

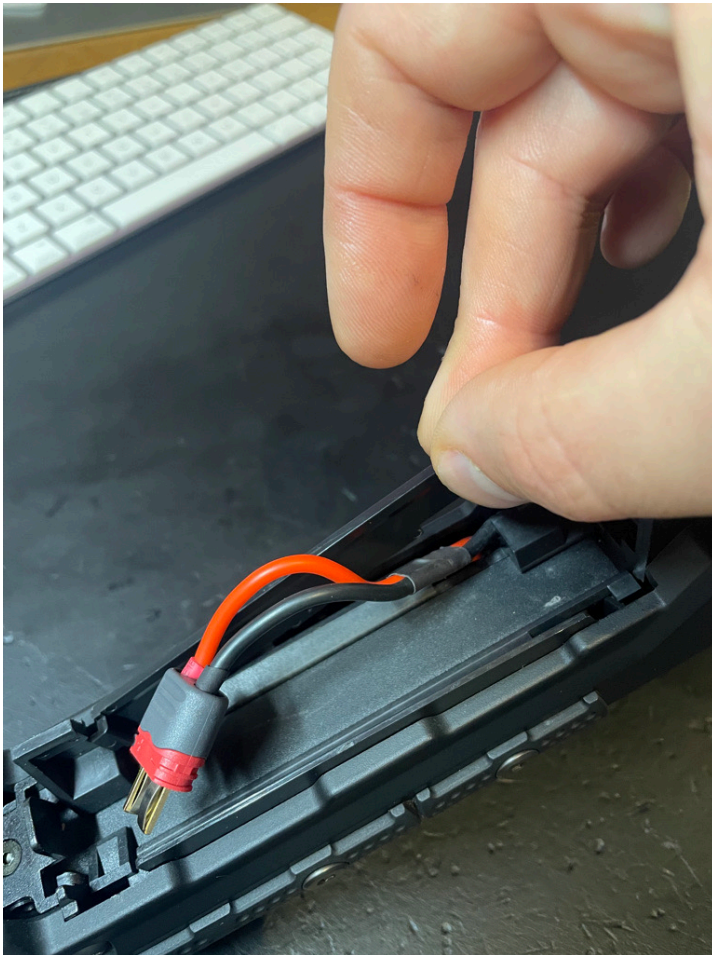
TM Storm Disassembly And Upgrade Pt 1

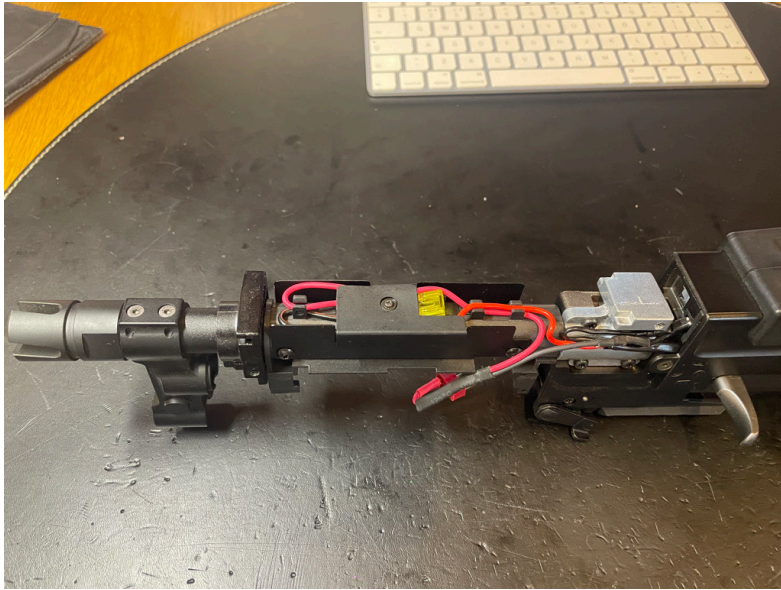


1. Start by removing the battery cover and foregrip which is held on by 4 x 2.5mm screws. With screws removed, slide the grip forwards and down at the front to release. Watch the wiring as you remove it.

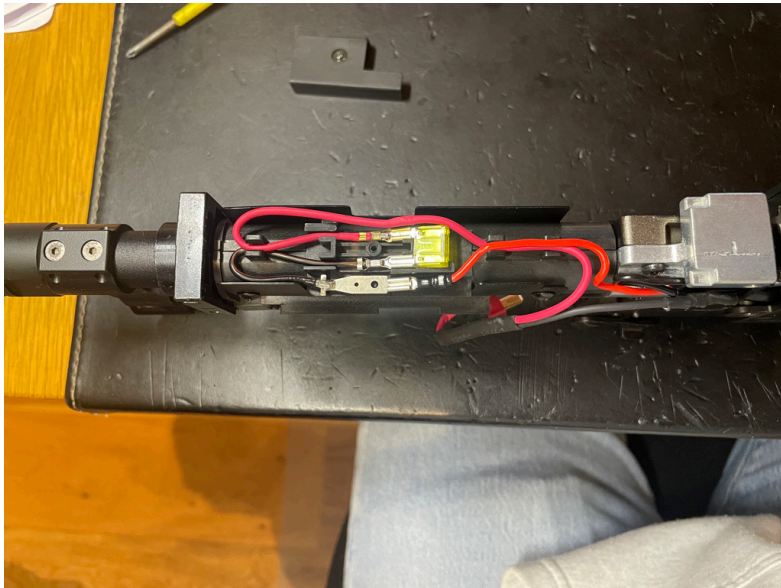


Remove the 2 x cosmetic battery compartment panels. The right hand one has a clip holding it in place.

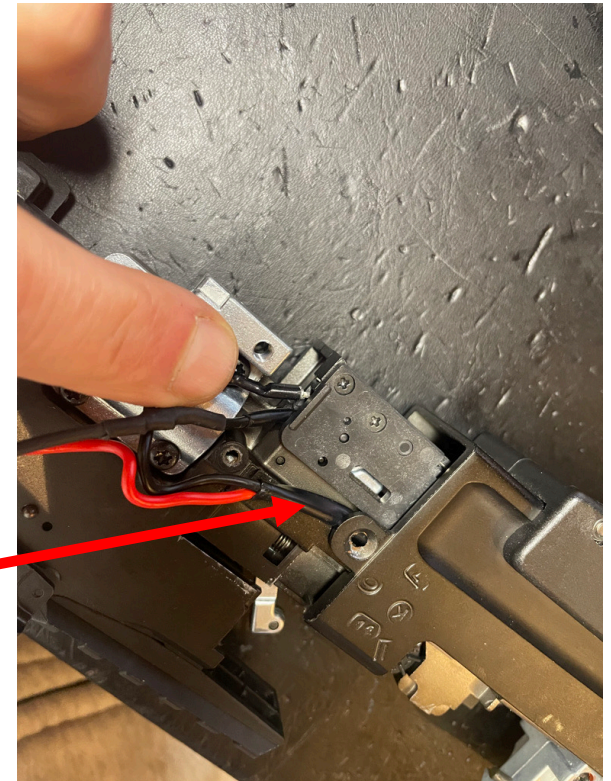




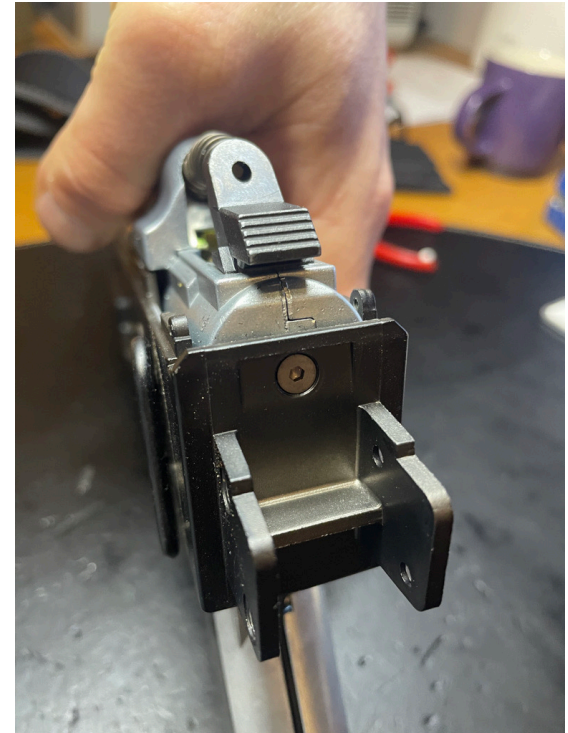
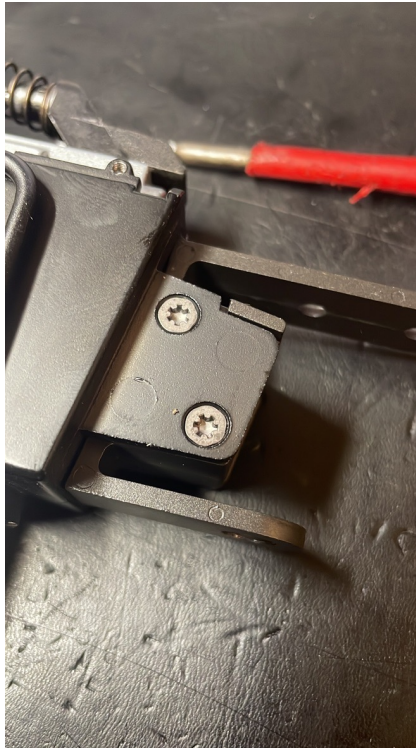
Remove the wire cover and disconnect all wiring. You will note one wire feeds a microswitch in front of the mag well. This is the electric bolt stop. It removes the ground to the motor when the mag is empty.



Bolt stop
microswitch



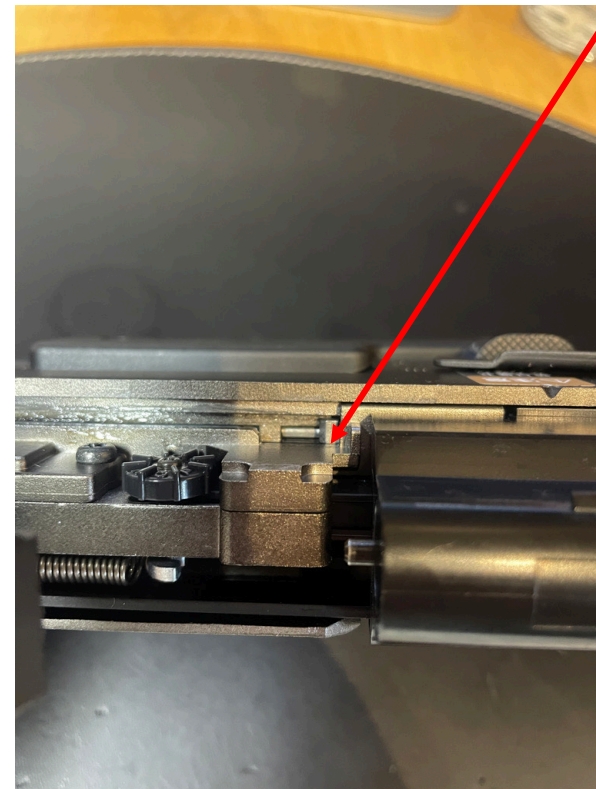
Remove the stock and stock tube by undoing the 3 x 2.5 mm securing screws. Once removed you will see the attachment bracket and the 4 torx screws holding it in place. Remove these to reveal a 2 mm screw securing the rear of the gearbox which must be removed.



Slide the charging handle rearward to ensure bolt stop mechanism is reset. Remove the charge handle return spring and spring guide. Just grab the guide and pull it forward with the springs (one inside each other).

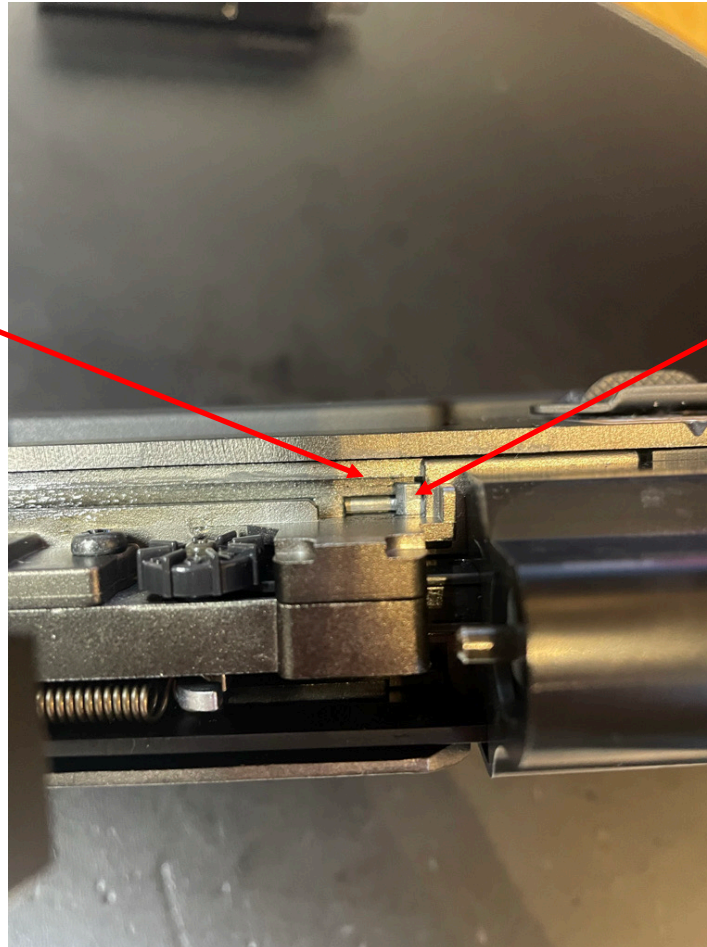
With the spring and guide removed, side charging handle rearwards and give it a little jiggle to remove it. You will note the small notch it fits in to.

Notch. The small silver rectangle at the rear of the notch slides back and releases the bolt stop to re commence firing. This is what is moved when pulling back the charging handle.



Here we can see the notch for the charging handle in a bit more detail. If the notch does not look like this then simply use a small screwdriver to move the assembly rearwards until it clicks in to place.

Notch for charging
handle



This small rectangular protrusion should be towards the rear or you will not get the charging handle refitted on assembly. If it is forward, simply use a small screwdriver to push it rearwards until it clicks into place.

Remove the top cover to reveal the lower plastic cover. The plastic cover is held in place with 4 small tri point screws. I replaced these with m2 x 5 cross point screws for ease of removal in the future. Remove the plastic cover to reveal the recoil weight. The plastic cover must be tilted forward to remove it.

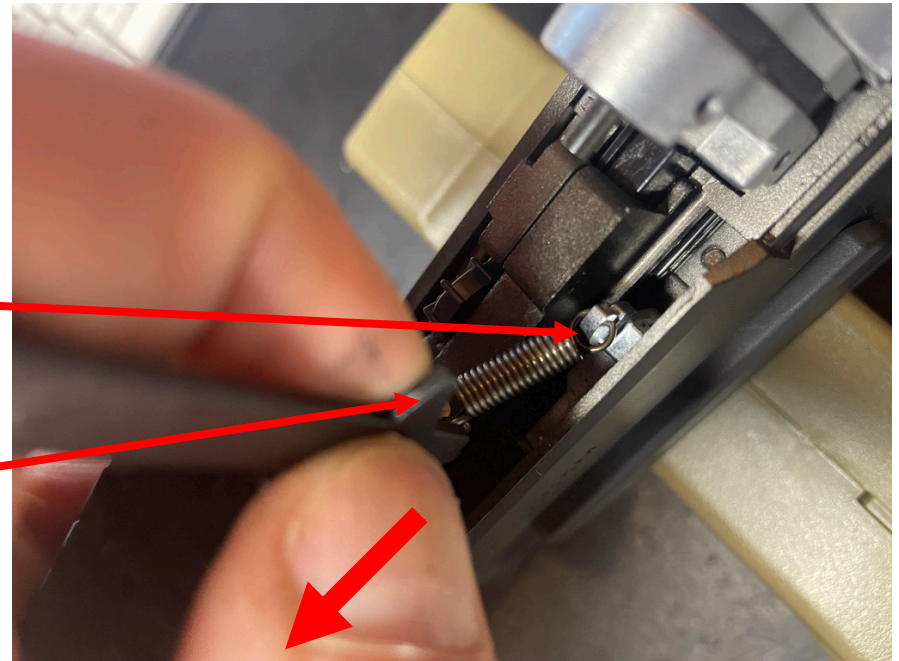


Remove the 2 x blowback bar securing screws and with one hand slide the recoil weight rearwards a little to free the blowback bar and spring from the lever. On re assembly note how the triangular protrusion on the blowback bar sits in front of the lever.



Blowback lever

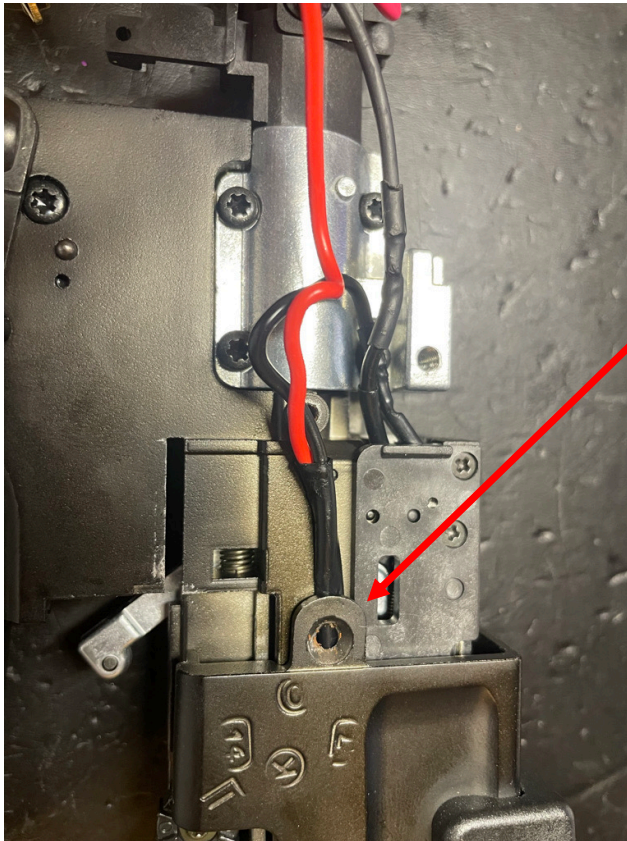
Triangular
protrusion on
blowback bar



FWD

Remove the 4 front assembly securing 2mm allen head screws as shown.

Gently remove the barrel assembly from the rear receiver ensuring you watch the wiring does not get caught. A little jiggle as you slide it out helps and note the channel the wiring runs in down the right hand side.



One 2mm
screw on
each side
located here

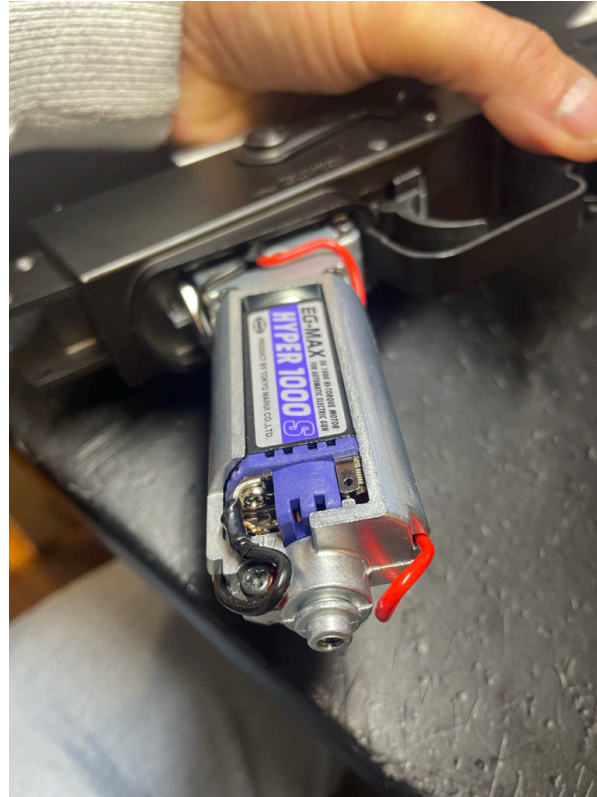
2 2mm screws
in mag well



You should now have this and a separate forward end and barrel assembly. NOTE: The barrel assembly has to be angled slightly downwards on removal and re assembly as it leaves or enters the receiver.



Remove the pistol grip by undoing the single flat head screw on the bottom and pulling off.
Disconnect motor wiring and free from the channels in the motor cage that it runs in. Remove motor cage securing screws and remove motor and cage.

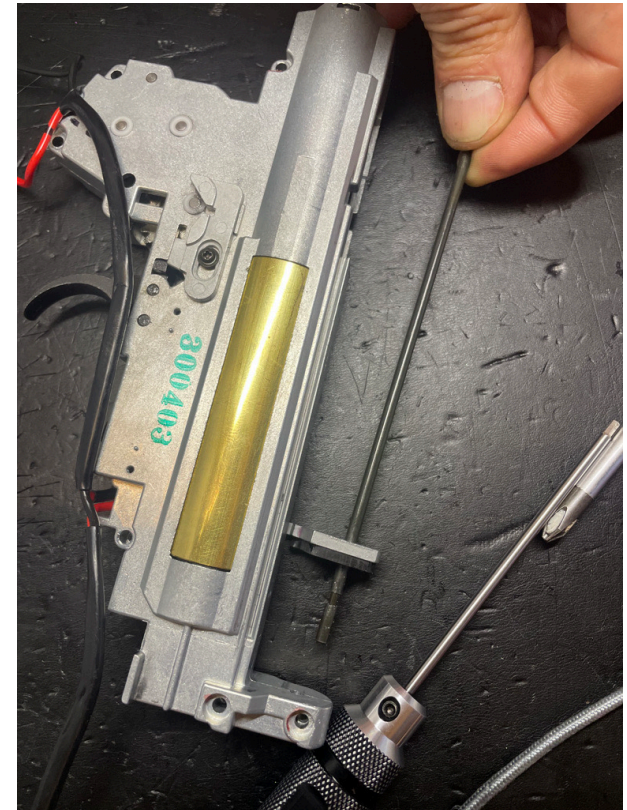


The gearbox can now be simply lifted out of the lower receiver. Note. Ensure the 2mm allen head screw has been removed from behind the stock attachment bracket!

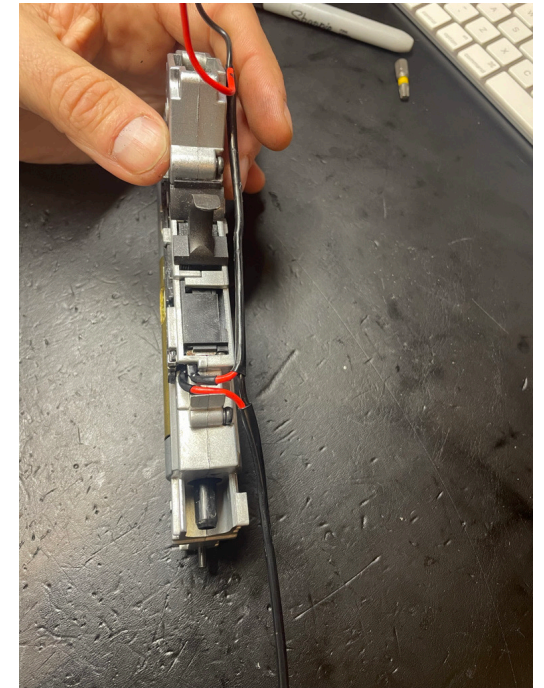


Slide the recoil weight and top cover latch out of the channel and remove it complete with the 2 springs (one inside the other). Lift the rear of the recoil weight slightly and slide off of the guide rod.

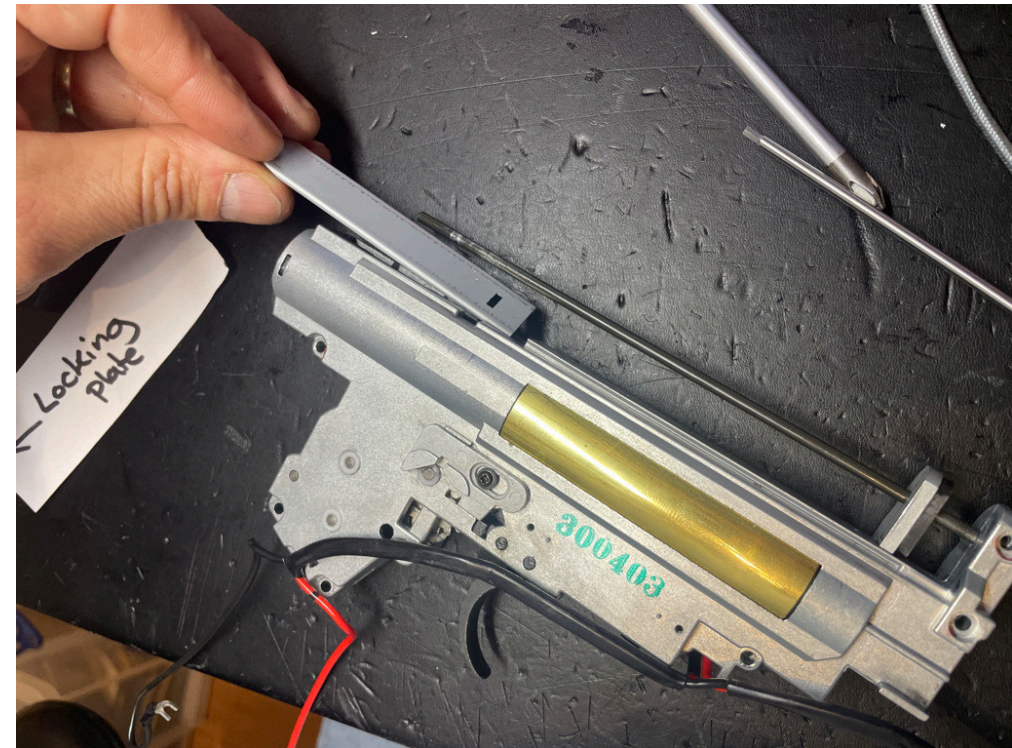
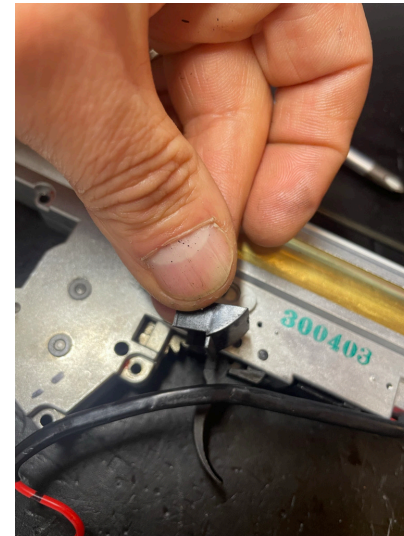
Remove the top screw at the forward end of the gearbox. This will allow the recoil weight guide rod to be removed together with the recoil weight buffer pad.



Remove the wire guide from the right hand side of the gearbox assembly.



Remove the sector gear cover from behind the trigger. Slide off the gearbox top locking plate which is located under the recoil weight. Undo the remaining gearbox torx and single cross point screw. The gearbox halves can now be separated. As with many gearboxes, a small allen key or screwdriver can be inserted into the hole at the rear of the gearbox to ensure the spring guide remains in place with the main spring.



Gearbox halves separated

