

Instruction Manual

COBRA SRX8



the racing experience

GP

1/8 4WD - Buggy

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 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. Fine-tuning the initial setup is an essential part of building a high-performance racecar like your Serpent Cobra SRX8.

EXPLODED VIEWS AND PARTS LIST

The exploded views and parts lists for the Serpent Cobra SRX8 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.



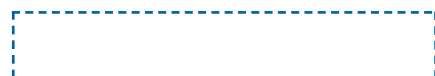
Step number; the order in which you should assemble the indicated parts



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.

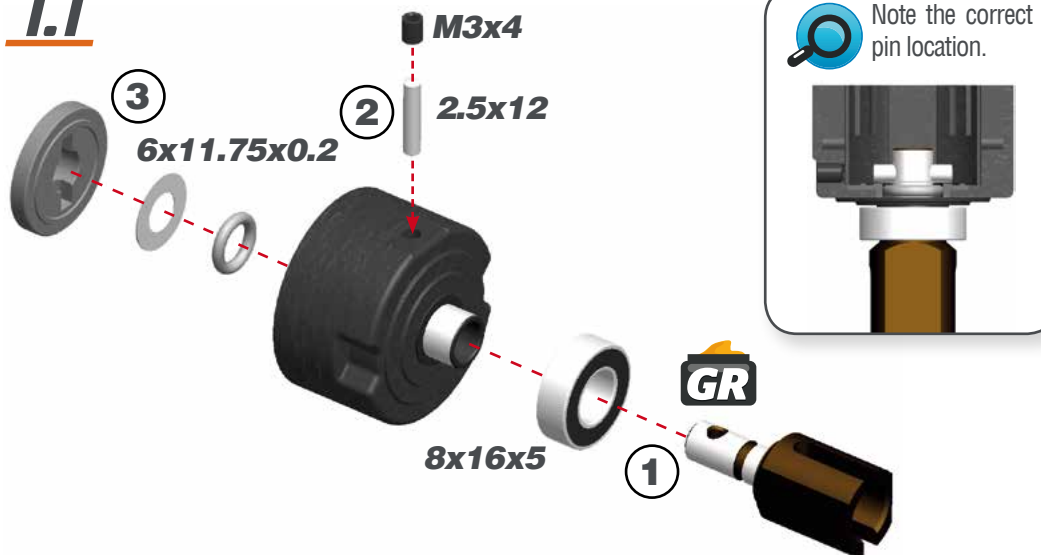


Optional part, not standard in the kit.

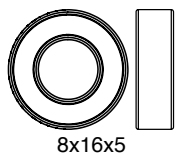
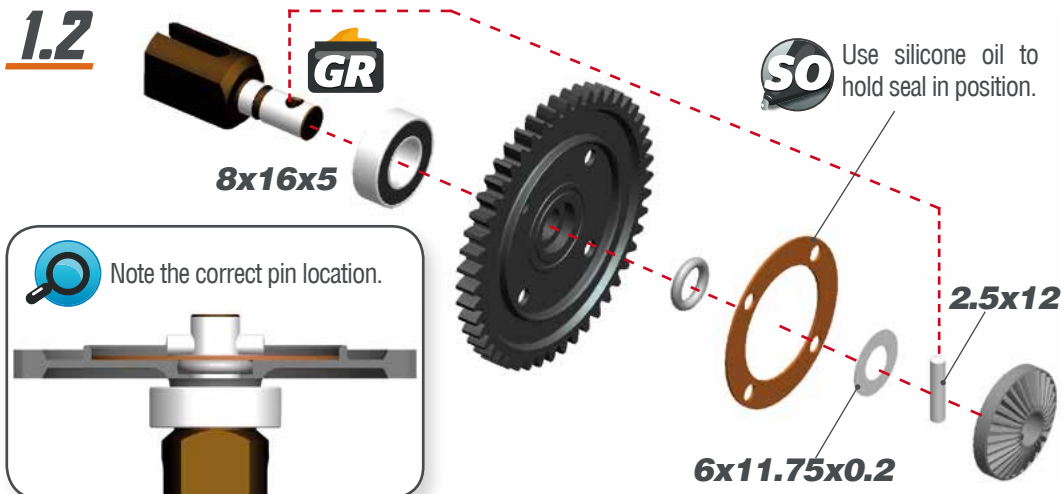
STEP 1

CENTER DIFF BAG

1.1



1.2



STEP 2

2.1



VOLUME COMPENSATORS

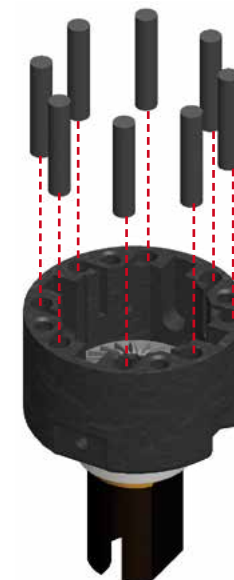
When the differential gets hotter, the foam inserts will absorb the pressure of the expansion of the oil.

1- The supplied foam tube must be cut to size as indicated here below.

2- Penetrate them fully with same differential oil.

3- Insert them in the compensator holes.

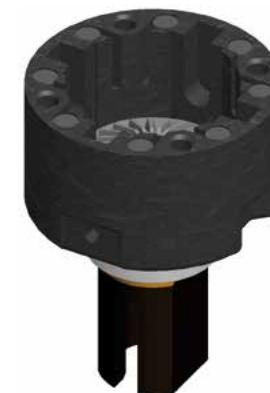
14.7 - 14.9 mm



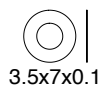
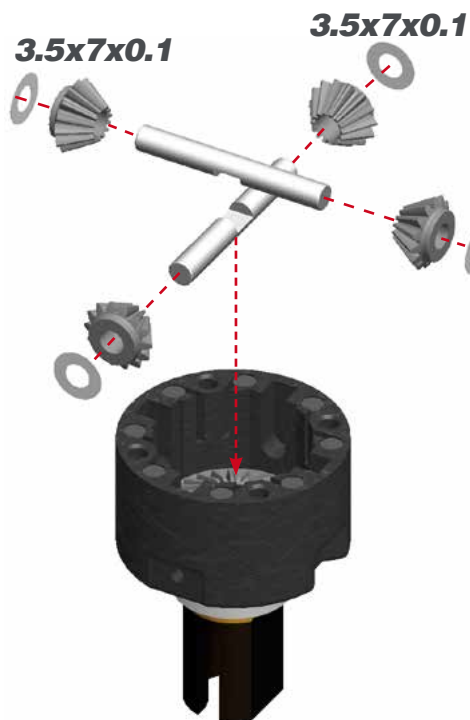
2.2

Add just enough oil to cover the large gear before assembling the small satellite gears and cross pins.

Use the silicone oil supplied in the kit. For the correct cst value please check the default setupsheet.



STEP 3



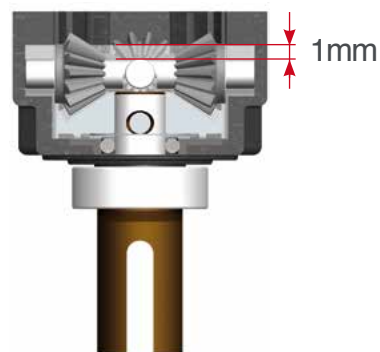
STEP 4



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.

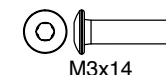
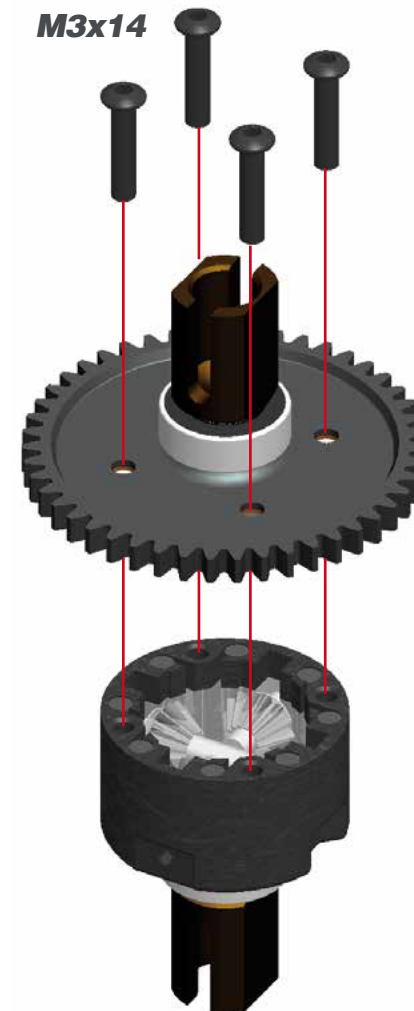
Differential weight with volume compensators = 40.8 grams

Differential weight without volume compensators = 41.0 grams



STEP 5

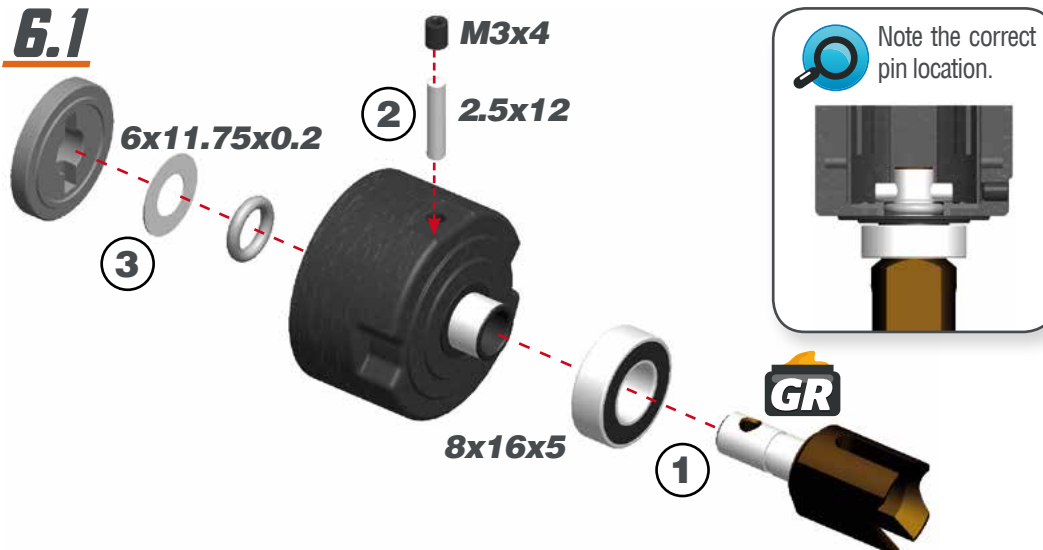
M3x14



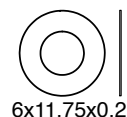
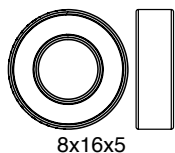
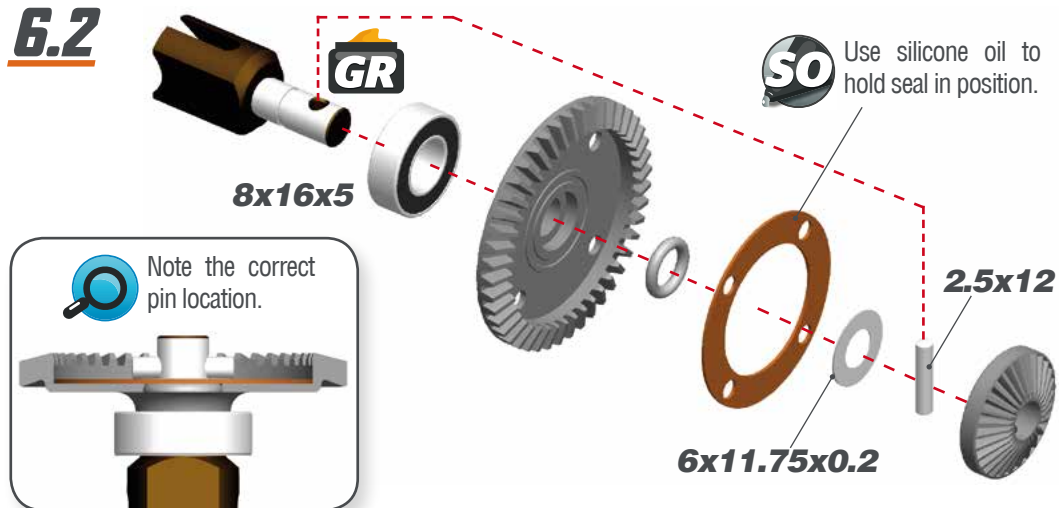
STEP 6

FR/RR DIFF BAG

6.1



6.2



STEP 7

7.1



VOLUME COMPENSATORS

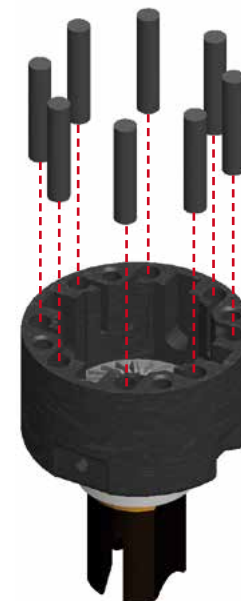
When the differential gets hotter, the foam inserts will absorb the pressure of the expansion of the oil.

1- The supplied foam tube must be cut to size as indicated here below.

2- Penetrate them fully with same differential oil.

3- Insert them in the compensator holes.

14.7 - 14.9 mm



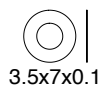
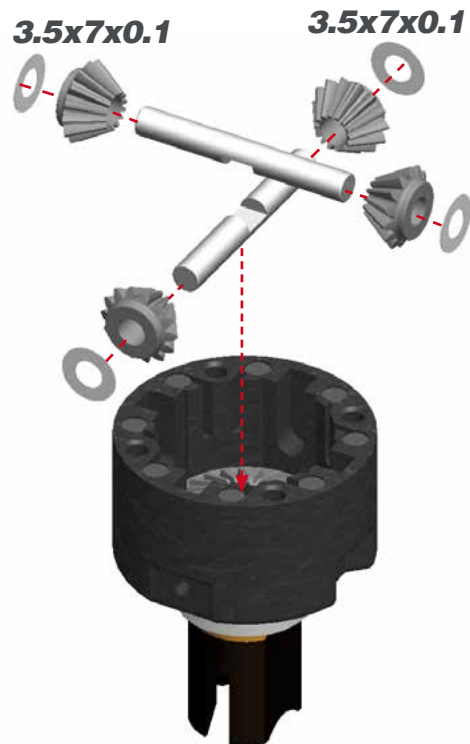
7.2

Add just enough oil to cover the large gear before assembling the small satellite gears and cross pins.

Use the silicone oil supplied in the kit. For the correct cst value please check the default setupsheet.



STEP 8



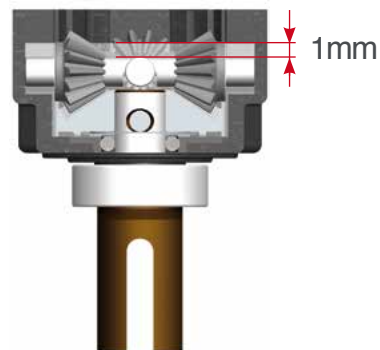
STEP 9



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.

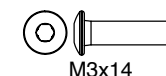
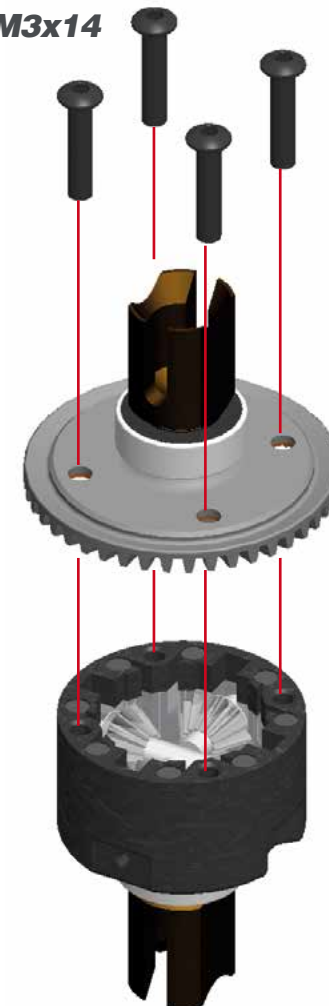
Differential weight with volume compensators = 40.15 grams

Differential weight without volume compensators = 40.35 grams



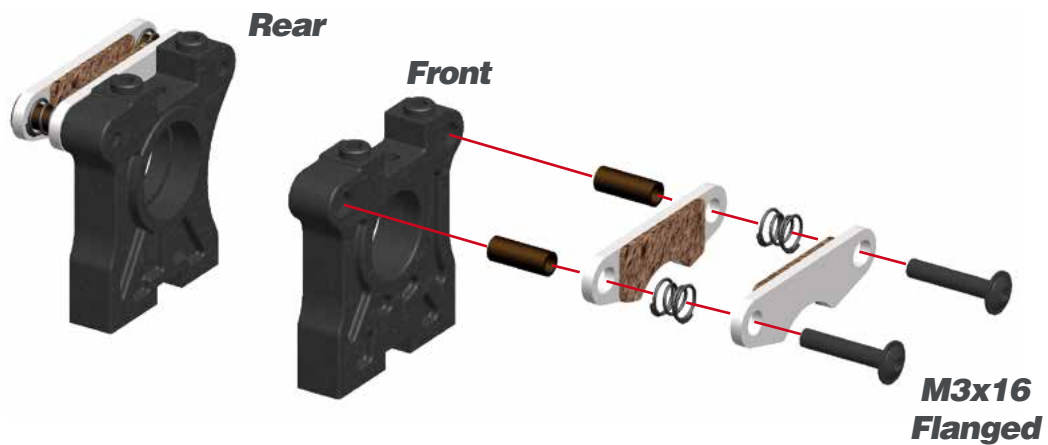
STEP 10

M3x14

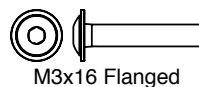
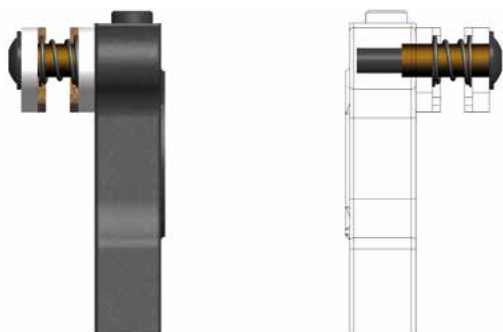


STEP 11

BAG 1



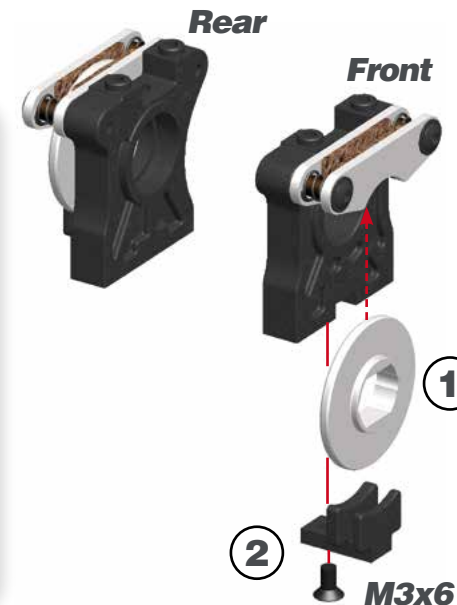
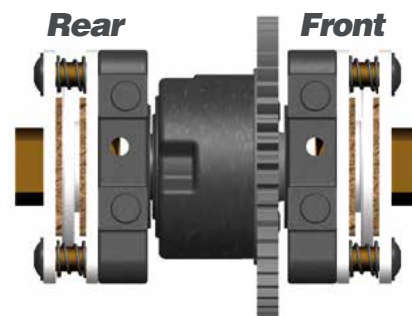
! Do NOT overtighten the screws.



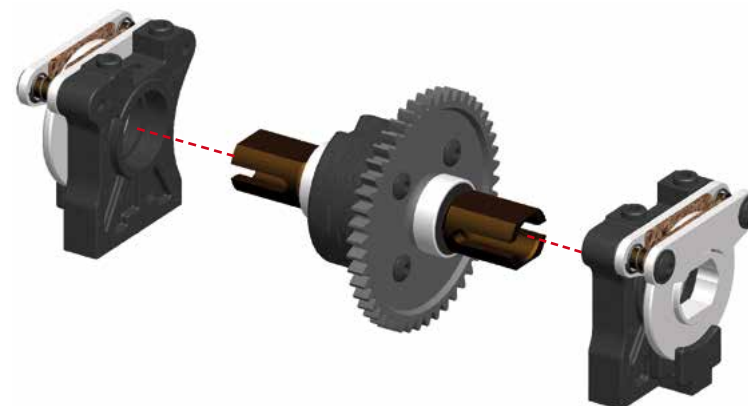
STEP 12

12.1

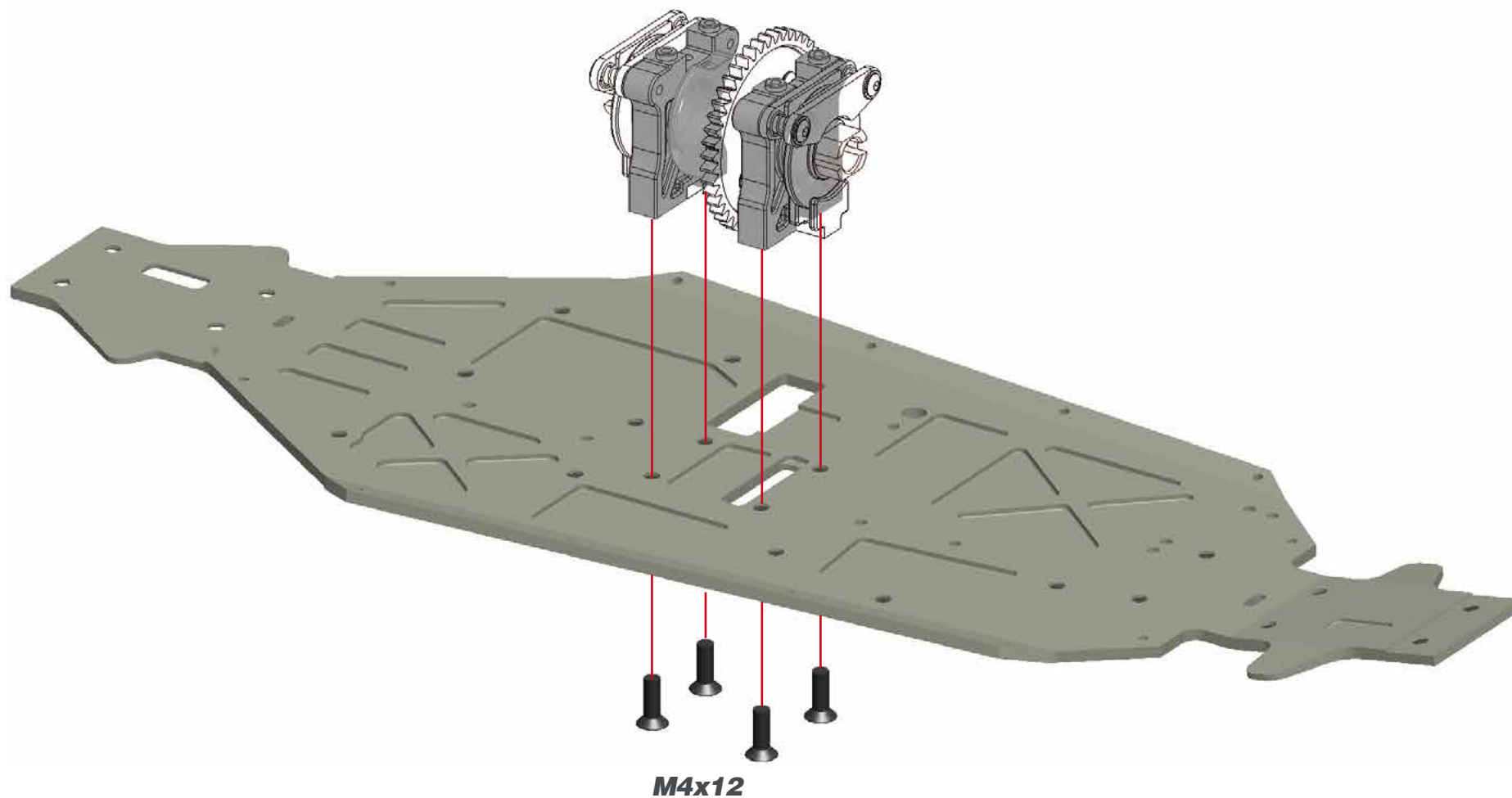
! Diff mounts are NOT symmetrical. Please check below picture to ensure front and rear bracket assembly are assembled properly.



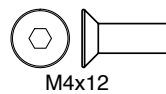
12.2



STEP 13



M4x12



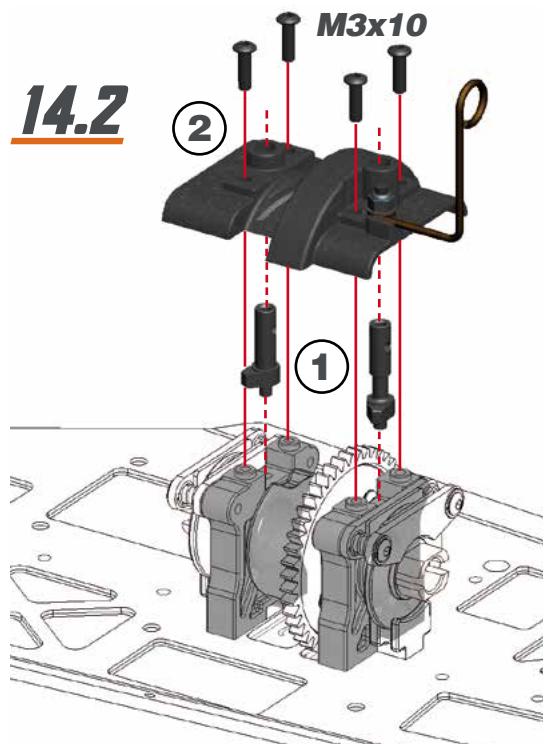
M4x12

STEP 14

14.1



14.2

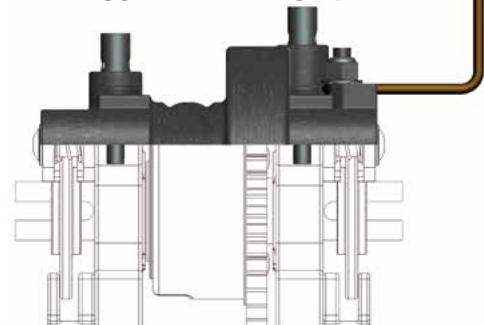


BRAKE CAMS

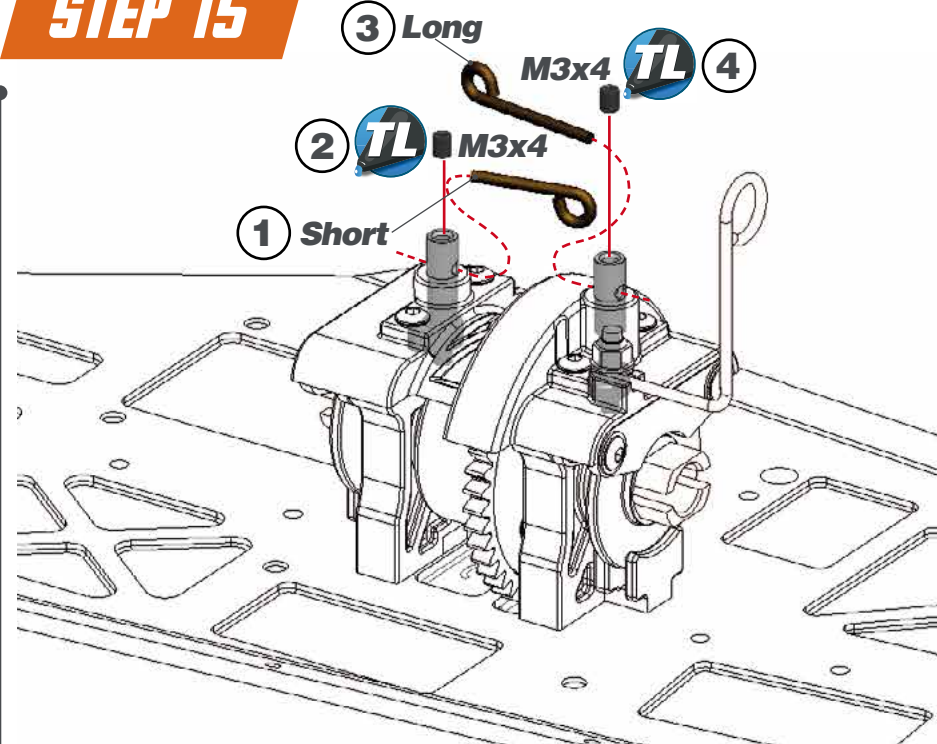
The long cam is assembled in the front bracket, the short one in the rear bracket.

Rear

Front



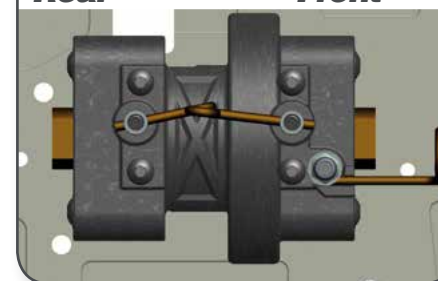
STEP 15



Note the correct brake wires position.

Rear

Front



M3x12



3.2x7x0.5



Nylock Nut M3



M3x10

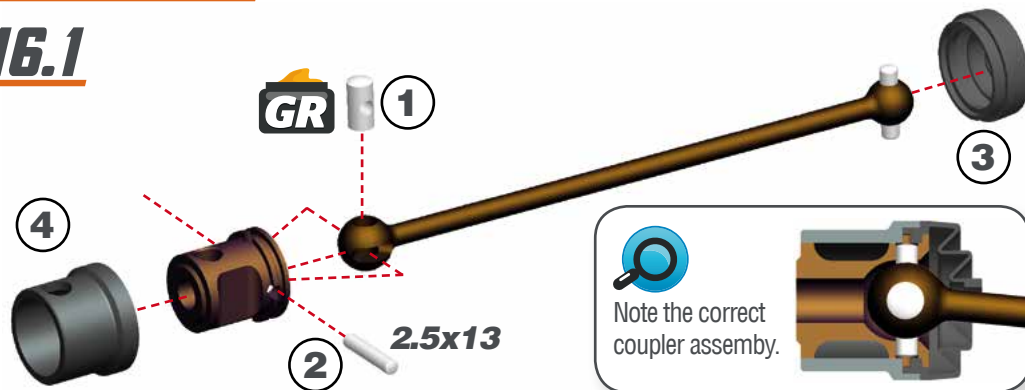


M3x4

STEP 16

BAG 2

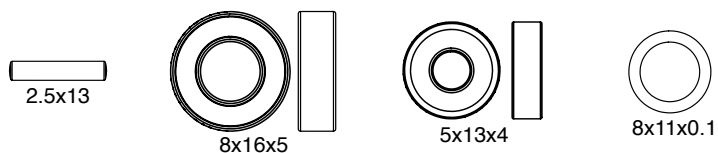
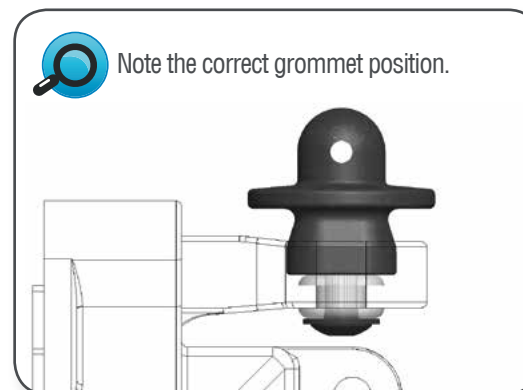
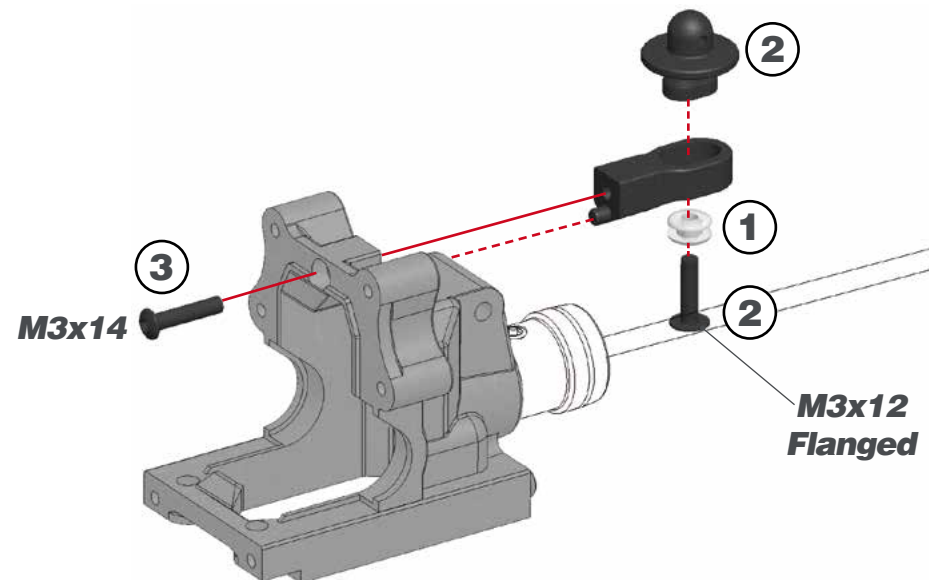
16.1



16.2



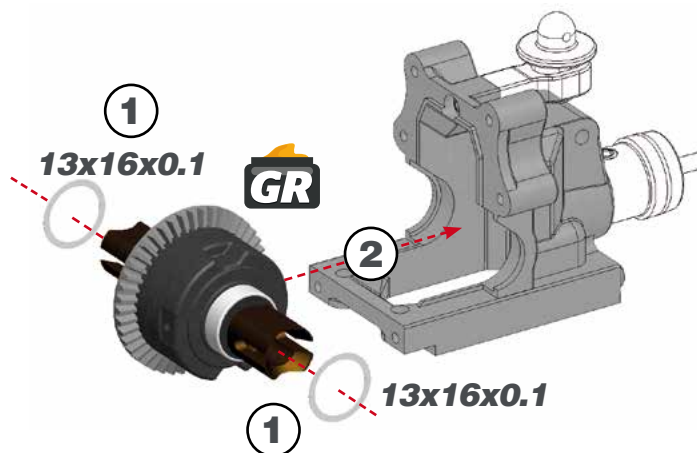
STEP 17



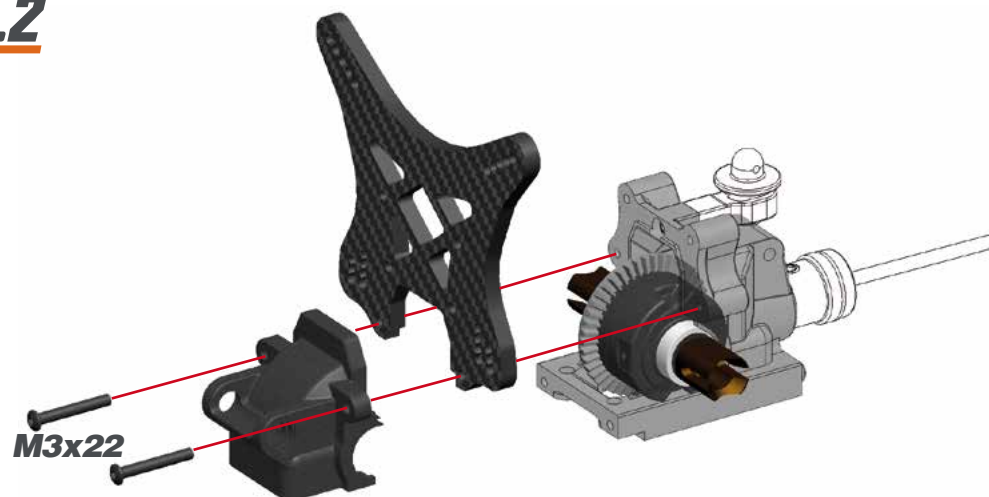
STEP 18

18.1

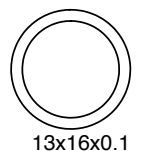
! After 1 or 2 hours of running the car, re-check the gear-mesh between the ring gear and the pinion. All parts should have run-in properly. You may add or remove 13x16x0.1 shims as needed.



18.2

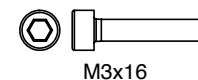
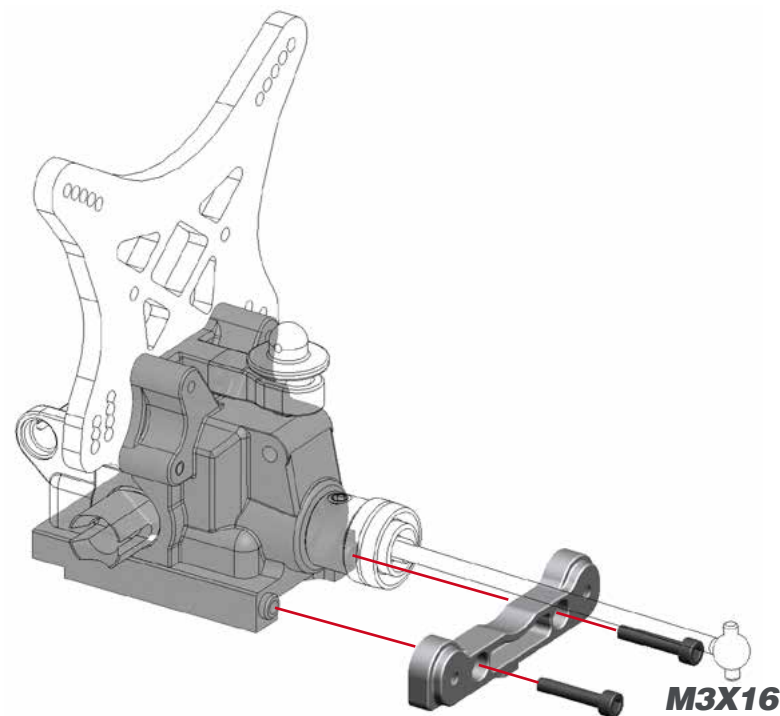


M3x22



13x16x0.1

STEP 19



M3x16

STEP 20

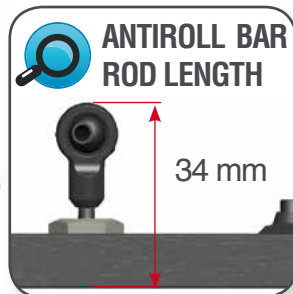
BAG 3

20.1

L=R

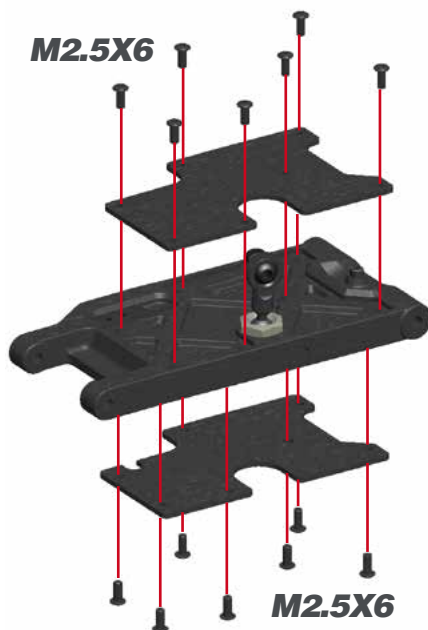


Tighten anti-roll bar cap until there is no play, and it moves freely.



20.2

M2.5X6



M2.5x6

STEP 21

M3X16

4

3

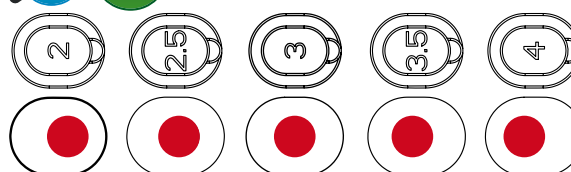
1

2



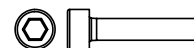
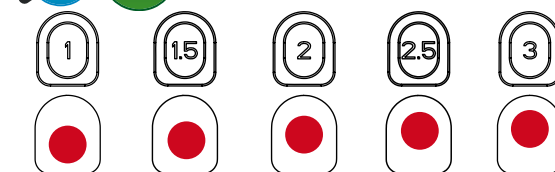
L=R

REAR TOE IN INSERTS CHART



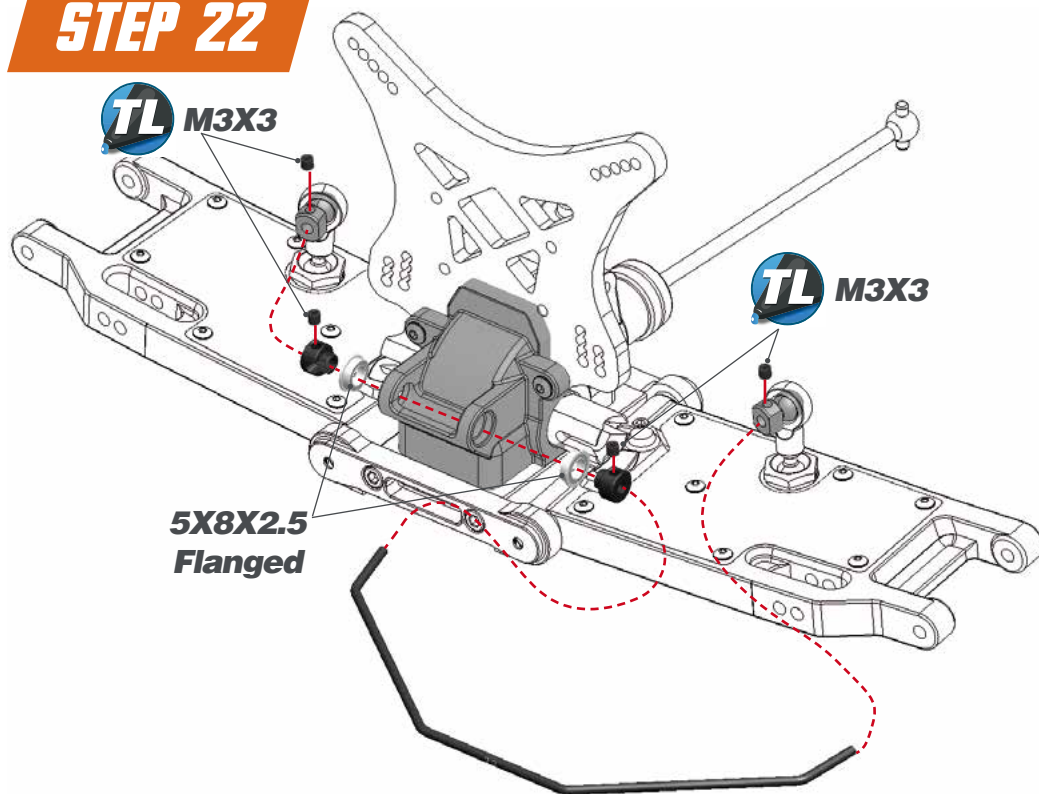
L=R

REAR ANTISQUAT INSERTS CHART

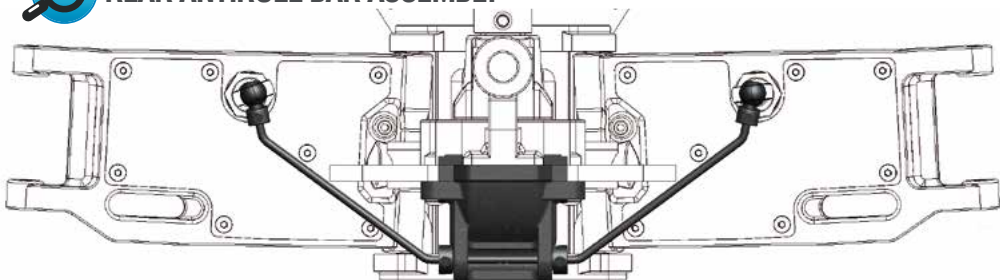


M3x16

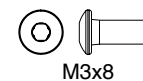
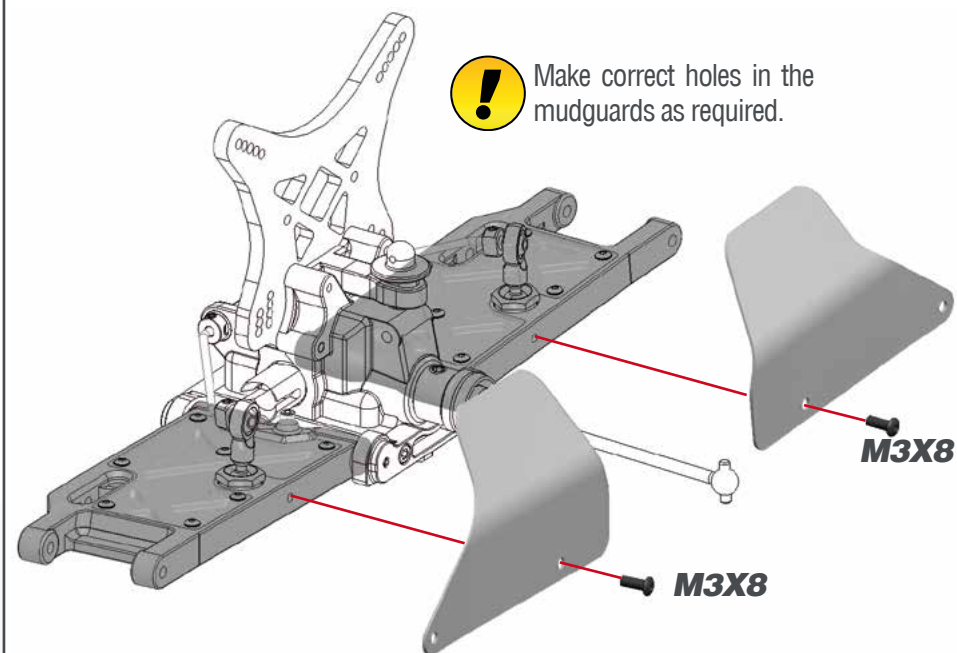
STEP 22



REAR ANTIROLL BAR ASSEMBLY



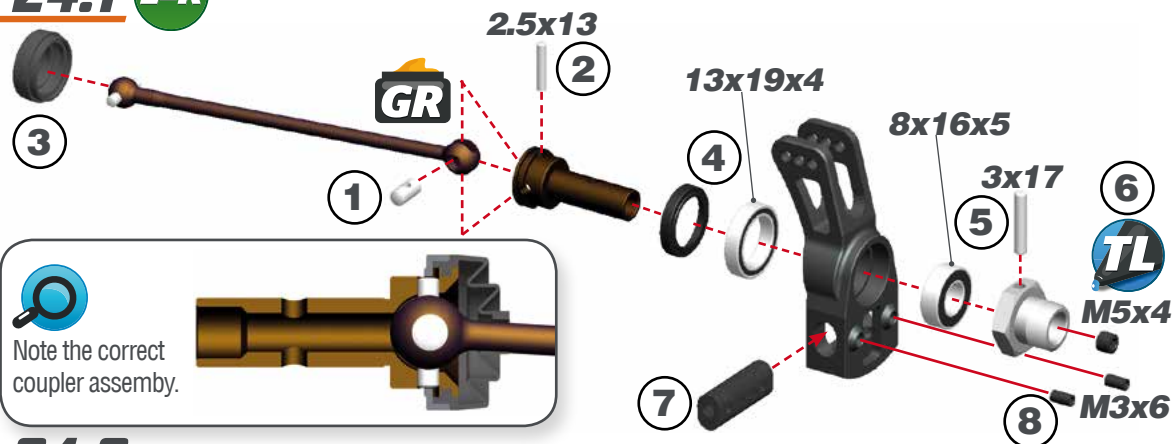
STEP 23



STEP 24

BAG 4

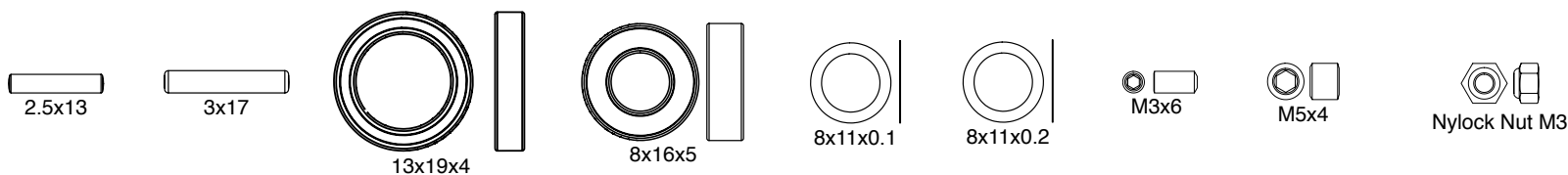
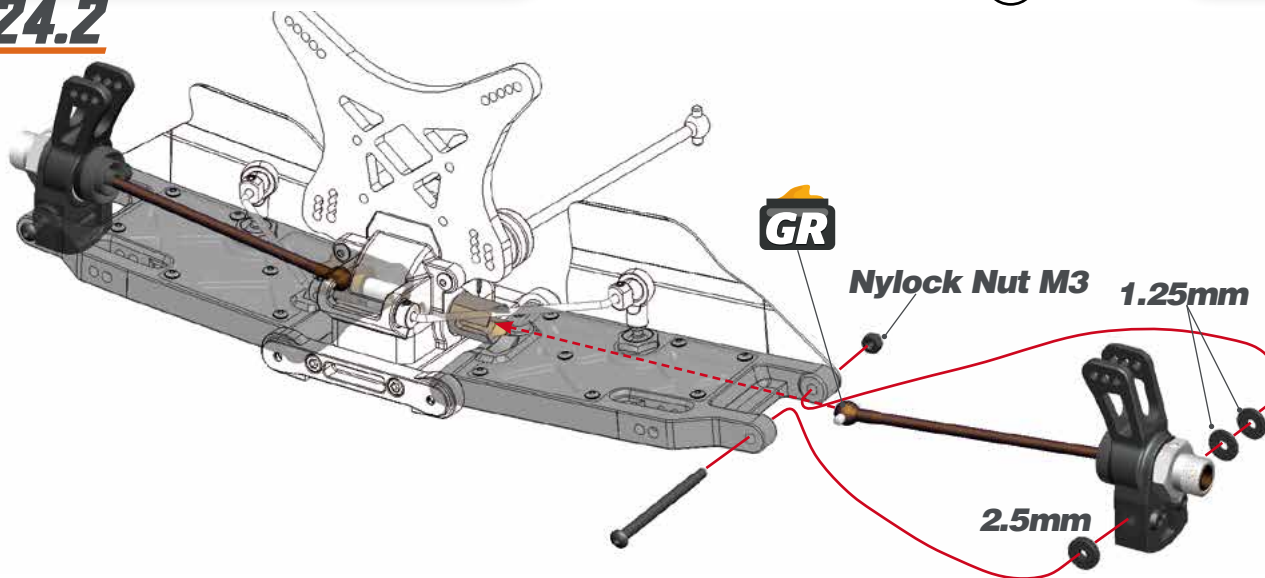
24.1 L=R



REAR UPRIGHT ROLL CENTER INSERTS CHART

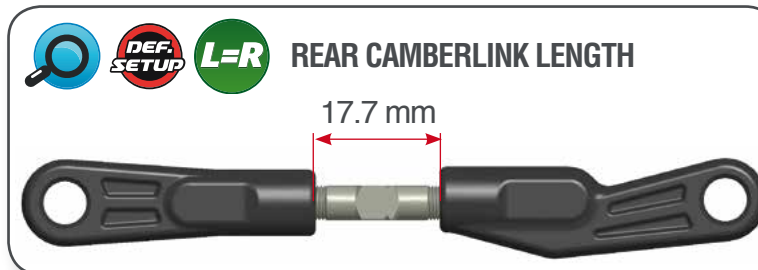
LOW	DEF. SETUP
MID LOW	
MID HIGH	
HIGH	

24.2

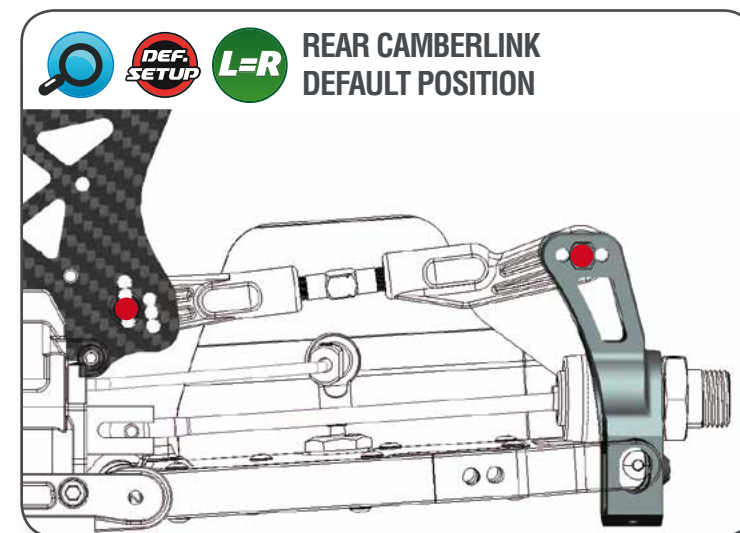
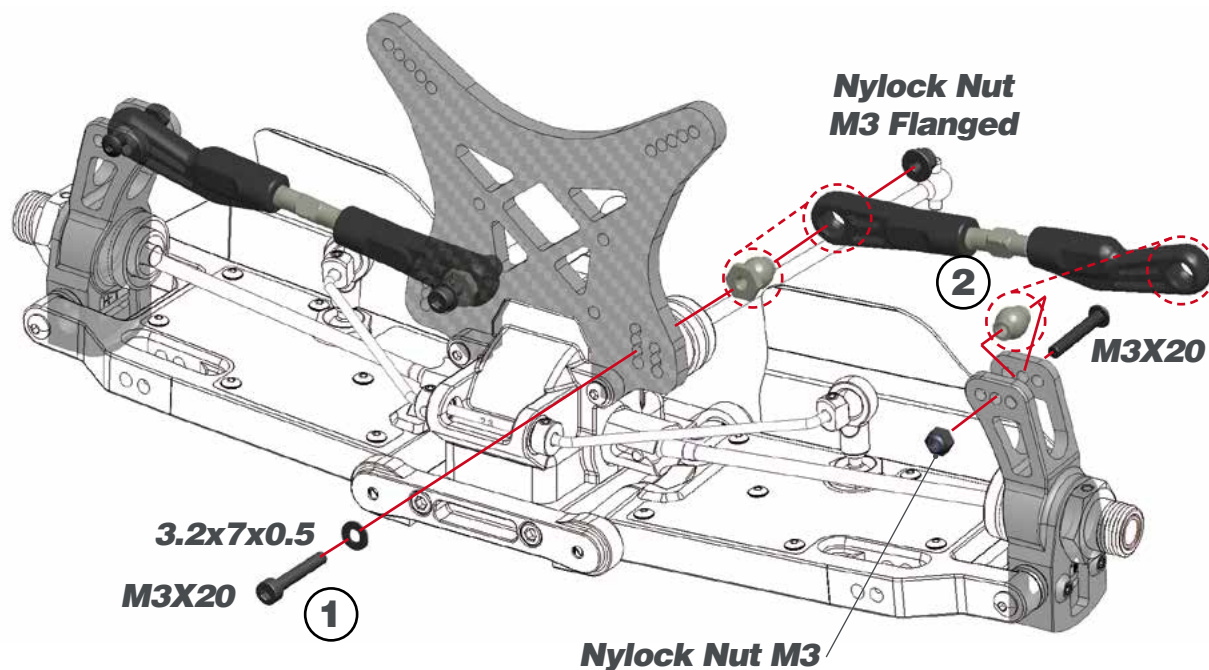


STEP 25 BAG 5

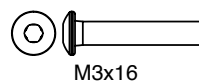
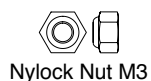
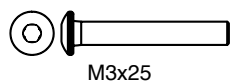
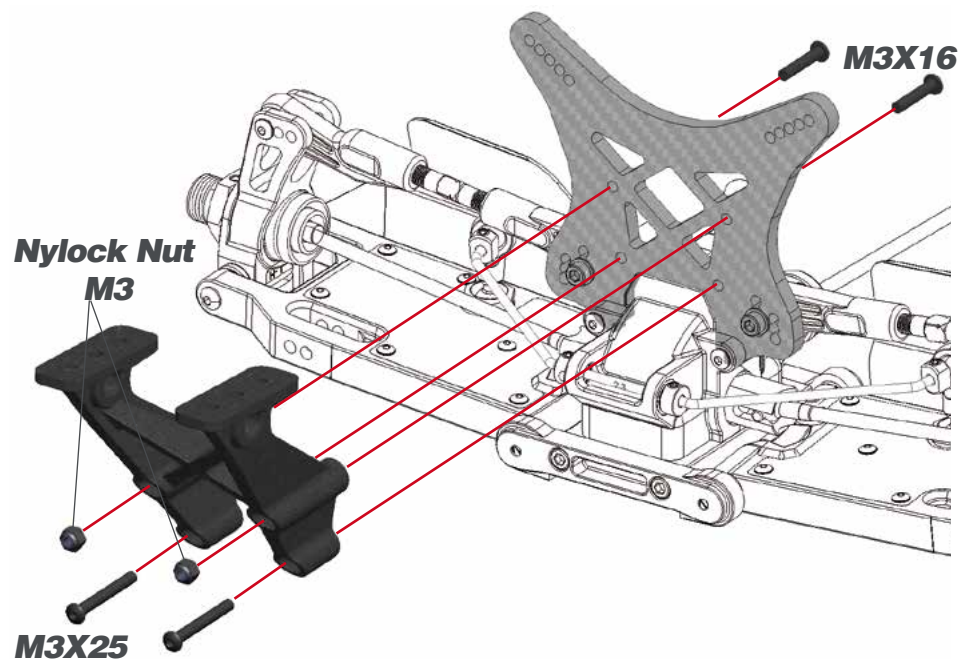
25.1



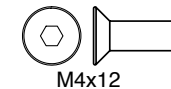
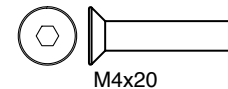
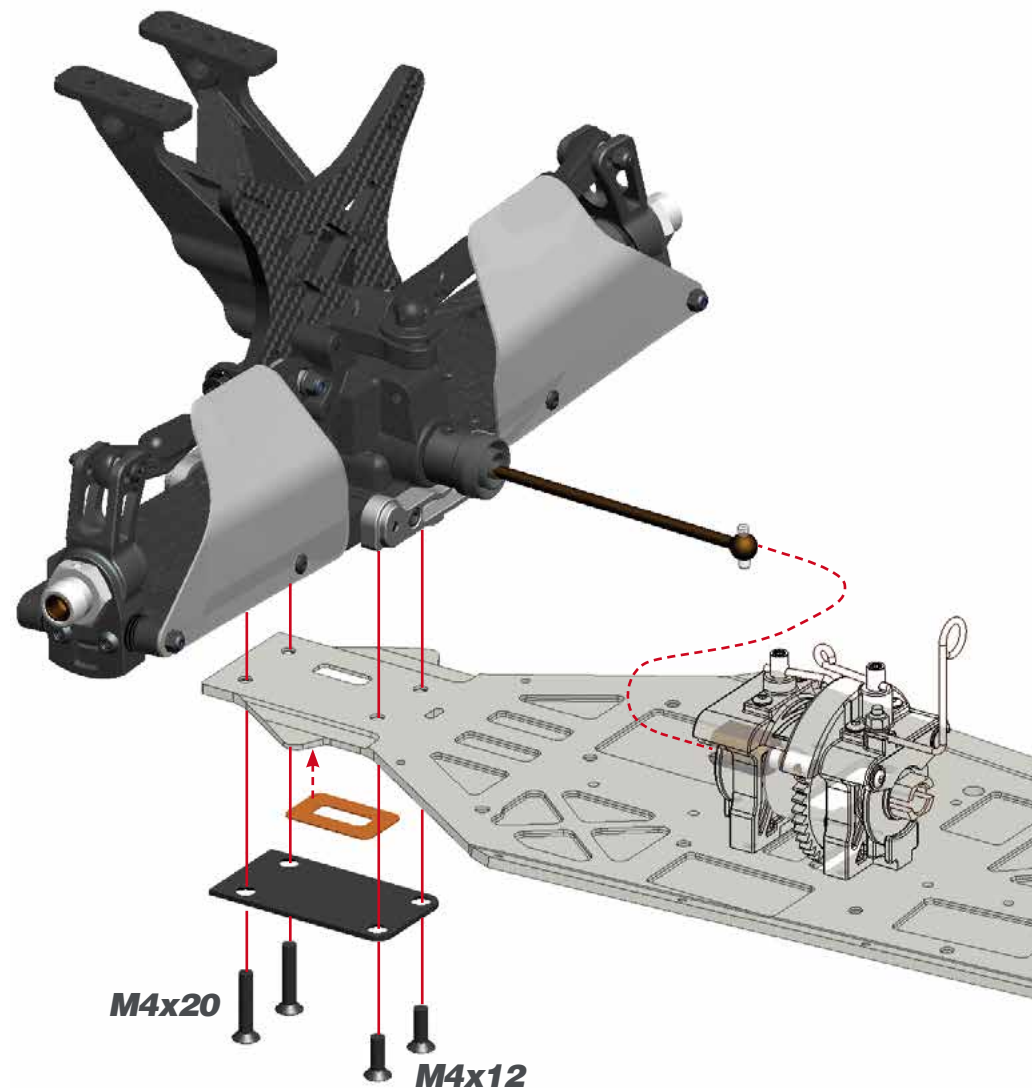
25.2



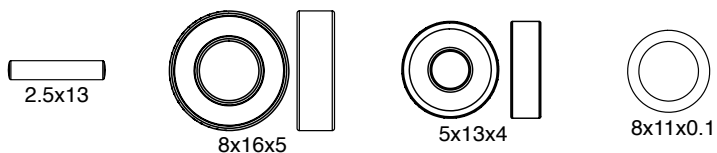
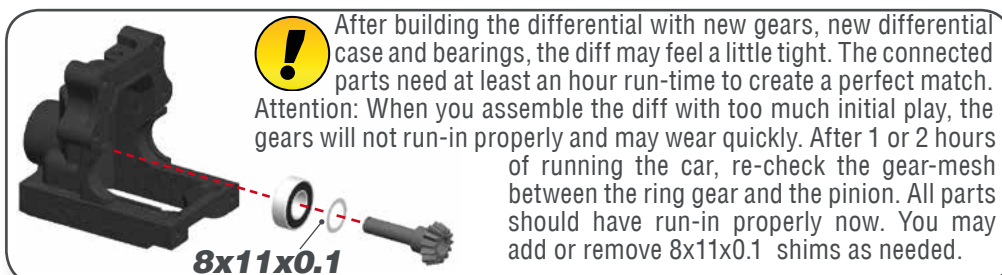
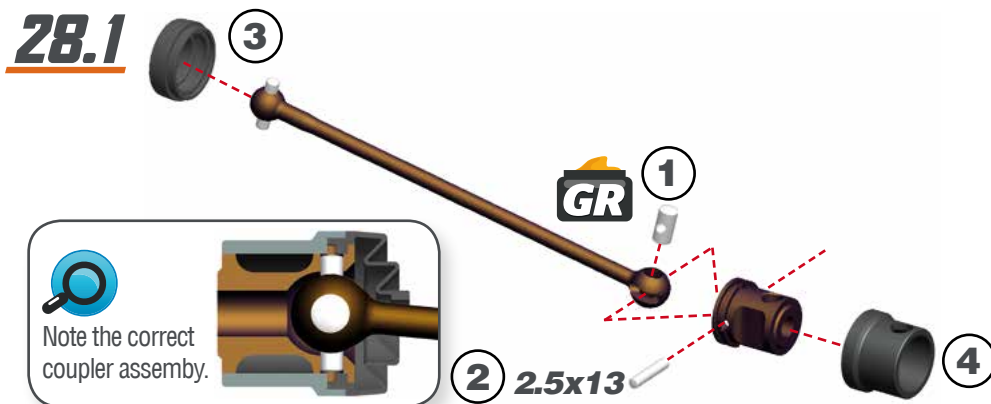
STEP 26



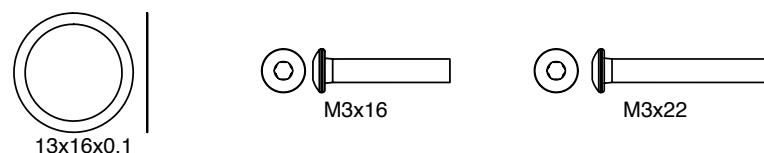
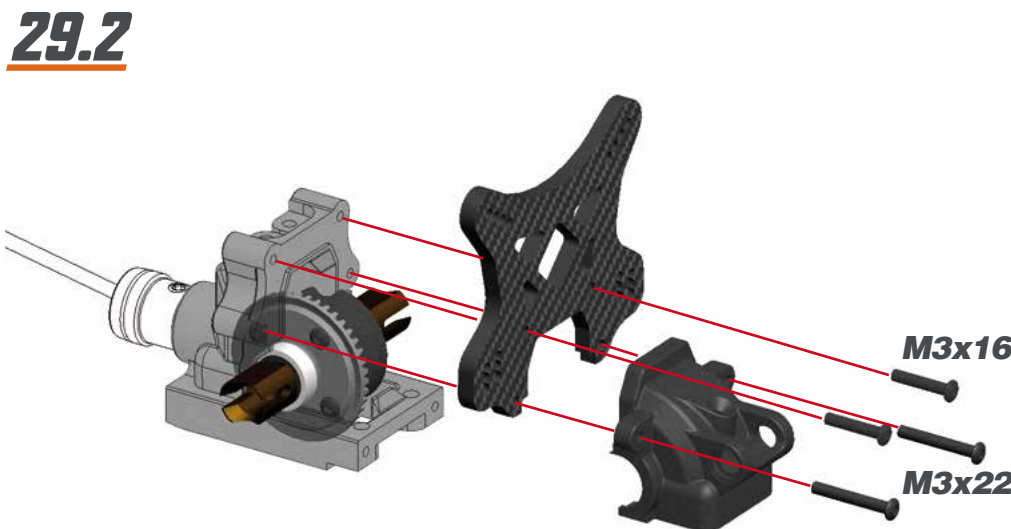
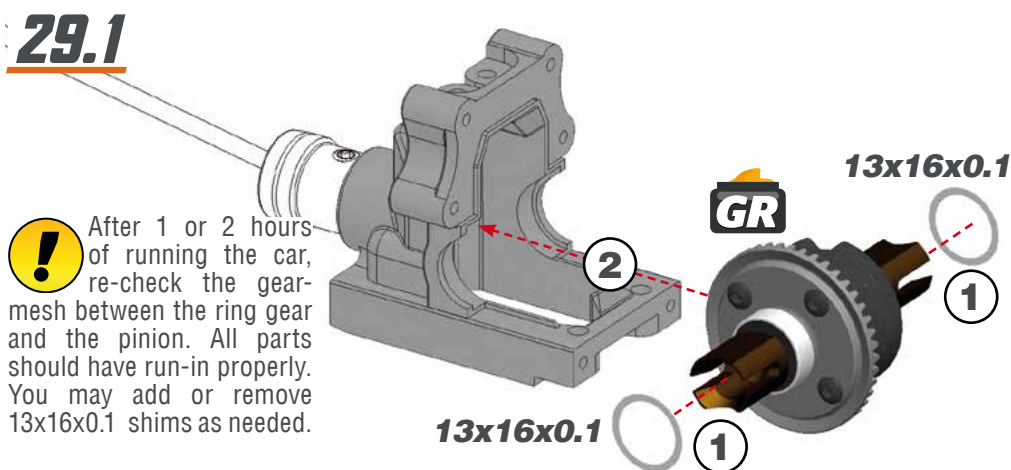
STEP 27



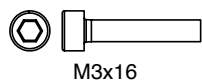
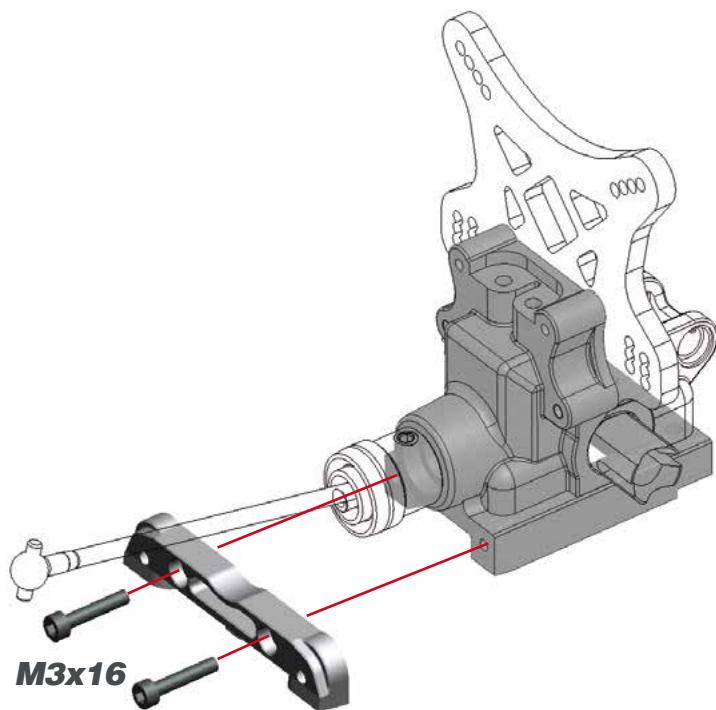
STEP 28 BAG 6



STEP 29



STEP 30



STEP 31

BAG 7

31.1

L=R



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

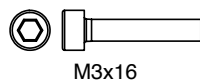
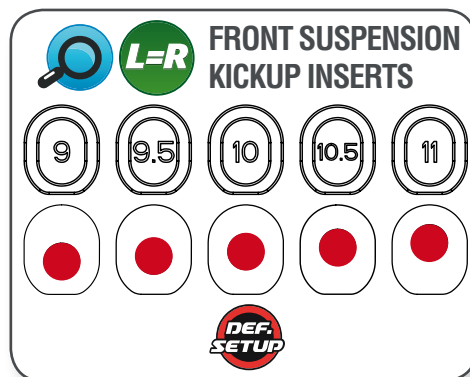
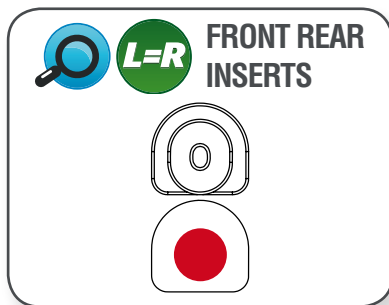
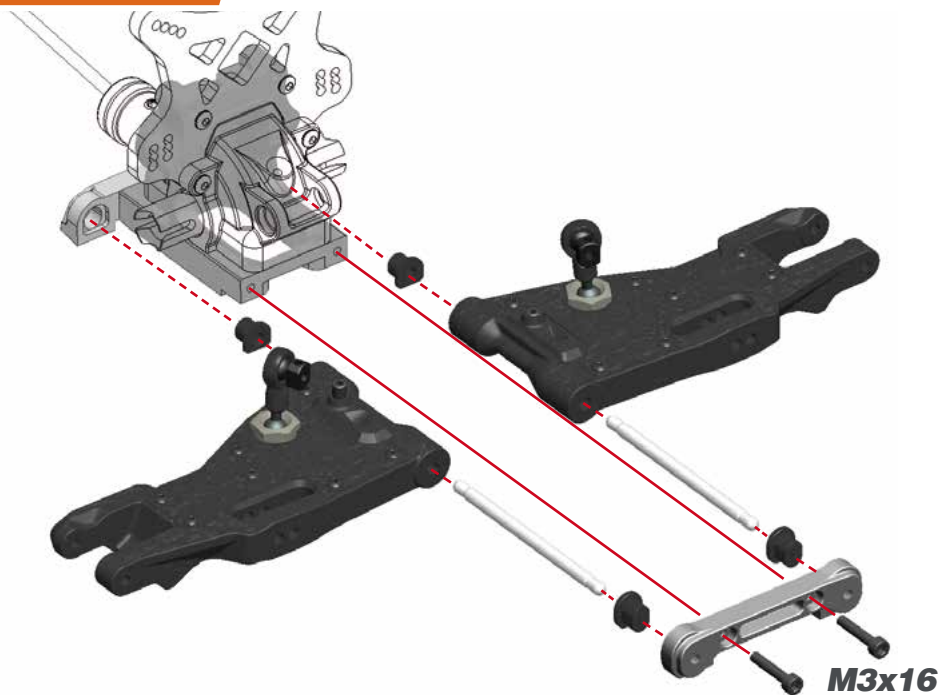


31.2

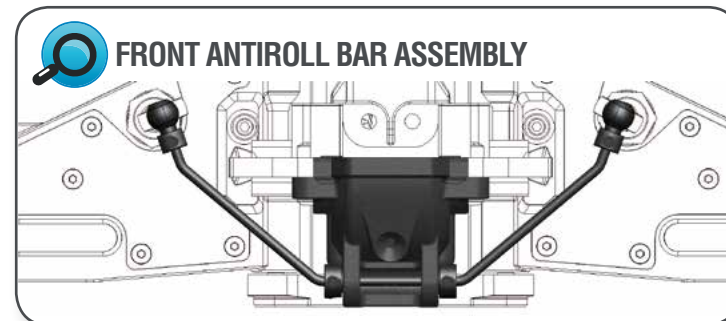
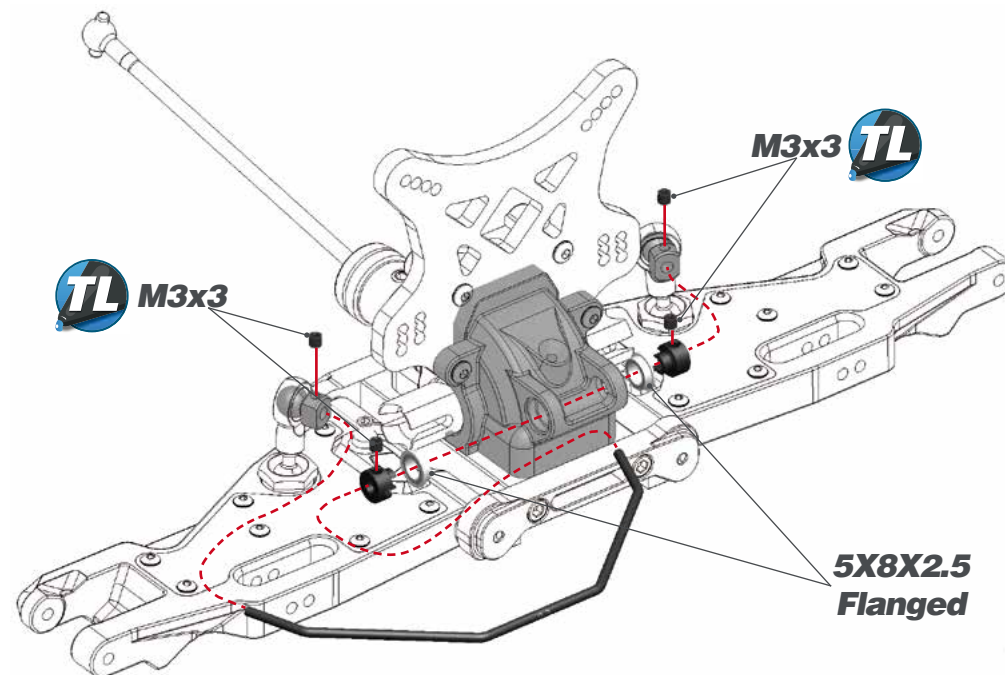
L=R



STEP 32



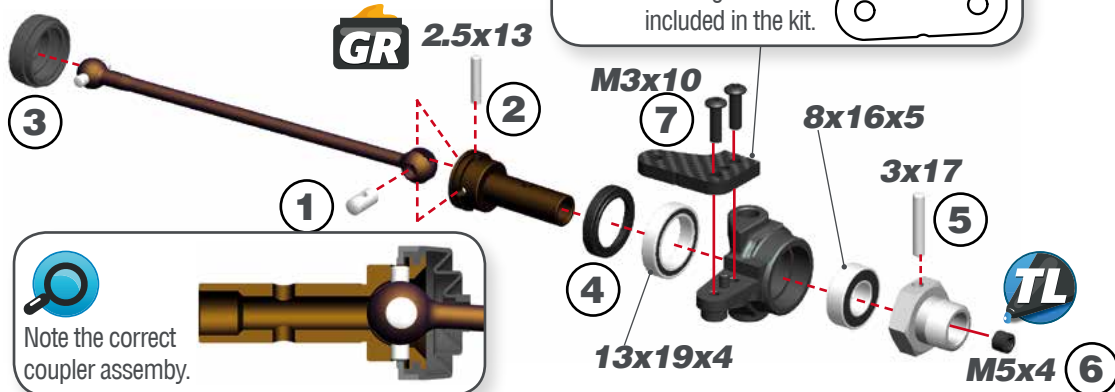
STEP 33



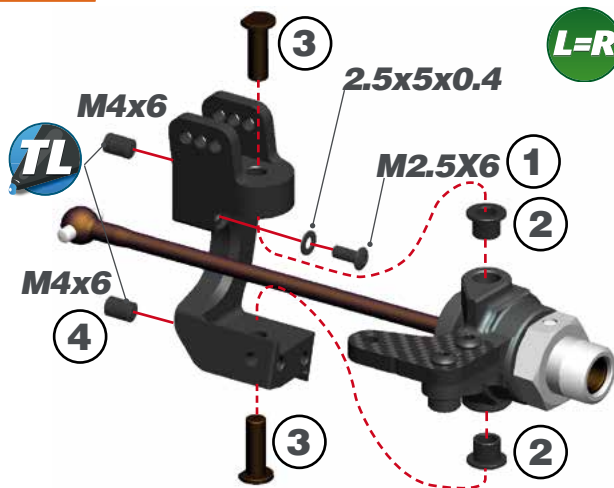
STEP 34

BAG 8

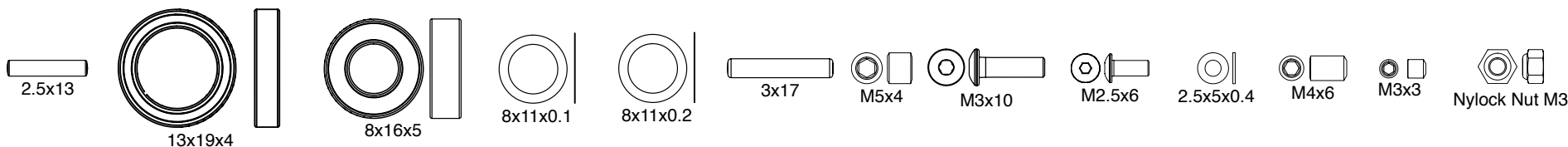
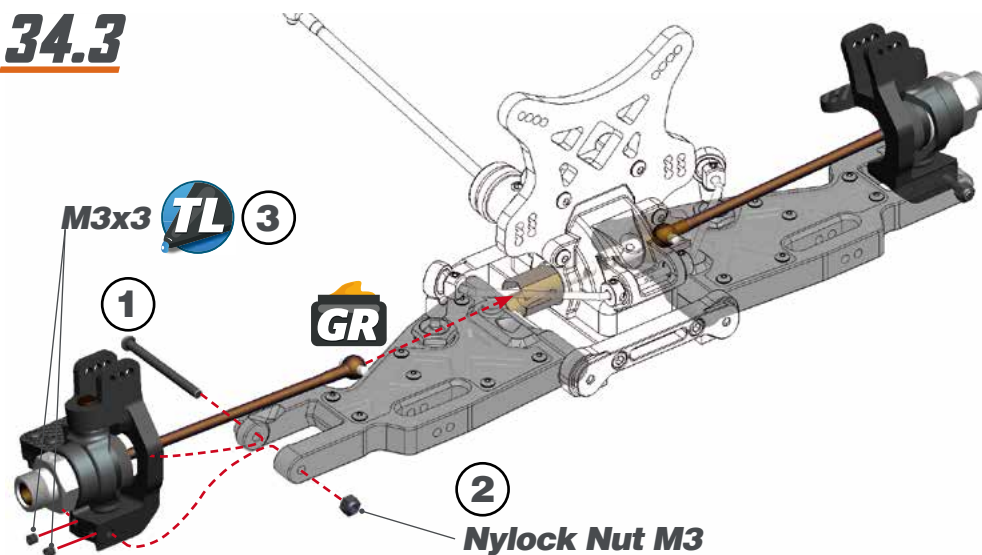
34.1 L=R



34.2



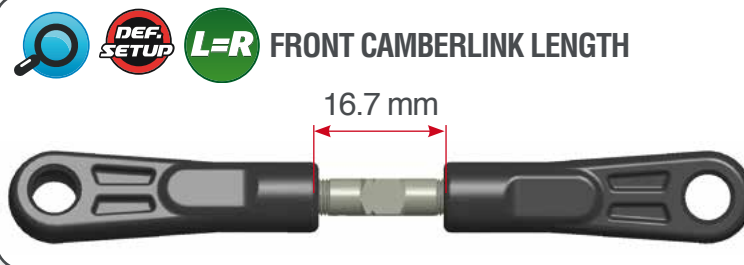
34.3



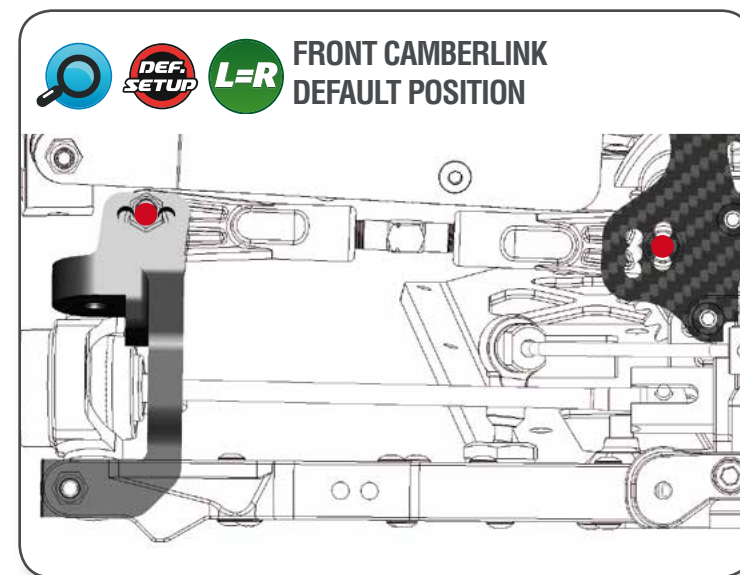
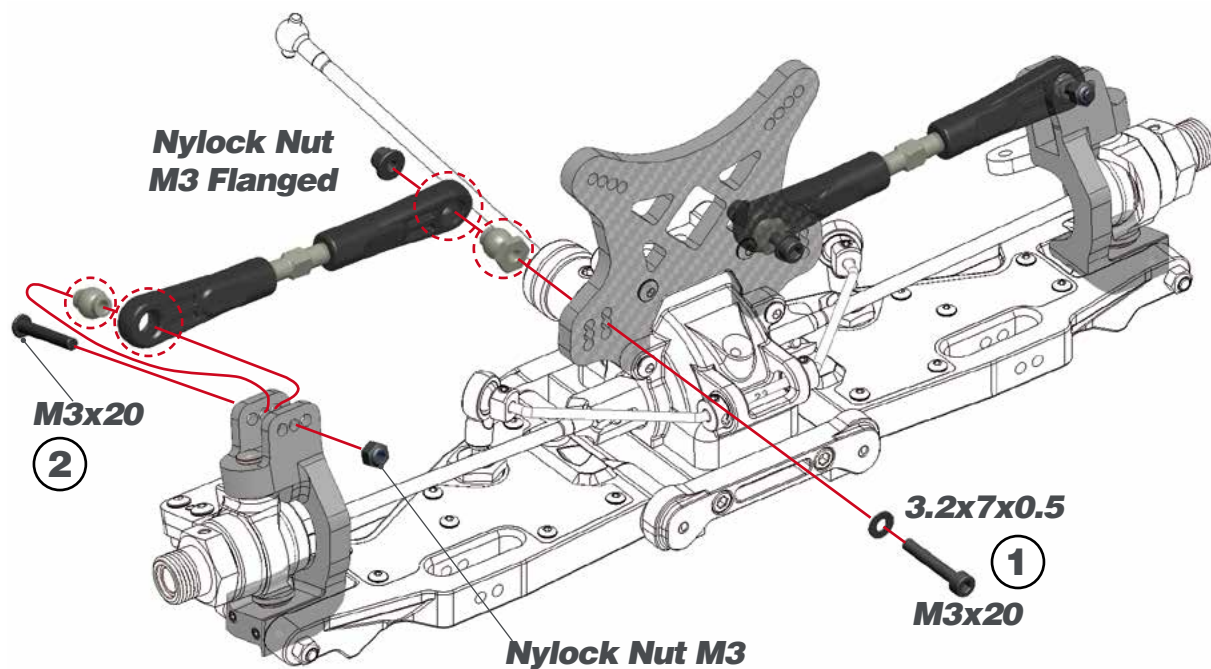
STEP 35

BAG 9

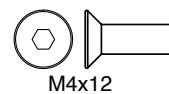
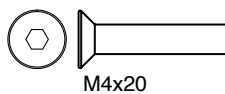
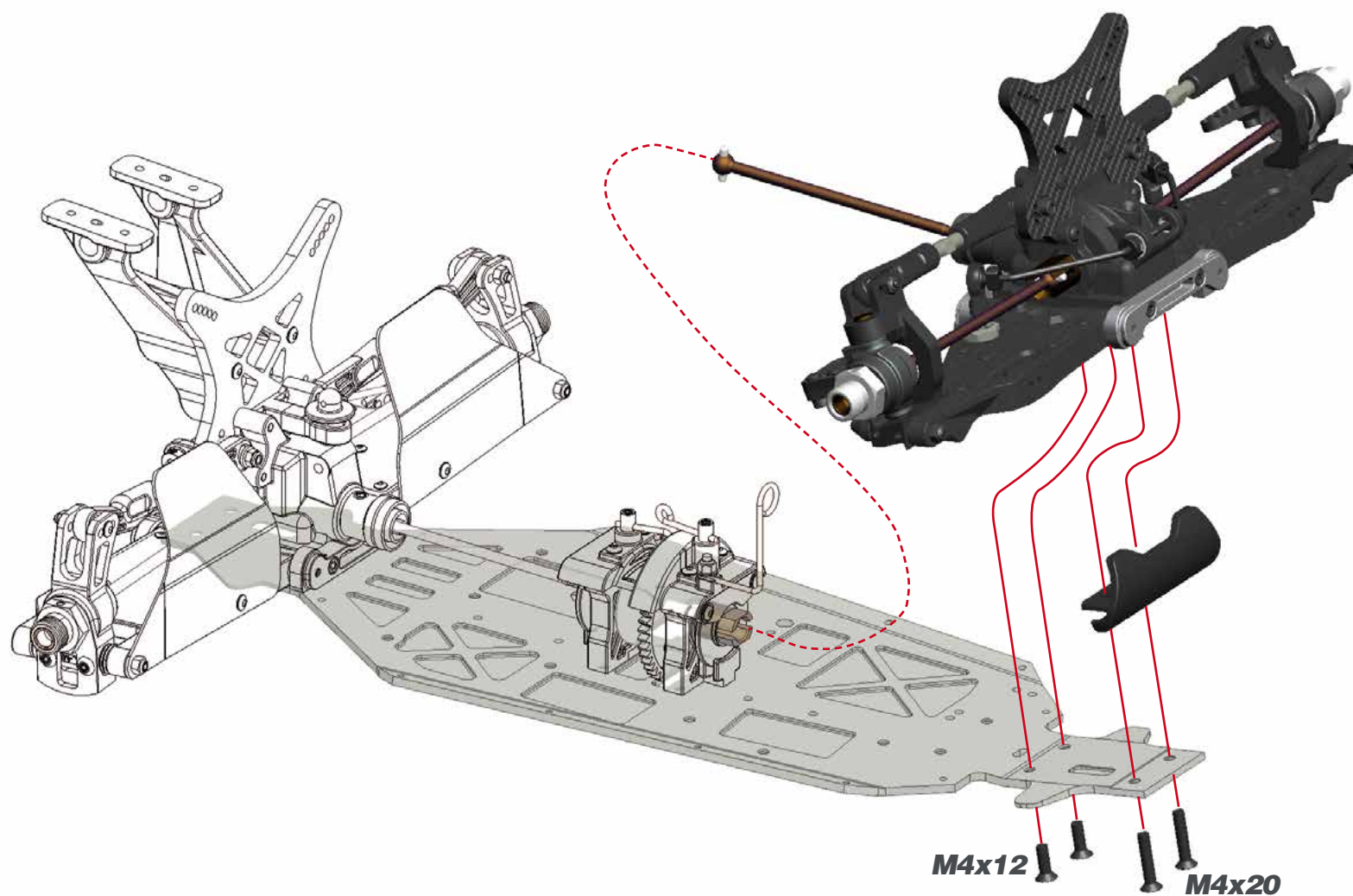
35.1



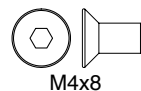
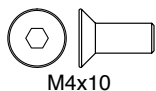
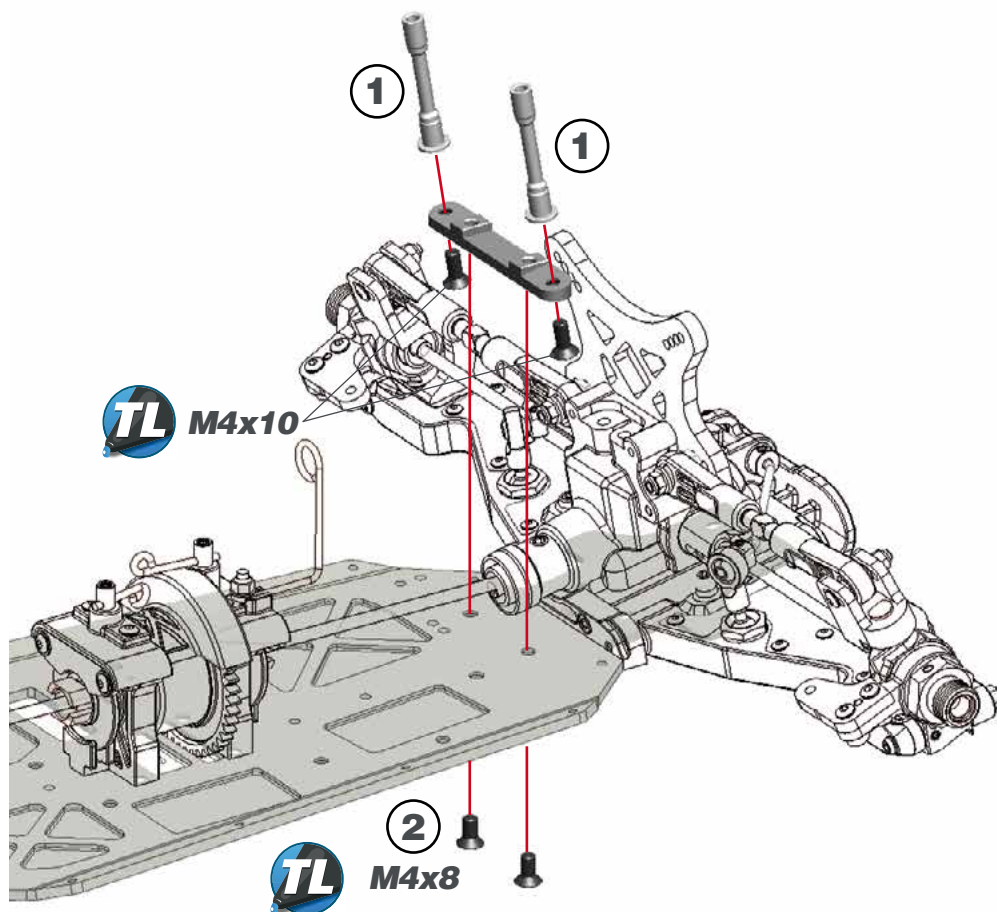
35.2



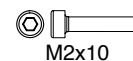
STEP 36



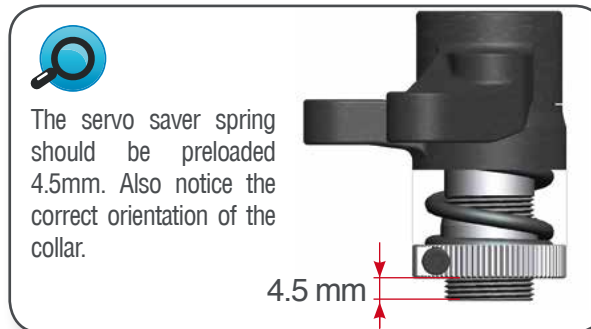
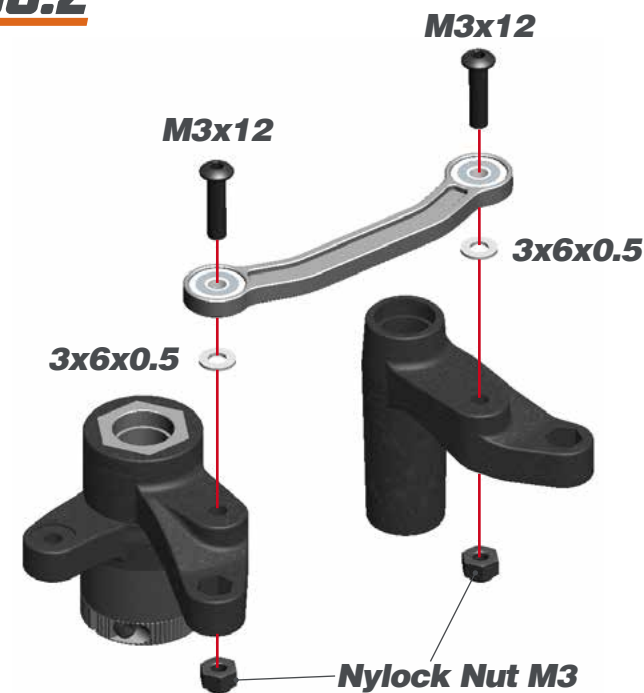
STEP 37



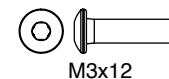
38.1



38.2



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

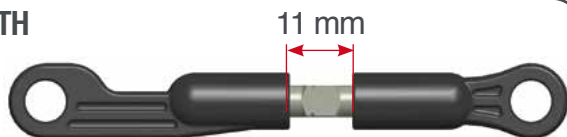


STEP 39

39.1

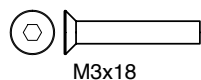
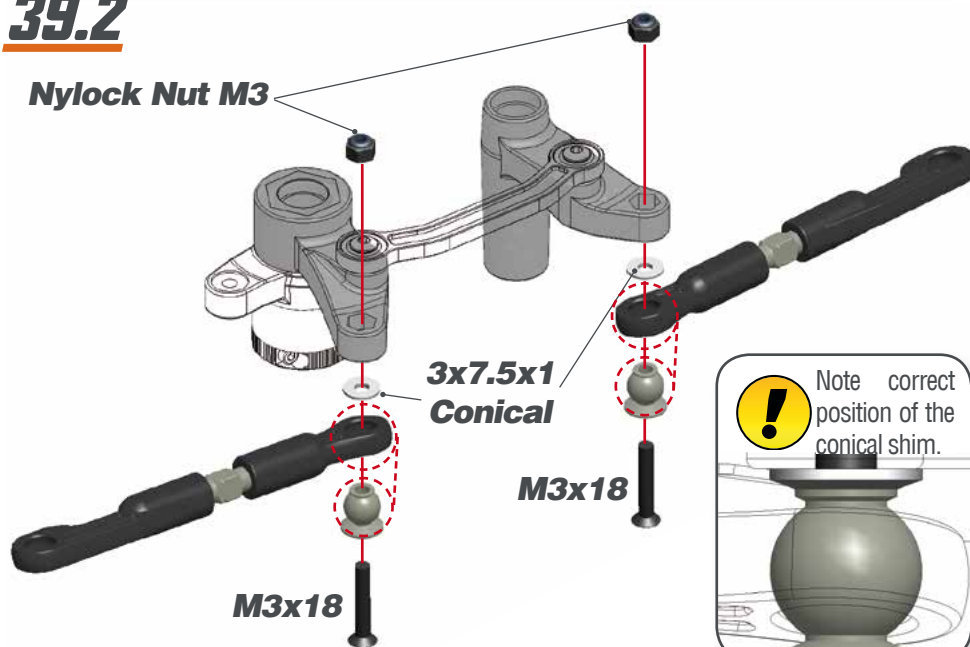


STEERING TRACKROD LENGTH

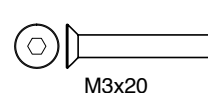
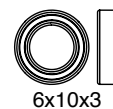
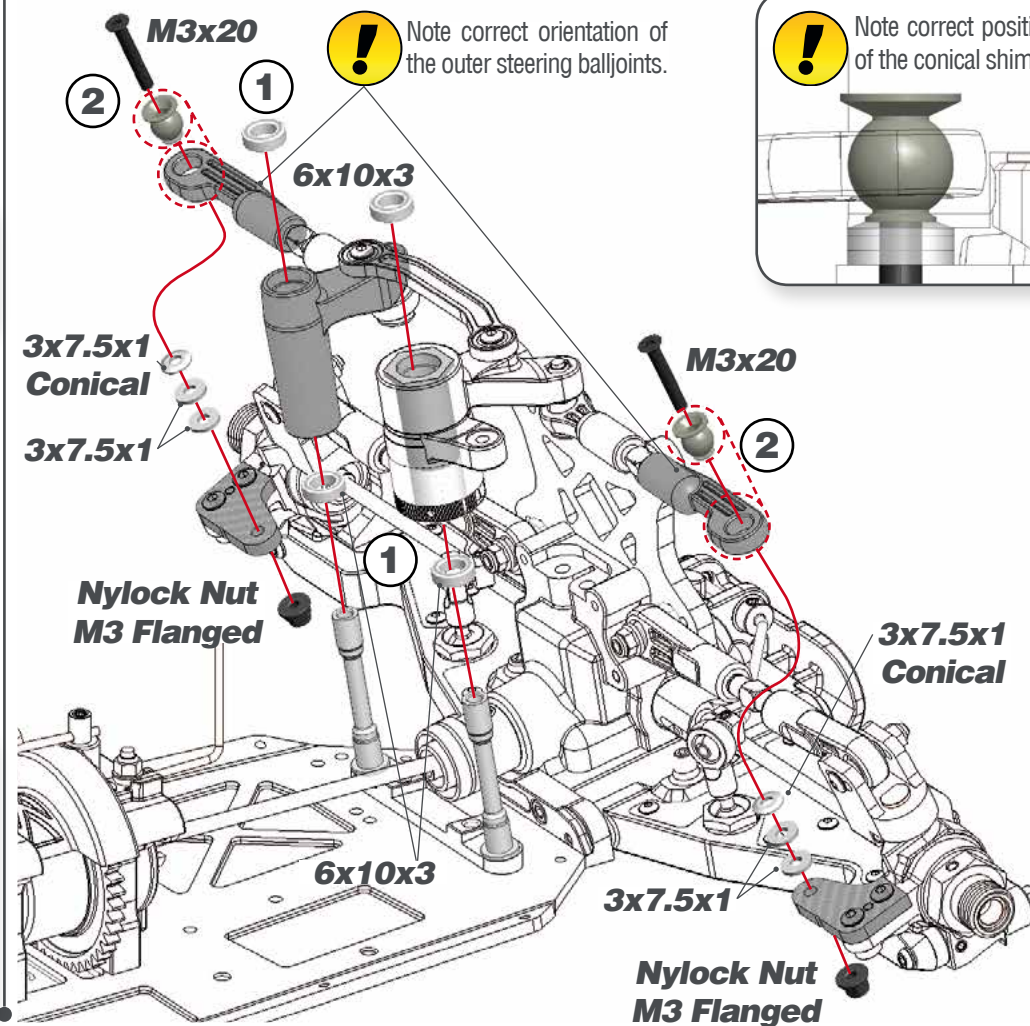


39.2

Nylock Nut M3

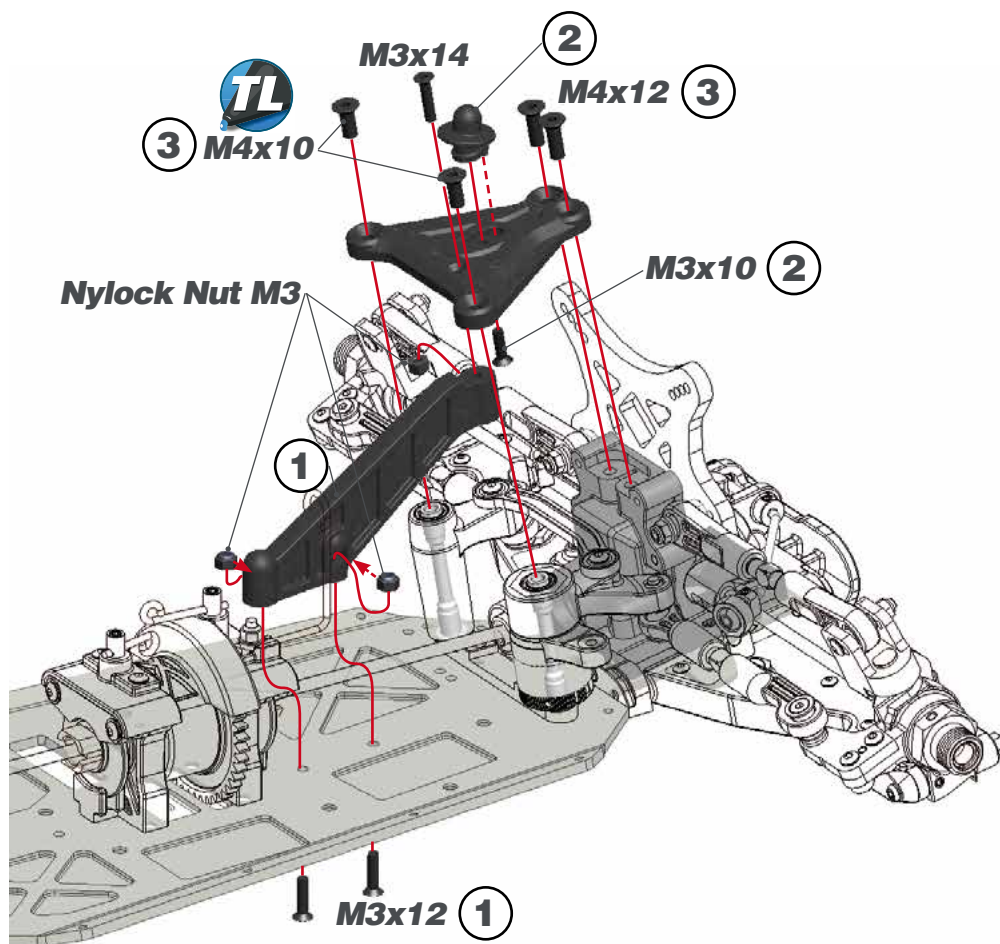


STEP 40

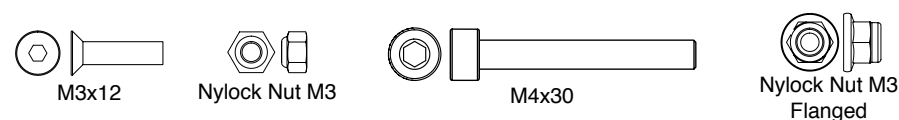
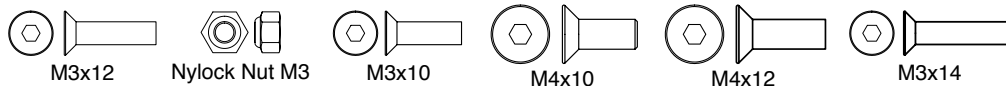
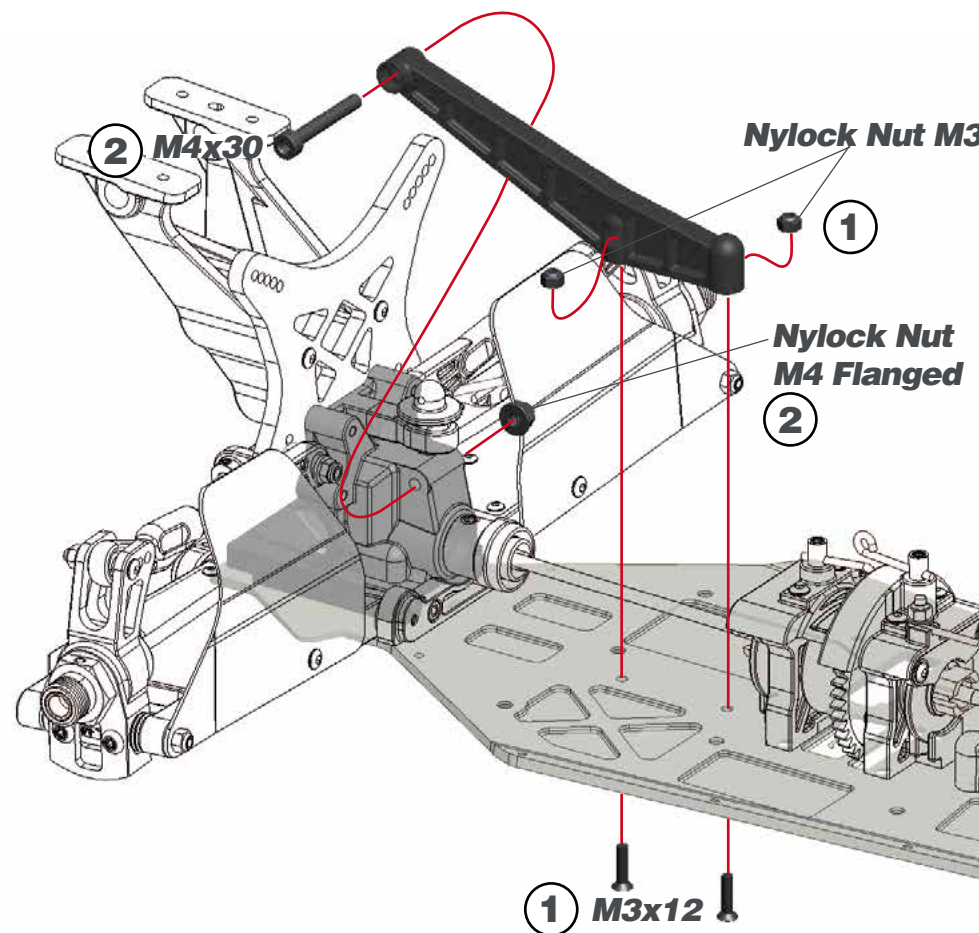


STEP 41

BAG 11



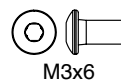
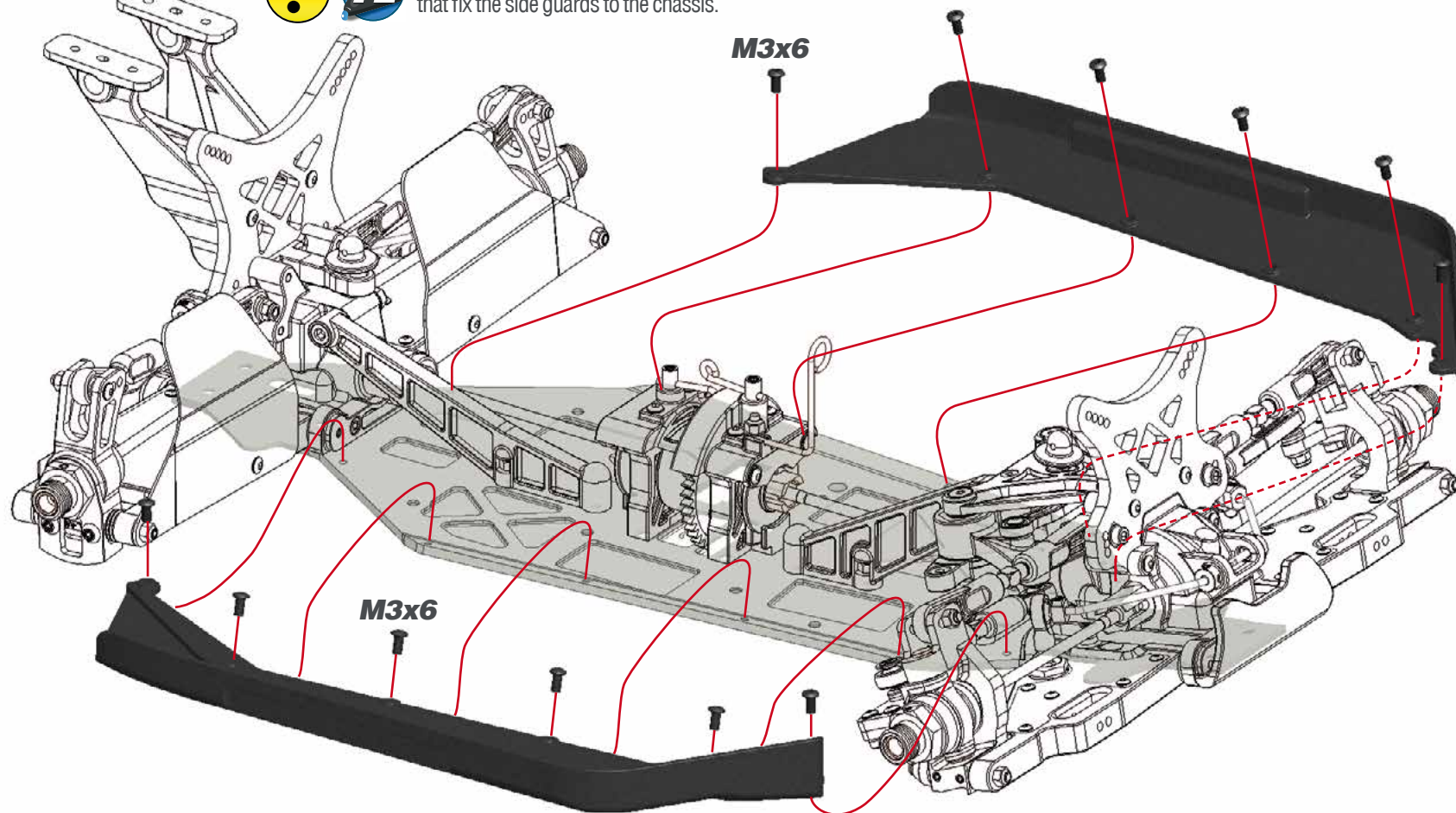
STEP 42



STEP 43



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



M3x6

STEP 44 BAG 12

44.1



STEERING LINK LENGTH

Between different servo brands there could be slight differences.

19.3 - 19.6 mm



44.2

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.



Note correct position of the conical shim.



3x7.5x1 Conical

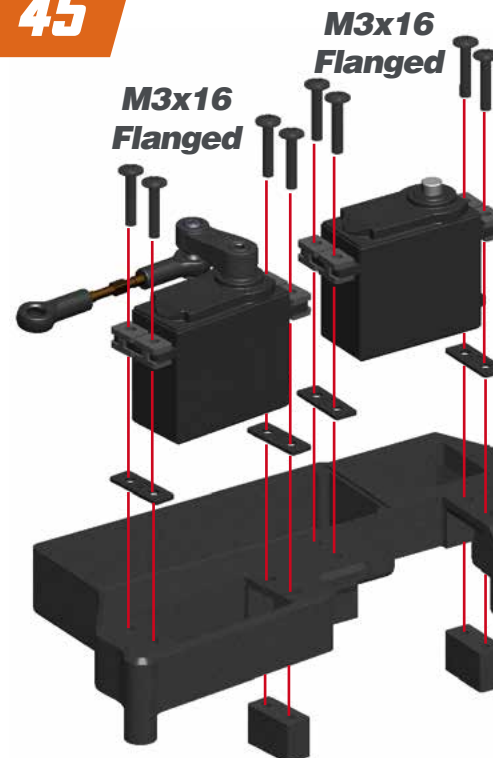


Nylock Nut M3



M3x8

STEP 45



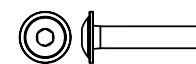
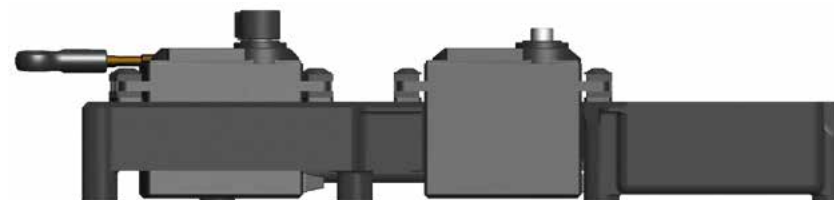
M3x16
Flanged

M3x16
Flanged



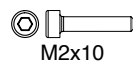
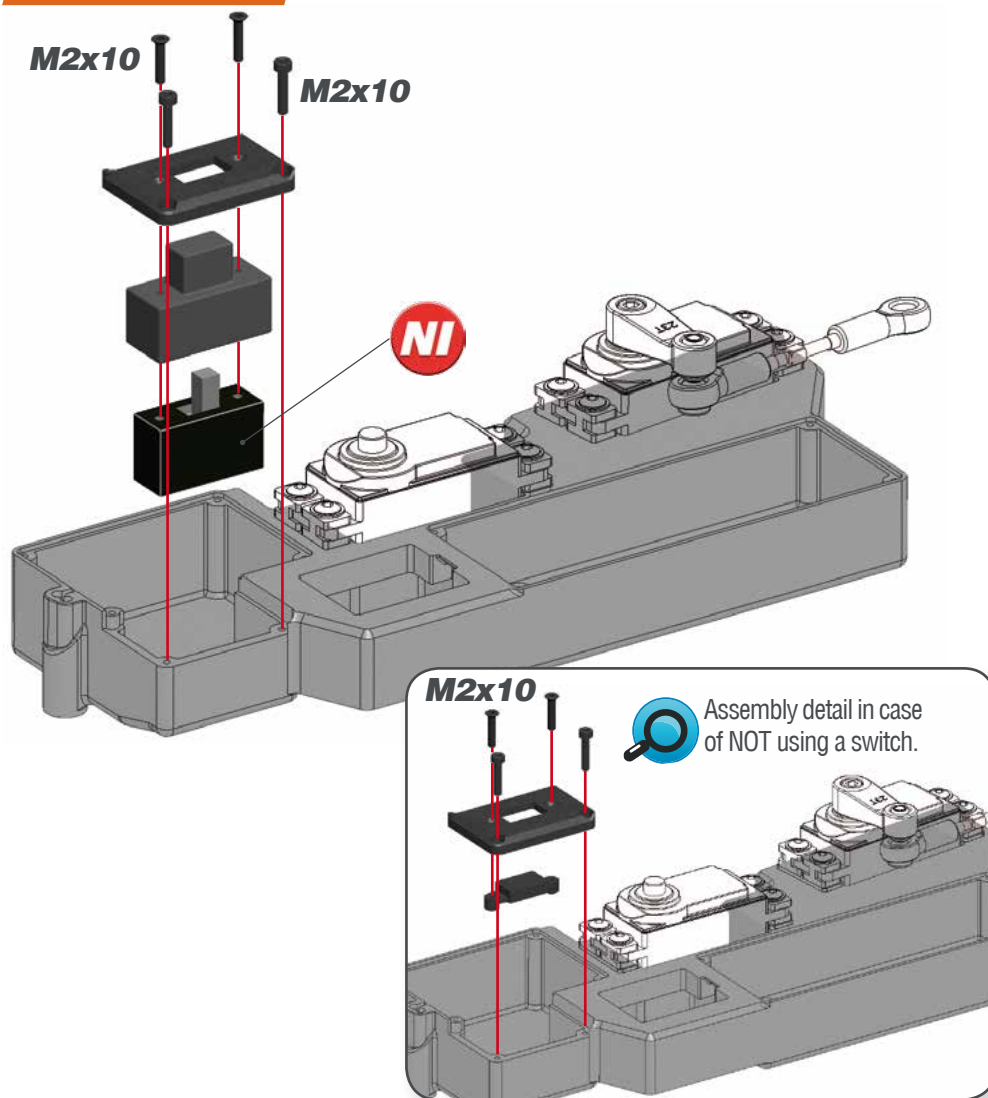
SERVO SPACERS

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.

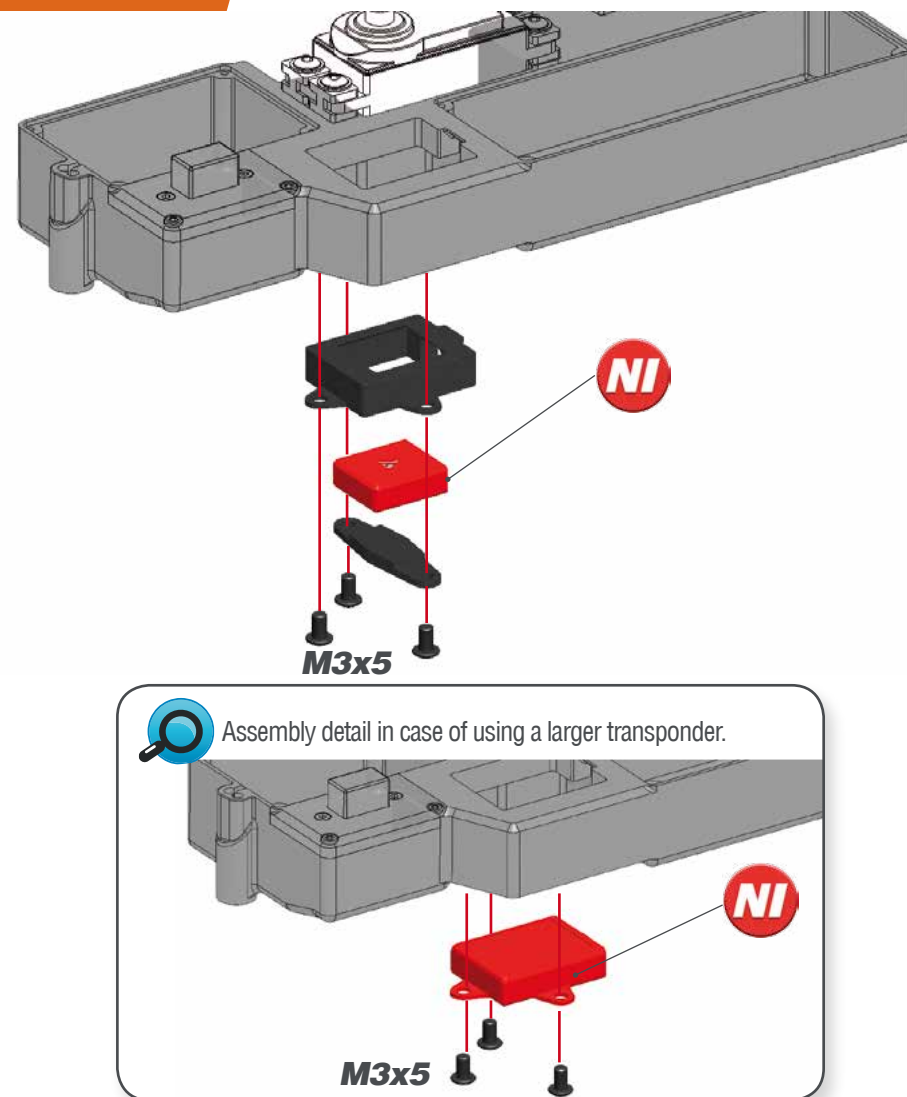


M3x16 Flanged

STEP 46



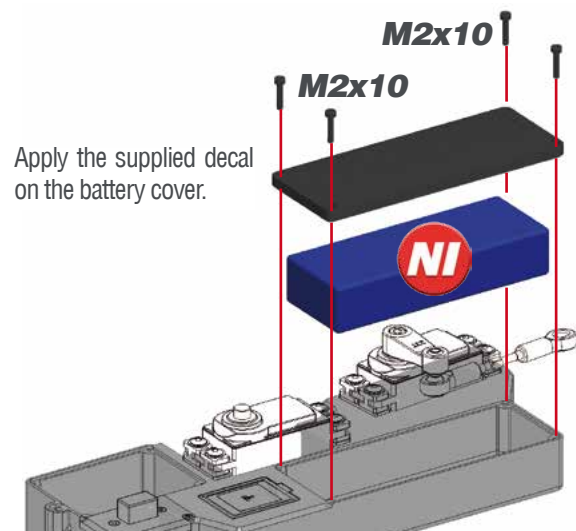
STEP 47



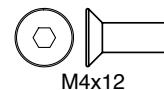
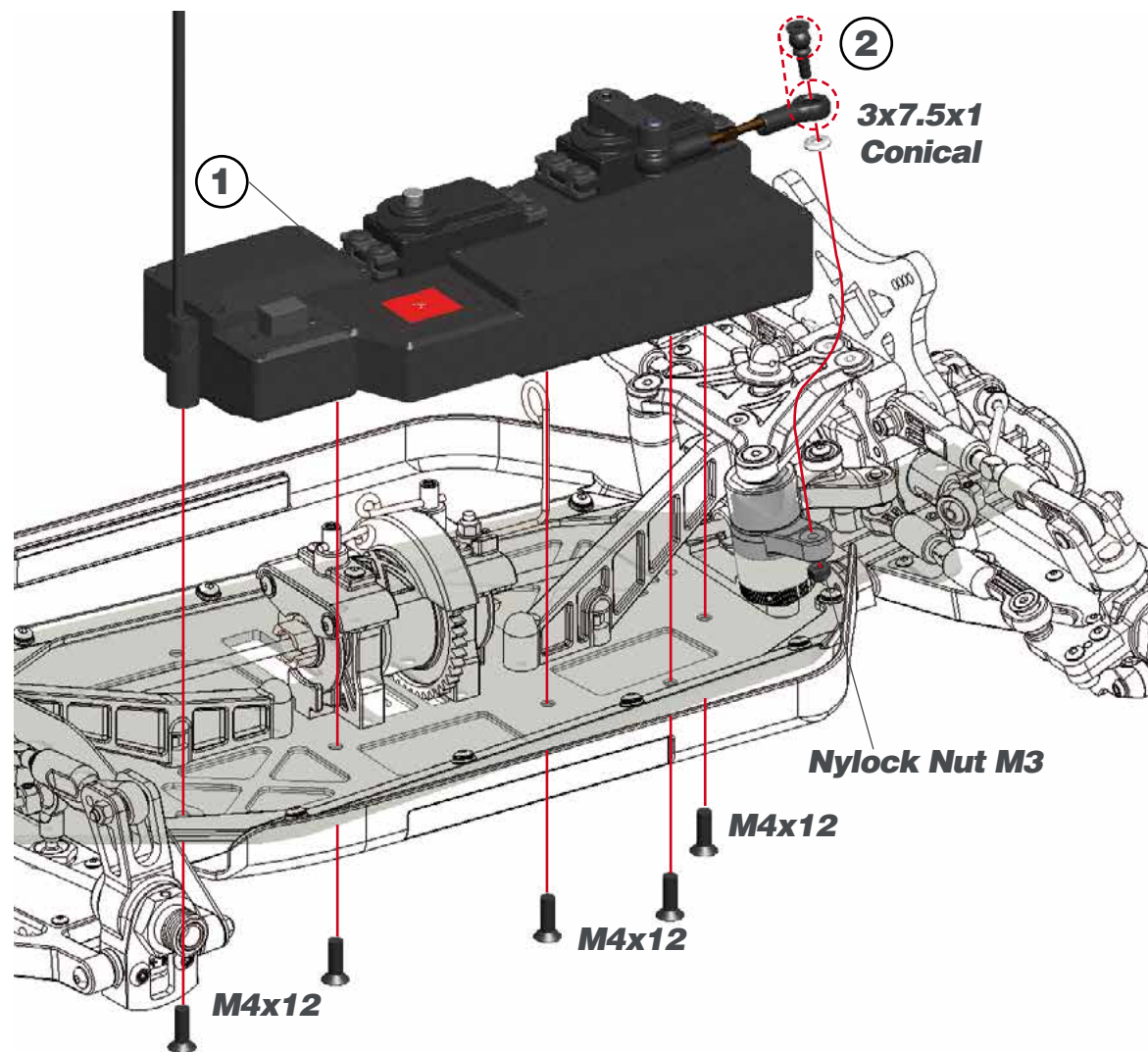
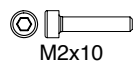
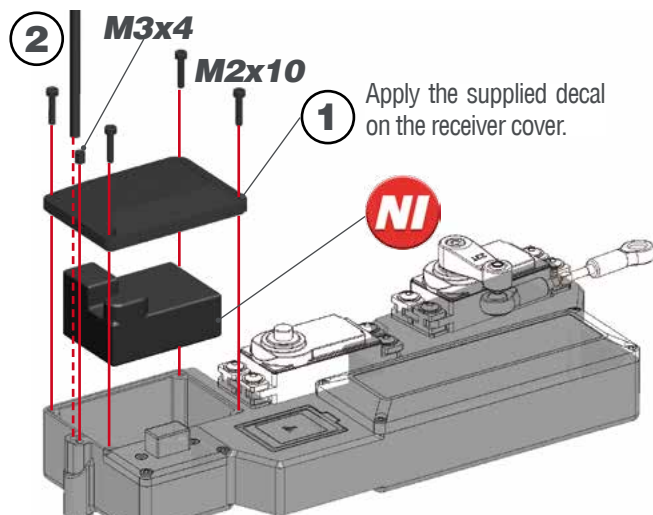
STEP 48

STEP 49

48.1



48.2



STEP 50



THROTTLE / BRAKE SPOKE LENGTHS

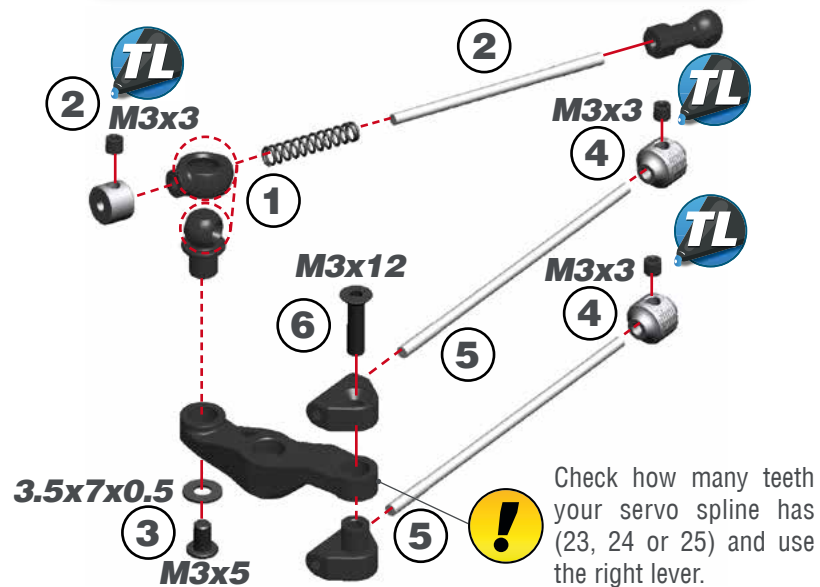
Cut the spoke at the non threaded side

THROTTLE

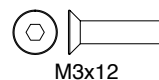
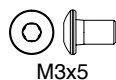
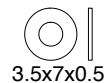
46 mm

BRAKE

65 mm



THROTTLE / BRAKE ASSEMBLY



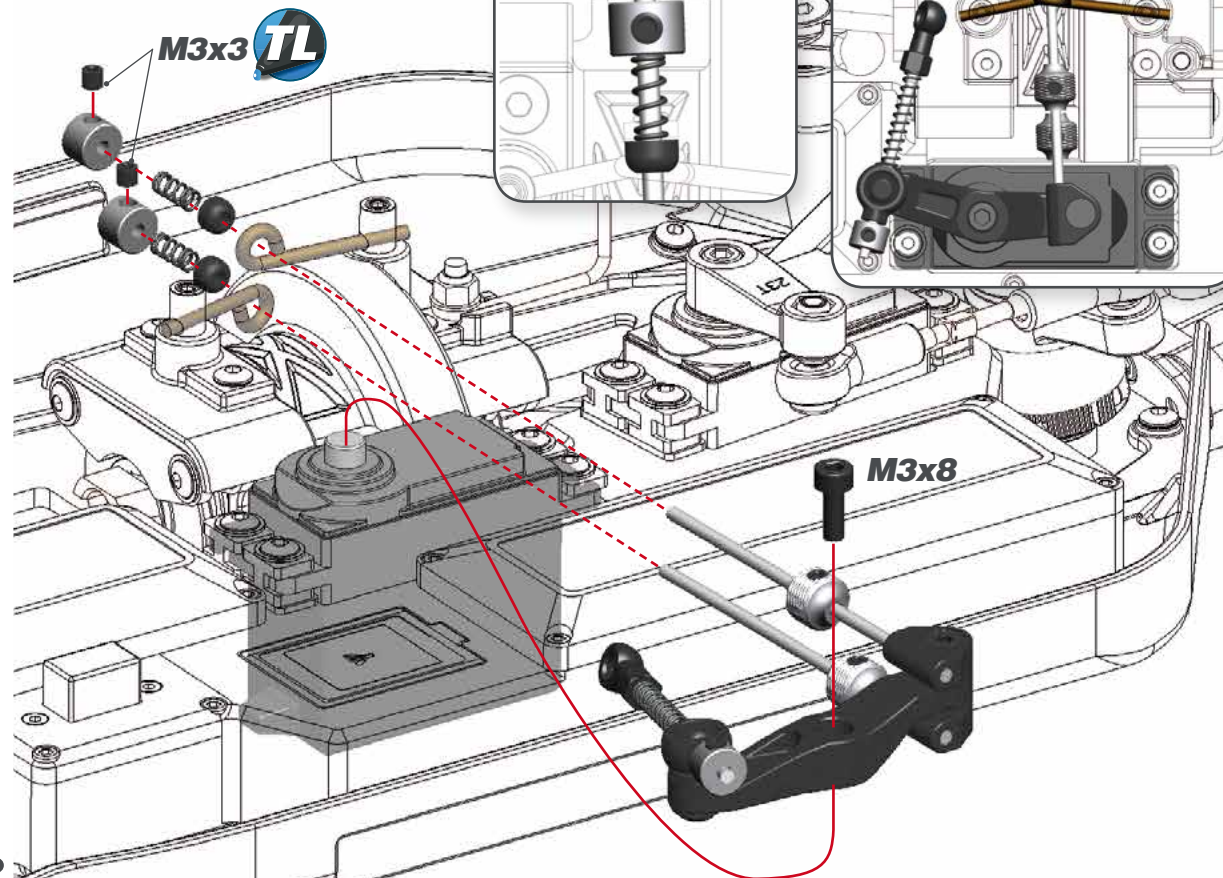
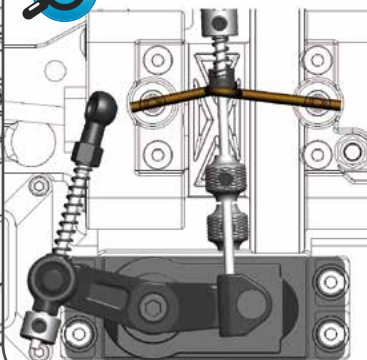
STEP 51



Note the correct orientation of the brake balls.

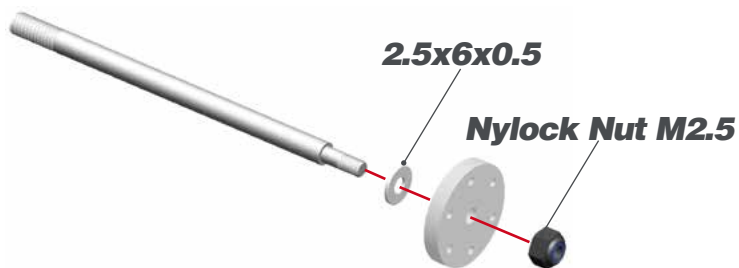


THROTTLE ASSEMBLY

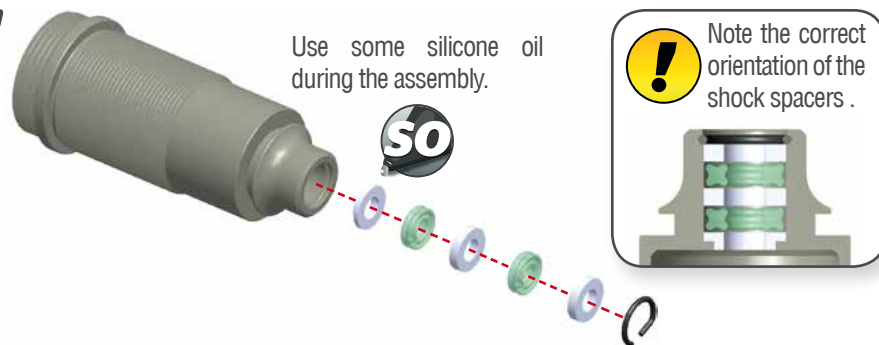


STEP 52 BAG 13 FR SHOCKS / BAG 14 RR SHOCKS / STEP 53

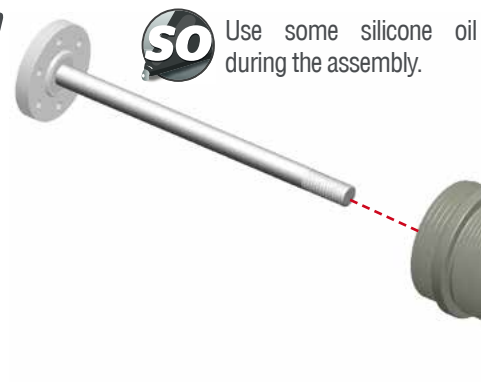
52.1



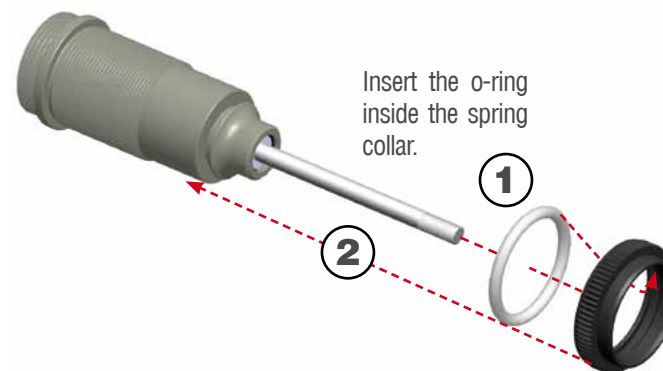
52.2



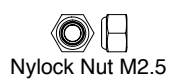
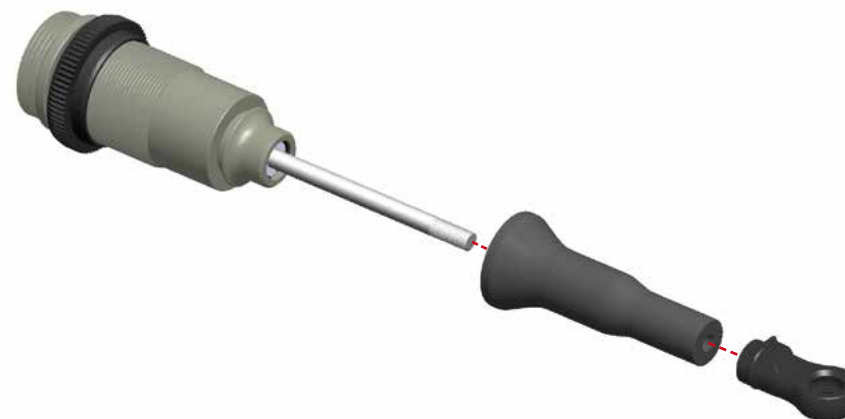
52.3



53.1



53.2



STEP 54

54.1

Push the membrane into the shock cap.



54.3

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

2- Close completely the shock cap.



54.2

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.

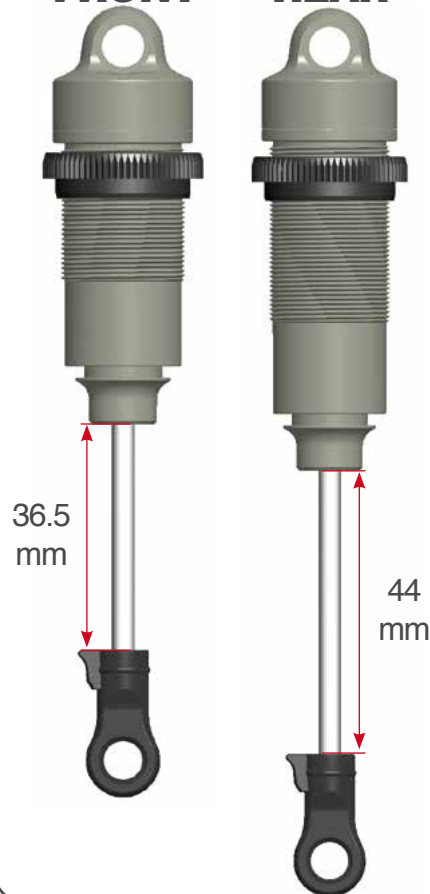
4- Close top only 3/4.



SHOCKS LENGTH: Measure the shock length fully extended.

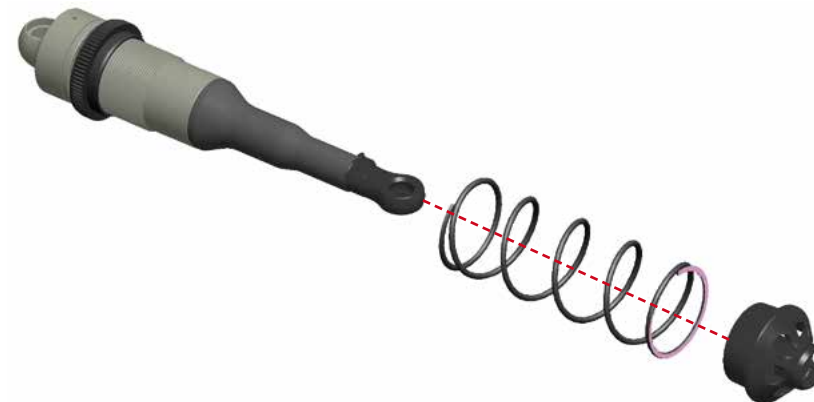
FRONT

REAR

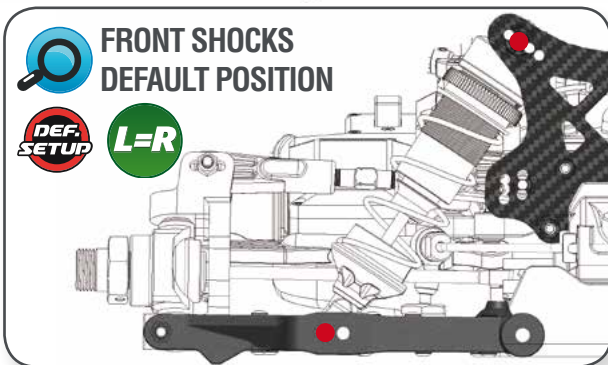
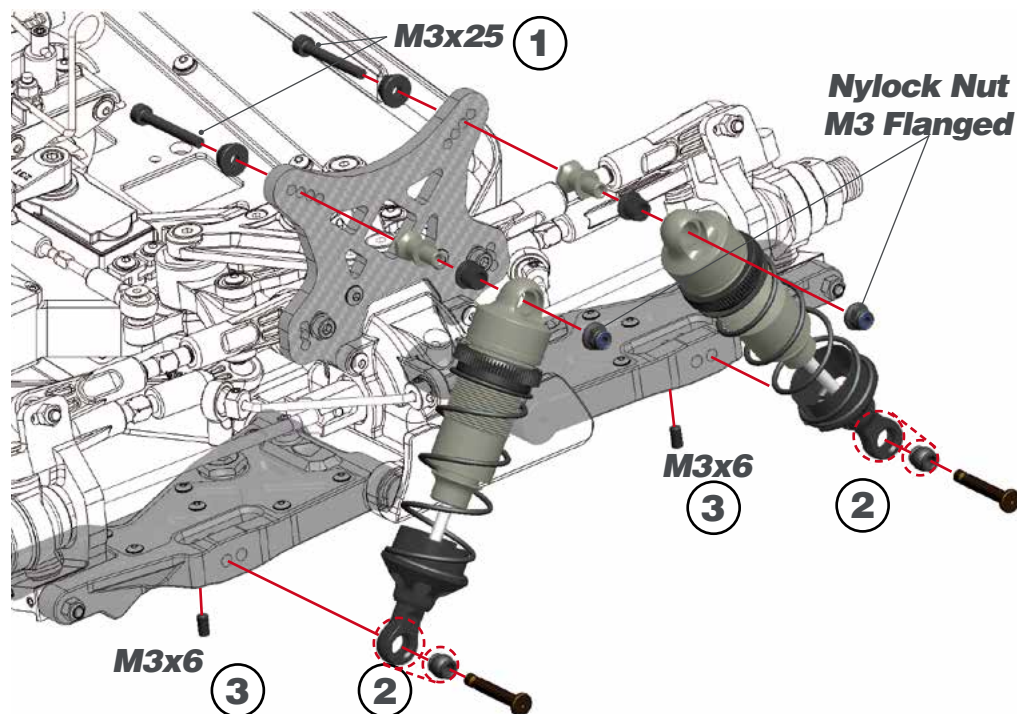


STEP 55

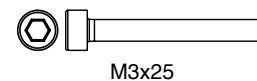
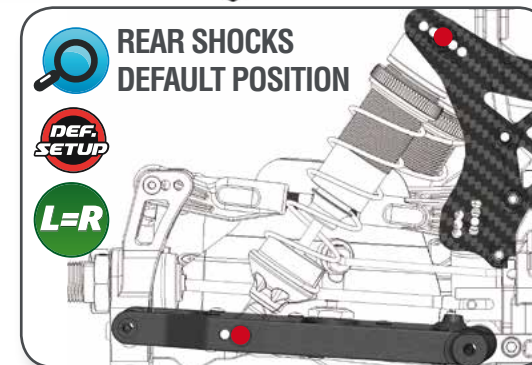
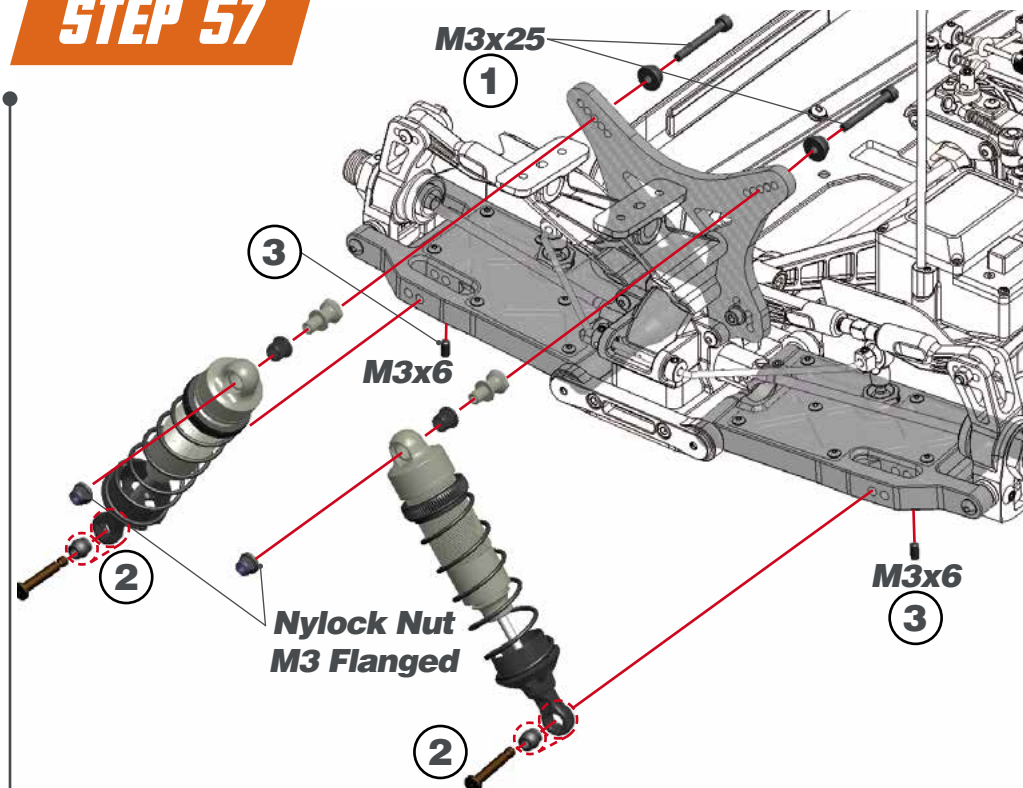
Assemble the spring and spring-cup (align correctly) to complete the shock.



STEP 56

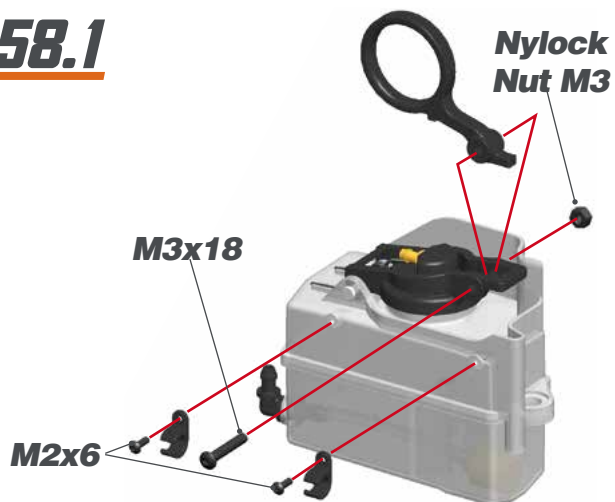


STEP 57

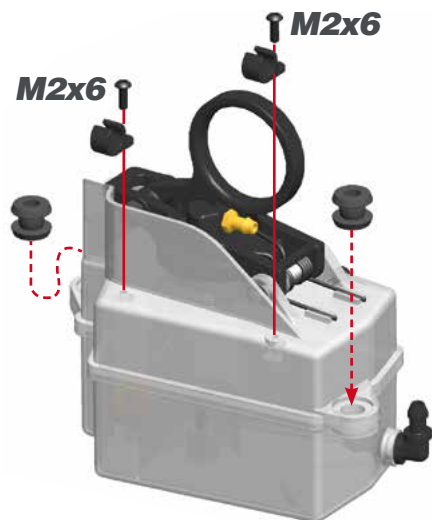


STEP 58 BAG 15

58.1

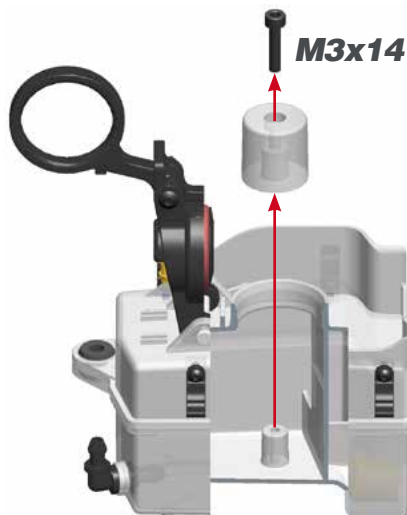


58.2

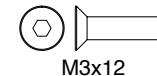
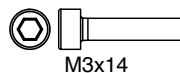
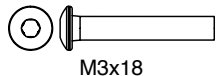
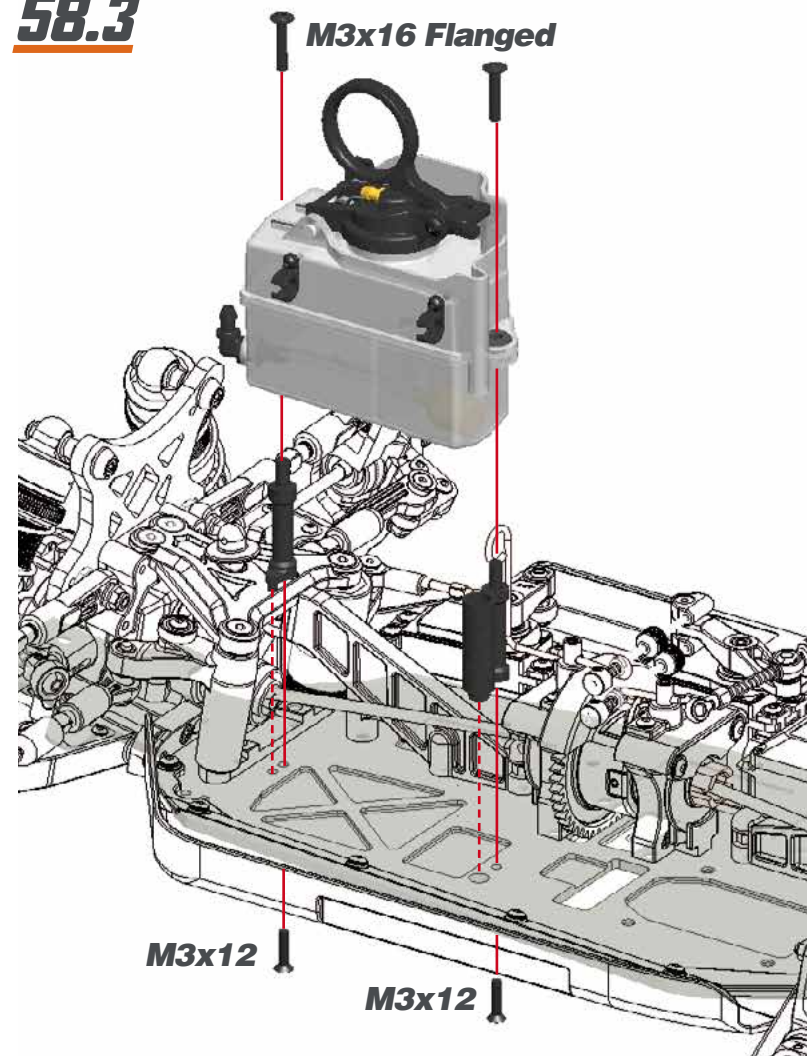


FUEL TANK INSERTS

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



58.3

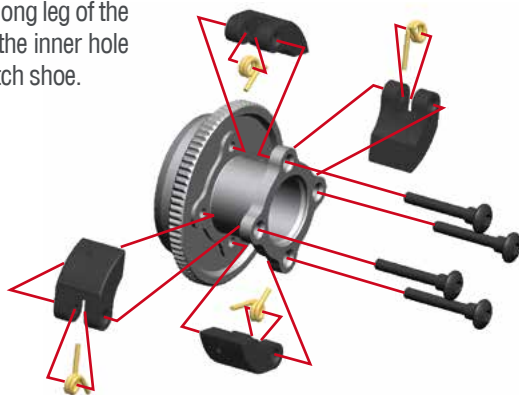


STEP 59 BAG 16

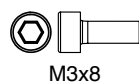
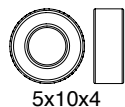
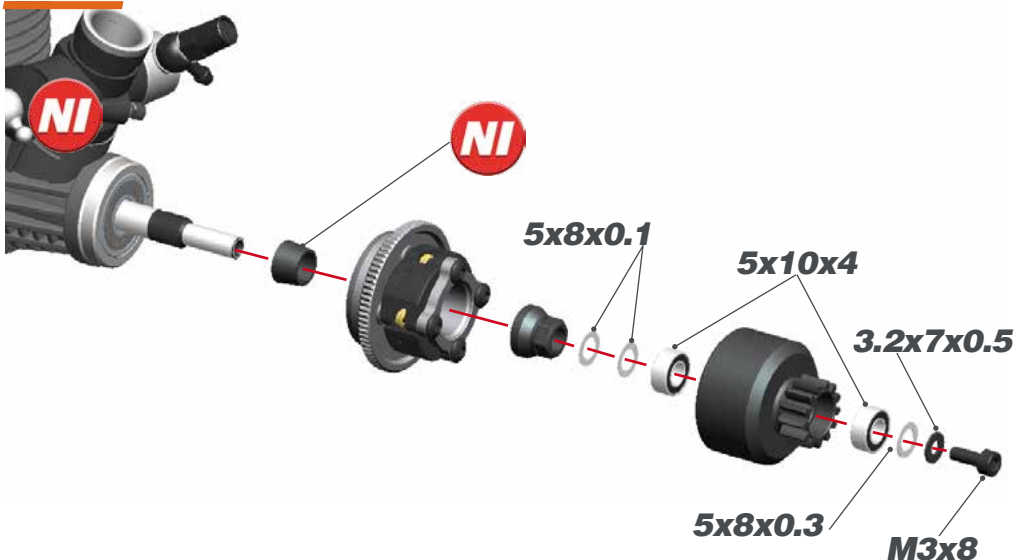
59.1



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



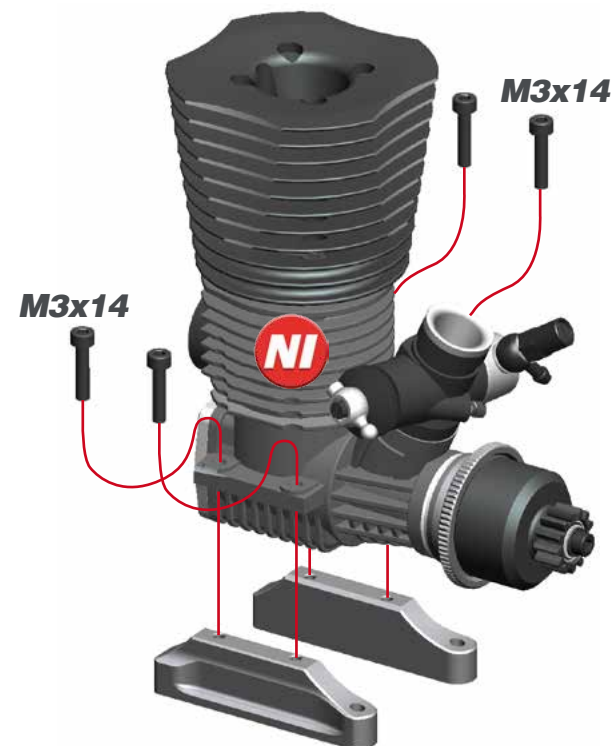
59.2



STEP 60



Do not fully tighten the M3x14 screws till Step 61.



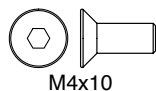
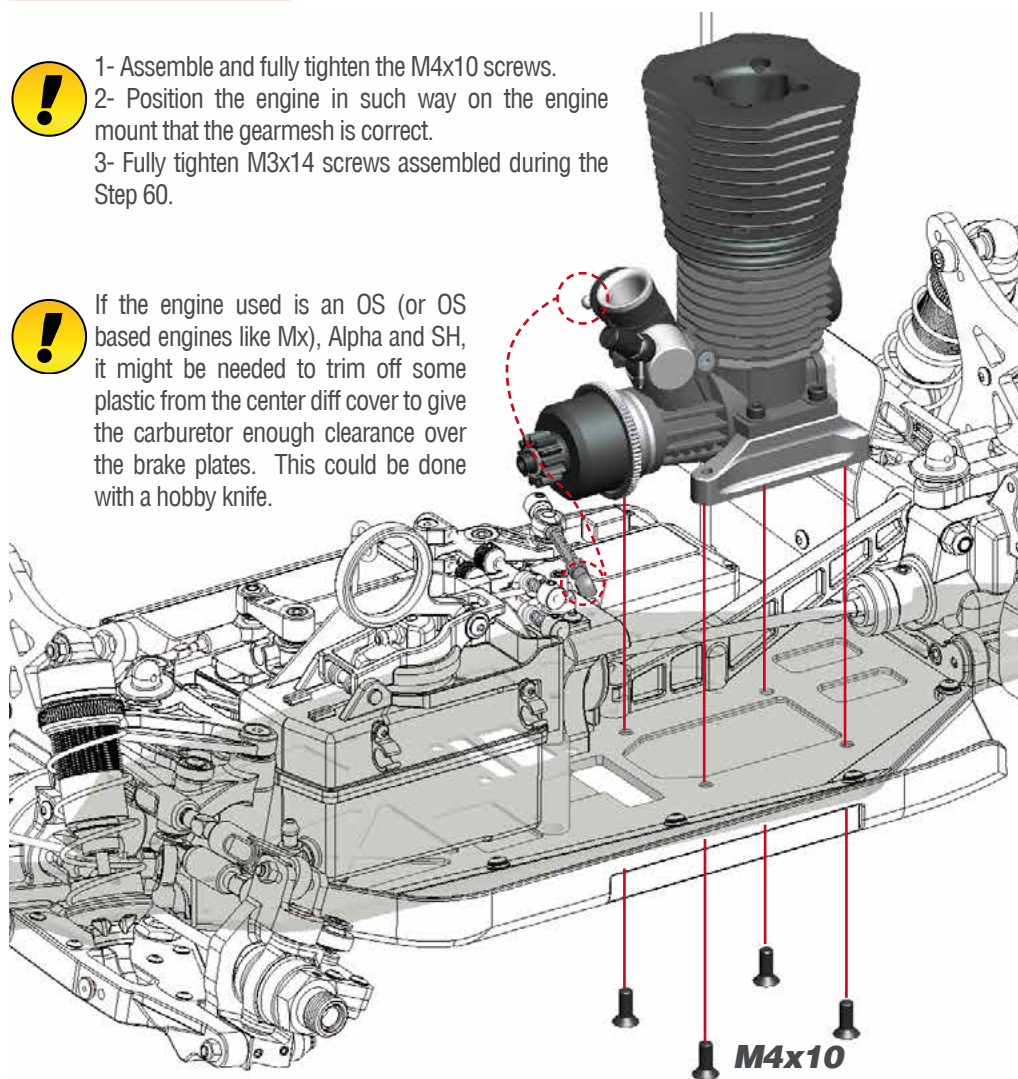
STEP 61



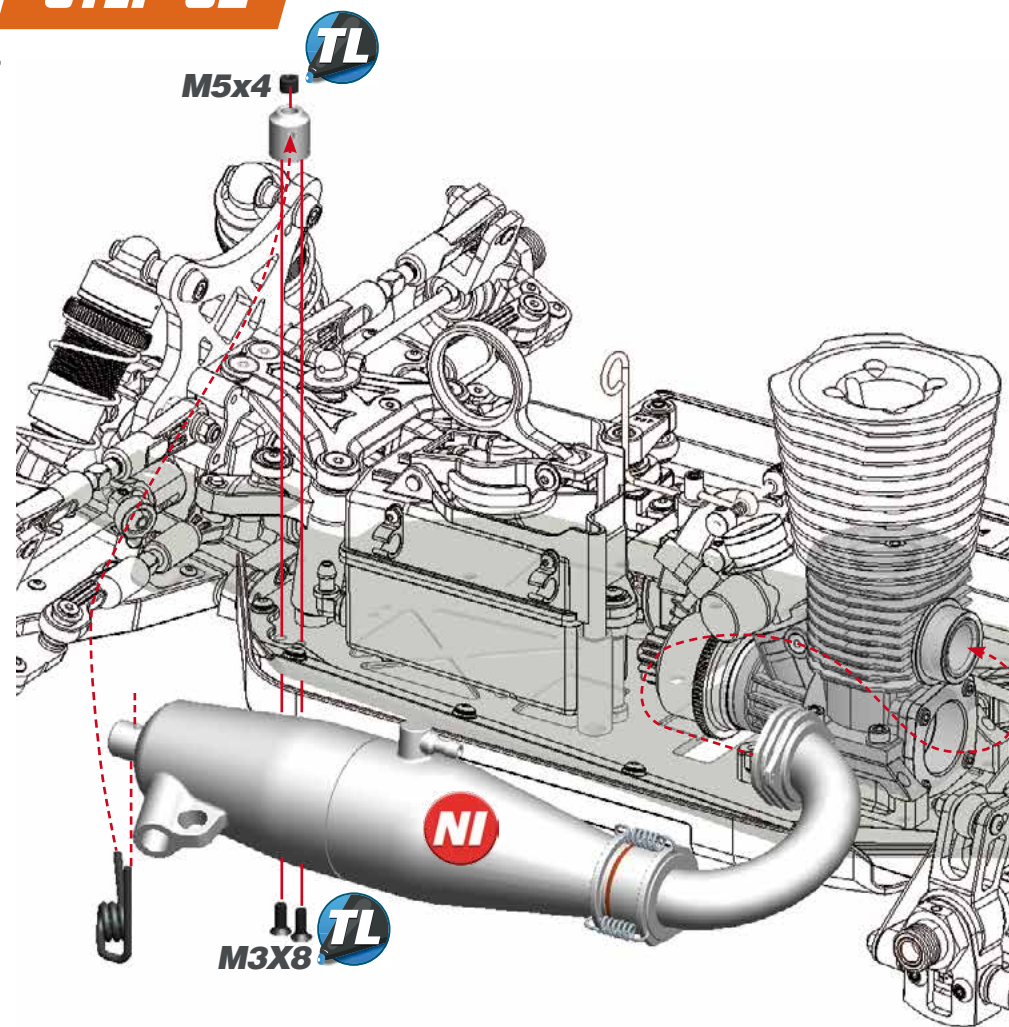
- 1- Assemble and fully tighten the M4x10 screws.
- 2- Position the engine in such way on the engine mount that the gearmesh is correct.
- 3- Fully tighten M3x14 screws assembled during the Step 60.



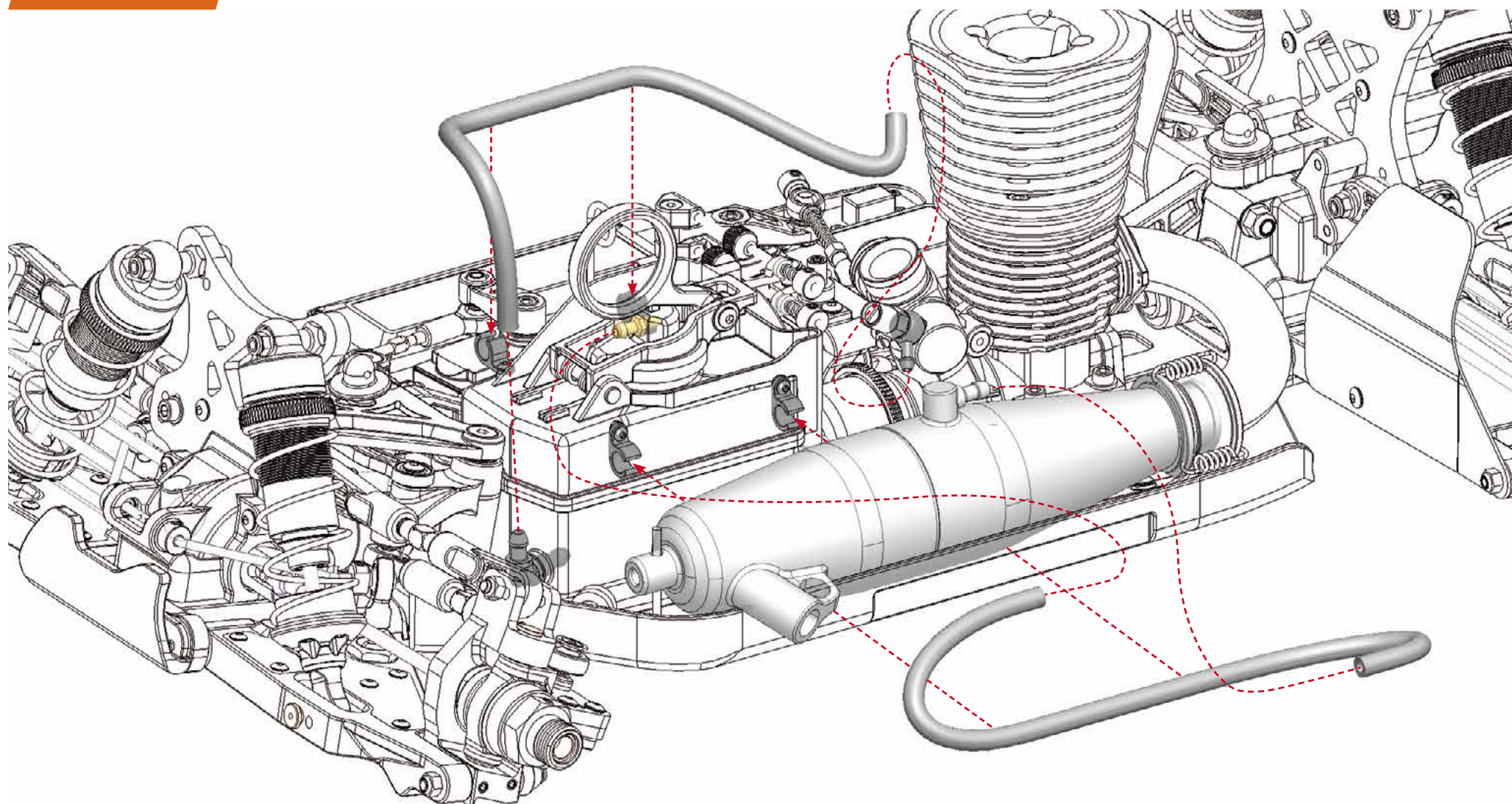
If the engine used is an OS (or OS based engines like Mx), Alpha and SH, it might be needed to trim off some plastic from the center diff cover to give the carburetor enough clearance over the brake plates. This could be done with a hobby knife.



STEP 62

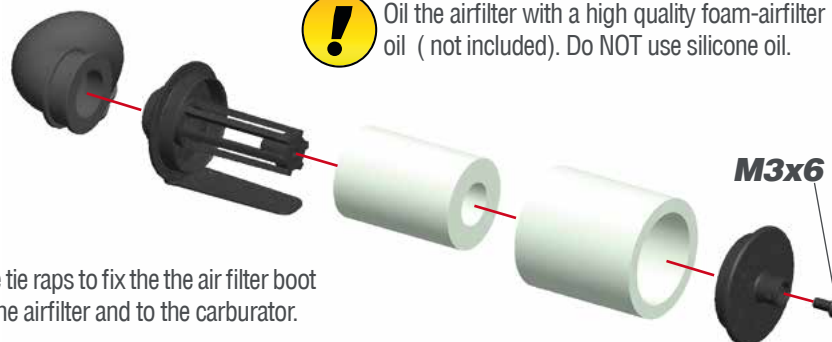


STEP 63

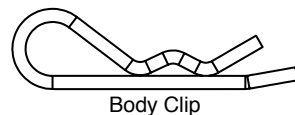
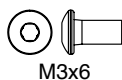
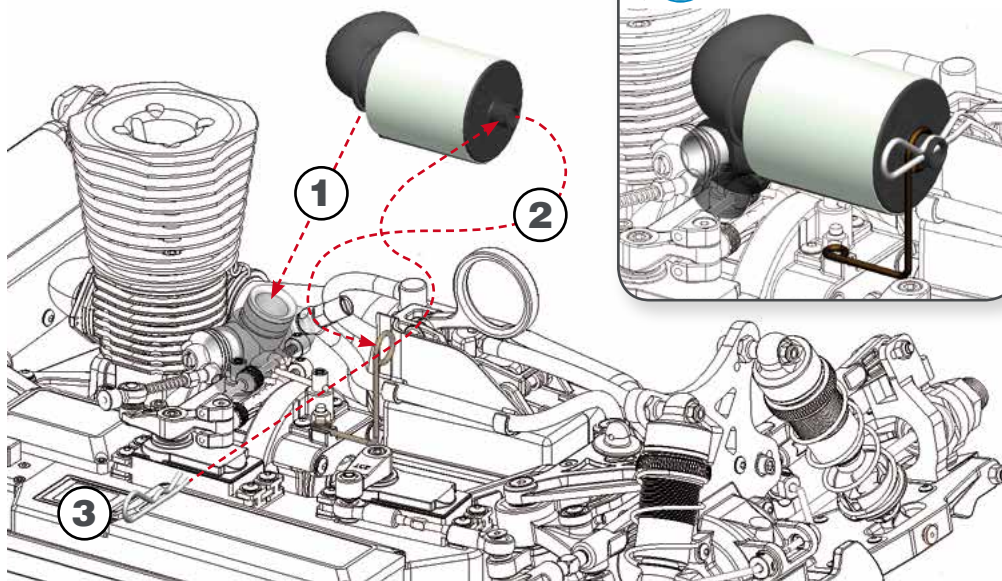
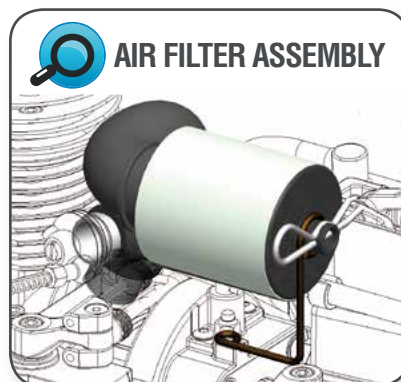


STEP 64 BAG 17

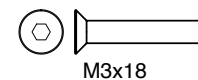
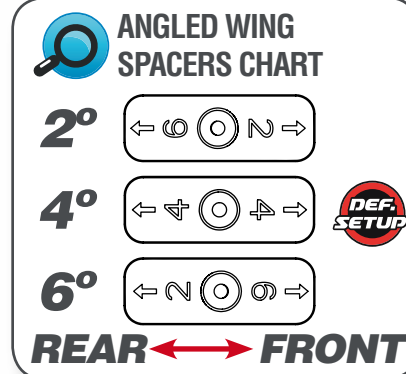
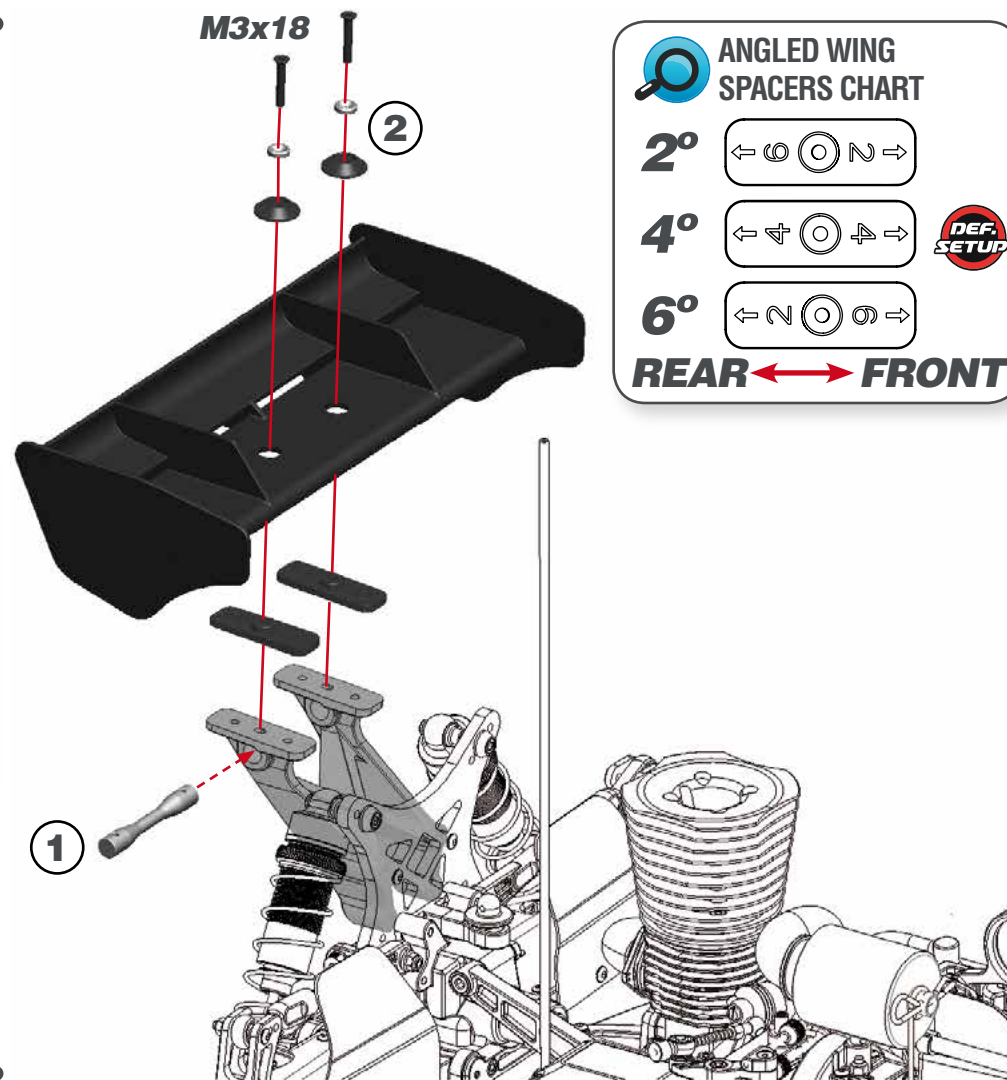
64.1



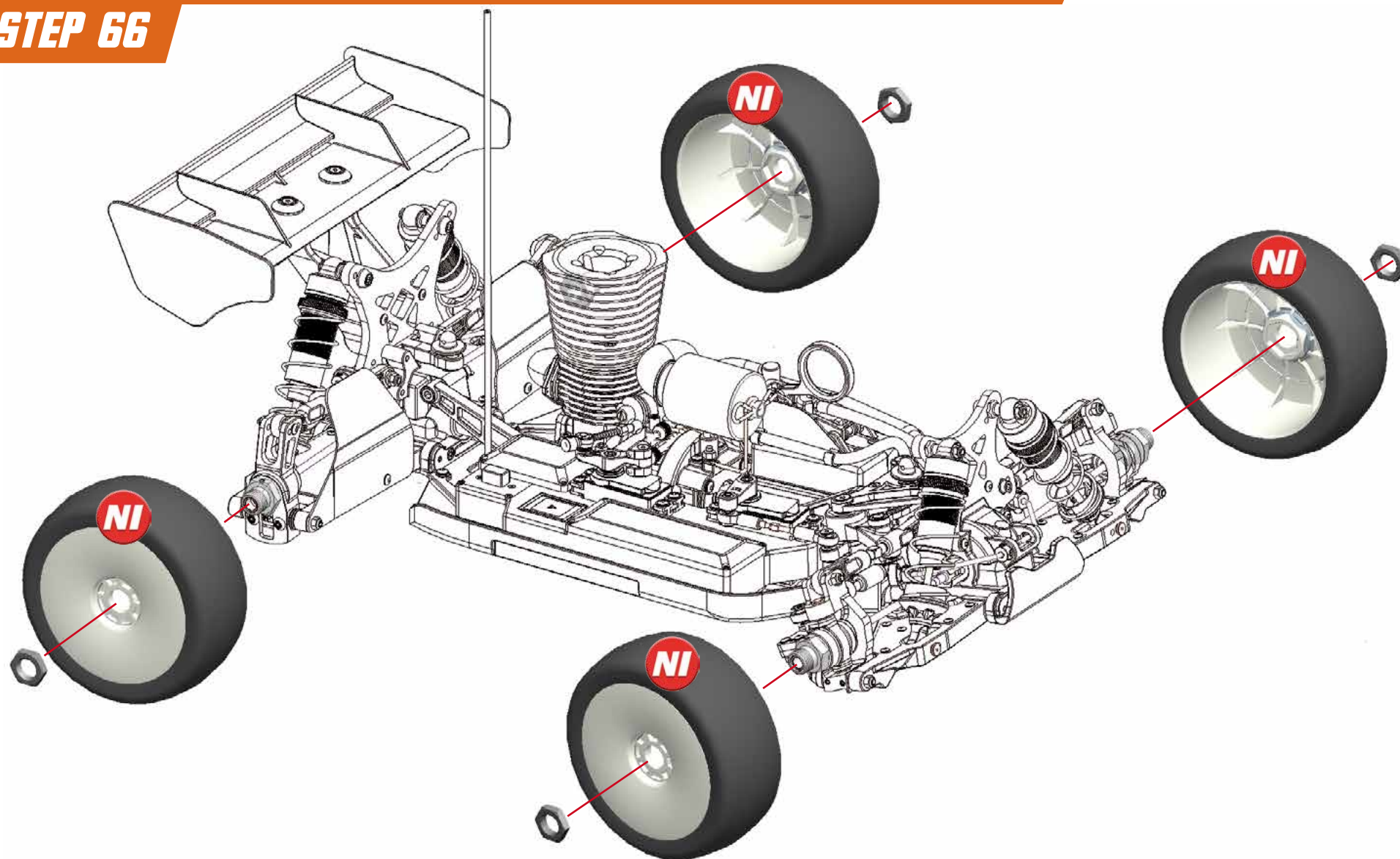
64.2



STEP 65



STEP 66

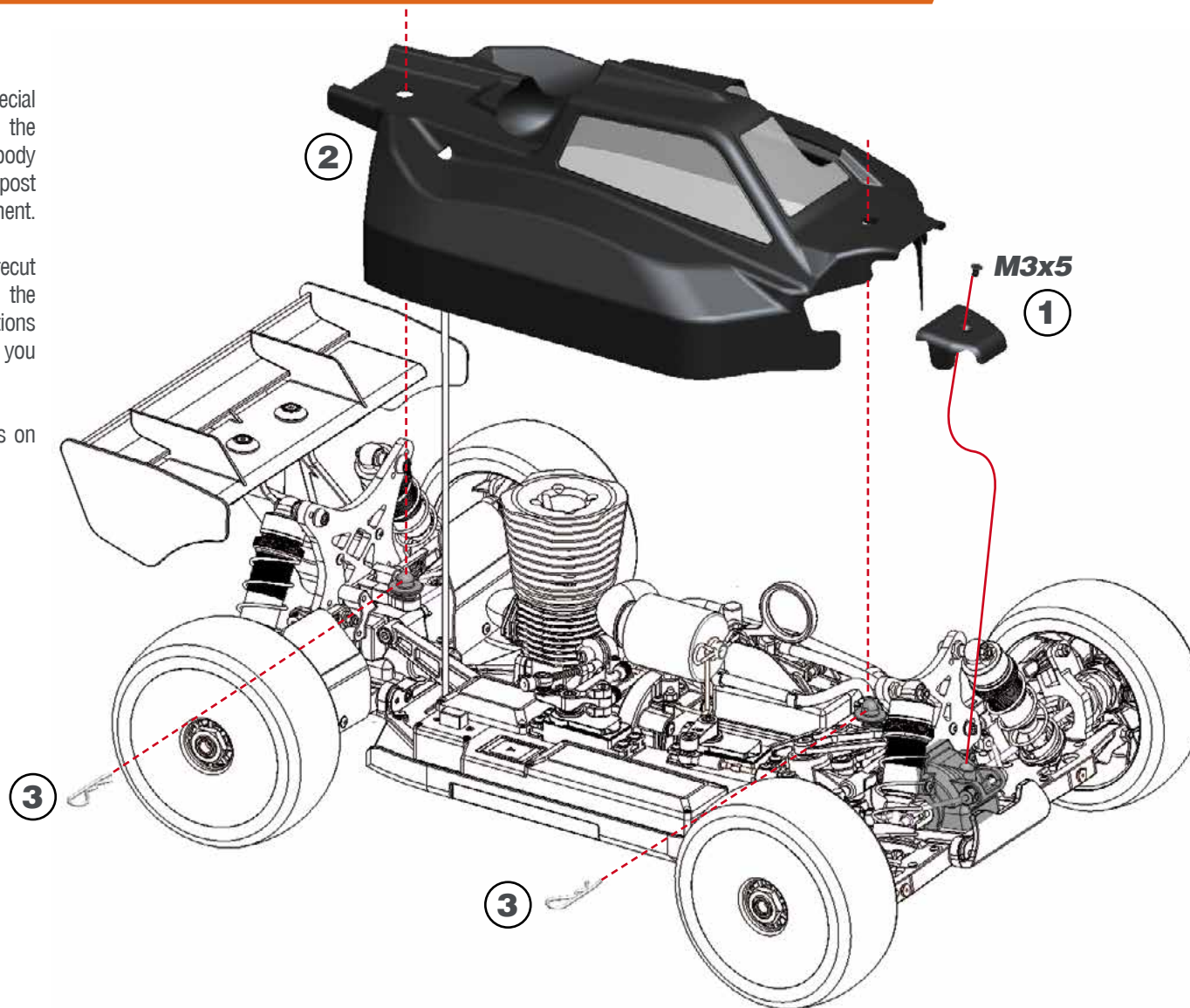


STEP 67

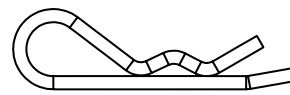
1- Cut the body along the cutting line with special scissors (not included). Make holes for the bodypost and antenna as needed with a body reamer (not included). Make a longer bodypost hole in the rear, to allow for chassis flex movement.

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

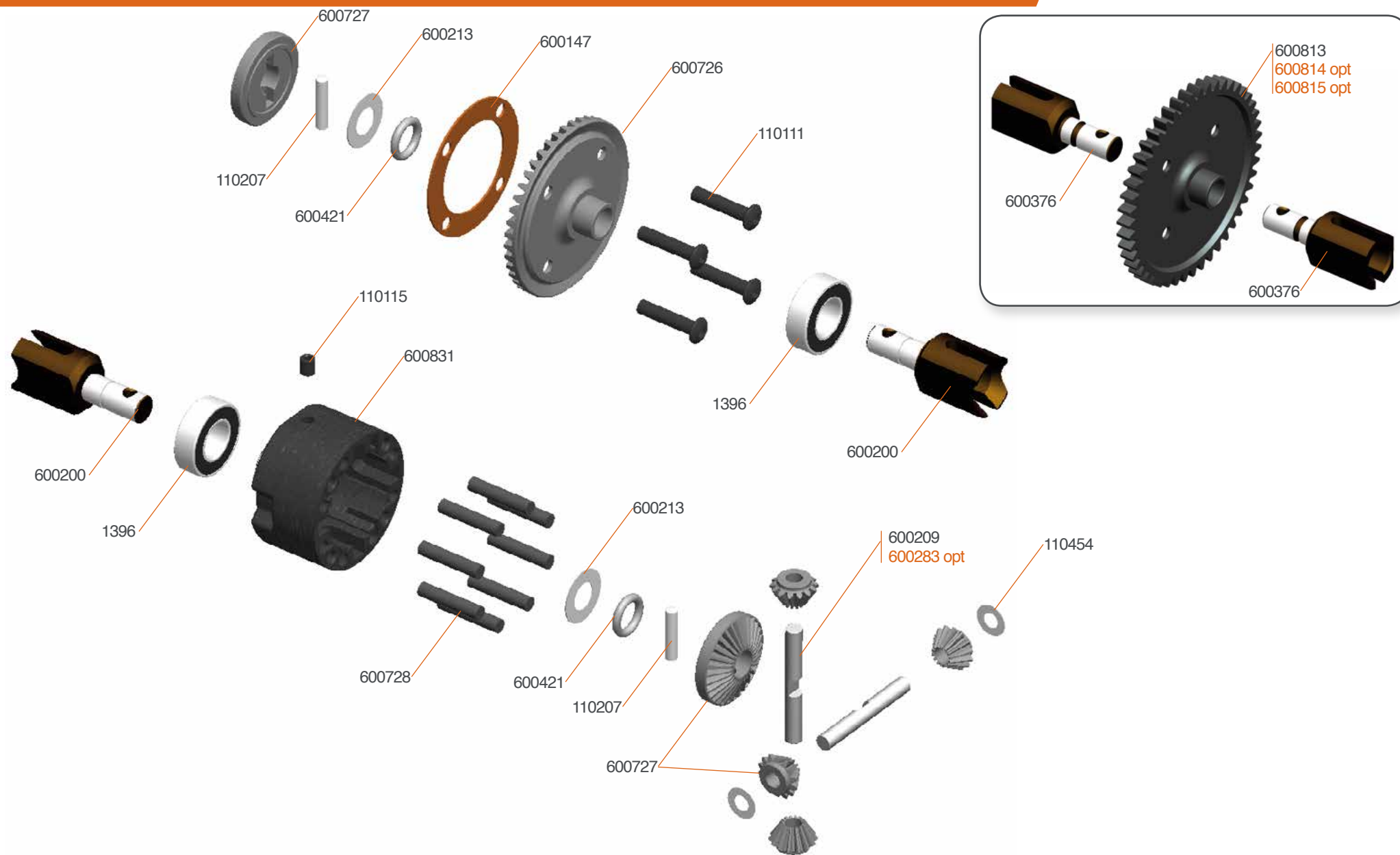
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DIFFERENTIAL EXPLODED VIEW

COBRA
SRX8

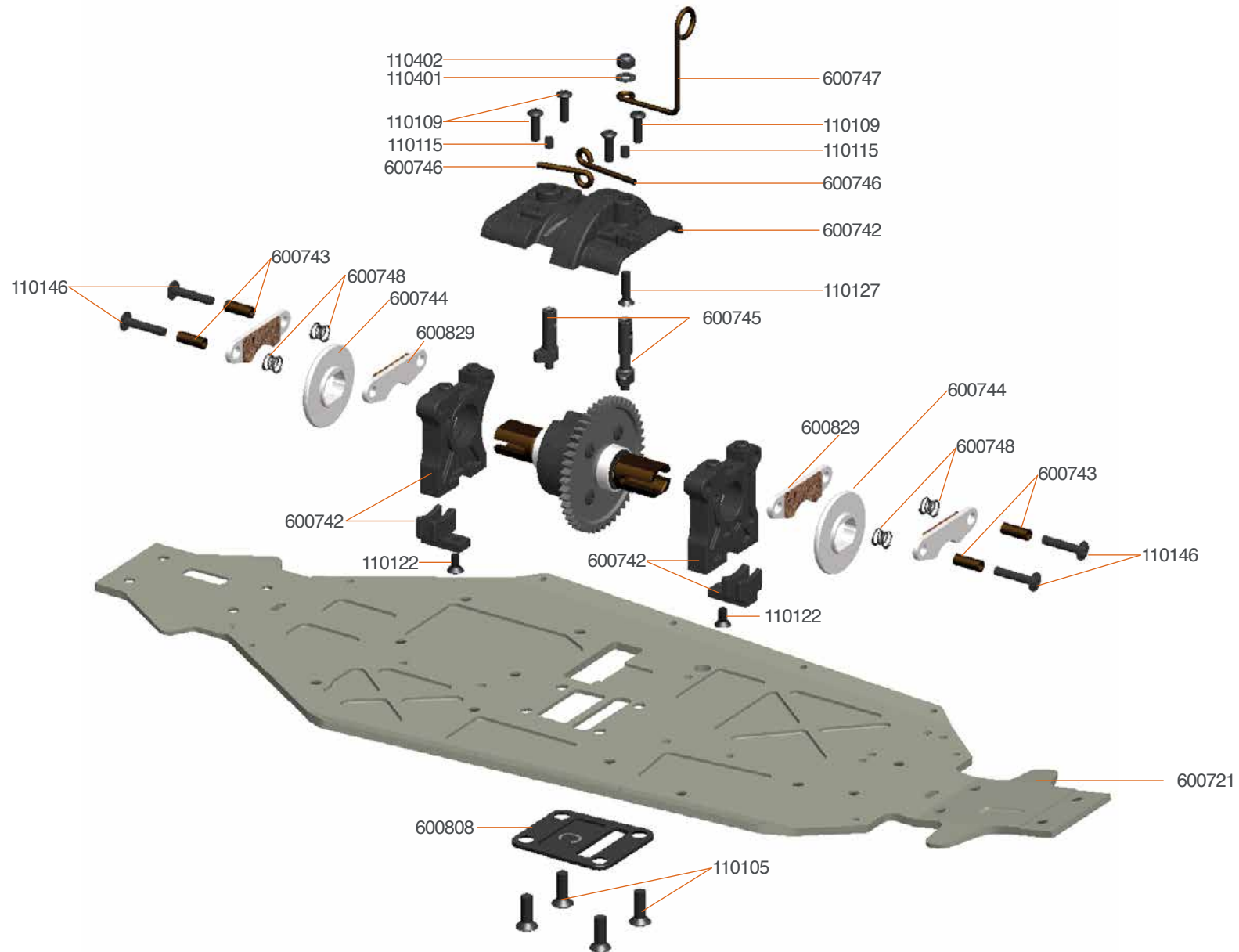
Serpent

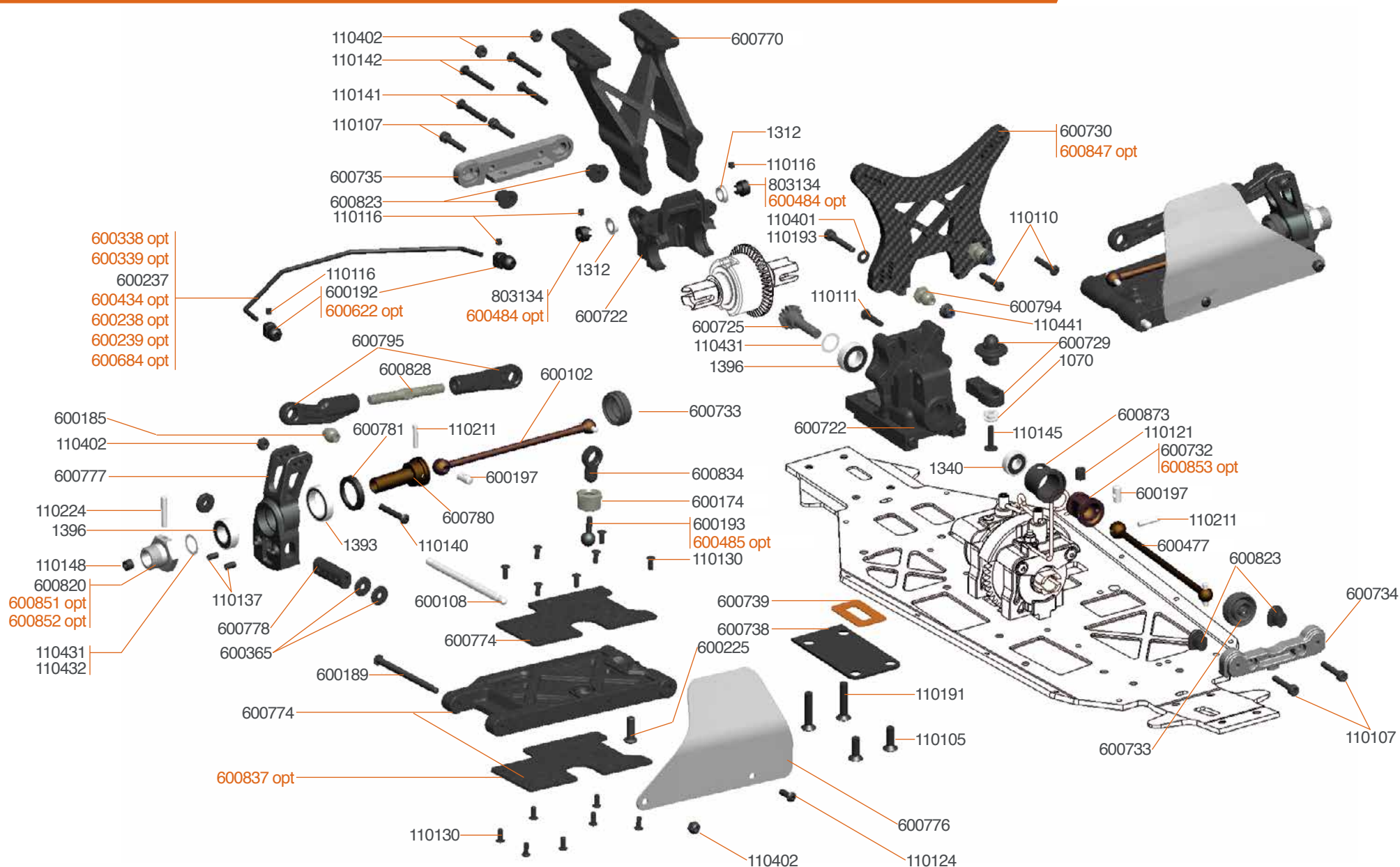


600283 Diff pin 10T alu (2)
600814 Spur gear 47T SRX8
600815 Spur gear 48T SRX8
600868 Diff set 44T front / rear SRX8

600869 Diff set 46T center SRX8





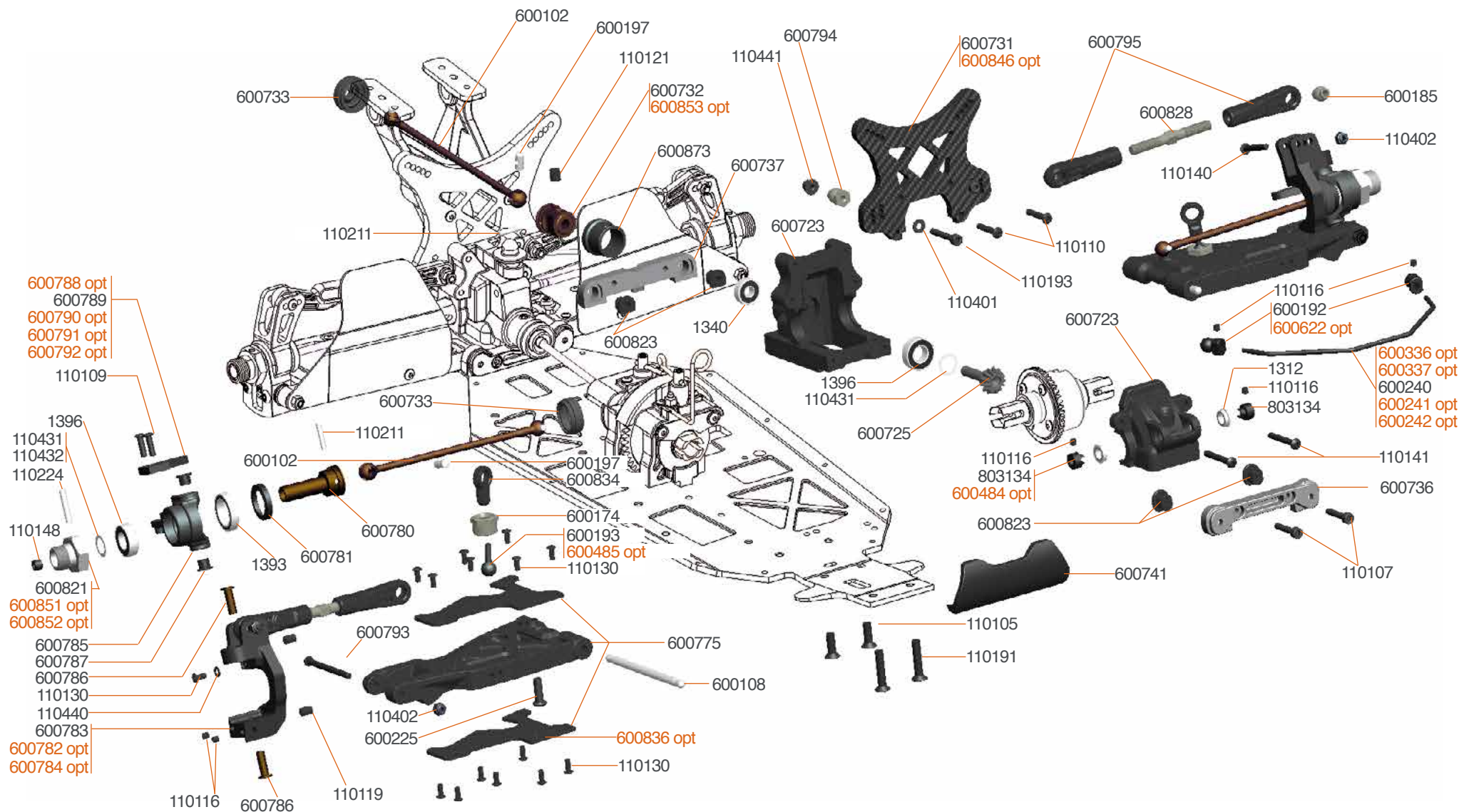


600338 Antiroll bar rear 1.8mm
600339 Antiroll bar rear 2.0mm
600434 Antiroll bar rear 2.4mm
600238 Antiroll bar rear 2.5mm

600239 Antiroll bar rear 2.7mm
600684 Antiroll bar rear 3.0mm
600484 Antirollbar spacer 3mm alu (2)
600485 Pivotball threaded anti roll bar alu (2)

600622 Pivotball antirollbar alu (4)
600837 Wishbone insert carbon RR (2+2)
SRX8
600838 Upright weight brass 15gr (2) SRX8

600847 Shocktower RR alu SRX8
600851 Wheelhexagon 0mm light (2) SRX8
600852 Wheelhexagon +1mm light (2) SRX8
600853 Gear coupler alu SRX8



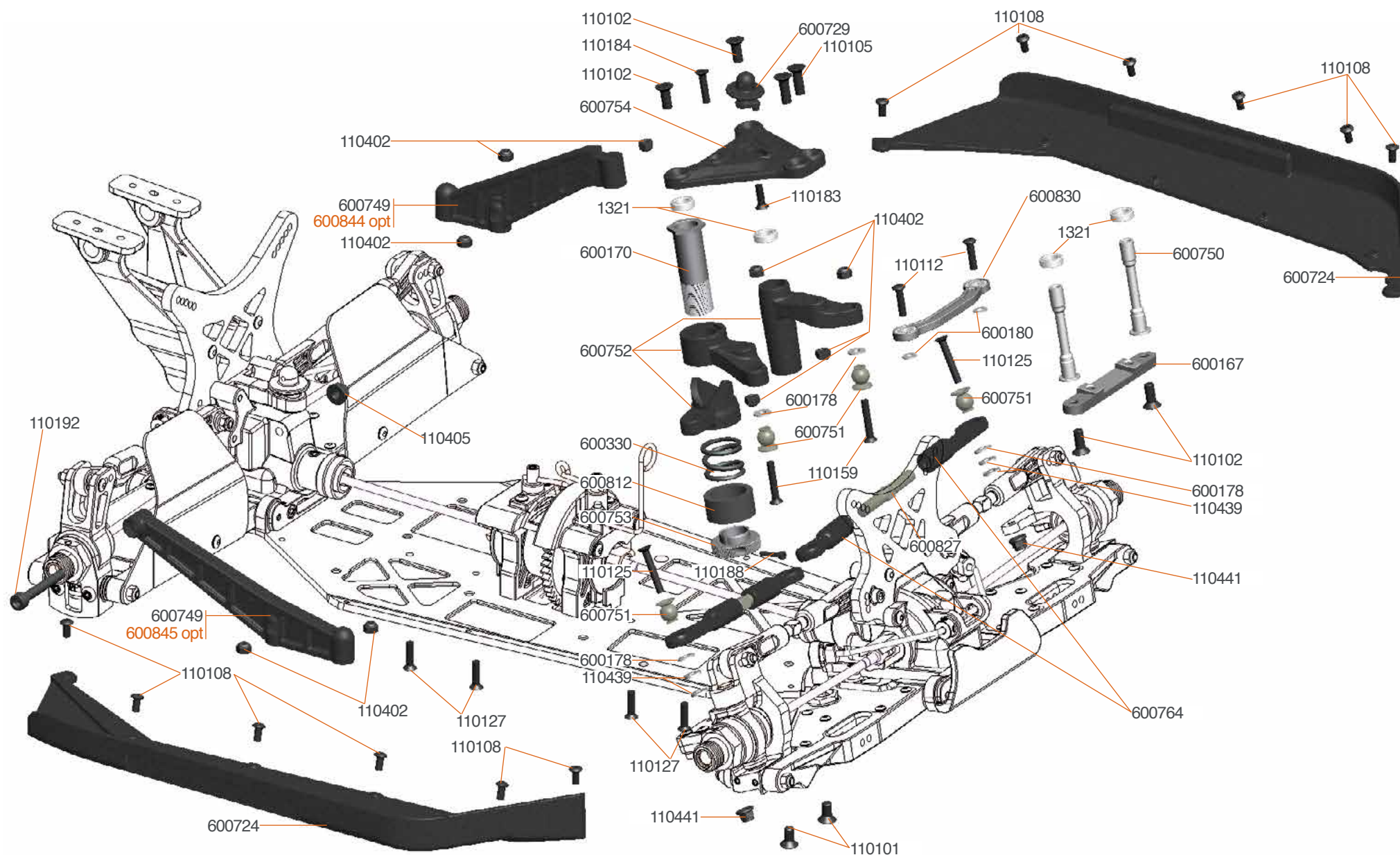
OPT

600336 Antiroll bar front 1.8mm
 600337 Antiroll bar front 2.0mm
 600241 Antiroll bar front 2.5mm
 600242 Antiroll bar front 2.7mm
 600484 Antirollbar spacer 3mm alu (2)

600485 Pivotball threaded anti roll bar alu (2)
 600622 Pivotball antirollbar alu (4)
 600782 C-hub 13deg L+R alu SRX8
 600784 C-hub 17deg L+R alu SRX8
 600788 Steering arm 0 carbon (2) SRX8

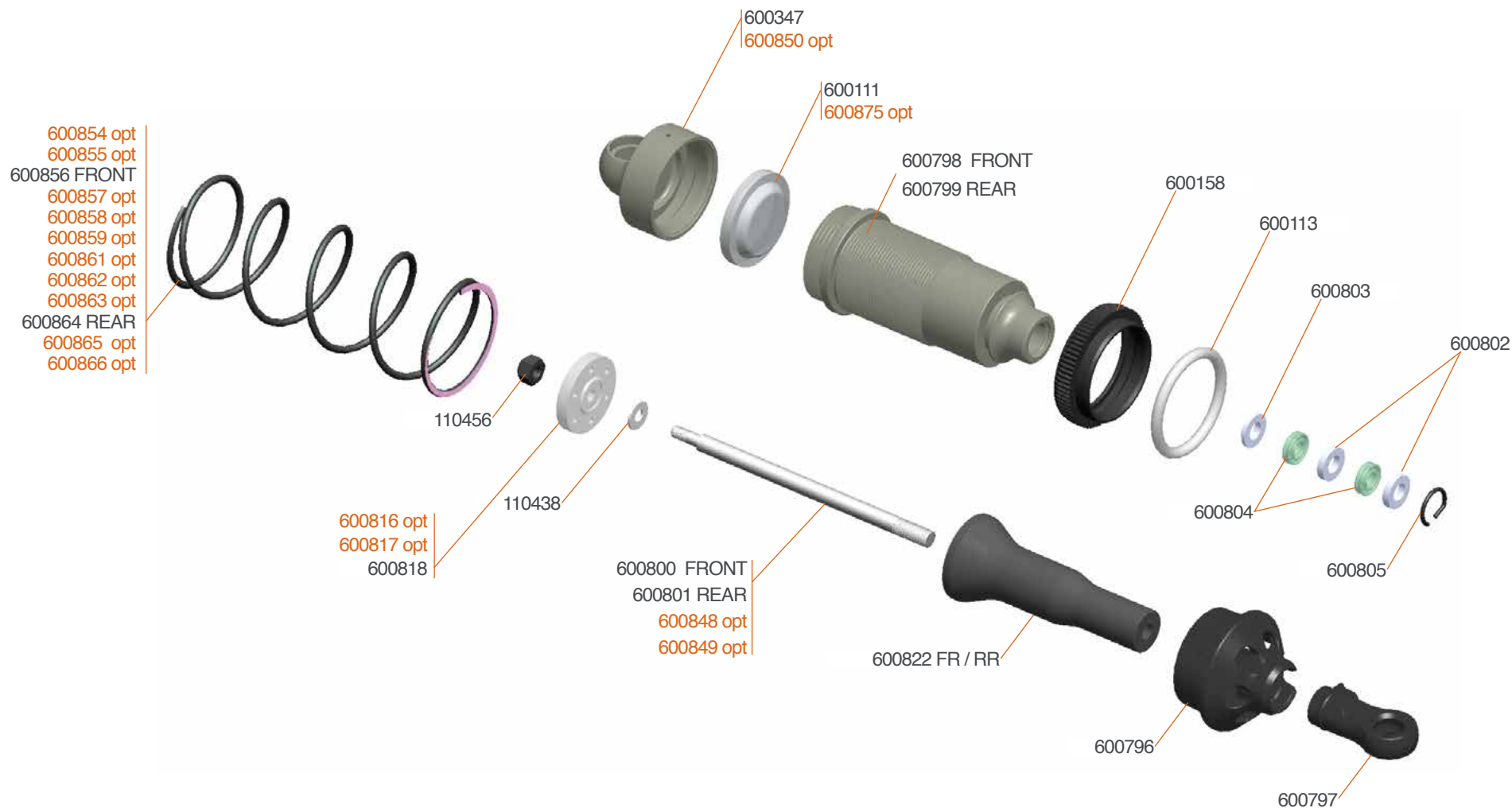
600790 Steering arm 2 carbon (2) SRX8
 600791 Steering arm 3 carbon (2) SRX8
 600792 Steering arm 4 carbon (2) SRX8
 600836 Wishbone insert carbon FR (2+2) SRX8

600846 Shocktower FR alu SRX8
 600851 Wheelhexagon 0mm light (2) SRX8
 600852 Wheelhexagon +1mm light (2) SRX8
 600853 Gear coupler alu SRX8





600758 Radio + battery box skin carbon look SRX8

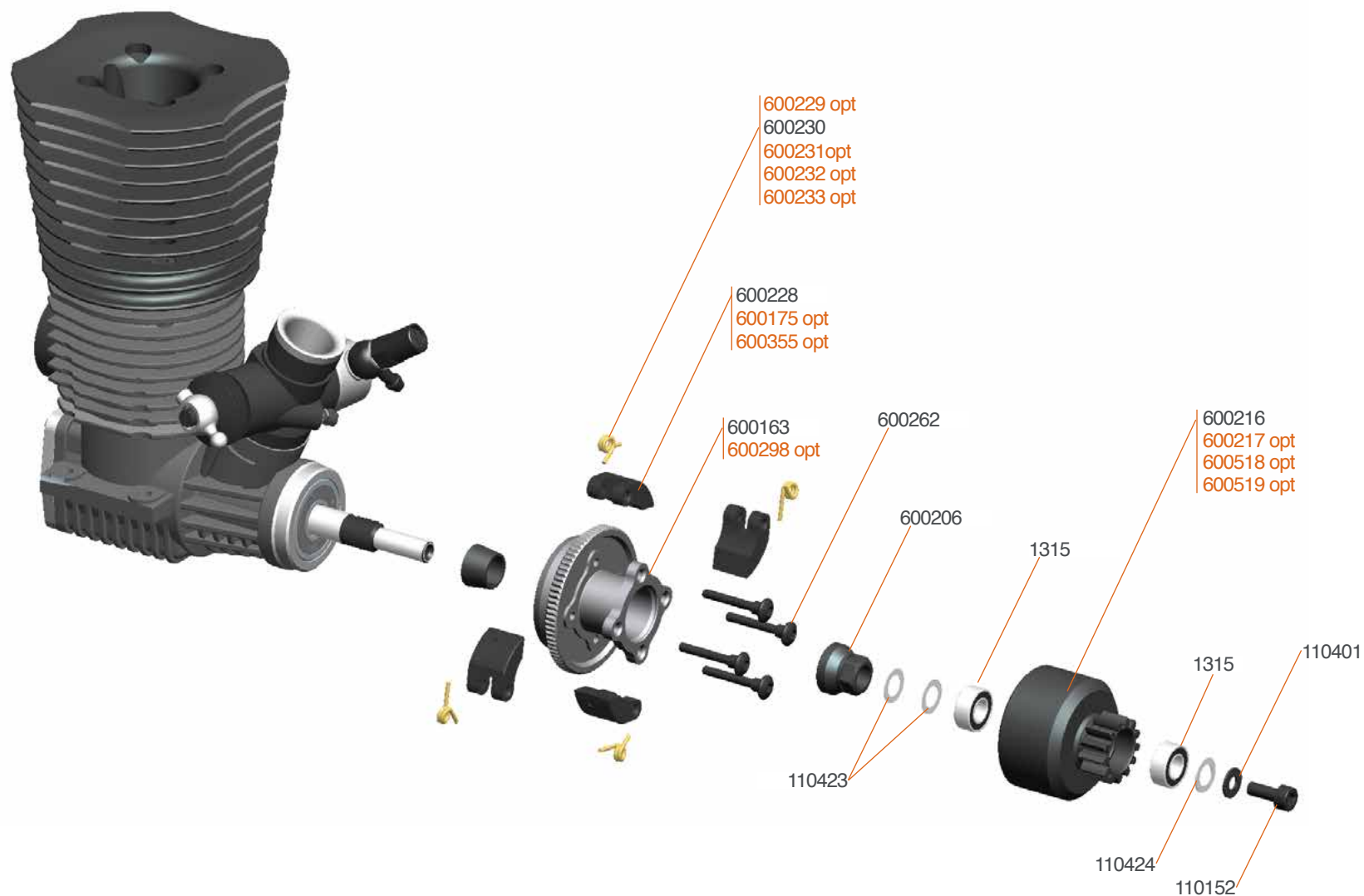


600854 Shockspring FR 4.5 lbs orange (2)
600855 Shockspring FR 4.7 lbs red (2)
600857 Shockspring FR 5.1 lbs blue (2)
600858 Shockspring FR 5.3 lbs purple (2)
600859 Shockspring FR 5.5 lbs green (2)
600860 Shockspring set FR (6x2)

600861 Shockspring RR 3.0 lbs orange (2)
600862 Shockspring RR 3.2 lbs red (2)
600863 Shockspring RR 3.4 lbs pink (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

600850 Shock cap pro hard coated (2) SRX8
600870 Shock set Pro front (2) SRX8
600871 Shock set Pro rear (2) SRX8
600875 Shock top gasket (4) SRX8

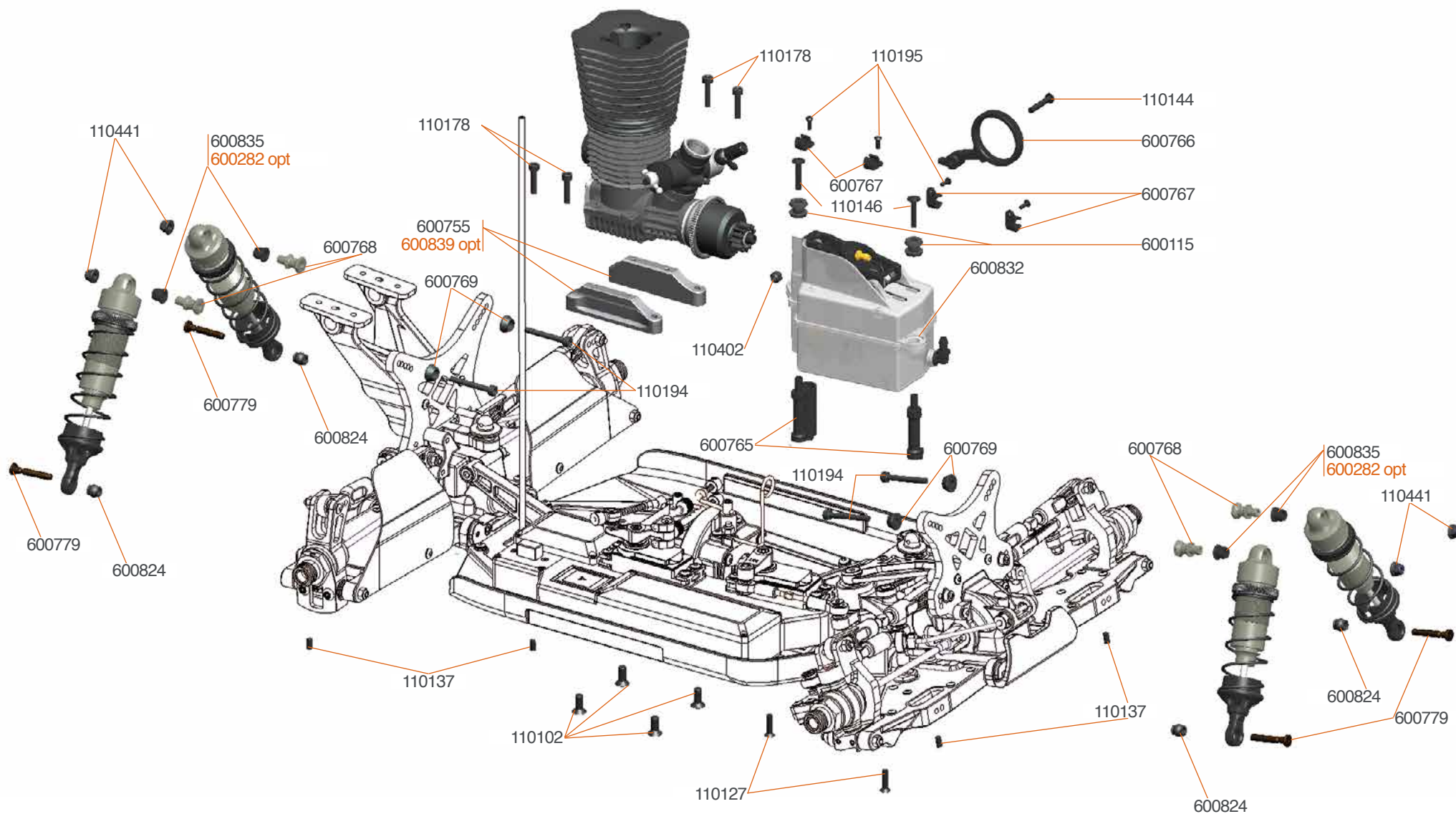


600518 Clutch bell 13T vented
600217 Clutch bell 14T
600519 Clutch bell 14T vented

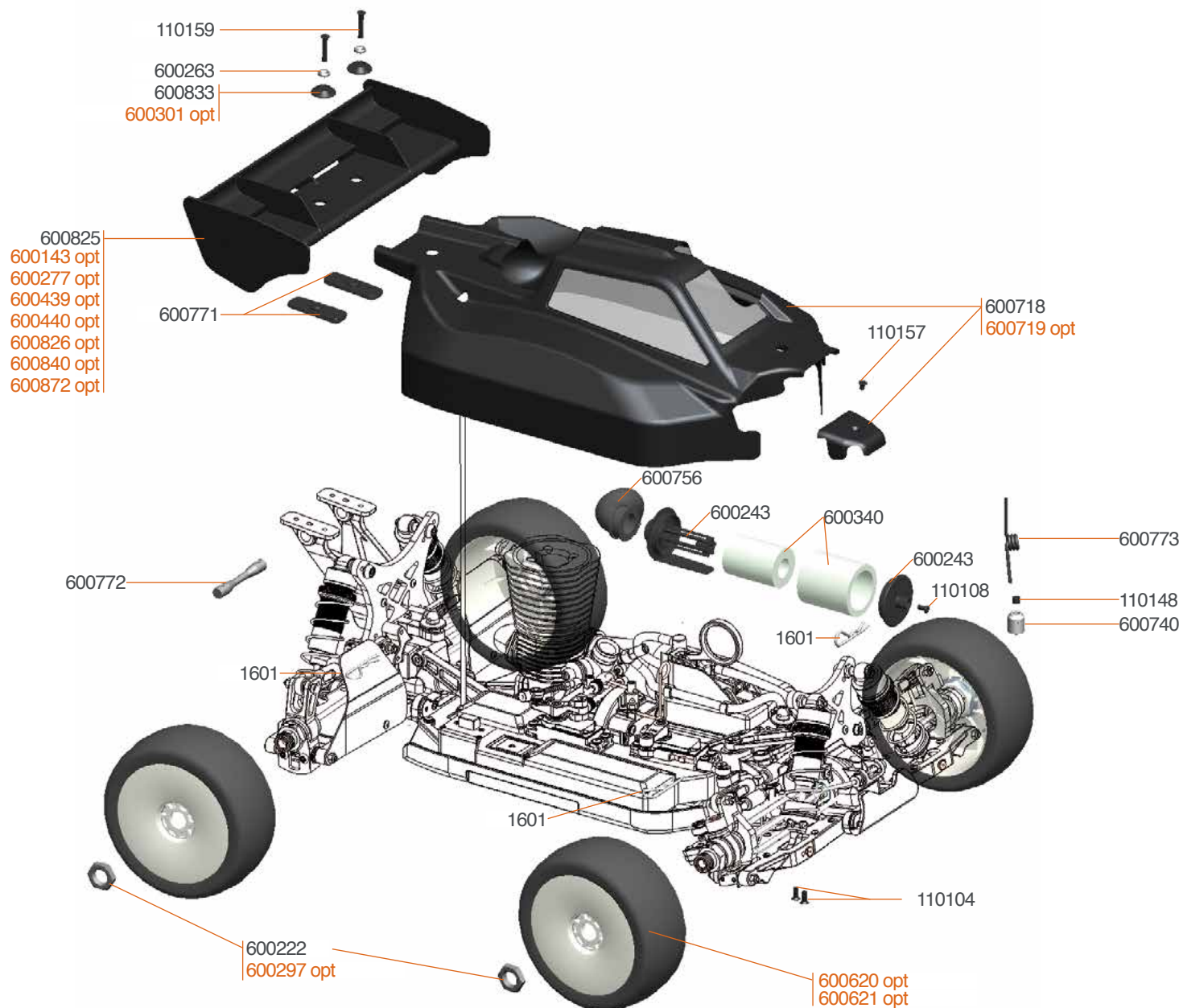
600229 Clutch spring soft 0.85mm (4)
600231 Clutch spring hard 0.95mm(4)
600232 Clutch spring X hard 1mm(4)

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



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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