimble and easy to handle in all conditions!

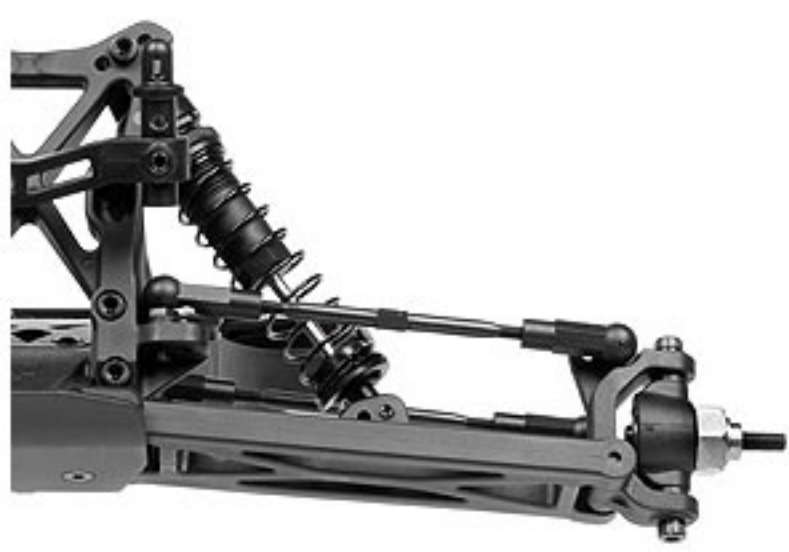
The E-Firestorm uses the same front suspension as the nitro Firestorm, so you know it will be tough and long-lasting. The entire front end of the nitro Firestorm can actually be removed and bolted right on the E-Firestorm! This means that not only will spares be easy to find, but the tough front end parts of the Firestorm are the standard parts of the E-Firestorm. The rear end of both trucks share several parts as well, including the hubs, shocks and turnbuckles



## Hubs and Steering Knuckles

The front hubs and steering knuckles, plus the rear uprights, are moulded from tough nylon to take any sort of punishment you can dish out. The optional camber link locations on the hubs and uprights also give you extra tuning opportunities at the track.

The front hubs feature alloy steel axles that spin on high-quality rubber sealed ball bearings for optimum efficiency. The alloy steel is extremely strong to take the abuse of rough landings and the occasional crash. The way the axle is mounted in the steering knuckle allows the best steering action possible, giving you maximum steering input and direct feedback through the tight and twisty sections of the racetrack!



## Adjustable Turnbuckles

Steel turnbuckle camber links allow you to make tuning adjustments while the links are on the truck, so tuning is quick and very easy to do. You also have the option of different mounting points for the turnbuckles as well, with two inner and two outer mounting positions for each camber link, giving you the ability to change the suspension geometry to suit track conditions and your own unique driving style.

The steering links also use adjustable steel turnbuckles, allowing you to quickly change the front toe setting for lighter or more aggressive steering. Optional Ackerman holes on the steering arms give you further adjustment and the ability to further alter the steering action.



## High-Grip Tyres

To get maximum performance on and off the track, the E-Firestorm uses the same tyres as the groundbreaking Firestorm 10T: Front Line asymmetric ribbed front tyres and Ground Assault medium pin rear tyres. This combination of precise control and massive traction gives you ultimate control and speed!



Front: Front Line asymmetric ribbed



Rear: Ground Assault medium pin

## DRIVETRAIN



### Gear Box

A tough plastic 87-tooth spur gear is driven by the motor's 19-tooth pinion gear, providing a great balance between initial acceleration and top speed. Protecting the spur gear and transmission is an adjustable dual-pad slipper clutch, a feature normally seen on race-prepared racing trucks and buggies!



A tough nylon spur gear cover protects the gears from rocks and dirt, and features a removable rubber plug for adjusting the slipper clutch with a standard size hex wrench, which is supplied. The motor and spur gear cover mount onto a black aluminium plate for increased cooling and secure support.



Getting the power to the rear wheels is a durable low-profile gear transmission that features all-metal gears for extra toughness! The gearbox uses a 2.6 to 1 gear ratio to enhance traction and efficiency in all conditions. Directly driving the driveshafts is a sealed planetary gear differential, giving you exemplary corner grip as well as longevity and minimal maintenance. The low profile transmission enhances the E-Firestorm's centre of gravity, keeping the handling tight and tidy! Tight like a tiger!



### 15-Turns Motor

Giving the E-Firestorm the ability to get over and around anything is 15-turn motor, the HPI Fireball! This fixed-endbell motor has the grunt and power to give the E-Firestorm plenty of acceleration and high top speeds! With standard 'bullet' connectors, the Fireball can work with any electronic speed controller or can be replaced by a faster motor to give you even more speed and torque. ◦

## BODYSHELL AND WHEELS



Finishing off the E-Firestorm is an all-new DSX-2 sleek racing body! Pre-painted in flashy racing colours, it will definitely look the part at any race track! It is pre-cut and pre-drilled so there is absolutely no preparation time required, just fit it on and go!



## E-FIRESTORM 10T - KIT VERSIONS

- 10552 - E-Firestorm RTR DSX-2 (Red)
- 10556 - E-Firestorm RTR DSX-2 (Blue)

Comes complete with pre-painted bodyshell, electronics and radio gear (does not include stick pack + batteries).