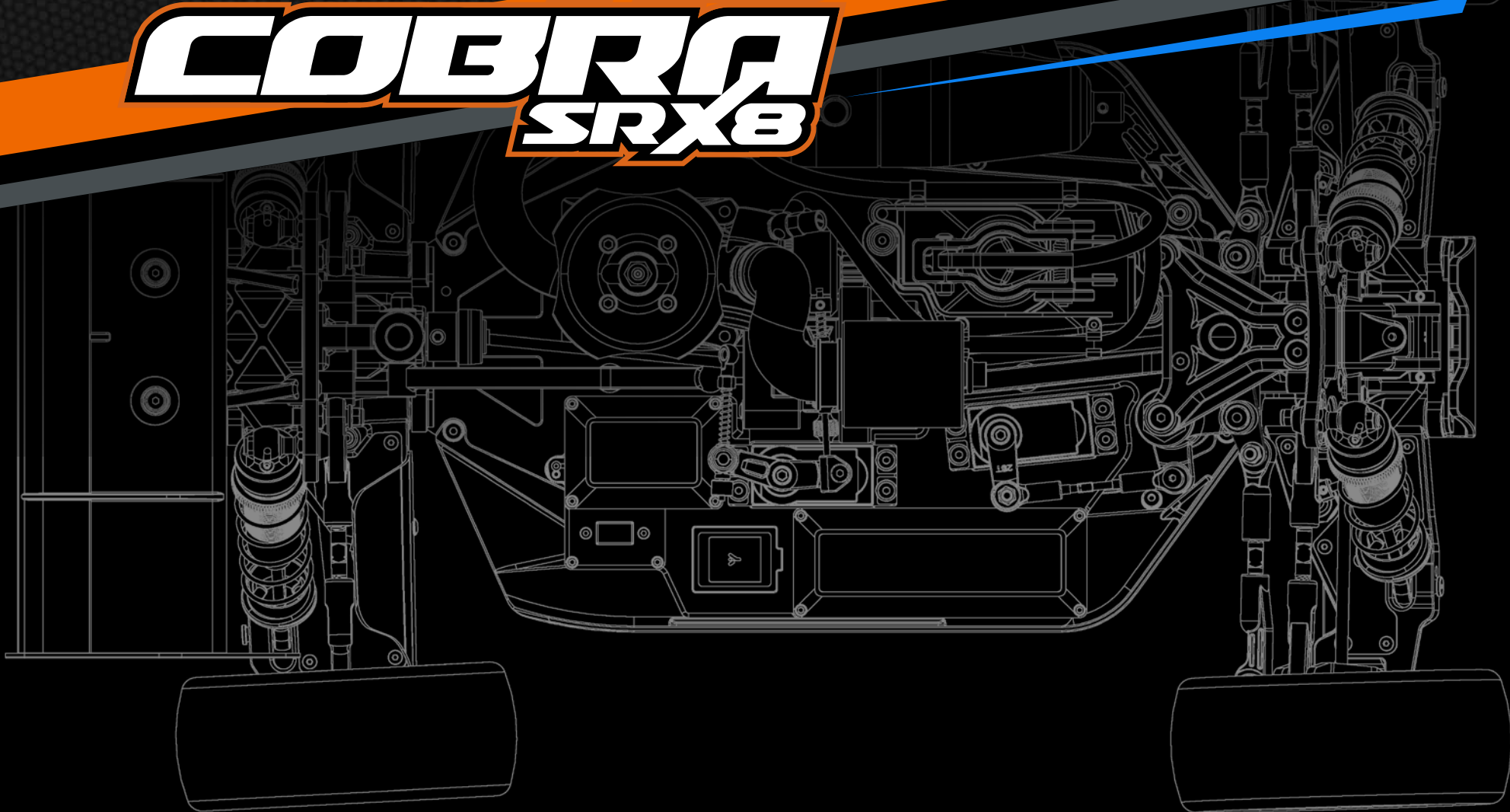


**INSTRUCTION MANUAL**

**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 eas 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 bagnumbers, 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 lateron 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. Partnumbers in orange indicates that this part is an optional. Optionals part names and numbers are showed 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](http://www.serpent.com) or you may ask your dealer or the Serpent distributor for advice, or email Serpent direct: [info@serpent.com](mailto: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 cloves.
- 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.

## **CONTENTS**

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| • <b>CENTRAL ASSEMBLY.....</b>     | <b>8</b>  |
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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.

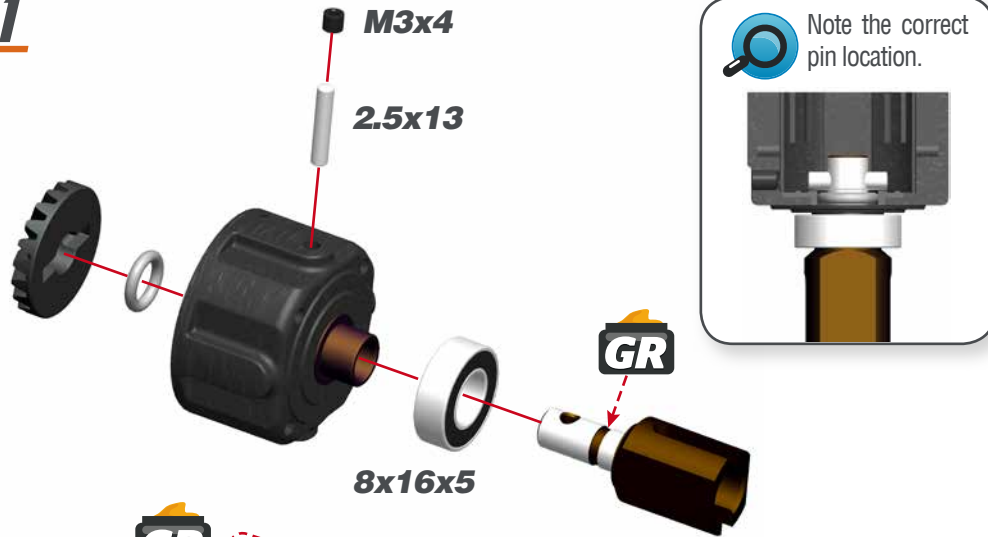


# CENTER DIFF ASSEMBLY

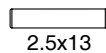
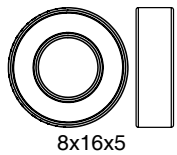
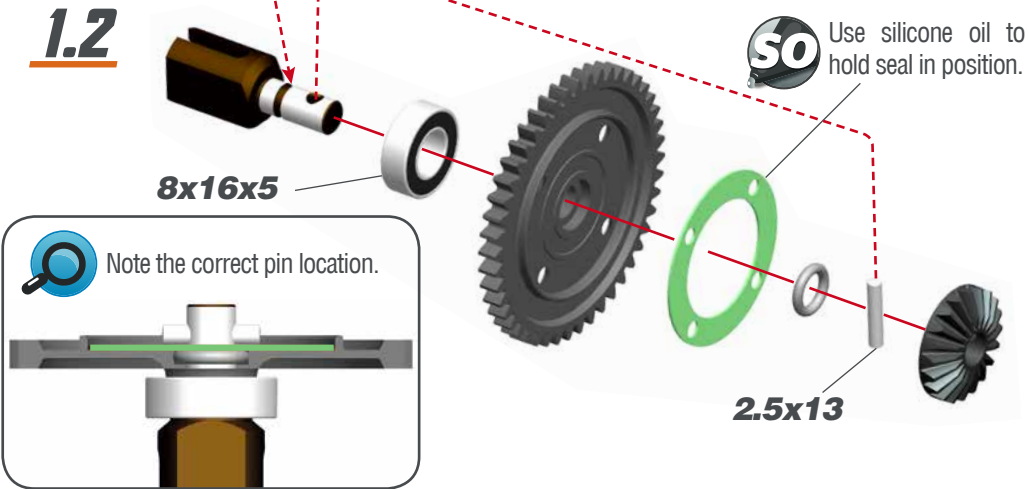
## STEP 1

### CENTER DIFF BAG

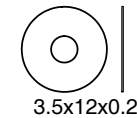
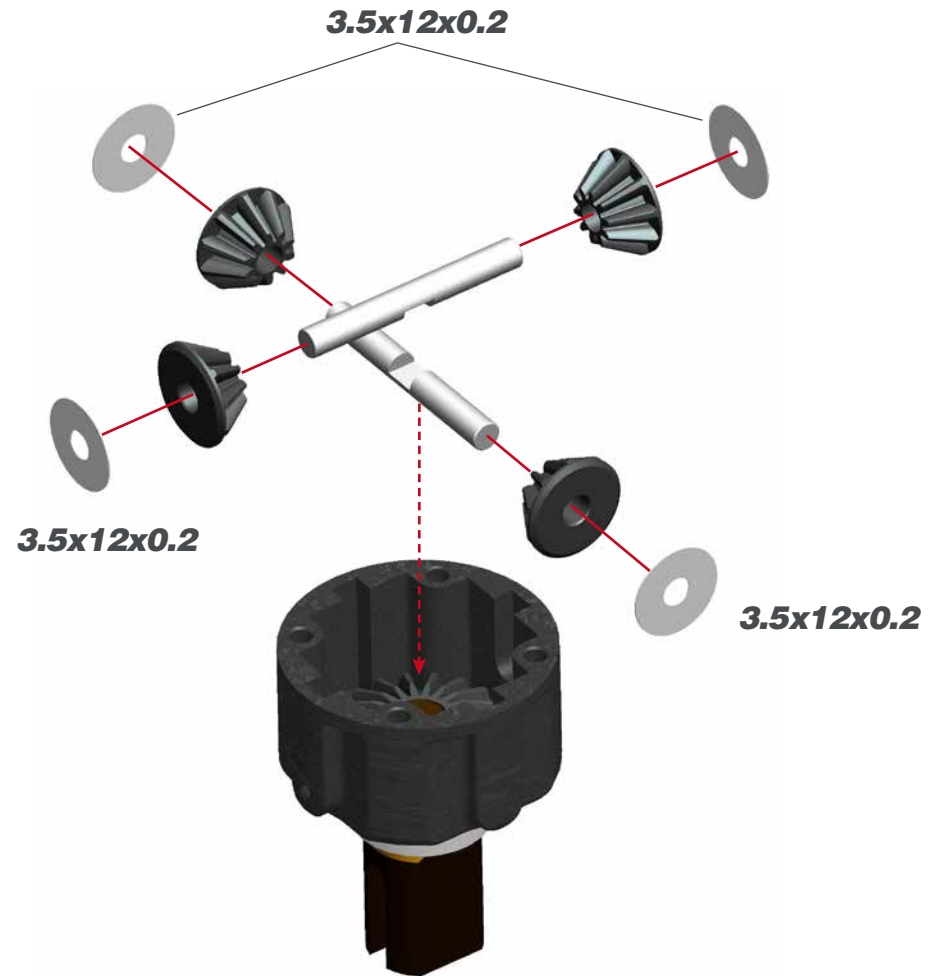
#### 1.1



#### 1.2



## STEP 2

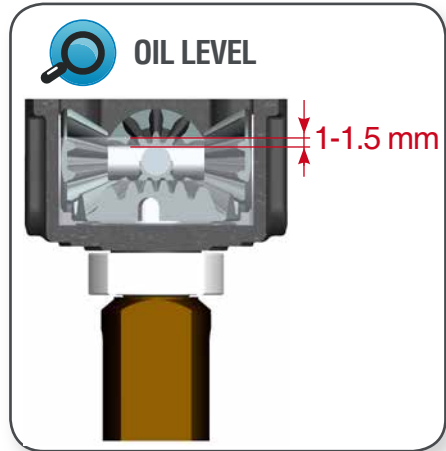




## STEP 3



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.



### AMOUNT OF OIL IN THE DIFFS

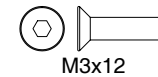
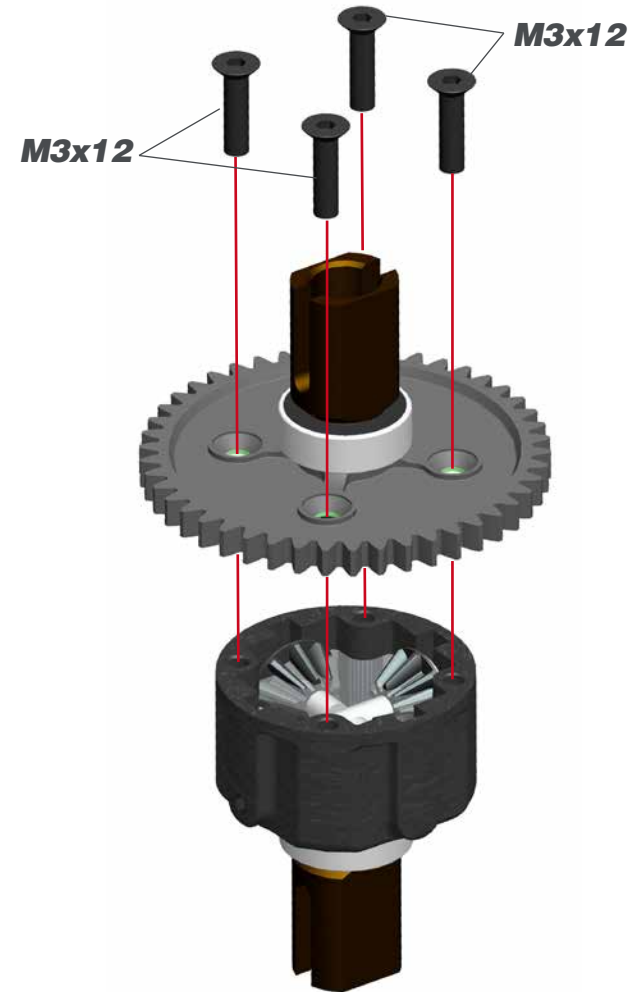
Use a digital scale to measure the exact amount of oil in the diff.

Differential weight with volume compensators = 45.7-45.8 grams

Differential weight without volume compensators = 45.7-45.8 grams



## STEP 4

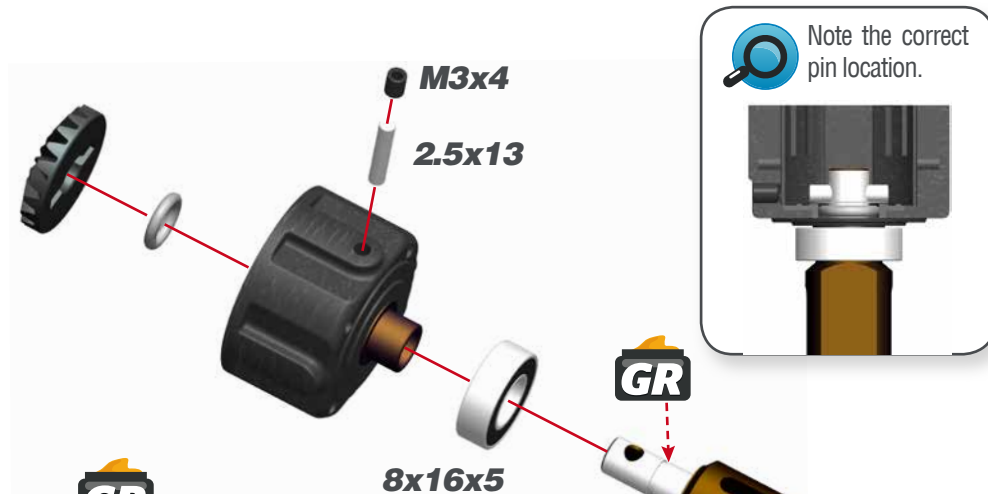


M3x12

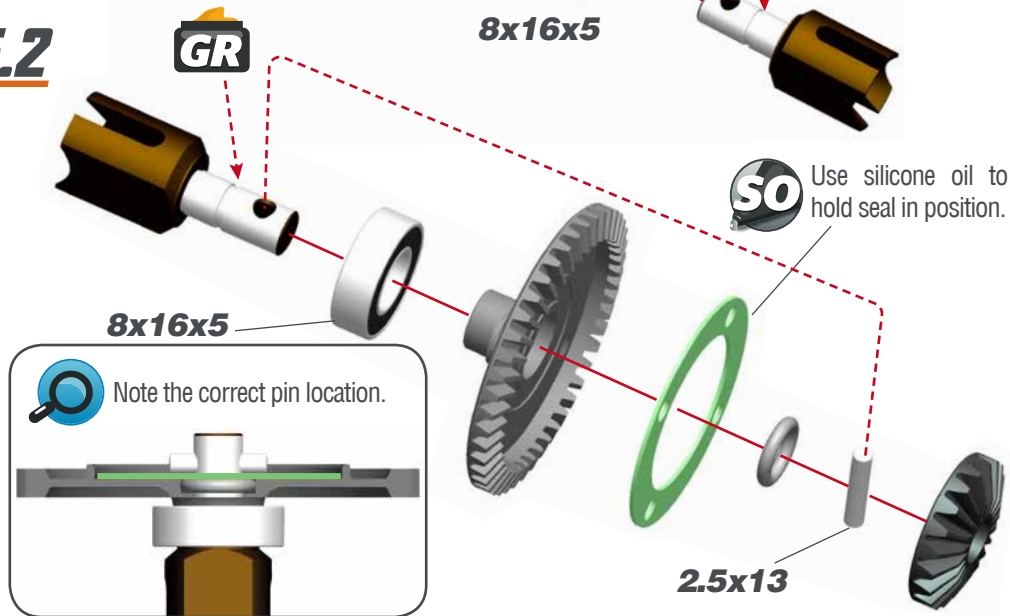
## STEP 5

### FR/RR DIFF BAG

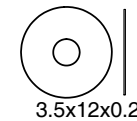
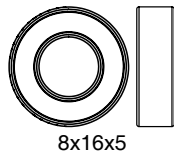
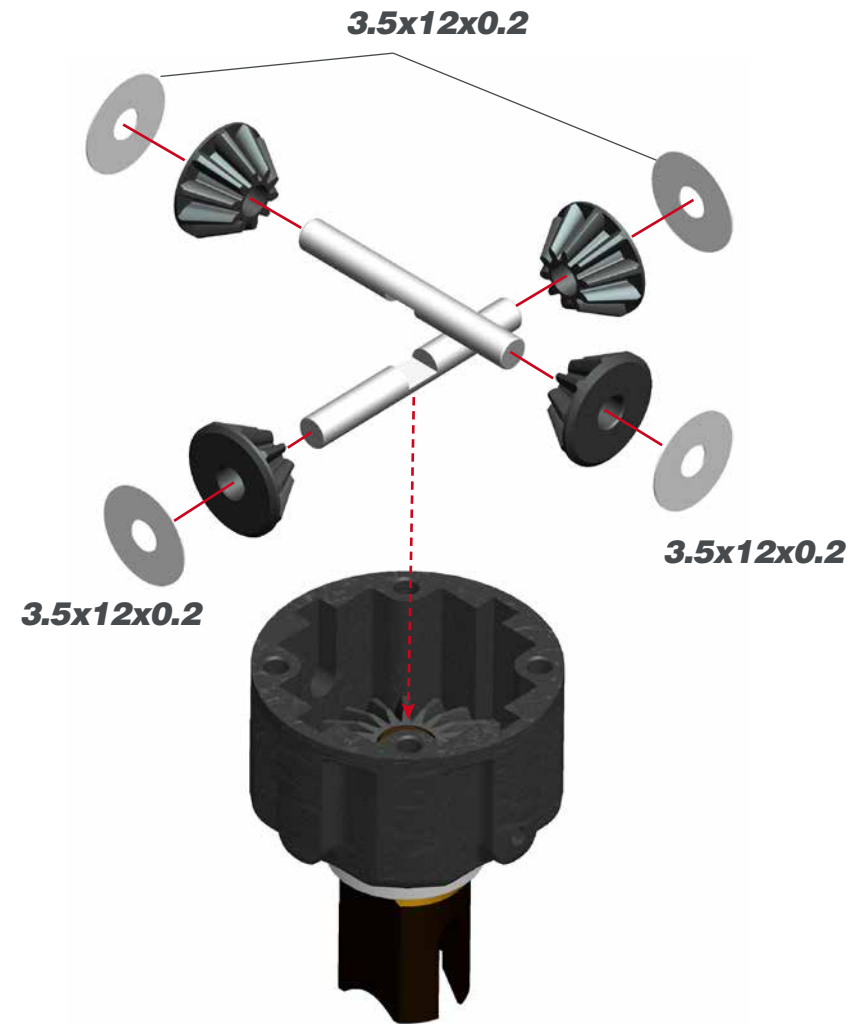
#### 5.1



#### 5.2



## STEP 6



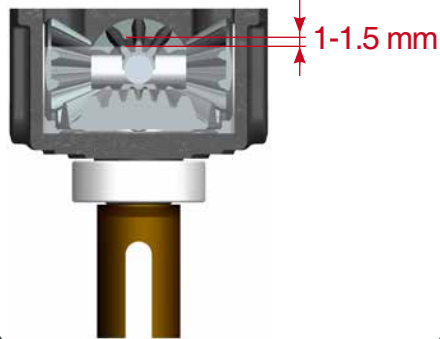
## STEP 7



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

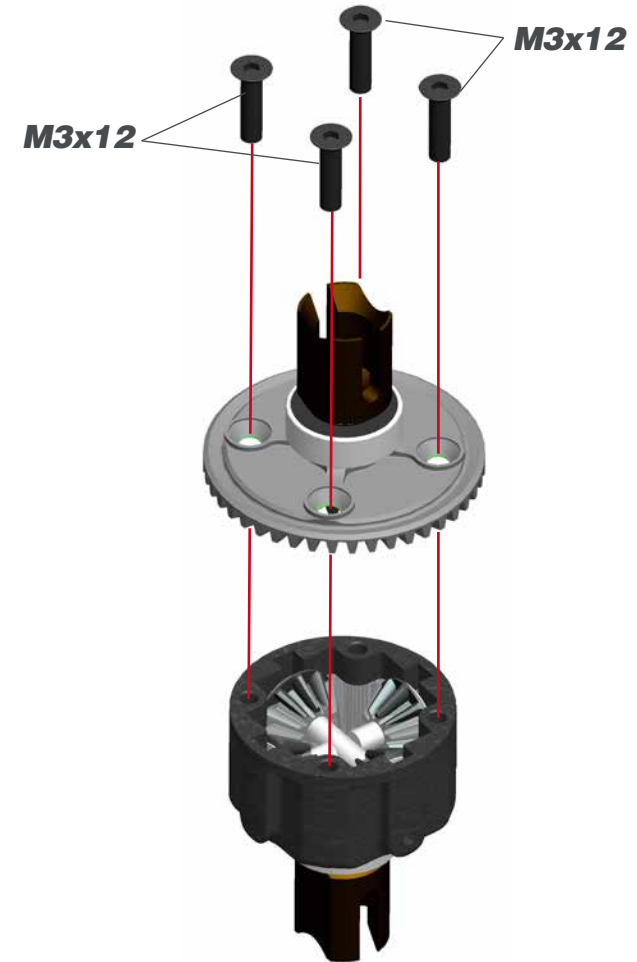
Use a digital scale to measure the exact amount of oil in the diff.

Differential weight with volume compensators = 44.70-44.80 grams

Differential weight without volume compensators = 44.70-44.80 grams



## STEP 8

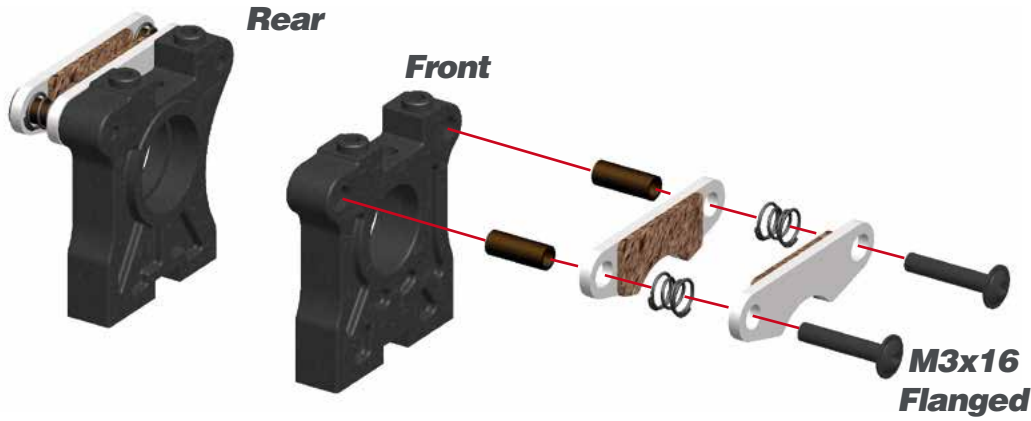


M3x12

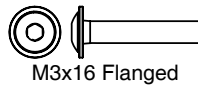
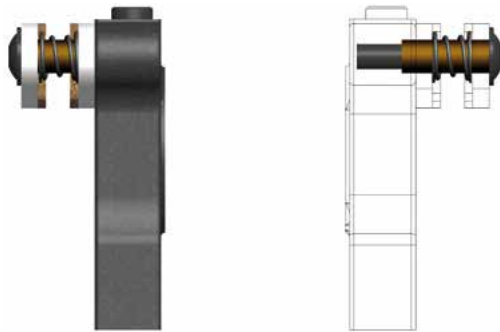


## STEP 9

BAG 1



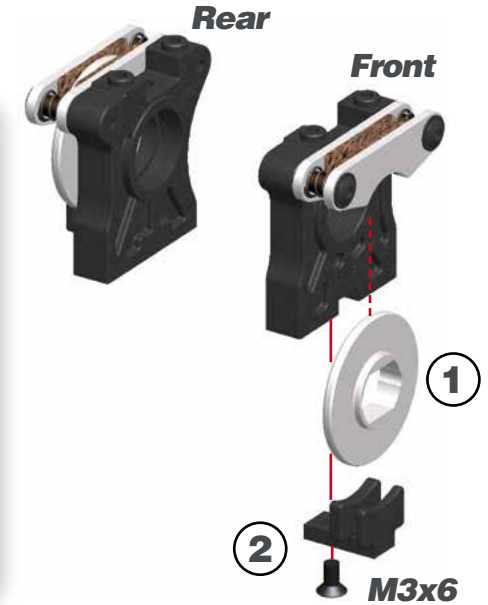
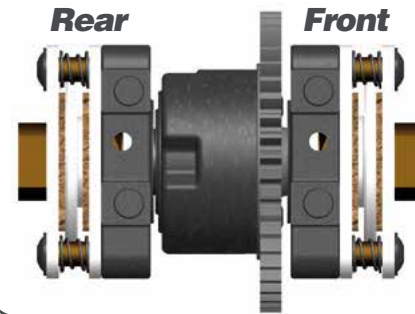
! Do NOT overtighten the screws.



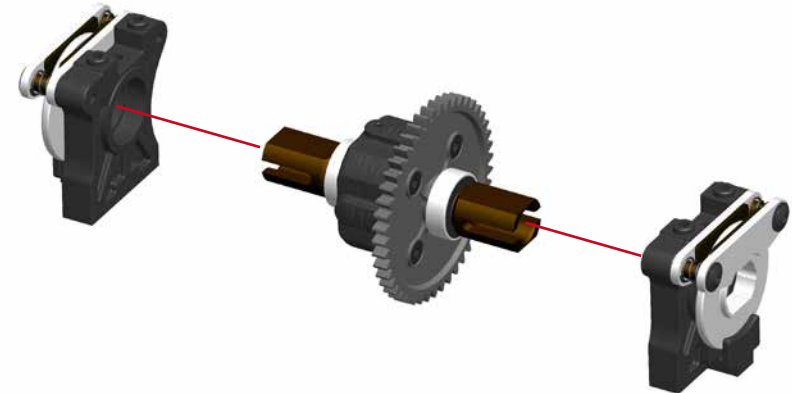
## STEP 10

### 12.1

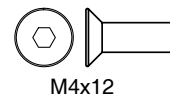
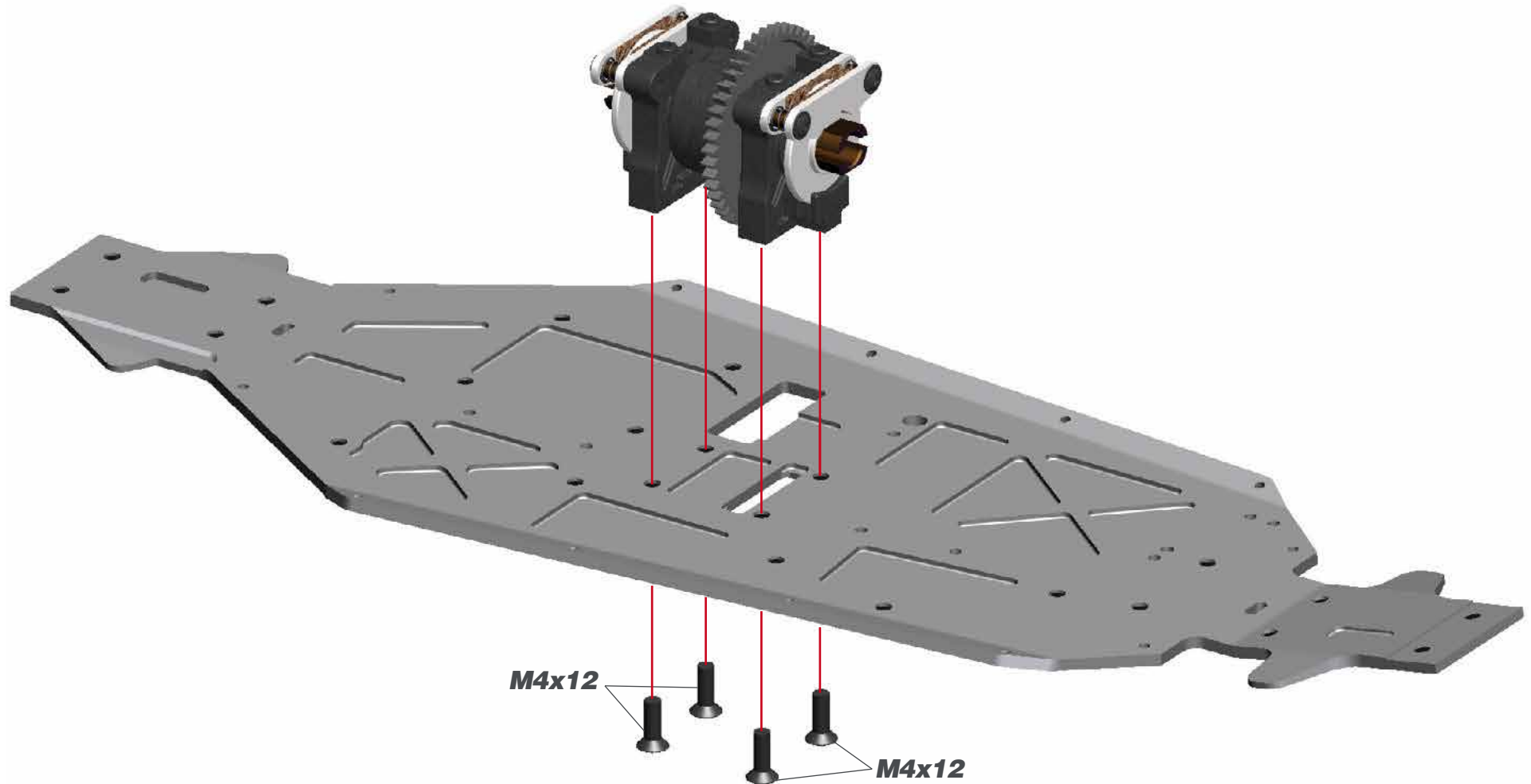
! Diff mounts are NOT symmetrical. Please check below picture to ensure front and rear bracket assembly are assembled properly.



### 12.2



## STEP 11



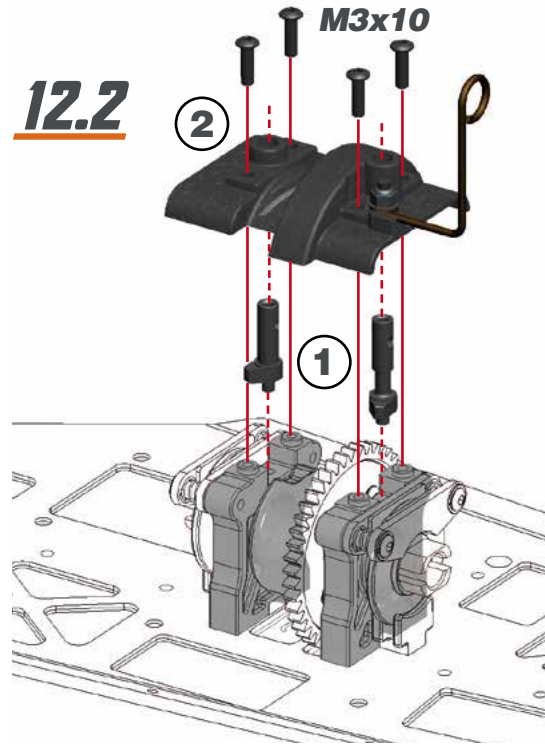
M4x12

## STEP 12

### 12.1

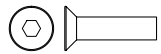
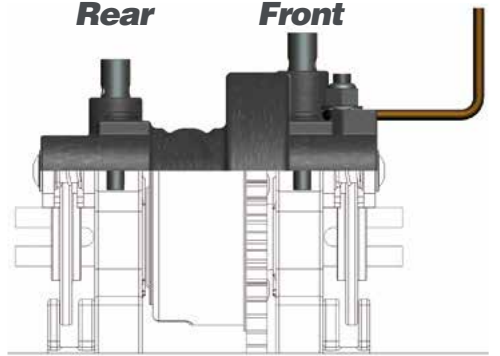


### 12.2



### BRAKE CAMS

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



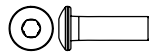
M3x12



3.2x7x0.5

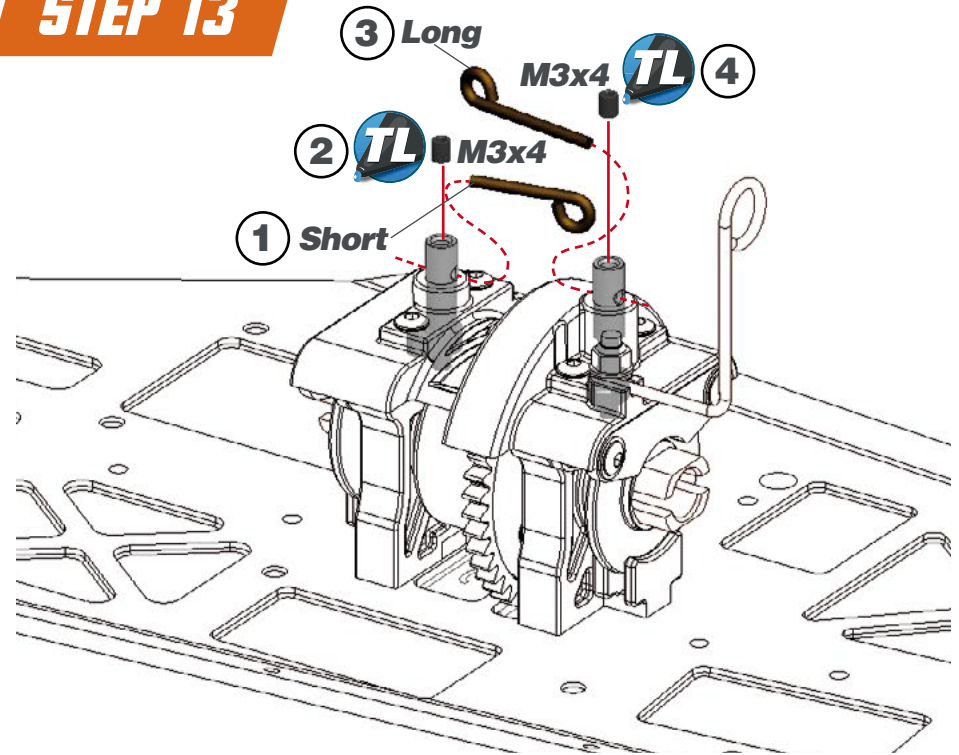


Nylock Nut M3



M3x10

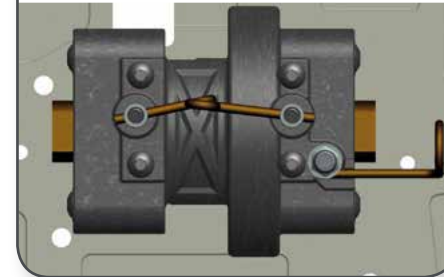
## STEP 13



Note the correct brake wires position.

Rear

Front



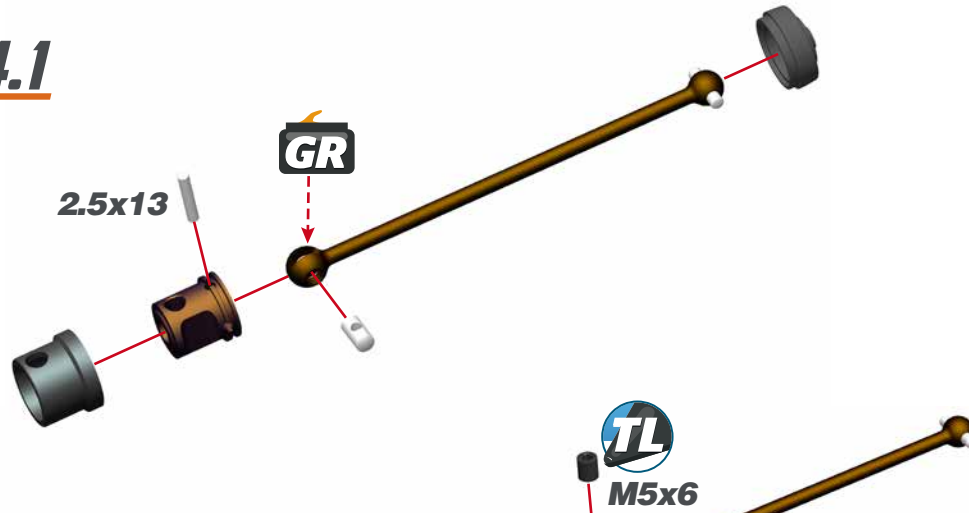
M3x4



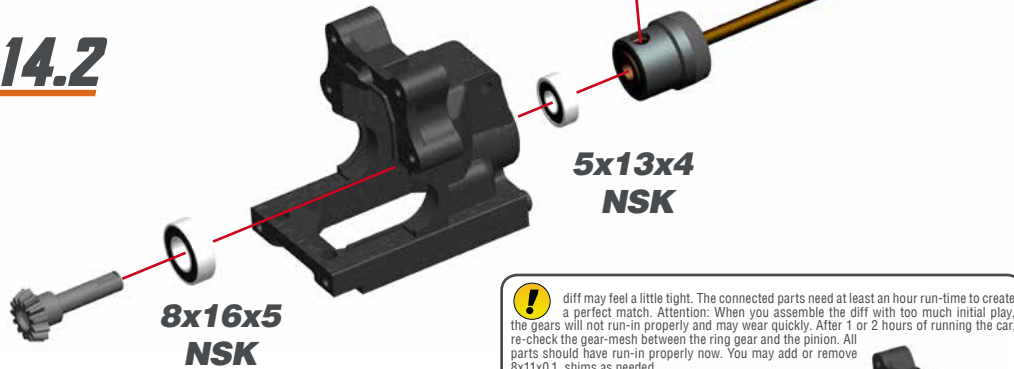
## STEP 14 BAG 2

## STEP 15

### 14.1

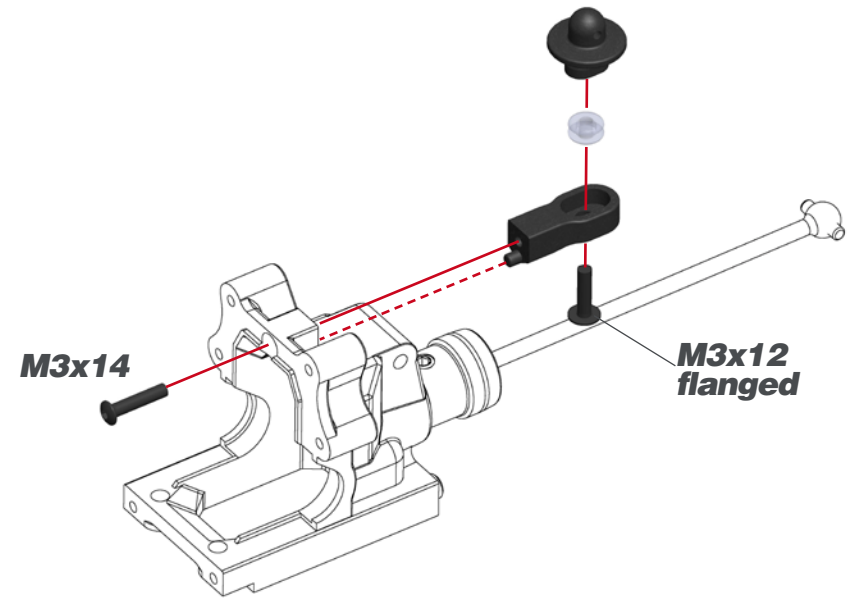


### 14.2

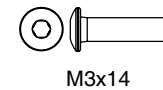
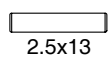
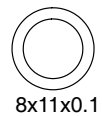
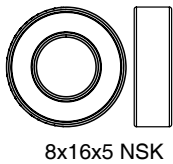
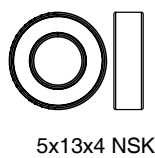


**!** diff may feel a little tight. The connected parts need at least an hour run-time to create a perfect match. Attention: When you assemble the diff with too much initial play, the gears will not run-in properly and may wear quickly. After 1 or 2 hours of running the car, re-check the gear-mesh between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


8x11x0.1

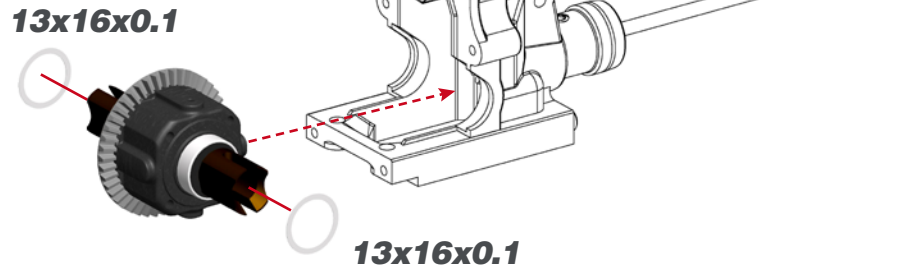


Note the correct grommet position.

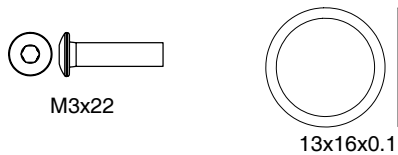
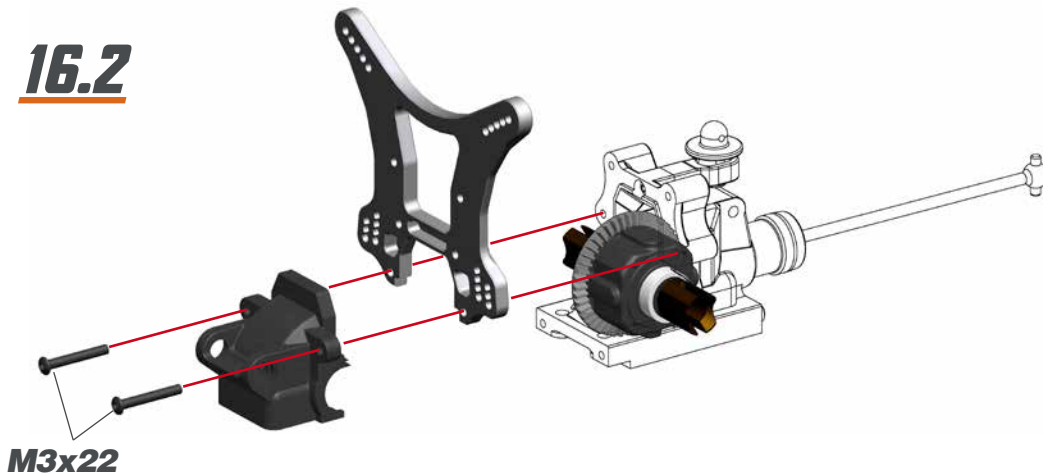


## STEP 16

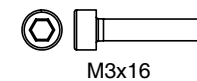
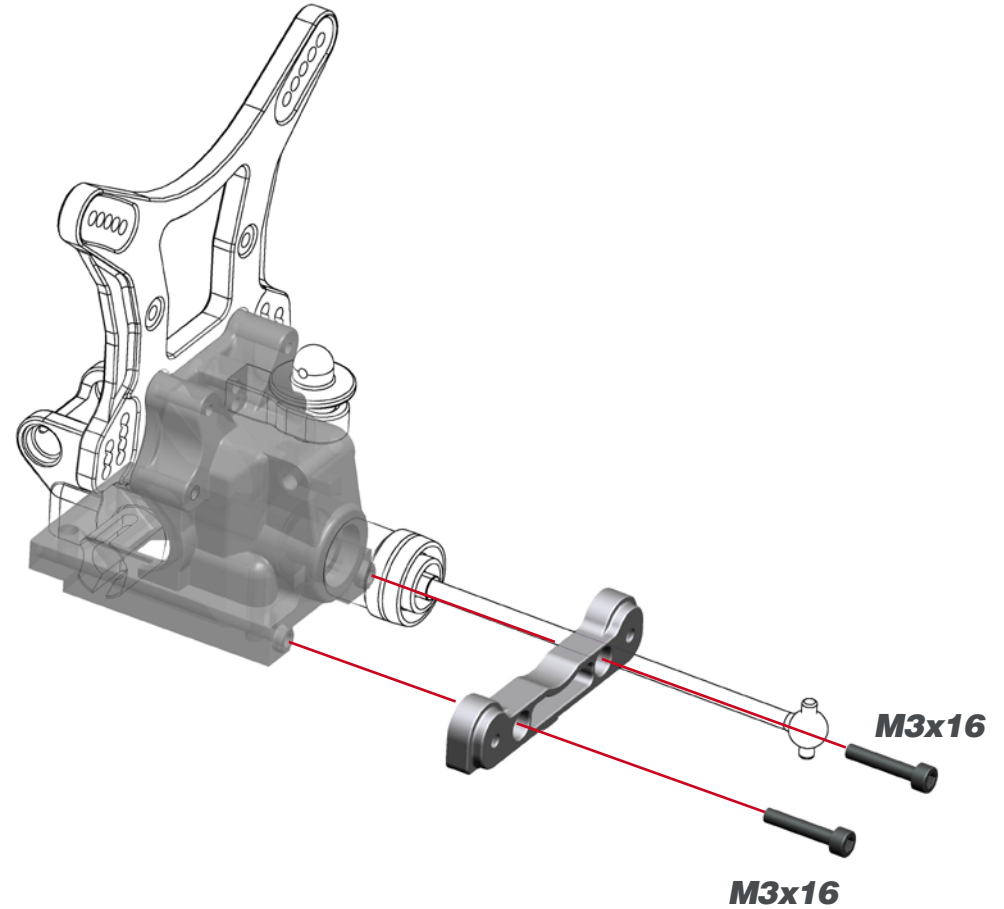
**16.1**  After 1 or 2 hours of running the car, re-check the gear-mesh between the ring gear and the pinion. All parts should have run-in properly. You may add or remove 13x16x0.1 shims as needed.



## 16.2



## STEP 17



## STEP 18

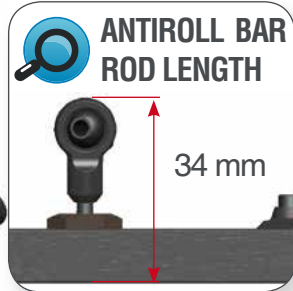
BAG 3

### 18.1

L=R



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



### 18.2

M2.5X6

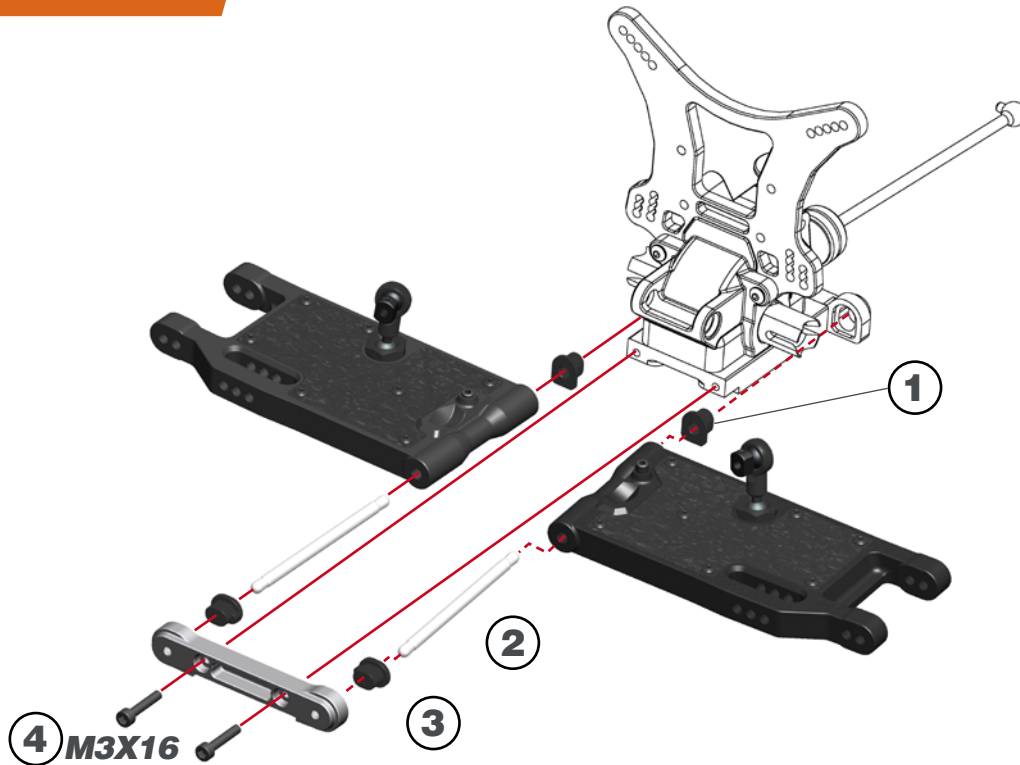


M2.5X6



M2.5x6

## STEP 19

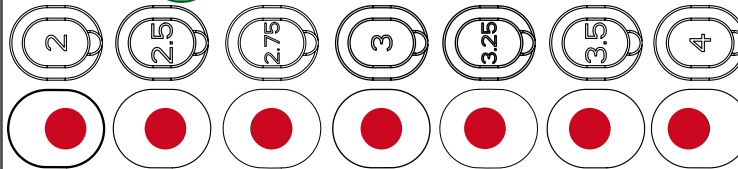


4 M3X16



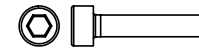
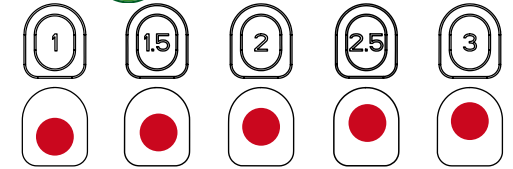
L=R

REAR TOE IN INSERTS CHART



L=R

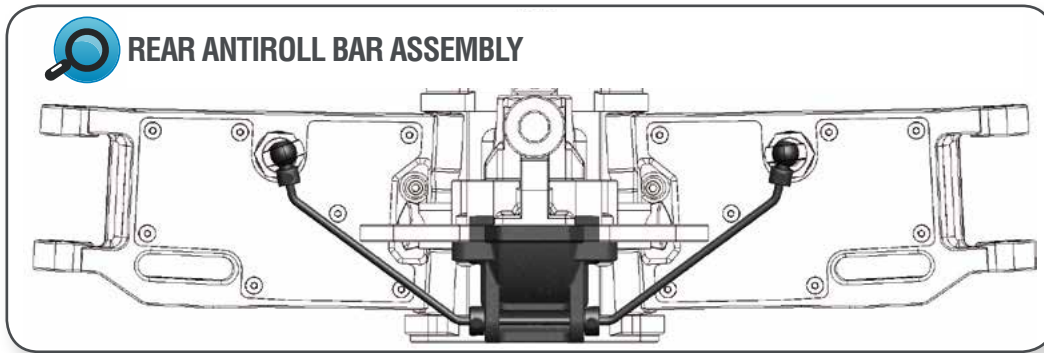
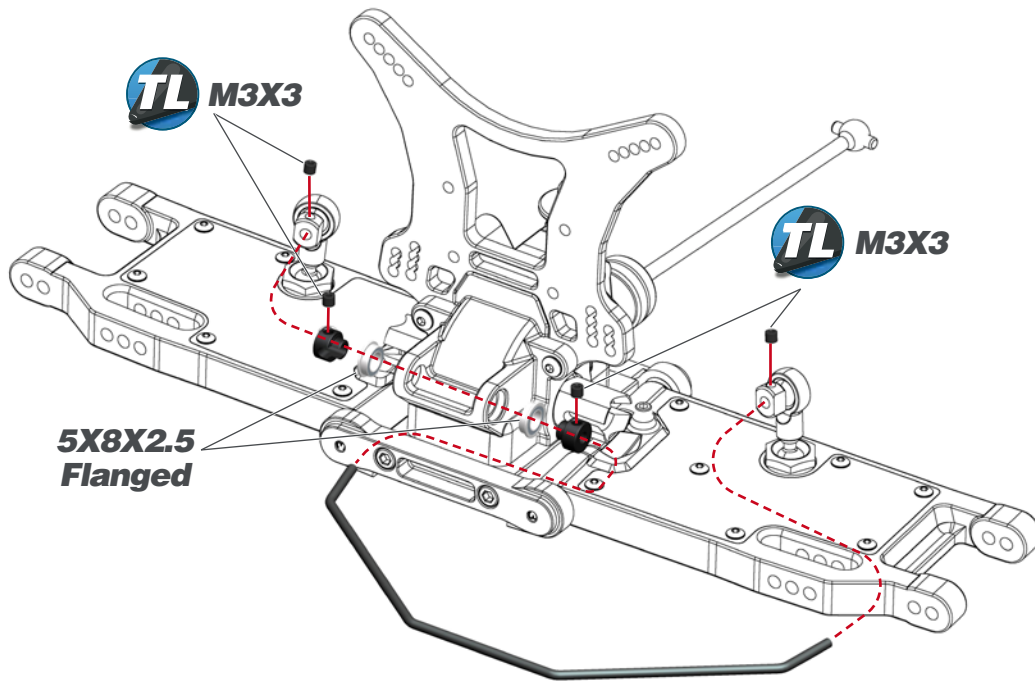
REAR ANTISQUAT INSERTS CHART



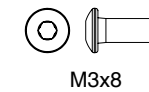
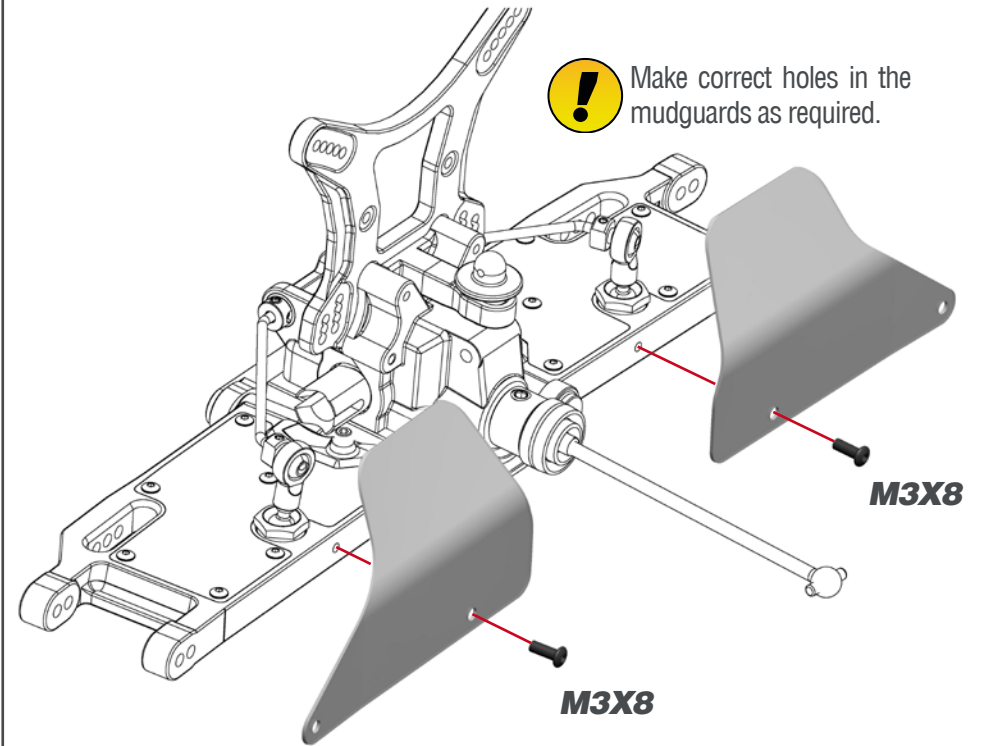
M3x16



## STEP 20

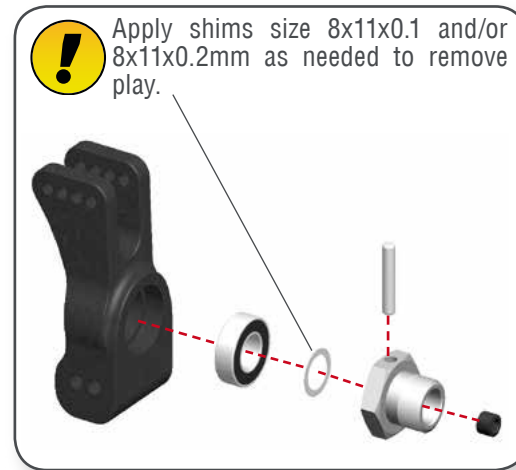
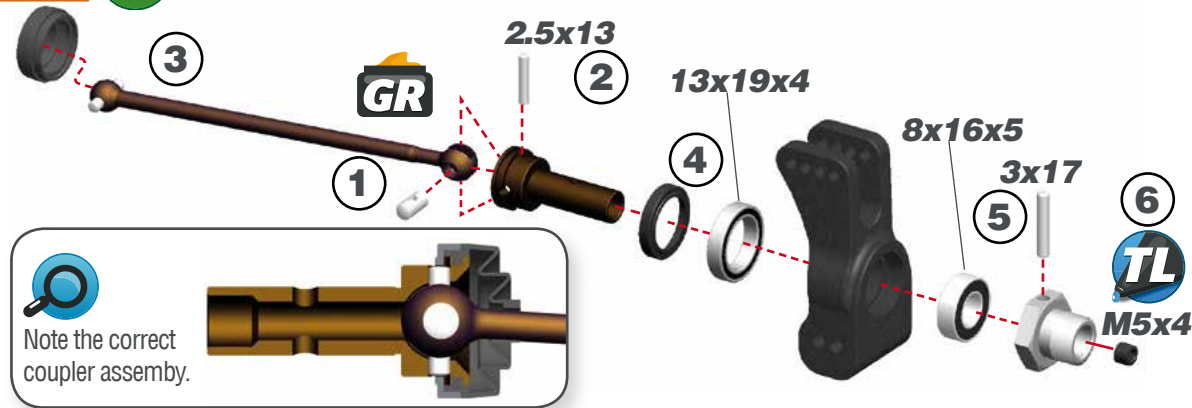


## STEP 21

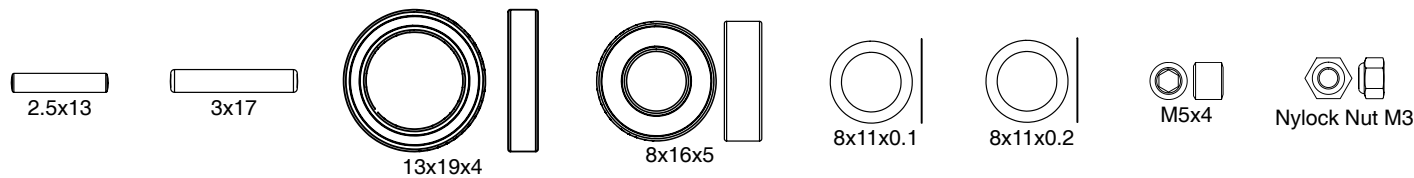
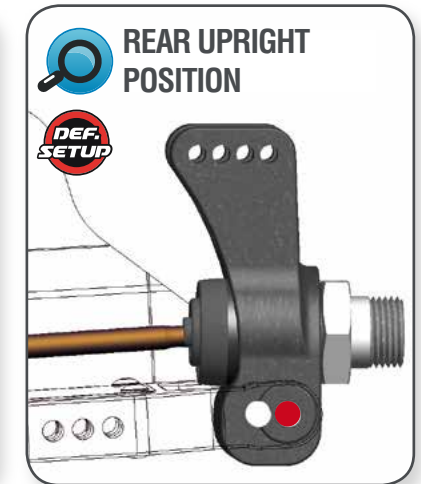
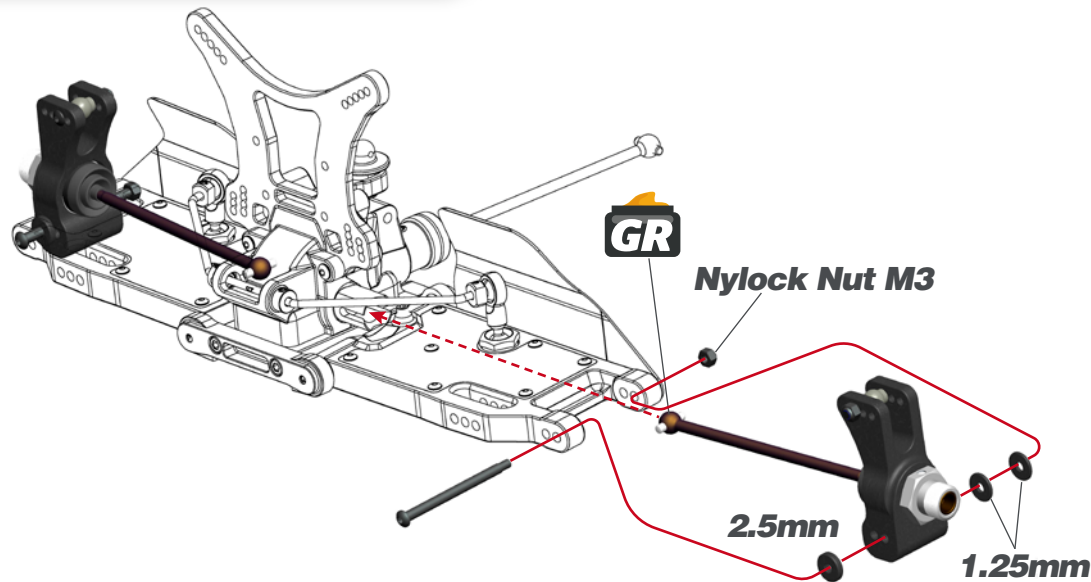


## STEP 22 BAG 4

### 22.1 L=R

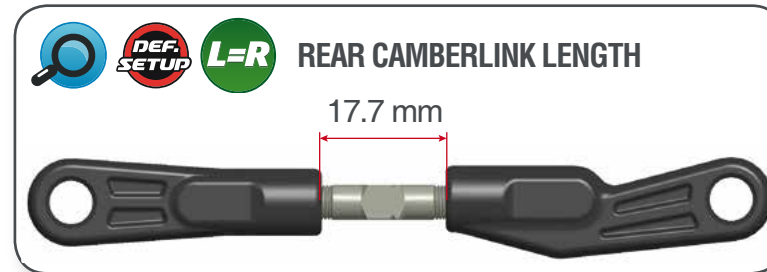


### 22.2

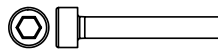
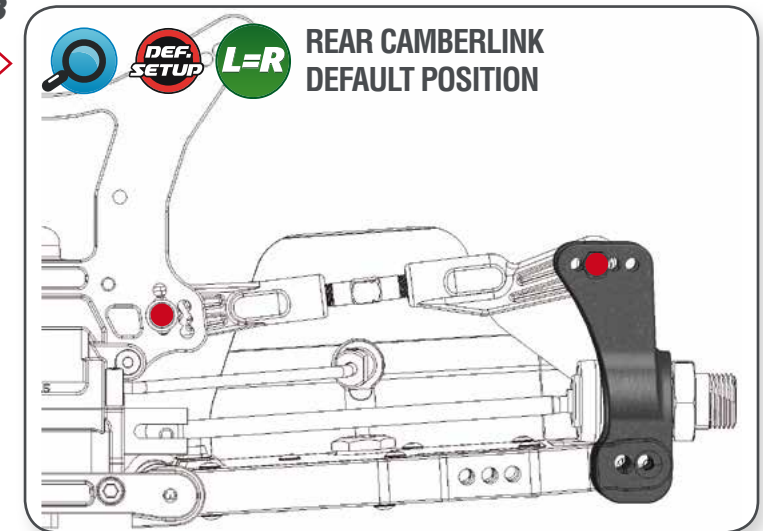
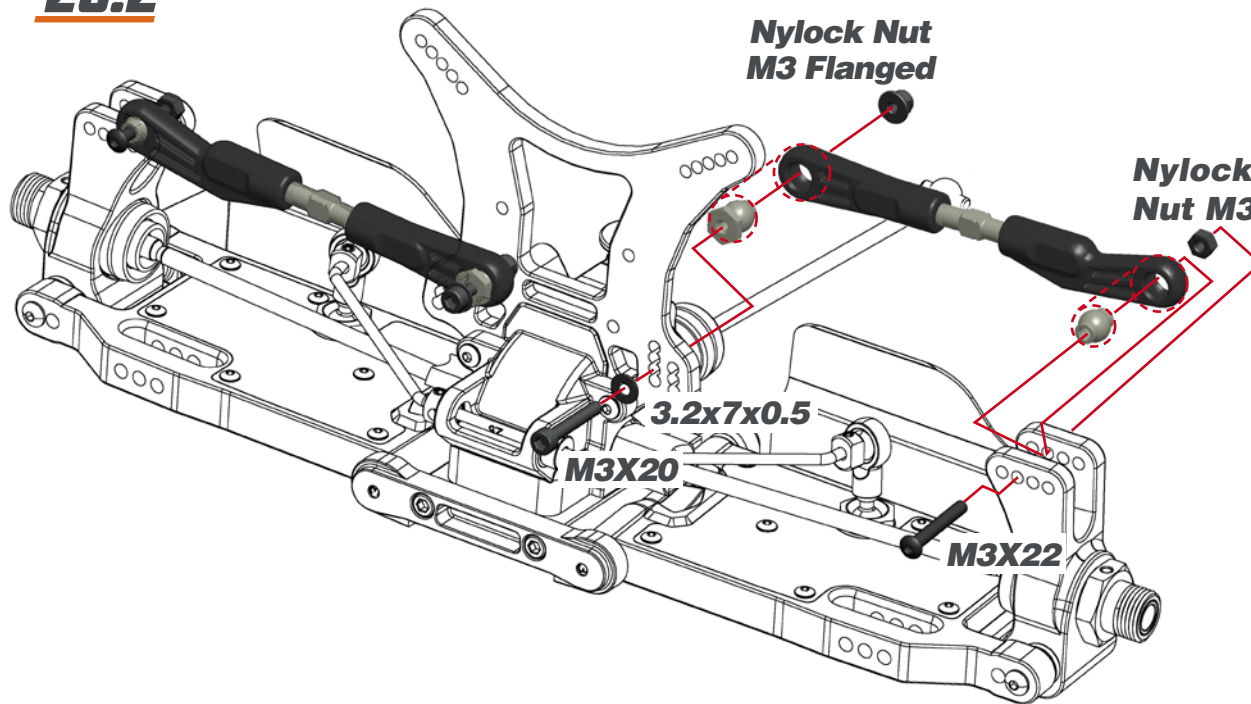


## STEP 23 BAG 5

### 23.1



### 23.2



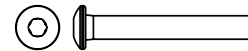
M3x20



3.5x7x0.5



Nylock Nut M3 Flanged



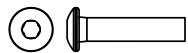
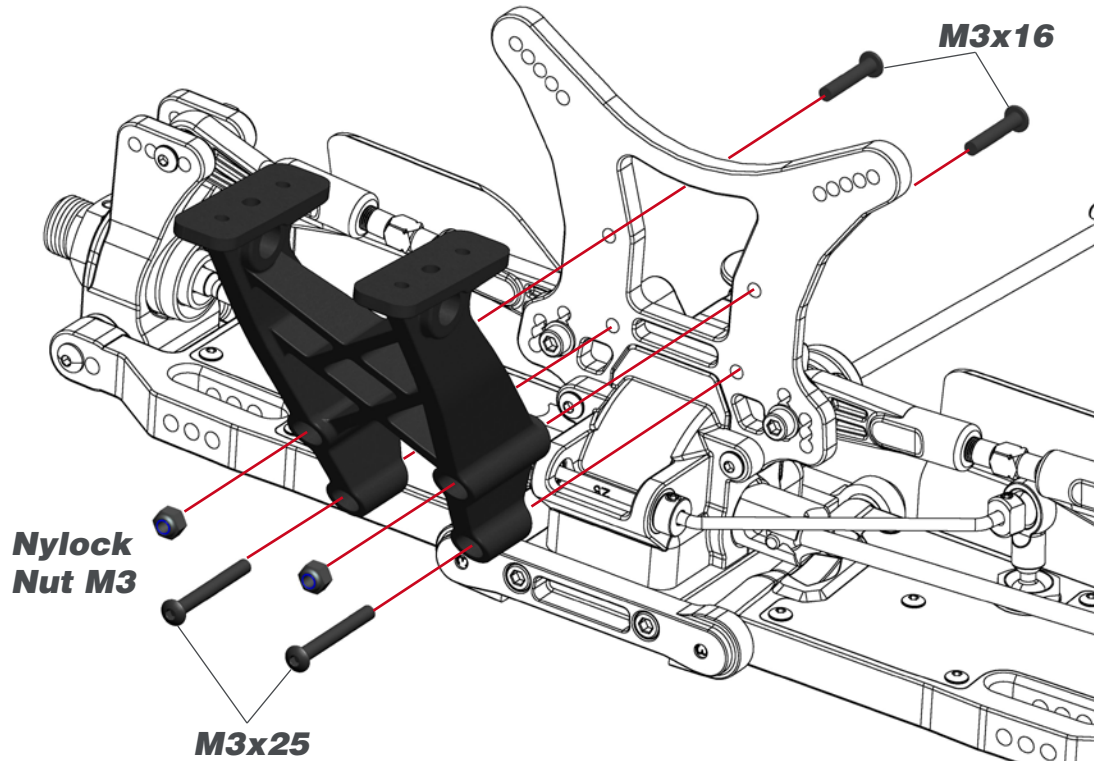
M3x22



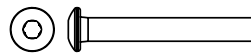
Nylock Nut M3



## STEP 24



M3x16

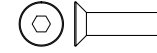
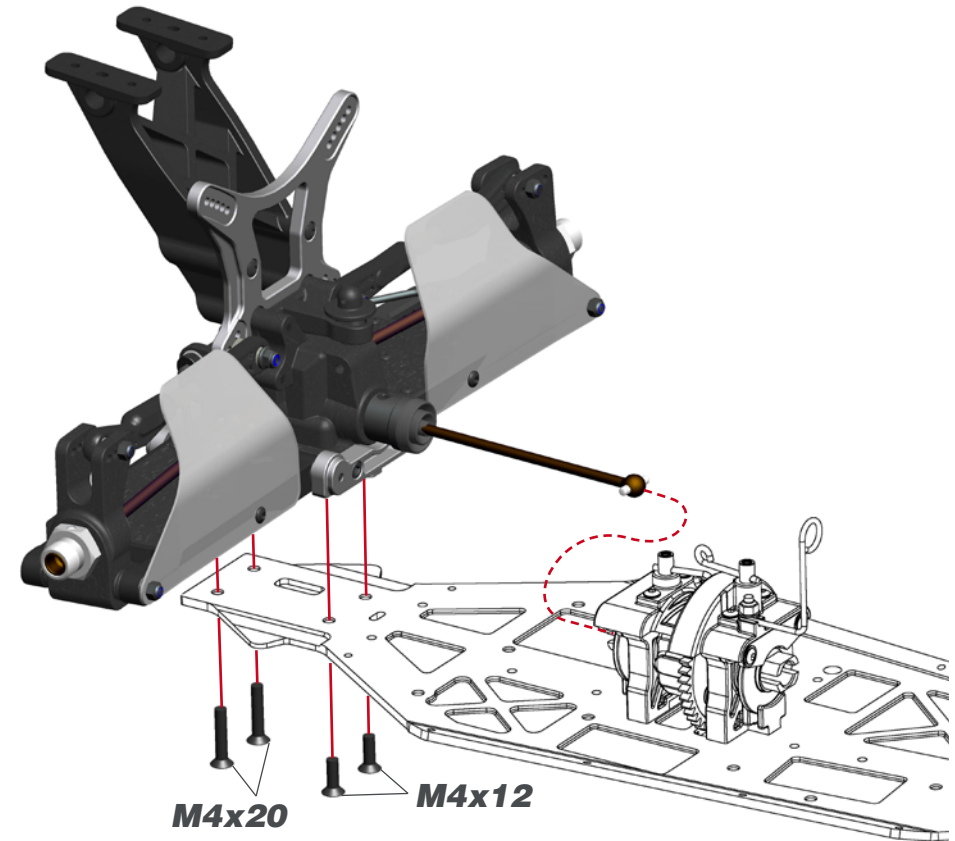


M3x25

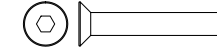


Nylock Nut M3

## 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.



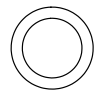
8x11x0.1



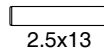
5x13x4 NSK



8x16x5 NSK



8x11x0.1



2.5x13

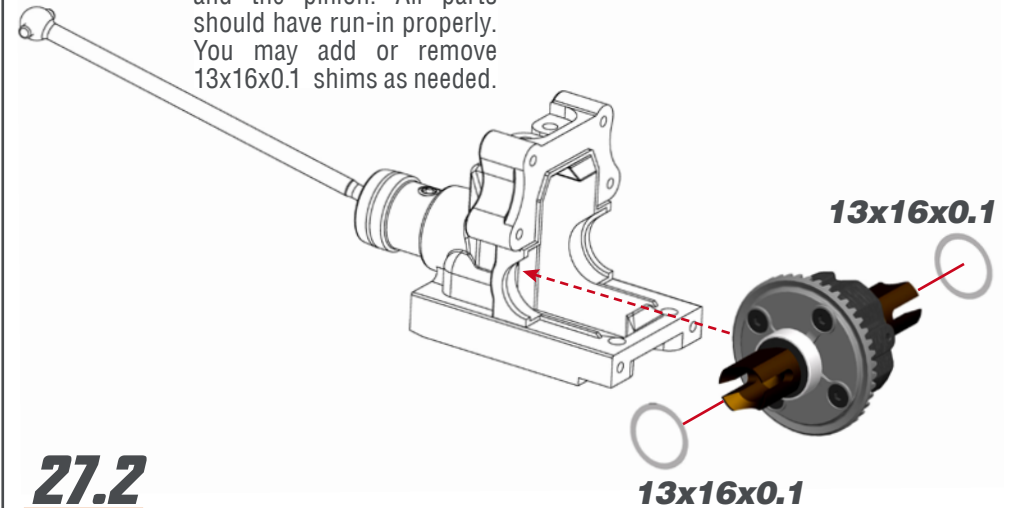


M5x6

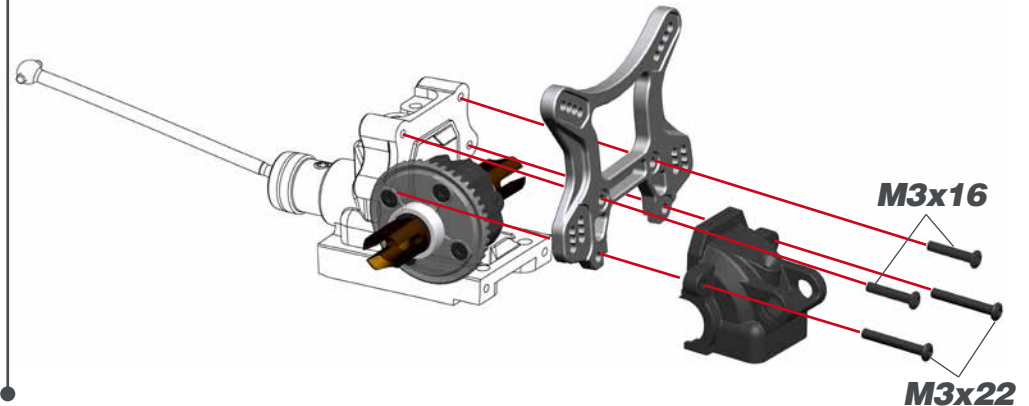
## STEP 27

### 27.1

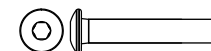
**!** After 1 or 2 hours of running the car, re-check the gear-mesh between the ring gear and the pinion. All parts should have run-in properly. You may add or remove 13x16x0.1 shims as needed.



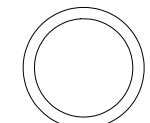
### 27.2



M3x16

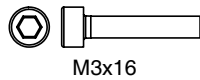
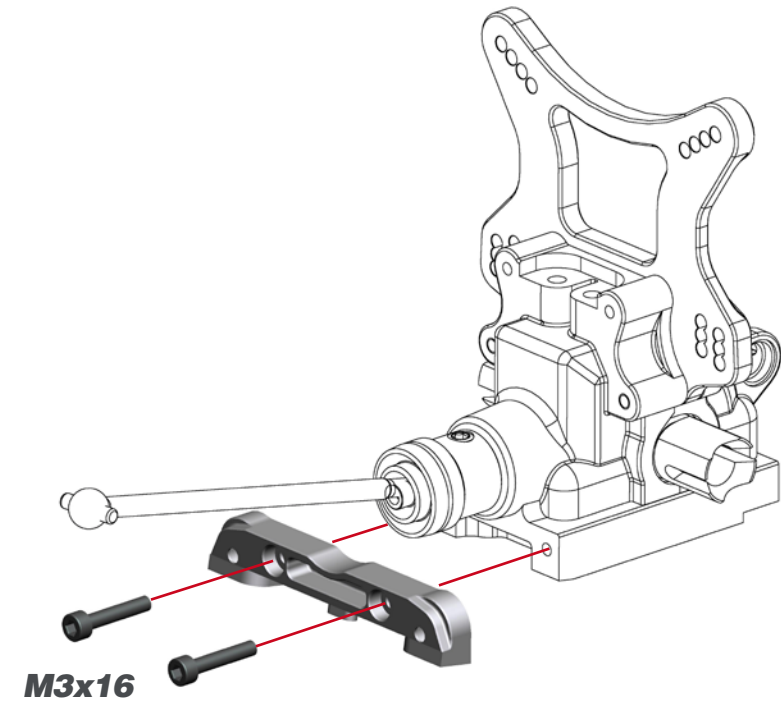


M3x22



13x16x0.1

## STEP 28



M3x16

## STEP 29 BAG 7

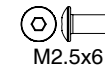
### 29.1



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

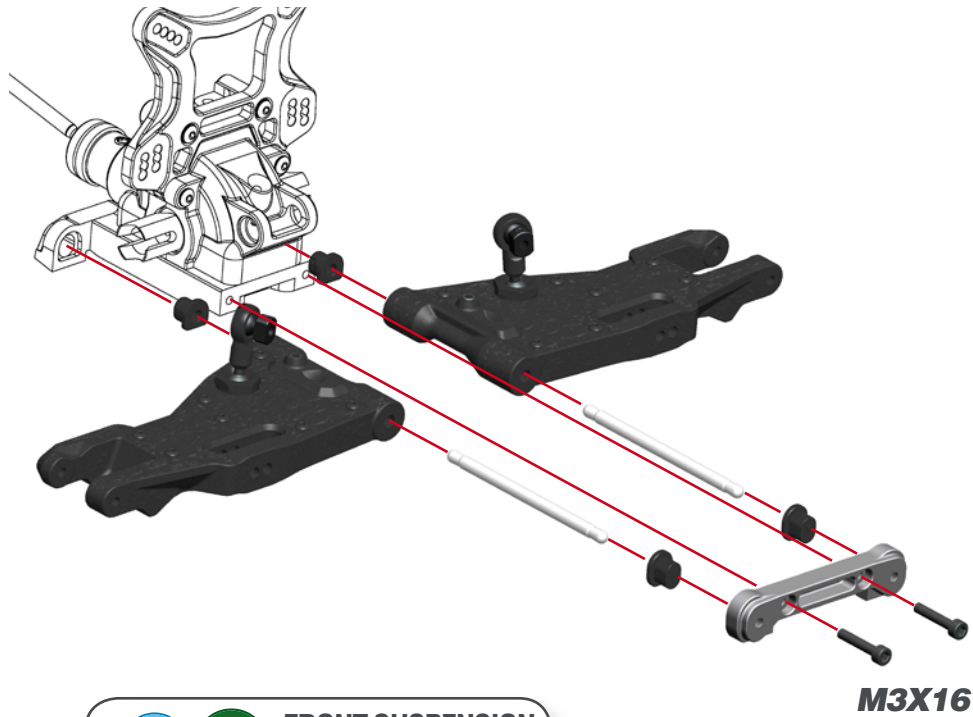


### 29.2



M2.5x6

## STEP 30



M3X16

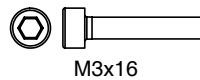
**L=R FRONT SUSPENSION KICKUP INSERTS**

|   |     |    |      |    |
|---|-----|----|------|----|
| 9 | 9.5 | 10 | 10.5 | 11 |
|   |     |    |      |    |

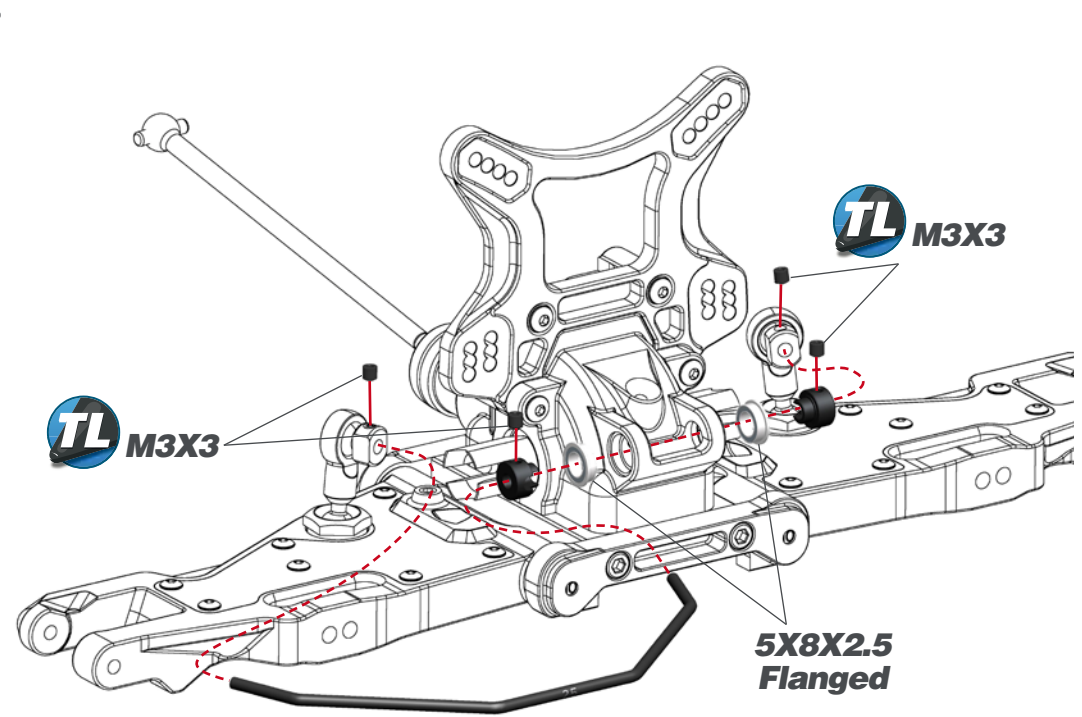
**DEF. SETUP**

**L=R FRONT REAR INSERTS**

|  |
|--|
|  |
|--|



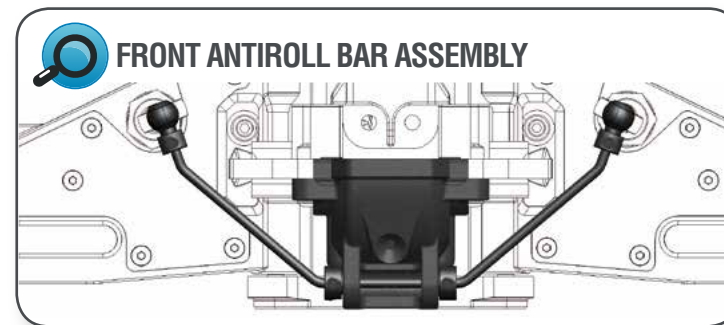
## STEP 31



TL M3X3

TL M3X3

5X8X2.5 Flanged





## STEP 32 BAG 8

### 32.1 L=R

**STEERING ARMS**  
Steering arm 2 is included in the kit.

Note the correct coupler assembly.

Apply shims size 8x11x0.1 and/or 8x11x0.2mm as needed to remove play.

2.5x13  
M3x10  
8x16x5  
3x17  
M5x4  
13x19x4

### 32.2

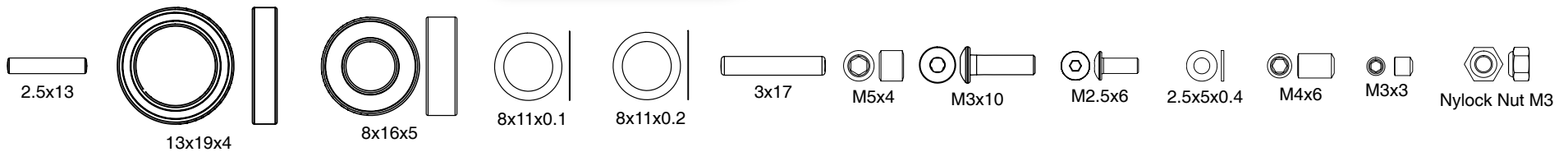
Align the flat spot on the shaft with the grub screw.

2.5x5x0.4  
M4x6  
M2.5x6  
M4x6

### 32.3

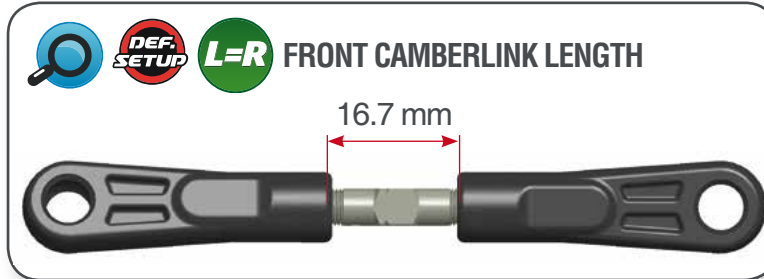
Nylock Nut M3

M3x3

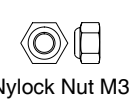
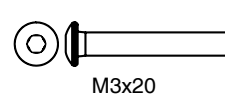
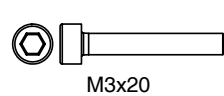
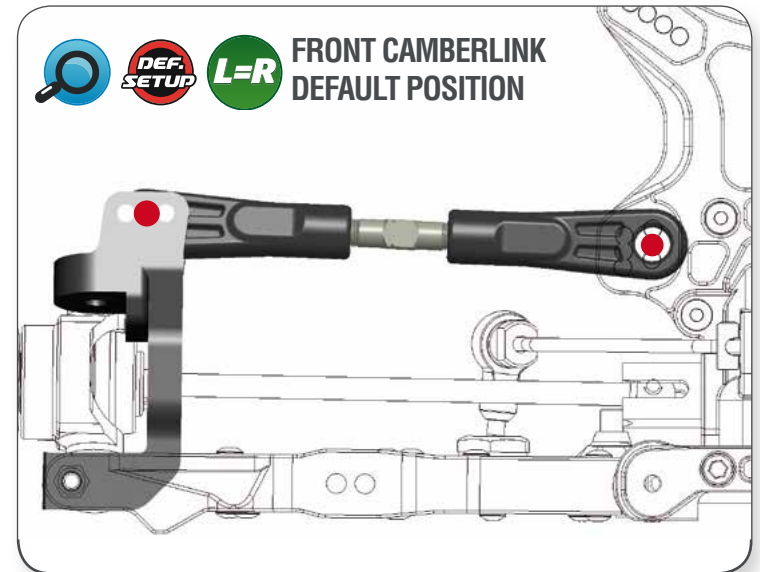
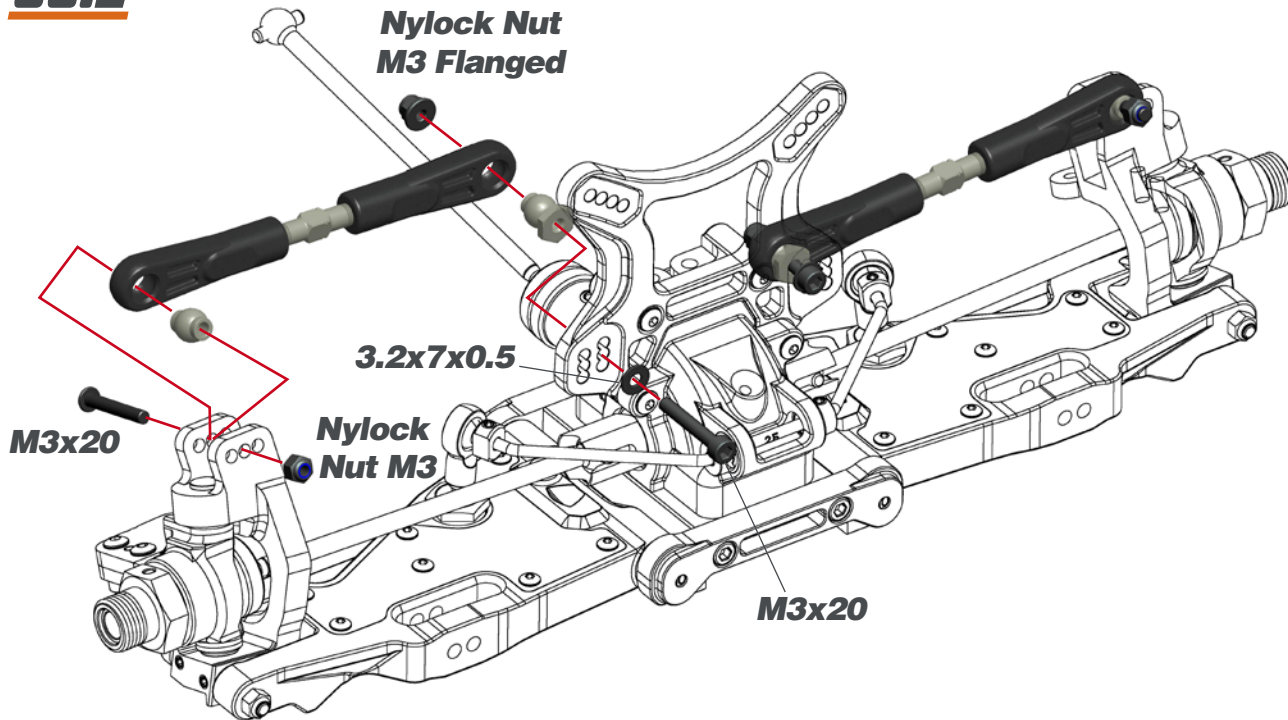


## STEP 33 BAG 9

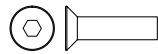
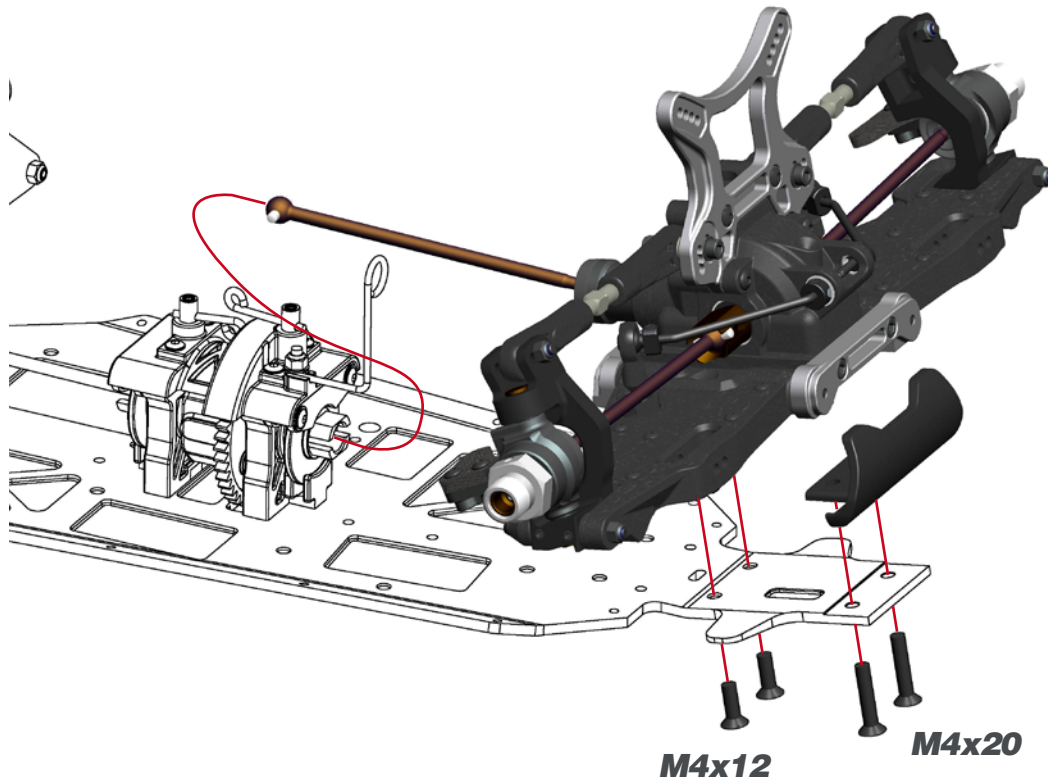
### 33.1



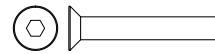
### 33.2



## STEP 34

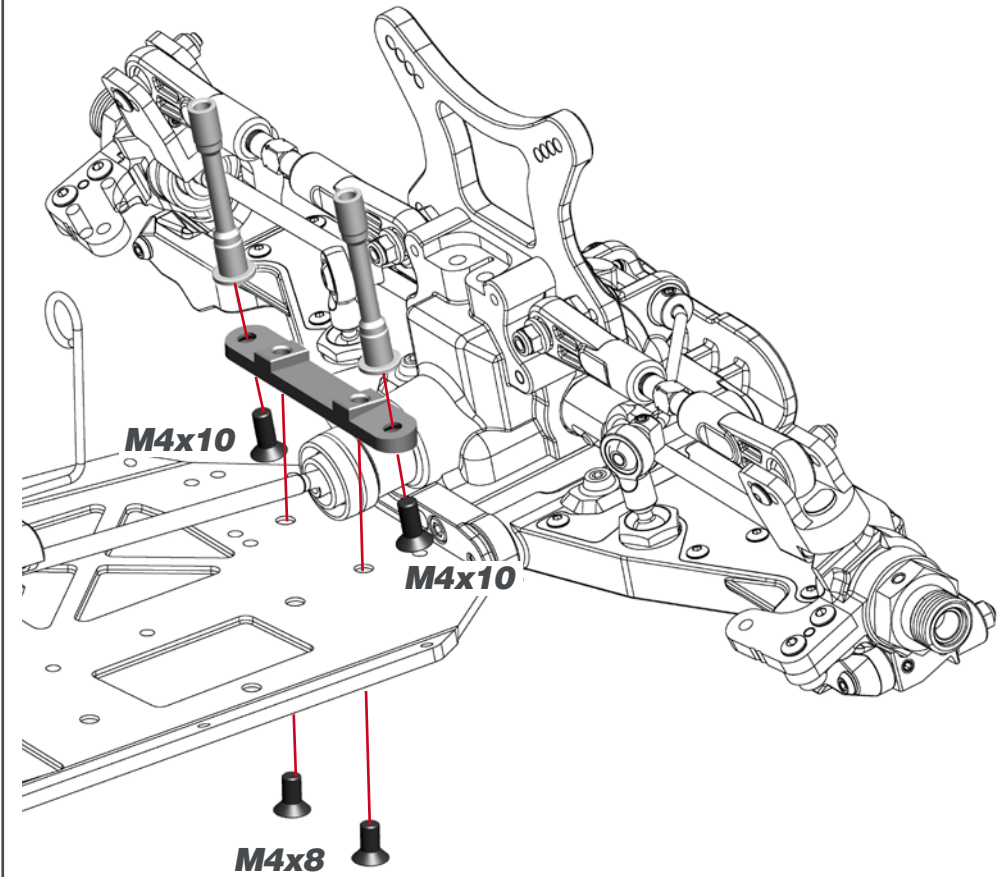


M4x12



M4x20

## STEP 35



M4x8



M4x10

## STEP 36

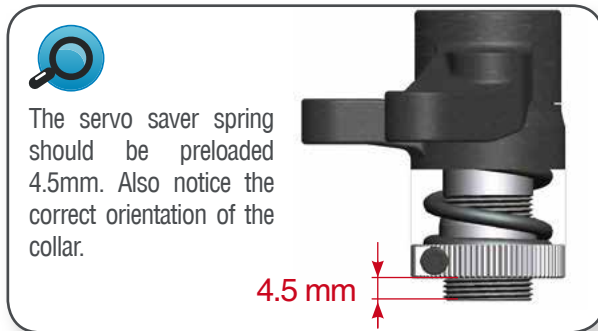
BAG 10

### 36.1



M2x10

### 36.2



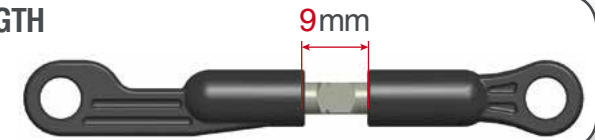
The servo saver spring should be preloaded 4.5mm. Also notice the correct orientation of the collar.

## STEP 37

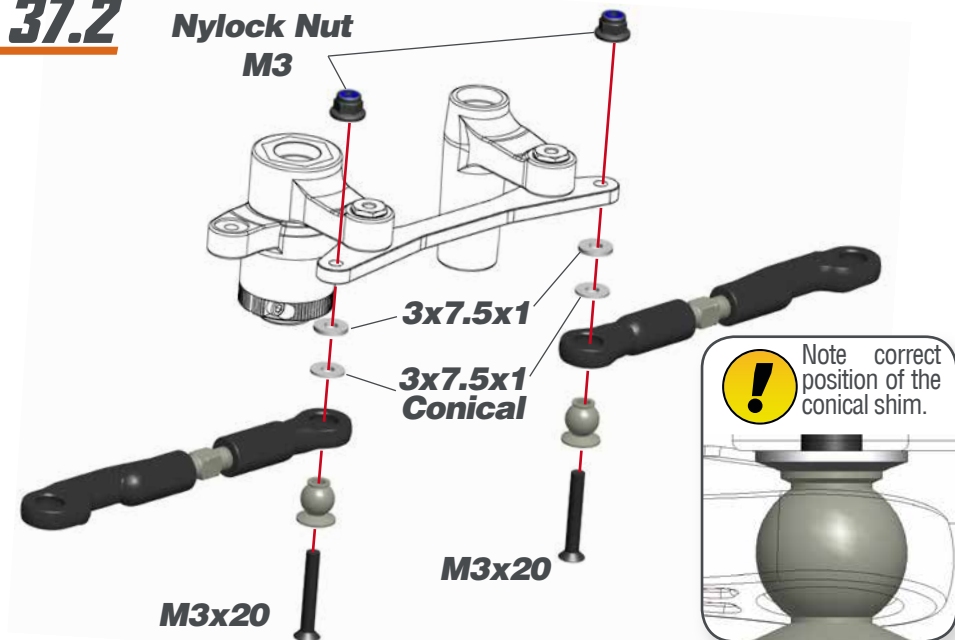
### 37.1



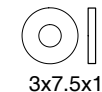
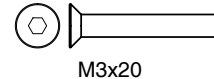
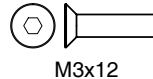
STEERING TRACKROD LENGTH



### 37.2

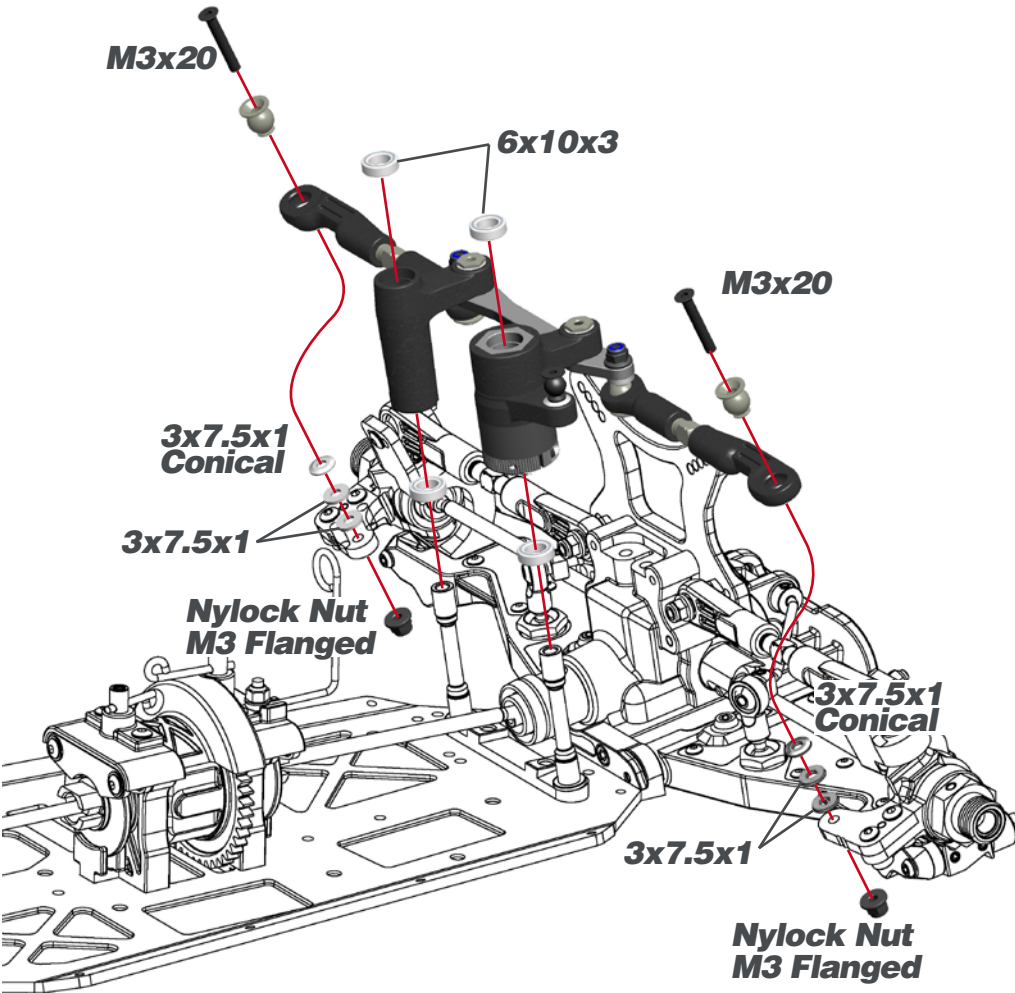


Note correct position of the conical shim.

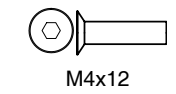
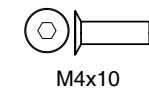
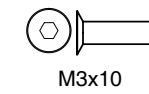
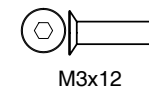
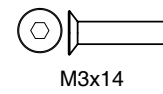
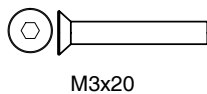
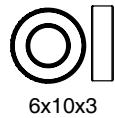
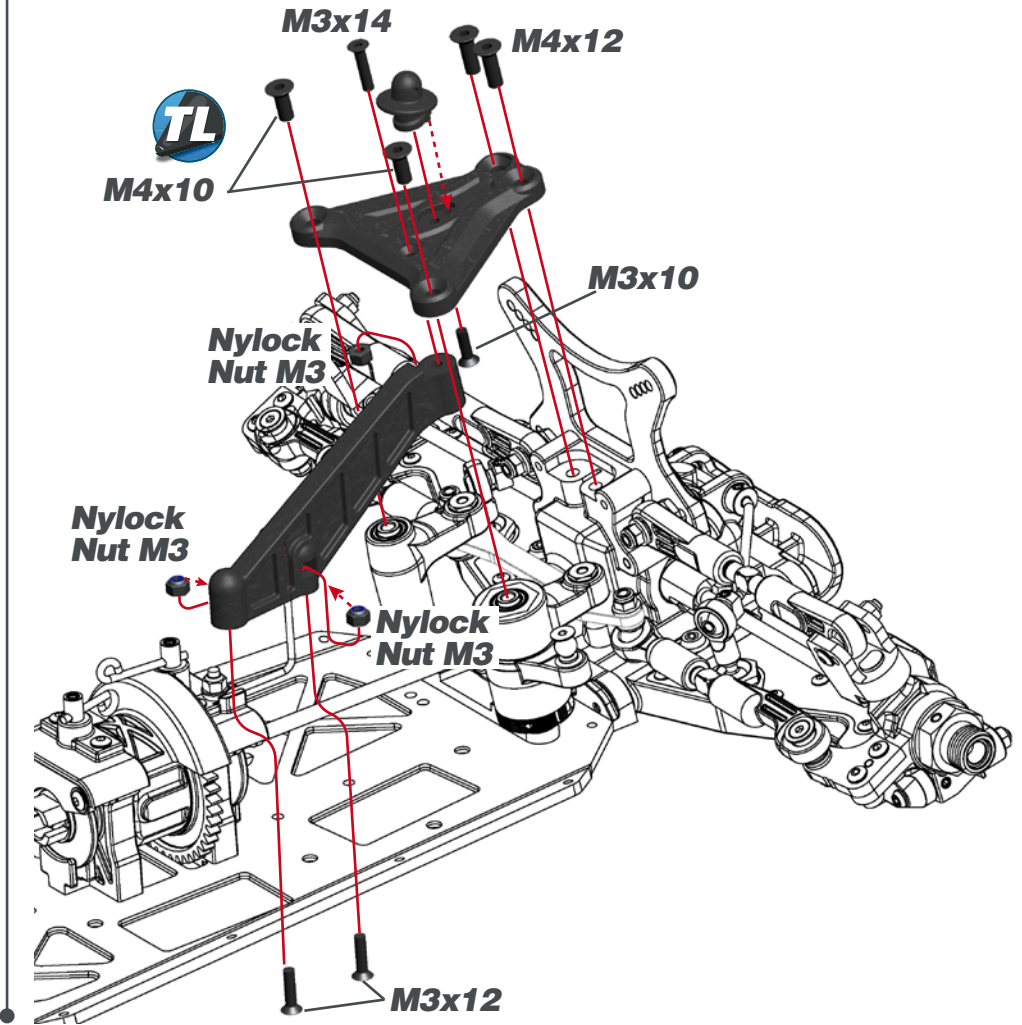




## STEP 38

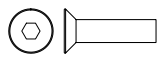
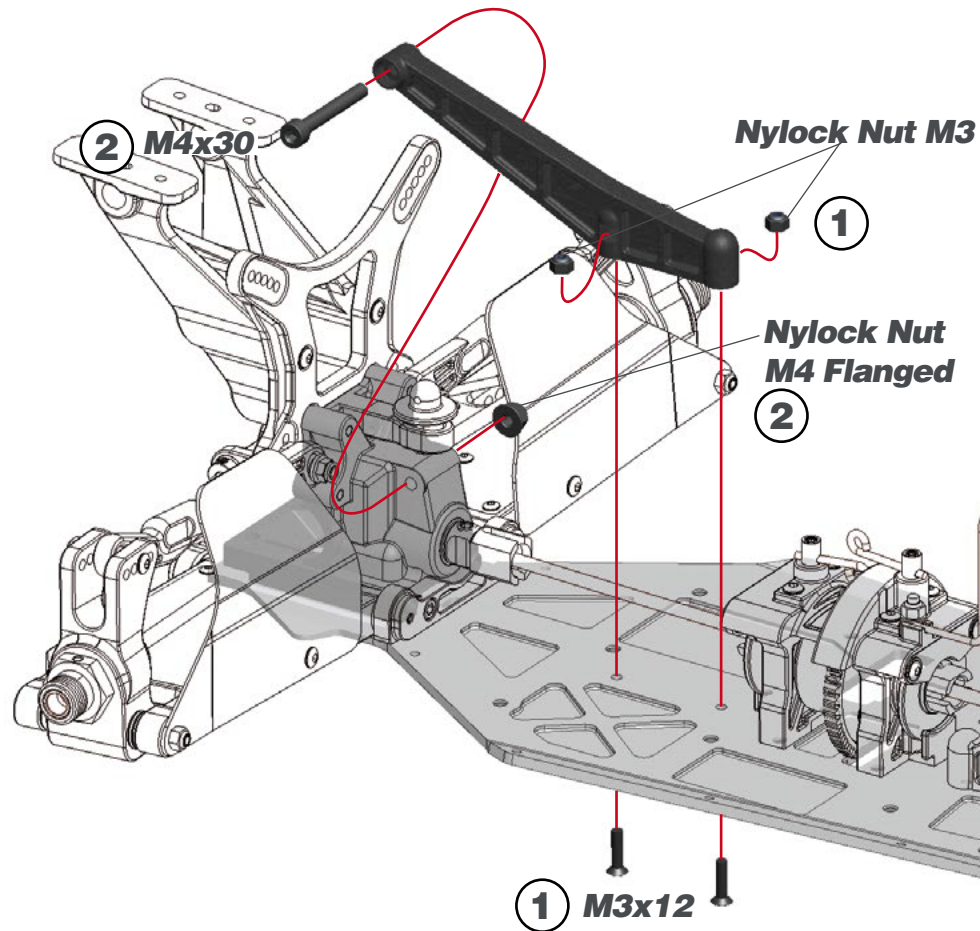


## STEP 39 BAG 11





## STEP 40



M3x12



Nylock Nut M3



M4x30

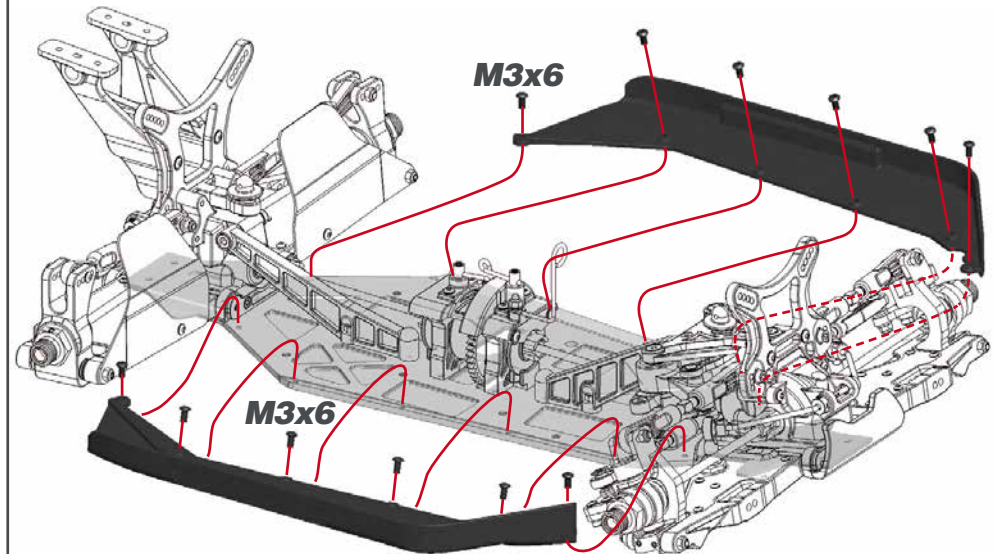


Nylock Nut M4 Flanged

## 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

1

M3x8

2

3x7.5x1 Conical



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

1



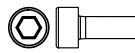
Note correct position of the conical shim.



3x7.5x1 Conical

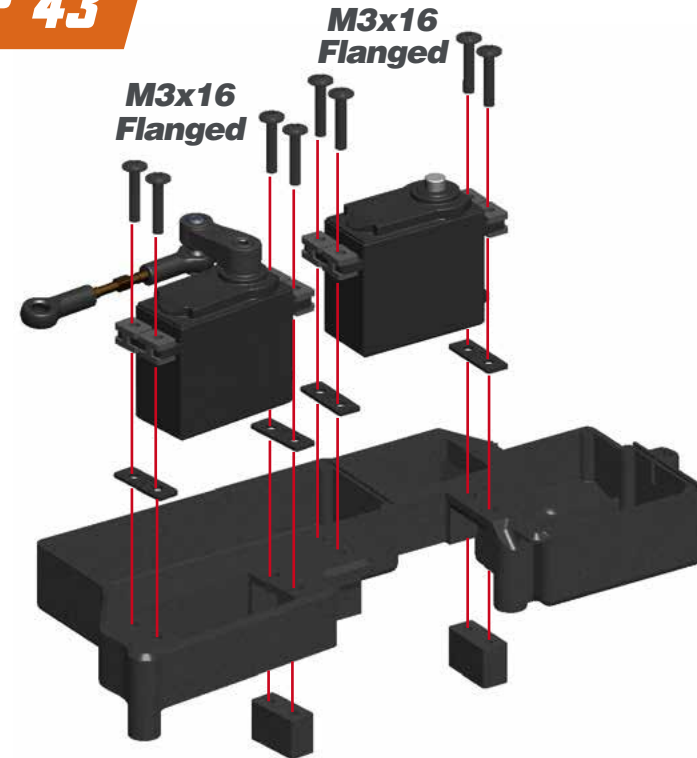


Nylock Nut M3



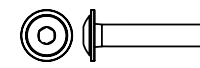
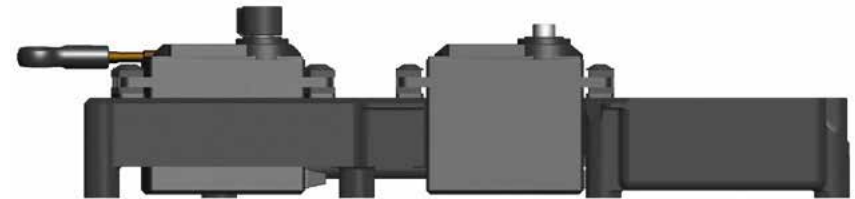
M3x8

## STEP 43



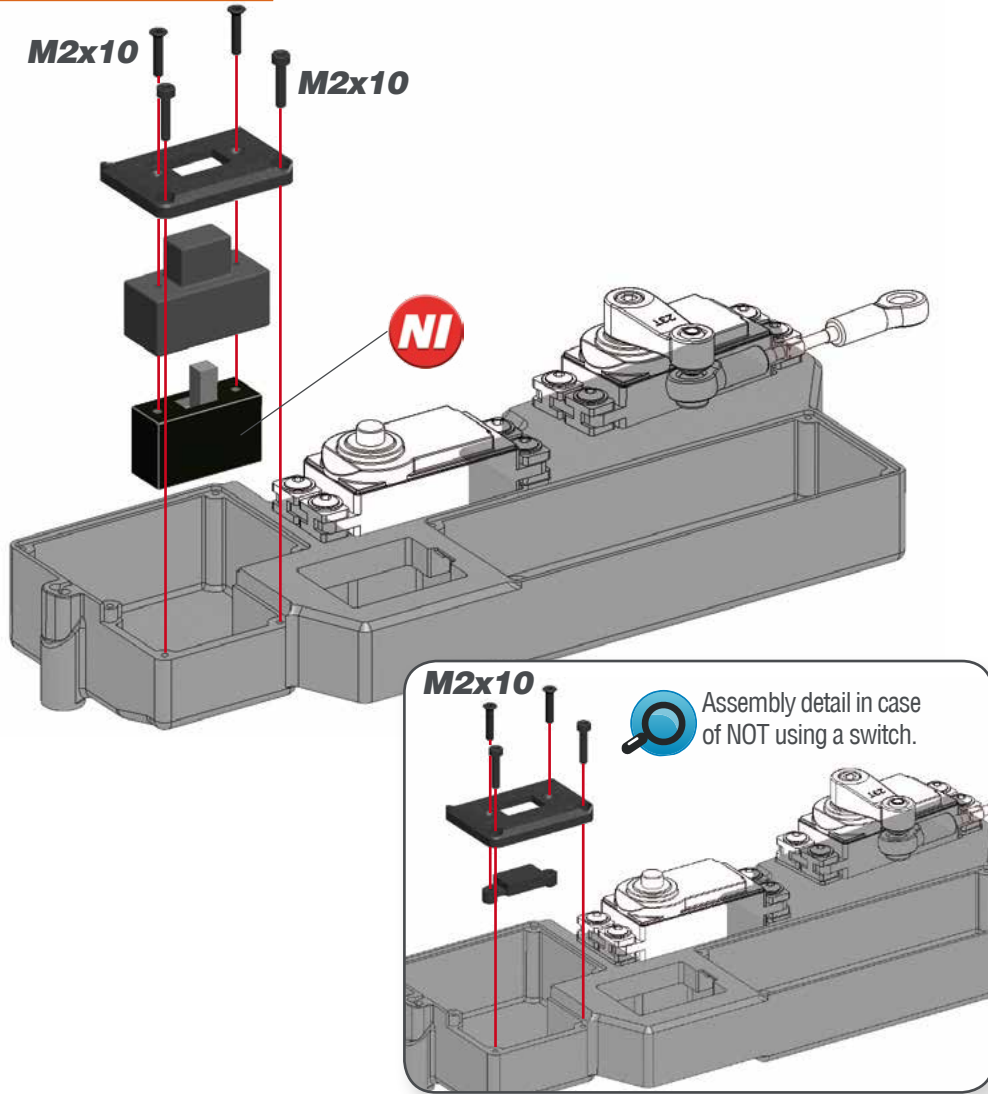
#### SERVO SPACERS

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

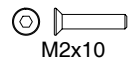
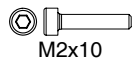
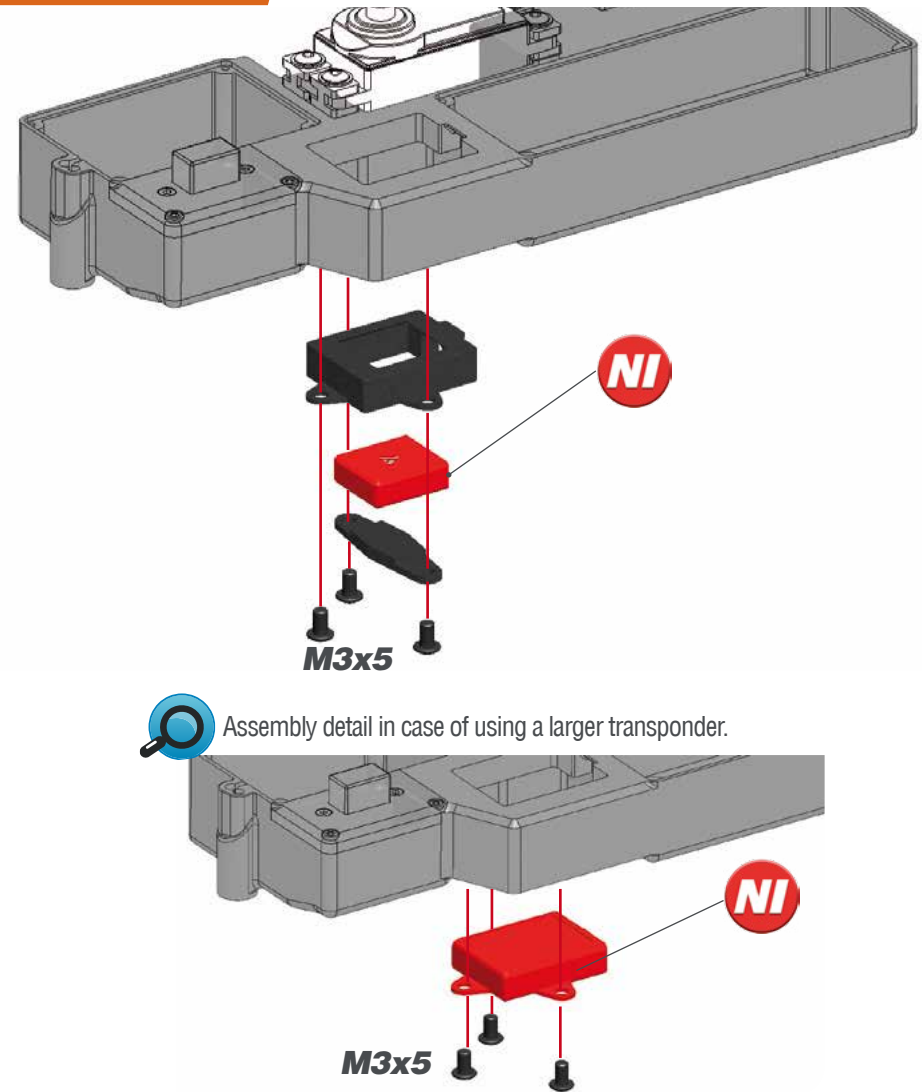


M3x16 Flanged

## STEP 44



## STEP 45

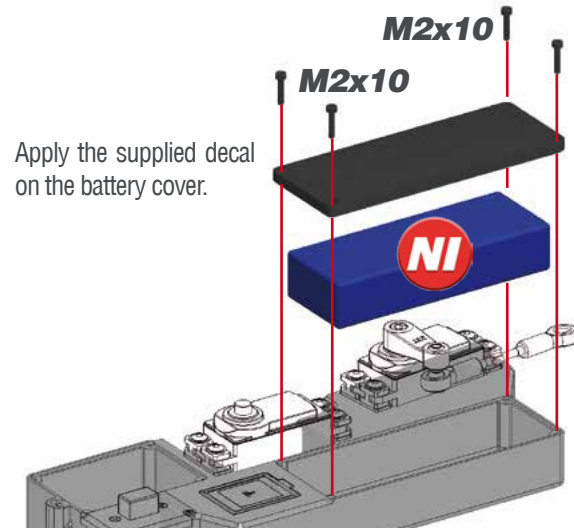




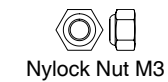
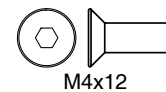
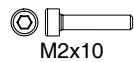
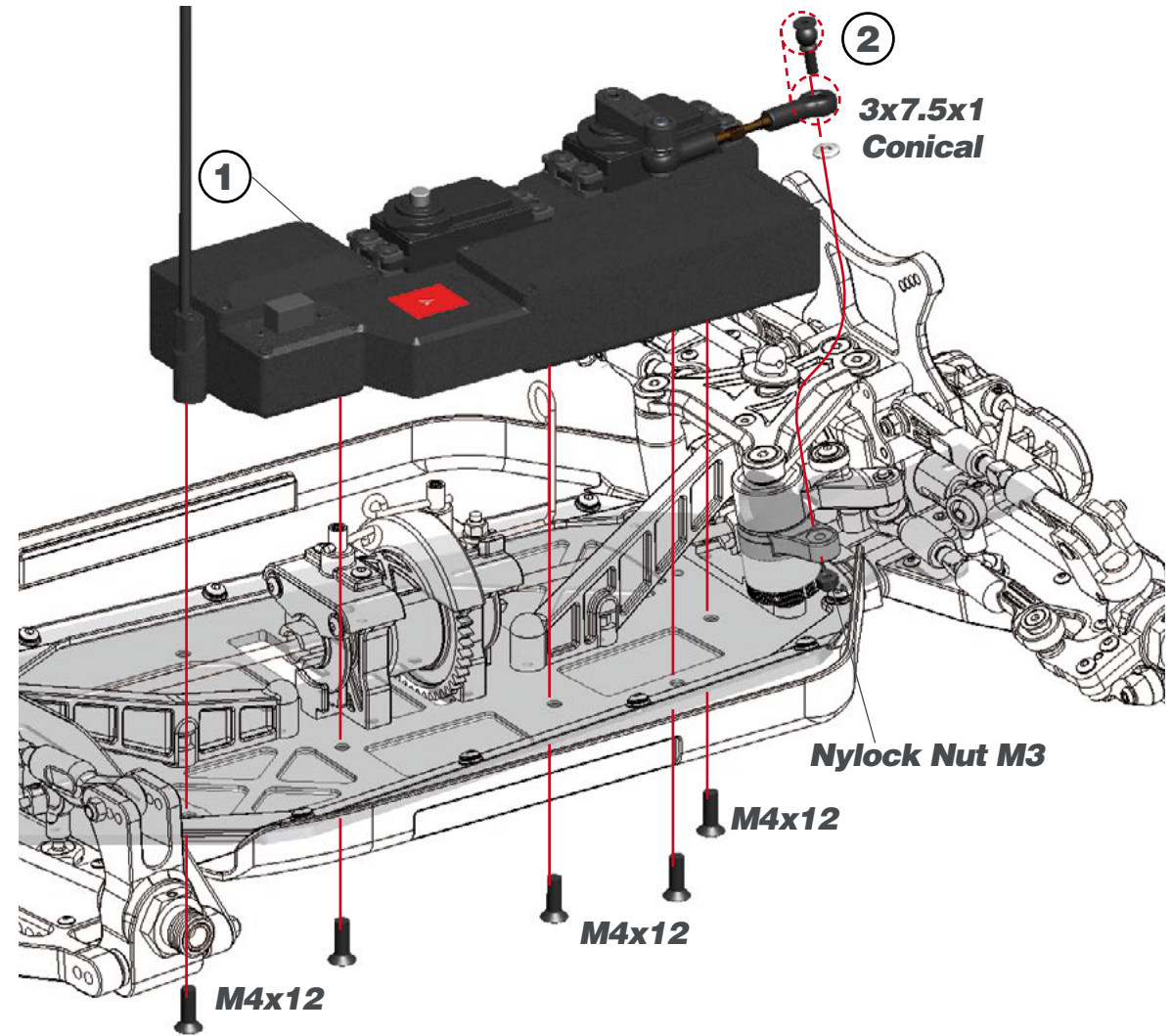
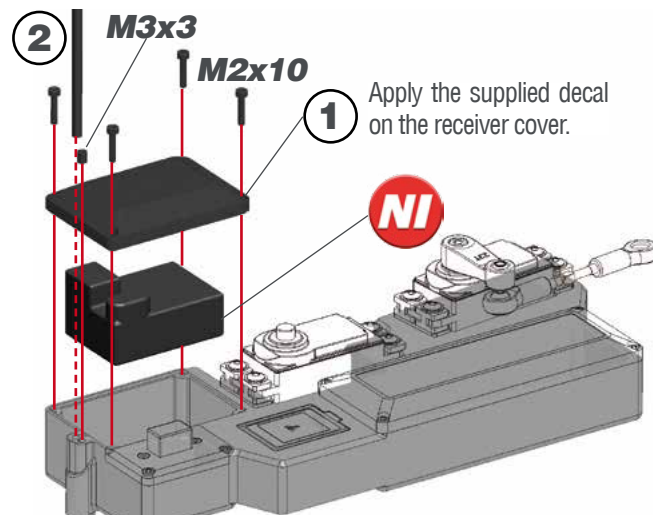
## STEP 46

## STEP 47

### 46.1

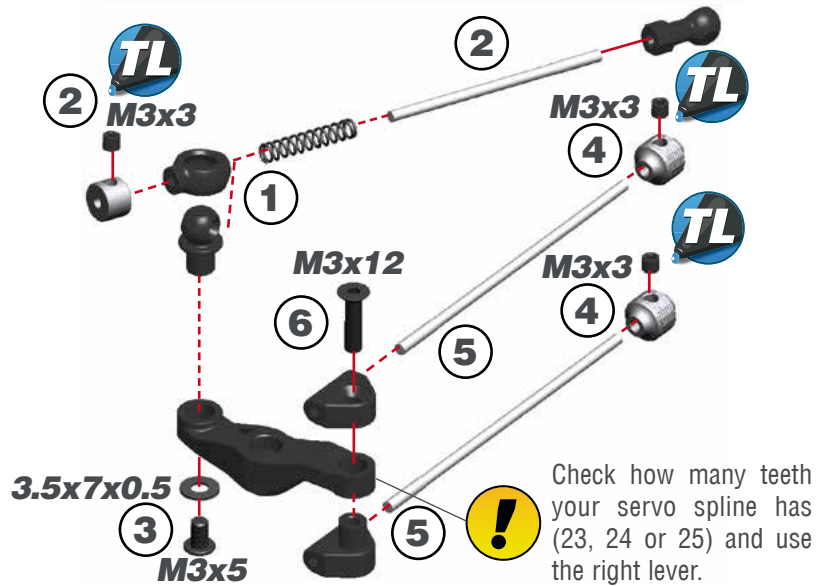


### 46.2

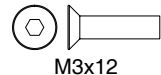
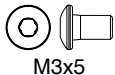


## STEP 48

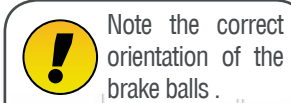
### THROTTLE / BRAKE SPOKE LENGTHS



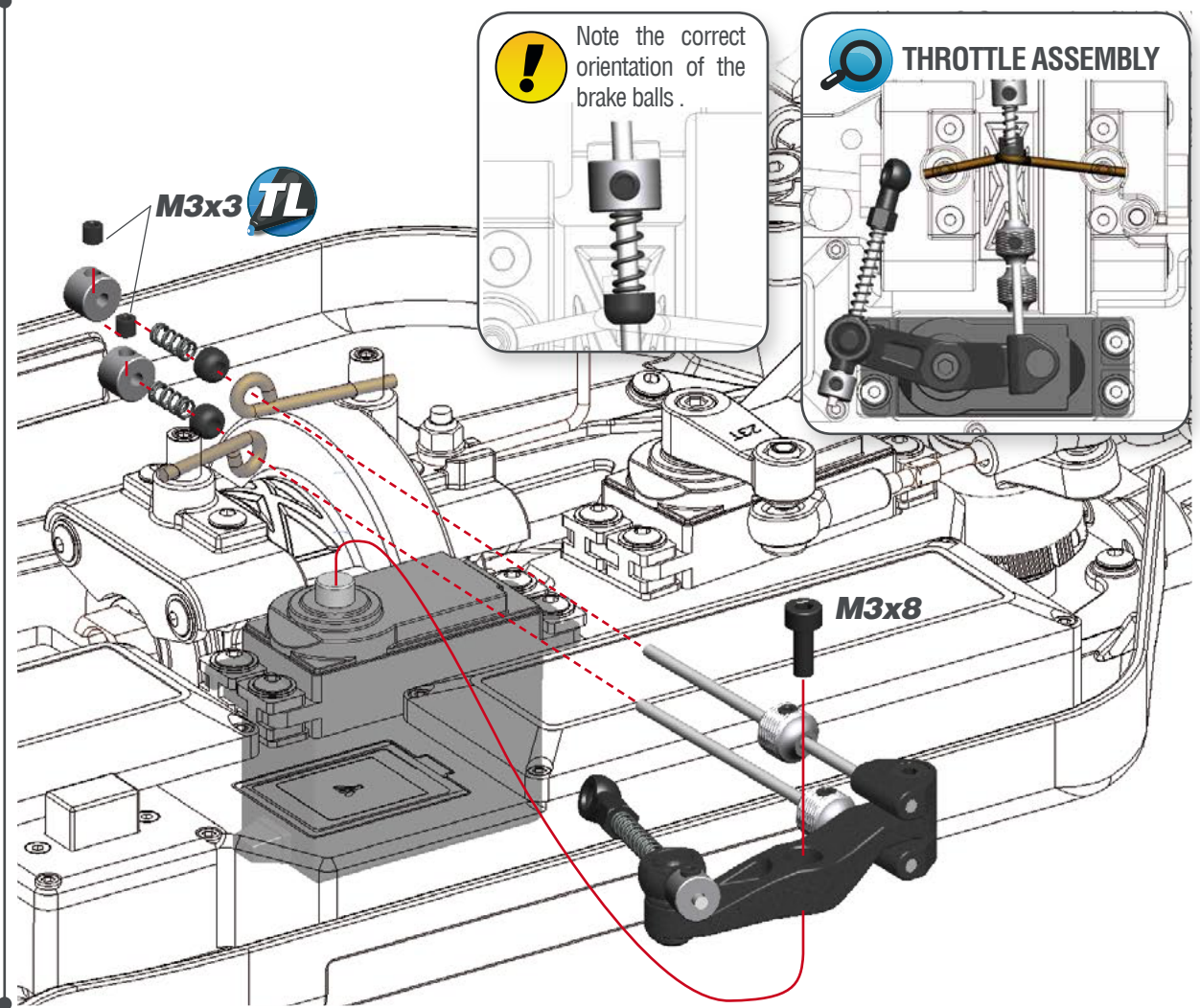
### THROTTLE / BRAKE ASSEMBLY



## STEP 49



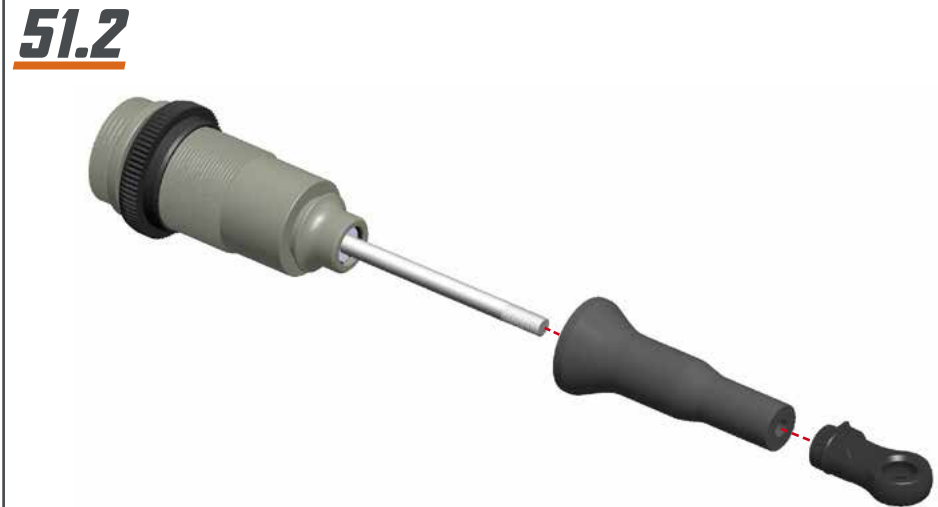
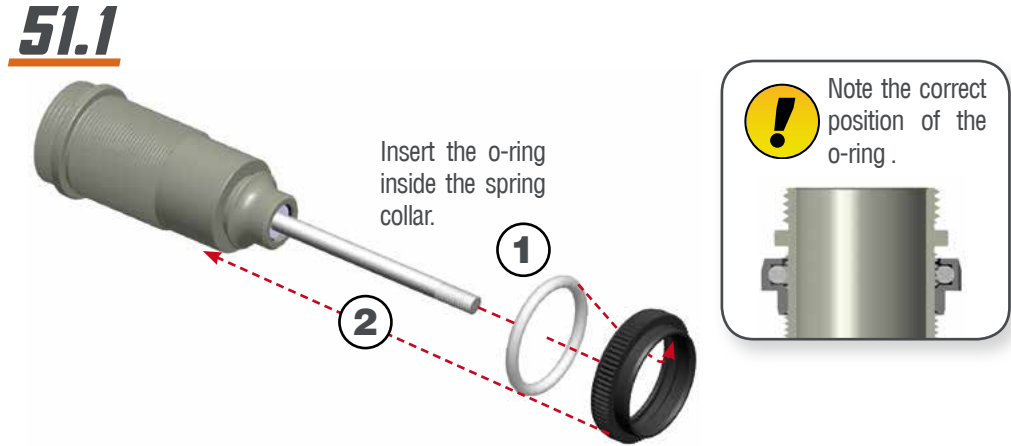
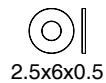
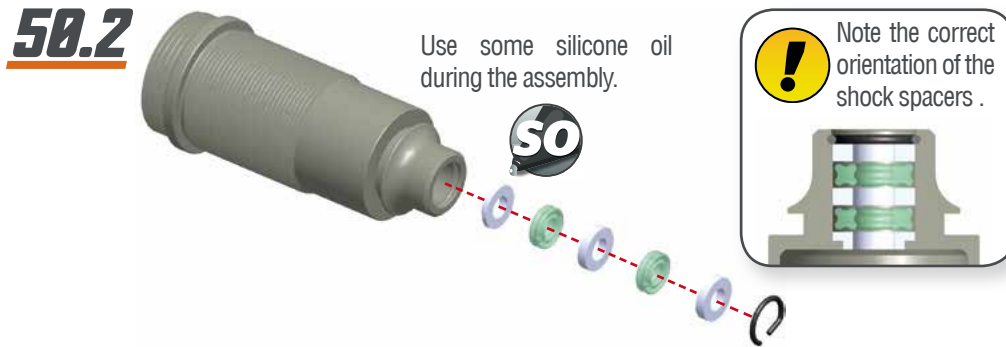
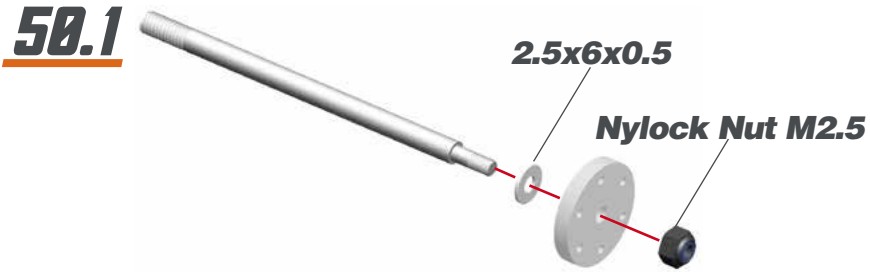
### THROTTLE ASSEMBLY





## STEP 50 BAG 13 FR SHOCKS / BAG 14 RR SHOCKS

## STEP 51



## 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.

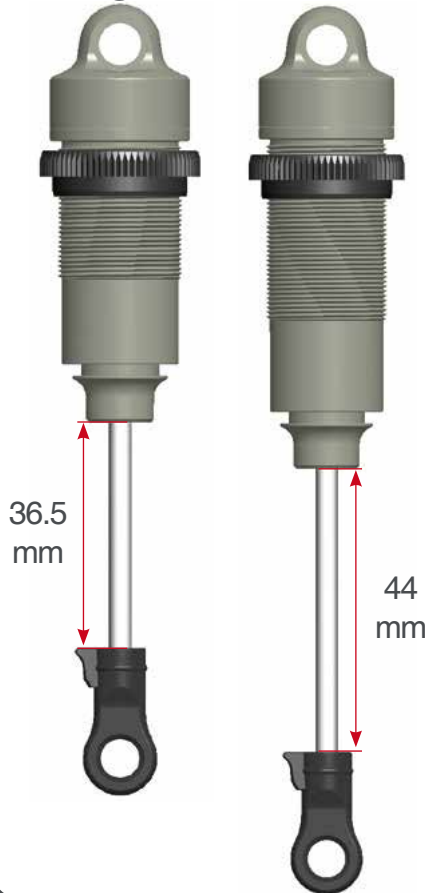
M2.3x4



**SHOCKS LENGTH:** Measure the shock length fully extended.

**FRONT**

**REAR**



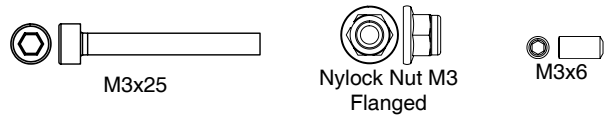
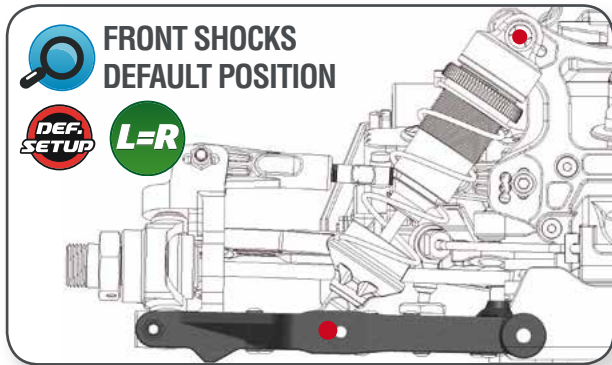
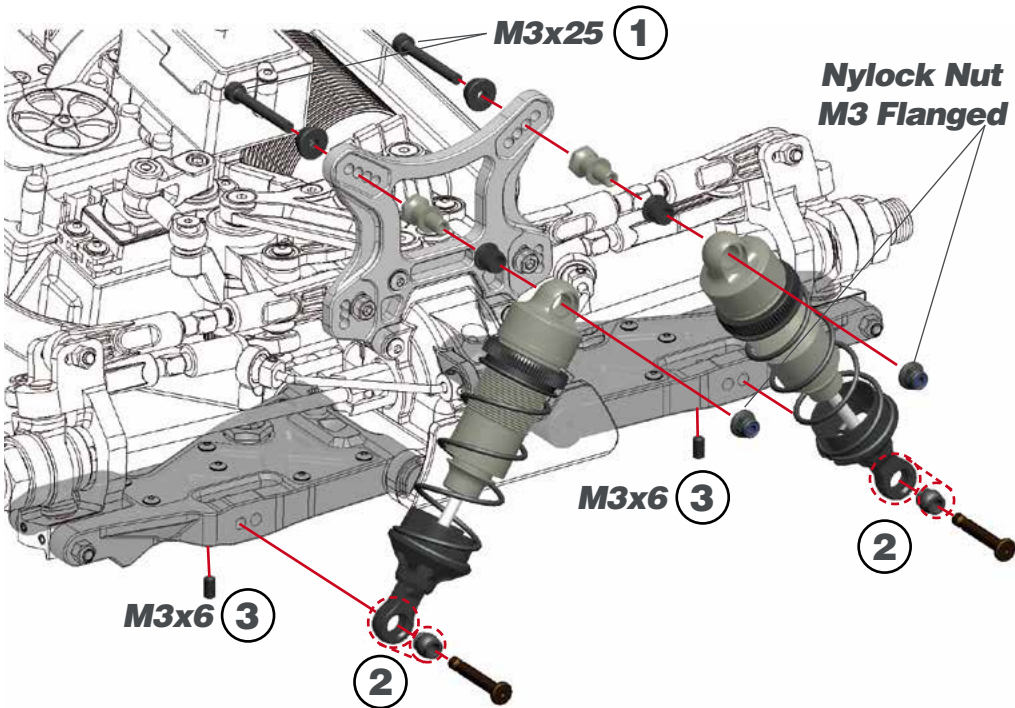
## STEP 53

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

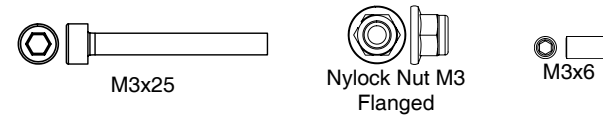
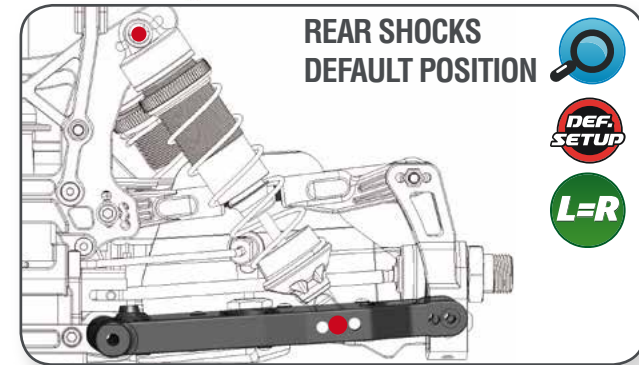
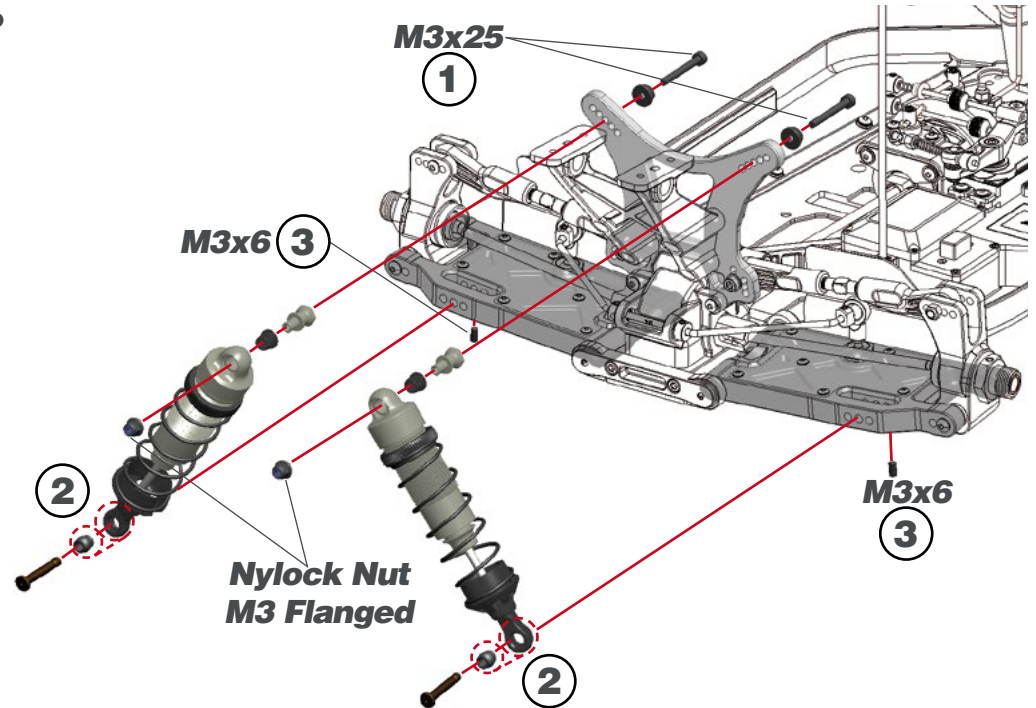


M2.3x4

## STEP 53



## STEP 54





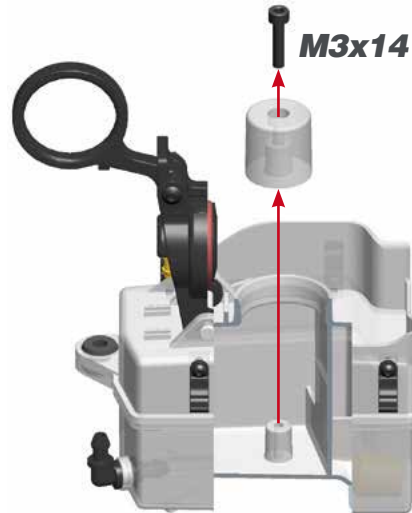
## STEP 55 BAG 15

### 55.1



### FUEL TANK INSERTS

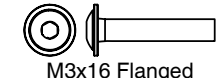
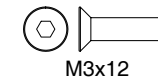
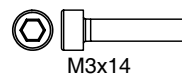
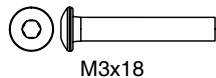
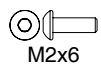
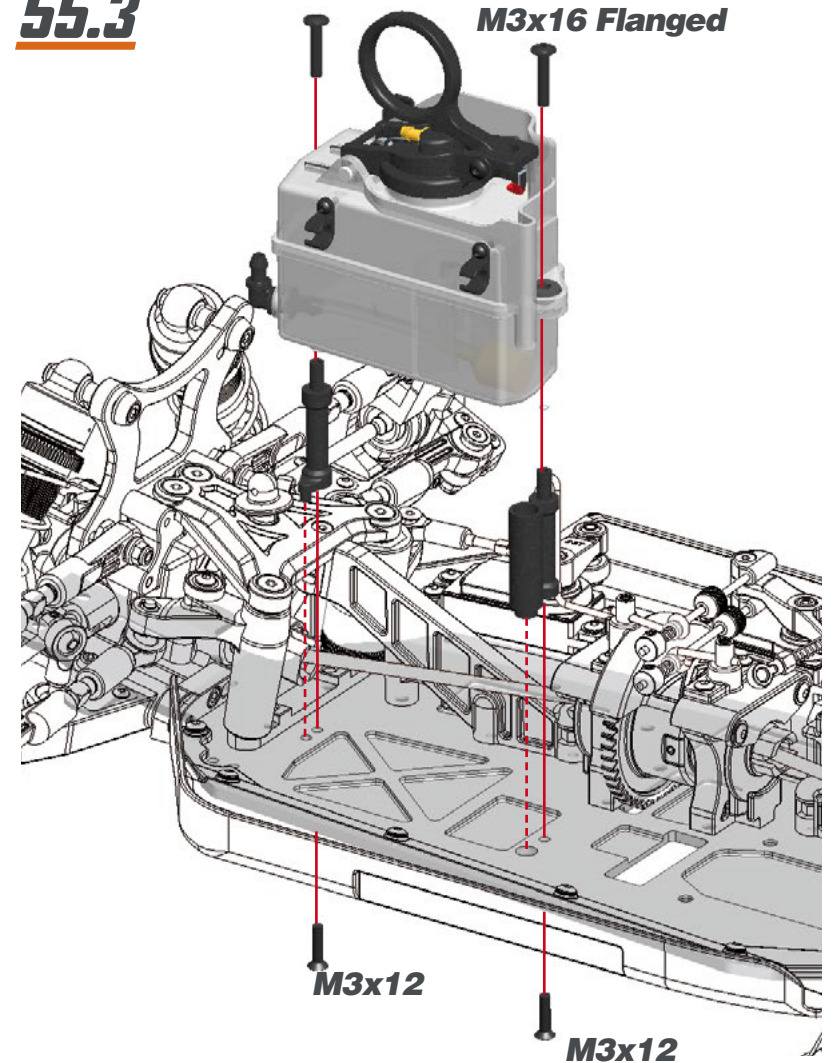
The fuel-tank features a premounted 3cc insert. You can remove it if needed as shown.



### 55.2



### 55.3



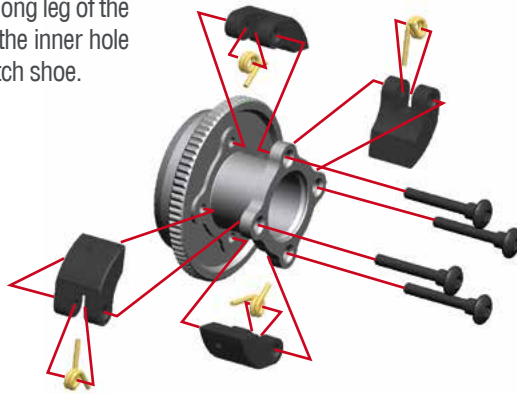


## STEP 56 BAG 16

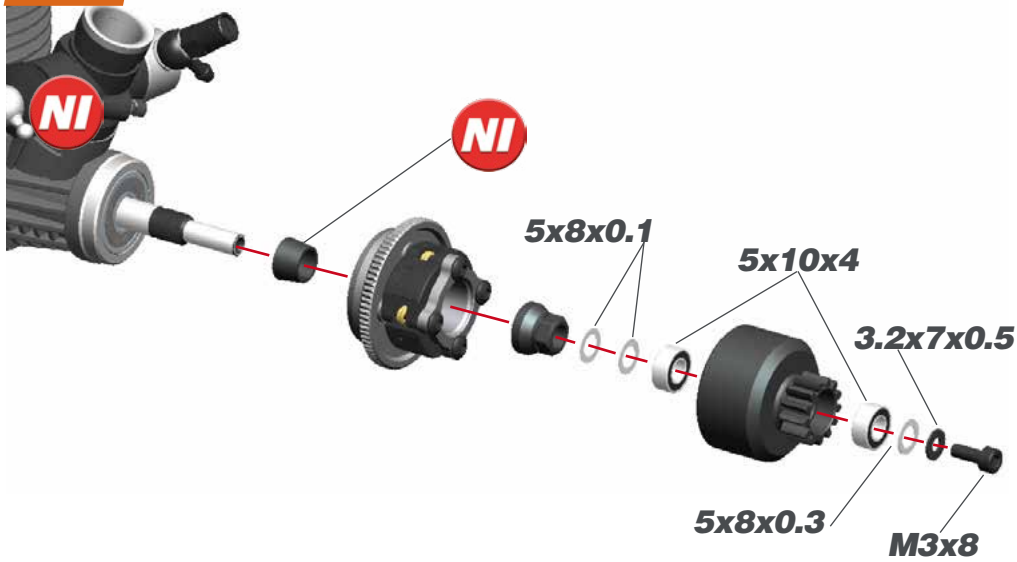
**56.1**



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



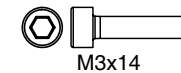
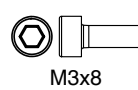
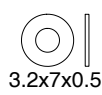
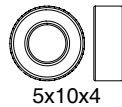
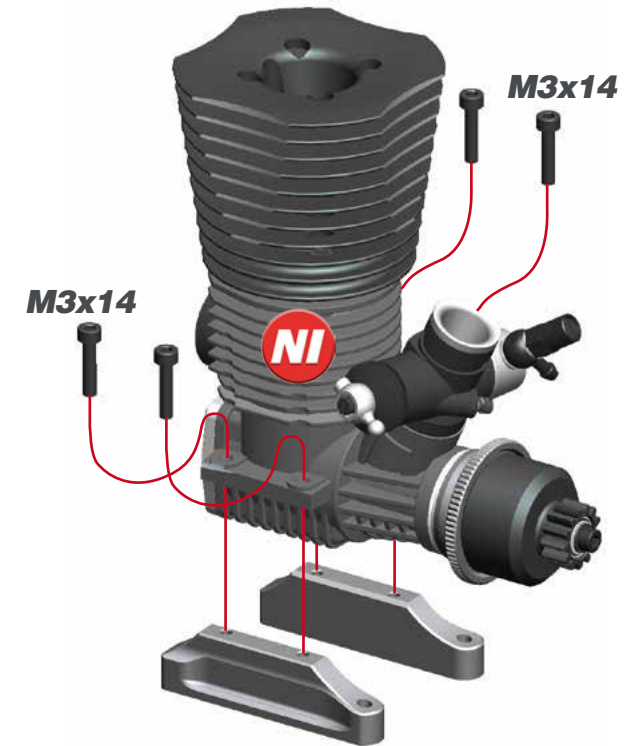
**56.2**



## STEP 57



Do not fully tighten the M3x14 screws till Step 61.



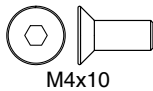
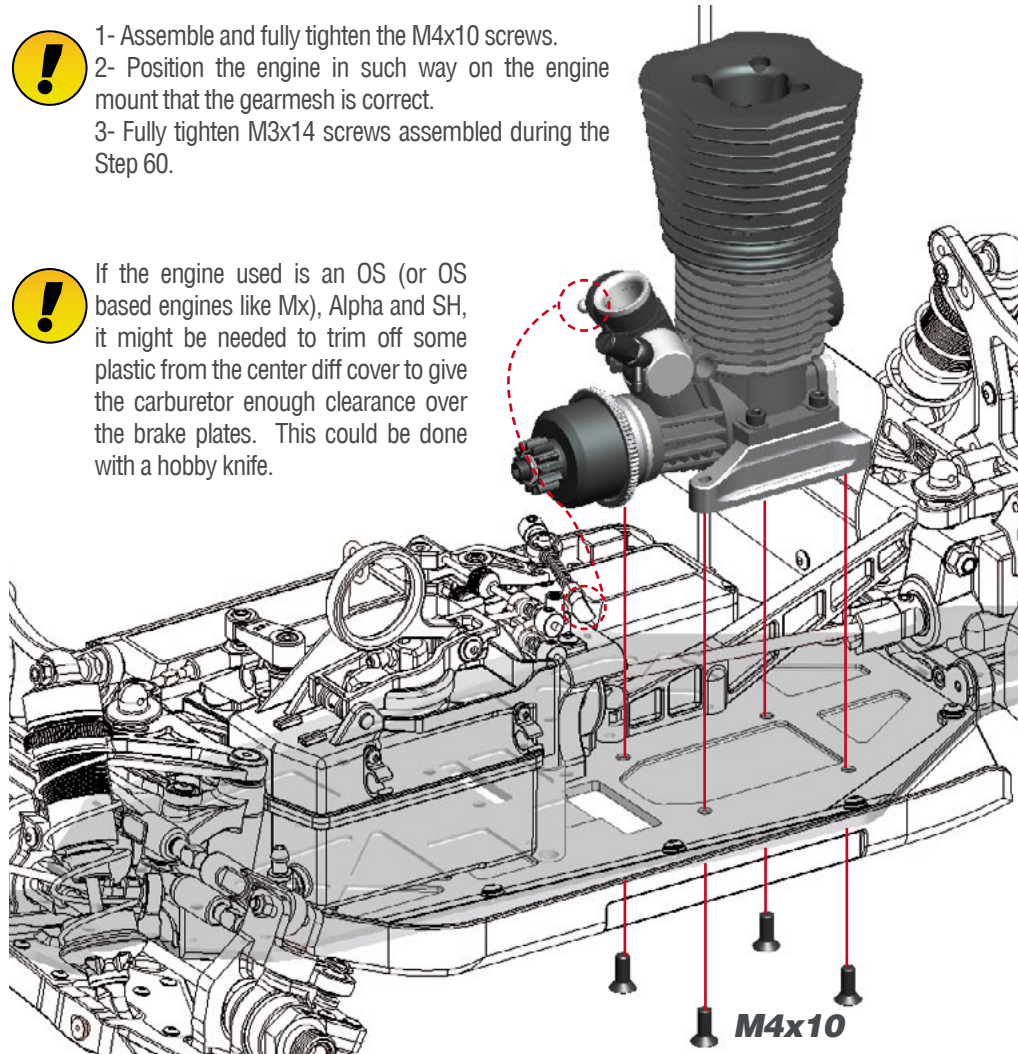
## STEP 58



- 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.

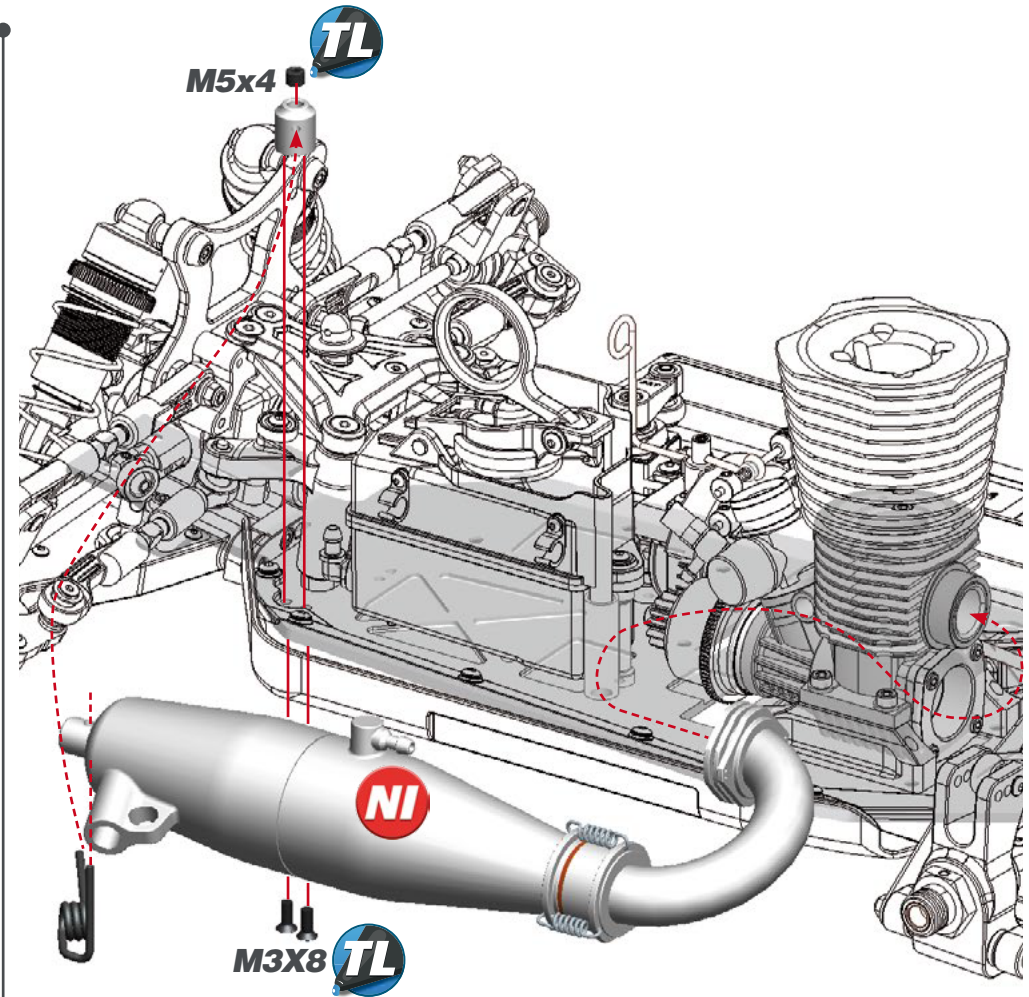


If the engine used is an OS (or OS based engines like Mx), Alpha and SH, it might be needed to trim off some plastic from the center diff cover to give the carburetor enough clearance over the brake plates. This could be done with a hobby knife.



M4x10

## STEP 59



M5x4



M3x8



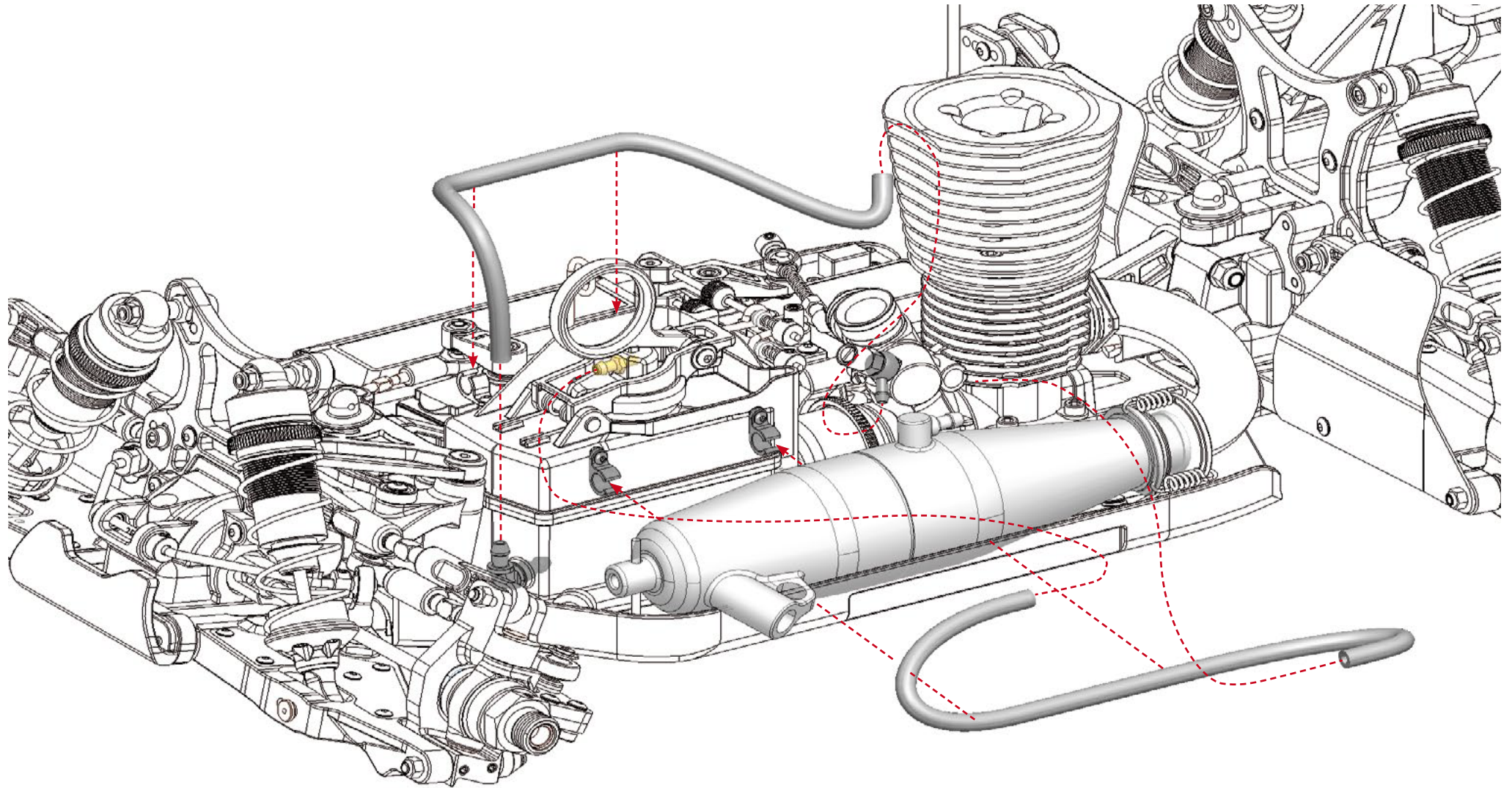
M3x8



M5x4

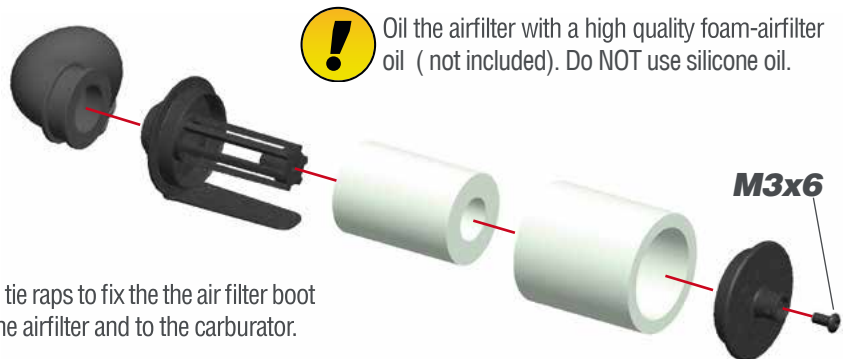


### STEP 60 BAG 17



## STEP 61

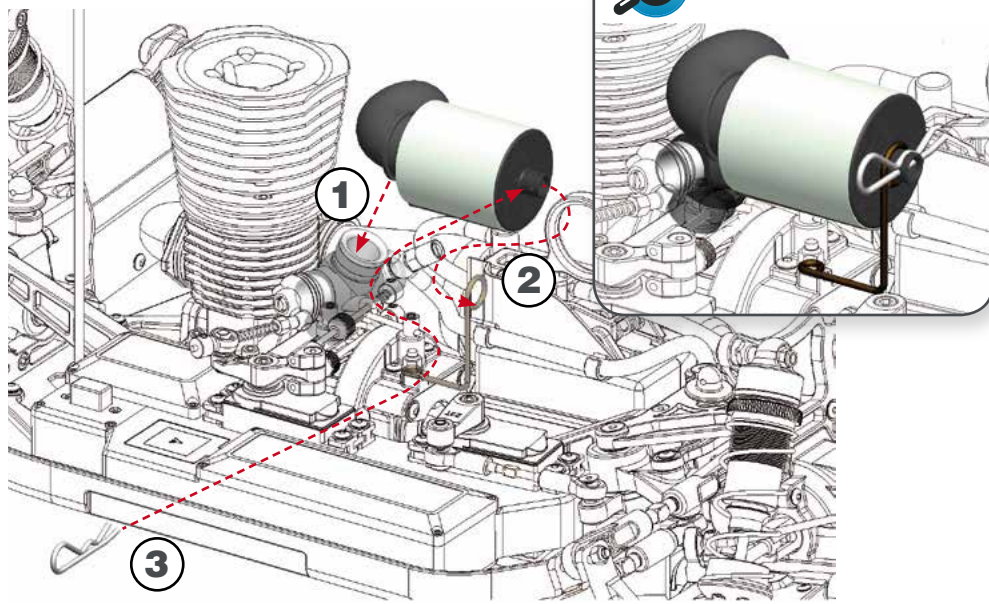
### 61.1



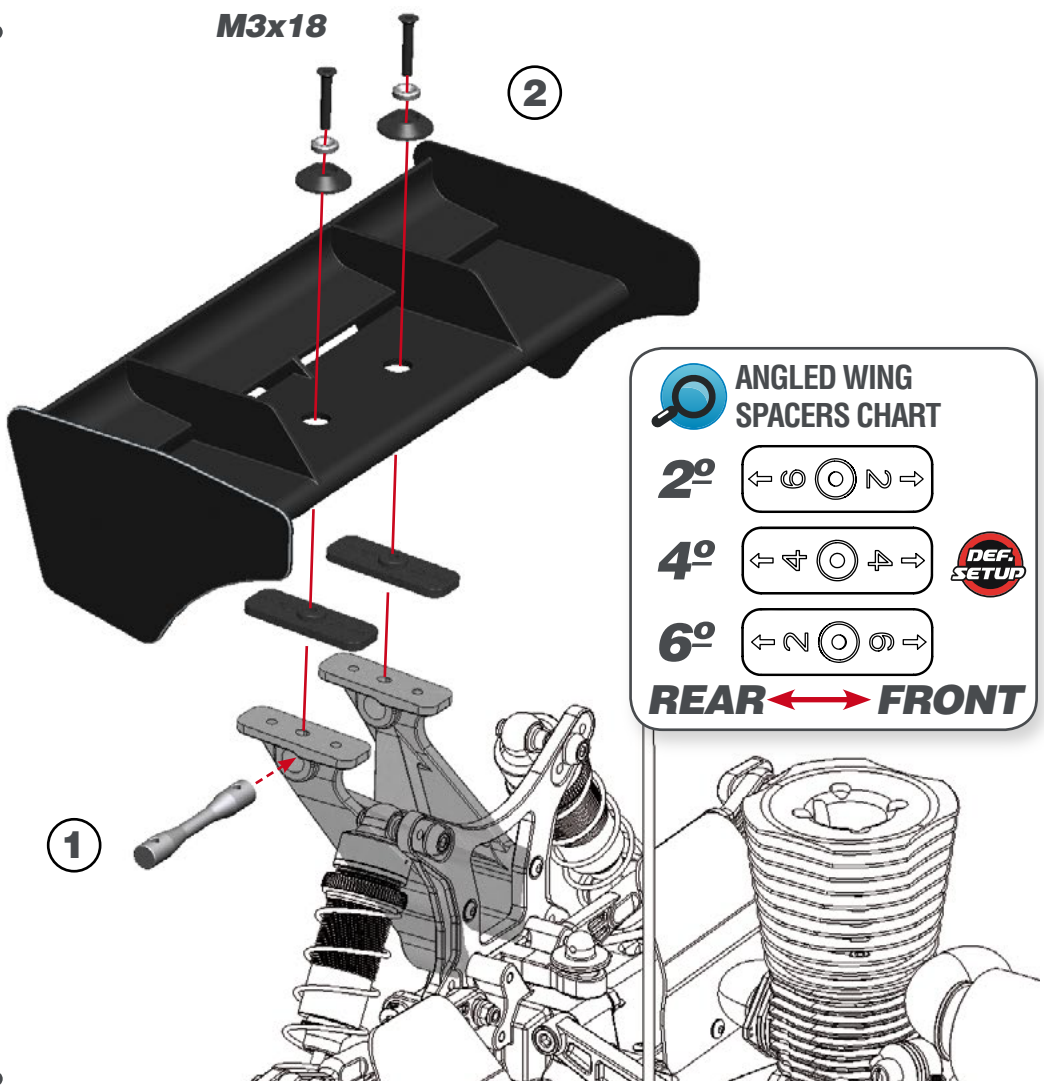
**!** Oil the airfilter with a high quality foam-airfilter oil (not included). Do NOT use silicone oil.

**!** Use tie raps to fix the the air filter boot to the airfilter and to the carburator.

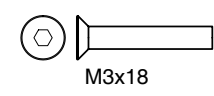
### 61.2



## STEP 62

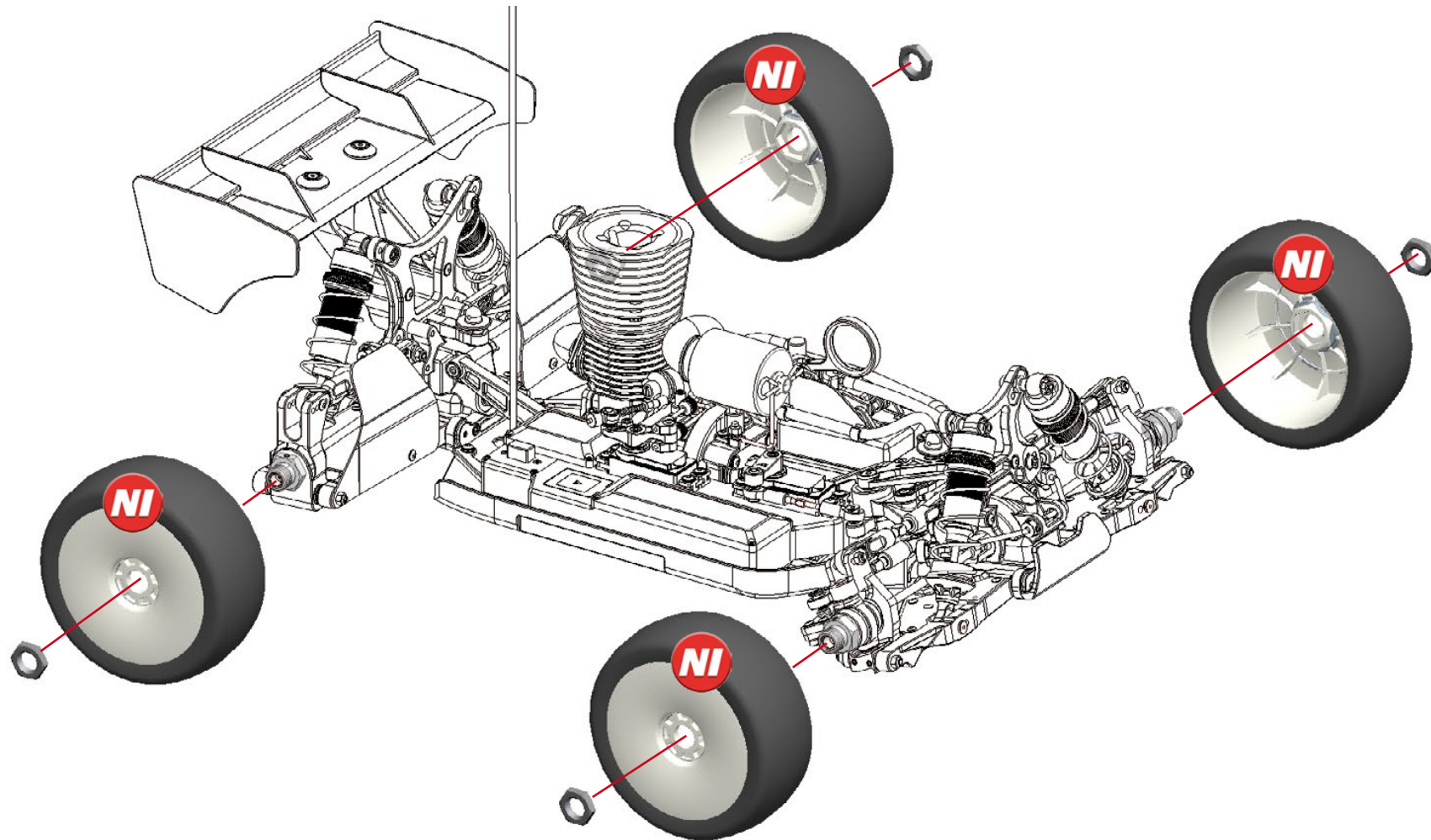


| ANGLED WING SPACERS CHART  |                             |
|----------------------------|-----------------------------|
| 2°                         | ← ○ ○ ↯ →                   |
| 4°                         | ← ↯ ○ ↯ → <b>DEF. SETUP</b> |
| 6°                         | ← ↯ ○ ○ →                   |
| <b>REAR</b> ↔ <b>FRONT</b> |                             |





## STEP 63

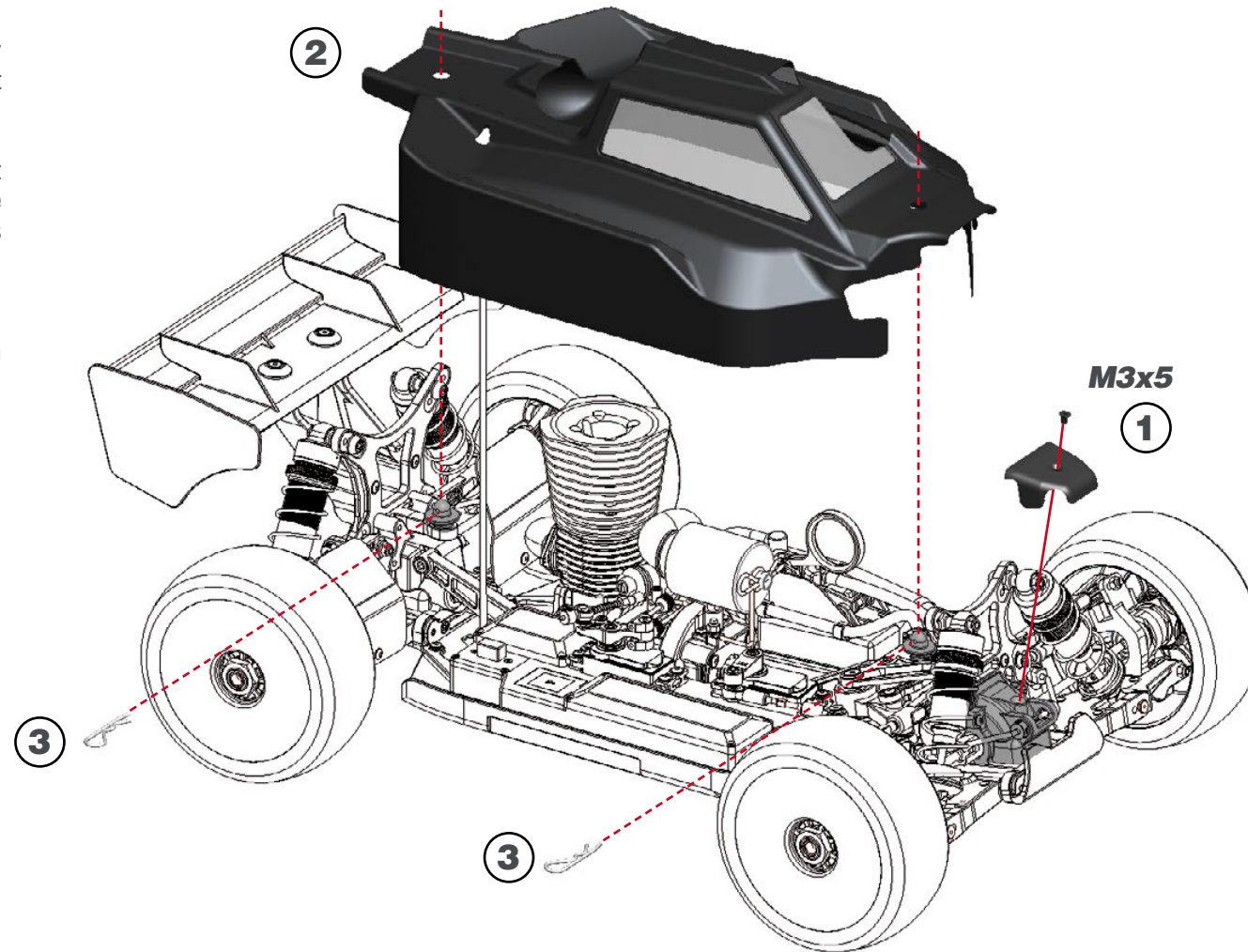


## STEP 64

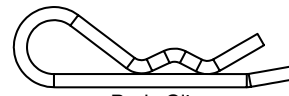
1- Cut the body along the cutting line with special scissors (not included). Make holes for the bodypost and antenna as needed with a body reamer (not included). Make a longer bodypost hole in the rear, to allow for chassis flex movement.

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.



M3x5



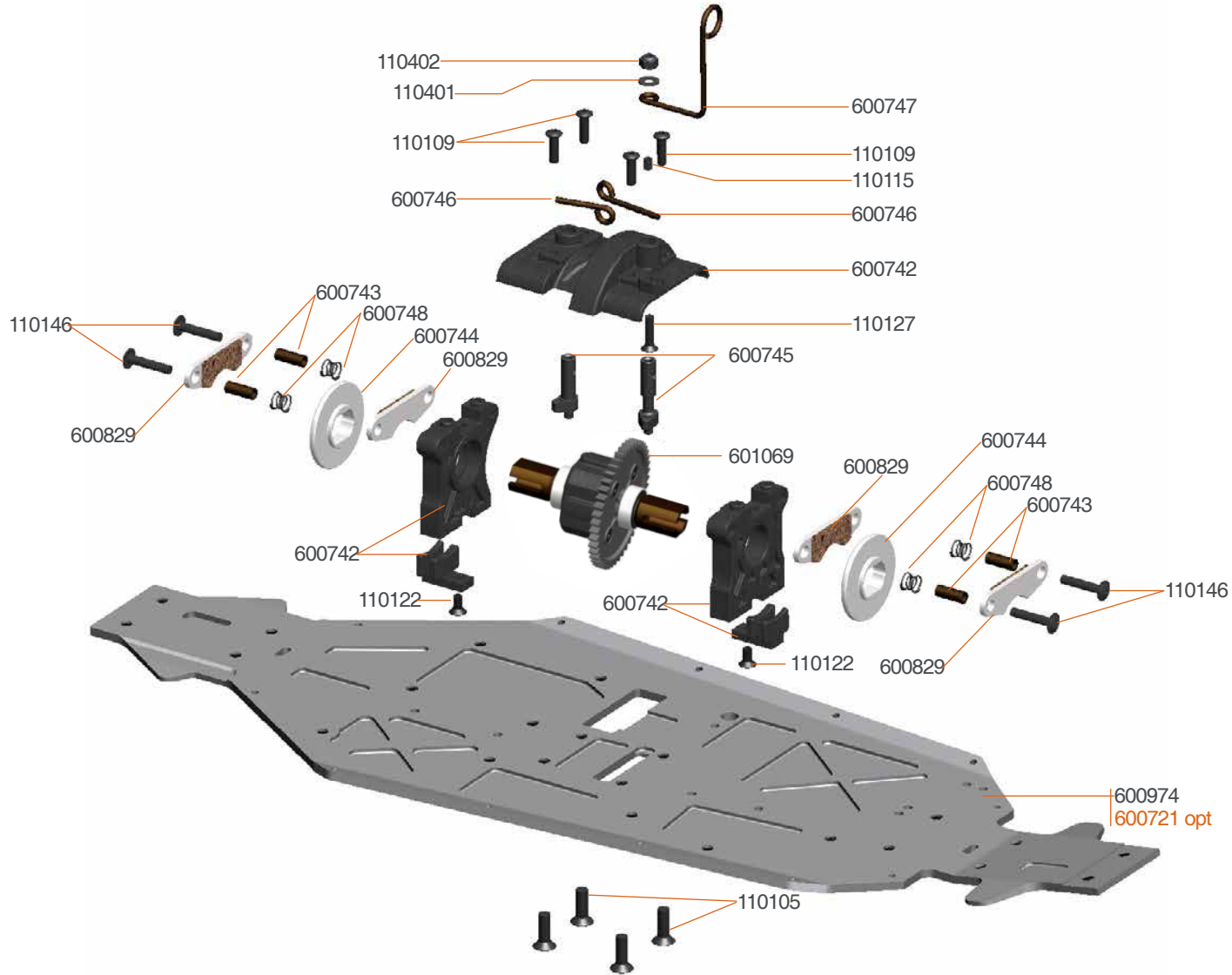
Body Clip

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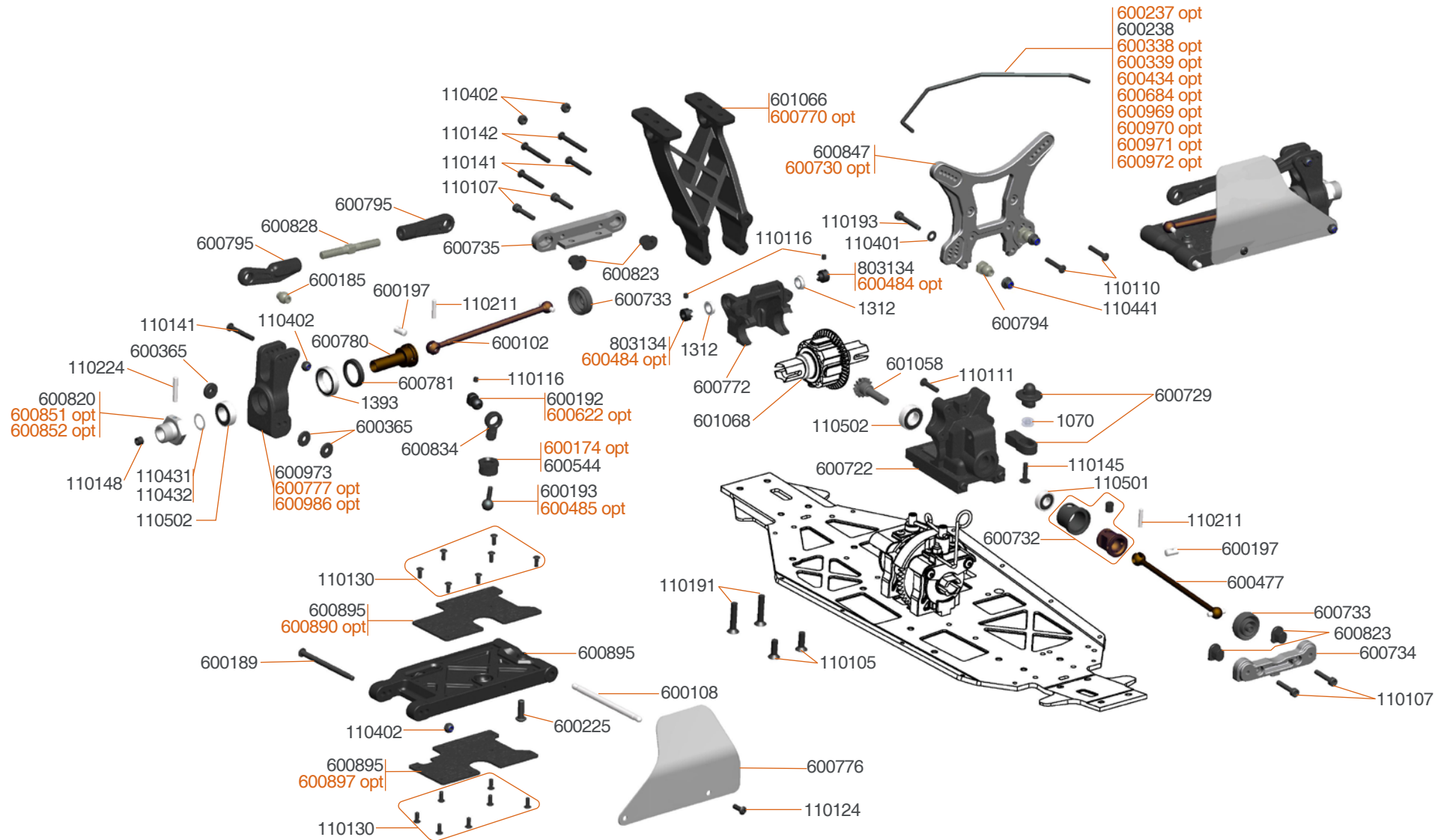






600721 Chassis alu hard coated SRX8



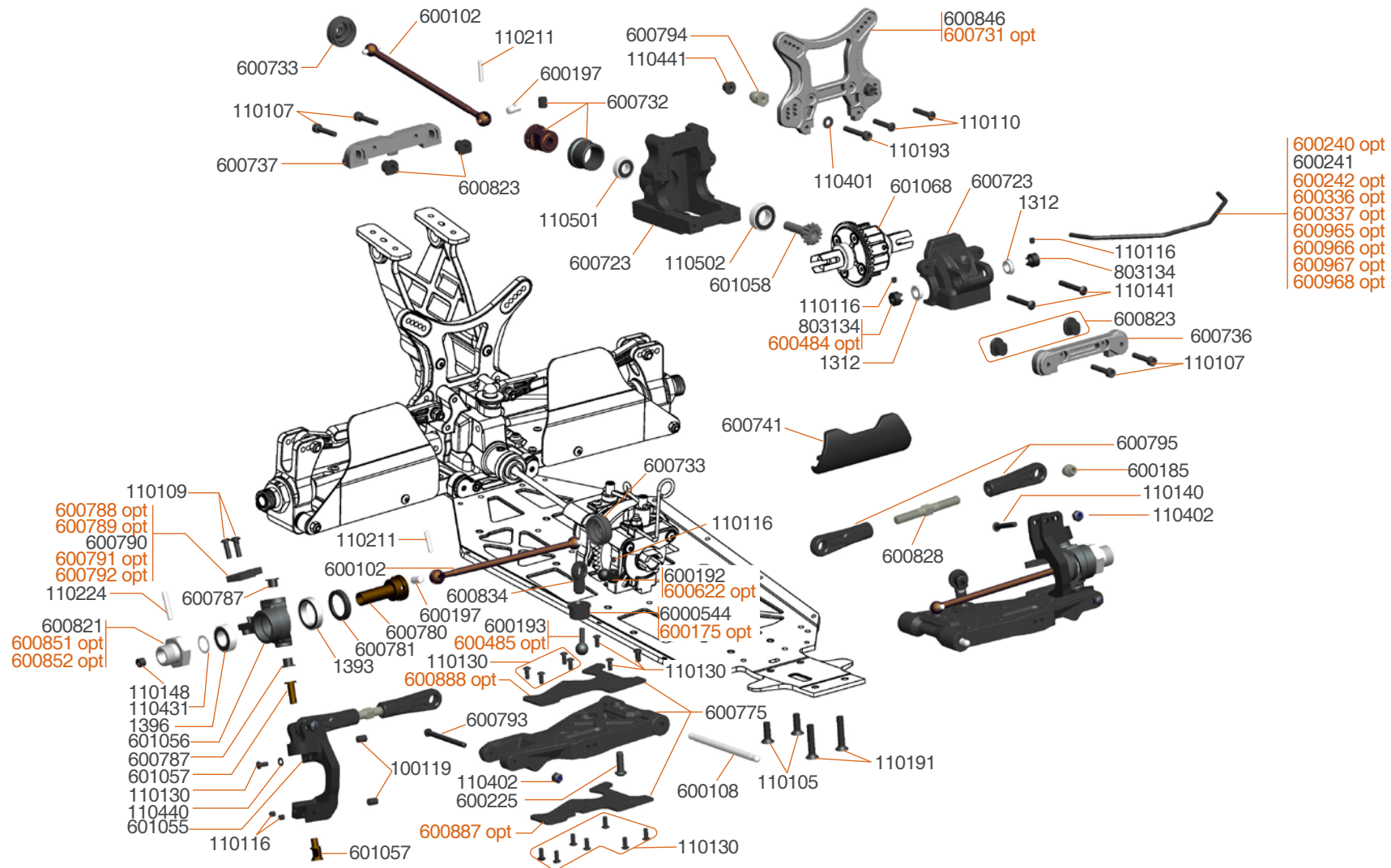


- 600890 Wishbone insert carbon RR Upper SRX8 (2)
- 600851 Wheelhexagon 0mm light (2) SRX8
- 600852 Wheelhexagon +1mm light (2) SRX8
- 600484 Antirollbar spacer alu (2)
- 600485 Pivotball threaded anti roll bar alu (2)
- 600770 Wing mount set SRX8
- 600936 Gear coupler (2) SRX8E
- 600976 Driveshaft center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

# FRONT EXPLODED VIEW

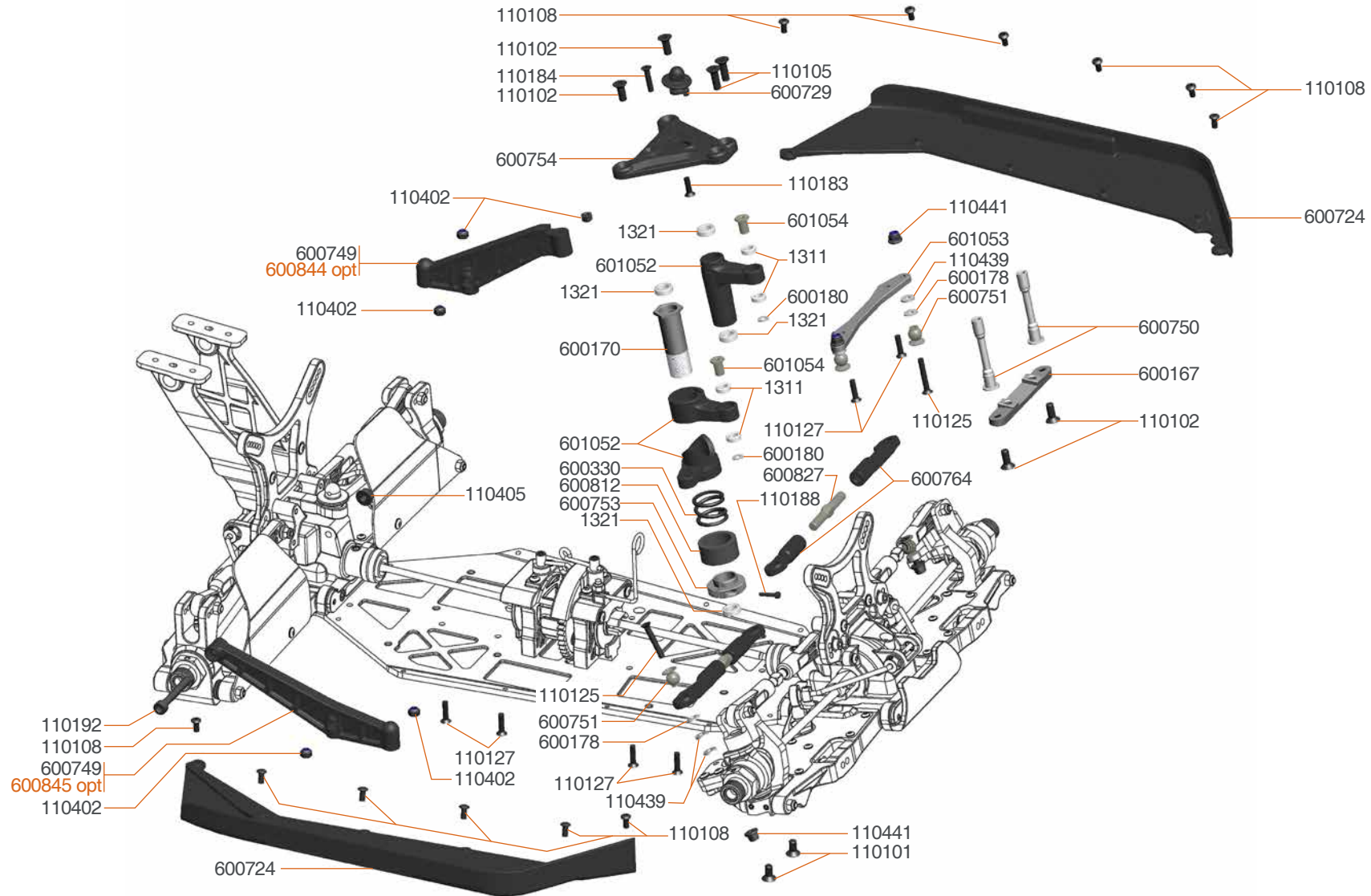


- 600484 Antirollbar spacer alu (2)
- 600485 Pivotball threaded anti roll bar alu (2)
- 600851 Wheelhexagon 0mm light (2) SRX8
- 600852 Wheelhexagon +1mm light (2) SRX8
- 600731 Shocktower FR carbon SRX8
- 600887 Wishbone insert carbon FR Lower SRX8 (2)
- 600888 Wishbone insert carbon FR Upper SRX8 (2)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

# STEERING EXPLODED VIEW

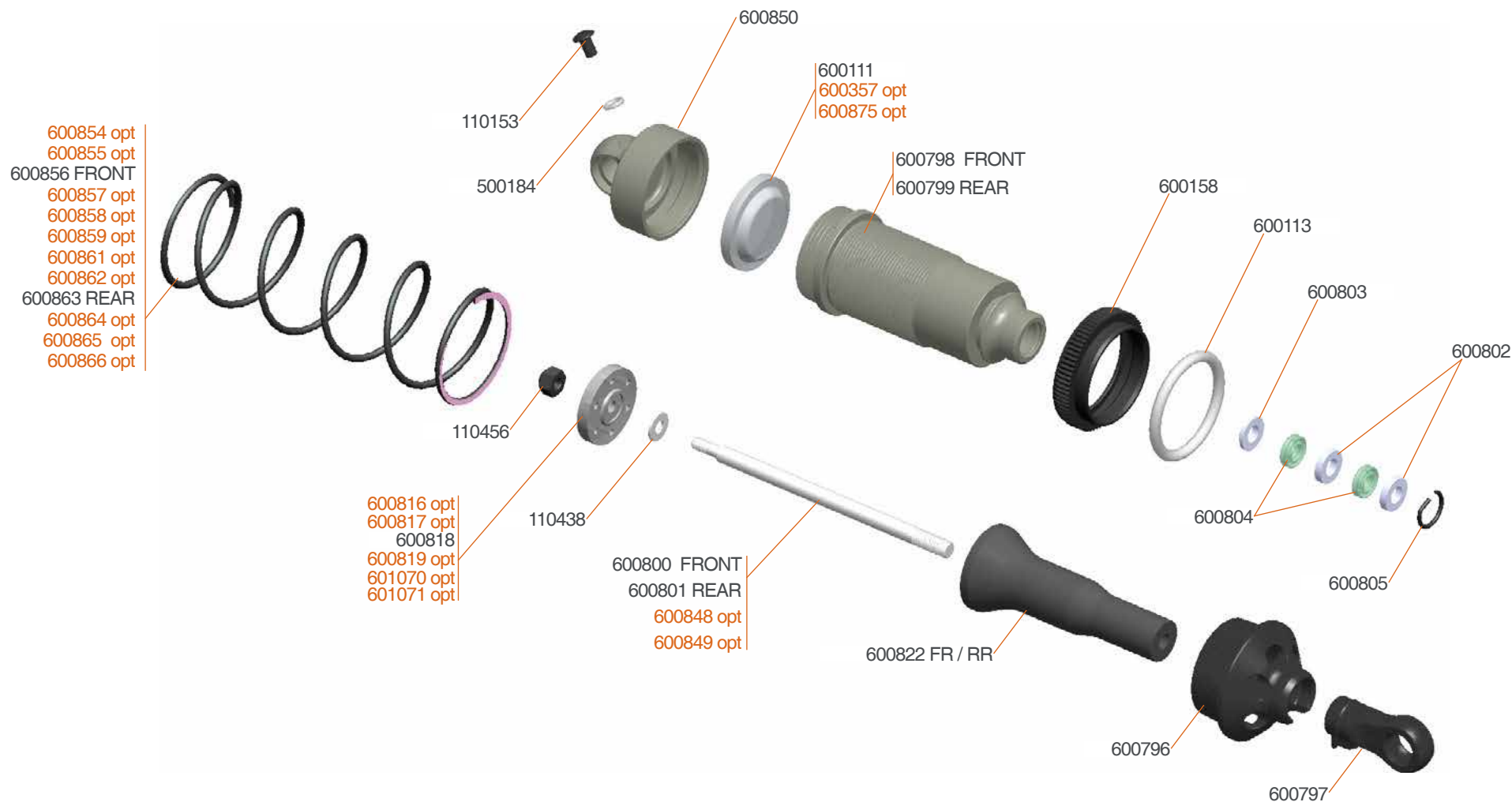


- 600844 Transmission brace alu FR SRX8
- 600845 Transmission brace alu RR SRX8









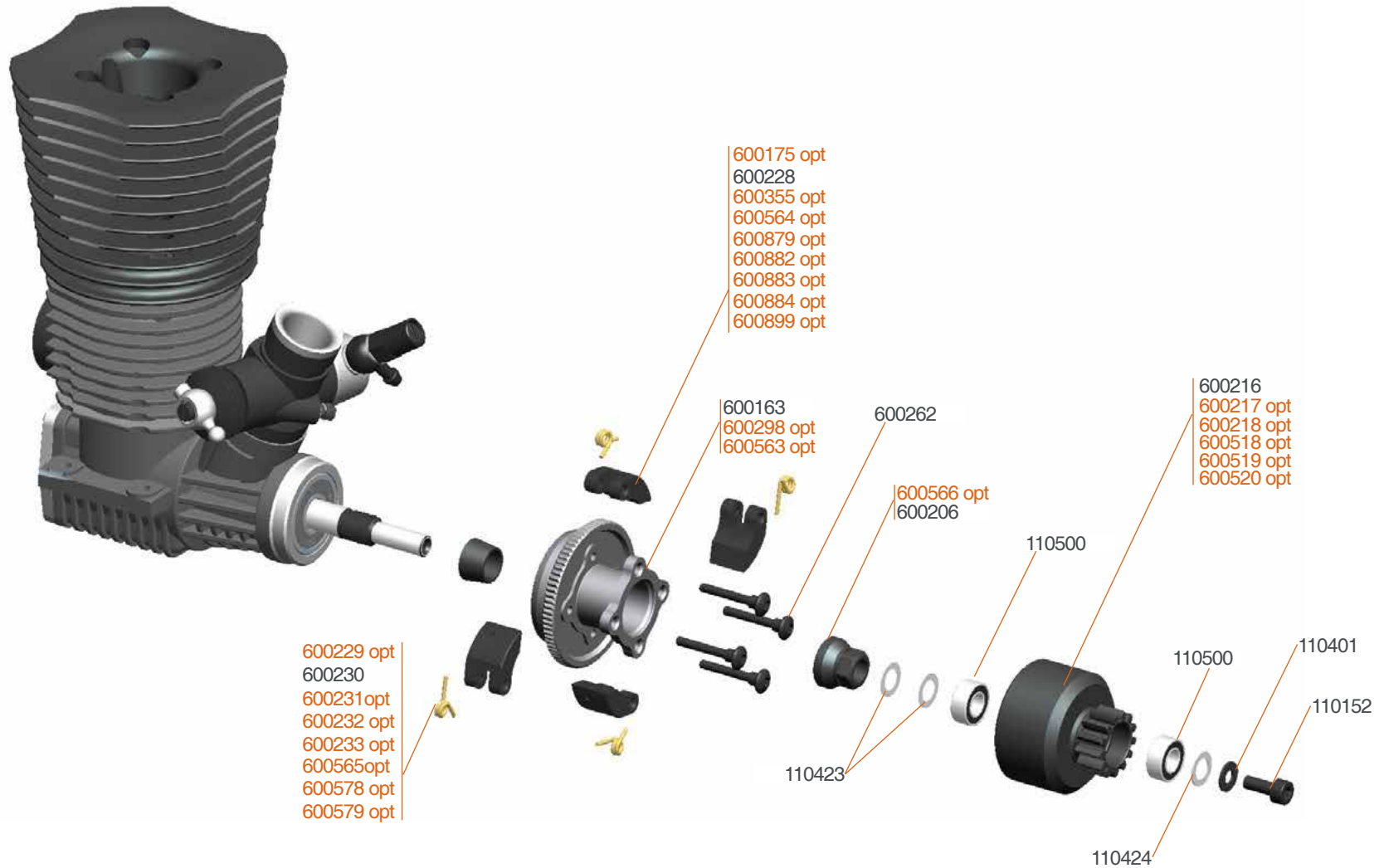
**OPT**

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



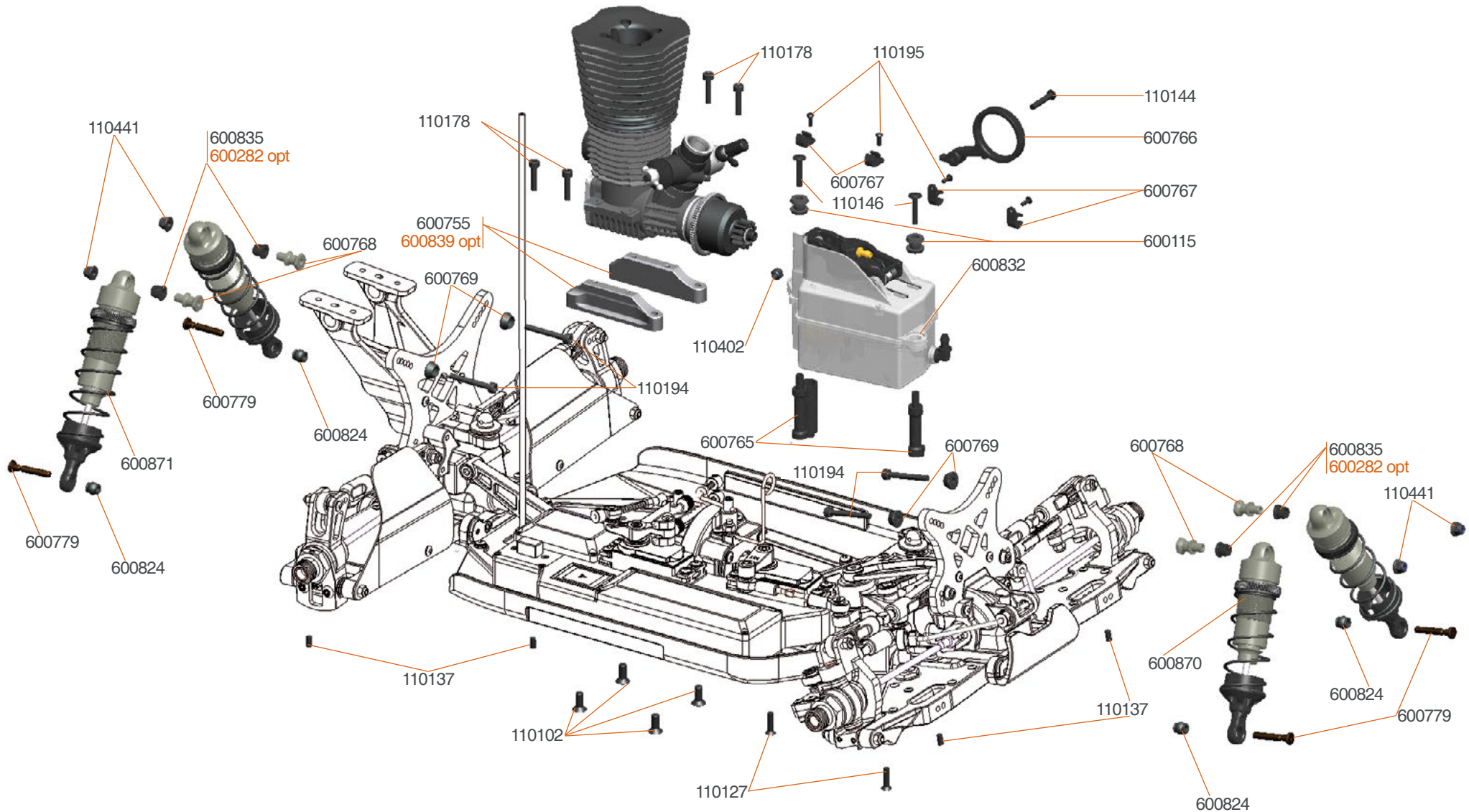
600229 Clutch spring soft 0.85mm (4)  
600231 Clutch spring hard 0.95mm(4)  
600232 Clutch spring X hard 1mm(4)  
600233 Clutch spring set (4x4)  
600175 Clutchshoe alu (4)

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

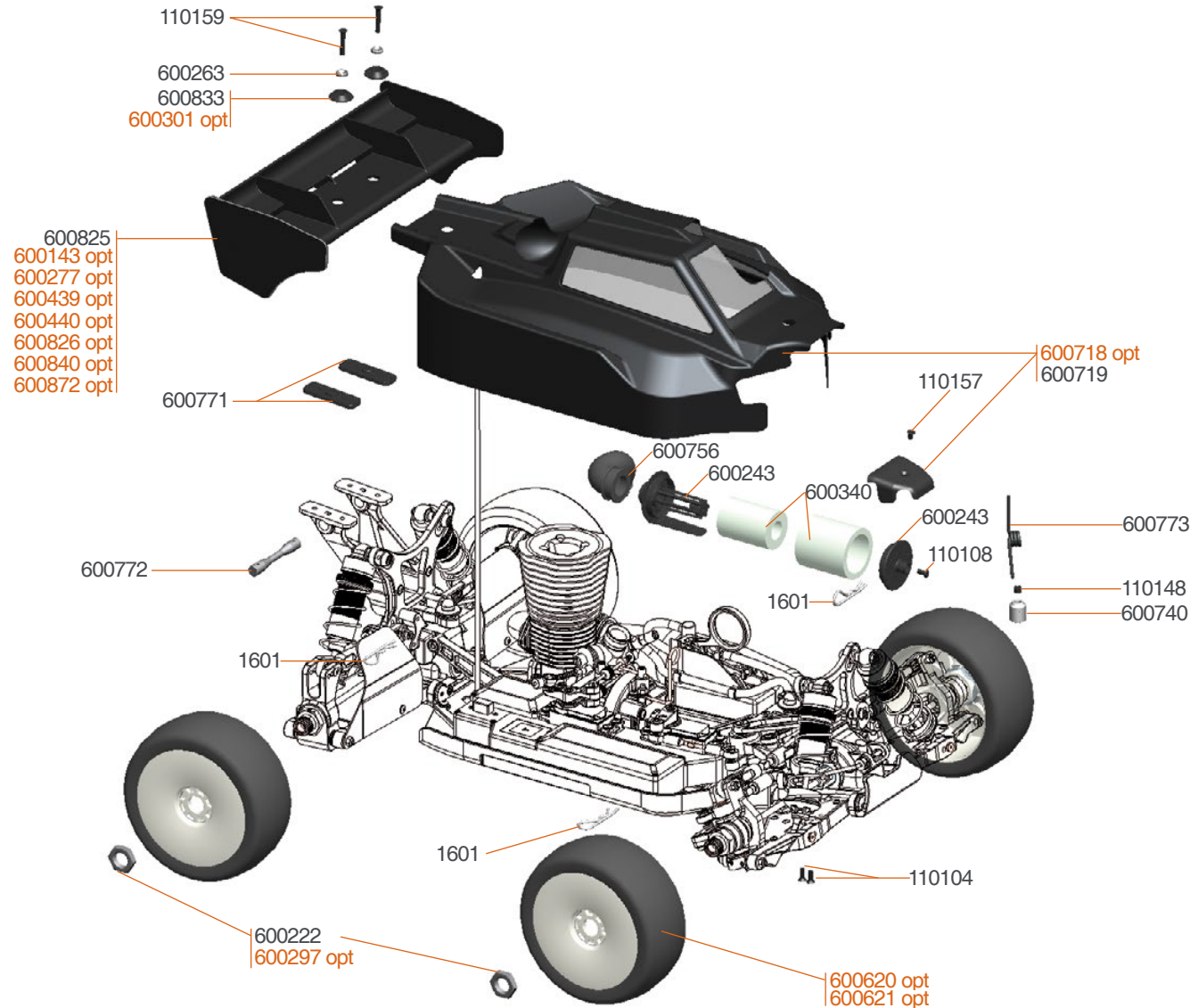




600282 Shock-pivot bushing delrin (4)  
600839 Motormount mono alu SRX8







600297 Wheel-nut 17mm 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)

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