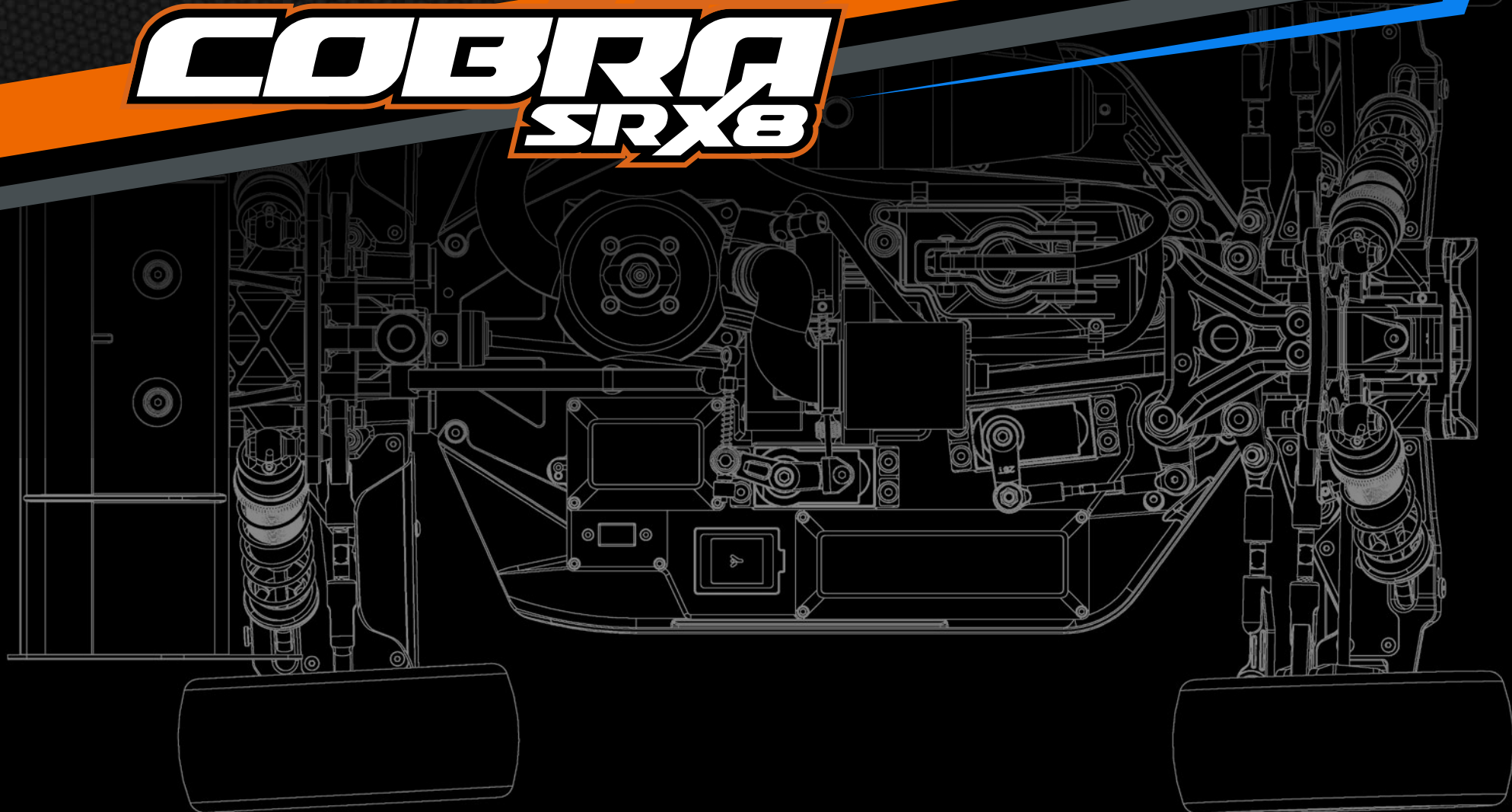


INSTRUCTION MANUAL

PRO
COBRA
SRX8



SERPENT

INTRODUCTION

Thank you very much for selecting this Serpent rc car and thus become a member of the ever growing worldwide Serpent racing family. Serpent started in 1980 and has been growing its product-line and fan-base ever since.

The Serpent Cobra SRX8 PRO is a state of the art 1/8 scale 4wd buggy which will give you the true Serpent racing experience. The assembly manual will guide you through all the steps to complete the car, so you can hit the track with a good base-set-up soonest. The Serpent design department succeeded to create a superbly performing car combined with ease of assembly and maintenance. The high quality standards of all parts and hardware will make racing your Serpent car a very rewarding activity !

Through our team, website and social media we will keep you up-to-date on all developments of the Serpent cars. We hope to meet you on the track and through our various media! Enjoy the drive !

Team Serpent
Multiple World Champions

INSTRUCTIONS

Serpent's long tradition of excellence extends to the instruction manuals, and this instruction manual is no exception. The easy-to-follow layout is richly illustrated with 3D-rendered full-color images to make your building experience quick and easy. Following the instructions will result in a well-built, high-performance race-car that will soon be able to unleash its full potential at the racetrack. The kit includes bags, with bag numbers, which refer to the same step in the manual. Open only the indicated bag(s) per step and finish that part of the assembly. Remaining parts will be needed later on in the assembly process.

PLASTIC PARTS

The Serpent moulded parts are very durable and hard. When assembling longer screws in new composite parts, make sure to use new hex bits in your (power) tools. Pre-threading also helps to avoid screw damage.

SETUP

In certain assembly steps you need to make basic adjustments, which will give you a good initial setup for your Serpent Cobra SRX8 PRO. Fine-tuning the initial setup is an essential part of building a high-performance racecar like your Serpent Cobra SRX8 PRO.

EXPLODED VIEWS AND PARTS LIST

The exploded views and parts lists for the Serpent Cobra SRX8 PRO are presented in the Reference Guide section in the back of this manual. The exploded views show all the parts of a particular assembly step along with the Serpent part number and hotlink to the Serpent website. Part numbers in orange indicate that this part is an optional. Optional part names and numbers are shown below.

CUSTOMER SERVICE

Serpent has made a strong effort to make this manual as complete and clear as possible. Additional info may be published in our website: www.serpent.com or you may ask your dealer or the Serpent distributor for advice, or email Serpent direct: info@serpent.com. The Serpent Facebook, Twitter and Youtube pages give additional means of support and communications.

SAFETY

Read and take note of the 'Read this First' section before proceeding to assemble the car-kit. This car-kit is intended for persons aged 16 or older.

READ THIS FIRST!

- This is a highly technical hobby product, intended to be used in a safe racing environment. This car is capable of speeds in excess of 80 km/h or 50mph. Please follow these guidelines when building and operating this model.
- Parental guidance is required when the builder/user of this car is under 16.
- Follow the building instructions. If in doubt, contact your dealer or importer.
- Be sure to use the proper tools when assembling the car. Always exercise caution when using electric tools, knives and other sharp objects.
- Be careful when using liquids like lubrication oil, fuel or glue. Do not swallow.
- Follow the manufacturer's instruction in case you experience irritation after using the product.
- Be careful when operating the car. Stay away from any rotating parts such as wheels, gears and transmission. Stay away from motor, engine and exhaust pipe system or speedo during and immediately after use, as these parts may be very hot. We advise to use protective hand gloves.
- Only operate this car in a safe environment, like a special racing track or a closed parking lot. Avoid using this car on public roads, crowded places or near infants.
- Before operating this car, always check the mechanical status of the car. Also check that the transmitter and receiver frequencies correspond and are not used by any other racer at the same time. Check that the batteries of the transmitter and receiver are fully charged.
- After use, always check all the mechanics of the car. We advise to clean the car immediately after use, and inspect the parts for wear or fractures. Replace when necessary. Do not use water, methanol, thinner or other solvents to clean the car.
- Empty the fuel tank (depending on model) if needed and disconnect the receiver battery.
- Store the car in a dry and heated place to avoid corrosion of metal parts.
- Avoid using this car in wet conditions as the water will cause corrosion on the metal parts and bearings and these parts will cease to function properly. If driven in the wet, ensure that all the electric equipment is waterproofed and after use, that all moving parts are dried immediately.

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LINES DESCRIPTION

Each step contains a variety of numbers, lines, and symbols. The numbers represent the order in which the parts should be assembled. The lines are described below.



Step number; the order in which you should assemble the indicated parts



Length after assembly



Assembly path of one item into another



Group of items (within lines) should be assembled first



Direction the item should be moved



Glue one item to another



Press/Insert one item into another



Connect one item to another



Gap between two items

ICONS DESCRIPTION

Each step contains a variety of symbols described below.



Carefull, read and check very well.



Apply a small amount of cyano glue. Use wear protection for eyes and hands.



Detail view to explain assembly or order of parts better.



Default set-up: This symbol indicates the default setup.



Grease: apply a small amount of grease to the parts shown.



Left and right parts should be assembled in the same way.



Thread lock: apply a small amount on the parts shown. Before to apply the threadlock, make sure to degrease the parts very well, as otherwise the threadlock will not work.



Silicone oil: use the indicated silicone oil for the shocks and differentials.



Parts or items not included in the kit.



Optional part, not standard in the kit.

CENTER DIFF ASSEMBLY

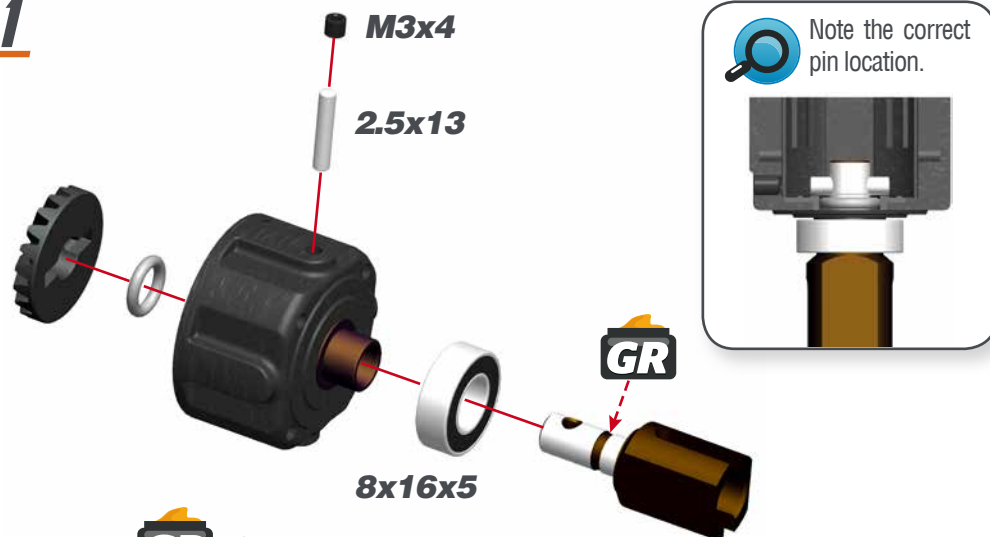
PRO
COBRA
SRX8



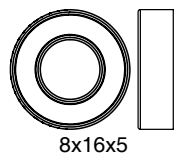
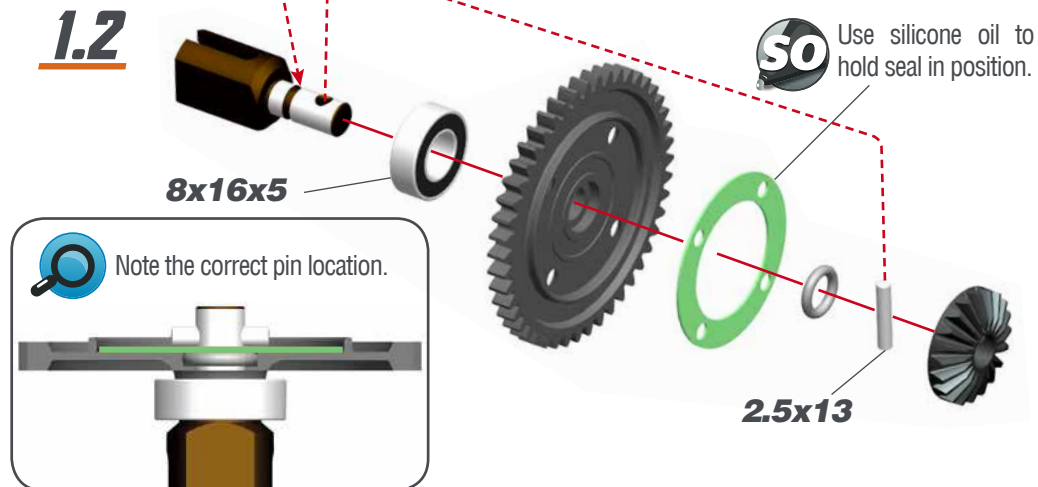
STEP 1

CENTER DIFF BAG

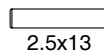
1.1



1.2



8x16x5

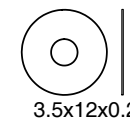
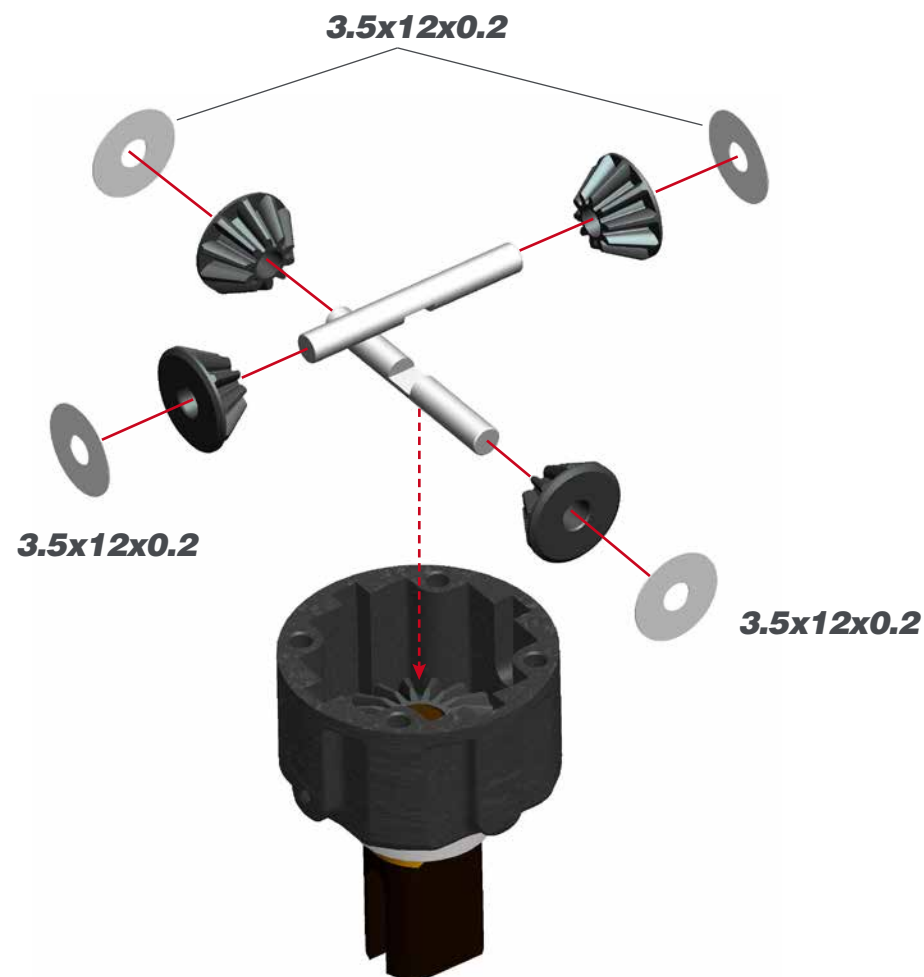


2.5x13



M3x4

STEP 2



3.5x12x0.2

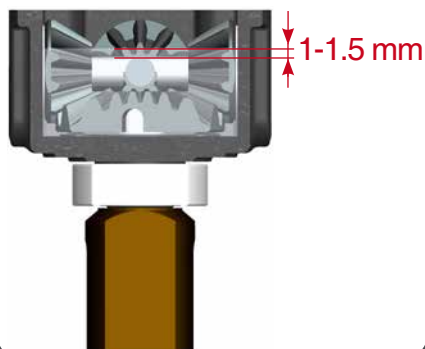
STEP 3



Fill the differential with silicone oil 1 mm above the crosspin, do NOT overfill. Use the silicone oil supplied in the kit. For the correct cst value please check the default setupsheet.



OIL LEVEL



AMOUNT OF OIL IN THE DIFFS

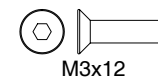
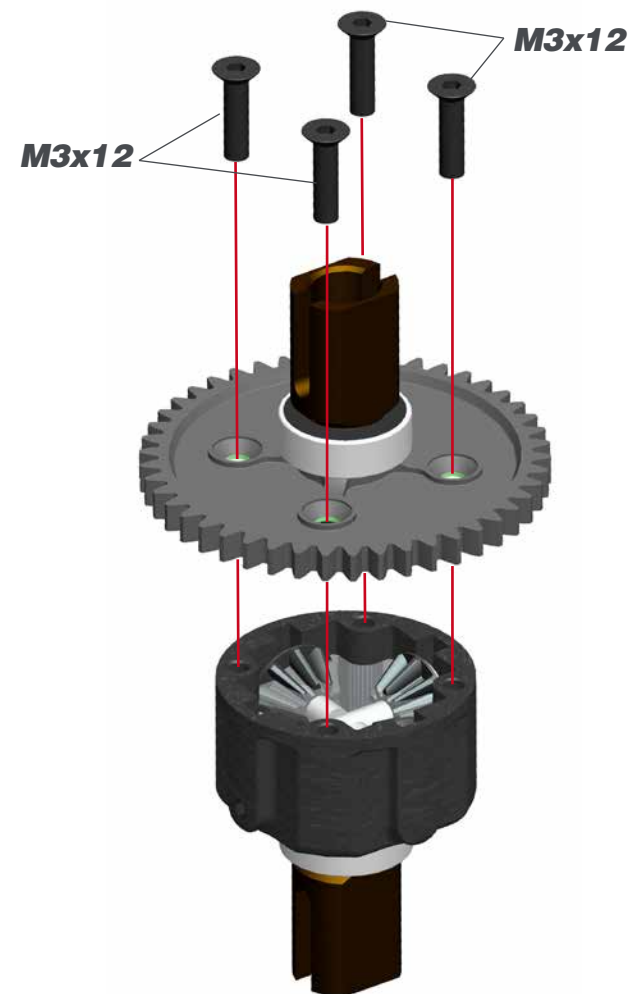
Use a digital scale to measure the exact amount of oil in the diff.

Differential weight with volume compensators = 45.7-45.8 grams

Differential weight without volume compensators = 45.7-45.8 grams



STEP 4

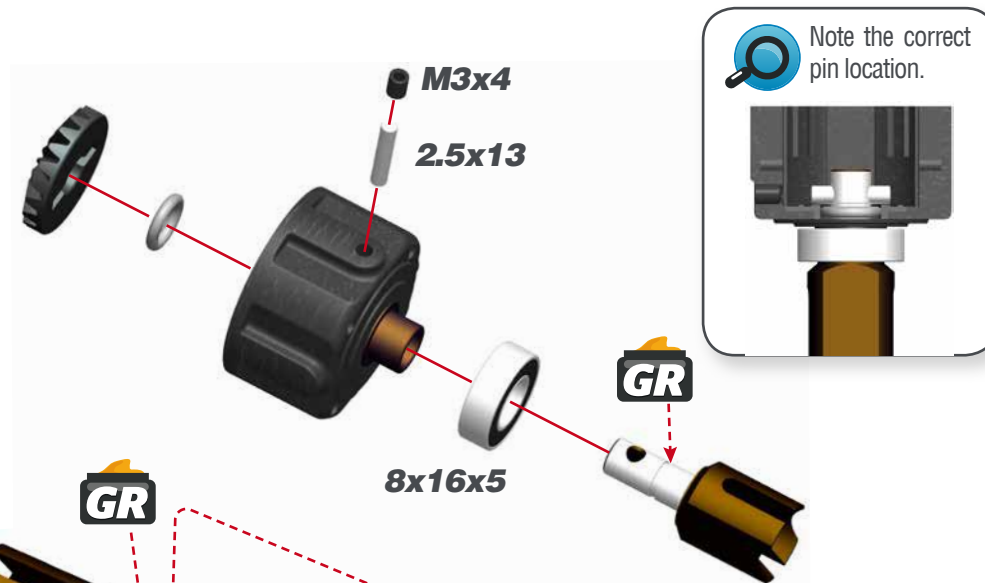


M3x12

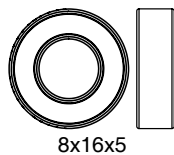
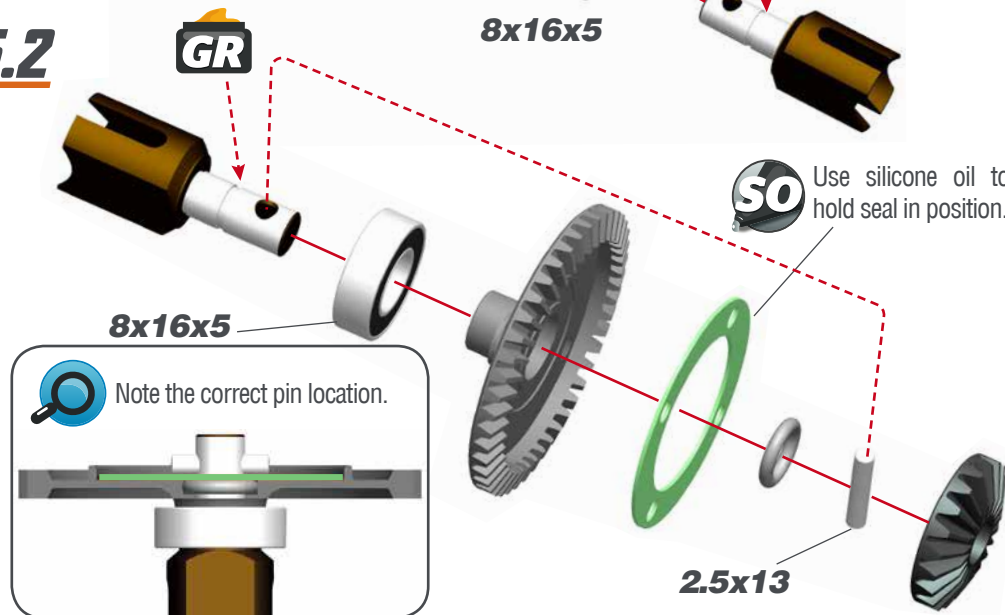
STEP 5

FR/RR DIFF BAG

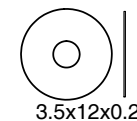
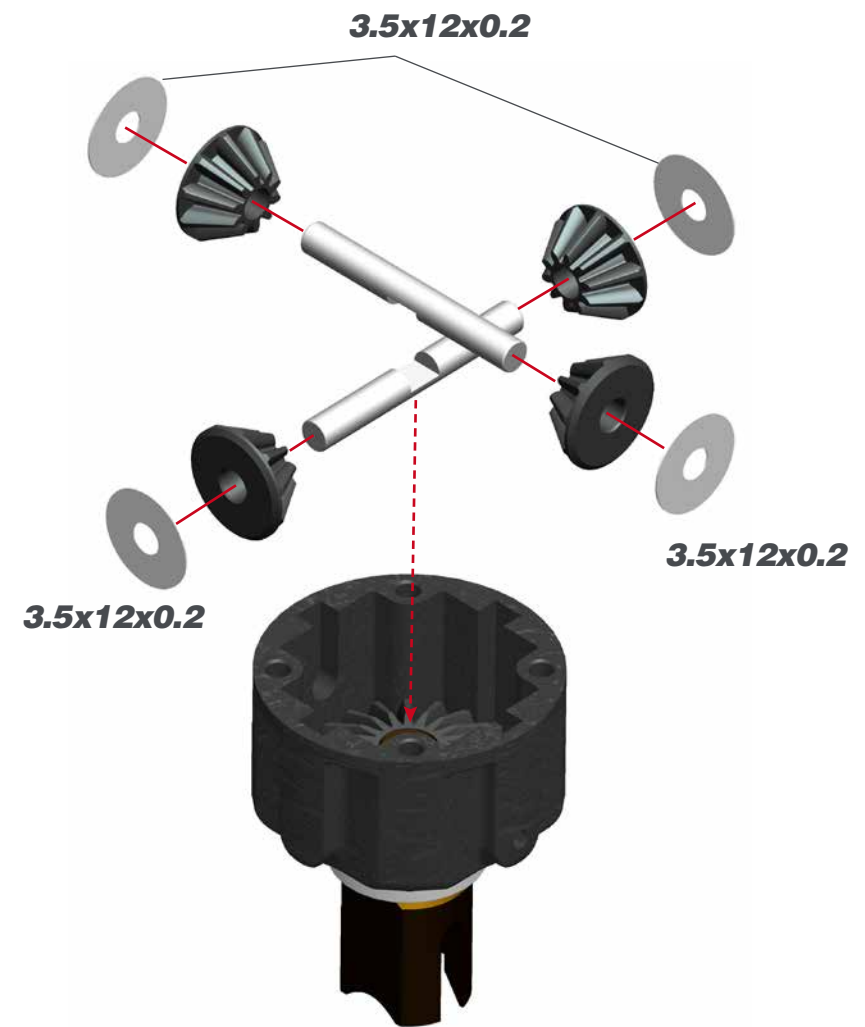
5.1



5.2



STEP 6



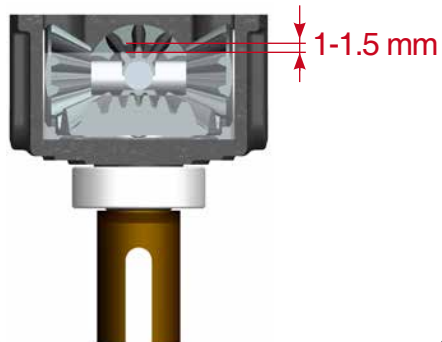
STEP 7



Fill the differential with silicone oil 1 mm above the crosspin, do NOT overfill. Use the silicone oil supplied in the kit. For the correct cst value please check the default setupsheet.



OIL LEVEL



AMOUNT OF OIL IN THE DIFFS

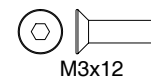
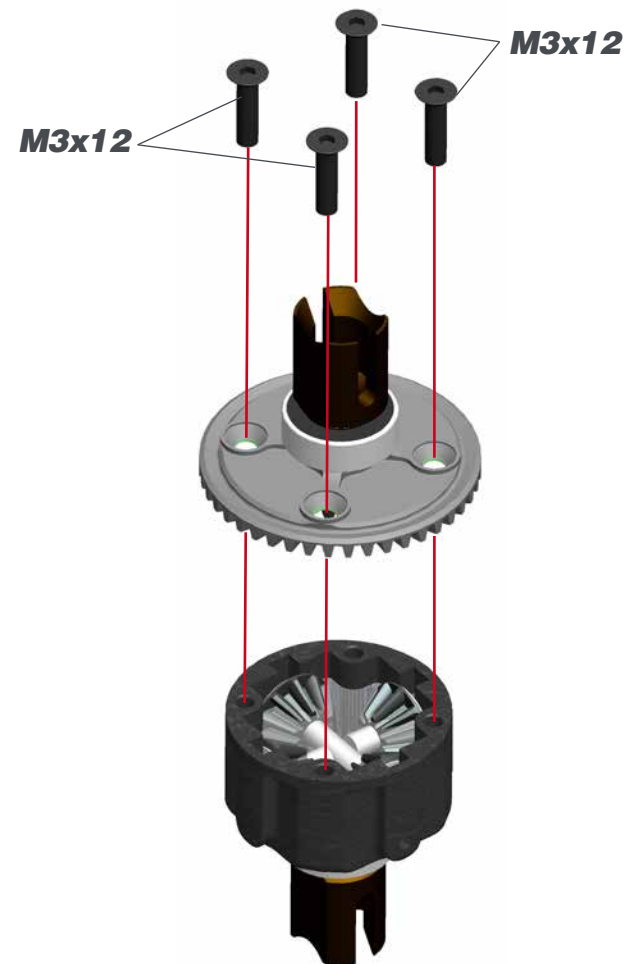
Use a digital scale to measure the exact amount of oil in the diff.

Differential weight with volume compensators = 44.70-44.80 grams

Differential weight without volume compensators = 44.70-44.80 grams



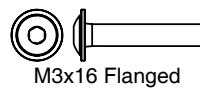
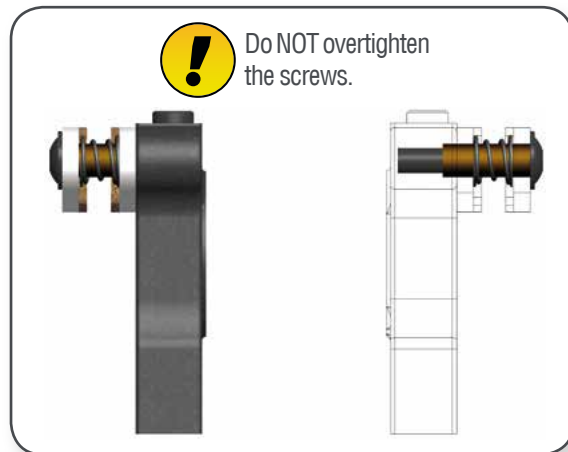
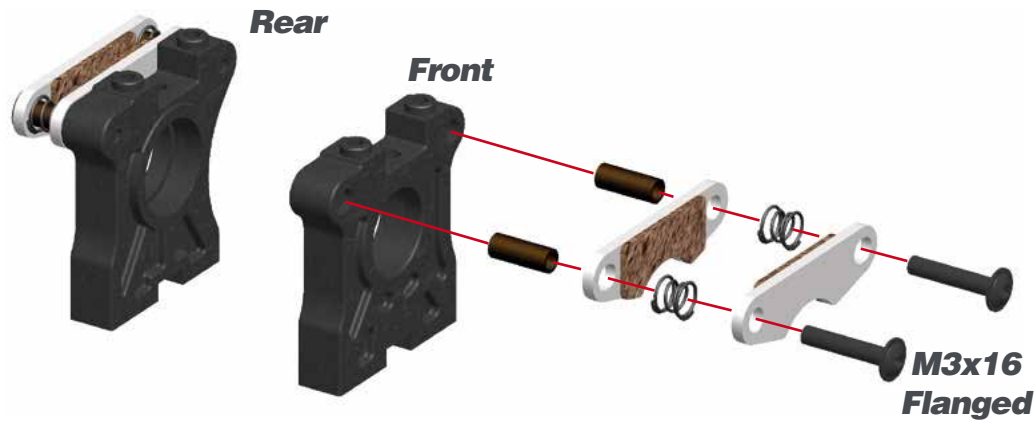
STEP 8



M3x12

STEP 9

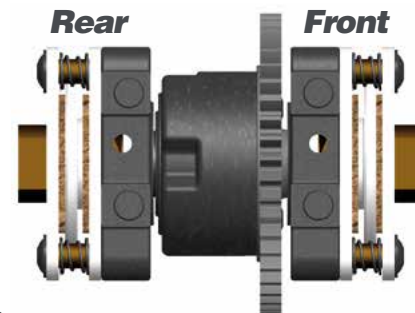
BAG 1



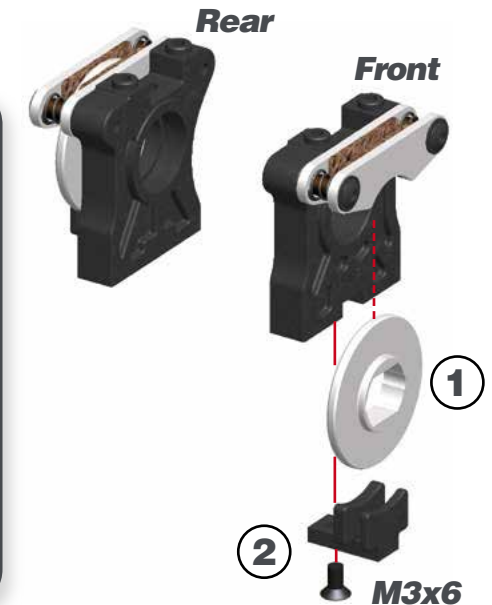
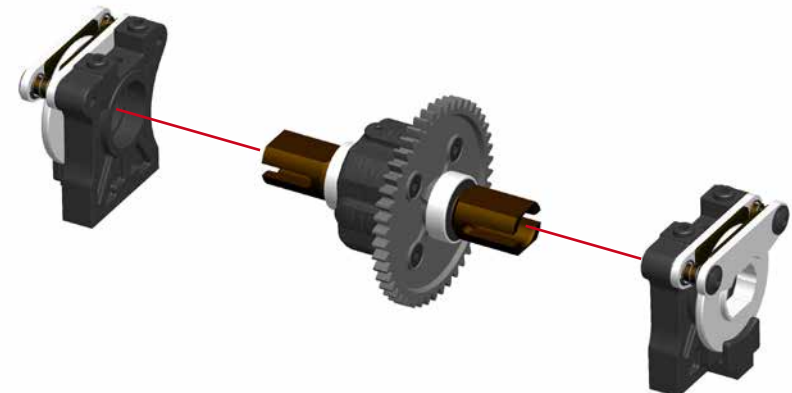
STEP 10

12.1

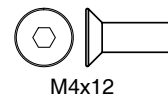
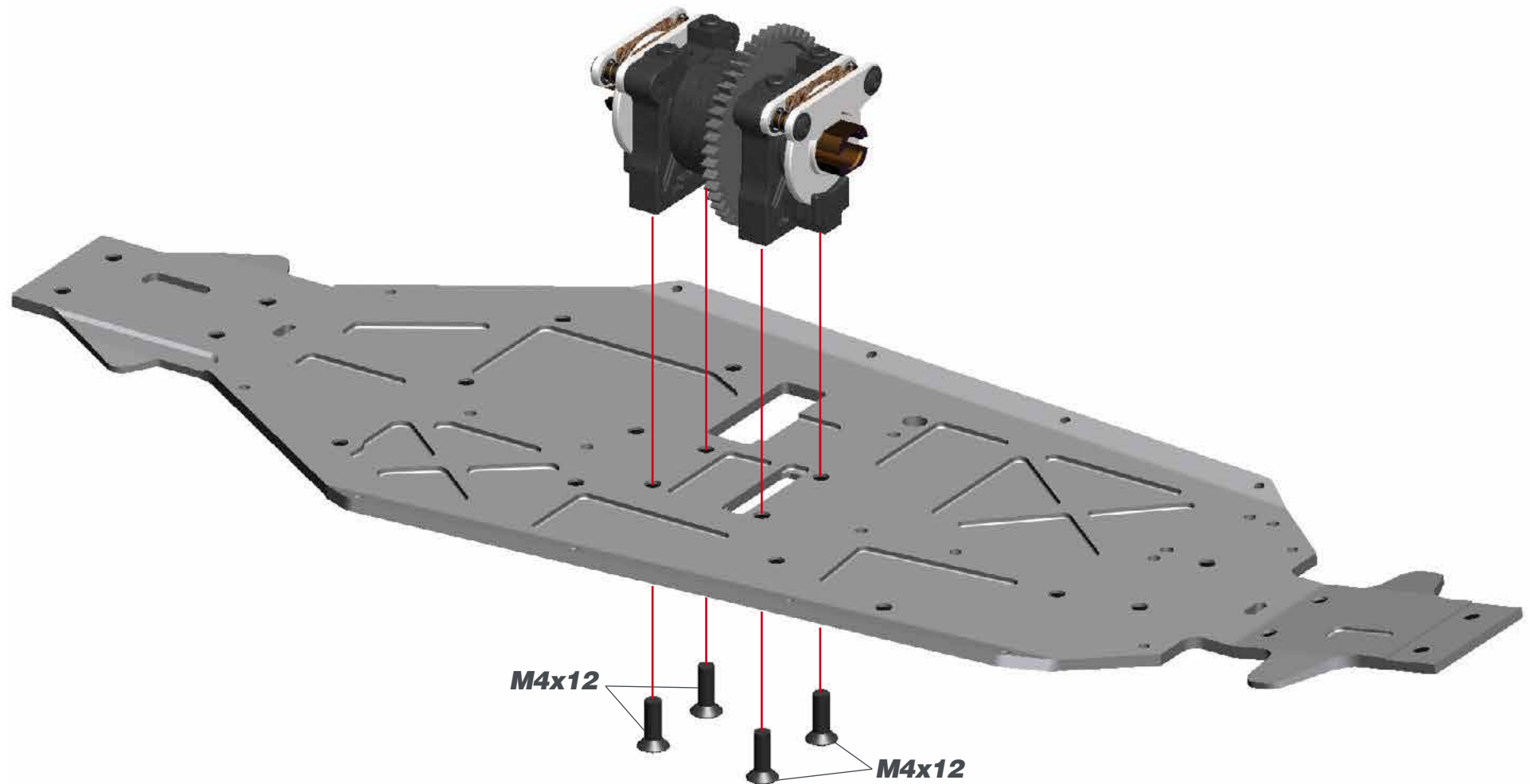
! Diff mounts are NOT symmetrical. Please check below picture to ensure front and rear bracket assembly are assembled properly.



12.2



STEP 11

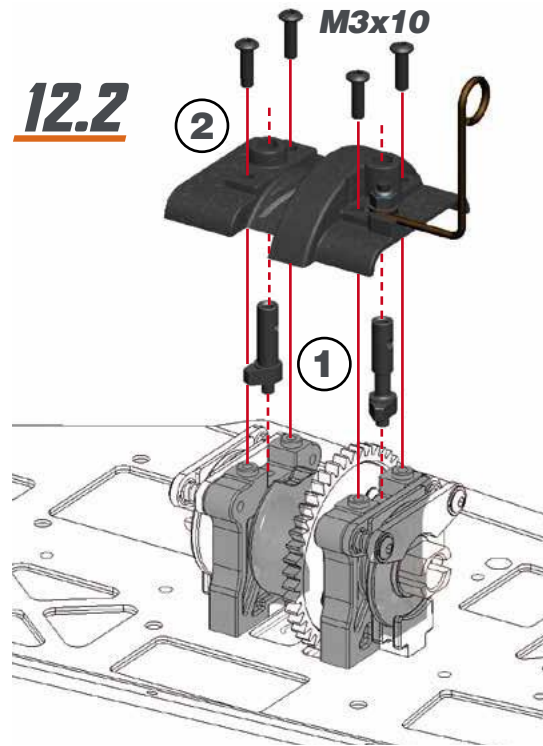


STEP 12

12.1

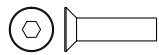
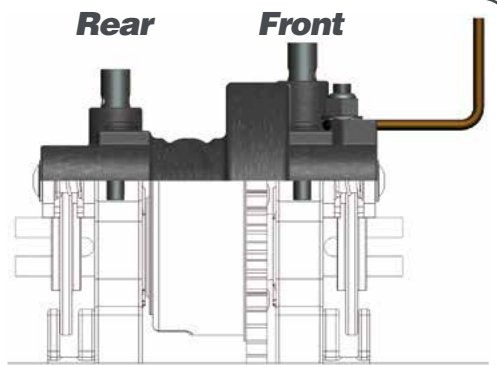


12.2



BRAKE CAMS

The long cam is assembled in the front bracket, the short one in the rear bracket.



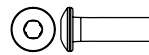
M3x12



3.2x7x0.5

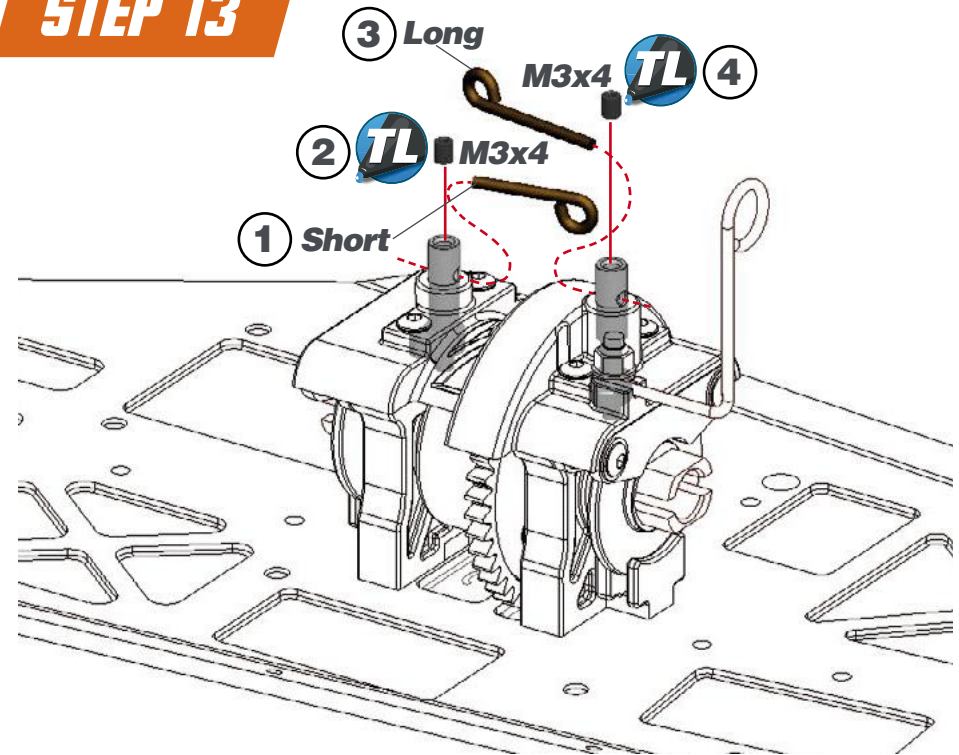


Nylock Nut M3



M3x10

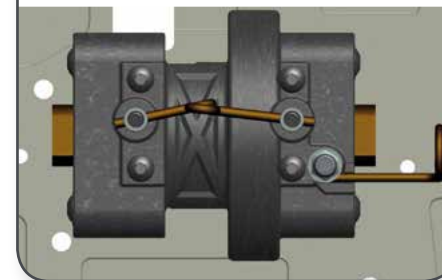
STEP 13



Note the correct brake wires position.

Rear

Front

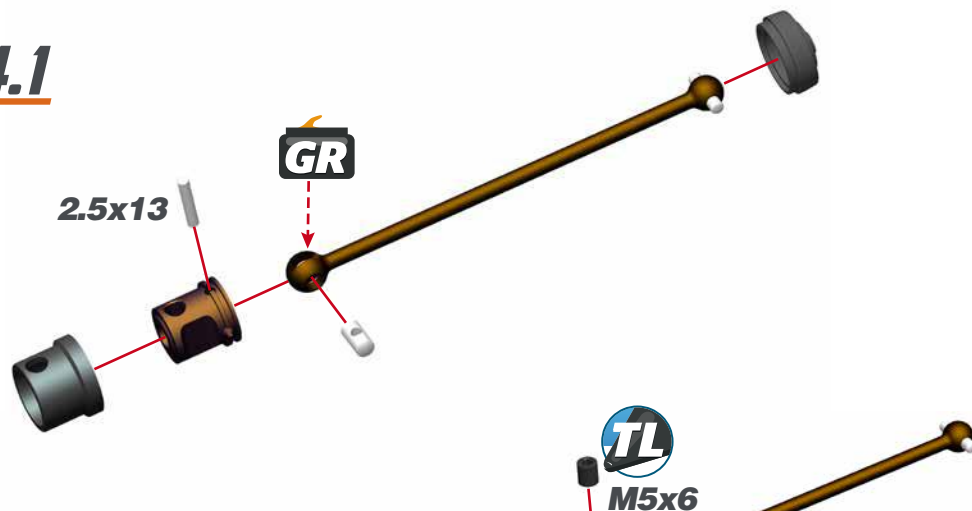


M3x4

STEP 14

BAG 2

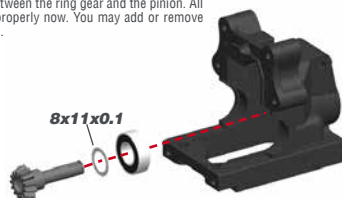
14.1



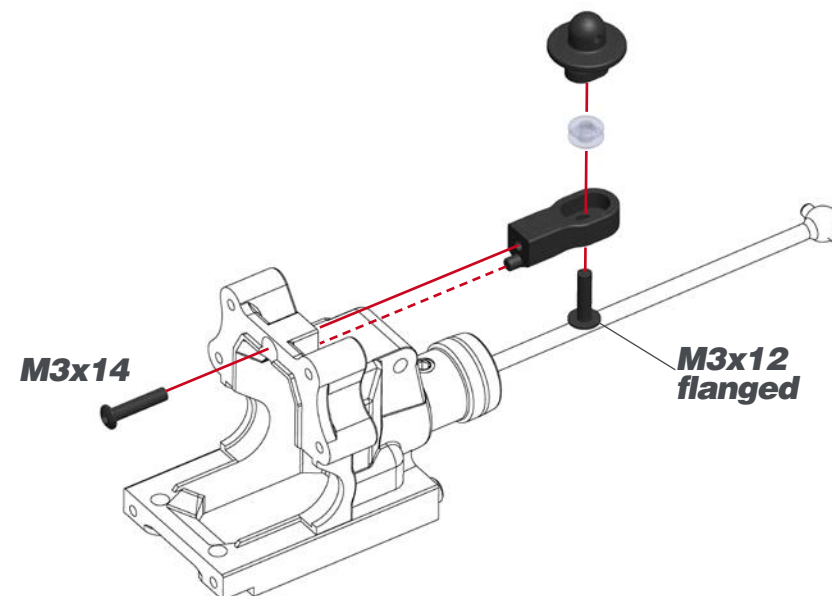
14.2



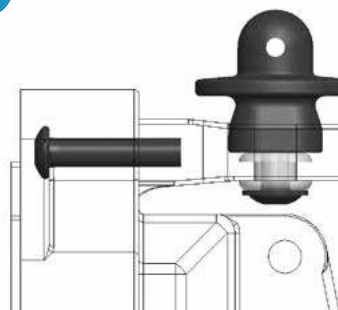
! diff may feel a little tight. The connected parts need at least an hour run-time to create a perfect match. Attention: When you assemble the diff with too much initial play, the gears will not run-in properly and may wear quickly. After 1 or 2 hours of running the car, re-check the gear-mesh between the ring gear and the pinion. All parts should have run-in properly now. You may add or remove 8x11x0.1 shims as needed.



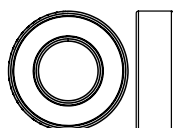
STEP 15



Note the correct grommet position.



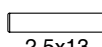
5x13x4 NSK



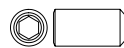
8x16x5 NSK



8x11x0.1



2.5x13



M5x6




M3x14

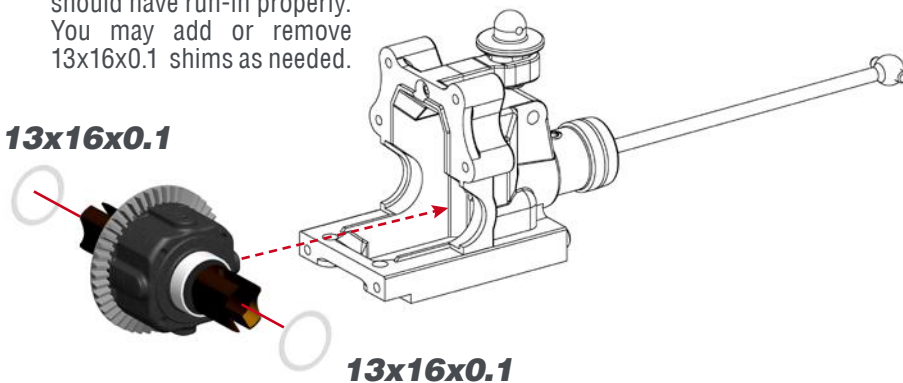


M3x12 Flanged

STEP 16

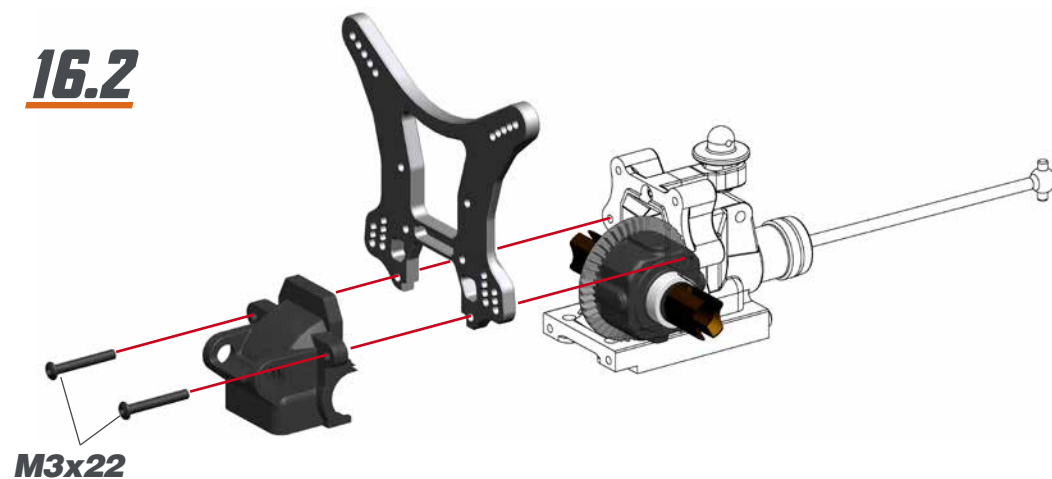
16.1  After 1 or 2 hours of running the car, re-check the gear-mesh between the ring gear and the pinion. All parts should have run-in properly. You may add or remove 13x16x0.1 shims as needed.

13x16x0.1

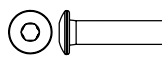


13x16x0.1

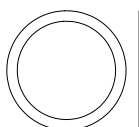
16.2



M3x22

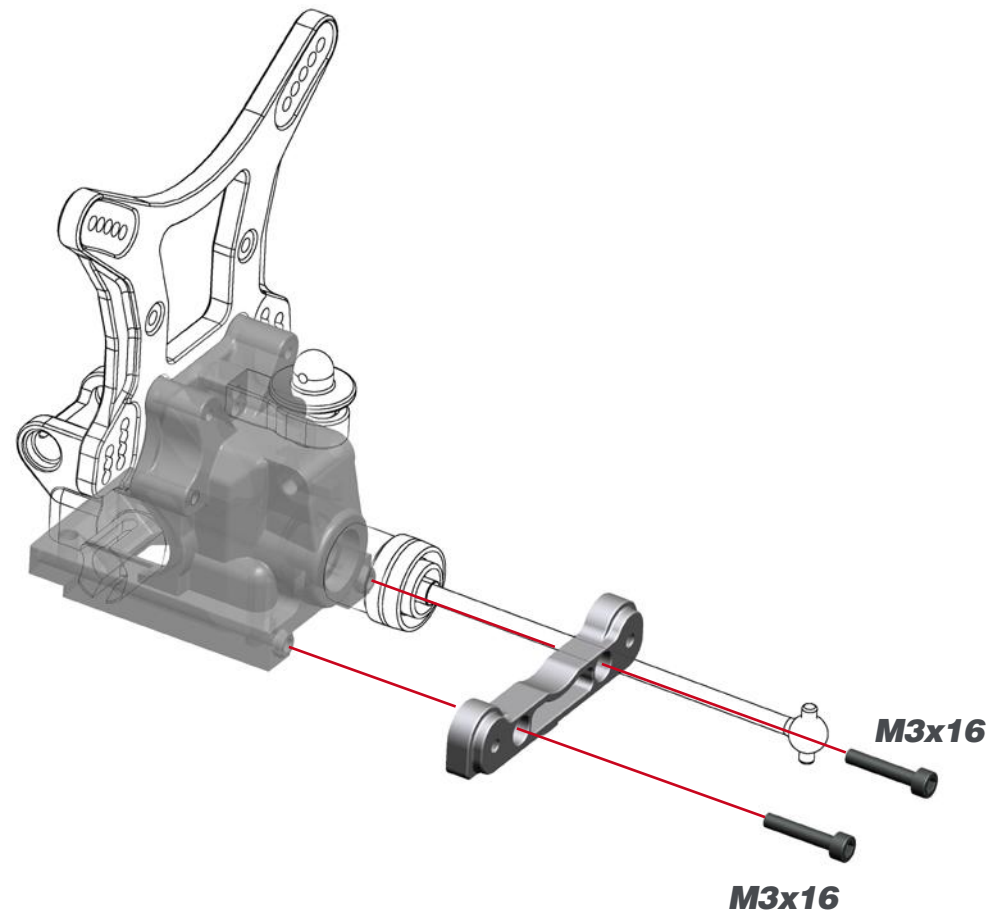


M3x22



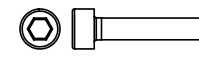
13x16x0.1

STEP 17



M3x16

M3x16



M3x16

STEP 18

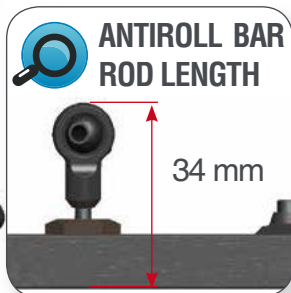
BAG 3

18.1

L=R



Tighten anti-roll bar cap until there is no play, and it moves freely.



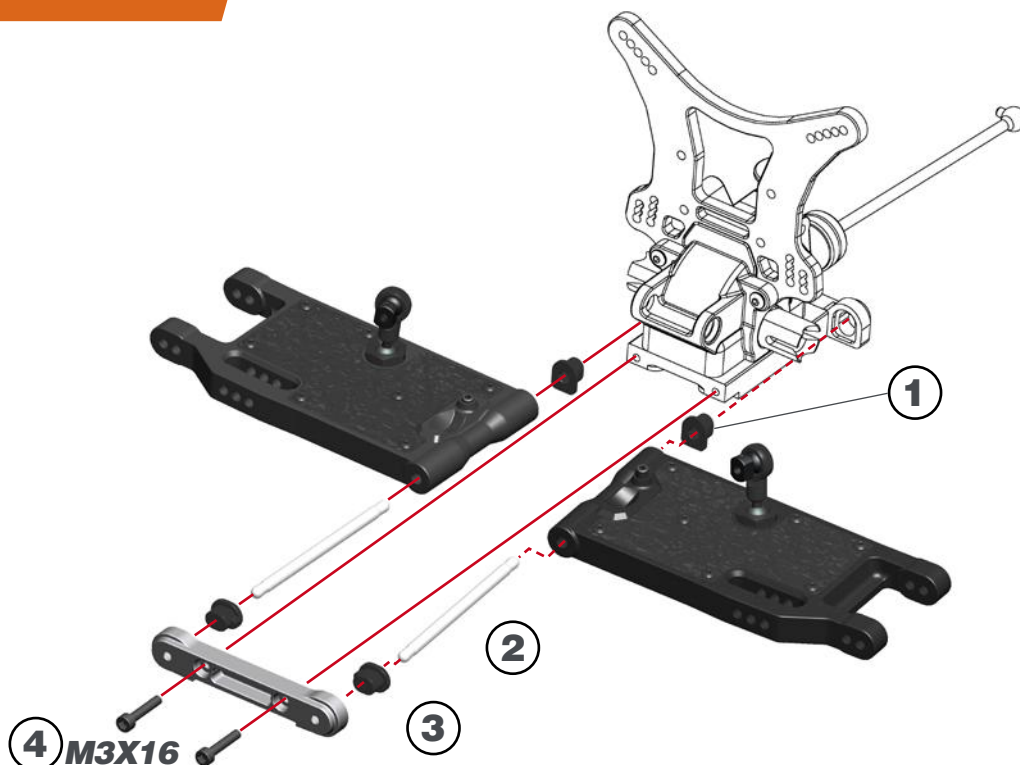
18.2

M2.5X6



M2.5x6

STEP 19

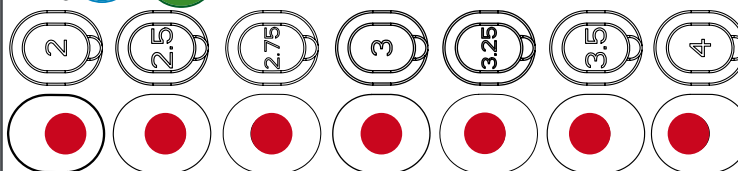


M3X16



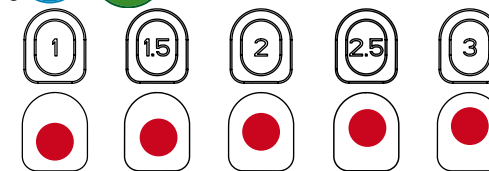
L=R

REAR TOE IN INSERTS CHART



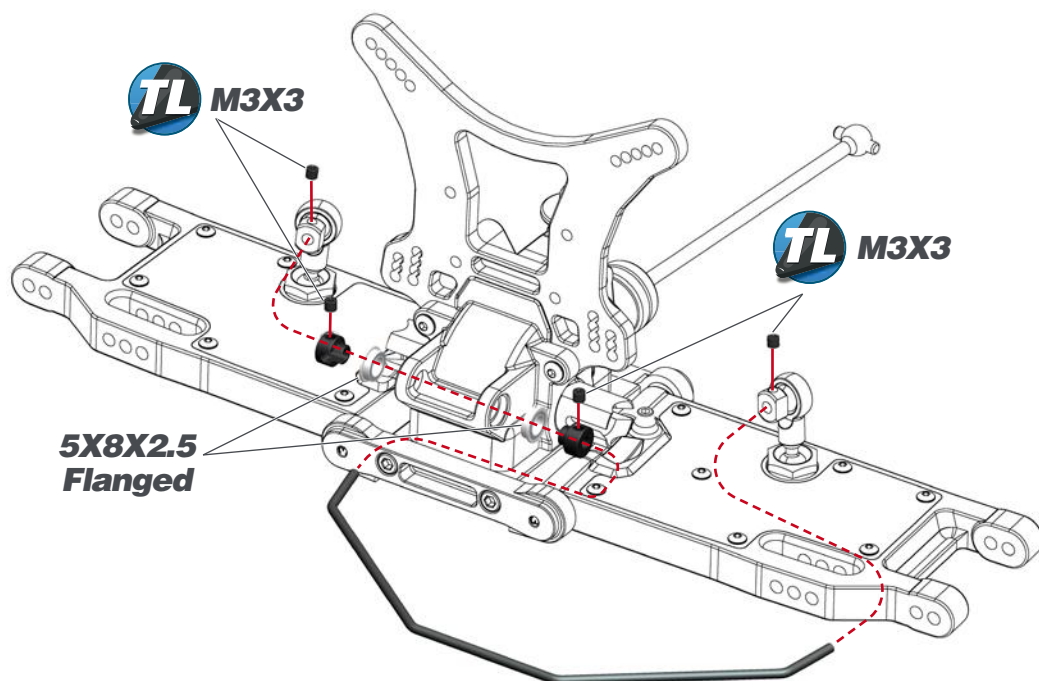
L=R

REAR ANTISQUAT INSERTS CHART

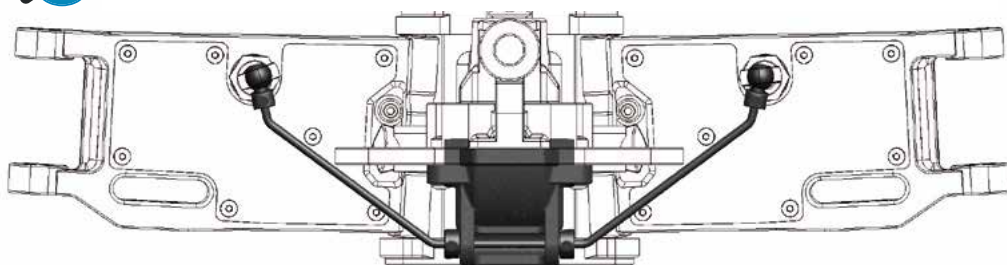


M3x16

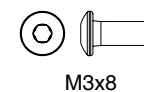
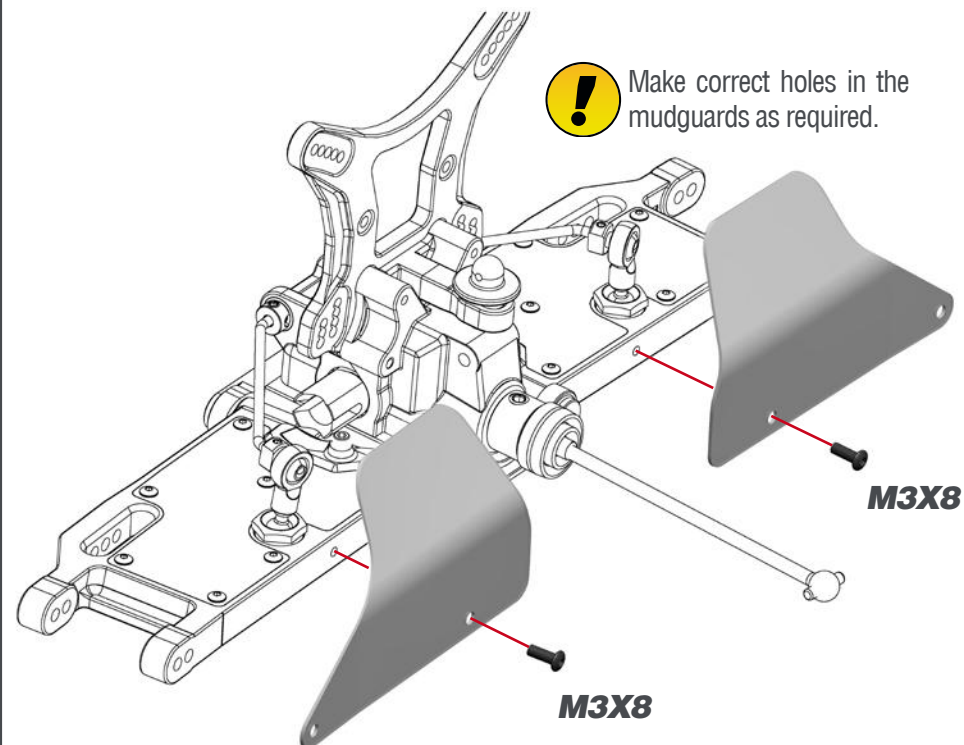
STEP 20



REAR ANTIROLL BAR ASSEMBLY

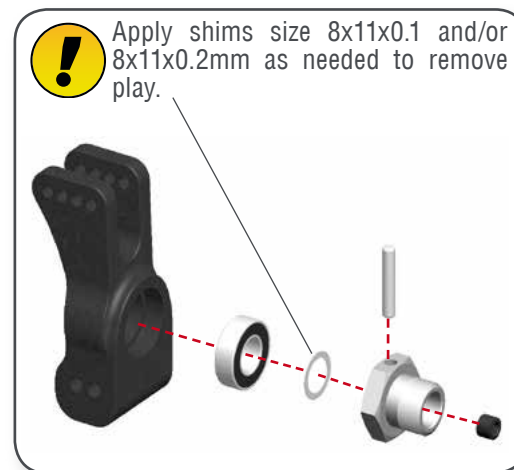
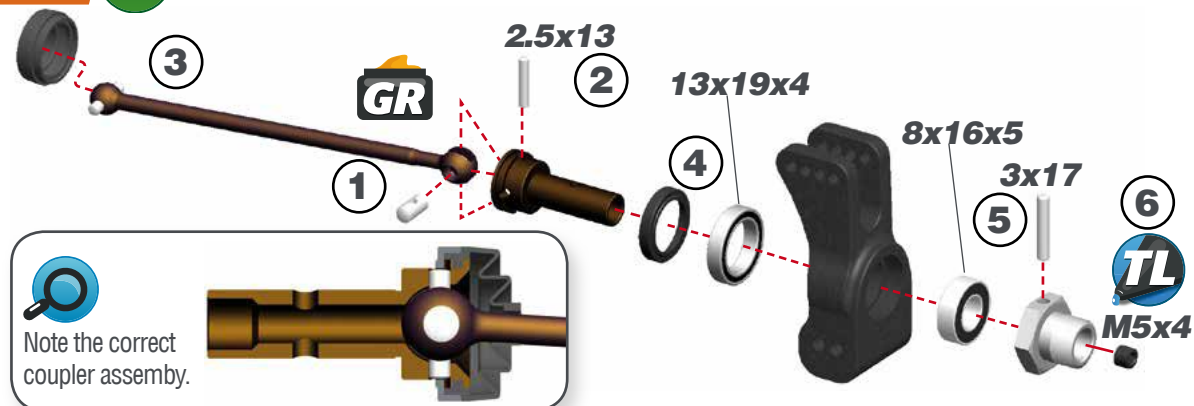


STEP 21

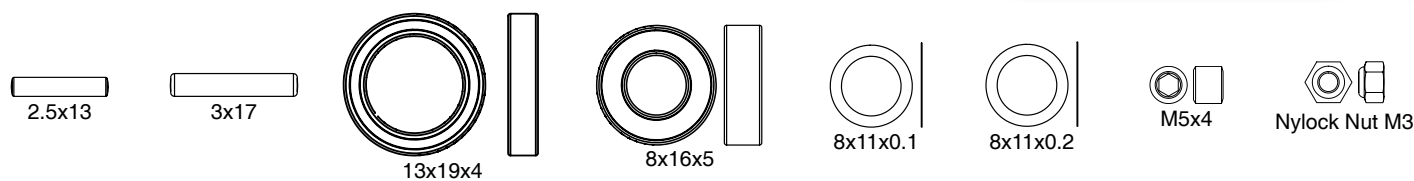
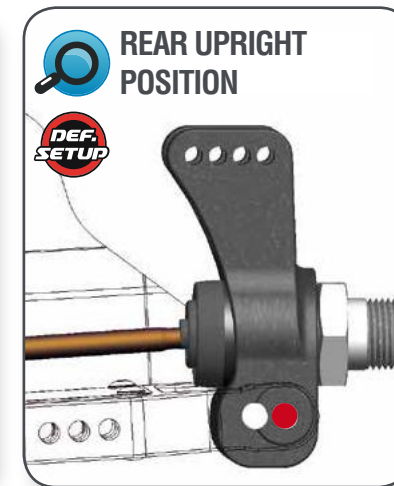
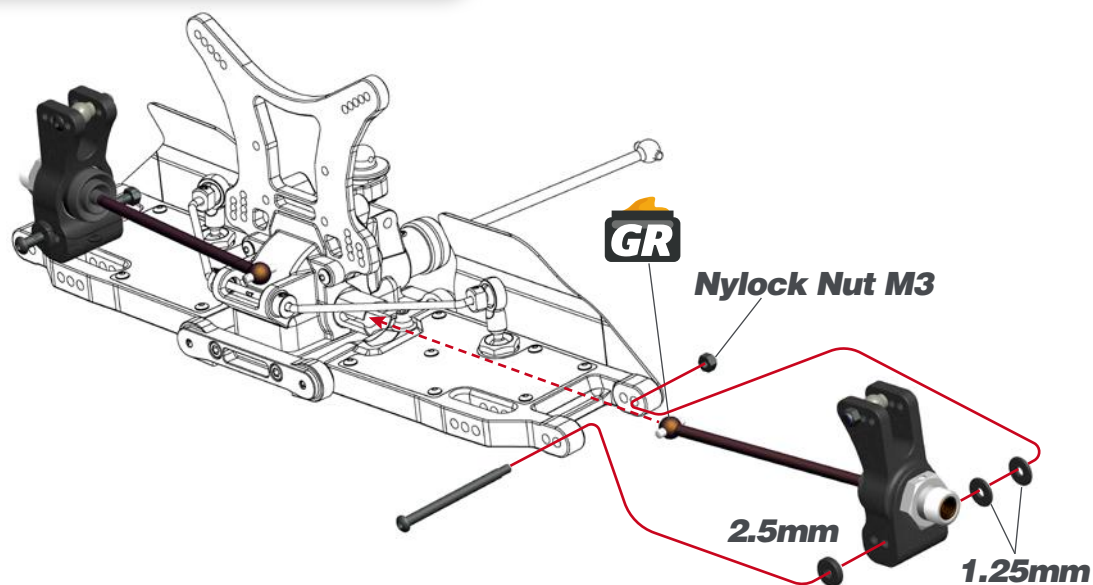


STEP 22 BAG 4

22.1 L=R

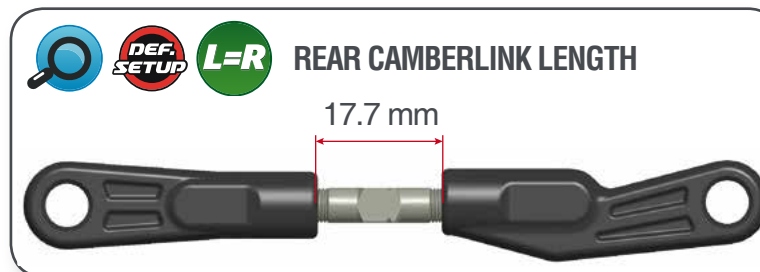


22.2

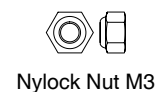
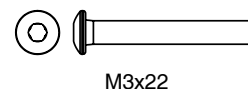
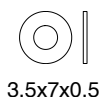
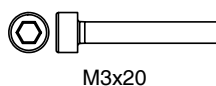
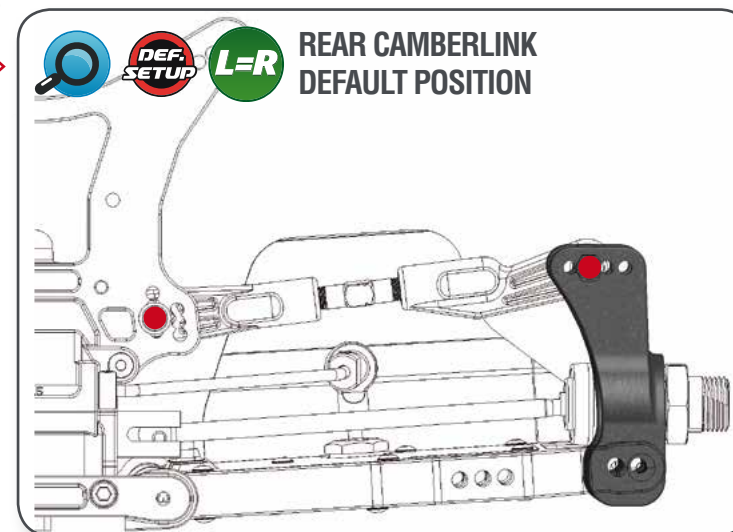
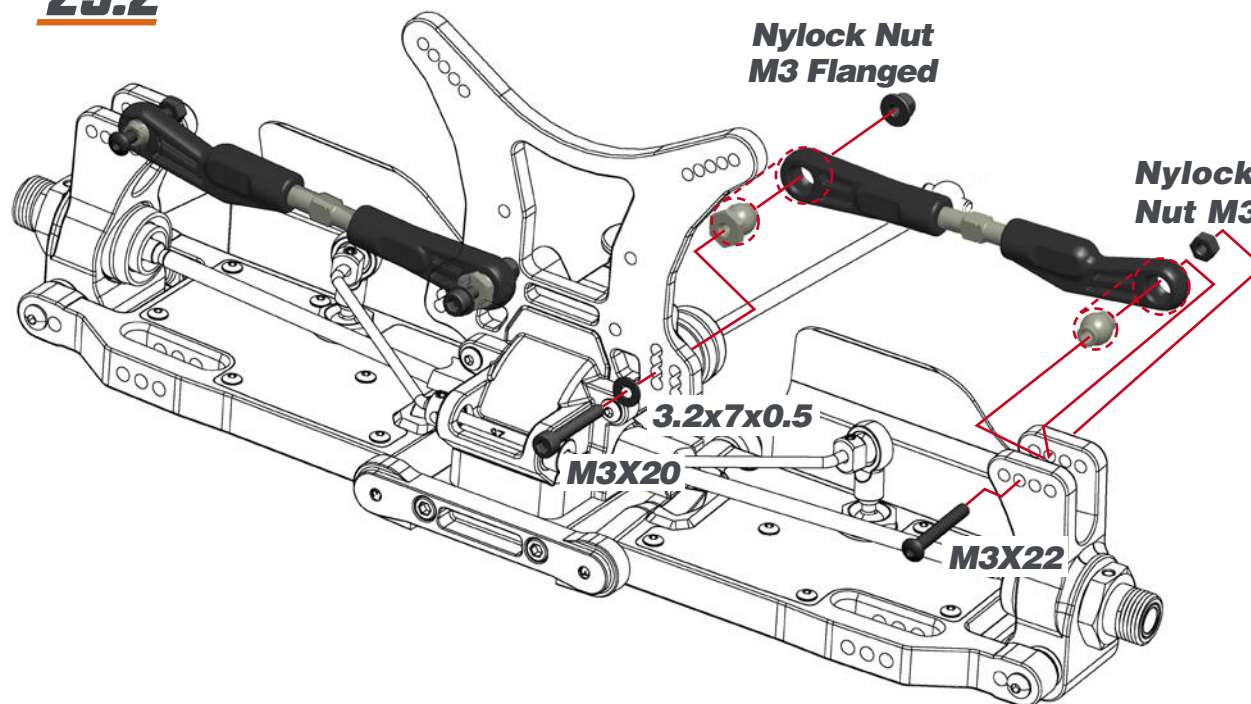


STEP 23 BAG 5

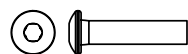
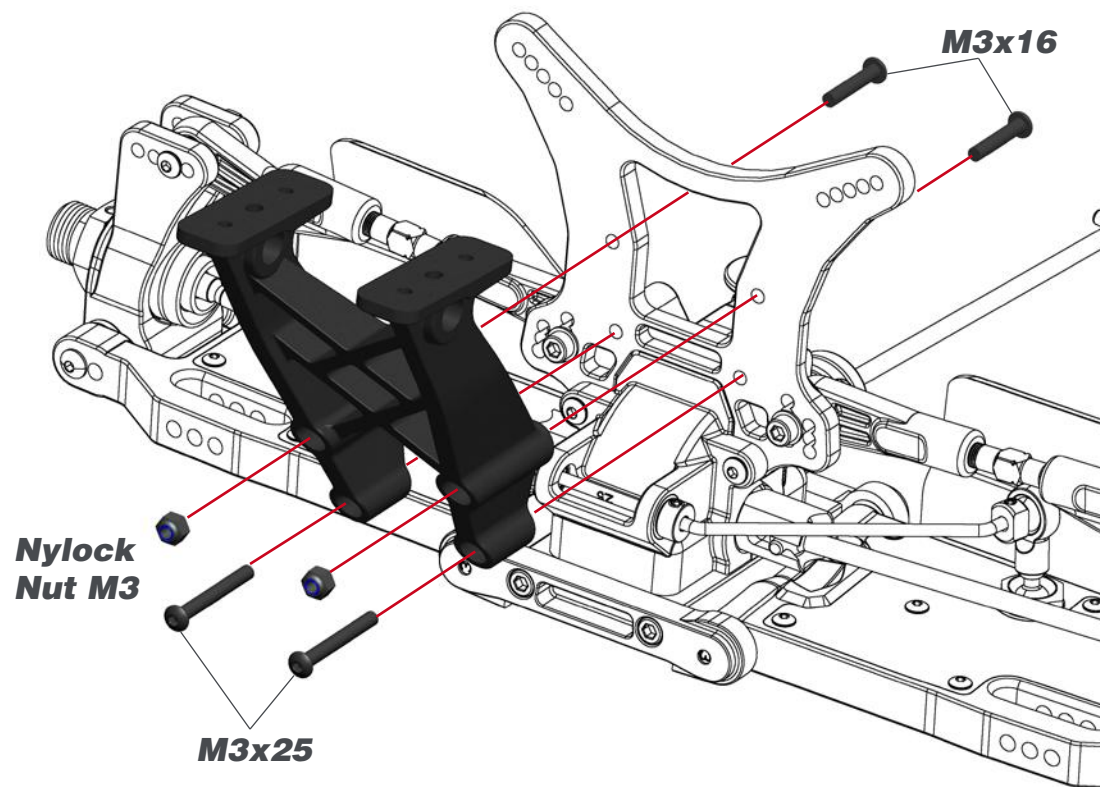
23.1



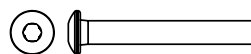
23.2



STEP 24



M3x16

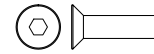
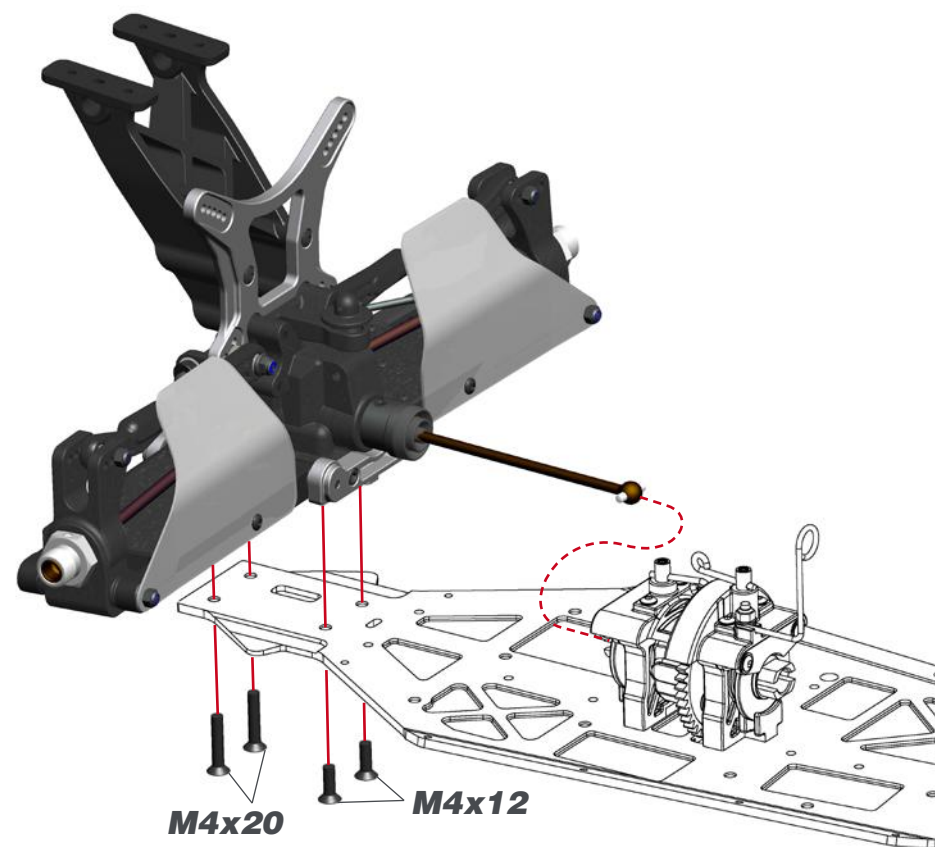


M3x25

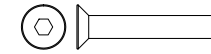


Nylock Nut M3

STEP 25



M4x12



M4x20

STEP 26 BAG 6

26.1



26.2

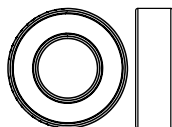


After building the differential with new gears, new differential case and bearings, the diff may feel a little tight. The connected parts need at least an hour run-time to create a perfect match. Attention: When you assemble the diff with too much initial play, the gears will not run-in properly and may wear quickly. After 1 or 2 hours of running the car, re-check the gear-mesh between the ring gear and the pinion. All parts should have run-in properly now. You may add or remove 8x11x0.1 shims as needed.

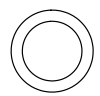
8x11x0.1



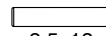
5x13x4 NSK



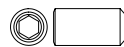
8x16x5 NSK



8x11x0.1



2.5x13



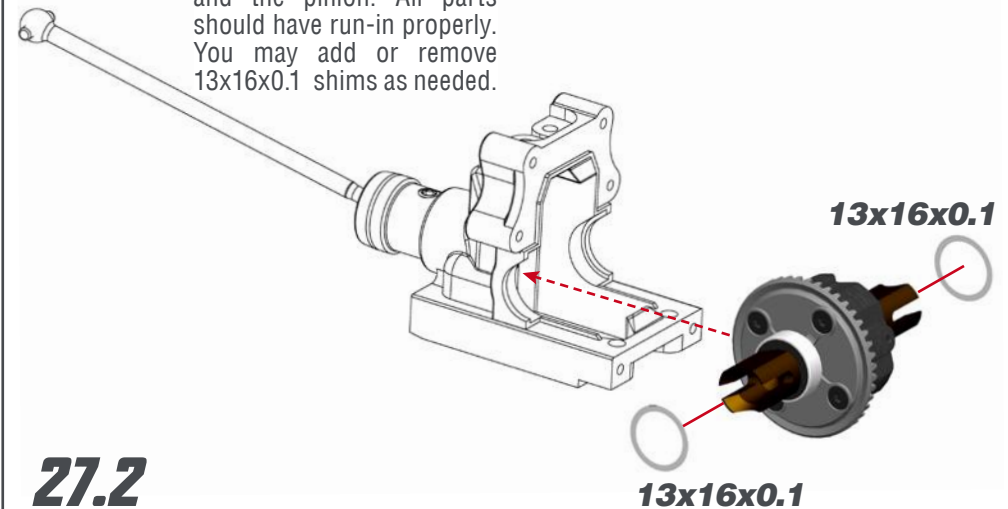
M5x6

STEP 27

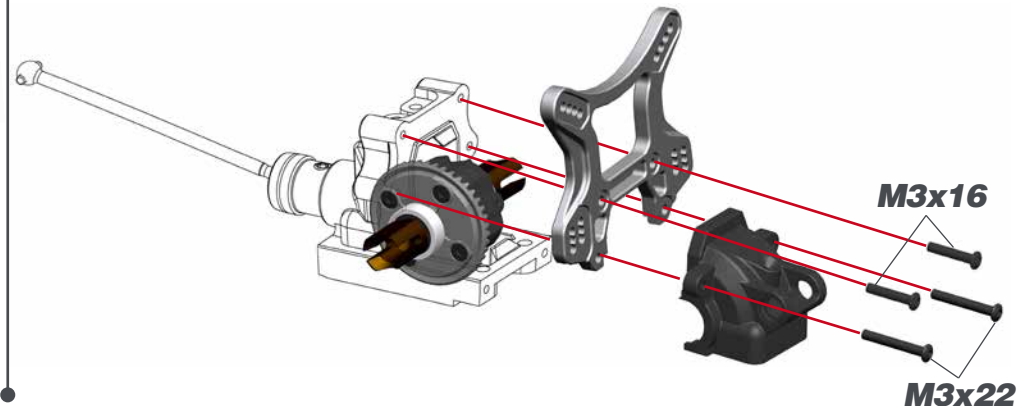
27.1



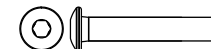
After 1 or 2 hours of running the car, re-check the gear-mesh between the ring gear and the pinion. All parts should have run-in properly. You may add or remove 13x16x0.1 shims as needed.



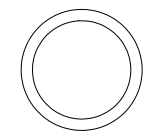
27.2



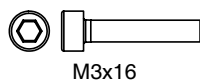
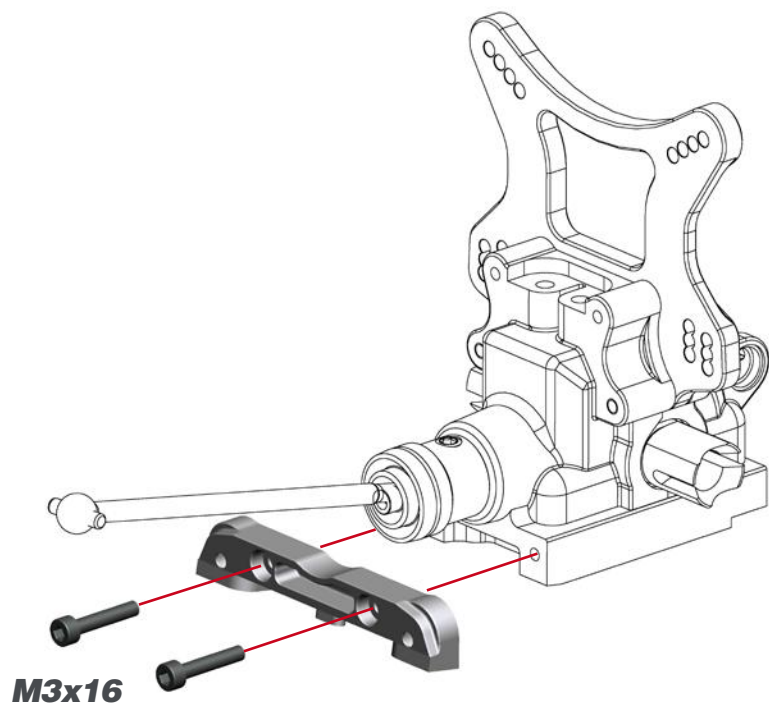
M3x16



M3x22



13x16x0.1

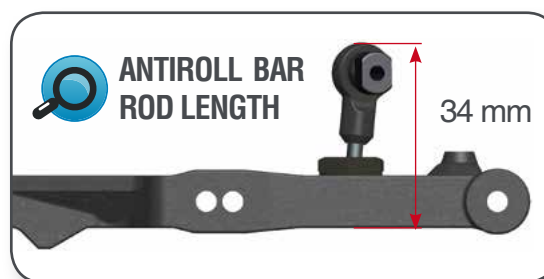


29.1

L=R



Tighten anti-roll bar cap until there is no play, and it moves freely.

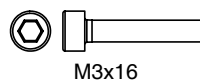
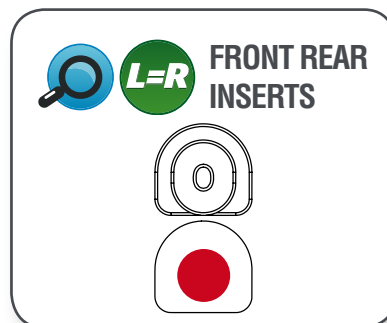
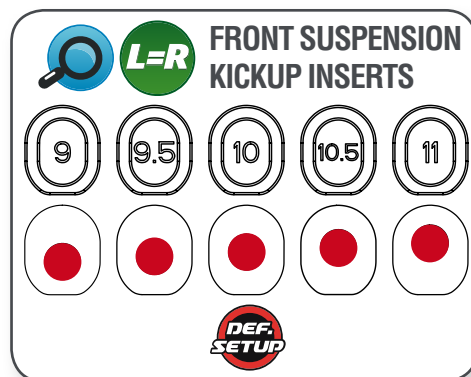
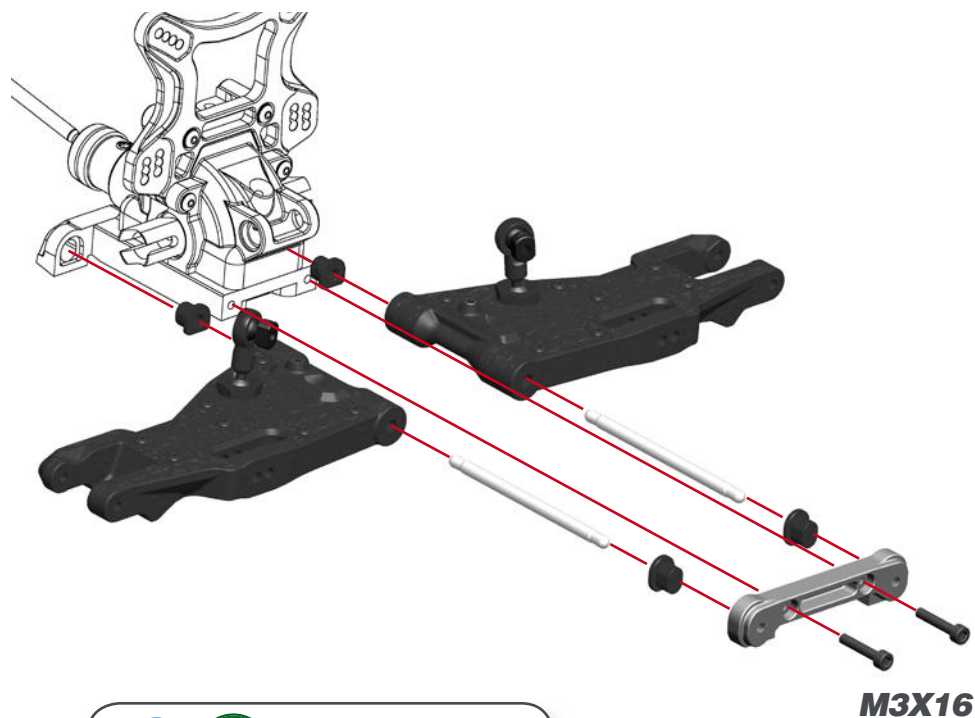


29.2

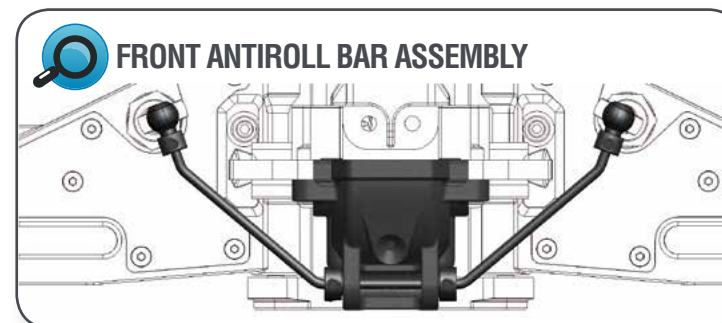
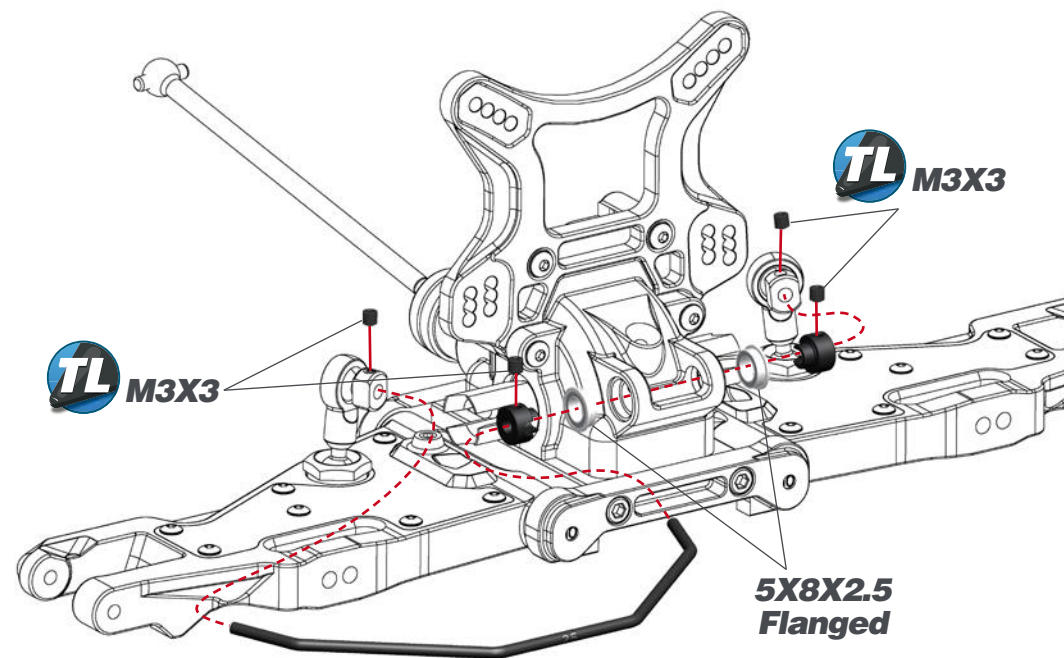
L=R



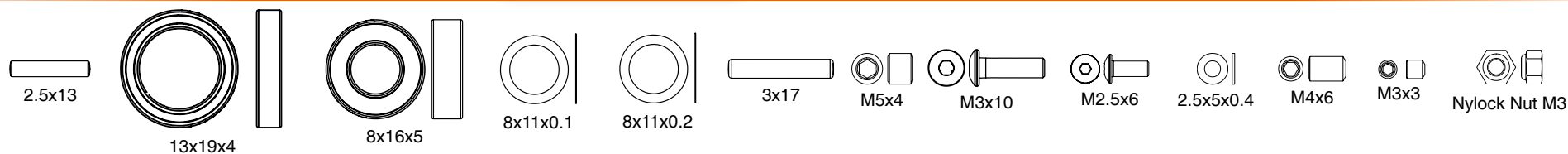
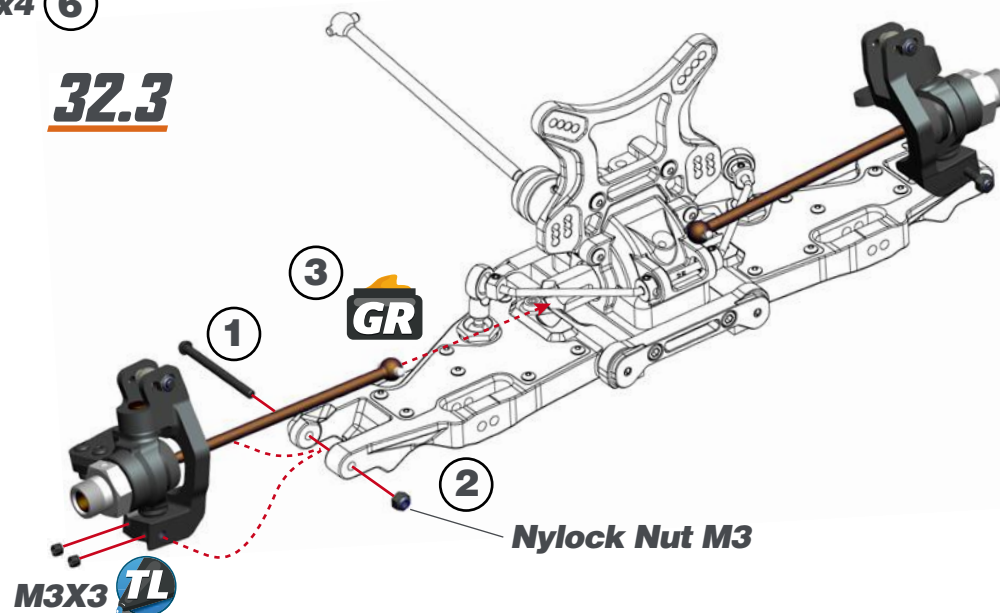
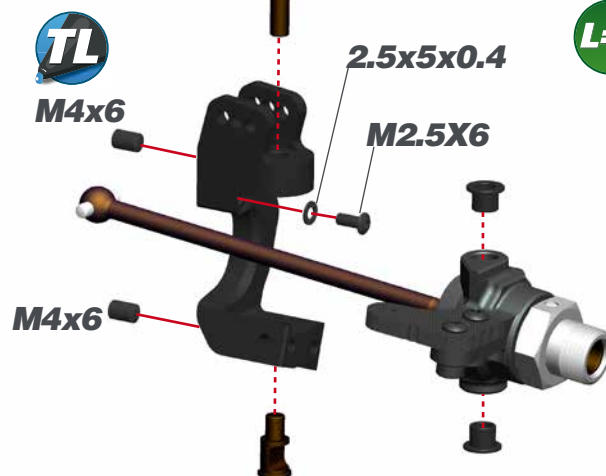
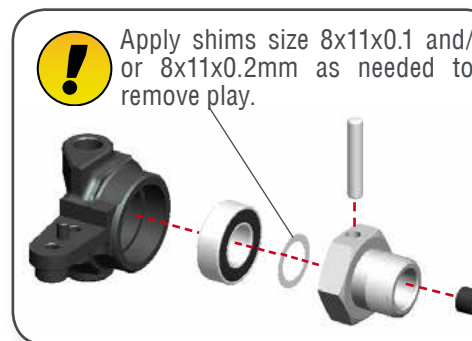
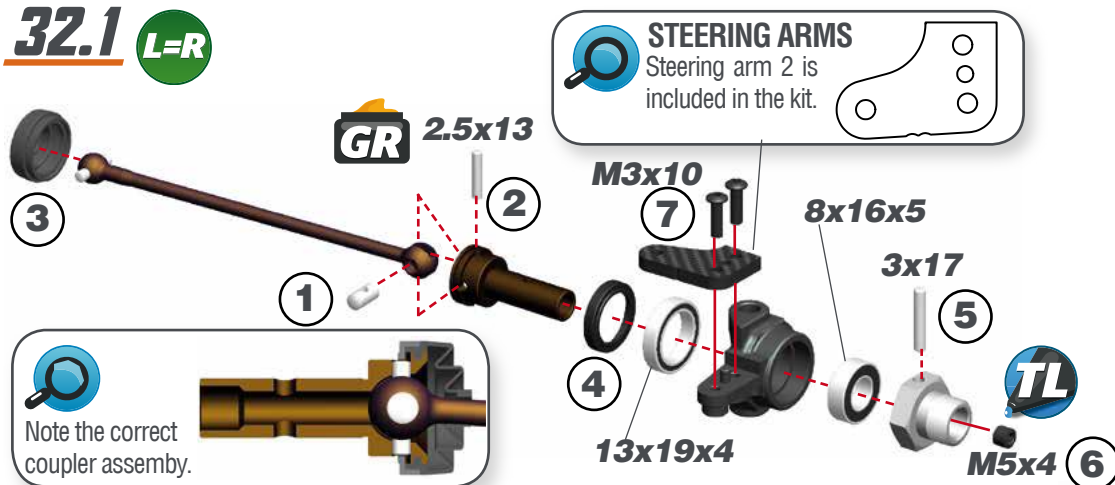
STEP 30



STEP 31

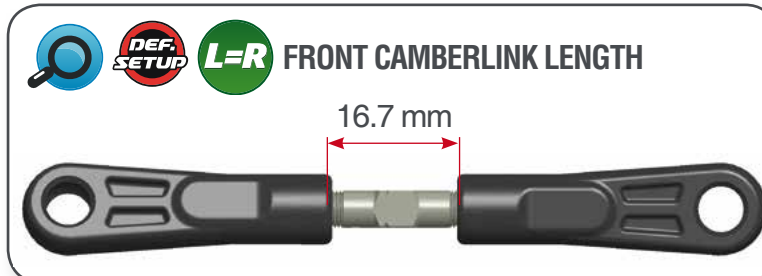


BAG 8

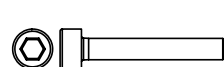
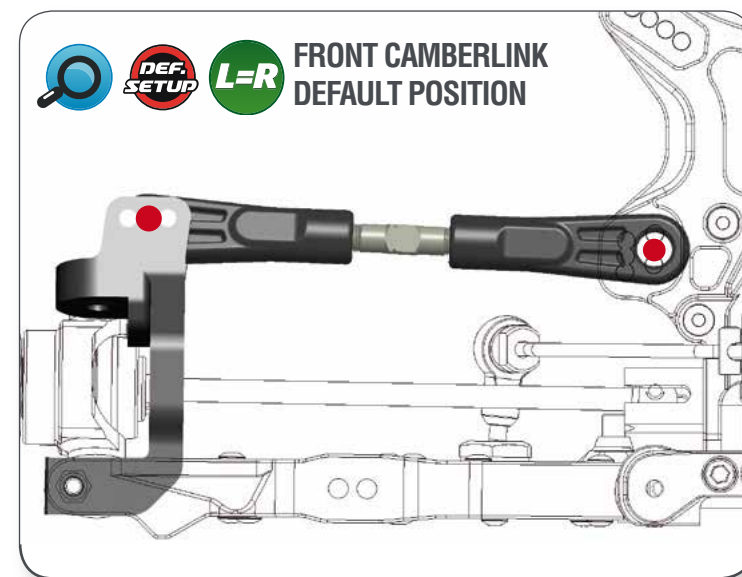
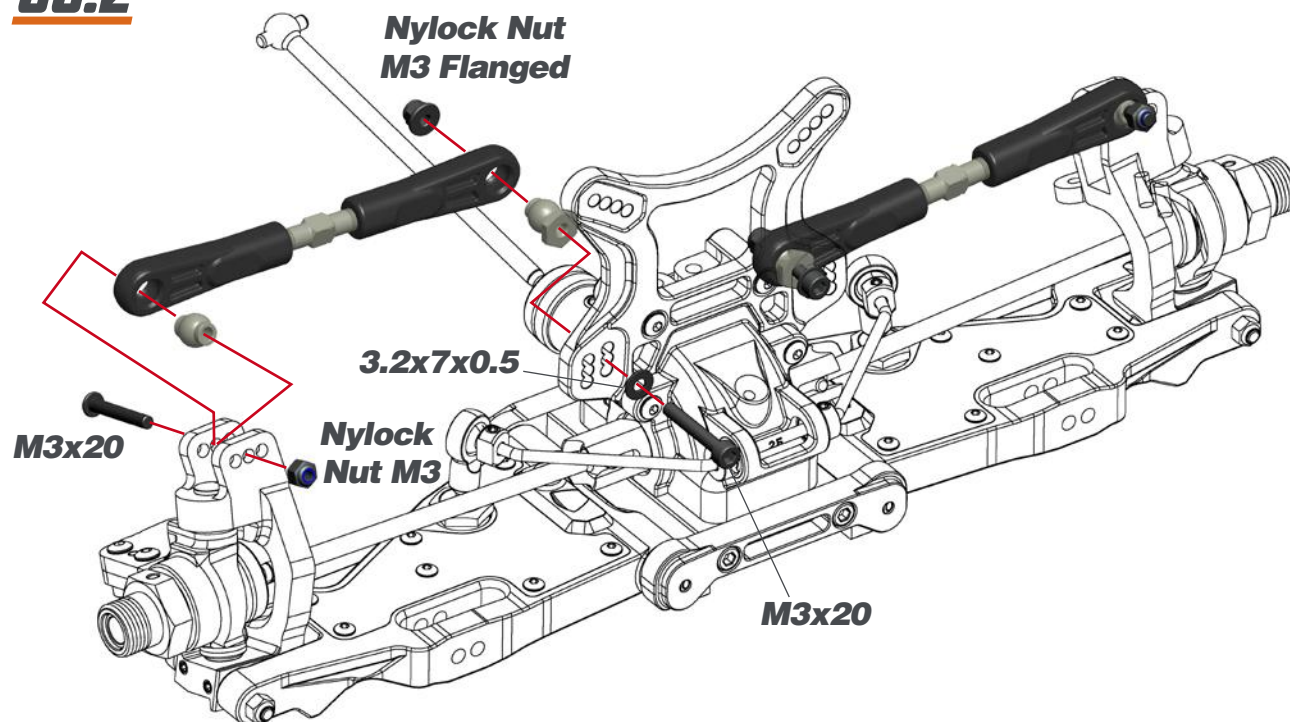


STEP 33 BAG 9

33.1



33.2



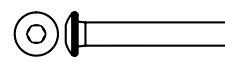
M3x20



3.5x7x0.5



Nylock Nut M3
Flanged

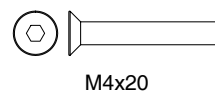
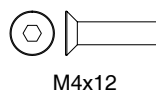
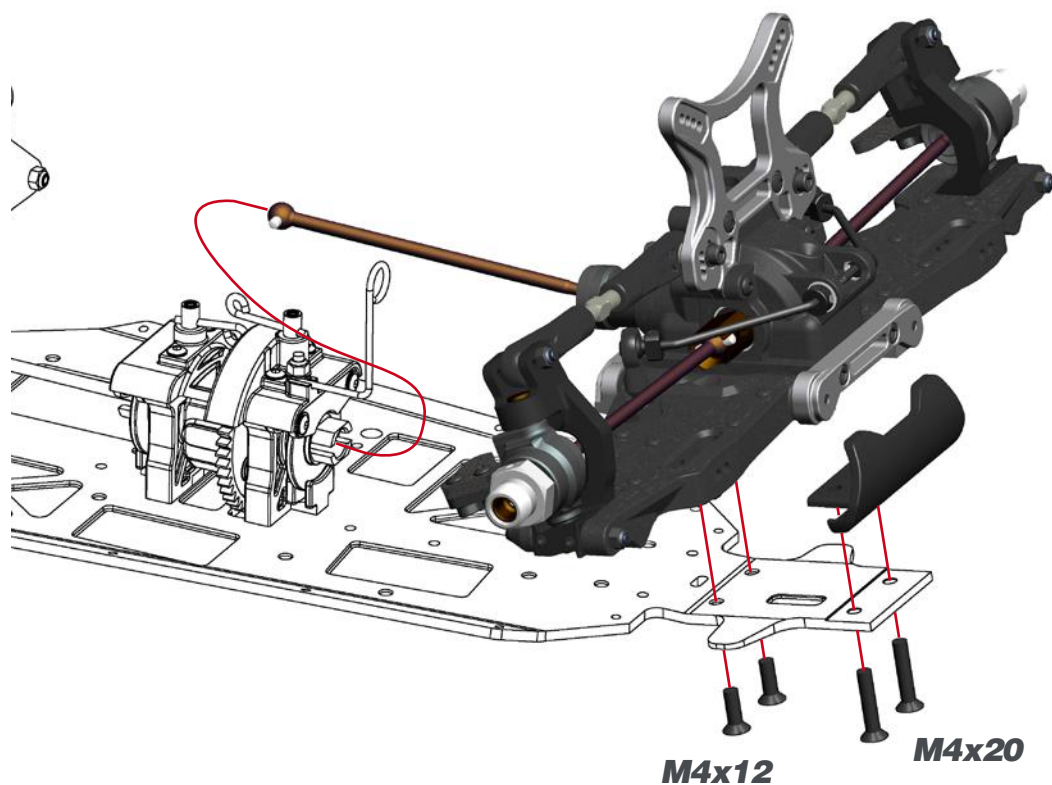


M3x20

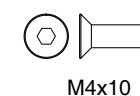
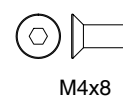
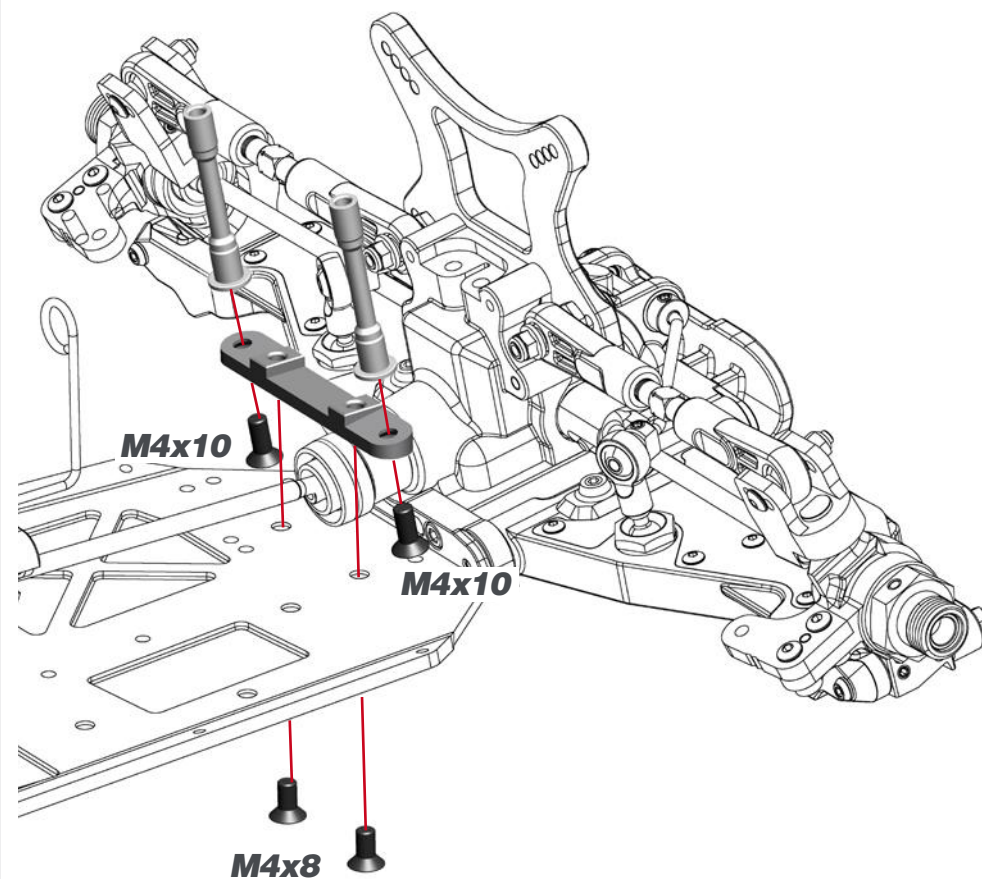


Nylock Nut M3

STEP 34



STEP 35



STEP 36 BAG 10

36.1



M2x10

36.2

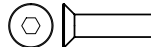


The servo saver spring should be preloaded 4.5mm. Also notice the correct orientation of the collar.

4.5 mm



M2x10



M3x12



3x6x0.5



5x8x2.5

STEP 37

37.1



STEERING TRACKROD LENGTH

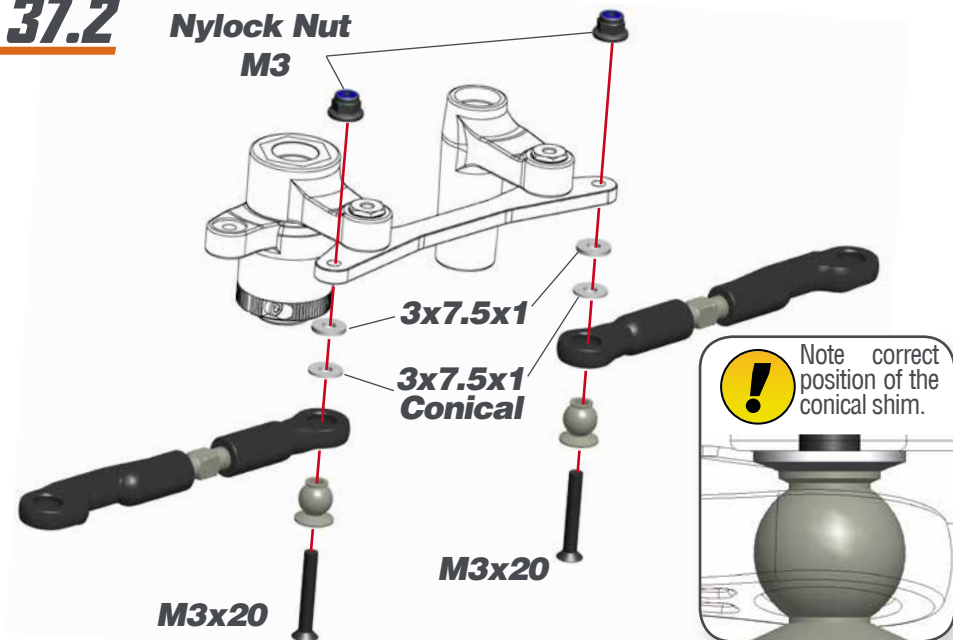


9mm

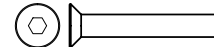


37.2

Nylock Nut M3



Note correct position of the conical shim.



M3x20



3x7.5x1

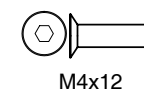
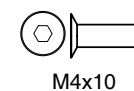
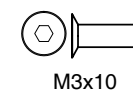
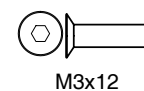
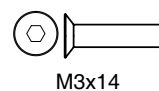
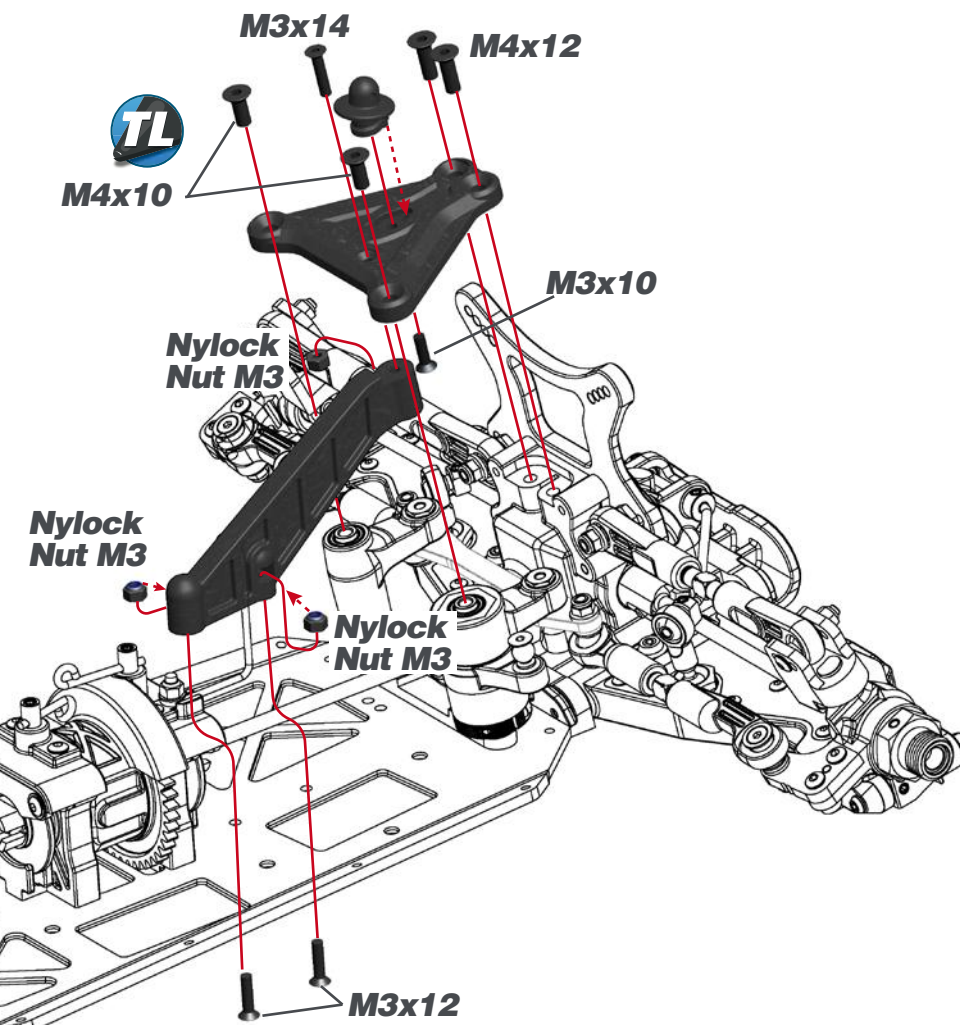
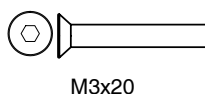
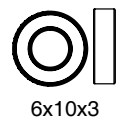
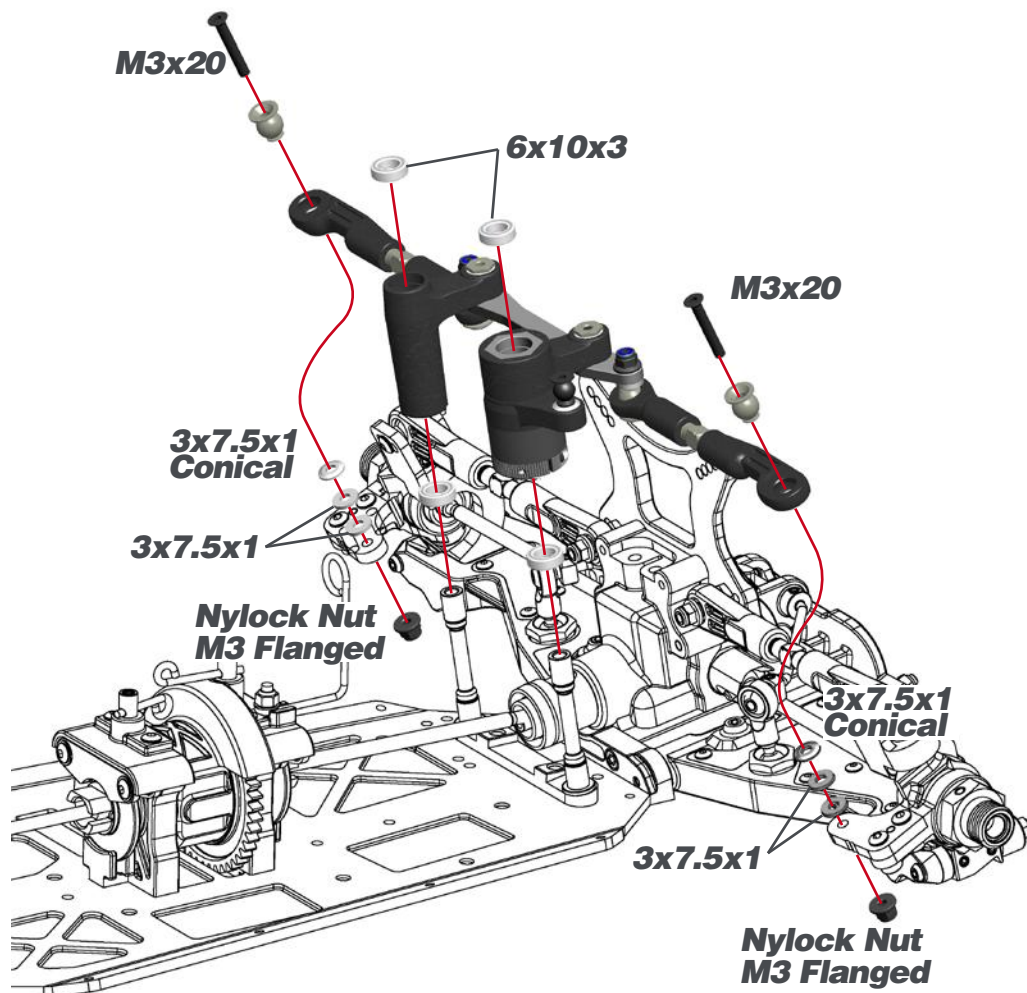


3x7.5x1 Conical

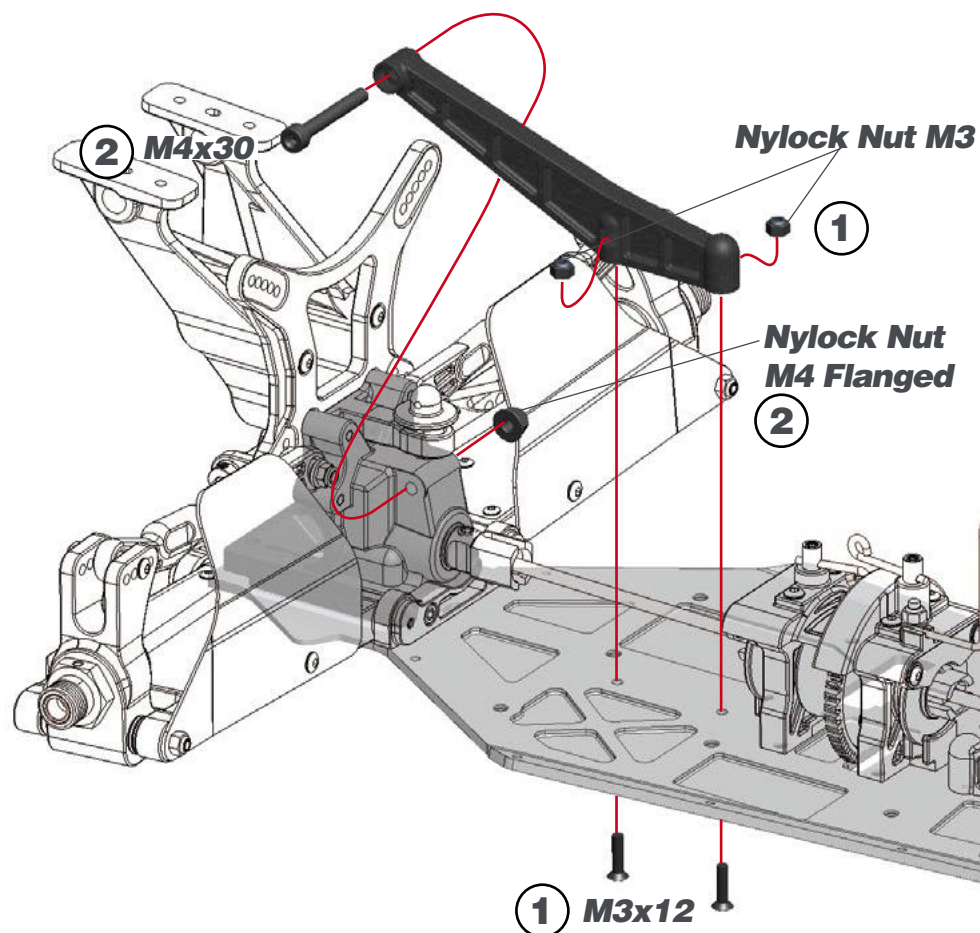


Nylock Nut M3

STEP 38



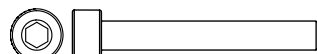
STEP 40



M3x12



Nylock Nut M3



M4x30

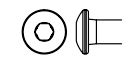
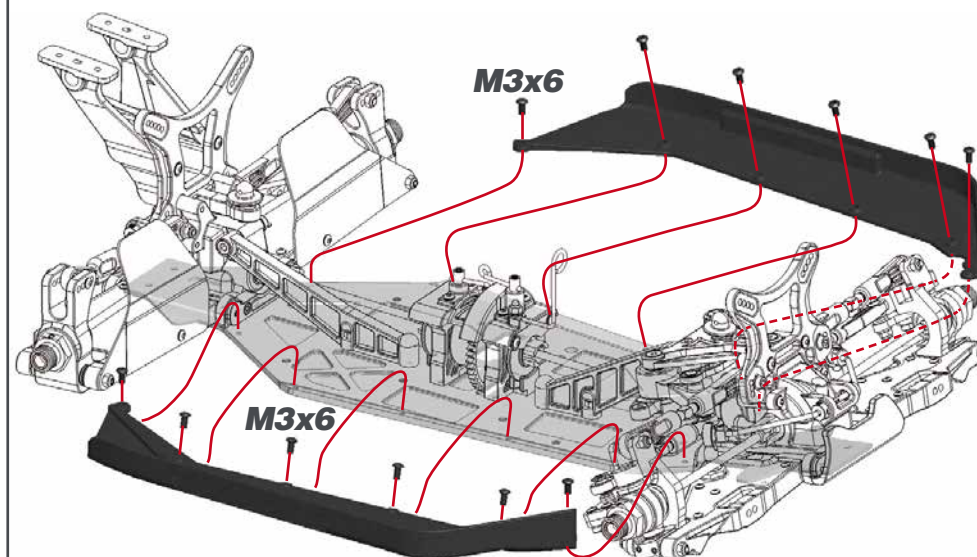


Nylock Nut M4
Flanged

STEP 41



Put thread lock in all the M3x6 screws that fix the side guards to the chassis.



M3x6

STEP 42 BAG 12

42.1



STEERING LINK LENGTH

Between different servo brands there could be slight differences.

19.3 - 19.6 mm



42.2

Nylock Nut M3

M3x8

1

2

3x7.5x1 Conical

Check how many teeth your servo spline has (23, 24 or 25) and use the right lever.



1



Note correct position of the conical shim.



3x7.5x1 Conical

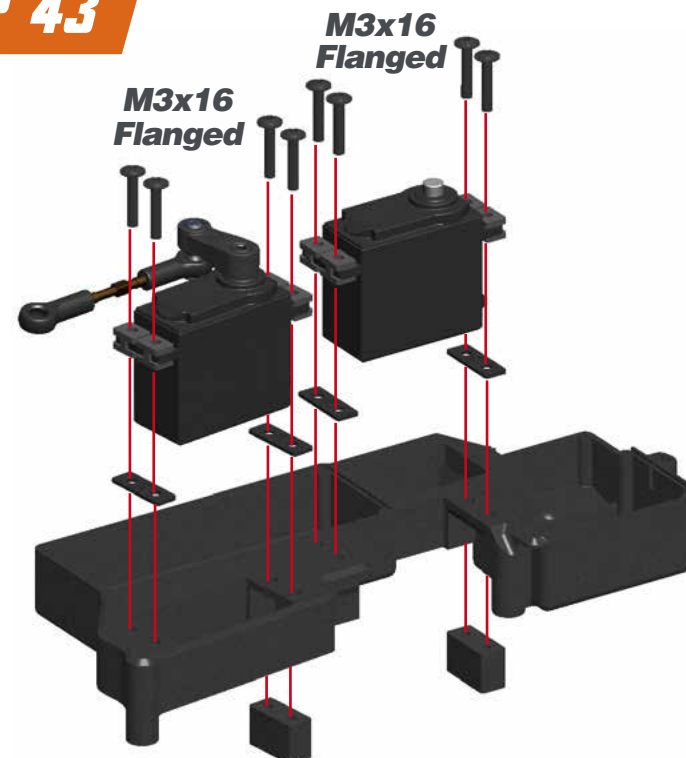


Nylock Nut M3



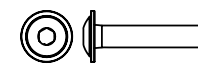
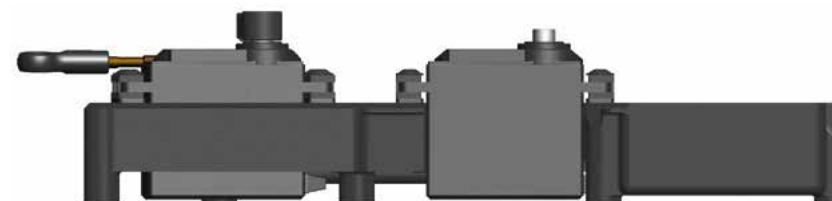
M3x8

STEP 43



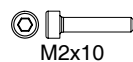
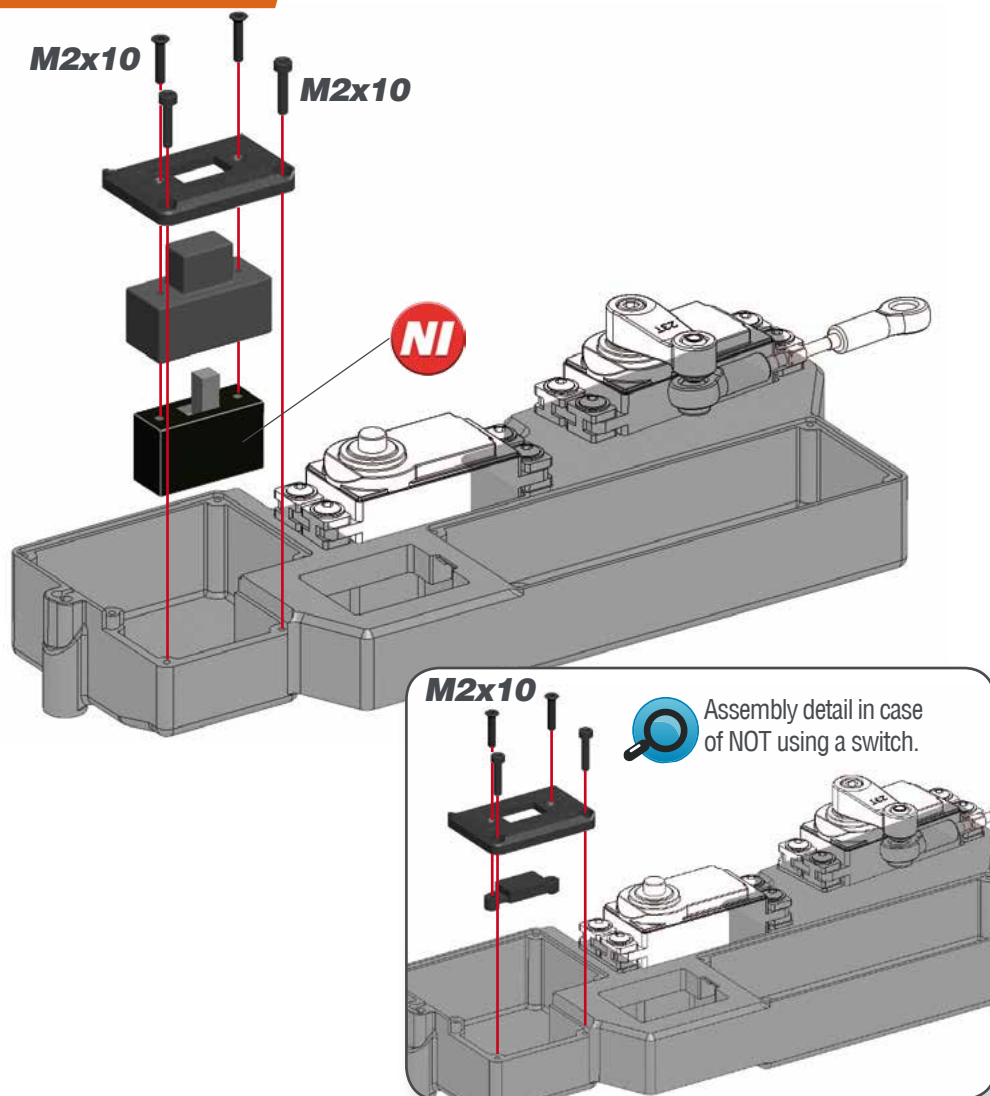
SERVO SPACERS

Use enough servo spacers so both servos are flush with the bottom of the radiotray posts. This will prevent the servo to touch the chassis under torsion – flex.

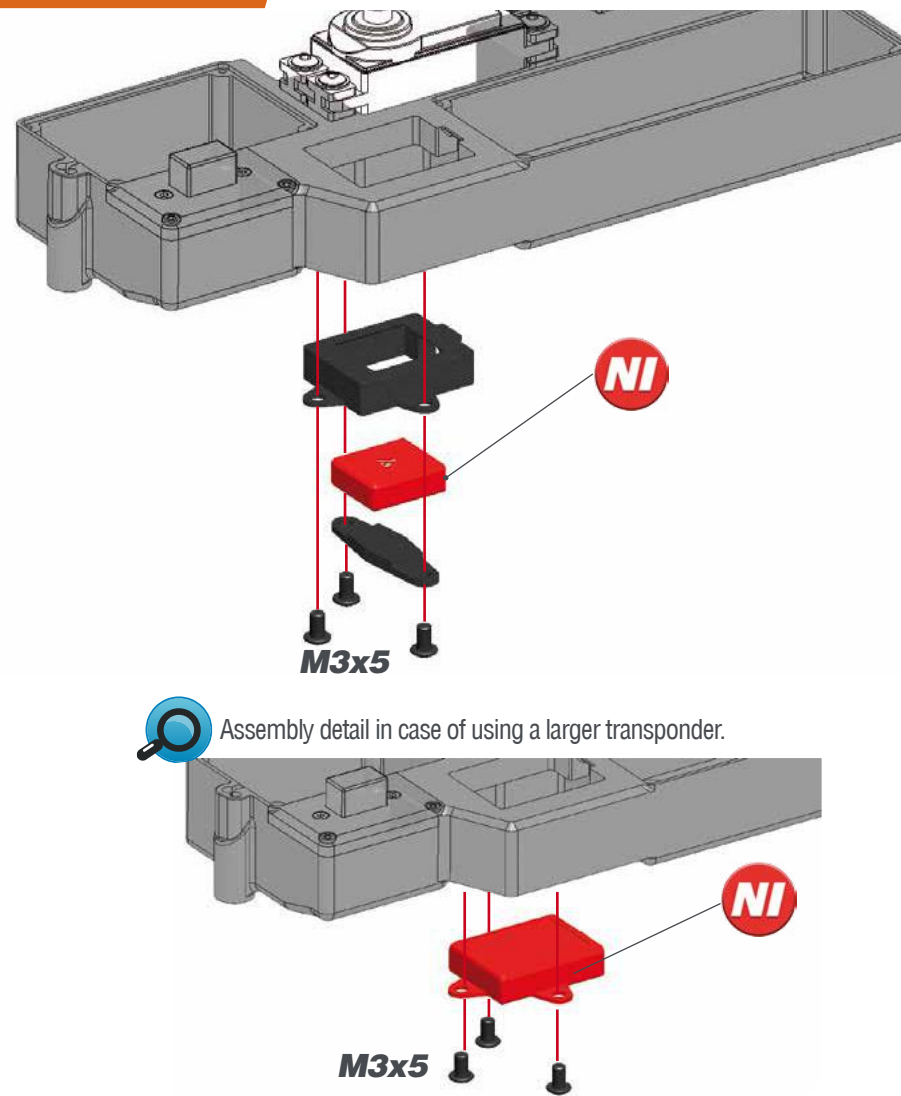


M3x16 Flanged

STEP 44

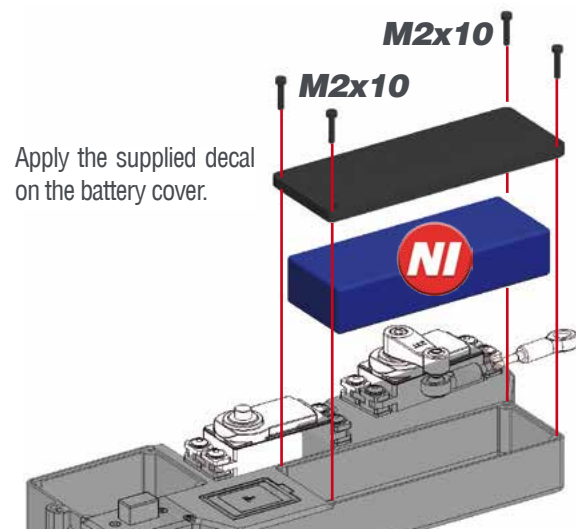


STEP 45

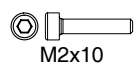
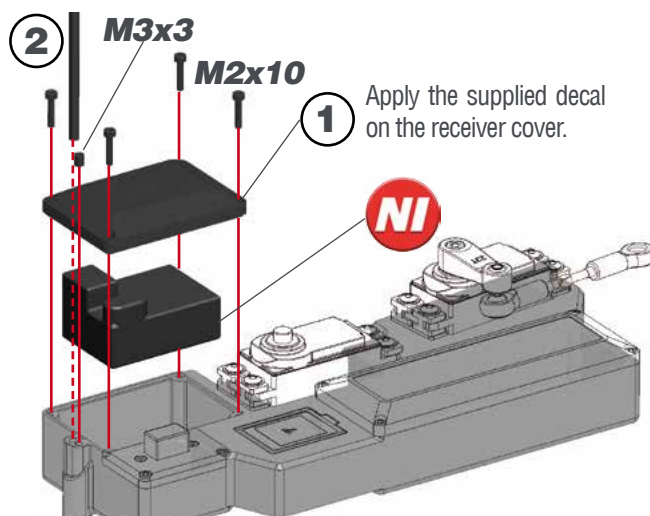


STEP 46

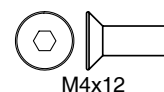
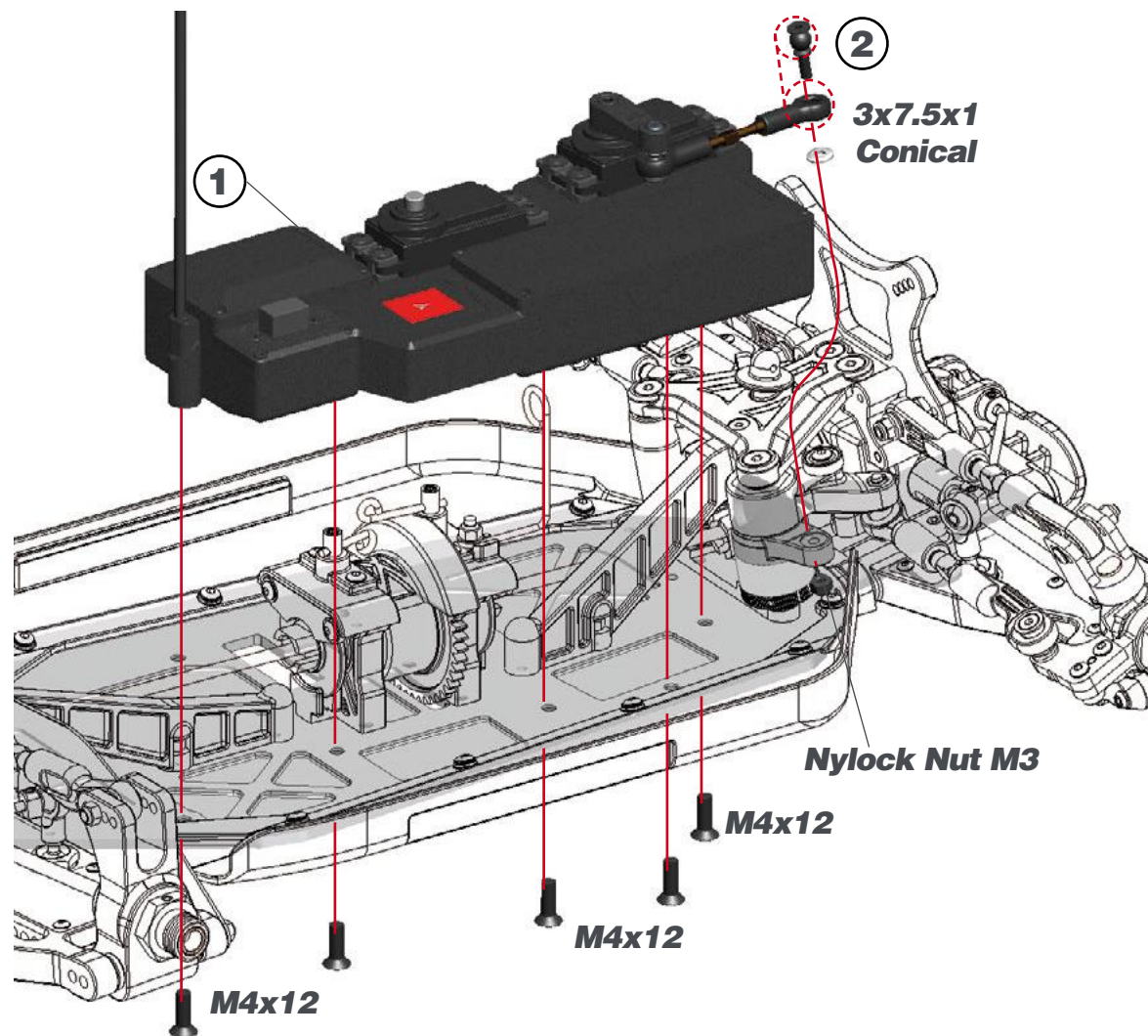
46.1



46.2

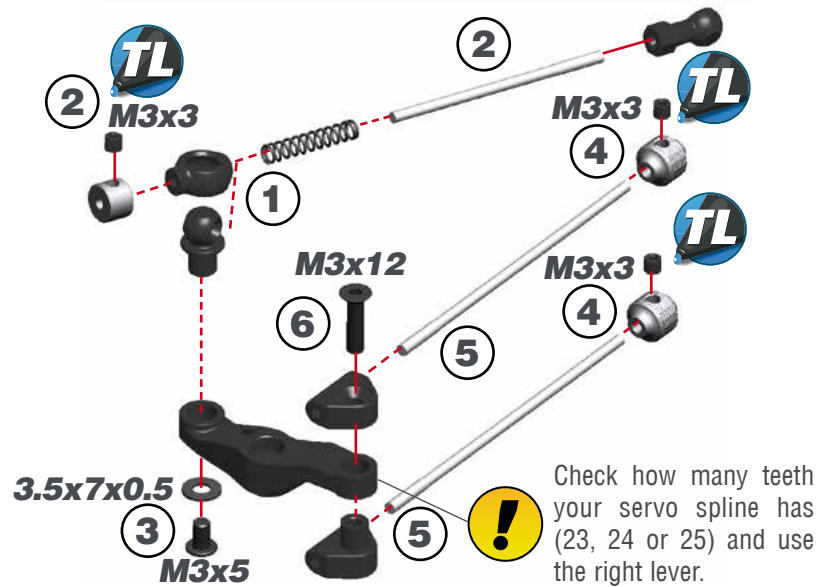
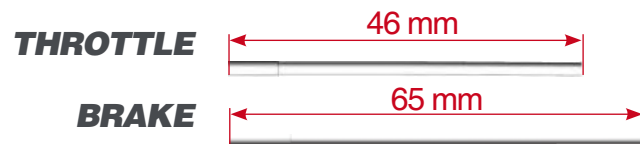


STEP 47

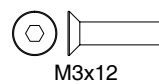
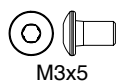


STEP 48

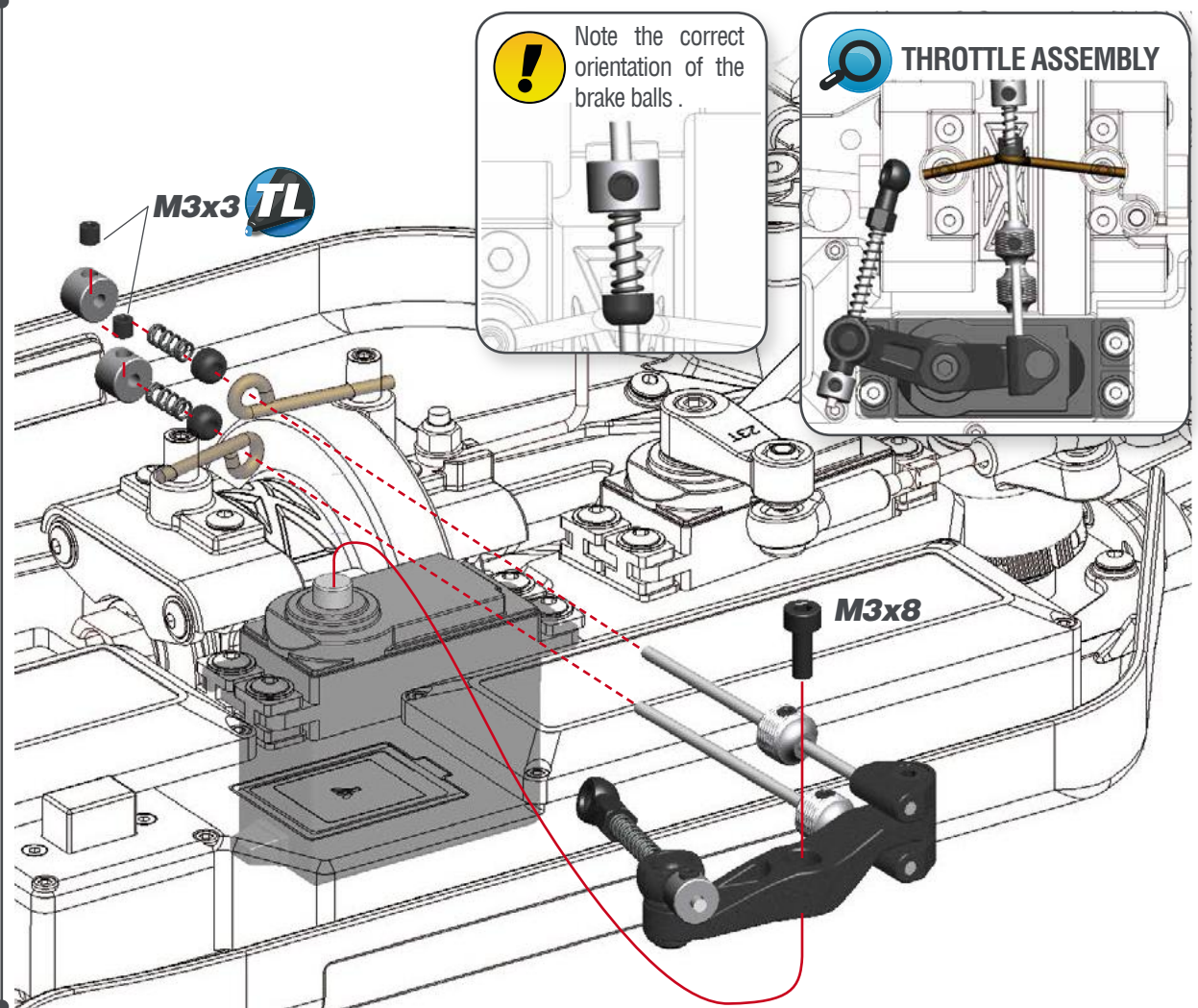
THROTTLE / BRAKE SPOKE LENGTHS



THROTTLE / BRAKE ASSEMBLY



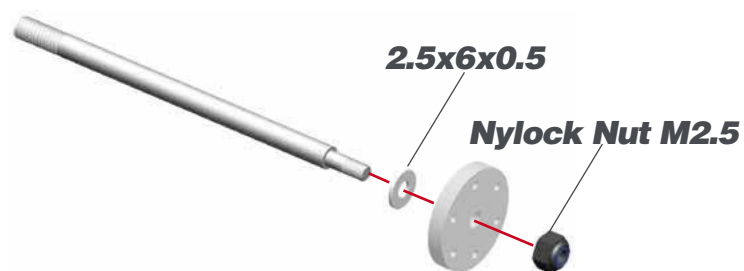
STEP 49



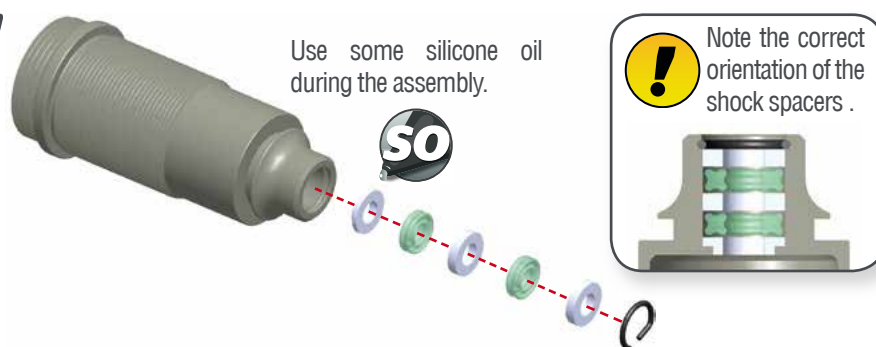
STEP 50 BAG 13 FR SHOCKS / BAG 14 RR SHOCKS

STEP 51

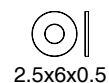
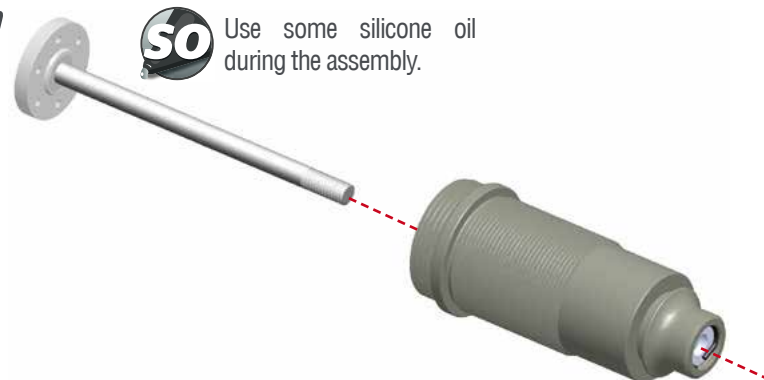
50.1



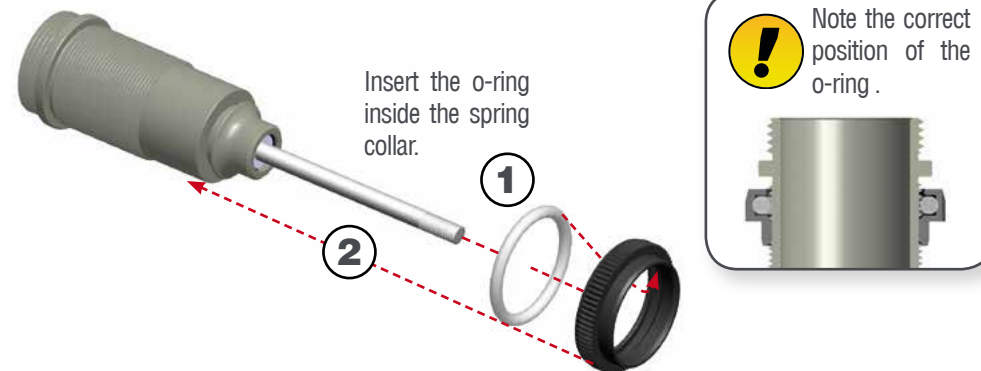
50.2



50.3



51.1



51.2



STEP 52

52.1

Push the membrane into the shock cap.



52.2

1- Fill up with silicone oil fully using the silicone oil supplied in the kit. For the correct cst value please check the default setupsheet.

2- Extend the shockrod fully

3- Move the shockrod slowly up and down to let ALL air bubbles escape.

4- Apply the gasket and cap and close fully.



52.3

1-Bleed: push the shock-rod all the way in slowly, to allow excessive oil to escape.

2- With shockrod fully in, mount the o-ring and screw.

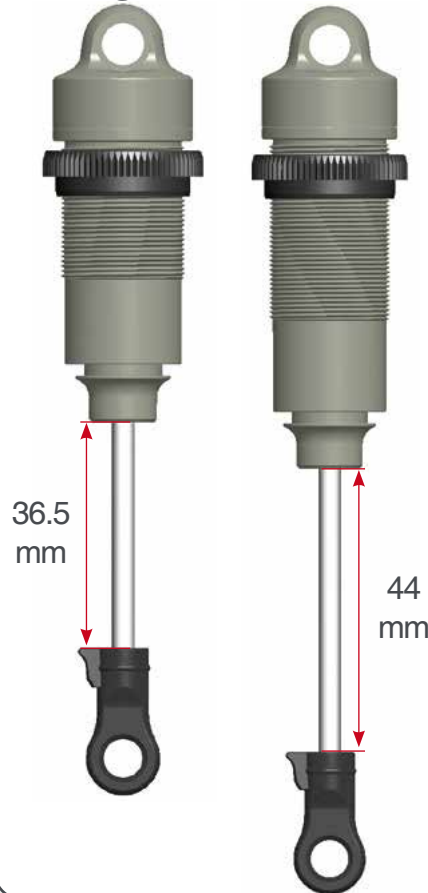
M2.3x4



SHOCKS LENGTH: Measure the shock length fully extended.

FRONT

REAR



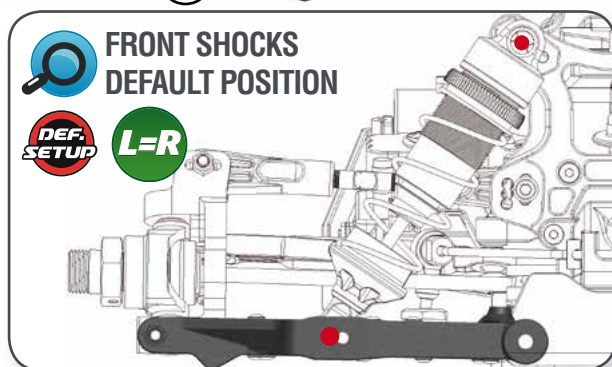
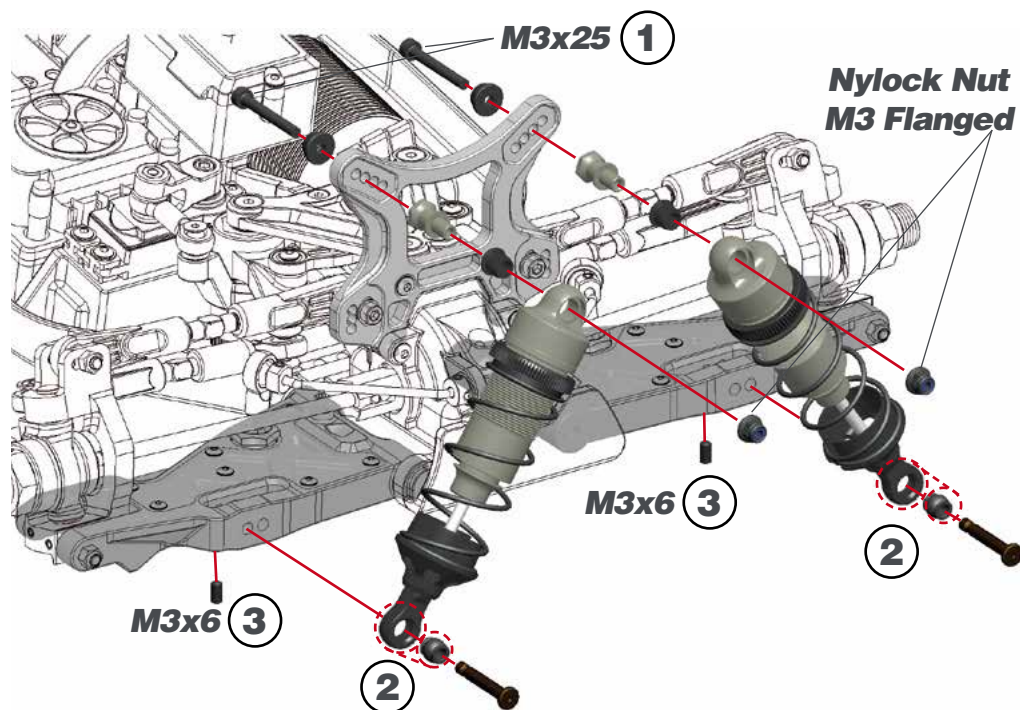
STEP 53

Assemble the spring and spring-cup (align correctly) to complete the shock.

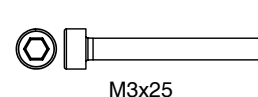
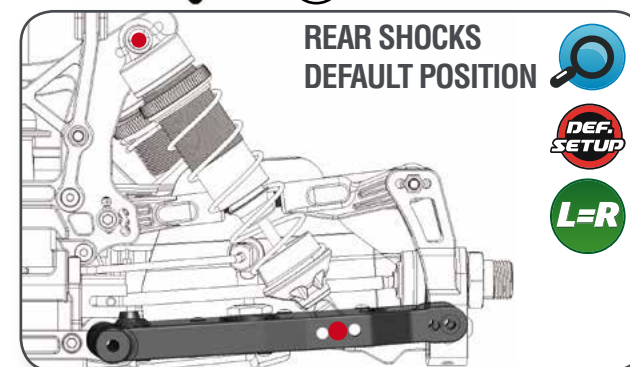
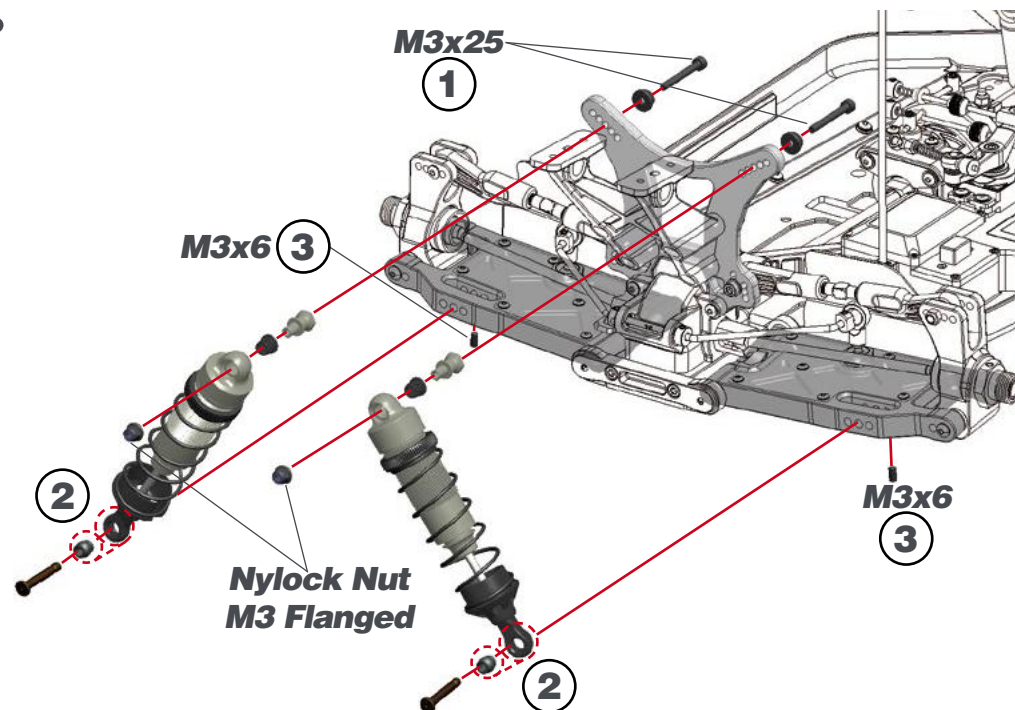


M2.3x4

STEP 53

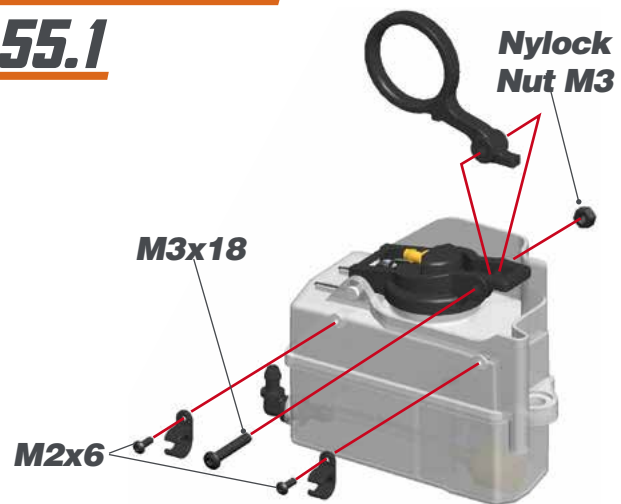


STEP 54



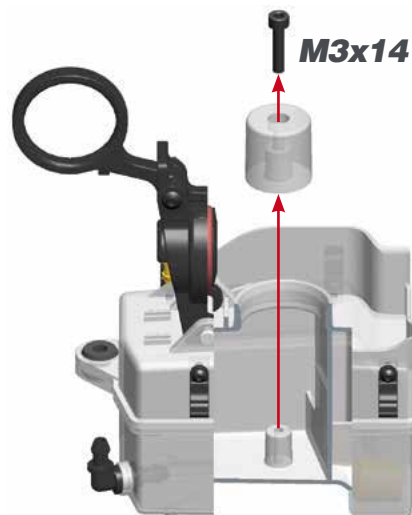
STEP 55 BAG 15

55.1



FUEL TANK INSERTS

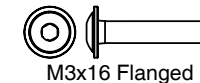
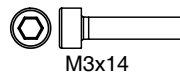
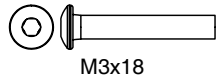
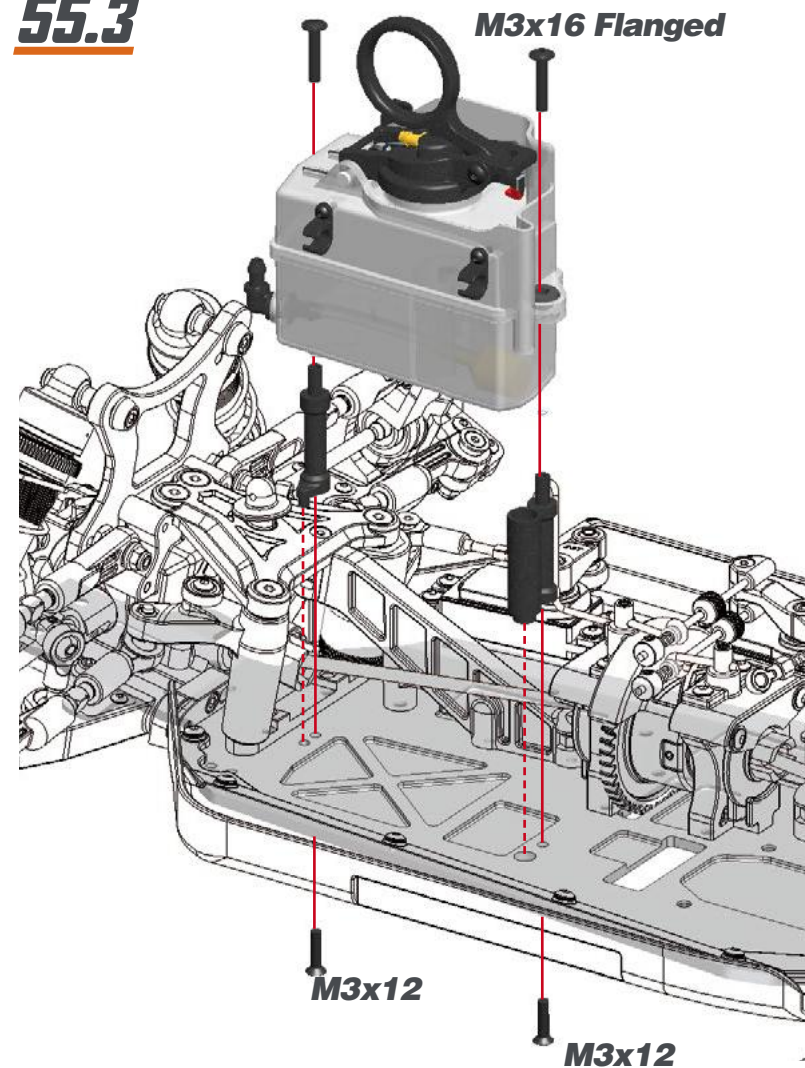
The fuel-tank features a premounted 3cc insert. You can remove it if needed as shown.



55.2



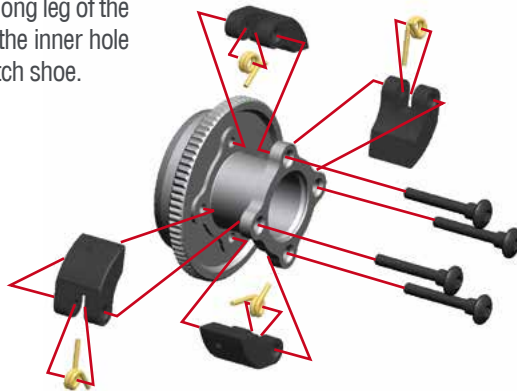
55.3



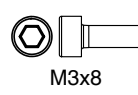
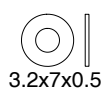
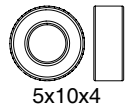
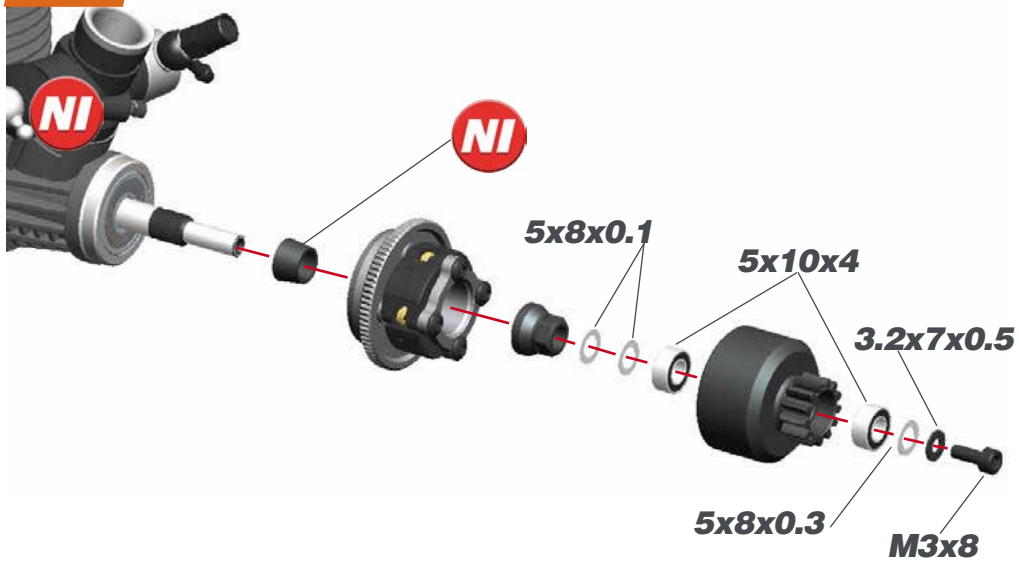
STEP 57



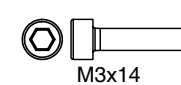
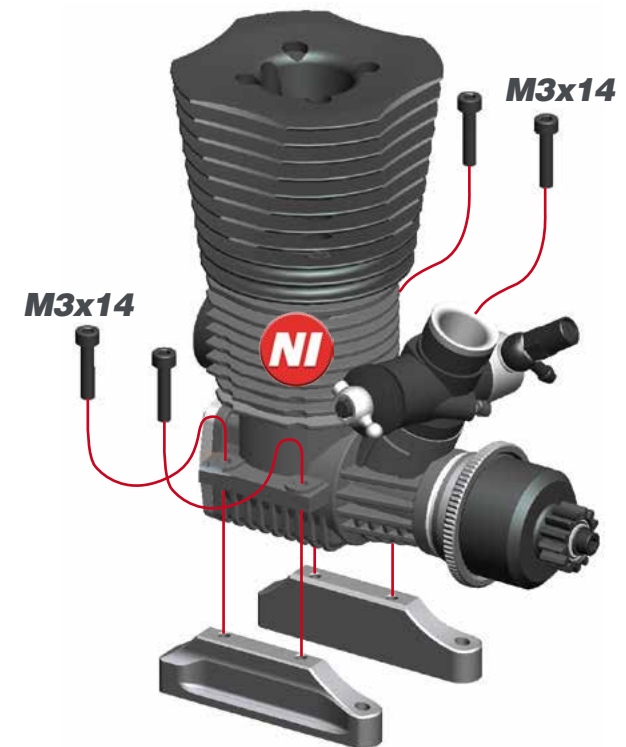
Push the long leg of the spring in the inner hole of the clutch shoe.



56.2



Do not fully tighten the M3x14 screws till Step 61.



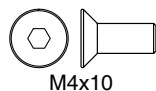
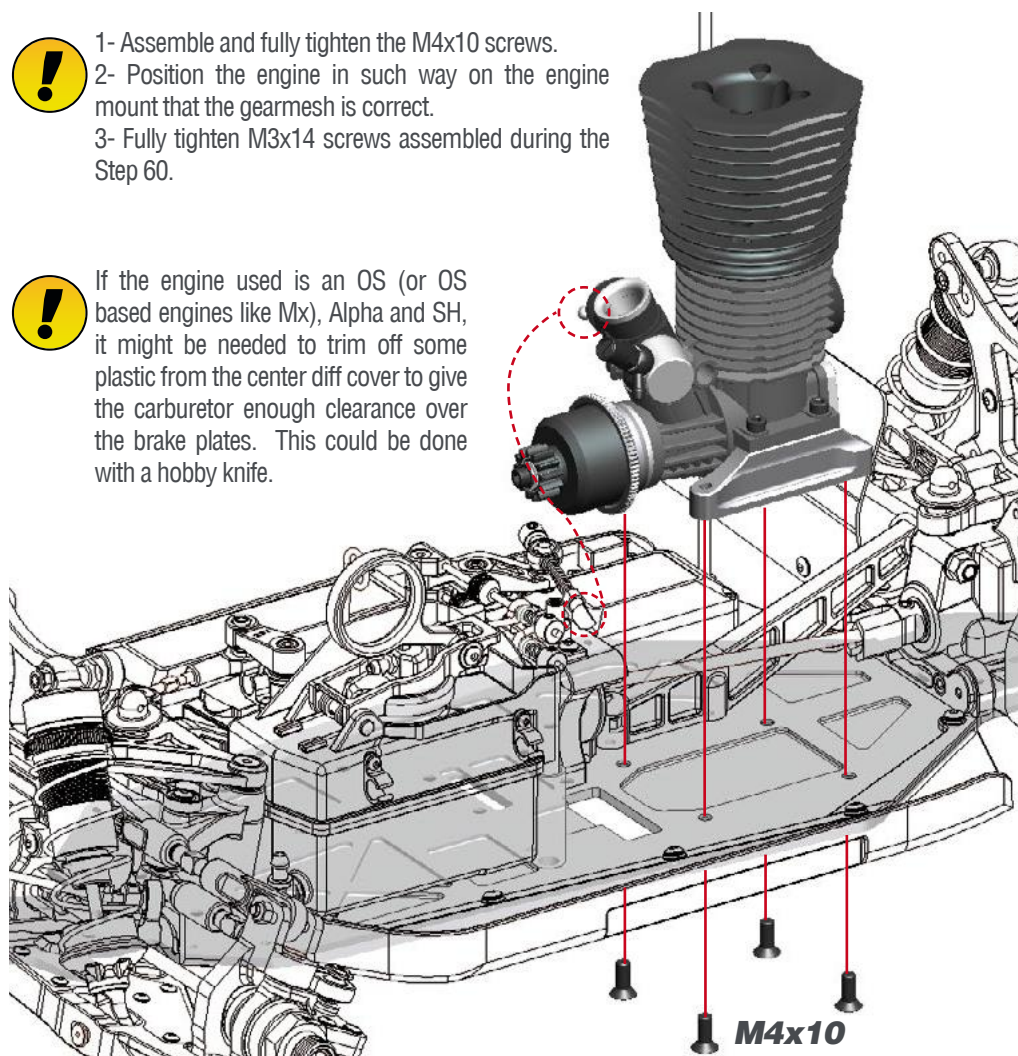
STEP 58



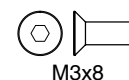
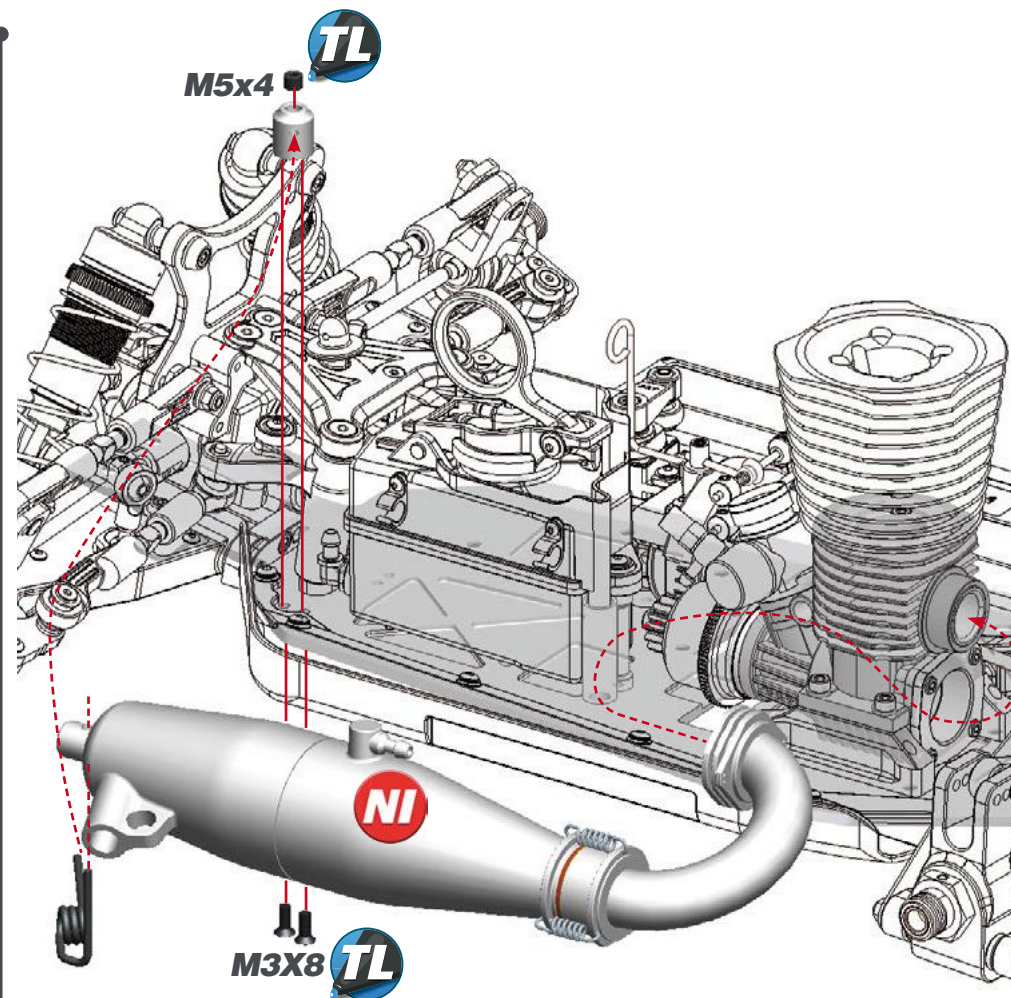
- 1- Assemble and fully tighten the M4x10 screws.
- 2- Position the engine in such way on the engine mount that the gearmesh is correct.
- 3- Fully tighten M3x14 screws assembled during the Step 60.



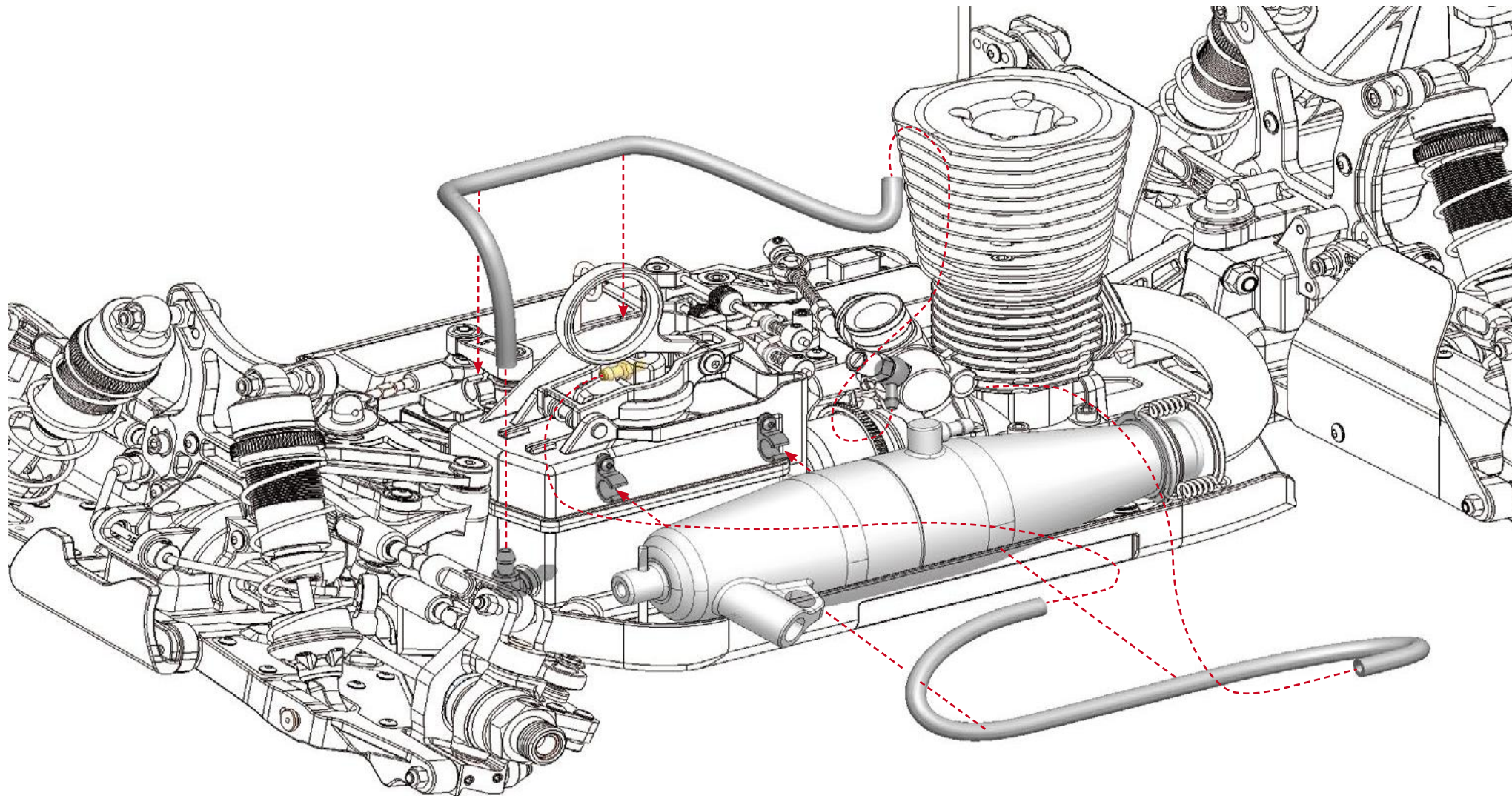
If the engine used is an OS (or OS based engines like Mx), Alpha and SH, it might be needed to trim off some plastic from the center diff cover to give the carburetor enough clearance over the brake plates. This could be done with a hobby knife.



STEP 59

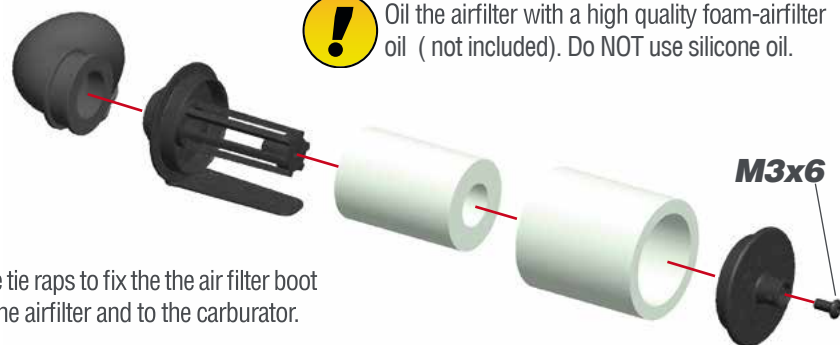


STEP 60 BAG 17

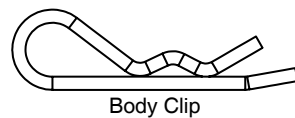
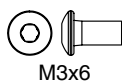
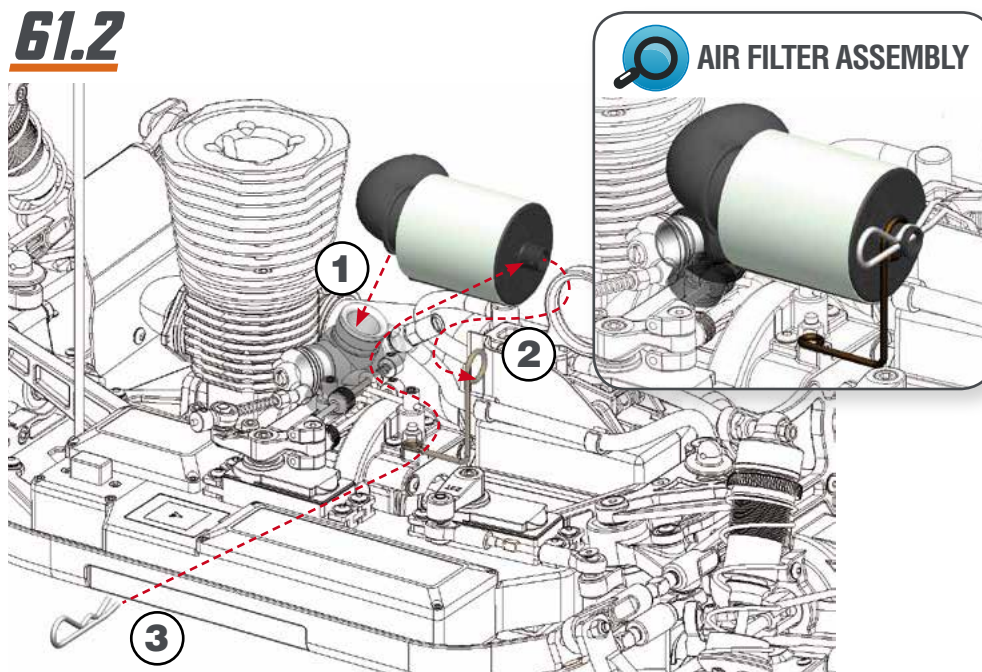


STEP 61

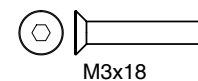
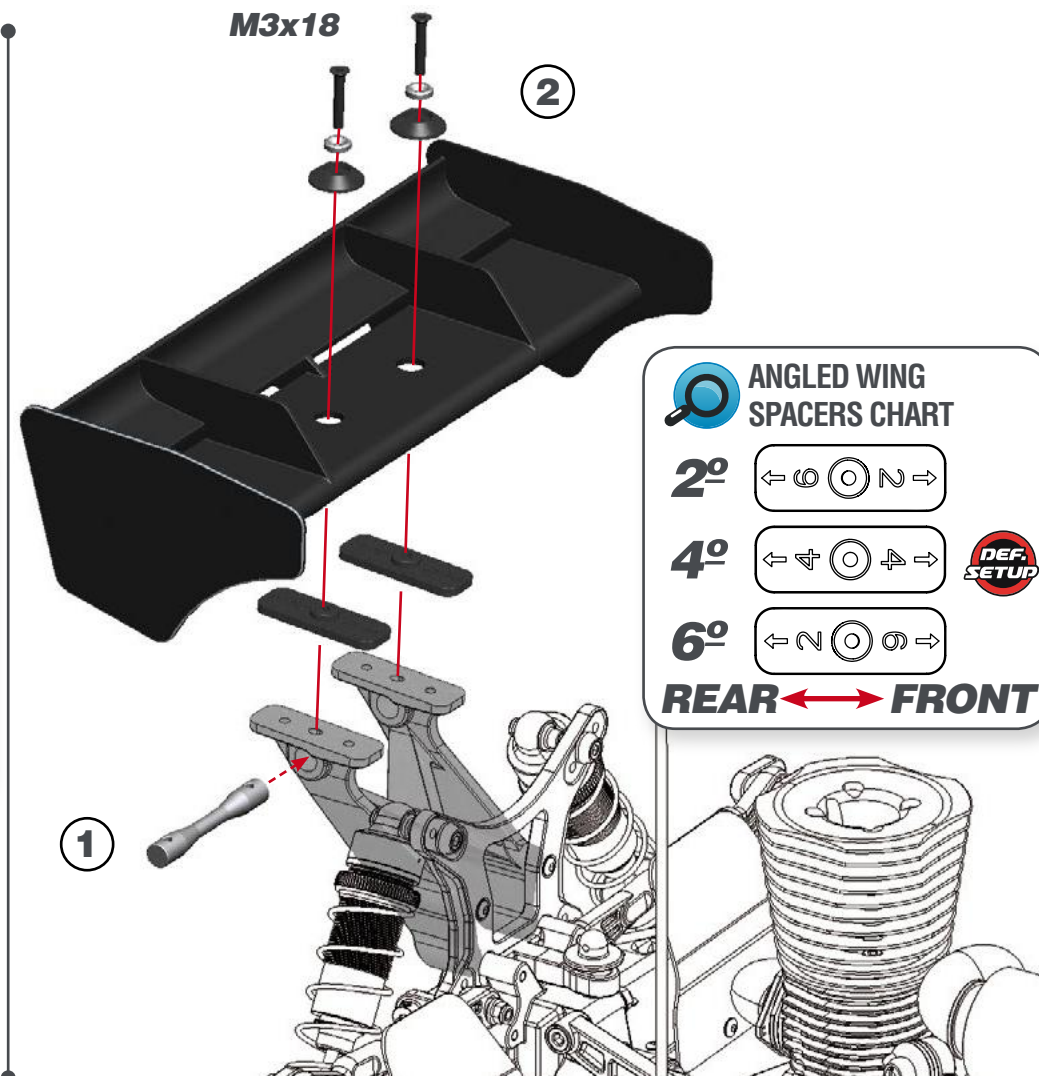
61.1

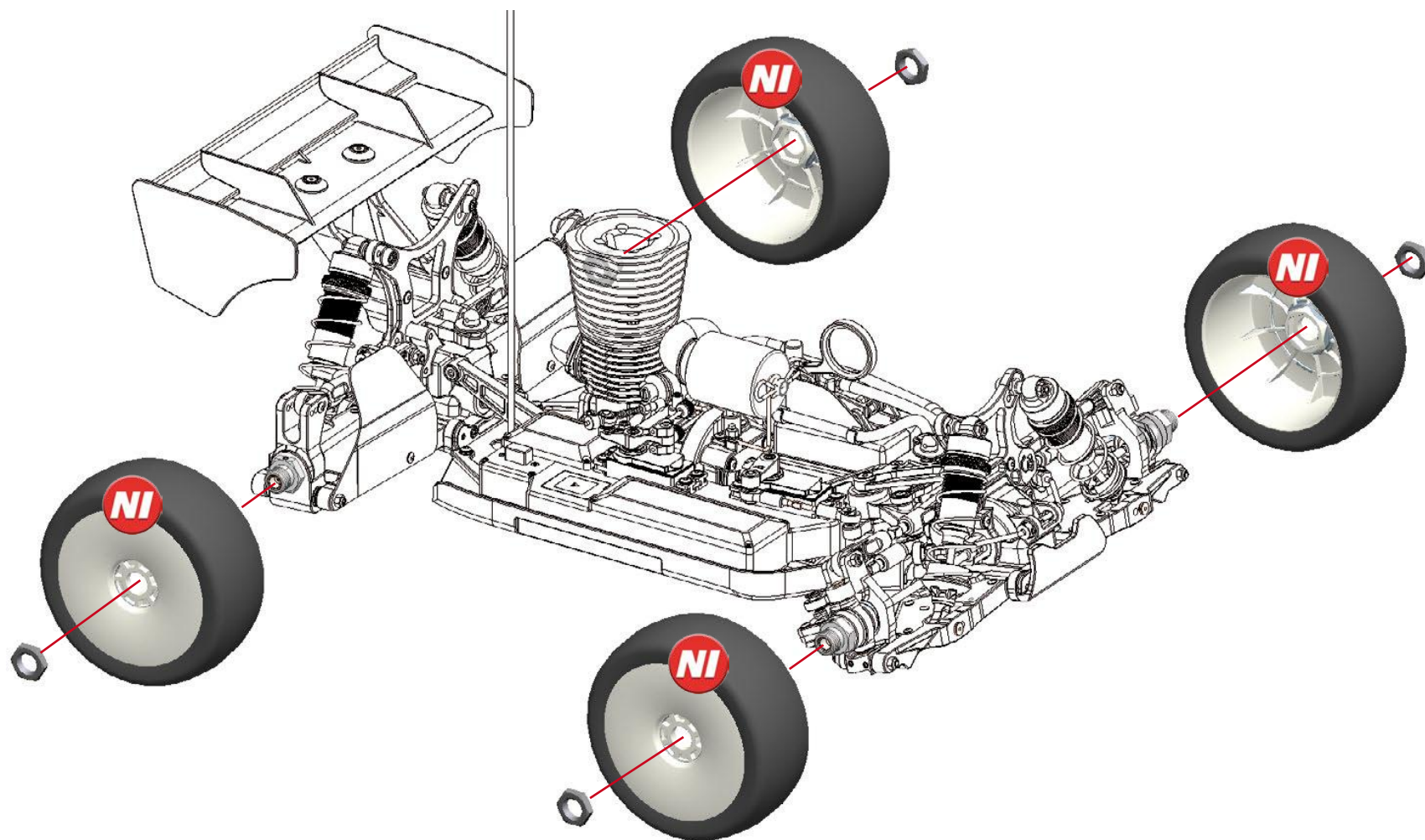


61.2



STEP 62



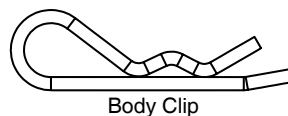
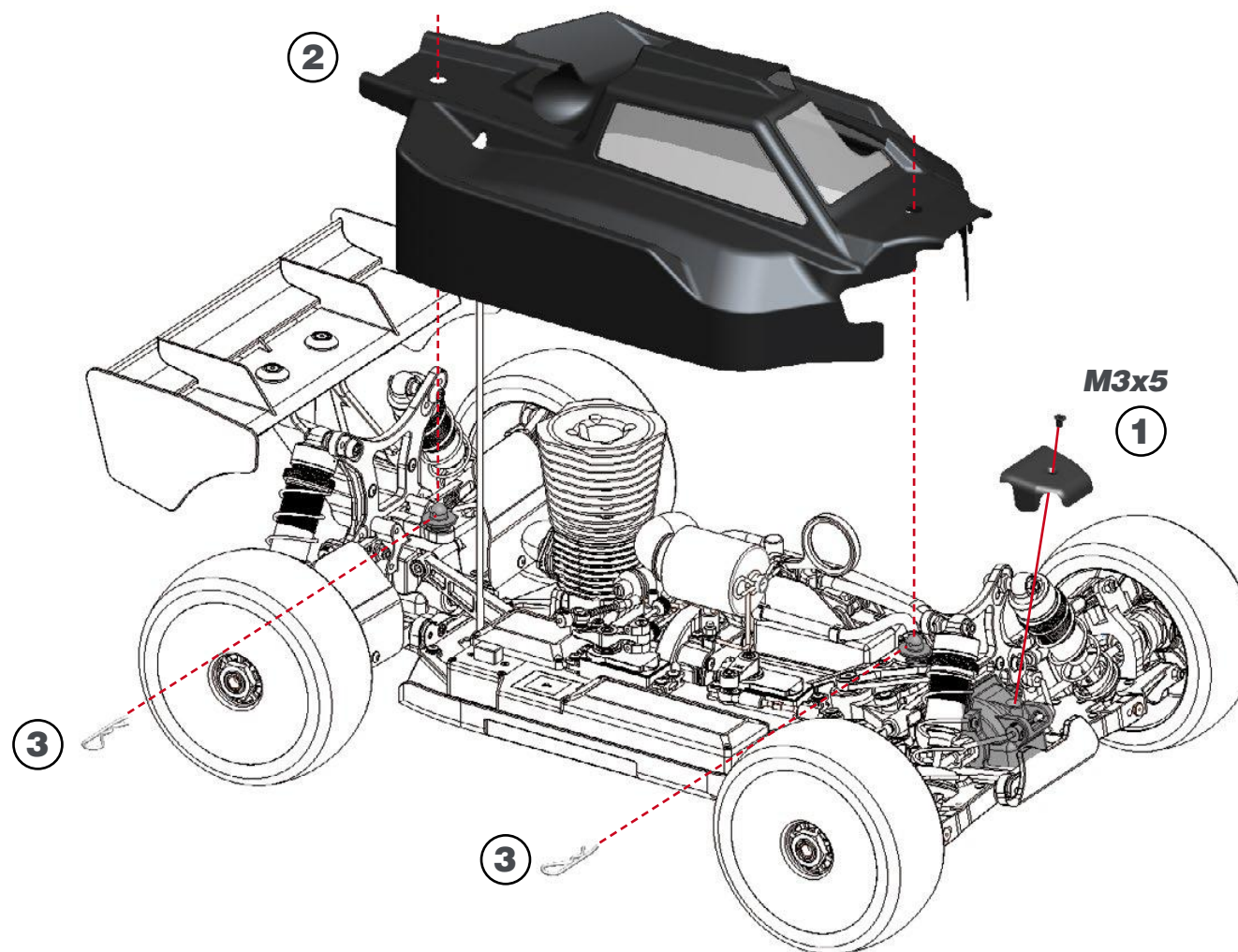


STEP 64

1- Cut the body along the cutting line with special scissors (not included). Make holes for the bodypost and antenna as needed with a body reamer (not included). Make a longer bodypost hole in the rear, to allow for chassis flex movement.

2- Before painting the body, apply the precut masking sheet elements to the inside of the body. Follow the cleaning & painting instructions supplied by the polycarbonate paint supplier you choose.

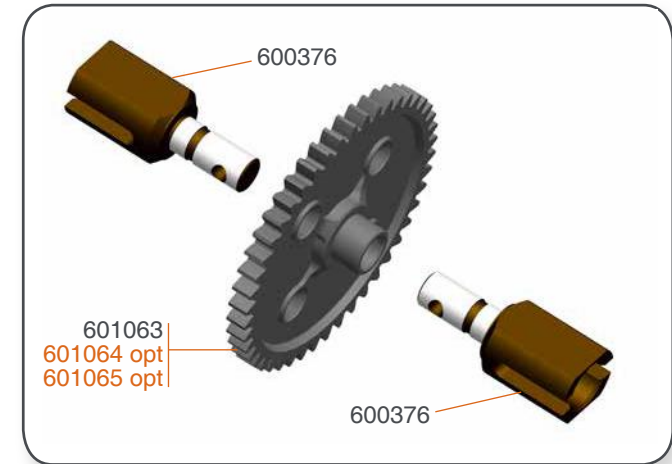
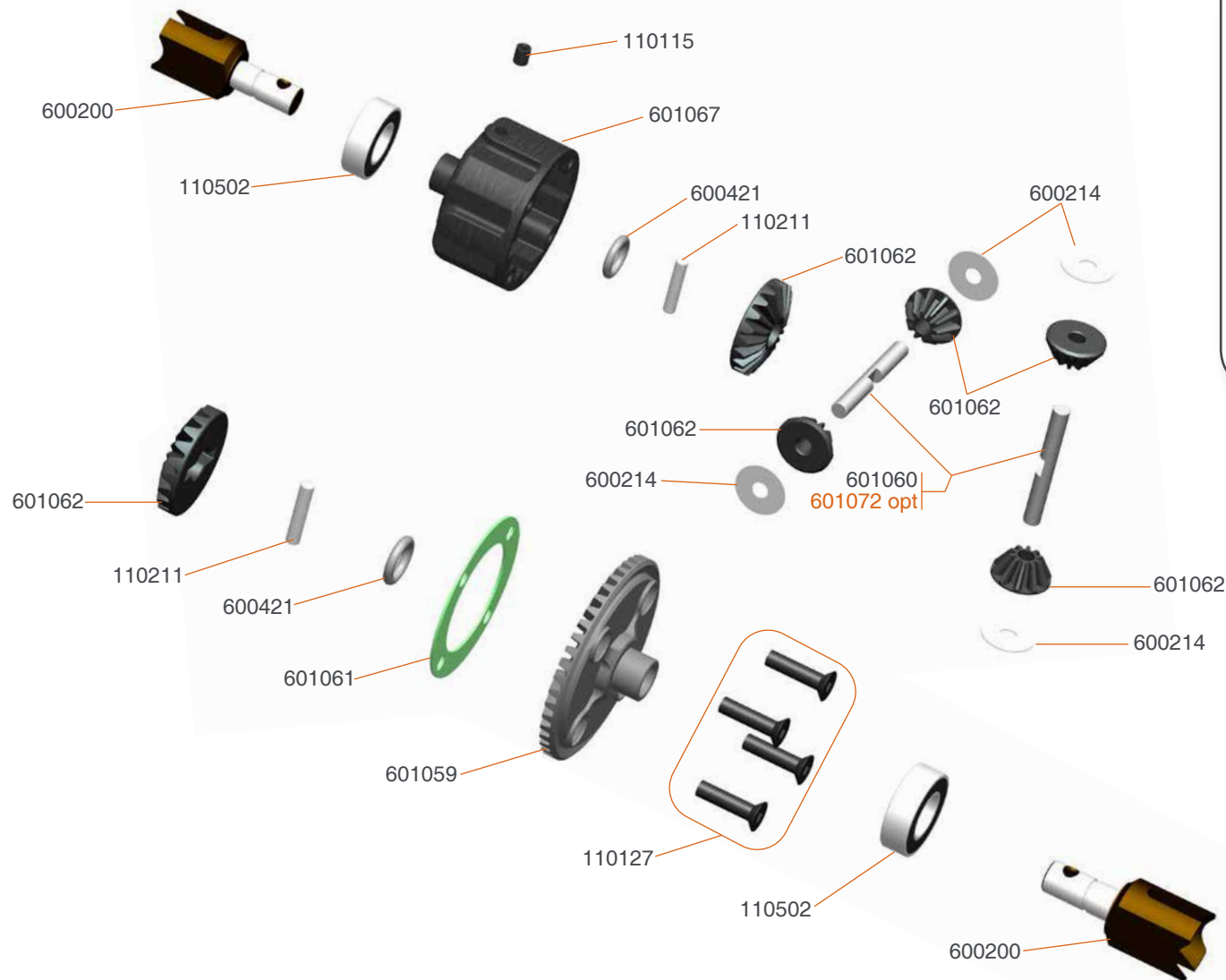
3- Apply the Serpent and Cobra logo-decals on the body and wing.



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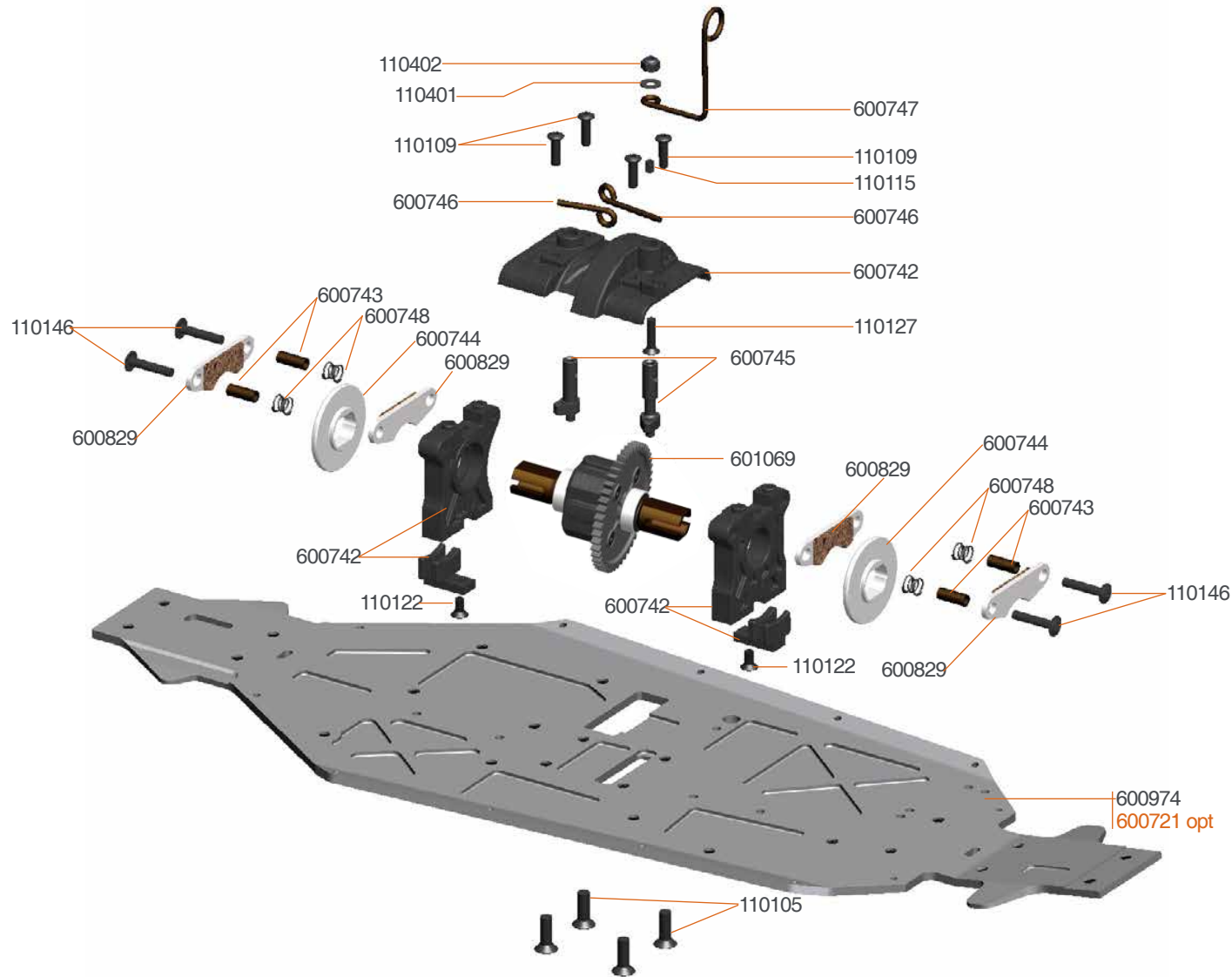
DIFFERENTIAL EXPLODED VIEW



601068 HTD diff set 44T fr/r SRX8
601069 HTD diff set 46T center SRX8

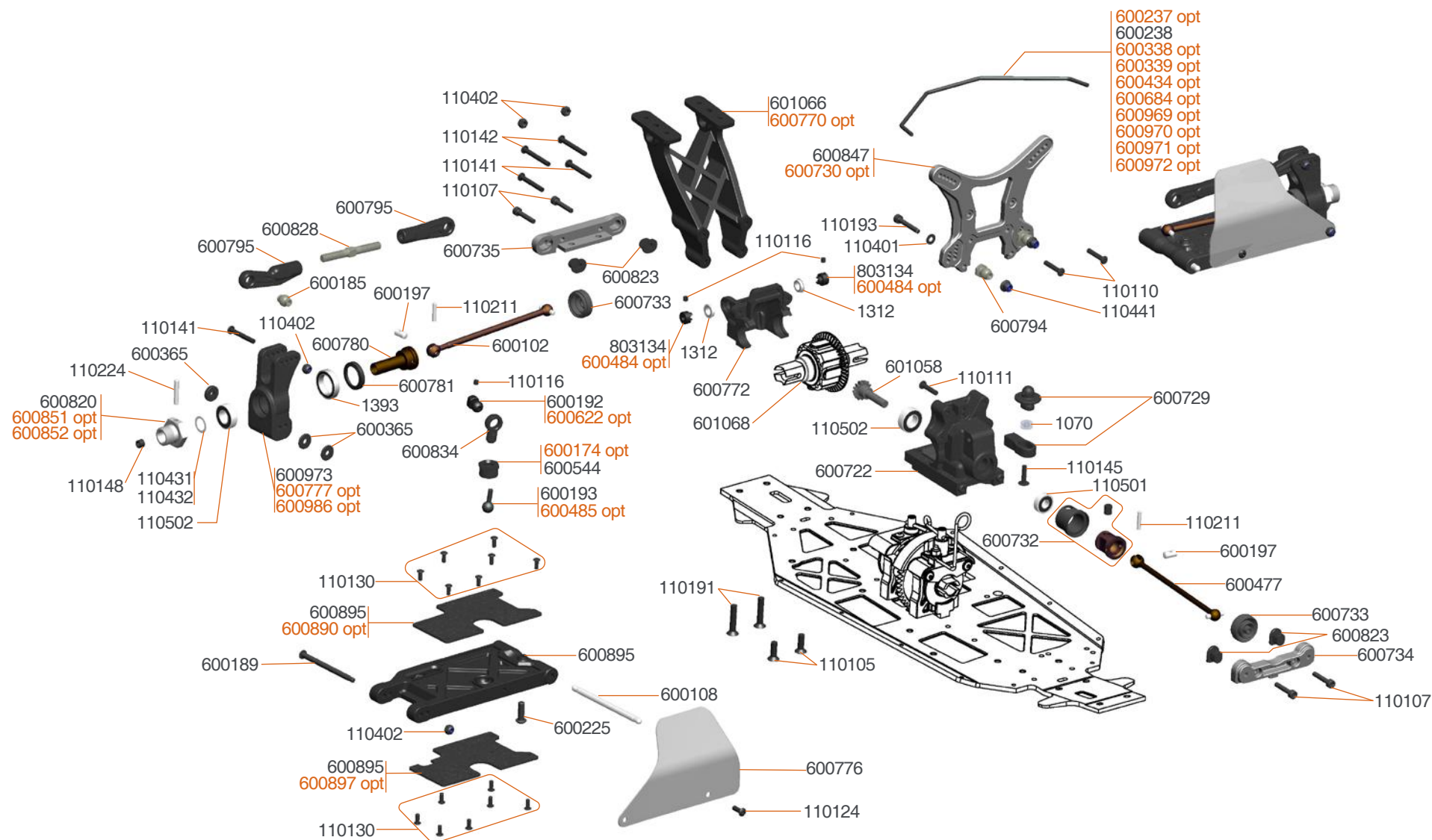


601064 HTD spur gear 47T SRX8
601065 HTD spur gear 48T SRX8
601072 HTD diff pin 10T alu (2) SRX8



600721 Chassis alu hard coated SRX8

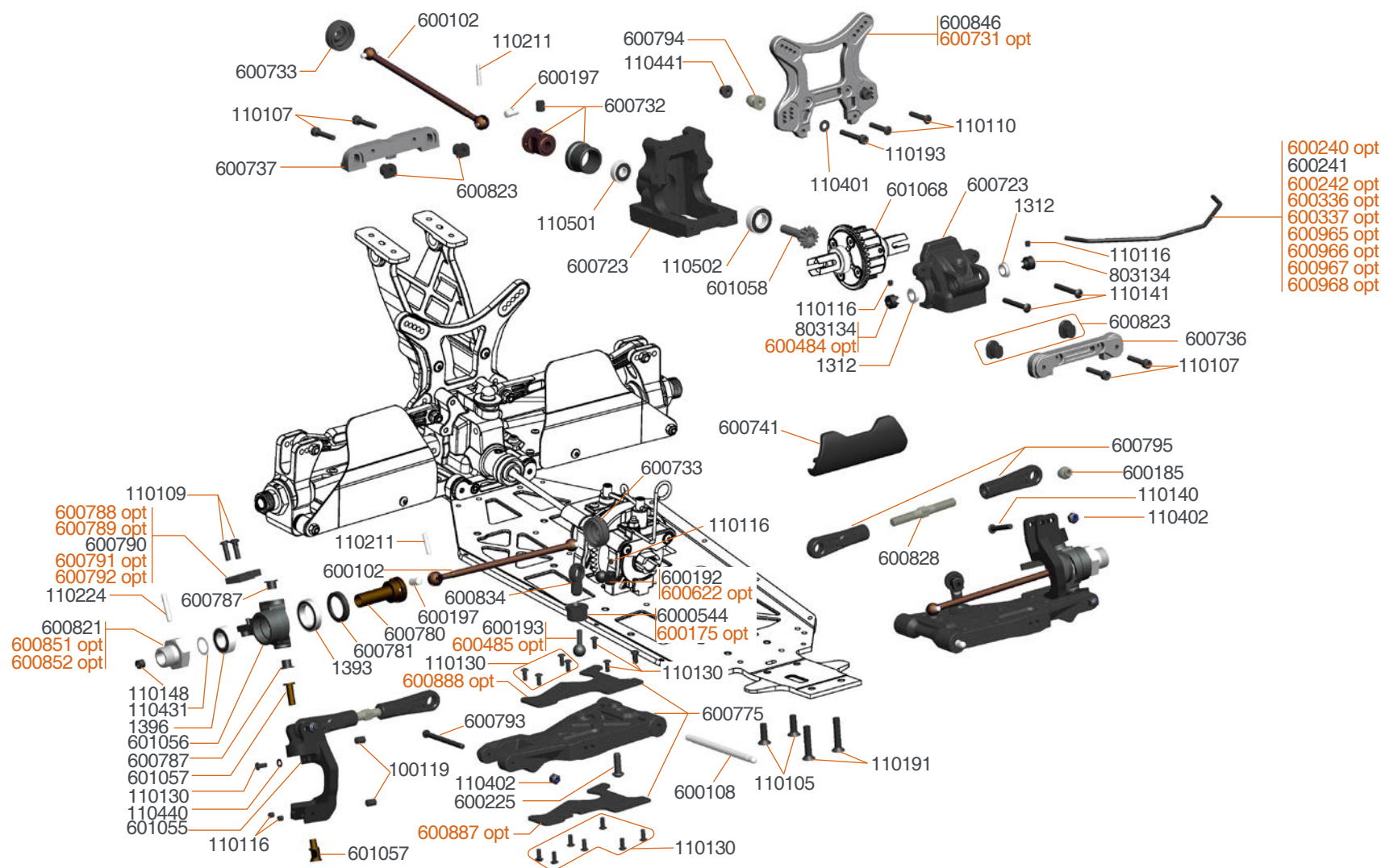




600890 Wishbone insert carbon RR Upper SRX8 (2)
600851 Wheelhexagon 0mm light (2) SRX8
600852 Wheelhexagon +1mm light (2) SRX8
600484 Antirollbar spacer alu (2)
600485 Pivotball threaded anti roll bar alu (2)
600770 Wing mount set SRX8
600936 Gear coupler (2) SRX8E
600976 Driveshaft center rr SRX8 EVO
600978 Driveshaft center rr alu SRX8 EVO

600174 Antirollbar nut (2)
600730 Shocktower RR carbon SRX8
600237 Antiroll bar rear 2.3mm
600238 Antiroll bar rear 2.5mm
600338 Antiroll bar rear 1.8mm
600339 Antiroll bar rear 2.0mm
600777 Upright alu (2) SRX8
600986 Upright alu V2 with inserts SRX8

600434 Antiroll bar rear 2.4mm
600684 Antiroll bar rear 3.0mm
600969 Antiroll bar rear 2.2 mm
600970 Antiroll bar rear 2.4 mm
600971 Antiroll bar rear 2.6 mm
600972 Antiroll bar rear 2.8 mm

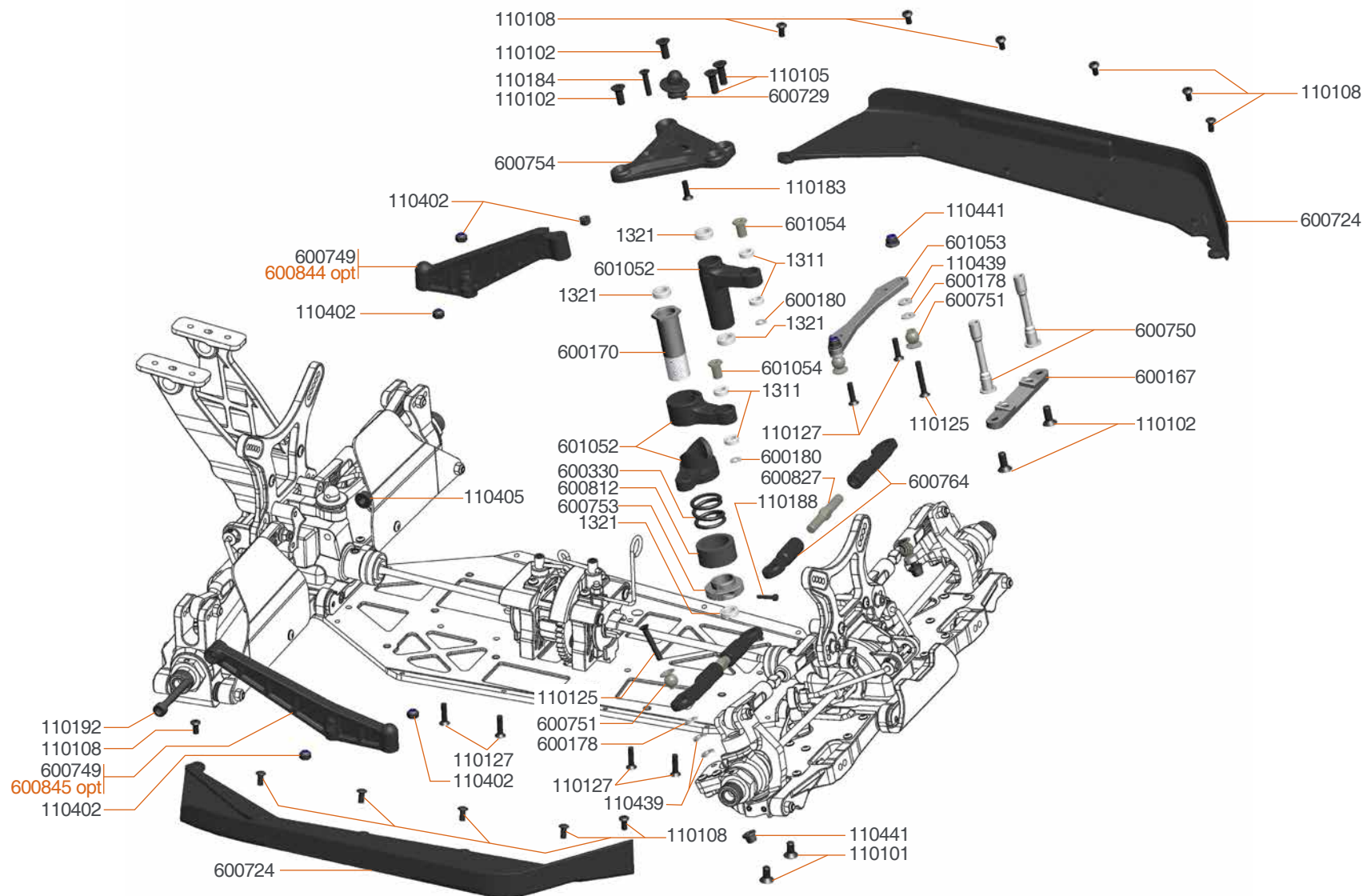


OPT

600484 Antirollbar spacer alu (2)
600485 Pivotball threaded anti roll bar alu (2)
600851 Wheelhexagon 0mm light (2) SRX8
600852 Wheelhexagon +1mm light (2) SRX8
600731 Shocktower FR carbon SRX8
600887 Wishbone insert carbon FR Lower SRX8 (2)
600888 Wishbone insert carbon FR Upper SRX8 (2)
600936 Gear coupler (2) SRX8E

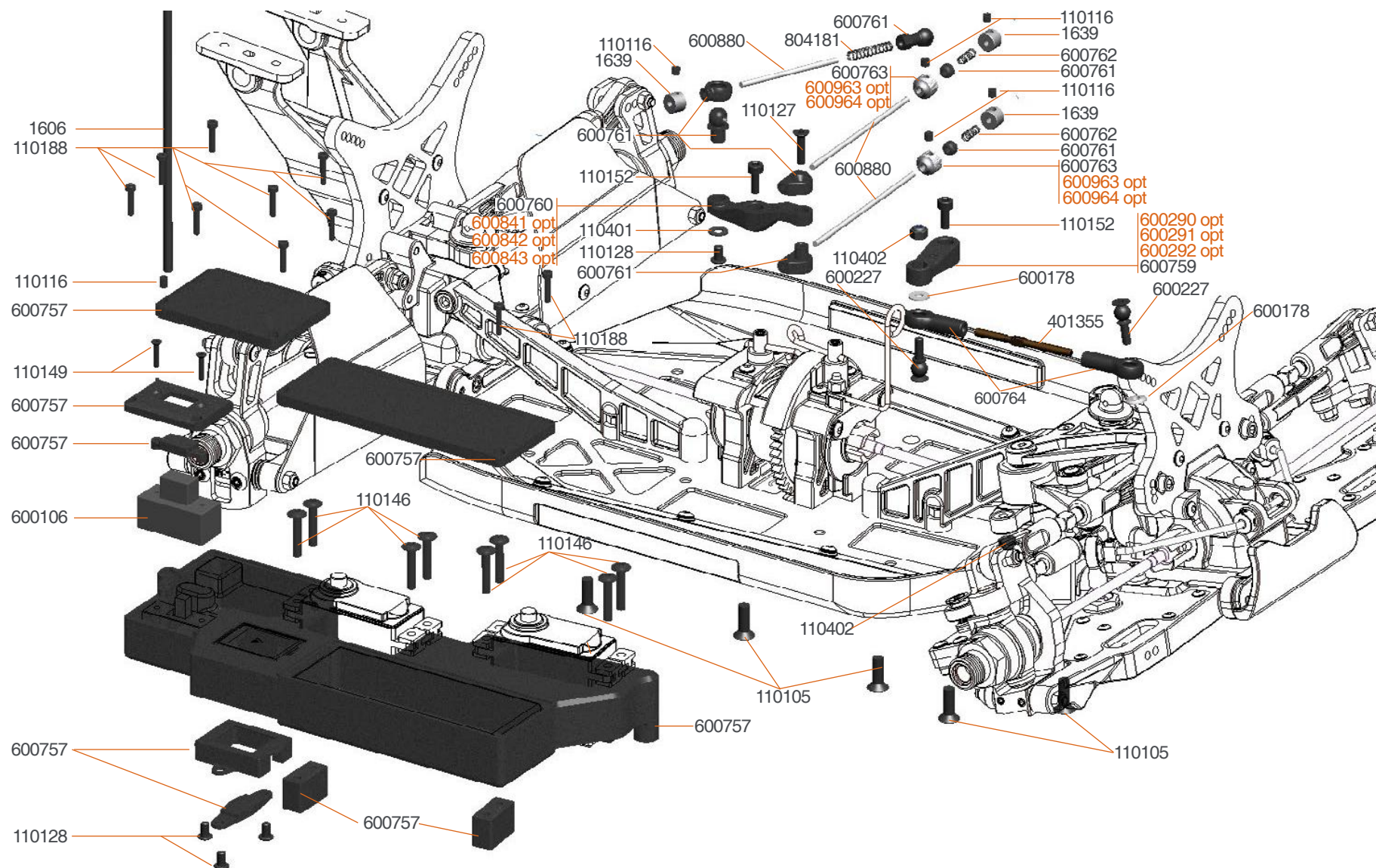
600788 Steering arm 0 carbon (2) SRX8
600789 Steering arm 1 carbon (2) SRX8
600791 Steering arm 3 carbon (2) SRX8
600792 Steering arm 4 carbon (2) SRX8
600622 Pivotball antirollbar alu (4)
600175 Clutch shoe 4-pin alu 7075 (4)
600975 Driveshaft center fr SRX8 EVO
600977 Driveshaft center fr alu SRX8 EVO

600240 Antiroll bar front 2.3mm
600242 Antiroll bar front 2.7mm
600336 Antiroll bar front 1.8mm
600337 Antiroll bar front 2.0mm
600965 Antiroll bar front 2.2mm
600966 Antiroll bar front 2.4mm
600967 Antiroll bar front 2.6mm
600968 Antiroll bar front 2.8mm



600844 Transmission brace alu FR SRX8
600845 Transmission brace alu RR SRX8

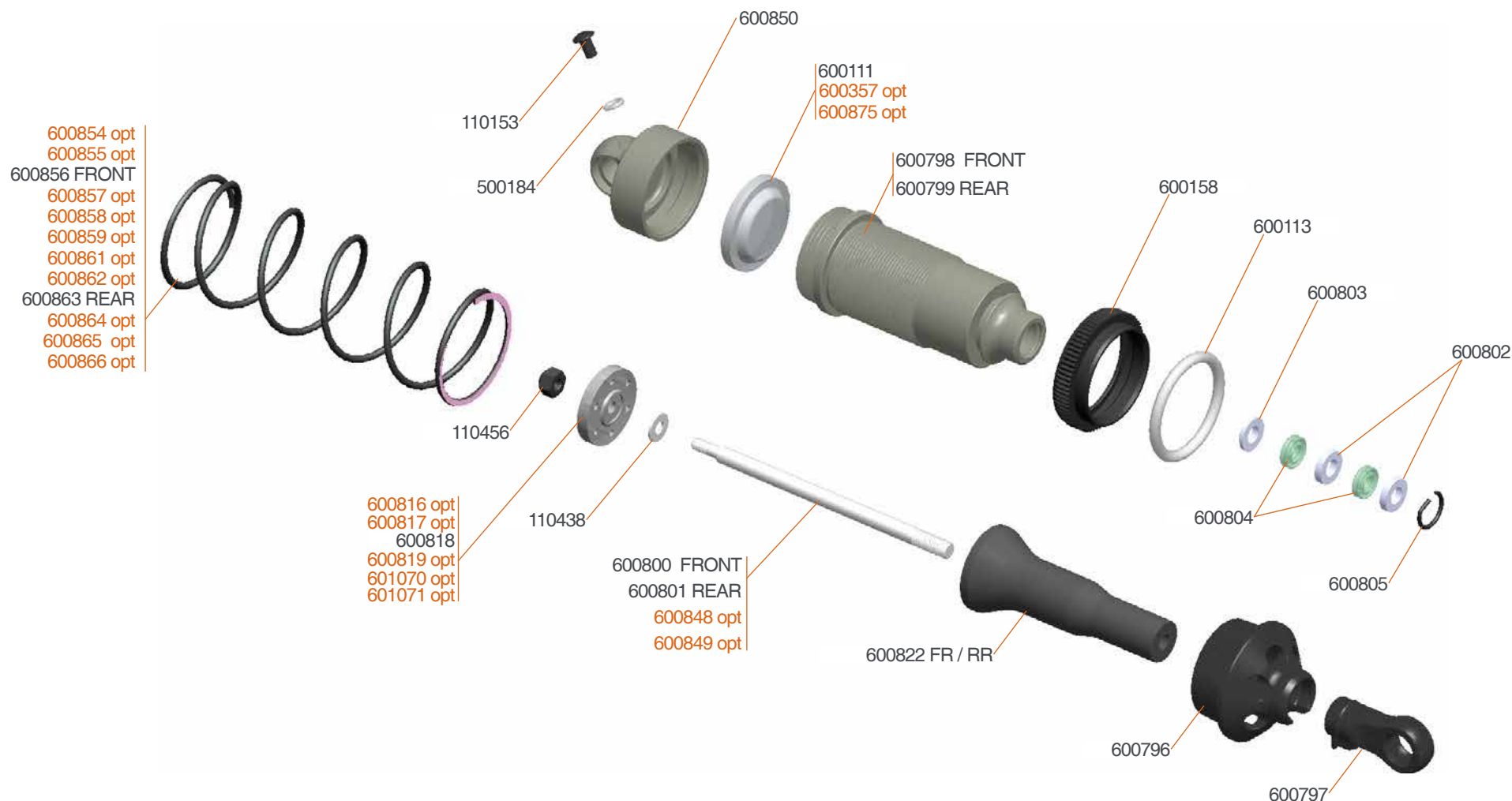
OPT



600290	Servo lever steering 23T alu
600291	Servo lever steering 24T alu
600292	Servo lever steering 25T alu

600841	Servo lever throttle alu 23T SRX8
600842	Servo lever throttle alu 24T SRX8
600843	Servo lever throttle alu 25T SRX8

600758 Radio + battery box skin carbon look SRX8
600963 Brake adjust collar alu orange (2) SRX8
600964 Brake adjust collar alu black (2) SRX8



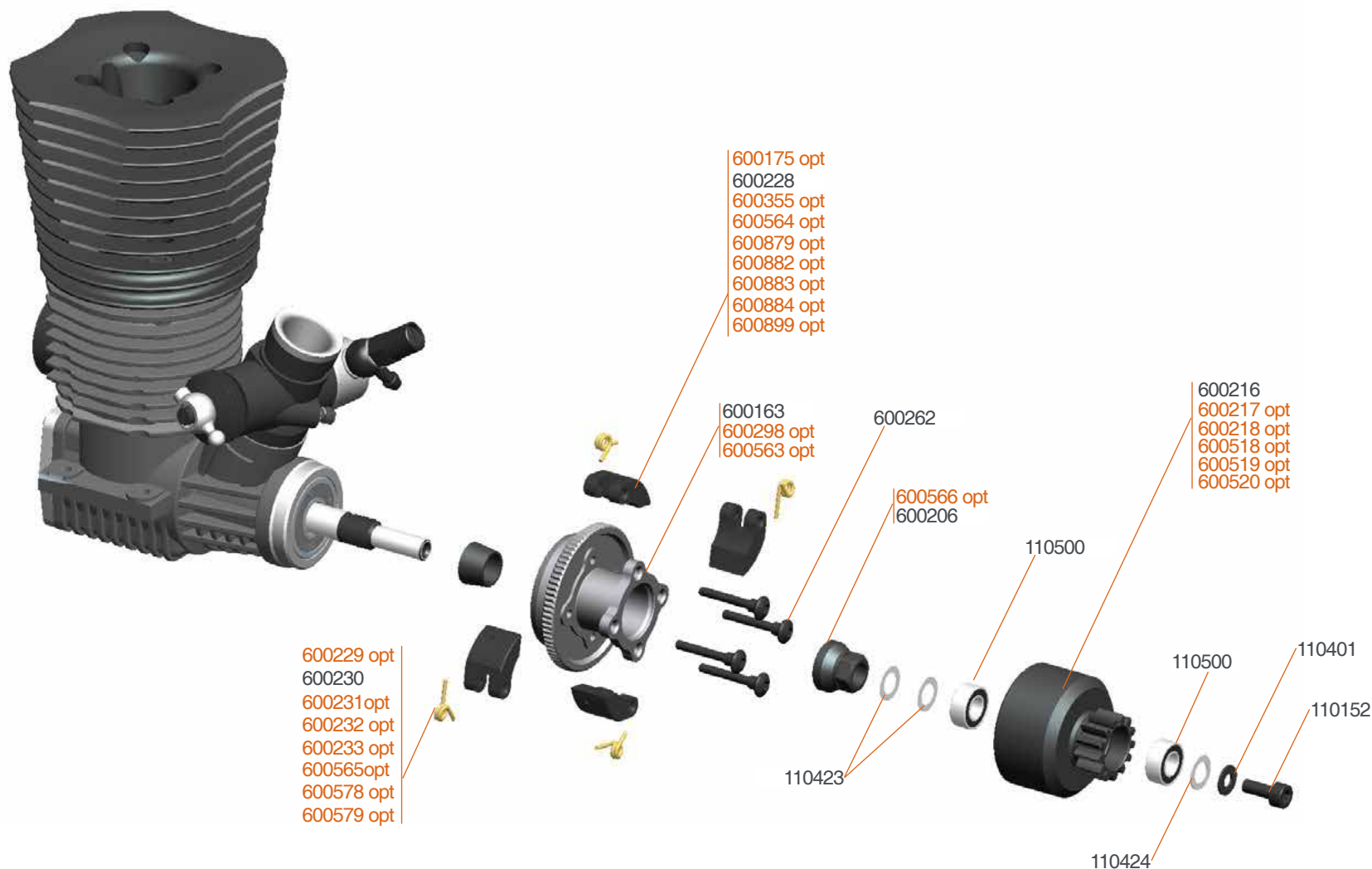
OPT

600357 Membrane webbed silicone (4)
600854 Shockspring FR 4.5 lbs orange (2)
600855 Shockspring FR 4.7 lbs red (2)
600857 Shockspring FR 5.1 lbs blue (2)
600858 Shockspring FR 5.3 lbs purple (2)
600859 Shockspring FR 5.5 lbs green (2)
601070 Shock piston angled 1.2mm (4) SRX8
601071 Shock piston angled 1.3mm (4) SRX8

600860 Shockspring set FR (6x2)
600861 Shockspring RR 3.0 lbs orange (2)
600862 Shockspring RR 3.2 lbs red (2)
600864 Shockspring RR blue 3.6lbs (2)
600865 Shockspring RR 3.8 lbs purple (2)
600866 Shockspring RR 4.0 lbs green (2)

600867 Shockspring set RR (6x2)
600357 Membrane webbed silicone (4)
600816 Shock piston blank (4) SRX8
600817 Shock piston 5 holes (4) SRX8
600819 Shock piston 8 holes (4) SRX8
600848 Shock shaft FR TiN coated (2) SRX8

600849 Shock shaft RR TiN coated (2) SRX8
600870 Shock set Pro front (2) SRX8
600871 Shock set Pro rear (2) SRX8
600875 Shock top gasket (4) SRX8
600848 Shock shaft FR TiN coated (2) SRX8
600849 Shock shaft RR TiN coated (2) SRX8



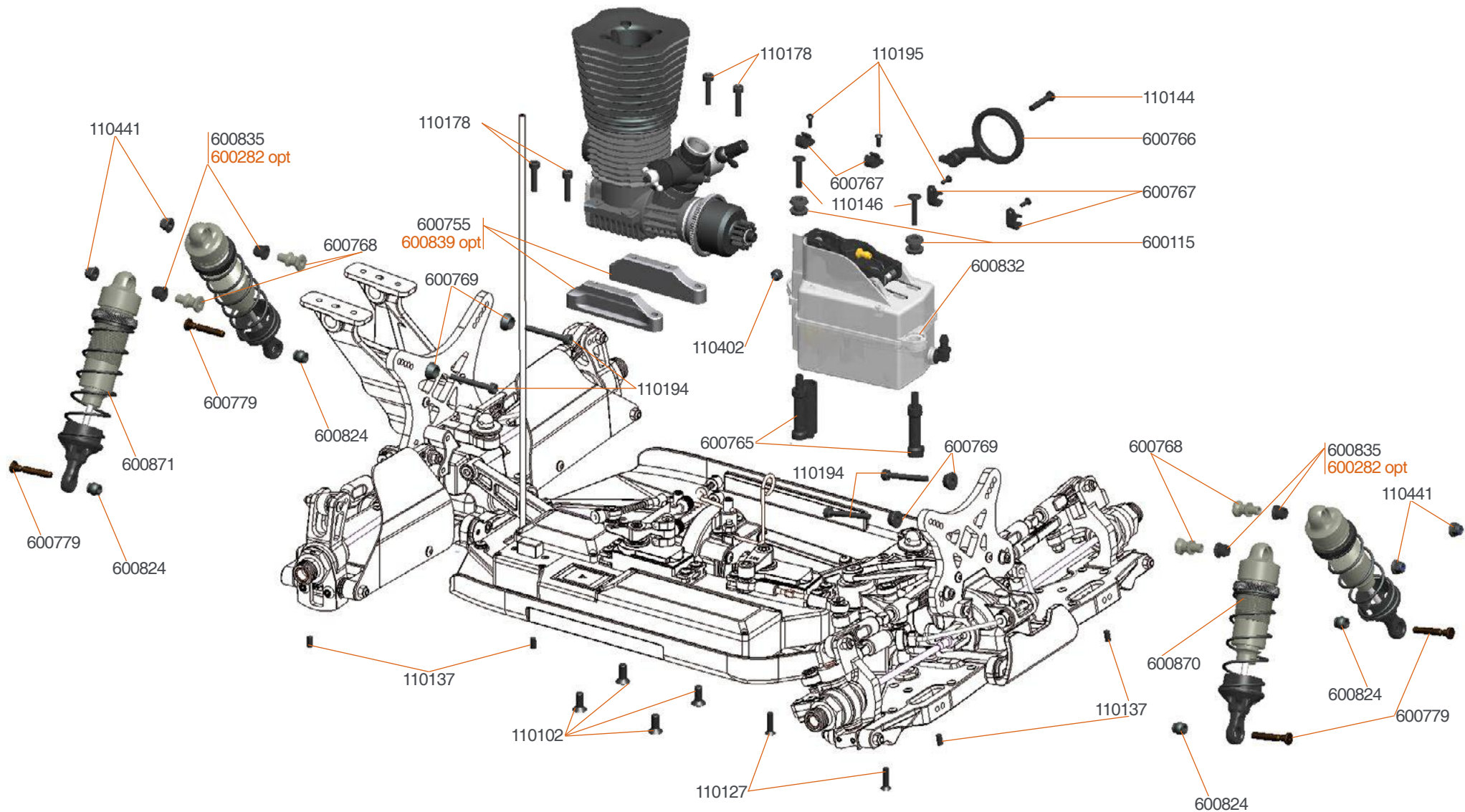
OPT

600229 Clutch spring soft 0.85mm (4)
600231 Clutch spring hard 0.95mm(4)
600232 Clutch spring X hard 1mm(4)
600233 Clutch spring set (4x4)
600175 Clutchshoe alu (4)

600355 Clutch shoe set Alu / Carbon (2+2)
600244 Clutch-set alu / carbon
600298 Flywheel steel
600563 Flywheel 3-pin alu
600565 Clutch spring 3-pin 0.9mm (3)
600578 Clutch spring 3-pin 1.0mm (3)
600579 Clutch spring 3-pin 1.0mm (3)

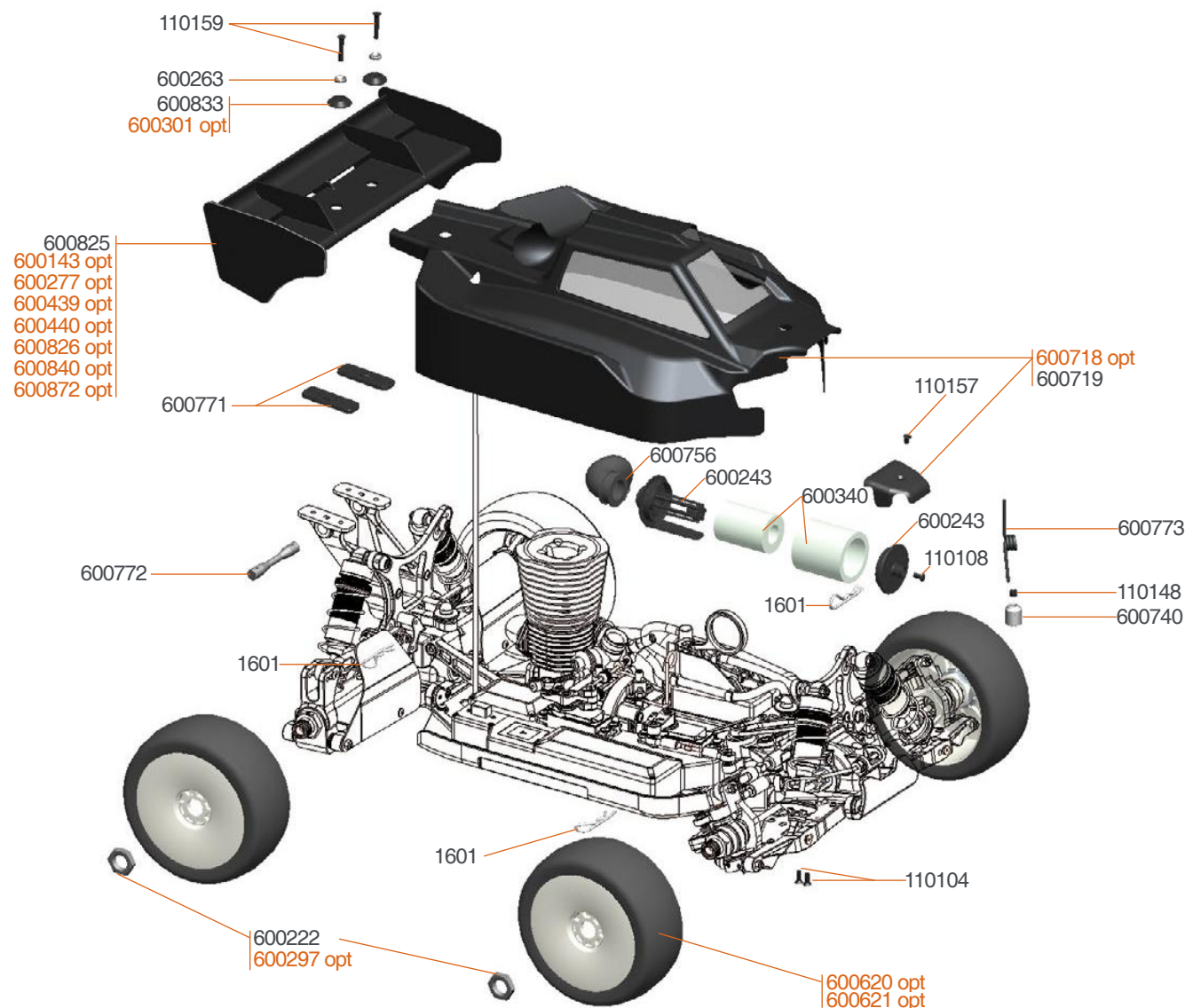
600564 Clutch shoe 3-pin carbon (3)
600566 Clutch nut 3-pin
600879 Clutch shoe yellow (4)
600882 Clutch shoe 4-pin alu 6061 (4)
600883 Clutch shoe 3-pin alu 6061 (3)
600884 Clutch shoe 3-pin alu 7075 (3)

600217 Clutch bell 14T
600218 Clutch bell 15T
600518 Clutch bell 13T vented
600519 Clutch bell 14T vented
600520 Clutch bell 15T vented



600282 Shock-pivot bushing delrin (4)
600839 Motormount mono alu SRX8

OPT



600297 Wheel-nut17mm flanged/light (4)
600143 Wing white nylon
600277 Wing black nylon

600439 Wing white low 811
600440 Wing black low 811
600719 Body SRX8 High Downforce

600826 Wing straight MD white 1/8
600840 Wing lexan HD with gurney 1/8
600872 Wing gurney

600620 Rim 1/8 buggy White (4)
600621 Rim 1/8 buggy Yellow (4)

OPT

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