



**Fiononi'ed CLX**

**Attention all GS CLX and potential TQ Evo customers. Last week we read online that TQ Racing has produced a new car and will be supporting it in the US this year. To our surprise, the new car appeared to be based on the GS Racing CLX platform; a good car we are very familiar with from a company we are all too familiar with. The CLX car was originally tested by Greg Waller, Paul Coleman, and raced by Borja Hernandez (who made the 2009 Silver State A Main) and Miguel Matias. The good news is there are a slew of Fiononi Option Team parts available for the GS CLX, all of which we have already tested successfully, and nearly all of which should fit the TQ car. The parts can be viewed on our product pages, and we'll have all the latest Fiononi CLX parts listed shortly. Here's a brief summary of the parts and how/why we think they make the CLX better. Like all the other cars Fiononi produces parts for, we suggest the racer pick and choose the parts he/she thinks are best for his/her racing purposes. Our opinions are based on our own race testing and feedback received from our customers.**

**Front Tower: Fiononi produces 2 versions of the front tower. The first, OT-UR121 is a direct replacement, and the second, OT-UR121/A allows the use of an upper camber link instead of the upper arm. We prefer the upper camber link setup (GS makes a conversion kit as well) as it removes the upper arm mount, hinge pin, pin bushings from the car for a cleaner and more reliable finish. Both towers are more durable than the standard GS tower.**

**Rear Tower: The Fiononi 6mm milled tower adds durability and includes a pair of extra camber link holes for more precise fine tuning of your vehicle.**

**Upper Steering Plate:** The stock plastic piece works fine, but if you want consistent and reduced front end flex, not to mention added style, the Fioroni part will do the trick, without weighing down the car.

**Rear Toe Block:** The original CLX came with a plastic block. If you find your car needs a bit more rear toe and/or you simply want a more reliable piece, try the Fioroni block, as it adds 0.5 degree toe in. The Fioroni block is incredibly light. The MBX6 Fioroni toe block is hugely popular amongst racers of all abilities.

**Chassis braces:** Plastic braces are good, but for a consistent chassis and an improvement in handling, the aluminum Dynamic Fioroni braces keep the car on track in both smooth and rough sections alike, just as they (Fioroni Dynamic braces) do for other cars- D8, MP9, Xray, RC8, etc.

**Chassis:** Fioroni's chassis actually weighs about 5 grams more than the stock CLX chassis, but is made of Ergal, a higher quality aluminum, and we believe makes the car more stable on the track. It is hard anodized for long wear.



**The Fioroni CLX Chassis. Race tested at the Silver State Nitro Challenge.**

**Shock Spring Retainers:** The Fioroni aluminum retainers are lighter and have a groove which allows the springs to snap into place and stay there. Lighter and more reliable.

**Flex Rear Body Mount:** This unique Fioroni part prevents the body from cracking. A similar piece is made for the Losi 8 and has received positive reviews. Simple and effective.

**Brake Caliper Covers:** This is one of those eye candy parts that does actually work. They cover the brake pads minimizing brake fade caused by spilled fuel, and because they wrap around the pads, improve braking power and consistency. Simply glue the brake pads to the Fioroni calipers (use JB), place one of the original GS calipers over the diff mount, followed by the pair of the Fioroni brake caliper/pad assemblies.

**Center Diff Mount:** The stock plastic diff mount works, but is not as solid as this all aluminum set. The Fioroni mount minimizes the possibility of power loss and stripped gears. Fioroni's aluminum center diff mounts have been a popular upgrade for various cars throughout the years.



**Center Diff Mount, Aluminum Diff Housing, and Brake Calipers**

**Aluminum Diff Housings:** Perhaps the most important upgrade/option for the GS car are the Fioroni aluminum diffs. The stock plastic diffs are very small (lightweight with small rotating mass), but they don't carry a large volume of oil. If you don't mind the extra weight and you feel like your car can benefit with more oil in the diffs, then the Fioroni option might be for you. The Fioroni housings hold more oil, capture the cross pins with steel pins instead of plastic grooves, and dissipate heat better. Your car will work better, and be more reliable. These have already been tested not only on the CLX by us, but also on other cars such as Losi, Mugen, and Associated (by our customers), with similar positive results.

**Front C-Hubs:** Fioroni produces optional +4 degree front C-hubs which smoothen steering response and add high speed stability. On high bite tracks, these make the cars easier to drive. At the time of this writing, there is a little bit of grinding

required (see photo below) on the inside of this piece to prevent the dogbone from rubbing when the suspension is compressed and the wheels locked full left or right. Considering they are made of aluminum, the pair is incredibly light.



**Lightweight Drive train Components:** We have tested all the Fioroni LIC parts in racing conditions and all the parts have held up just fine. This includes the front and rear aluminum cvd's, axles, center cvd couplers, and wheel nuts. There is nothing wrong with the stock parts, but if you want faster acceleration and longer run times, swap the heavier stock parts for the lightweight Fioroni parts.

On a side note, here are some racer tips for the CLX. The car is very good, but does have some fit issues. Also, the 2009 GS team drivers opted to use different shocks, front suspension, and even internal gear ratios on this car. The car we are racing uses the stock shocks, front suspension and original gears and we think they are all fine. In brief, here are some things to consider:

1- Some of the ball ends, especially for the rear upper arms and front upper arms, fit very tight and bind the suspension. Ream them out and make sure they swivel freely to ensure the best performance of the suspension.

2- As stated above, the differentials, which GS claims to be the smallest on the market, are very small. The Fioroni diff cases are bigger than the stock plastic cases, hold more oil, and keep the cross pins securely in place. The only downside is a slight increase in weight. If you stick with the stock diff housings, note that GS makes 2 different size shims for the inside of the diffs. There is a standard 0.3mm shim (silver in color) that can warp over time. There is an optional hardened steel 0.3mm shim that works better, and when the diff parts start to wear in, another optional hardened steel 0.5mm shim that works the best.

3- The radio box on the original CLX is spacious but odd shaped. It is very difficult to fit a standard hump pack and standard size receiver, let alone a flat pack. We use a flat battery made of 5 AAA cells. Others use lipo or modify the box.

**4- To get the proper amount of droop for US tracks requires some extra attention, especially in the front with the original CLX tower which only has one row of shock mounting holes. On our Fioroni CLX car, we use the lower row of holes on the Fioroni front tower and on all four shocks, we un-thread the ball ends on the shock shafts to allow for more droop.**

**5- The 2009 Euro GS drivers swapped the CLX front end for the CL-1 front end. They even went as far as trading in the GS shocks for Kyosho or Jammin shocks. Sadly, all of these team drivers quit after the 09 racing season. We think the car is fine with the stock front end, and the shocks work well, IF you build them with special attention and make sure they are smooth.**

**6- You may experience binding in the steering assembly when you first build the car. Pay attention to all the moving parts and you'll figure out how to make them rotate smooth.**

**Good luck!**